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OFFICE OF THE  
CITY MANAGER

CITY OF SACRAMENTO  
CALIFORNIA  
October 21, 1986  
BA:86091:BM:KMF

CITY HALL  
ROOM 109  
915 I STREET  
SACRAMENTO, CA.  
95814-2684

916-449-5704

Budget and Finance Committee  
Transportation and Community Development  
Sacramento, California

Honorable Members in Session:

SUBJECT: Light Rail RACS Account Status Report

SUMMARY

During the ideas and questions portion of the September 9, 1986 City Council meeting, Councilmember Joe Serna requested that Tom Friery, City Treasurer, and Jack Crist, Deputy City Manager, report back to the City Council Budget and Finance Committee on the status of the "LRT/RACS" account, a City contingency account related to the Sacramento Light Rail Project. This informational report addresses this request.

BACKGROUND

Concurrent with the issuance of the 1985 City/Redevelopment Agency long-term Certificate of Participation (COP) to provide a financial bailout of the Sacramento Light Rail Project, a \$2.9 million reserve referred to as "LRT/RACS" account was created in the City General Fund. This account was approved by the City Council to provide a "financial safety net" under the project. The original amount in the account was established by transferring \$2.9 million from SHRA to the City. SHRA will continue to make payments into this fund during the capitalized interest period of the project. Also to be deposited into this account will be any receipts of safe harbor benefit sales as well as any excess balances in any of the Bond Trustee funds. The account is managed by the City Treasurer and controlled by the City Council. At the same time this account was established, Council identified a range of possible future uses for the funds:

- o To pay for future project cost overruns, if any;
- o To pay for any disallowed costs under the terms of grants, if any;
- o To reimburse the City for all costs incurred in connection with the LRT Project and financing;
- o To serve as a permanent safe harbor lease indemnification risk reserve; and
- o To pay SHRA for their financial support for the project.

FINANCIAL DATA

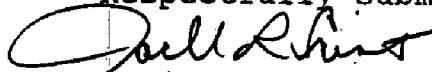
As of September 1, 1986, the City "LRT/RACS" account had a balance of \$5,940 million. To date, the only payments from the account were those related to the long-term debt issue and related safe harbor lease transactions. These payments total \$377,017.94. Attachment 1 provides a detailed schedule of the financial transactions affecting the RACS account. Attachment 2 is a projection of the RACS fund balance out through May 1990. Under the assumption that no expenditures are made out of the account, the balance in May 1990 would be about \$13.263 million.

RECOMMENDATION

This report is provided for information only. Two additional follow-up hearings before the joint Budget and Finance and Transportation and Community Development Committees are planned on the topic of Light Rail:

November 5, 1986      Peer Review  
 November 12, 1986    City Staff Comments

Respectfully submitted,



JACK R. CRIST  
 Deputy City Manager



THOMAS P. FRIERY  
 City Treasurer

Attachment

October 28, 1986

CITY OF SACRAMENTO  
LRT/RACS FUND  
STATUS REPORT

<u>DATE</u>		<u>PAYMENTS</u>	<u>INTEREST INCOME</u>	<u>FUND BALANCE</u>
6/4/85	Trnsf to Gen'l Fund from SHRA	2,900,000.00		2,900,000.00
6/30/85	Pool A interest, 4th Qtr 84/85		23,537.86	2,923,537.86
7/19/85	Monies withdrawn and deposited into the LRT/COP Acquisition Fund with FICAL (Trustee) in conjunction with COP closing	(355,735.96)		2,567,801.90
9/27/85	Pool A Interest 1st QTR 85/86		63,190.58	2,630,992.48
12/27/85	Pool A Interest 2nd QTR 85/86		65,274.71	2,696,267.19
12/30/85	Sale of "Safe Harbor" leasing benefits	146,144.38		2,842,411.57
2/6/86	Bond Counsel expense paid to Paine Webber	(21,281.98)		2,821,129.59
3/28/86	Pool A Interest 3rd QTR 85/86		60,707.11	2,881,836.70
6/2/86	Payment from SHRA	2,900,000.00		5,781,836.70
6/30/86	Pool A Interest, 4th Qtr. 85/86		79,876.44	5,861,713.14
*9/1/86	Estimated Income to be received for July & August 1986 (8%)		78,000.00	5,939,713.14

\*This entry includes the estimate of income to be earned by the LRT/RACS account for the months of July and August, 1986. The actual income earned will not be due or formally posted to this account until the quarter ending September 30, 1986.

CITY OF SACRAMENTO  
LRT/RACS FUND  
 PROJECTION OF FUND BALANCE

		<u>Amount in Millions of \$</u>		
<u>Date</u>	<u>Description</u>	<u>Amount of Payment</u>	<u>Interest Income 8%</u>	<u>Fund Balance</u>
<u>1986</u>				
June 30	Balance Forward			5.862
<u>1987</u>				
May 31	Int.Income LRT/RACS Fund (11 mo.)		.427	6.289
June 1	SHRA to City during Construction	1.450		7.739
Nov.30	Int.Income LRT/RACS Fund (6 mo.)		.310	8.049
<u>1988</u>				
May 31	Int.Income LRT/RACS Fund (6 mo.)		.322	8.371
<u>1/ 31</u>	"Safe Harbor"-15 LRT Vehicles 100%, 11 LRT Vehicles 20%	3.000		11.371
<u>1989</u>				
May 31	Int.Income LRT/RACS Fund(12 mo.)		.910	12.281
<u>1990</u>				
May 31	Int.Income-LRT/RACS Fund(12 mo.)		.982	13.263

1/ Safe Harbor Plan envisions:

A) 22% of \$15 million for 15 LRT vehicles	\$3.3 million
B) 20% of \$5 million for 11 LRT vehicles x 20%	<u>.2 million</u>
Total Gross Benefits	<u>\$3.5 million</u> =====

(The STDA Budget envisions \$900-thousand from Safe Harbor for LRT vehicles. If these proceeds are not received or received in an amount less than budgeted, City Council will authorize use of monies in this fund to make up shortfall.)

As of June 30, 1986, the projected LRT Fund Balance in May 1990 is projected to be \$13.263 million as opposed to \$13.258 million which was reported last quarter. The reason for this difference is that the interest income for April - June 1986 was \$80 thousand or \$3 thousand higher than the estimate of \$77 thousand.

6/30/86

## INTRODUCTION

### LIGHT RAIL UPDATE:

- WE HAVE RECENTLY COMPLETED THE QUARTERLY BUDGET UPDATE.
- FORECASTED COST AT COMPLETION IS \$172.6 MILLION: WITH A RESERVE OF \$3.4 MILLION FOR UNRESOLVED ISSUES, THE PROPOSED BUDGET WILL BE \$176.0 MILLION.
- DUE TO ADVANCED STAGE OF CONSTRUCTION, IN THE NEXT FEW MONTHS WE WILL BE COMMITTING BALANCE OF BUDGET.
- WE CURRENTLY HAVE IDENTIFIED \$5.8 to \$8.1 MILLION (\$8.1 WITH RESERVE) IN UNDERSIGNATED FUNDS.
- THESE MONIES MUST BE FUNDED BY RAC OR TDA (OR SOME COMBINATION).
- WHAT WE WANT TO DO TODAY IN OUR PRESENTATION IS:
  - PROVIDE YOU WITH A BRIEF BACKGROUND ON THE PROJECT'S HISTORY
  - FAMILIARIZE YOU WITH OUR MANAGEMENT PROCESS AND RESULTS
  - REVIEW BRIEFLY THE PROJECT STATUS AND
  - REVIEW THE CHANGES IN THE BUDGET SINCE RT ASSUMED RESPONSIBILITY IN AUGUST 1985

### OBJECTIVE:

- OUR OBJECTIVE IS TO PROVIDE THE BASIS FOR NEGOTIATION AND A PROCESS FOR THE COMMITMENT OF RACS FUNDS TO THE PROJECT.

## Sacramento Light Rail Project

### II. BACKGROUND

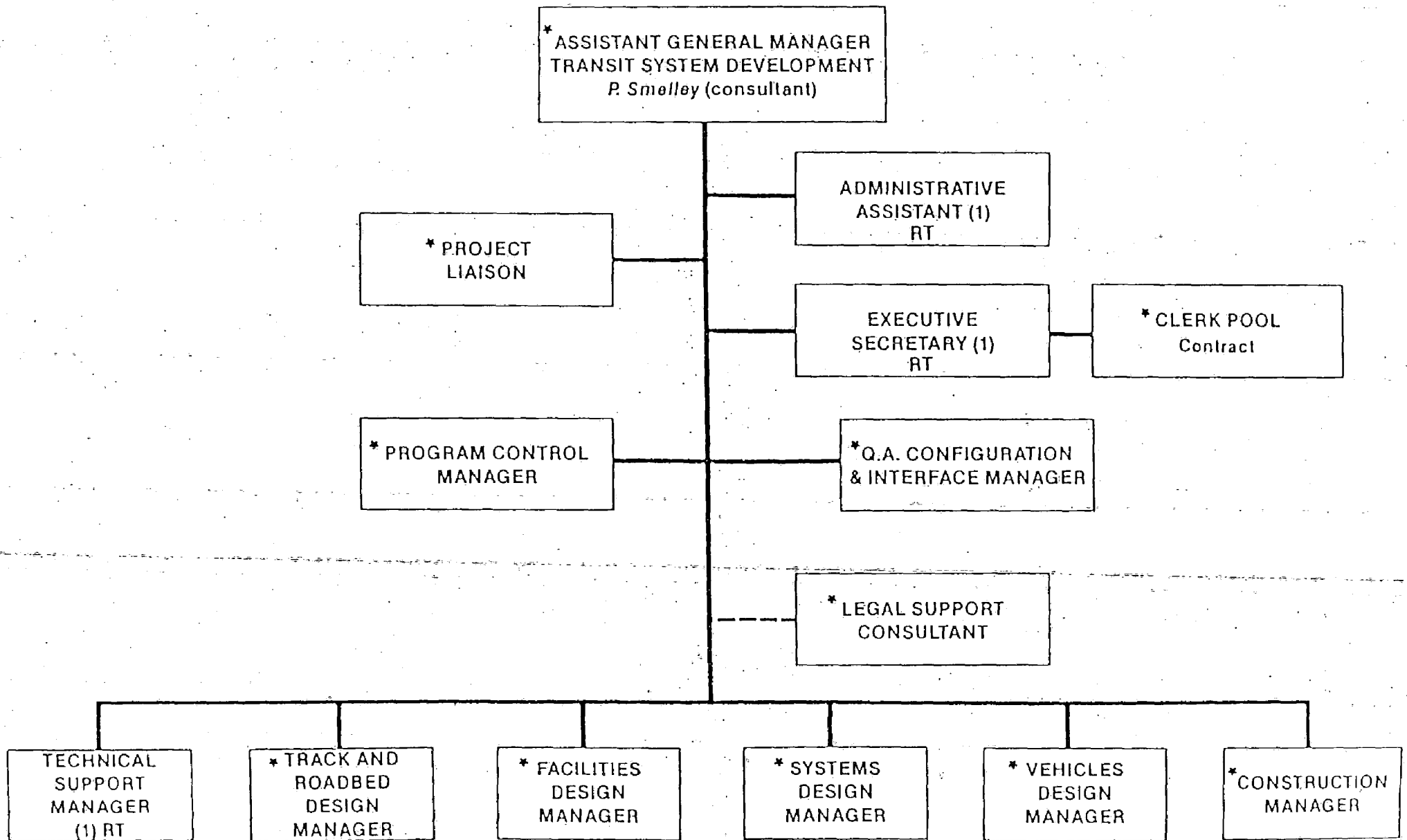
- o June 1984 STDA got into trouble;
  - Budget jumped \$25.0 million - no warning
  - Management and organization concerns
- o Joint Powers appointed interim administration charge:
  - Review project and make recommendations
  - Keep the project moving
- o Review team consisted of Caltrans, City and RT staff supported by consultants
- o Emphasis on review of baseline documents controlling project.
  - Project scope (construction/procurement CUs)
  - Design criteria and standards (basis design)
  - Master schedule (sequence and duration)
  - Project budget (cost of above)
- o Summary of interim administration findings:
  - Project evolved for two years since baseline setup (common design signoff)
  - Problem - no intermediate milestones or formal control of system changes - suddenly faced with large surprise
- o From time Interim Administration finished update and transferred project:
  - Budget increased \$3.5 million
  - Master Schedule slipped; Phase I + 6 months - March 1987 (still the same now); Phase II + 5 months - June 1987 (now September 1987)
- o Caveats on budget and schedule
  - Remaining real estate acquisitions - timely and within budget
  - Utilities relocation - timely and within budget
  - Design decisions do not impact baseline documents
  - Financing plan implementation does not delay project
  - Impacts of above on schedule will have impact on budget - inflation and extended overhead
- o Concern surfaced during development of financing plan - money being raised covered current estimated cost - no reserve
- o RT nor City wanted future shortfalls to affect capital programs - bond counsel concerned about marketability
- o RACS "safety net" resolved concern - RT took transfer of project

- o Priority for use of funds established - top of list was project overruns
- o With transfer to RT, project staff consolidated one office. Project assigned Transit System Development (TSD) at RT. Authority and responsibility equate in organization. (Org. Chart)
- o RT put comprehensive Management & Control Plan in place September 1985. Plan defines policy, procedure and process for executing the project.
- o Plan details, in control section, all aspects of managing, monitoring, reporting and documenting project changes to baseline documents
- o Monitoring phase - identifies issues for management evaluation early in process
- o Evaluation includes necessity of change - cost and schedule impacts - how to implement - funding
- o Evaluations reported in number of project reports - summarized in Monthly Progress Reports in forecast
- o Execution of change is by appropriate level of management - over \$10,000 is RT Board
- o Since installation of management and control plan and TSD organization, have been tested by:
  - practical application
  - audit and overview
- o Examples of audit and overview (Overview Chart)
  - Hill International (continuous)
  - UMTA Quarterly Reviews
  - SACOG Triennial Performance Audit
  - Price Waterhouse Operations Readiness Audit
  - Price Waterhouse - Annual Fiscal Audit
  - DKS - Section P Audit
  - Peer Reviews - 5 (operations and start-up, system safety and security, safety and training, management and control, operating plan)
- o Practical Application (issues are inherited)
  - Buy America
  - Real Estate, Utilities & Agreements
  - Design Issue
    - o 17 major mandated scope additions (\$5.0M)
    - o Over 400 Change Orders (\$5.9M)
    - o 10 Claims
  - Funding - secured \$8.4 million

o Under RT:

