

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 25-26, 2020

From: MITCH WEISS, Executive Director

Reference Number: 4.32, Action

Prepared By: Kevin Dillon
Assistant Deputy Director

Published Date: March 13, 2020

Subject: Proposition 1A High-Speed Passenger Train Bond Program Amendment Resolution
HST1A-P-1920-01

Issue:

Should the California Transportation Commission (Commission) approve a program amendment to the Proposition 1A High-Speed Passenger Train Bond Program (Proposition 1A Program) to reflect the following actions?

- Delete the construction component of the Sacramento Intermodal Facility Improvements Project and associated funding of \$25,000,000.
- Add the Accelerating Rail Modernization and Expansion in the Capital Region Project and program a combined total of \$29,576,000 in available Proposition 1A funds to enhance light rail service in the Sacramento region.

Recommendation:

Staff recommends the Commission approve the proposed Proposition 1A program amendment to delete the construction component of the Sacramento Intermodal Facility Improvements Project and add the Accelerating Rail Modernization and Expansion in the Capital Region Project.

Background:

Sacramento Regional Transit proposes to amend the Proposition 1A program to de-program the construction component of the Sacramento Intermodal Facility Improvement Project from the program and move these funds into a new project, the Accelerating Rail Modernization and Expansion in the Capital Region Project. The Sacramento Intermodal Facility Improvement Project is being canceled after the bids for the contract came in \$30 million higher than expected. Due to the increase in cost, Sacramento Regional Transit is unable to secure the funding for the project at this time.

The Accelerating Rail Modernization and Expansion in the Capital Region Project includes:

- The purchase of seven new expansion and thirteen new replacement low-floor light rail vehicles.
- Construct new track between the Sunrise Station and Historic Folsom Station.
- Modify Sacramento Regional Transit's Gold Line light rail stations with low-floor platforms.

The Proposition 1A funds will be for the procurement of light rail vehicles and the modification of the Gold Line light rail stations. The new track between the Sunrise Station and Historic Folsom Station will be funded by other fund sources.

The proposed Proposition 1A funding for the Accelerating Rail Modernization and Expansion in the Capital Region Project is as follows:

- \$25,061,000 for the procurement of light rail vehicles.
- \$4,515,000 for the light rail station low-floor platform modifications.

When complete, the project will provide increased service frequency, capacity enhancements, and improved integration with other transit and rail services including connections to High-Speed Rail when it is built to Sacramento. The project is expected to reduce CO₂ emissions by 234,000 tons over the life of the project.

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program.

The Commission adopted Program Guidelines in February 2010 as required by California Streets and Highways Code, Division 3, Chapter 20, Section 2704.095. The initial program of projects was approved in May 2010.



Regional Transit

March 12, 2020

Mr. Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Attention: Teresa Favila, Kyle Grading, Kevin Dillon

Re: Accelerating Rail Modernization and Expansion in the Capital Region and SVS Loop Prop 1A Re-programming and Allocation Request

Dear Mr. Weiss:

Sacramento Regional Transit District (SacRT) requests the California Transportation Commission (Commission) to consider the following actions for approval at the March 25-26, 2020, Commission Meeting:

1) Requested programming actions:

- a) Amend the Proposition 1A High-Speed Passenger Train Bond Program to reprogram \$25,000,000 from construction of Downtown/Riverfront Sacramento-West Sacramento Streetcar to two components of the Accelerating Rail Modernization and Expansion in the Capital Region Project; the purchase of new low-floor light rail vehicles (\$25,061,000) and light rail station modification project (\$4,515,000).

The reprogramming will remove all Proposition 1A funds from the Downtown Riverfront Streetcar Project component. The SVS Loop project including all programmed, allocated, and spent funds used to complete PA&ED and PS&E will remain with the current Project Programming Request (PPR). The SVS Loop Project is not being cancelled but is ^{simple} paused while SacRT awaits needed construction funds. *Simply*

- b) Program \$3,957,000 of Proposition 1A funds, not previously programmed, to the Accelerating Rail Modernization and Expansion in the Capital Region Project.
- c) Reprogram \$619,000 of Proposition 1A funds from the SVS Loop Project to the Accelerating Rail Modernization and Expansion in the Capital Region Project.

2) Requested allocation actions:

- a) Deallocate \$619,000 of Proposition 1A funds from the Sacramento Valley Station Loop & Downtown/Riverfront Sacramento- West Sacramento Streetcar HSR Connectivity Improvements Project and reallocate these funds to the Accelerating Rail Modernization and Expansion in the Capital Region Project.

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- b) Distribute \$29,576,000, in two allocations to the Accelerating Rail Modernization and Expansion in the Capital Region Project, \$25,061,000 for Light Rail Vehicles and \$4,515,000 for Station Modifications.

Sacramento Regional Transit is expecting to be under contract for the purchase of the Light Rail Vehicles within the next month and under contract for the Station Modifications within the next 6 months.

If you have questions or concerns, please contact Erik Reitz (916-321-2959) or ereitz@sacrt.com.

SacRT appreciates your attention to this matter.

Sincerely,



Henry Li, GM/CEO- SacRT

cc: Todd Rogers, Caltrans District 3
Brooke Garcher, Caltrans DRMT
Gary Atwal, Calrans DRMT