

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
22	06/12/17	Open	Action	06/06/17

Subject: Proposition 1A High Speed Rail Funding Discussion

ISSUE

SacRT Management is seeking a Board determination regarding Proposition 1A (Prop. 1A) High Speed Rail Funding.

RECOMMENDED ACTION

- A. Adopt Resolution No. 17-06-____, Approving the Programming of \$25 Million of Proposition 1A High Speed Rail Funding for the Downtown/Riverfront Streetcar Project with the Understanding that the City of Sacramento will Work with SacRT to: 1) Fund the Project Costs for the Sacramento Valley Station (SVS) Loop; 2) Work with SacRT to Find a Location for Future Storage Track; and, 3) Work with SacRT to Obtain Dedicated Transit Funding for SacRT’s Strategic Initiatives; or
- B. Motion: Direct Staff to Use or Hold the \$25 Million of Proposition 1A High Speed Rail Funding for Other Project Needs.

DISCUSSION

At the May 8, 2017 Board Meeting, Staff presented an informational item to the Board related to the Downtown/Riverfront Streetcar Project. A total of \$100 Million in matching funds is needed to request a total of \$100 Million of Federal Small Starts funding. Currently, \$75 Million of the matching funds are proposed to be comprised of: \$35 Million – West Sacramento, \$30 Million – State Cap and Trade, \$7 Million – City of Sacramento, \$3 Million – Sacramento County (pending County Board approval). In order to secure the remaining \$25 million necessary for the match, the Streetcar Policy Steering Committee (including elected representatives from the cities of Sacramento and West Sacramento, Sacramento County, the Yolo County Transportation District, SacRT, and business community representatives from the project area), and the Streetcar Project Management Team, led by the Sacramento Area Council of Governments (SACOG), has requested that SacRT commit \$25 million of Prop. 1A funds to the Downtown/Riverfront Streetcar Project.

Prop. 1A, or the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, was approved by California voters on November 4, 2008. As part of the Prop. 1A bond proceeds, \$950 million was made available for capital projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements. In June of 2012, the California Transportation Commission (CTC) approved the programming of \$25,223,000 of Prop. 1A bond funds to: “Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.” The first half of 2016, the CTC approved SacRT’s request to change the project scope for the Prop. 1A funds to: “Relocate existing light rail track,

Approved:

Presented:

Final 06/06/17

General Manager/CEO

VP, Strategic Planning & System Development

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passenger platform and associated systems, and construct streetcar system (including track, passenger platforms, procure cars, etc.) to connect the new Sacramento Intermodal Facility and future High-Speed Rail Terminal.”

Pursuant to Street and Highways Sec. 2704.095(d), Prop. 1A eligible costs include costs of projects to provide or improve connectivity to the high-speed train system or for the rehabilitation or modernization of, or safety improvements to, tracks utilized for public passenger rail service, signals, structures, facilities, and rolling stock. Prop. 1A funds are required to be matched, dollar for dollar.

As good stewards of public funds, SacRT seeks out various opportunities for all funding sources to ensure that funds are assigned to top regional projects.

Attachment 1 contains a complete list of eligible SacRT projects that, contingent on the approval of the CTC, might meet the requirements for this funding. Included are two important projects for the Sacramento Region, which have already been approved by the CTC: the Downtown/Riverfront Streetcar Project and the Sacramento Valley Station (SVS) Loop Project. The projects included in Attachment 1 could provide improved service, increased ridership, enhanced regional connections, better reliability and efficiency, and become economic generators.

The Downtown/Riverfront Streetcar Project is a 5.2 mile alignment that extends from the West Sacramento Civic Center to the Midtown entertainment and retail district in Sacramento. The streetcar alignment traverses the Sacramento Valley Station (SVS) using SacRT’s light rail storage tracks and the existing single tracked SVS light rail station. The alignment continues using shared track with the existing light rail system to 7th/8th and K Street. In addition to the streetcar alignment, the Project may include improvements that would allow light rail trains to travel over the Tower Bridge to Raley Field for special events. The Project also includes the relocation of SacRT’s existing light rail tracks from K Street to H Street between 8th and 12th Streets, as well as the procurement of six modern streetcars and the design and construction of a streetcar vehicle maintenance facility.

The full SVS Loop Project proposes to relocate the existing Sacramento Valley Station light rail station and change the orientation from an east/west alignment to a north/south alignment. It adds approximately 1 mile of light rail track and would allow light rail trains entering into the Sacramento Valley Station to continue through the Railyards and connect back up with existing light rail tracks on 7th Street. The estimate to build this Project is \$58 million. However, SacRT is currently unable to allocate the necessary match funding for this Project required if Prop. 1A is used. In this case, SacRT would need to identify \$33 Million in other funds to complete the Project.

Staff has also identified a \$12 million abbreviated version of the SVS Loop that extends light rail tracks approximately 600’ into the Railyards area and relocates the existing Sacramento Valley Station light rail station from an east/west alignment to the north/south alignment, but does not consist of a loop tying into 7th Street. The abbreviated version consists of an in-out

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alignment that does not extend the tracks to 7th Street, but would allow for joint light rail and streetcar operations once the Downtown/Riverfront Street Car Project is in service. The abbreviated version would also provide 800' of storage tracks for streetcar and light rail vehicles at SVS. SacRT is currently unable to allocate the necessary match funding for either project. However, the City of Sacramento, under an existing 2005 Agreement with SacRT, will work with RT to fund the light rail station relocation and find a location for storage track.

If neither of the above two options for the SVS Loop Project are implemented prior to the start of streetcar service, light rail and/or streetcar will experience service reliability issues due to conflicts between the two services at the current Sacramento Valley Station light rail station. The loss of light rail vehicle storage in the rail yards harms both the reliability of light rail and our ability to efficiently serve events at the Golden One Center.

The Streetcar Policy Steering Committee and Project Management Team, the City of Sacramento and SacRT Staff propose to use Prop. 1A funds to complete the local match package for the Downtown/Riverfront Streetcar Project. The Project will bring value to SacRT by: 1) providing first mile and last mile accessibility, transferring riders between systems, and growing ridership; 2) enhancing the regional intermodal network; 3) bringing state and federal funds to the region and creating jobs; and, 4) improving access of the light rail system by closing the 12th & I Street station, which is currently only accessible to passengers with disabilities with a mini-high ramp in one direction of travel – all expressed benefits will be achieved without additional operational and maintenance costs to SacRT.

As a separate topic, SacRT is working collaboratively with the City of Sacramento to modify the 1985 Operations and Maintenance Agreement to establish an equitable partnership. The City of Sacramento will also work with SacRT to: 1) fund the Project costs for the Sacramento SVS Loop; 2) work with SacRT to find a location for future storage track; and, 3) work with SacRT to obtain dedicated transit funding for SacRT's Strategic Initiatives. Both the City and SacRT have worked together productively and diligently in the last year to build a strong partnership, with a mutual goal of enhancing and improving mobility. Staff believes the partnership will continue to grow stronger in the future.

Prop 1A funding does not have an expiration date and SacRT does have other identified project needs. However, as noted above, SacRT does not currently have matching funds available for the Prop 1A funding source. If SacRT does not commit the \$25M of Prop 1A funds to the Streetcar Project, the Project is unlikely to receive a federal small starts grant agreement. This funding is key for the Project to move forward and the Project does bring a number of benefits to SacRT as described above.

ATTACHMENT 1

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

There are currently 38 projects in CIP that potentially qualify for P1A funds. Of those, 9 are partially funded, 29 are unfunded.

