



STAFF REPORT

DATE: April 8, 2024
TO: Sacramento Regional Transit Board of Directors
FROM: Laura Ham, VP, Planning, Grants and Procurement
SUBJ: APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, AND SACRAMENTO REGIONAL TRANSIT DISTRICT FOR THE STOCKTON BOULEVARD MULTIMODAL PARTNERSHIP AND BUS RAPID TRANSIT CORRIDOR PROJECT

RECOMMENDATION

Adopt the Attached Resolution.

RESULT OF RECOMMENDED ACTION

The proposed Memorandum of Understanding (MOU) would establish roles and responsibilities and divide project funds between SacRT, the City of Sacramento (City), and Sacramento County (County) for a proposed Bus Rapid Transit project (Project) on the Stockton Boulevard and Broadway corridors.

FISCAL IMPACT

Of the \$5,700,000 of awarded funding for the Project, SacRT will be able to obtain reimbursement for up to \$200,000 to cover all projected SacRT staff costs over the planning, environmental, and project approval phases, which will take approximately two years.

DISCUSSION

The proposed MOU would formalize a partnership between SacRT, the City,, and the County for developing the Project on the Stockton Boulevard and Broadway corridors (currently served by SacRT Route 51).

Corridor Selection

The Route 51 corridor was identified as a potential BRT corridor in SacRT's 2020 Stockton Boulevard Conceptual Plan. The City of Sacramento's 2021 Stockton Boulevard Corridor Planning Study identified multimodal improvements including potential BRT-style transit improvements for Stockton Boulevard. Bus stop improvements were also identified in SacRT's 2023 Stockton Boulevard Implementation Plan.

Project Scope and Funding

The proposed MOU would govern the Project through Project Approval and Environmental Documentation (PA&ED). This includes an Alternatives Analysis (AA) culminating in a Locally Preferred Alternative (LPA), any environmental work, and up to 30 percent engineering. Environmental work could potentially include an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) depending on the selected alternative.

Project Budget

The total cost through PA&ED is estimated at \$5.7 million, including staff time. State and federal funds totaling \$5.7 million have been awarded for the Project by the Sacramento Area Council of Governments (SACOG) over two funding rounds, fully funding the project, with no additional local match requirements. The City will be the recipient and will pass funds onto SacRT and the County under the MOU. The City will also lead the procurement of a consultant, with a budget of \$5,150,000, with assistance from SacRT and the County on developing the scope of work, selecting a firm, and reviewing work.

Stage	Entity (Estimated Budgets)	Expense Budget
Stage 1 - Alternative Evaluation	Contractor Budget	\$1,750,000
Stage 2 - PA&ED	Contractor Budget	\$3,400,000
Stage 1 and 2 - Management Staff	City	\$225,000
	County	\$125,000
	Regional Transit	\$200,000
		\$0
	Mgmt Subtotal	\$550,000
	Totals	\$5,700,000
	Existing Funds	\$500,000
	Total New Funding	\$5,200,000

Project Timeline

Current work is being divided into two stages, based on availability of awarded grant funds. Stage 1 will be the Alternatives Analysis, including environmental planning and establishment of an LPA, and is expected to take approximately one year, beginning Summer 2024 and ending Summer 2025. Stage 2 will be the preliminary engineering, up to 35 percent design, and is expected to take approximately one additional year, from Summer 2025 to Summer 2026.

The next step would be the Plans, Specifications, and Engineering (PS&E) phase, which would take the project from 35 percent to 100 percent design and potentially include right-of-way acquisition, would take approximately two years. Approximately one more year would likely be needed to apply for construction funds and complete right-of-way certification before construction. Construction would take approximately another two years and would include utility relocation and vehicle acquisition. The timeline could grow

or shrink depending on the complexity of the chosen alternative or if major revisions are made.

Alternatives Analysis

The first step of the proposed project is the Alternatives Analysis, which would evaluate the feasibility, impacts, costs, benefits, etc., of various project options and establish an LPA formally defining the project. Stakeholder engagement would be a key element of this phase, including, for example, station design, parking and traffic impacts, potential economic development opportunities, etc. Some of the other key elements of the analysis would include:

- Service design (i.e., route map, frequency, and hours of service)
- Roadway design (i.e., mixed-flow, exclusive lane, fixed guideway)
- Vehicle type (e.g., 40-foot or 60-foot bus, fuel type)
- Station locations and architectural design
- Site surveying (including identifying right-of-way and utility locations)
- Estimated benefits (e.g., ridership, economic development, air quality, equity)
- Cost estimation (including construction, fleet, and operations)
- Funding strategy (e.g., competitiveness for key federal and state programs)
- Stakeholder engagement (as discussed above)

Next Steps

Following approval of the MOU, staff will finalize a consultant scope of work, and the City will procure a consultant. Staff is targeting a July 2024 notice to proceed.

RESOLUTION NO. 2024-04-025

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

April 8, 2024

APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF SACRAMENTO, COUNTY OF SACRAMENTO, AND SACRAMENTO REGIONAL TRANSIT DISTRICT FOR THE STOCKTON BOULEVARD MULTIMODAL PARTNERSHIP AND BUS RAPID TRANSIT CORRIDOR PROJECT

WHEREAS, the City of Sacramento, Sacramento County, and Sacramento Regional Transit District desire to develop Bus Rapid Transit and related corridor improvements on the Stockton Boulevard corridor; and

WHEREAS, grant funding totaling \$5,700,000 has been awarded by the Sacramento Area Council of Governments for the Stockton Boulevard Multimodal Partnership and Bus Rapid Transit Corridor Project for planning and environmental documentation; and

WHEREAS, establishment of a Memorandum of Understanding governing cost-sharing and project roles and responsibilities is necessary to allow reimbursement of staff costs and assure orderly project delivery.

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

THAT, the General Manager/CEO is hereby authorized to execute the Memorandum of Understanding for the Stockton Boulevard Partnership and Bus Rapid Transit Corridor Project.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary