



Sacramento Transportation Authority

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Sacramento, CA 95814

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June 12, 2020

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

SUBJECT: SB1 Local Partnership Program Formula Shares Cycle 3

Enclosed are two copies of the nomination for the \$8.79 million of Cycle 3 SB 1 Local Partnership Program Formula Shares for Sacramento County in Fiscal Years 20/21-22/23.

The Sacramento Transportation Authority is the designated Eligible Applicant for Sacramento County. The STA Governing Board approved this nomination on May 14, 2020 and is submitting it to the California Transportation Commission on behalf of the Implementing Agencies listed below.

The STA's propose programing of the Cycle 3 Formula Shares is as follows:

Implementing Agency	Allocation	Project	Location(s)
Regional Transit	\$1,600,000	Light Rail Modernization	Gold Line
Citrus Heights	\$380,000	Shared Roadway Agreement with Sacramento County	Madison Avenue
Elk Grove	\$790,000	Pavement Slurry Seal and Resurfacing	Citywide
Folsom	\$380,000	Natoma Street Drainage	Natoma and Riley Streets in Folsom Locations
Galt	\$119,000	Pavement Rehabilitation	Citywide
Isleton	\$5,000	Potential Exchange with Sacramento County	
Rancho Cordova	\$366,000	Street Rehabilitation	Citywide
Sacramento	\$2,248,000	Corridor Improvements	Citywide
Sacramento County	\$2,902,000	Street Rehabilitation	Countywide
TOTAL	\$8,790,000		

The required items listed in the 2020 Local Partnership Program Guidelines have been included with each Agency's nomination. However, because all but one of our Agency applications involve maintenance and rehabilitation projects, the Performance Indicators and Measures included as part of the Project Programming Request Form were deemed sufficient to meet the Performance Metrics requirement for those nominations. Likewise, delivery plans for some applications are included in the text of the project summaries. Questions regarding this combined application may be directed to Will Kempton, STA Executive Director, by phone at 916-323-0895 or by email at will@sacta.org



WILL KEMPTON
Executive Director



Senate Bill (SB) 1
Local Partnership Program
Formula Shares Program
Cycle 3

**Formula Shares Nominations for
Fiscal Year 2020/21, 2021/22 and 2022/23**

SACRAMENTO COUNTY

Applying Agency

Sacramento Transportation Authority

Implementing Agencies

Sacramento Regional Transit District

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Galt

City of Isleton

City of Rancho Cordova

City of Sacramento

County of Sacramento

Senate Bill (SB) 1
Local Partnership Program
Cycle 3 Formula Shares for Sacramento County

Project Nomination For

**Sacramento
Regional Transit
District**

\$1,600,000

for

Light Rail Modernization
(Gold Line Phase 1)



Regional Transit

**Sacramento Regional
Transit District**
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

**Customer Service &
Sales Center**
1225 R Street
Sacramento, CA 95811

**Route, Schedule & Fare
Information**
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
sacrt.com

Public Transit Since 1973

April 30, 2020

Will Kempton, Executive Director
Sacramento Transportation Authority
801 12th Street, 5th Floor
Sacramento, California 95814

Subject: Senate Bill 1 – FY2020 Local Partnership Program Formulaic
Application - Light Rail Modernization Project

Dear Mr. Kempton:

The Sacramento Regional Transit District is pleased to submit the FY21 Local Partnership Program (LPP) – Formulaic Program application for the Light Rail Modernization project. We are requesting \$1,600,000 in LPP funding to improve access, reliability and capacity on Sacramento's light rail system. Attached are the required Project Programming Request Forms and project application information.

Sacramento Regional Transit District will be the implementing agency for this project and will be responsible for all activities related to the project. The District will also be providing the required one-to-one match of local funds to the LPP funds.

Inquiries regarding the project and the LPP-Formulaic Program application may be directed to Erik J. Reitz, Grants Manager, at (916) 321-2959 or ereitz@sacrt.com.

Thank you for your consideration of funding for this important project.