The 9 partially funded projects fall into the following categories:

PROGRAM	PROJECT#	PROJECT NAME	PROJECT DESCRIPTION	MAX. PROP 1A MATCH
Infrastructure (4)				
Infrastructure	R010	Light Rail Crossing Enhancements	The scope of this project is to make improvements to crossings in the RT light rail system.	\$1,500,000
Infrastructure	R280	Signal - Infrastructure Improvements for Future Gold Line Limited Stop Service	This project will enhance light rail capacity on the Gold Line to the city of Folsom. Light rail system modifications that will give RT the capability to provide Limited Stop Express Service (LSS).	\$5,100,000
Infrastructure	R314	Analysis of Systemwide Impacts of Low-Floor Light Rail Vehicles	<p>RT's next light rail vehicle (LRV) procurement, likely associated with the Green Line to the Airport project, will include low-floor vehicles.</p> <p>This study will include technical evaluation associated with type of vehicle to be specified (light rail vehicle, European tram, etc.) and the physical design requirements of the new and existing light rail stations. The evaluation of existing stations will need to detail the level of effort (design and construction) needed to accommodate low-floor vehicles. Preliminary cost estimates (by station) and schedule of design and construction activities will also be developed. Recommendations for maintaining light rail operations while the station construction activities are under way will also be developed.</p> <p>Advanced planning for changes to the design criteria and developing a project implementation plan (scope, cost and schedule) is necessary to secure funding for implementation of the project.</p>	\$2,385,000
Infrastructure	R334	Rail Capital Maintenance-State of Good Repair	<p>Various projects: needed for maintaining the State of Good Repair. The projects are, but not limit to:</p> <ol style="list-style-type: none"> 1. Switch Replacement F101 & F097. Too worn to be rebuilt. Failure can potentially cause catastrophic derailment of LR vehicle 2. Restraining Rail Replacement: Worn beyond their useful life. 3. Stran Insulator Replacement: Need to be replaced due to insulator failures within the fiberglass section that have caused major LR service disruptions. 4. TPSS Air Conditioning Replacements: Eighteen (18) TPSS with dual units (36 total), are undersized and utilize non-compliant (banned) refrigerant that is no longer manufactured and is in limited supply. 5. Contact Wire Replacement: Contact wire in certain key areas are at wear limits 	\$15,842,500
System Development (5)				

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

System Development	230	Northeast Corridor Enhancements (Phase 1)	"This project includes enhancements that will allow RT to operate limited stop service in the Northeast Corridor. Scope includes: 1) Enhancing the Metro Heavy Repair Facility. 2) Realigning the Lumberjack curve, adding Overhead Contact System (OCS), and adding Limited Stop Service (LSS) signaling. 3) Upgrading traction power to improve operating power performance. 4) Double Tracking from Roseville Road to Watt I-80."	\$8,289,417
System Development	R055	Light Rail Station at Dos Rios	Design/Build a light rail station on the NE corridor between North B Street and Richards Blvd. on North 12th Street in downtown Sacramento. A new station would provide transit service for a neighborhood that is largely transit dependent, and the locations between the UPRR tracks and the American River.	\$8,900,000
System Development	R135	Light Rail Station at Horn	Build a light rail station near Horn Road and Folsom Boulevard. This project will provide additional access for RT riders, and it will bridge the distance between Butterfield and Mather Field LR Stations.	\$4,300,000
System Development	R327	Green Line SVS Loop & K St.- to H St. Imp. (Final Design & Construction)	Two project elements: (1) The Sacramento Valley Station (SVS) Green Line Loop. This project would relocate the existing/temporary LRT Station on H Street, west of 5th Street to a new north-south axis west of 5th Street. (2) The relocation of the existing LRT tracks on K Street from 12th Street west to 7th Street. The improvements are key to travel connectivity associated , and connectivity to various locations including High Speed Rail.	\$25,000,000
System Development	S030	Downtown/Riverfront Streetcar Project (Small Starts)	The project is a partnership between SACOG, Regional Transit, Yolo County Transit District, City of Sacramento and the City of West Sacramento. It will add a 5.25 mile Downtown Riverfront Streetcar System to link Downtown and Midtown Sacramento to the Washington/Bridge District/Civic Center areas of West Sacramento. Scope is the Small Starts Grant Awarded project.	\$25,000,000

The 29 unfunded projects fall into the following categories:

Facilities program (1)

Facilities program	R332	Metro LR Maint Building Concrete Repair and Structural Analysis	This project is to repair the damaged concrete on the exterior of the columns and walls that indicates damaged, misplaced or missing reinforcing steel. Further structural analysis will be performed to evaluate a potential future rehabilitation stage.	\$155,000
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Fleet program (6)

