



STAFF REPORT

DATE: May 10, 2021

TO: Sacramento Regional Transit Board of Directors

FROM: Laura Ham, VP, Planning and Engineering

SUBJ: STREETCAR PROJECT UPDATE AND APPROVE 1) ASSIGNMENT AGREEMENT BETWEEN THE SACRT & RIVERFRONT JOINT POWERS AUTHORITY 2) THE 3RD AMENDMENT TO THE CONTRACT WITH HDR INC., 3) THE 1ST AMENDMENT TO THE CONTRACT WITH AECOM

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Approval of the recommended actions will provide for necessary funding to flow to SacRT to engage consultants and pay Staff costs to complete further project development and design to obtain a Federal Small Starts Grant Agreement (SSGA) to construct the modified Downtown Riverfront Streetcar Project.

FISCAL IMPACT

1. **Assignment Agreement between SacRT and the Riverfront Joint Powers Authority (Authority) for the Interagency and Cost Reimbursement Agreement:** This agreement between SacRT and the Authority will allow SacRT to assume the rights and obligations of the Authority to be directly reimbursed by the Cities for work to advance the Project through the award of SSGA. A total of \$835,598.33 was previously billed under the Interagency and Cost Reimbursement between the City of Sacramento, City of West Sacramento and the Authority ("2018 Authority-Cities Agreement"), leaving available funds in the amount of \$1,613,401.67 to continue advancing the Project. The City of Sacramento's obligation under the Amended and Restated Interagency and Cost Reimbursement Agreement has been reduced from \$300,000 to approximately \$149,000 in this agreement (\$151,000 reduction). To fund the Project through the award of the SSGA, SacRT has been additionally awarded a Sacramento Area Council of Governments (SACOG) Maintenance and Modernization Grant to fund the City of Sacramento's shortfall and the remaining cost estimated to achieve an SSGA, totaling \$711,000.
2. **Third Amendment to the Contract for the Downtown Riverfront Streetcar Design Services with HDR:** The original Contract for Downtown Riverfront Streetcar Design Services with HDR, Inc. included design up to the 85% completion with a value of \$4,704,884.89. The First Amendment included the

100% design and the Second Amendment included updates to the Vehicle Maintenance Facility Location and the riverfront alignment in West Sacramento. This Third Amendment reduce the scope of the Project by shortening and reconfiguring the termini of the Project. The Third Amendment will increase the total consideration in the contract between HDR Inc. and SacRT by \$1,176,823.00, from \$12,145,499.57. to \$13,322,322.57. This increase of \$1,176,823.00 will be reimbursed by the Cities.

- 3. First Amendment to the Contract for the Downtown Riverfront Streetcar Environmental Support Services with AECOM Technical Services, Inc. (AECOM):** SACOG prepared the original CEQA/NEPA documentation for the original Project. The Contract for Streetcar Environmental Support Services between SacRT and AECOM included services to address additional environmental issues when minor revisions were made to the original Project alignment. This First Amendment will provide all the necessary revisions to complete environmental updates for the revised Project. The First Amendment is for \$170,436.25. The Contract between AECOM and SacRT will increase by \$170,436.25, from \$69,356.42 to \$239,792.67. This increase of \$170,436.25 will be reimbursed by the Cities.

DISCUSSION

Background

The Downtown Riverfront Streetcar Project (Project) received approval from Federal Transit Administration (FTA) to enter Project Development as a Small Starts Project in 2014. The original scope of the Project was environmentally cleared, designed, and issued for bid in November 2018, with construction Bids received in January 2019. Unfortunately, the bids received for the Project came in significantly higher than expected.

In March 2019, the Mayors of both Cities subsequently directed the formation of a Mobility Technical Working Group (MTWG). The goal of the MTWG was to present technical alternatives to the previously-proposed Project (independent of funding and regulatory obstacles) that would achieve the best mobility for and between both Cities. The alternatives were to be “forward looking,” allow for future innovation, be achievable in phases, and implemented within five years. The project team was expanded to include representatives from Sacramento Municipal Utility District (SMUD), the Sacramento Metropolitan Air Quality Management District (SMAQMD), the Sacramento Mayor’s Office and Congresswoman Matsui’s Office. Over the next several months, over a half-dozen MTWG meetings were held to establish clear objectives and explore various project alternatives to reduce costs and to deliver a project primarily consistent with the original intent, purpose, and need.