Sincerely,

Henry Li, General Manager/CEO
Sacramento Regional Transit District

Attachments: 2021 Local Partnership Program Application
Project Programming Request Form

SACRAMENTO TRANSPORTATION AUTHORITY
SB1 Local Partnership Program
Formulaic Program Project Nomination Fact Sheet

A. Implementing Agency

Sacramento Regional Transit District (SacRT)

B. Project Title

Light Rail Modernization Project Phase 1 (Gold Line)

C. Project Scope

The Sacramento Regional Transit District's (SacRT) Light Rail Modernization Phase 1 (Gold Line) project has three major components intended to improve access, reliability and capacity on Sacramento's light rail system. These components are: 1) New Low floor Light Rail Vehicles; 2) New Low Floor Station Conversions; and 3) 15 Minute service to Folsom.

Light Rail Vehicles (LRV): The first component of the Light Rail Modernization Project is the replacement of the current high floor, aging LRVs with new low floor vehicles. SacRT has entered into a contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor light rail vehicles. SacRT has identified funding for the first 20 vehicles. The contract will include options for the remaining 56 vehicles that would need to be exercised within the next 7 years.

D. Project Cost

Total Project Cost: \$47,200,000

Local Partnership Program (LPP) Funding Request: \$1,600,000

Match Funding: \$1,600,000

E. Project Schedule

SacRT is currently under contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor light vehicles. A Notice to Proceed (NTP) has been provided to Siemens for the manufacturing of the first 20 LRVs. The goal is to provide Siemens with the second NTP by September 2021. Once the NTP has been issued they will need between three and nine months to begin construction. Once construction begins the project will take between three and four years for all eight vehicles to be constructed and delivered.

F. Project Benefits (Outputs/Outcomes)

The modernization of the light rail system will increase reliability, improve accessibility, and increase capacity. Currently, the aging fleet of high floor LRVs has experienced a large increase in the number and severity of mechanical and operational issues. Adding to this problem, most vehicles in SacRT's light rail fleet are no longer supported by their manufacturer, making the replacement of parts and components even more difficult. The existing vehicles also limit the mobility for many passengers due to the fact that they are high-floor vehicles, and boarding and alighting must take place via steep stairs. The only exception is the first door of the front car, which is accessible to wheelchair users via a mini-high platform at each station and a ramp that is manually deployed by the light rail operator. Modernizing SacRT's 30-year-old light rail system with low-floor trains and stations will increase boarding speed, capacity, reliability, and safety, and greatly enhance access for everyone, including older adults, children, riders with disabilities, and passengers with bicycles, luggage, grocery carts, and strollers.

**2020 Local Partnership Program Allocation
(FY 2020-21 to 2022-23) Formulaic Program
Sacramento Regional Transit District
April 2020**

A. Implementing Agency

The Sacramento Regional Transit District (SacRT) will be the implementing agency for this project and will provide the required matching funds.

B. A confirmation that any capacity-increasing project or a major realignment project was considered for reversible lanes.

The proposed project is not a roadway capacity increasing or realignment project.

C. An explanation of the project and its proposed benefits

i. Project Title

Light Rail Modernization Project Phase 1 (Gold Line)

ii. LLP Funding Request

Total Funding Requested: \$1,600,000

iii. Amount and Source of Matching Funds

CMAQ, STP, 5307, 337 or other SacRT discretionary funds totaling \$1,600,000 will be used as match for this project. No matter if the funds are used to purchase new low-floor light rail vehicles or the construction/conversion of light rail stations none of these funds are allocated by the California Transportation Commission (CTC) on a project specific basis, so they are an eligible source of match funds. SB1-STA funds are distributed to SacRT quarterly.

SacRT is requesting this funding for either the purchase of new low floor light rail vehicles or the conversion of light rail stations, or both- see "v. project summary" below.

iv. **Project Cost Estimate**

New Siemens S700 Low Floor Light Rail Vehicles

Capacity: 20 passengers / 13 passengers + 2 wheelchairs

Number of Vehicles: 36

Cost Per Vehicle: \$5,895,000

Total Project Cost: \$212,040,000

Local Partnership Program (LPP) Funding Request: \$1,600,000

Match Funding: \$1,600,000

v. **Project Summary/Scope**

The Sacramento Regional Transit District's (SacRT) Light Rail Modernization Phase 1 (Gold Line) project has three major components intended to improve access, reliability and capacity on Sacramento's light rail system. These components are: 1) New Low floor Light Rail Vehicles; 2) New Low Floor Station Conversions; and 3) 15 Minute service to Folsom.