Fleet program	R025	Light Rail Vehicle Specification Development	Develop procurement specifications for the light rail vehicles prior to planned replacements and purchases for light rail extensions.	\$50,000
Fleet program	R100	UTDC Fleet Replacement	Replace the UTDC vehicle fleet (21). * Replace 14 vehicles in FY 2027 * Replace 7 vehicles in FY 2028	\$25,000,000

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

Fleet program	R115	Siemens 1st Series Fleet Replacement (26)	Replace the 1st Series Siemens vehicles. (26) * Replace 5 vehicles in FY 2019 * Replace 5 vehicles in FY 2020 * Replace 5 vehicles in FY 2021 * Replace 5 vehicles in FY 2022 * Replace 6 vehicles in FY 2023	\$25,000,000
Fleet program	R120	Siemens 2nd Series Fleet Replacement (10)	Replace the 2nd Series Siemens vehicles. * Replace 3 vehicles in FY 2024 * Replace 3 vehicles in FY 2025 * Replace 4 vehicles in FY 2026	\$23,958,949
Fleet program	R125	CAF Fleet Mid-Life Component Overhaul	Overhaul major subsystems/components on the CAF fleet (40 vehicles).	\$15,927,408
Fleet program	R205	CAF Series Fleet Replacement (40)	Replace 40 CAF Series light rail vehicles.	\$25,000,000
Infrastructure Program (12)				
Infrastructure Program	0555	Light Rail Station Shelter Improvement Program	Add and improve light rail station shelters. Scope includes: - 23rd Street Station: Construct new mini-high shelters and new outbound main shelter, replace mini-high guard rails, repaint existing shelter, and upgrade lighting - 59th Street Station: Construct new mini-high shelters and new outbound main shelter, replace mini-high guard rails, repaint existing shelter, and upgrade lighting - Watt/Manlove Station: Construct new outbound main shelter. Landscape area south of platform where current UP track was removed on Project 990. - Starfire Station: Construct new mini-high shelters, replace mini-high guard rails, repaint existing shelter, and upgrade lighting - Globe Station: Construct new inbound mini-high shelter and new outbound main shelter, replace inbound mini-high guard rails, repaint existing shelter, and upgrade lighting - Swanston Station: Construct new outbound main shelter, repaint existing shelter, and upgrade lighting - Roseville Road Station: Construct new inbound mini-high shelter and replace mini-high guard rails, repaint existing shelters, and upgrade lighting - Marconi/Arcade Station: shelters constructed under F015 by CCO.	\$1,200,000
Infrastructure Program	G210	Wayfinding Signage	Procure and install Wayfinding signage.	\$50,000
Infrastructure Program	R005	Wayside Signal Reconfiguration Phase 2	Upgrade and improve the existing system. The project's scope includes detailed analysis and design modification to the existing wayside signaling system and affects implementation of the design changes such as adding green aspect to F127 and S125. Investigate installation of station approach signal. Modify the aspects of the station-leaving signal.	\$250,000
Infrastructure Program	R065	Sunrise Siding (Side Track Switch)	Add a turnout to the east end of the tail track at the Sunrise interlocking. This would turn the tail track into a siding providing two ways for trains to enter and exit the siding.	\$217,500
Infrastructure Program	R075	Signal Improvements	Upgrade the Union Switch and Signal controllers to the new design being built with the AMTRAK project.	\$120,000