Two of the principal objectives driving the analysis included: 1) preserve the Congressionally-appropriated \$50 million to complete the Project; and 2) connect the two Cities and the region with frequent, high-quality mass-transit service over the Sacramento River. The decision was made by the MTWG to move forward with a reduced-scope rail project that preserved the portion of the original Downtown Riverfront Streetcar connecting West Sacramento from Sutter Health Park (formerly

Raley Field) with Sacramento Valley Station (SVS). This alternative provides the following benefits:

-) a strong connection between the City of West Sacramento and Yolo County Transit District (YCTD) services to the existing SacRT light rail and bus system and regional rail services at SVS;
-) remains within the original environmentally-cleared alignment, requiring minimal environmental document updates;
-) substantially designed by the consulting engineering team, requiring minimal design revision;
-) maintains three of the planned Streetcar stations along the existing route, including connections at Sutter Health Park, Old Sacramento and SVS (Old Sacramento would be easily accessed from two of the Streetcar Stations at 2nd and Capitol and SVS);
-) preserves the \$50 million federal appropriation to the Project;
-) preserves \$30 million in state funding assigned to the Project;
-) preserves, City of Sacramento, City of West Sacramento and Sacramento Area Council of Governments (SACOG) funding already committed to the Project;
-) strengthens partnership with the City of West Sacramento and Yolo County, including a dedicated funding stream to construct the Project;
-) affords opportunity for growth of connecting services between Yolo County and Sacramento County by providing a fixed guideway transit connection across the Sacramento River; and
-) is strongly tied to development plans for the City of West Sacramento bringing additional mobility and riders to the SacRT system.

The Project partners, with leadership and direction from Congresswoman Matsui, agreed to proceed with the reduced-scope project. After several discussions with the FTA, SACOG and SacRT (with support from the Cities) sent a letter to the FTA on February 13, 2020, outlining the revised project, expressing the partners' commitment to the Project as revised, and committing to deliver a full Project update (including updated environmental documentation, engineering design, revised project management plan, operating plan, and associated studies by January 2021), and notified the FTA of their intent to submit an updated Small Starts Grant application. During this time period, SacRT remained in a technical advisory role to the Project stakeholders; however, SacRT developed many of the options and costs for the group's consideration and once a decision was made that the Project would be reduced in scope, it was prudent to consider transitioning ownership of the Project to SacRT.

The revised Project is a 1.51-mile segment from the Sacramento Valley Station (SVS) (Sacramento's intermodal transportation facility) to Sutter Health Park (formerly known as Raley Field) in West Sacramento. The streetcar would depart the SVS at 3rd Street, turn west on Capitol Mall, cross the Sacramento River on the Tower Bridge, and continue on Tower Bridge Gateway to Sutter Health Park. The Project would add new Streetcar Stations at Sutter Health Park, Capitol Avenue and the SVS.

The revised Project will improve transit service and local circulation by connecting West Sacramento and downtown Sacramento with an alternative (non-auto) mode and support existing and future development in the City of West Sacramento and downtown Sacramento.

Some of the differences between the original and the revised scope are as follows:

-) The revised Project scope is a 1.5-mile project versus the original 4.4-mile project
-) The revised Project has 3 stops versus 21 stops from the original scope
-) The terminus of the revised Project in West Sacramento is Sutter Health Park (Raley Field) rather than West Sacramento City Hall. There will be no connection to Riverfront Street in West Sacramento
-) The revised Project will terminate at the SVS, rather than serving Midtown Sacramento as planned with the original scope
-) The Project will be able to use SacRT's existing Operations and Maintenance Facility and will not require a new facility in West Sacramento as was planned for the Project
-) The revised Project does not include the relocation of Light Rail from K Street to H Street. Moving Light Rail to H Street is not a necessary element of the revised Project
-) Only two vehicles will be procured rather than the six vehicles from the original scope
-) Utility relocations will be significantly less than the original scope
-) Traffic impacts and at-grade crossing impacts will be less significant on the revised alignment versus the original alignment
-) End-to-end travel times are estimated at 10 minutes one way versus the original estimated 40-minute travel time
-) The vehicles would be the same Siemens low floor S700 vehicles currently being procured for the Light Rail Modernization project

On September 14, 2020, the Board conditionally approved 1) the Reimbursement Agreement for the redesign of the Downtown Riverfront Streetcar Project and Small Starts Grant update submission with the Riverfront Joint Powers Authority (Authority), 2) the Third Amendment to the Contract for the Downtown Riverfront Streetcar Design Services with HDR, INC., and 3) the First Amendment to the Contract for the downtown Riverfront Streetcar Environmental Support Services with AECOM. The conditions of approval of the Reimbursement Agreement were 1) to require the City of West Sacramento to join SacRT through annexation or under a contract arrangement by December 31, 2020 and fully implement the agreement prior to the award of a SSGA and 2) the Cities amend the existing or entering into a new Subrecipient and Interagency Agreement that includes SacRT and adds the additional \$151,000 plus \$560,000 (totaling \$711,000) in funding required to reach the award of the Small Starts Grant Agreement.

Project Update

The City of West Sacramento and SacRT determined that a Memorandum of Understanding (MOU) describing the terms of the future Operations and Maintenance

(O&M) Agreement was the most expeditious mechanism to commit both parties to further developing the O&M prior to the award of the Federal Small Starts Grant Agreement (SSGA). Subsequently, the City of West Sacramento City Council approved the MOU on November 18, 2020 and the SacRT Board approved the MOU on December 14, 2020. SacRT and West Sacramento agreed to the primary framework of the future O&M agreement through adoption of the MOU, including the intent to develop an equitable and proportionate cost sharing mechanism for operating the project, definitions related responsibility for maintenance of the track, equipment, and infrastructure, police/security services, and transit service coordination at each of the termini stations. The goal is to have a fully executed and effective O&M agreement no later than acceptance of an SSGA, at which time West Sacramento will be included on SacRT's Board of Directors as a voting member.

The second condition for execution of the three agreements was "dependent on the Cities amending the existing or entering into a new Subrecipient and Interagency Agreement that includes SacRT and adds the additional \$151,000 plus \$560,000 (totaling \$711,000) in funding required to reach the award of the Small Starts Grant Agreement."

SacRT has identified an alternative source of funding to fill the funding shortfall of approximately \$711,000 to advance the Project up to the award of the SSGA. A SACOG Maintenance and Modernization Grant was approved and awarded to SacRT by the SACOG Board of Directors on April 22, 2021. The grant provides the additional project development funding required to submit and obtain a Federal Small Starts Grant. The grant application was submitted by SacRT and supported by the City of Sacramento. As SacRT is the direct recipient of these funds, this funding does not need to be included in an agreement with the Cities or the Authority.

As an alternative to the arrangement proposed last September, which relied on the Authority as a passthrough entity, Staff is now recommending that SacRT and the Authority enter into an Assignment Agreement to allow SacRT to assume the rights and obligations of the Authority under 2018 Authority-Cities Agreement, so that SacRT would take on the Authority's obligations and would be in privity of the contract with the Cities. SacRT would then be able to seek reimbursement directly from the Cities.

Since the 2018 Authority-Cities Agreement between the Authority and the Cities has recently been amended to address the City of Sacramento's reduced contribution of \$149,000 to the Project, (which reduced the total amount committed in the 2018 agreement from \$2.6 million to \$2.449 million, of which \$1,613,401.67 remains available) using the existing agreement, with a related Assignment Agreement between the Authority and SacRT, is viewed as the most desirable and expeditious path forward to pass funding through to SacRT for the immediate work. The 2018 Authority-Cities Agreement is set to expire on June 30, 2021 and will require a subsequent amendment between the Cities and SacRT to extend the term to allow for performance of all of the contemplated work. The Agreement also recognizes that if the Project moves forward, the planned governance structure will require modification. New agreements between SacRT and the Cities will be required once the \$2.45M is exhausted and the Authority is dissolved.

It is projected that the combination of the 2018 Authority-Cities Agreement, Assignment Agreement and the SACOG Maintenance and Modernization Grant will provide adequate funds to SacRT to complete the work required prior to the award of a SSGA. Expenses will be invoiced first under the 2018 Authority-Cities Agreement, with the SACOG Maintenance and Modernization Grant as a secondary funding source. If the Cities allow the 2018 Authority-Cities Agreement to expire or it is terminated for any reason, Staff will direct the consultants to stop work and anticipate that the costs of work performed up to that point will be paid for, if necessary, but the SACOG Maintenance and Modernization Grant

Upon approval of these actions, SacRT, the Cities, and SACOG would resume working on the Small Start Submittal Update, as requested by the FTA. The Small Starts Update consists of a revised Travel Forecast, an Updated Land Use/Economic Development plan specific to the reduced scope (alignment/stations) and an updated Financial Plan, which is expected to maintain an acceptable project rating. SacRT, the Cities, and SACOG intend to submit the updated Small Starts submittal within the next few months. Based on initial evaluations, staff believes the Project will receive at least a medium rating, which will make the project eligible for a SSGA.

In addition to the updated application, the environmental documentation and the design must be updated for the FTA to perform a project readiness review. A successful review will ensure that the \$50 million Small Starts Grant Agreement will be executed. These updates will be performed by the environmental and design consultants that previously performed work on the Project through new amendments. Funding this work requires the execution of the Assignment Agreement between the Authority and SacRT, which will allow the Cities to reimburse SacRT for these contract services.

As some time has passed since SacRT requested quotes to complete design updates, staff is requesting the repeal of Resolution 20-09-0103 and conditional approval of the Third Amendment to the Contract for the Downtown Riverfront Streetcar Design Services with HDR, Inc. with updated labor and overhead rates which will allow HDR to complete final design for the revised Project. Execution of the Amendment would be contingent upon execution of the Assignment Agreement referenced above. The amount of this amendment has increased by \$110,384 due to increases in consultant labor rates between 2020 and 2021.

Staff is also requesting the repeal of Resolution 20-09-0104 and approval of the First Amendment to the Contract for the Downtown Riverfront Streetcar Environmental Support Services with AECOM, which would provide funding to complete the CEQA/NEPA revisions necessary to move forward with the Project as revised. Execution of this Amendment would also be contingent upon execution of the Assignment Agreement referenced above. The amount of this amendment has also increased by \$46,854.02 due to increases in consultant labor rates, the remaining original work order amount being removed, and to include an allocation for the possibility FTA may ask for additional work.

The increase in consultant labor rates will be addressed through Project contingency and as noted above. Staff projects that adequate funding is available to complete necessary work to reach a SSGA. In the event of a funding shortfall, SacRT will cease work until additional funding is identified.

The 2017 \$50 million federal appropriation is expected to expire in September 2021, but the FTA has indicated that the appropriation will be extended if significant progress is being made towards completion of the Project. SacRT will submit a formal request for extension of the appropriation if the Project moves forward.

Operations & Maintenance

Staff estimates that the operations and maintenance cost of the Project will be \$1.5 million annually. As noted previously, the approved MOU between the City of West Sacramento and SacRT will be the framework of the future Operations and Maintenance (O&M) agreement. The final O&M agreement will likely be similar to the light rail O&M agreement between SacRT and the City of Folsom, which was in place for almost 15 years, prior to Folsom joining SacRT in late 2018. SacRT and West Sacramento have agreed to negotiate and develop an equitable, proportional cost-sharing methodology. It is generally agreed that the Streetcar will be operated with a single vehicle at 30-minute frequency, with 15-minute service at peak time, operating 6:00 a.m. to 8:00 p.m., Monday thru Friday, and 8:00 a.m. to 8:00 p.m. on weekends. O&M costs were estimated based upon the current travel time of 20 minutes round trip utilizing one vehicle and 10 minutes during peak hours utilizing two vehicles. The final service level will be specified in the future O&M agreement. As a new service, initial operating funding sources may include the State of California Low Carbon Transit Operations Program (LCTOP), Cap and Trade, SACOG's innovative project programs, a future sales tax measure, and other sources.

SacRT and West Sacramento will also coordinate future transit connections at each of the termini stations. The service will be timed to coincide with existing light rail transit services operating at Sacramento Valley Station to improve access to services and reduce passenger wait times.

The vehicles, which are identical to the Siemens S700 light rail vehicles being procured for the separate Light Rail Modernization project, will be maintained at SacRT's existing Light Rail Maintenance Facility at Academy Way.

Recommended Actions

Staff recommends that the Board approve the Assignment Agreement and conditionally approve the two amendments to the consultant contracts, as described above.

RESOLUTION NO. 21-05-0051

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

May 10, 2021

APPROVING THE ASSIGNMENT AGREEMENT FOR THE DOWNTOWN RIVERFRONT STREETCAR PROJECT BETWEEN THE SACRAMENTO REGIONAL TRANSIT DISTRICT AND THE RIVERFRONT JOINT POWERS AUTHORITY AND DELEGATING AUTHORITY TO THE GENERAL MANAGER/CEO TO EXECUTE AN AMENDMENT TO THE AMENDED AND RESTATED INTERAGENCY AND COST REIMBURSEMENT AGREEMENT

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

THAT, the Assignment Agreement for the Downtown Riverfront Streetcar Project by and between the Sacramento Regional Transit District (therein "RT" or "ASSIGNEE") and the Riverfront Joint Powers Authority (therein "Authority" or "ASSIGNOR"), whereby RT assumes the rights and obligations of the Authority under the Amended and Restated Interagency and Cost Reimbursement Agreement between the Cities of Sacramento and West Sacramento and the Authority, which will provide reimbursement by the Cities of RT's costs to advance a revised Downtown Riverfront Streetcar Project up to the maximum amount available under the Amended and Restated Interagency and Cost Reimbursement Agreement (\$2,449,000), as further specified therein, is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the Assignment Agreement pertaining to the Amended and Restated Interagency and Cost Reimbursement Agreement.

THAT, the Board hereby delegates authority to the General Manager/CEO to execute an amendment to extend the term of the Amended and Restated Interagency and Cost Reimbursement Agreement to provide for continued reimbursement of RT's expenditures for the revised Downtown Riverfront Streetcar Project.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 21-05-0052

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

May 10, 2021

REPEALING RESOLUTION NO. 20-09-0103 AND CONDITIONALLY APPROVING THE THIRD AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH HDR, INC.

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

THAT, Resolution No. 20-09-0103 is hereby repealed.

THAT, the Third Amendment to the Contract for Downtown Riverfront Streetcar Design Services by and between Sacramento Regional Transit District, therein referred to as "RT," and HDR, Inc., therein referred to as "Consultant," whereby the scope is amended to provide for Consultant to prepare a revised final design for the shortened project alignment and the total consideration is increased by \$1,176,823.00, from \$12,145,499.57 to \$13,322,322.57 is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing Third Amendment contingent upon execution of an Assignment Agreement by and between the Sacramento Regional Transit District (therein "RT") and the Riverfront Joint Powers Authority (therein "Authority") conferring on SacRT all rights and obligations of the Authority under the Amended and Restated Interagency and Cost Reimbursement Agreement.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 21-05-0053

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

May 10, 2021

REPEALING RESOLUTION NO. 20-09-0104 AND APPROVING THE FIRST AMENDMENT TO THE CONTRACT FOR DOWNTOWN RIVERFRONT STREETCAR DESIGN SERVICES WITH AECOM TECHNICAL SERVICES, INC.

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

THAT, Resolution No. 20-09-0104 is hereby repealed.

THAT, the First Amendment to the Contract for Environmental Support Services for Downtown Riverfront Streetcar Project between Sacramento Regional Transit District, therein referred to as "SacRT," and AECOM Technical Services, Inc., therein referred to as "Consultant," whereby the scope is amended to provide for Consultant to prepare revised environmental documentation for the shortened project alignment and the total consideration is increased by \$170,436.25, from \$69,356.42 to \$239,792.67 is hereby approved.

THAT, the General Manager/CEO is hereby authorized and directed to execute the foregoing First Amendment contingent upon execution of an Assignment Agreement between by and between the Sacramento Regional Transit District (therein "RT") and the Riverfront Joint Powers Authority (therein "Authority") conferring on SacRT all rights and obligations of the Authority under the Amended and Restated Interagency and Cost Reimbursement Agreement.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



Downtown Riverfront Streetcar/Light Rail Extension to West Sacramento Update

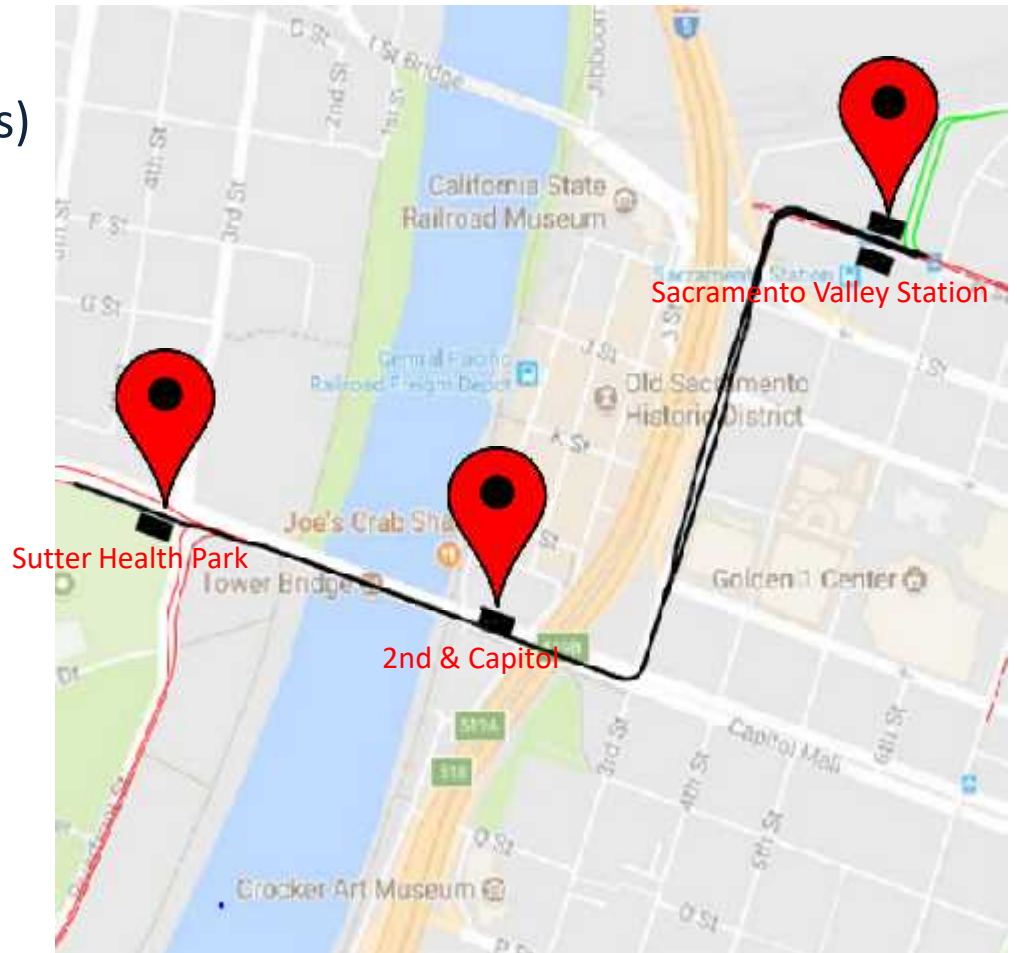
Project Status

- City of Sacramento and City of West Sacramento approved the Reimbursement Agreement between the Joint Powers Authority (JPA) at their respective Councils on August 18, 2020 and August 19, 2020.
- SacRT Board Conditionally approved the Reimbursement Agreement with the JPA, the Design Amendment with HDR and the Environmental Amendment on September 14, 2020.
- Operating Memorandum of Understanding (MOU) between SacRT and the City of West Sacramento was approved on December 14, 2020.
- The Funding Shortfall Condition of \$711,00 was identified under the SACOG Maintenance and Modernization Grant and approved by SACOG on April 22, 2021.

Project Scope

Sutter Health Park to Sacramento Valley Station (SVS)

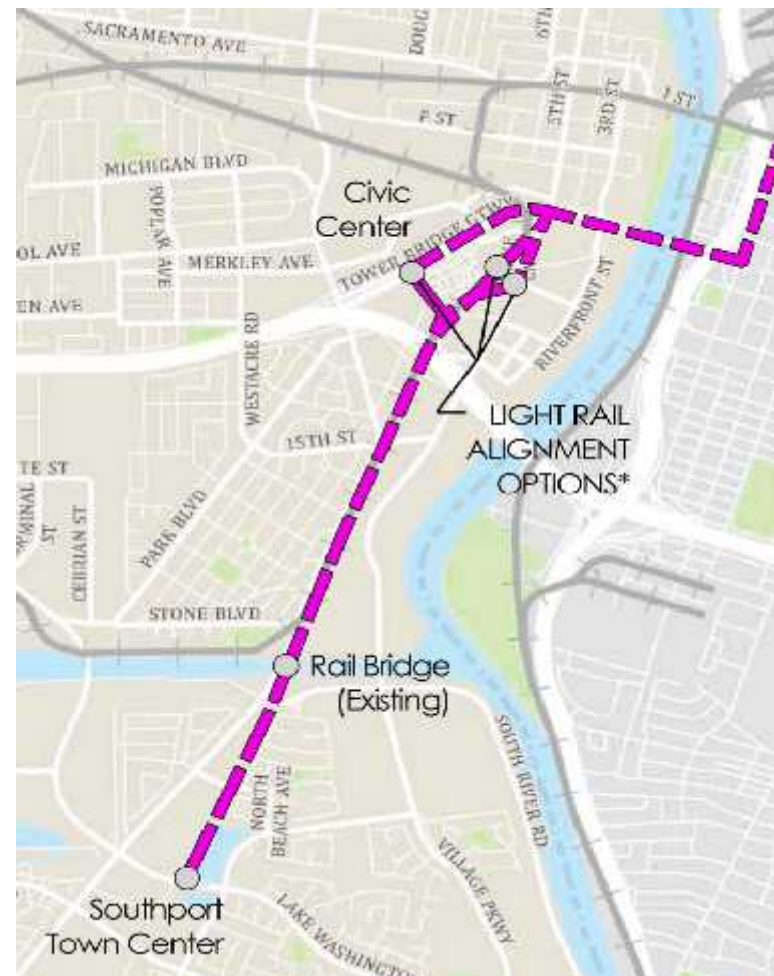
- 1.5 Mile Project (1.1 Route Miles)
- 3 Streetcar Stops:
 - Sutter Health Park (Formerly Raley Field)
 - 2nd & Capitol (Old Sacramento)
 - Sacramento Valley Station
- Project Cost - \$131M (includes \$20M of expended funds)
- 2024 estimated completion



Project Scope

Future West Sacramento Expansion

- Connection of City of Sacramento and City of West Sacramento via fixed route system
- Access to the Development / Services / Entertainment at the Washington District in West Sacramento
- Future Connection to the Civic Center in West Sacramento
- Future Connection to the Bridge District in West Sacramento
- Future Connection to South Port in West Sacramento



Estimated Time Line

- June 2021 – Notify the Federal Transit Administration (FTA) of the restart of the project
- June 2021 – AECOM to start update the environmental revised project (6-8 months)
- July 2021– HDR to start update design of the revised project (6-8 months)
- July 2021 – Fehr & Peers to update ridership forecast
- August/September 2021 - SacRT to submit an updated Small Starts Submittal
- February 2022 – FTA to conduct readiness review and risk assessment
- March 2022 – Final Design / Environmental Update Complete
- June 2022 – Small Starts Grant Award
- August 2022 – Start Construction
- March 2024 – Complete Construction
- June 2024 – Project Closeout



Project Funding

Funding Source	Type	Total
CMAQ / FTA Small Starts Grant	Federal	\$ 55,000,000
City of Sacramento & West Sacramento	Local	\$ 32,397,142
Proposition 1B PTMISEA / Cap and Trade (TIRCP)	State	\$ 31,570,000
New Measure / RAISE / Small Starts	TBD	\$ 11,400,000
SACOG Maintenance and Modernization	SACOG TBD	\$ 711,000
Project Total		\$ 131,078,142

Proposed Actions

- SacRT Board of Directors to Approve the Assignment Agreement
- SacRT Board of Directors to Approve the Design Amendment with HDR
- SacRT Board of Directors to Approve the Environmental Amendment with AECOM
- SACOG to award SacRT the Funding Shortfall of \$711,000 and determine the source
- SacRT to notify the Federal Transit Administration (FTA) that the project has resumed and submit an updated the Small Starts Grant Submittal



Funding Plan

Funding Source	Type	Funding Plan
Project Development		
CMAQ	Federal	\$ 5,000,000
Proposition 1B PTMISEA	State	\$ 1,570,000
City of Sacramento	Local	\$ 7,397,142
SACOG Grant	TBD	\$ 711,000
West Sacramento	Local	\$ 7,548,142
Project Development Total		\$ 22,226,284
SSGA Project		
FTA Small Starts Grant	Federal	\$ 50,000,000
West Sacramento	Local	\$ 17,451,858
New Measure/Raise/Small Starts	Varies	\$ 11,400,000
Cap and Trade (TIRCP)	State	\$ 30,000,000
SSGA Project Total		\$ 108,851,858
Project Total		\$ 131,078,142