Light Rail Vehicles: The first component of the Light Rail Modernization Project is the replacement of the current high floor, aging light rail vehicles with new low floor vehicles. SacRT has entered into a contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor light rail vehicles. SacRT has identified funding for the first 20 vehicles. The contract will include options for the remaining 56 vehicles that would need to be exercised within the next 7 years.

Low Floor Station Conversions: In order to be accessible, the low floor vehicles require that the stations have a platform at least eight inches above the top of rail. This allows the ramp to deploy from the vehicle to the station platform with the proper slope for passengers to board. The majority of stations (48 of 53) serving the light rail system do not have platforms that meet the eight inch height requirement and will need to be raised. Many of these stations platforms are at the same height as the top of rail and will need to be raised a full eight inches. Stations constructed after 2006 were designed to function with low floor vehicles and will not require modification. SacRT has selected a modular solution to raising stations platforms which will allow for the conversion to be done in phases. In the first phase, prefabricated modular platforms will be installed to raise the boarding area just for select cars; in the second phase, the entire remaining platform will be raised by installing additional prefabricated, modular platforms and/or pouring concrete around the Phase 1 platforms.

15 Minute Service to Folsom: When SacRT extended the Gold Line into the City of Folsom, the extension was constructed with the last five miles being single track operation. This means that trains operate in both directions on the same track into and out of the City of Folsom. It takes a train about 25 minutes to make a round trip into and out of the single track section. This limits the service

frequency to a maximum of a train every 30 minutes. The rest of the Sacramento light rail system can accommodate much more frequent service with normal operation having a 15 minute service frequency. The 15 Minute Service to Folsom project would make the minimal improvements necessary to operate a maximum service frequency of 15 minutes to the end of the Gold Line in the City of Folsom.

SacRT proposes to use FY 2020 Local Partnership Program (LPP) funds to assist in funding one of the three major components of the Light Rail Modernization Project, the purchase of new low floor light rail vehicles for phase 1 (Gold Line). The costs and scope of work included in the request only includes equipment for only the Gold Line. The total cost of the proposed project is estimated at \$47.2 million with SacRT requesting \$1.6 million of LPP funds to be match with \$1.6 million of STP, 5307, 337 or other SacRT discretionary funds.

vi. Project Need

In 1987 SacRT opened an 18.3 mile light rail system that linked northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. The new system served 30 new stations with 26 new Siemens-Duewag high floor light rail vehicles. The new stations were equipped with mini-high platforms to allow ADA accessibility to the front light rail vehicle. The new system often referred to as the “Starter Line” was a model of cost efficiency being constructed at a mere cost of \$176 million including the cost of vehicle and construction of a maintenance/storage facility.

Flash forward 33 years, SacRT’s light rail system now operates on over 43 miles of track and provides service to over 50 stations. However, the SacRT light rail fleet still includes all 26 of the original Siemens-Duewag vehicles which have been in service since the opening of the light rail system and more than 10 other light rail vehicles that are beyond their useful life. The age and the configuration (high floor vehicles) of the fleet have begun to have a negative effect on passenger experience, leading some passengers to use other modes of transportation for their daily trips. In order to keep light rail a viable transportation option there is a need to improve reliability, increase accessibility, and improve capacity.

vii. Project Anticipated Benefits

With this project, SacRT will procure thirty six (36) new low-floor light rail vehicles (LRV) and convert and upgrade station platforms to accommodate new low-floor LRVs. The modernization of the light rail system will increase reliability, improve accessibility, and increase capacity. Currently, the aging fleet of high floor LRV’s has experienced a large increase in the number and severity of mechanical and operational issues. Adding to this problem, most vehicles in SacRT’s light rail fleet are no longer supported by their manufacturer, making the replacement of parts and components even more difficult. These issues have led

to a decreased number of vehicles for operations available during peak commute periods. This has forced permanent reduction in number of 4 car train during peak travel hours which has led to overcrowding. The existing vehicles also limit the mobility for many passengers due to the fact that they are high-floor vehicles, and boarding and alighting must take place via steep stairs. The only exception is the first door of the front car, which is accessible to wheelchair users via a mini-high platform at each station and a ramp that is manually deployed by the light rail operator. Modernizing SacRT's 30-year-old light rail system with low-floor trains and stations will increase boarding speed, capacity, reliability, and safety, and greatly enhance access for everyone, including older adults, children, riders with disabilities, and passengers with bicycles, luggage, grocery carts, and strollers.

viii. Project Cost Effectiveness

The project will help reduce the number of vehicles traveling on the congested roads, promote safer driving conditions, reduce travel time, and decrease vehicle maintenance costs for motorists. The project provides more access to businesses; increasing business sustainability, growth and tax revenues for the City/County/State. In addition, fewer vehicles on the road will result in less road maintenance costs for the City and County.

ix. Project Regional and Community Support

The project has received regional and community support from various community leaders, stakeholders, and advocacy groups. This project also has the support from Sacramento Area of Council Governments and the California Department of Transportation (Caltrans), which demonstrates the regional significance and need for this project.

x. Project Consistency with Regional Plans and SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

This project furthers the implementation of sustainable communities by providing passengers with safe, reliable and affordable sources of transportation. Passengers will have more choices in the mode of transportation to/from their place of work, educational opportunities, medical services, basic necessities and extra-curricular activities. The transportation will enable residents to expand their search of employment in neighboring communities, and businesses will have access to a larger pool of potential employees. More businesses will be attracted to the area, existing businesses will have access to more customers, promoting business sustainability and growth.

xi. Projects Impact on Greenhouse Gases

Higher capacity and more accessible light rail vehicles will increase ridership; decrease vehicle miles traveled (VMT) and reduce GHG emissions throughout the

Sacramento region, especially along the congested Highway -50 corridor, where light rail provides parallel service.

xii. Project Current Status

In 2018 SacRT was awarded Transit and Intercity Rail Capital Program (TIRCP), Solutions for Congested Corridors Program (SCCP) and SACOG Regional funds to begin the Light Rail Modernization Phase 1 (Gold Line) work. Since then SacRT has completed preliminary design and is working on final design of the station along the Gold Line, has signed a contract with Siemens for the purchase of up to 76 new low floor light rail vehicles (LRV) and has issued a notice to proceed on the manufacturing of 20 new LRVs, the first new purchase of vehicles in over 18 years. Approving the 2020 LPP request will allow SacRT to continue this very important project, allowing the purchase of additional vehicles and continue improvements to the Gold Line service.