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

Infrastructure Program	R140	Light Rail Station Pedestrian Improvements	Improve pedestrian access at the following light rail stations: <ul style="list-style-type: none"> - Roseville Road Station - Broadway Station - 4th Avenue/Wayne Hultgren Station - Fruitridge - Power Inn Station - College Greens Station 	\$5,775,000
Infrastructure Program	R250	Noise Attenuation Soundwalls	Address Noise Attenuation issues as needed. Scope includes constructing soundwalls. Current plans include: Phase 1: Design and construct Soundwalls in segments (Oxford, Royal Oaks, and between 16th to 18th and 38th to 42nd Streets on the Folsom Corridor). Phase 2: Construct Soundwalls between 16th to 18th and 38th to 42nd Streets on the Folsom Corridor.	\$1,650,000
Infrastructure Program	R271	Metro Light Rail Yard Expansion	This project is to modify, reconfigure and expand the Metro light rail yard (or other terminal yards). Adding storage yard tracks at Academy Way. (Moved from R195)	\$5,260,500
Infrastructure Program	R272	Light Rail Control Center Upgrade (LRCC)	This project is to improve the Light Rail Control Center. Scope includes physical upgrades, probably new control center, computers displays, and external interfaces to Passenger Information Signs + RR interlocking SCADA.	\$2,250,000
Infrastructure Program	R274	Activate Switch F111 at 18th Street	This project makes switch F111 active at 18th street.	\$750,000
Infrastructure Program	R329	16th Street Station Relocation	Relocate station 1 block east, between 16th & 17th Streets. Scope includes new 8" raised platforms and mini-high platforms, relocation of existing station shelters and equipment. Project will also require acquisition of properties north and south of tracks; relocation of the Q-R Alley between 16th & 17th Streets; undergrounding existing utility lines between 16th & 17th Streets; existing F111 crossover to be removed and relocated to the existing station location between 15th & 16th Streets; replacement of OCS poles between 15th -17th Streets; and misc. signaling upgrades from 15th-17th Streets, including 2 new instrument houses.	\$7,500,000

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

Infrastructure Program	R331	Light Rail Stations - Low Floor Vehicle Conversions	<p>Modifications to existing light rail station platforms are required to accommodate the planned acquisition of low floor vehicles. Each station will require specific designs may contemplate lowering of the track profile and/or raising the top of platform elevation to allow for level boarding</p> <p>As there will likely be a period of transition to include a mixed consist of low-floor and high-floor vehicles, the mini-high ramps would remain until such time that the light rail fleet is 100% low-floor. However, the plans and specifications developed should also include the work necessary to remove the mini-high ramps as a separate construction contract. The CIP currently anticipates the procurement work for the replacement vehicles to begin in FY2017. Development of the design plans and specifications should also begin in that time frame.</p> <p>Construction work will need to be completed once the delivery and start of revenue service for the new vehicles begins. There are approximately 48 stations that will need to be modified. Design is expected to start in 2017.</p>	\$1,350,000
System Development (7)				
System Development	R060	Light Rail Station at Mineshaft	Design and build a light rail station at Mineshaft Road.	\$2,475,000
System Development	R130	Gold Line Double Track (Past Hazel LR Station)	Double track select single track segments of the Gold Line. Scope includes Environmental work, Preliminary Engineering, Final Design, ROW, Construction, mitigation(s), staff costs, and construction management. Plans include double tracking between 2 and 5 miles.	\$25,000,000
System Development	R155	Light Rail Station at T Street	Build a light rail station at T Street in downtown Sacramento.	\$1,884,000
System Development	R190	Commuter Rail (Oakland-Auburn)	<p>Participate as partner to implement Regional Rail. RT participation will include:</p> <ul style="list-style-type: none"> - Construction of third rail. - Phase 3: Add Regional Rail Stations at Bowman, Antelope, Swanston, West Sacramento, and Benicia for a total of 19 Stations. 	\$15,899,000
System Development	R328	Green Line (N of Township 9) to Airport Final EIS/R and Preliminary Engineering	<p>The full scope of the Green Line project is to extend light rail from the existing Township 9 Station across the American River, through South and North Natomas, and then west to the Sacramento International Airport.</p> <p>The Green Line project proposes to add approximately 12 miles of track, with 14 stations, and 7 park & ride facilities.</p> <p>This CIP project consists of completion of the Final EIS/EIR and advancing the Preliminary Engineering of one or more segments of the Green Line.</p>	\$5,000,000

Unfunded and Partially Funded CIP Projects that potentially qualify for P1A funding