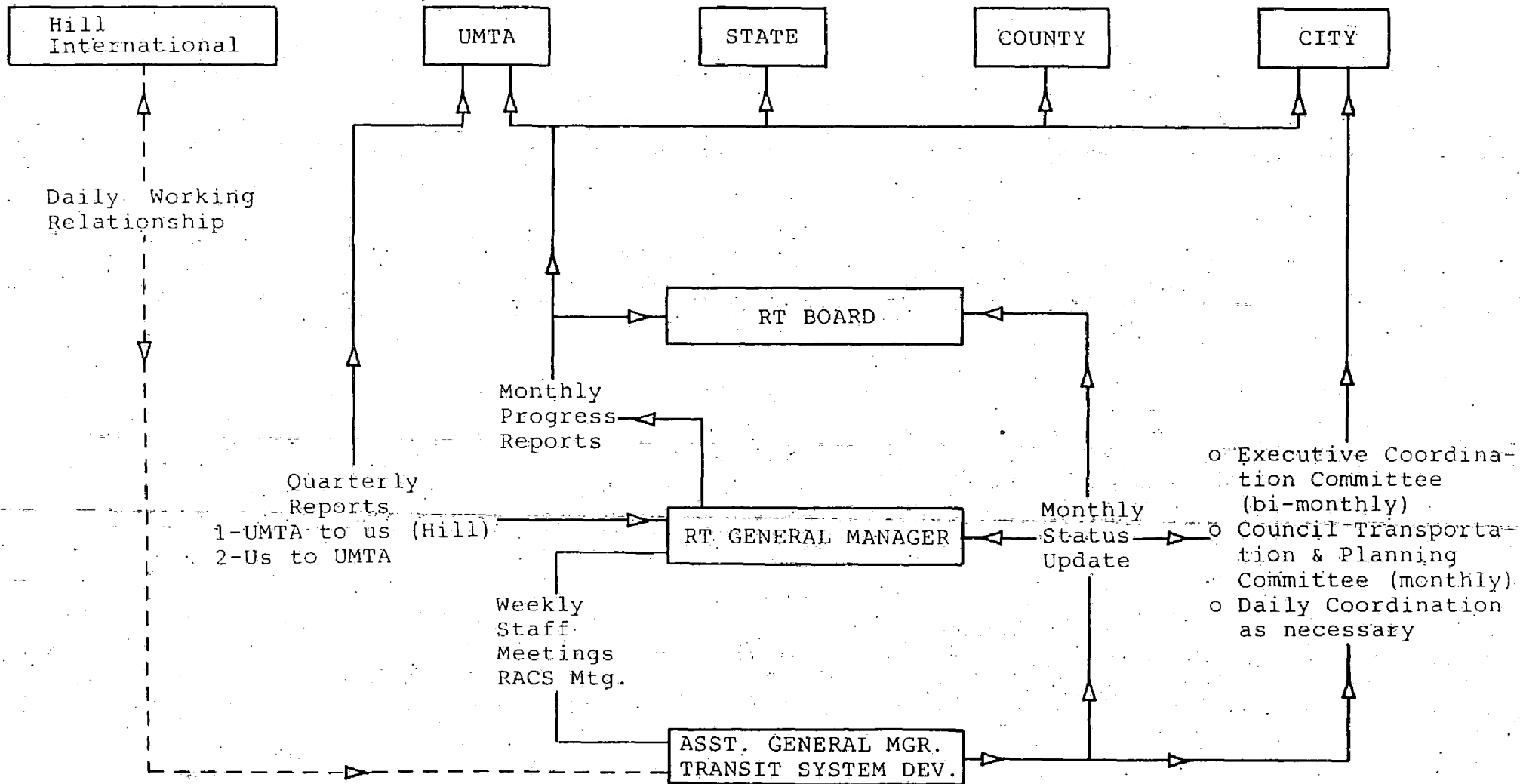
- Consolidated project staff and put in management and control plan
- Issues have been clearly identified and reported monthly
- The Board has taken the action necessary to approve changes
- Staff has acquired \$8.4 million in added funding
- Project management validated by application and audit
- Clear public record of process

# TRANSIT SYSTEM DEVELOPMENT



\* NON R.T. EMPLOYEE

Light Rail Project Oversight & Reporting



## PROJECT CONTROL SYSTEM

- ESTABLISHED AT RT'S INSISTENCE; EXPANDED UNDER RT; HIGHLIGHTED MANAGEMENT AND CONTROL PLAN
- MISSION - ESTABLISH BASELINE PLAN - BUDGET AND SCHEDULE - MONITOR AND REPORT PROGRESS (HIGHLIGHT EXCEPTIONS) IN A TIMELY MANNER
- USES VARIETY OF PROCEDURES, SOFTWARE, HARDWARE AND REPORTS
- EARLY WARNING SYSTEM - BUDGET OR SCHEDULE VARIANCE IDENTIFICATION
- EXTERNAL REVIEW VERY COMPLEMENTARY OF SYSTEM
- SYSTEM HAS PROVEN EFFECTIVE

IV. PROJECT STATUS

With the successful resolution of the "Buy America" issue associated with the light rail vehicles, the Revenue Service Date for Phase I (Watt/80 through the CBD to 18th & "R" Streets) is now projected for mid-April 1987. The current Operating Plan requires 18-20 vehicles for Phase I operation as opposed to the 20-22 defined earlier. The requirement for less cars may offset the delay caused by the "Buy America" issue and permit opening on March 15, 1987. The schedule for Phase I is extremely tight and excessive rain during November and December may delay the schedule by preventing or delaying integrated testing. The Folsom Line, Phase II, is on schedule for a September 1987 opening. The summary status of the project is as follows:

Construction -

Phase I - NE Corridor & CBD - 88% Complete  
 Phase II - Folsom Corridor - 52% Complete  
 Overall Project - 76% Complete

4 Contracts left to Award (\$560,000).

21 - Under Construction/Procurement  
26 - Completed Construction/Procurement

56 - TOTAL

Financial -

Budget - \$168,980,000  
 Committed - \$162,808,000 (96.2%)  
 Expended - \$131,630,000 (77.7%)

Forecast at Completion - \$176,000,000

WBE/DBE Program -

	<u>Goals</u>	<u>Commitment</u>	<u>Actuals</u>
		% / \$'s	% / \$'s
WBE -	3.0%	4.0% / \$ 3,576,000	4.1% / \$ 2,914,000
DBE -	15.0%	16.0% / 14,131,000	14.1% / 10,037,000
TOTALS	18.0%	20.0% \$17,707,000	18.2% \$12,951,000

While 4 condemnation actions are in process, there are no right-of-way issues impacting construction of the project.

Attached as Attachment IV.1 is the Monthly Progress Report for September 1986. These Monthly Reports have been issued every month since RT's assignment of the Project in August 1985.

August 16, 1985

RT METRO PROJECT

ADDED SCOPE AND FUNDING

(\$X1000)

APPROVED BUDGET (JANUARY 1985)

\$155.982

ADDED SCOPE

ADDED FUNDS (SOURCE)

"K" STREET MALL	\$ 1.000 (SHRA)
"O" STREET MALL	.600 (STATE)
WINTER STREET	.175 (COMM DEV.)
WINTER STREET	.175 (CITY)
ACCELERATION LANE	.500 (FAU)
WATT/80 BARRIER	.050 (FAI)
GATE CROSSINGS	.769 (RR KING)

3.269

ADDED TO GENERAL CONTINGENCY

PALM IRON ( 16th ST. STA)  
BENVENUTI FUNDS  
LUMBERJACK FUNDS

\$ .200  
.005

TOTAL INCREASE

\$3.474

PROPOSED BUDGET (AUGUST 1985)

\$159.456

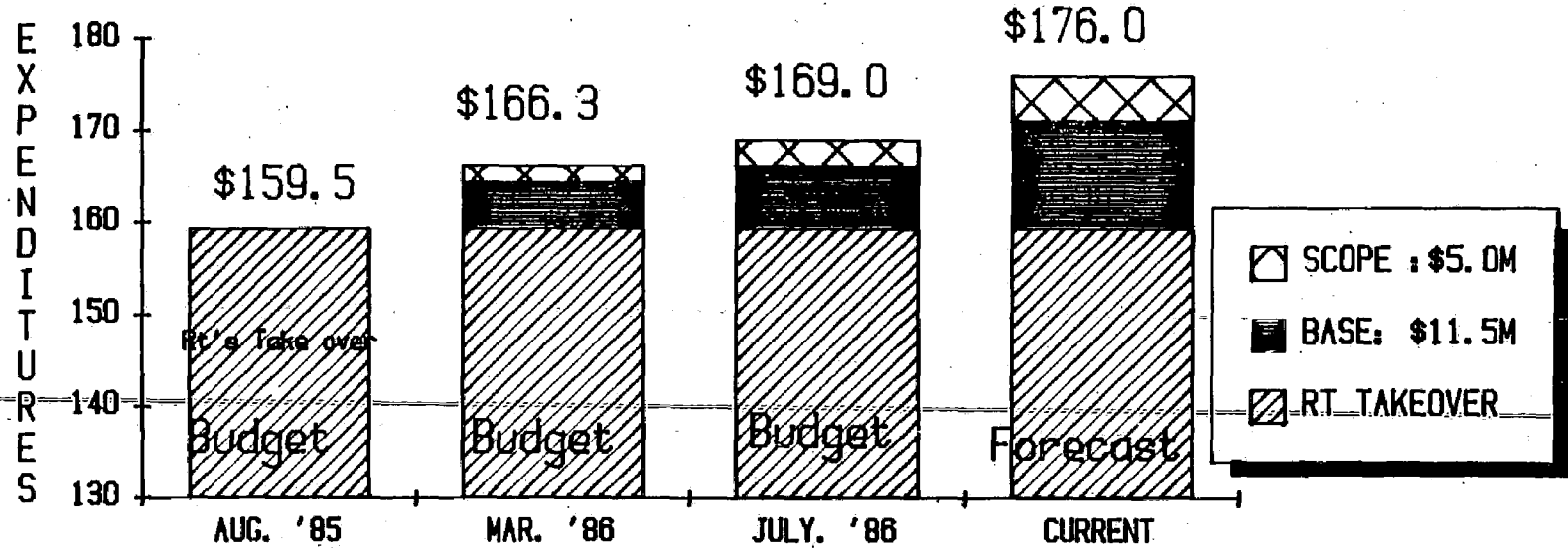
PROJECT BUDGET  
EXPENDATURE UPDATE  
AUGUST 1985 - OCTOBER 1986  
(000's OMITTED)

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o EXPENDITURE UPDATE	
AUGUST 1985 BUDGET	\$159,456
- SCOPE INCREASES:	
MANDATED INCREASE TO BASELINE PROJECT	5,034
- SCHEDULE DELAYS	5,152
- CHANGE ORDERS AND CLAIMS	3,140
- BIDS (HIGH/LOW AND MISCELLANEOUS)	<u>(204)</u>
SUBTOTAL BASE FORECAST	\$172,578
- RESERVE FOR UNRESOLVED ISSUES	<u>3,422</u>
TOTAL PROJECTION	\$176,000 =====

(In Millions)

# SACRAMENTO'S LIGHT RAIL BUDGET (INCREASES)



SACRAMENTO LIGHT RAIL PROJECT  
BUDGET UPDATE

October 31, 1986

Expenditure Update Since RT Takeover

Scope or Base Changes: August 1985 through October 1986

SCOPE INCREASES

10 Additional Fare Vendors	\$ 193,000
3 Operator Restrooms	63,000
Grade Crossing Protection	200,000
Pedestrian Crossings - Folsom	60,000
SP Pipeline Cathodic Protection	150,000
Pumping Plant	517,000
Audio Frequency Overlays	621,000
Trolley Contactors	60,000
Fencing Trujillo Way	50,000
Fencing Folsom	100,000
Fire Hydrants - City	5,000
Right-of-Way - Ben Ali	425,000
Additional Signage	200,000
Fare Handling - Miscellaneous Equipment	10,000
Grade Crossing Crystal Ice	200,000
Substation #8 Relocation	47,000
Engineering on Added Scope Items	139,000
Additional Engineering - Naygro	70,000
DKS - Prioritization	40,000
IECO Design - Yard Elect Switch Retrofit	40,000
Comstock Design - Audio Overlay	40,000
Carnegie-Mellon - Simulations	29,000
Car Accident - Repair	200,000
Maintenance Contracts	194,000
Risk Management Reserve - Reduction	(692,000)
Litigation Support - CU#2 Claim	100,000
Herzog Delay Claim Settlement	92,000
Staff/Consultant Support - Operating Plan/Simulations	17,000
Additional Finance Charges	427,000
Yard Elect, Switch Retrofit	190,000
Additional Administration Assistance (Segerdell & Varozza)	92,000
Schedule Related Delays	1,155,000
TOTAL: SCOPE INCREASES	\$5,034,000

SACRAMENTO LIGHT RAIL PROJECT  
BUDGET UPDATE

October 31, 1986

SCHEDULE DELAYS

AUGUST 1985 TO MARCH 1986 -

- Inflation on Unawarded Work	\$ 574,000	
- Management and Administration	977,000	
- Increased Insurance Premium	773,000	
- Substation Storage	<u>4,000</u>	
		\$2,328,000

MARCH 1986 TO JULY 1986 -

- Substation Storage	\$ 8,000	
- Extended Rental-Fences and Security	15,000	
- Delay Claims Settlement (CU#9 and 10)	<u>1,332,000</u>	
		\$1,355,000

JULY 1986 TO COMPLETION -

- CM Overtime and Stretchout	\$ 160,000	
- Operations and Start-Up	505,000	
- Management and Administration (Close-Out)	302,000	
- Litigation Support-"Buy America"	<u>200,000</u>	
		\$1,167,000

MISCELLANEOUS-NO SPECIFIC TIME FRAME

302,000

TOTAL: SCHEDULE DELAYS

\$5,152,000

SACRAMENTO LIGHT RAIL PROJECT  
BUDGET UPDATE

October 31, 1986

CHANGE ORDERS - DESIGN AND FIELD CHANGES

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o	<u>List of Change Order Categories -</u>	
	Spec Requirements	\$ 563,270
	Design Changes	1,277,287
	Design Errors	688,405
	Design Omissions	826,114
	Utility Conflicts	136,522
	Unforeseen Extra Work	774,710
	Claims/Delay Settlements	1,550,265
	Manufactures Defects	71,924
	Survey and Other Errors	
		<hr/>
	TOTAL	\$5,901,161
o	<u>5% Construction Contingency \$159.4 budget</u>	<u>(2,761,000)</u>
o	<u>Change Order Increases Above</u> <u>5% Contingency Established</u> <u>In Previous Budgets</u>	\$3,140,000
o	<u>Average Change Order Amount</u>	\$14,171
o	<u>16 Change Orders Per Contract</u>	

SUMMARY OF PROJECT FUNDING COMPARISON

	August 1985 Approved Budget (\$000's)	Oct. 1986 Proposed Budget (\$000's)	Change* (\$000's)
FUNDS FROM GRANT SOURCES			
FEDERAL	\$98,688	\$98,718	\$30
FAU AND FAI	2,183	2,195	12
STATE	27,931	30,849	2,918
FUNDS FROM DEBT FINANCING	21,460	22,051	591
FUNDS FROM OTHER LOCAL SOURCES	6,508	10,364	3,856
PRIVATE AND OTHER SOURCES	2,686	2,181	(505)
POTENTIAL FUNDING	0	1,512	1,512
ADDITIONAL UNDERSIGNATED FUNDS	0	8,130	8,130
	<hr/>	<hr/>	<hr/>
TOTAL REQUIRED FUNDING	\$159,456 =====	\$176,000 =====	\$16,544 =====

## LIGHT RAIL PROJECT BUDGET

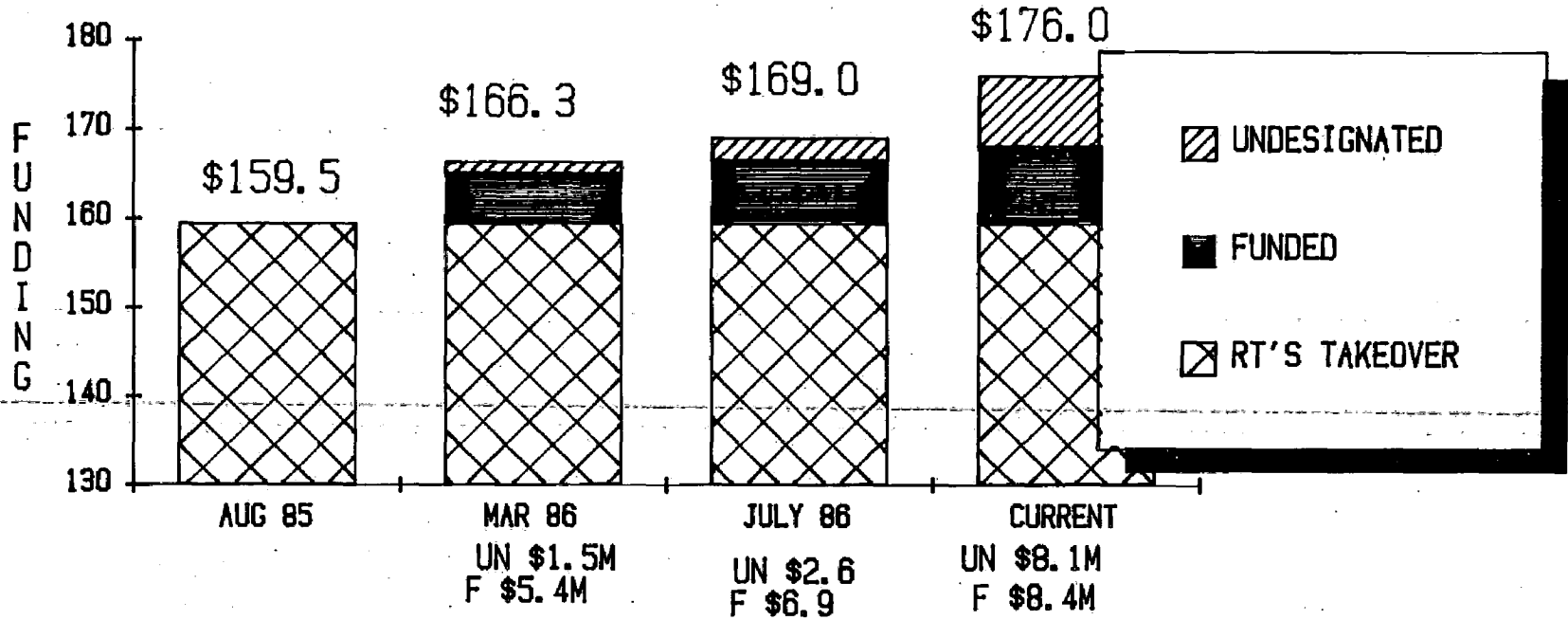
## FUNDING UPDATE

AUGUST 1985 - OCTOBER 1986

AUGUST 1985 APPROVED BUDGET		\$159,456,000
FUNDS ACQUIRED (000's OMITTED)		
* FEDERAL/STATE	\$ 2,960	
* LOCAL/PRIVATE/OTHER	\$ 3,942	
* POTENTIAL	\$ 1,512	
TOTAL FUNDS ACQUIRED		8,414,000
UNDESIGNATED FUNDS (TDA, RACS, OTHER)		<u>8,130,000</u>
TOTAL FUNDING CHANGE		\$ 16,544,000
OCTOBER 1986 PROPOSED BUDGET		<u>\$176,000,000</u>

(In Millions)

# LIGHT RAIL'S FUNDING BUDGET (INCREASES)



LRT FUNDING  
(000's OMITTED)

AUGUST 1985 BUDGET

\$159,456

\* FUNDS ACQUIRED

SCOPE FUNDING ACQUIRED	FEDERAL/ STATE	LOCAL/PRIVATE OTHER	POTENTIAL	TOTAL	
10 ADD'L FARE VENDORS	\$ 130	\$ 63	\$	\$ 193	
3 OPERATOR RESTROOMS	63			63	
GRADE CROSSING PROTECTION	135	65		200	
PEDESTRIAN CROSSING		60		60	
SP PIPELINE CATHODIC PROTECTION		150		150	
PUMPING PLANT		517		517	
AUDIO FREQUENCY OVERLAYS		259	362	621	
MGMT., ADMINISTRATION	2,075	58		2,133	
TROLLEY CONTRACTORS		60		60	
FENCING TRUJILLO WAY		50		50	
FENCING FOLSOM		100		100	
FIRE HYDRANTS		5		5	
RIGHT-OF-WAY BEN ALI		425		425	
ADDITIONAL SIGNAGE		200		200	
FARE HANDLING		10		10	
GRADE CROSSING CRYSTAL ICE SUBSTATION #8 RELOCATION		200		200	
		47		47	
TOTAL SCOPE FUNDING ACQUIRED	\$2,403	\$ 2,269	\$ 362	\$5,034	5,034
BASE PROJECT FUNDING ACQUIRED	557	1,673	1,150	3,380	3,380
TOTAL FUNDS ACQUIRED	\$2,960	\$ 3,942	\$1,512	\$8,414	\$ 8,414
* UNDESIGNATED FUNDS					8,130
TOTAL FUNDING CHANGE					\$ 16,544
OCTOBER 1986 PROPOSED BUDGET					\$176,000

SACRAMENTO REGIONAL TRANSIT DISTRICT  
 FIVE-YEAR FINANCIAL PROGRAM  
 INCLUDING LRT COSTS  
 (000's OMITTED)

PART A

	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	TOTAL
Revenue Available	\$53,827	\$41,525	\$43,055	\$45,247	\$45,737	\$229,391
Expenditures	<u>51,630</u>	<u>43,722</u>	<u>43,055</u>	<u>45,247</u>	<u>45,737</u>	<u>229,391</u>
Subtotal	\$ 2,197	(\$ 2,197)	\$ -0-	\$ -0-	\$ -0-	\$ -0-
Operating Reserve (LRT Transition)	(\$ 2,000)	(\$ 1,000)	(\$ 1,000)	(\$ 1,000)	(\$ 1,000)	(\$ 6,000)
LRT Unfunded Base Additions	( 8,100)	---	---	---	---	( 8,100)
Balance	<u>(\$ 7,903)</u>	<u>(\$ 3,197)</u>	<u>(\$ 1,000)</u>	<u>(\$ 1,000)</u>	<u>(\$ 1,000)</u>	<u>(\$ 14,100)</u>

FINANCIAL EFFECT ON RT CAPITAL  
 PROGRAM IF RT CAPITAL MONEY USED TO  
 COVER FIVE-YEAR PROGRAM DEFICIT BALANCE  
 WITHOUT RACS FUNDING  
 (000's OMITTED)

PART B

Five-Year Capital Program	Available Funds as Programmed FY 87-91	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	Balance Available FY 87-91
Local (TDA-LTF)	\$23,881	(\$7,903)	(\$3,197)	(\$1,000)	(\$1,000)	(\$1,000)	\$ 9,781
Federal/State	<u>37,310</u>	<u>( 60)</u>	<u>( 1,650)</u>	<u>( 3,040)</u>	<u>( 918)</u>	---	<u>31,642</u>
Balance	<u>\$61,191</u>	<u>(\$7,963)</u>	<u>(\$4,847)</u>	<u>(\$4,040)</u>	<u>(\$1,918)</u>	<u>(\$1,000)</u>	<u>\$41,423</u>

ESTIMATE OF PEER REVIEW  
COMMITTEE RECOMMENDATIONS

<u>1. NECESSARY FOR PHASE I OPERATION</u>	<u>COST x \$1,000</u>
o ADD VITAL SIGNAL CIRCUITRY ON UPRR/BEE BRIDGE	\$ 50
o CROSSOVER ON 'K' AND WHITNEY AT 12TH STREET	665
o IMPROVEMENTS TO INCREASE R-O-W SEGREGATION IN CBD	100
o TAIL TRACK AT TERMINALS (± 500 FEET EACH)	300
o DESIGN, PROJECT MANAGEMENT AND CONSTRUCTION MANAGEMENT FOR ABOVE	<u>285</u>
	\$1,400
 <u>2. OPERATIONAL HIGH PRIORITIES</u>	
o PURCHASE 8-10 ADDITIONAL LRV'S; MINIMUM ORDER SHOULD BE 6	\$9,000
o DESIGN & PROJECT MANAGEMENT OF DOUBLE TRACKING (EXCLUDES DESIGN SUPPORT AND CONSTRUCTION MANAGEMENT)	<u>1,800</u>
	\$10,800

# Sacramento Light Rail Project

## Positive Impacts

### o Transit

- Accommodate growth (higher capacity)
- Higher productivity (Lower cost per passenger)
- Better equipment utilization
- Advantages magnify as system extended and service are grows

### o Construction Employment

- Provided 880 person years of employment
- Put \$273.6 million into economy (2.6 multiplier)

### o Infrastructure Improvements

- Three Overpasses for autos (Arden, El Camino & Marconi)
- New pumping plant at 12th & SPRR
- Reconstruction and alignment Hwy 160 on-ramp
- Resurfacing part of many streets
- Reconstruction of many sections of 100 year old sewer
- Redesign of traffic signals (new equipment)
- Upgrading existing railroad grade crossings
- New transit malls, improvements Alkali Flats

### o Value Capture

- 800,000 sq. ft. Hotel/Office Complex - Swanston (\$450K pedestrian bridge)
- 600,000 sq. ft. Office Complex - Power Inn (\$300K pedestrian tunnel)
- 400,000 sq. ft. Office Complex - 16th Street (\$240K station)
- 465,000 sq. ft. Office Complex - Butterfield
- Numerous small developments

## SUMMARY

- REGIONAL TRANSIT HAS PERFORMED ITS RESPONSIBILITY IN MANAGING THE CONSTRUCTION OF THE PROJECT AND PREPARING FOR ITS OPERATION NEXT SPRING.