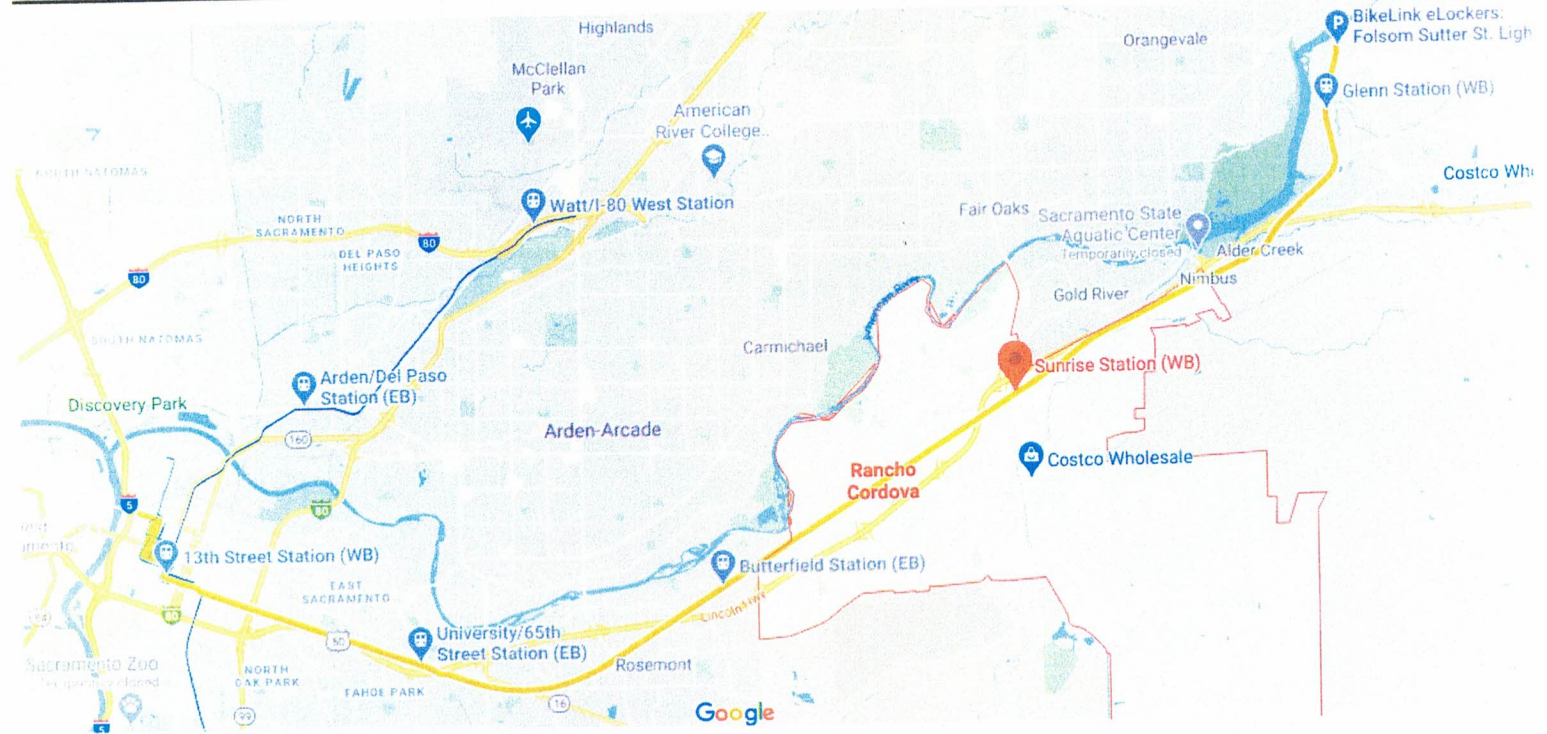
xiii. Is the Project a Capacity-increasing project or a major street or highway lane realignment project?

No.

xv. Describe the Project Delivery Plan

As described above, SacRT is currently under contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor light vehicles. A Notice to Proceed (NTP) has been provided to Siemens for the manufacturing of the first 20 LRVs. The goal is to provide Siemens with the second NTP by September 2021. SacRT has secured roughly half of the total funds for the second notice to proceed and expects to have $\frac{3}{4}$ of the funding by September 2020. Once the NTP has been issued Siemens will need between three and nine months to begin construction. Once construction begins the project will take between three and four years for all eight vehicles to be constructed and delivered.

Gold Line Project Area



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (NEW 02/2020)

PPR ID
 ePPR-6005-2020-0001 v0

Date 06/10/2020 22:26:19

Amendment (Existing Project) YES NO

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
03				Sacramento Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento				MPO	Element
				SACOG	Rail
Project Manager/Contact			Phone	Email Address	
Erik J. Reitz			916-321-2959	ereitz@sactr.com	

Project Title

Light Rail Modernization Phase 1 (Gold Line) Low Floor Light Rail Vehicles

Location (Project Limits), Description (Scope of Work)

LOCATION: Light Rail Vehicles will operate on the Gold Line which includes stations within the City of Sacramento, City of Rancho Cordova, City of Folsom, and Sacramento County

DESCRIPTION/SCOPE: Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entering into a contact with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract will include options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts

Assembly: 7 Senate: 6 Congressional: 6

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		05/01/2019
Circulate Draft Environmental Document Document Type CE/CE		
Draft Project Report		06/01/2019
End Environmental Phase (PA&ED Milestone)		07/17/2019
Begin Design (PS&E) Phase		10/01/2018
End Design Phase (Ready to List for Advertisement Milestone)		02/22/2019
Begin Right of Way Phase		03/01/0019
End Right of Way Phase (Right of Way Certification Milestone)		03/01/0019
Begin Construction Phase (Contract Award Milestone)		06/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/2026
Begin Closeout Phase		07/02/2026
End Closeout Phase (Closeout Report)		08/02/2026

Purpose and Need

Date 06/10/2020 22:26:19

In 1987 SacRT opened an 18.3 mile light rail system that linked northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. The new system served 30 new stations with 26 new Siemens-Duewag high floor light rail vehicles. The new stations were equipped with mini-high platforms to allow ADA accessibility to the front light rail vehicle. The new system often referred to as the "Starter Line" was a model of cost efficiency being constructed at a mere cost of \$176 million including the cost of vehicle and construction of a maintenance/storage facility).

Flash forward 33 years, SacRT's light rail system now operates on over 43 miles of track and provides service to over 50 stations. However, the SacRT light rail fleet still includes all 26 of the original Siemens-Duewag vehicles which have been in service since the opening of the light rail system and more than 10 other light rail vehicles that are beyond their useful life. The age and the configuration (h

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	8

Date 06/10/2020 22:26:19

Additional Information

Implementing Agency Roles: This project will not require an additional Right of Way however N/A is not an option for this questions.

Project Milestones: As mentioned about this project will not require any additional Right of Way however a milestone date is require to complete the EPPR.

Performance Indicators and Measures:

Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT: Region Wide VMT is from the SACOG Chapter 5B: Vehicle Miles Traveled and Roadway Congestion Trends and Performance. Total VMT is from the Cal B/C 6.2 Model submitted with the grant application

Person Hours of Travel Time Saved: In the Cal B/C 6.2 Model submitted with the grant application, the assumption was that the Person Hours of Time saved by the project would be 16,652,375 hours over the 20 year life of the project, or an average annual reduction of 832,629 hours in delay.

Daily Vehicle Hours of Delay: In the Cal B/C 6.2 Model submitted with the grant application, the assumption was that the Person Hours of Time saved by the project would be 16,652,375 hours over the 20 year life of the project, or an average annual reduction of 832,629 hours in delay.

Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop: 17 of the 29 Gold Line Light Rail Stations are within either Low Income or SB 535 Disadvantage Communities Census Tracts and 14 of those 17 Census Tracts are both Low Income Communities and Disadvantaged Communities.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	998554083	1000881183	-2,327,100
			VMT per Capita	24.2	25.6	-1.4
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	832628	0	832,628
			Hours per Capita	0	0	0
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	832628	-832,628	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	95	90	5
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-1	0	-1
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	-104074	0	-104,074
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-23	0	-23
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	-1	0	-1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-245	0	-245
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	-11	0	-11
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	1.99711	2.00176	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.00002	0.00002	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	58	58	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	219	0	219
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	8	0	8
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
03	Sacramento				

Project Title
 Light Rail Modernization Phase 1 (Gold Line) Low Floor Light Rail Vehicles

Component	Existing Total Project Cost (\$1,000s)								Implementing Agency
	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									Sacramento Regional Transit District

Component	Proposed Total Project Cost (\$1,000s)								Notes
	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000	37,200					47,200	
TOTAL		10,000	37,200					47,200	

Fund #1: State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted) Program Code

Component	Existing Funding (\$1,000s)								Funding Agency
	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Component	Proposed Funding (\$1,000s)								Notes
	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,600					1,600	
TOTAL			1,600					1,600	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (NEW 02/2020)

PPR ID
 ePPR-6005-2020-0001 v0

Fund #2: Other Fed - STP Enhancements (Committed)									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Sacramento Area Council of Governm
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	
Fund #3: Local Funds - Measure A (Uncommitted)									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Sacramento Transportation Authority
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			12,000					12,000	
TOTAL			12,000					12,000	

Fund #4:		Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)							Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			23,600					23,600	
TOTAL			23,600					23,600	

Local Partnership Program Project Metrics

Nominating Agency	Sacramento Transportation Authority	Implementing Agency	Sacramento Regional Transit District
Contact	Will Kempton	Contact	Erik J. Reitz
Title	Executive Director	Title	Grants Manager
Phone #	916-323-0895	Phone #	916-321-2959
Email	will@sacta.org	Email	ereitz@sacrt.com

Project Name	Light Rail Modernization Phase 1 (Gold Line) New Low Floor Light Rail Vehicles
Project Description:	<p>Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entered into a contract with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract will include options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.</p>

Measure	Metric	Build	Future No Build	Change	Methodology	Data/Assumptions
Congestion Reduction	Project Area, Corridor, County, or Regionwide VMT per capita	24.2	25.6	-1.40	SACTA Chapter 5B, Vehicle Miles Traveled and Roadway Congestion	
	Project Area, Corridor, County, or Regionwide total VMT	998,554,083	1,000,881,183	-2,327,100	Trade and Performance	
	Person Hours of Travel Time Saved	832,629	0	832,629	Cal-B/C 6.2 Model	The assumption was that the Person Hours of Time saved by the project would
	Daily Vehicle Hours of Delay	0	0	0	N/A	
	Percent Change in Non-Single Occupancy Vehicle Travel*	0	0	0	N/A	
	Per Capita and Total Person Hours of Delay per Year*	0	832,629	-832,629	Cal-B/C 6.2 Model	The assumption was that the Person Hours of Time saved by the project would be 16,652,375 hours over the 20 year life

Light Rail Modernization Phase 1 (Gold Line) New Low Floor Light Rail Vehicles

Measure	Metric	Build	Future No Build	Change	Methodology	Data/Assumptions
Through puts	Peak Period Person Throughput by Applicable Mode	0	0	0	N/A	
	Passengers per vehicle Service Hours	0	0	0	N/A	
	Bicyclist/Pedestrians Screen	0	0	0	N/A	
System Reliability	Peak Period Travel Time Reliability Index	0	0	0	N/A	
	Transit Service On-Time Performance	95%	90%	5.00%	reliability of the vehicles not breaking down will increase the on-time	New Vehicles are more reliable than the current 30 plus year old vehicles
Safety	Number of Fatalities	1.99711	2.00176	-0.00465	Calculated using the rate of Fatalities times the number of VMT in the project area. Fatalities from U.S 50 Multimodal, VMT from Cal-B/C 6.2 Model.	
	Rate of Fatalities per 100 Million VMT	0.00002	0.00002	0.00000	US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Ave)	
	Number of Injuries	0.00	0.00	0.00000	N/A	
	Number of Injuries per 100 Million VMT	0	0	0.00000	N/A	
	Number of Non-Motorized F	0	0	0.00000	N/A	

Light Rail Modernization Phase 1 (Gold Line) New Low Floor Light Rail Vehicles

Measure	Metric	Build	Future No Build	Change	Methodology	Data/Assumptions
Safety	Number or Rate of Property Damage Only and Non serious Injury Collisions	0	0	0		
	Accident Cost Savings	0	0	0		
Economic Development	Jobs Created (Direct and Indirect)	219	0	219	CARB Jobs Modeling Tool	Direct (101), Indirect (118) = 219
	Particulate Matter (PM2.5)	-1	0	-1	Cal-B/C 6.2 Model	The above Air Quality and GHG Reductions Benefits were calculated using the Cal-B/C 6.2 Model that was submitted with the grant application.
Particulate Matter (PM 10)	0	0	0	Cal-B/C 6.2 Model		
Air Quality & GHG	Carbon Dioxide (Co2)	-104,074	0	-104,074	Cal-B/C 6.2 Model	For all Air Quality and GHG Benefits performance metrics above, the assumption is that Year 1 is the first year after the project construction is complete and the project begins service, not the first year after the grant award.
	Volatile Organic Compounds (VOC)	-23	0	-23	Cal-B/C 6.2 Model	
	Sulphur Dioxide (SOX)	-1	0	-1	Cal-B/C 6.2 Model	
	Carbon Monoxide (CO)	-245	0	-245	Cal-B/C 6.2 Model	
	Nitrogen Oxides (Nox)	-11	0	-11	Cal-B/C 6.2 Model	
Cost Effectiveness	Cost Benefit Ration	8	0	8	Cal-B/C 6.2 Model	
	Number of jobs Accessible by Mode	0	0	0		
	Access to Key Destination by Mode	0	0	0		

Accessibility

% of Population Defined as Low Income or Disadvantaged with in 1/2 Mile of Rail Station

58.62%

58.62%

0

CARB AB 1550 Map

17 of the 29 Gold Line Light Rail Stations are within either Low Income or SB 535 Disadvantage Communities Census Tracts and 14 of those 17 Census Tracts are both

Low Income Communities and

<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>	<p>Low Income Communities and Disadvantage Communities Census Tracts</p>
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