System Development	R338	Green Line: American River Xing and Extension Final Design & Construction	<p>The full scope of the Green Line project is to extend light rail from the existing Township 9 Station across the American River, through South and North Natomas, and then west to the Sacramento International Airport.</p> <p>The Green Line project proposes to add approximately 12 miles of track, with 14 stations, and 7 park & ride facilities.</p> <p>This CIP project consists of completion of the Final Design and Construction of approximately 1.5 miles of the Green Line.</p>	\$25,000,000
System Development	R339	Green Line-Natomas to Airport Final Design & Construction	<p>The full scope of the Green Line project is to extend light rail from the existing Township 9 Station across the American River, through South and North Natomas, and then west to the Sacramento International Airport.</p> <p>The Green Line project proposes to add approximately 12 miles of track, with 14 stations, and 7 park & ride facilities.</p> <p>This CIP project consists of completion of the Final Design and Construction of the Green Line segment from the terminus of MOS-1 (RT CIP Project RTBD-1) in Natomas to the Sacramento International Airport. This could be another Minimal Operating Segment (MOS) extension within the corridor, or potentially the remainder of the entire corridor. This decision will depend upon available funding at the time of implementation.</p>	\$25,000,000
Transit Technologies Program (3)				
Transit Technologies Program	0525	Upgrading Rail Interlockings (Remote Indication)	This project is to upgrade rail interlocking status and control functions to provide modem connection to Central Train Tracking/LRCC. Interlockings included in this project are: Watt-I 80, Yard [both ends], American River [both ends], Sunrise, Schnitzer Interlocking, Downtown Folsom, Meadowview, and Mather.	\$250,000
Transit Technologies Program	R045	Supervisory Control & Data Acquisition System (SCADA)	<p>Design, procure, and install SCADA equipment into traction power substations and instrument houses to control and monitor traction power distribution systems and track train movement.</p> <p>Design and modify existing Light Rail Control Center to accommodate SCADA System.</p>	\$1,500,000
Transit Technologies Program	T002	Automatic Passenger Counters for LRT	This project is for RT to purchase at a future date based upon available funding, Automatic Passenger Counters (APC), this technology is utilized by many transit agencies across the country.	\$750,000

Proposition 1A High Speed Rail Funding Discussion

Proposed Summary of Streetcar Funding - \$200 Million

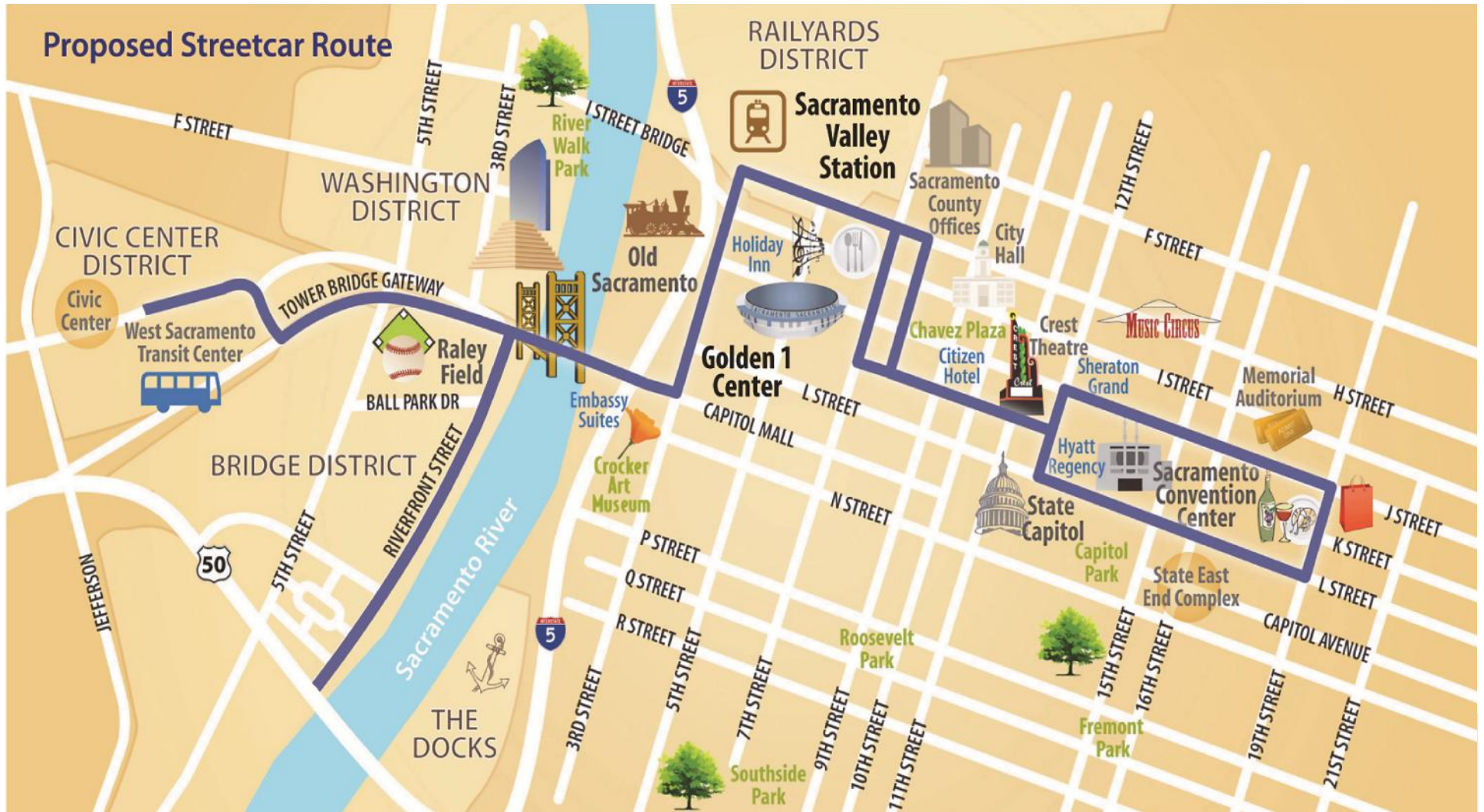
Agency Name	Amount
City of West Sacramento	\$35 Million
City of Sacramento	\$7 Million
County of Sacramento	\$3 Million
Cap and Trade (TIRCP)	\$30 Million
Federal Small Starts	\$100 Million
Subtotal	\$175 Million

Available funds that can be used for Streetcar Proposition 1A*	\$25 Million
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Proposition 1A Funding Requirements

- Original Scope: Provide connectivity to the high speed train system for capacity requirements and safety improvements.
- Revised Scope: Further expanded to allow for the relocation of existing light rail track, passenger platforms and associated systems, and construct streetcar system to connect to new Sacramento Intermodal facility.

Note: Requires a 50% local match & no expiration



SVS Loop and Transit Services



RESOLUTION NO. 17-06-_____

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

June 12, 2017

APPROVING THE PROGRAMMING OF \$25 MILLION OF PROPOSITION 1A HIGH SPEED RAIL FUNDING FOR THE DOWNTOWN/RIVERFRONT STREETCAR PROJECT WITH THE UNDERSTANDING THAT THE CITY OF SACRAMENTO WILL WORK WITH SACRT TO: 1) FUND THE PROJECT COSTS FOR THE SACRAMENTO VALLEY STATION (SVS) LOOP; 2) WORK WITH SACRT TO FIND A LOCATION FOR FUTURE STORAGE TRACK; AND, 3) WORK WITH SACRT TO OBTAIN DEDICATED TRANSIT FUNDING FOR SACRT'S STRATEGIC INITIATIVES

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

THAT, approving the programming of \$25 Million of Proposition 1A High Speed Rail Funding for the Downtown/Riverfront Streetcar Project understanding that the City of Sacramento will work with SacRT to: 1) fund the Project costs for the Sacramento SVS Loop; 2) work with SacRT to find a location for future storage track; and, 3) work with SacRT to obtain dedicated transit funding for SacRT's Strategic Initiatives.

ANDREW J. MORIN, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary