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DEPARTMENT OF  
FINANCE

CITY OF SACRAMENTO  
CALIFORNIA

BUDGET AND POLICY REVIEW

CITY HALL  
ROOM 100  
915 I STREET  
SACRAMENTO, CA  
95814-2684

PH: 916-264-5845  
FAX: 916-264-5755  
TDD (ONLY) 916-264-7227

April 25, 2002

Law and Legislation Committee  
Sacramento, California

Honorable Members in Session:

**SUBJECT: REGIONAL TRANSIT REQUEST FOR FEDERAL BUS  
DISCRETIONARY FUNDS**

**LOCATION AND COUNCIL DISTRICT:** Citywide

**RECOMMENDATION:**

Staff recommends that the Law and Legislation Committee review the transmittal letter from the Sacramento Regional Transit District and send the attached draft support letter to the Sacramento Congressional delegation supporting the District's request for federal bus discretionary funds.

**CONTACT:** David Melko, Policy & Program Manager, Regional Transit, 321-2992  
Michael Wiley, Director of Customer Services, Regional Transit,  
321-2811  
Aaron B. Chong, Senior Management Analyst, 264-6747

**FOR THE COMMITTEE MEETING OF:** May 7, 2002

**BACKGROUND:**

The Sacramento Regional Transit District (District) has requested support from the City of Sacramento to Sacramento's congressional delegation for the District's budget request for federal bus discretionary funds allocable for the purchase of buses and for the development of bus facilities for Fiscal Year 2003.

## **DISCUSSION:**

The District's top priority – is a request of a federal bus discretionary fund earmark of \$10 million to supplement \$15 million in approved State and local funds for preliminary engineering, environmental studies, right of way acquisition, and the start of construction on a second bus maintenance facility (BMF). This new facility is absolutely essential to allow the District to expand its bus fleet, which has stayed at about 230 buses since 1993. During this period the region's population growth has increased at a rate of 3.5% per year. Bus fleet expansion is needed to respond to regional population growth pressures on the District's transportation system.

The project features include a 30+ acre site, construction of a Compressed Natural Gas (CNG) fueling station, a maintenance shop, a backup power source, a driver dispatch location, and parking to accommodate 250 buses.

The new bus maintenance facility will allow the District to continue to operate an expanded fleet of all CNG buses. It will allow the District to maintain and fuel higher capacity CNG transit vehicles, such as articulated buses, and an expanded neighborhood shuttle bus fleet, as well as permit the District to share its expanded CNG fueling capability with other local transit providers, and public and private CNG fleets. Additionally, space can be provided at this new facility or alternatively, at the District's existing maintenance facility, to accommodate the parking needs for commuter buses operated by other local transit providers serving the Central City employment centers.

A copy of the fact sheet provided by Regional Transit is attached as "Attachment I".

## **FINANCIAL CONSIDERATIONS:**

The total cost for the BMF is estimated at \$67.5 million (2001 dollars). The District will phase project construction over three years, from FY 2003 through FY2005. Each phase will proceed sequentially commensurate with realized funding. A total amount of about \$30 million (including this year's \$10 million request), or up to 50% of the total project costs, in federal discretionary funds will be sought from FY 1993 to FY 2005.

Local funds are made up of State Transportation Improvement Funds and RT Measure A funds.

## **POLICY CONSIDERATIONS:**

The sites being considered for the Bus Maintenance Facility are all within the City limits and within industrial areas. The Regional Transit District will abide by City zoning requirements.

**ESBD CONSIDERATIONS:**

There are no ESBD considerations. No goods or services are being purchased at this time.

Respectfully submitted:

A handwritten signature in black ink, appearing to read 'Aaron B. Chong', with a long horizontal line extending to the right.

Aaron B. Chong  
Senior Management Analyst

**RECOMMENDATION APPROVED:**

A handwritten signature in black ink, appearing to read 'Betty Masuoka', with a long horizontal line extending to the right.

Betty Masuoka,  
Assistant City Manager.

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## Sacramento Regional Transit District Fiscal Year 2003 Federal Appropriations Request

### FY 2003 Request

The Sacramento Regional Transit District (RT) emphasis in the FY 2003 Federal Transportation Appropriations bill, is a request of an earmark of \$10 million to supplement \$15 million in approved State and local funds for preliminary engineering, environmental studies, right of way acquisition, and the start of construction on a second bus maintenance facility. This facility is essential to allow RT to expand its bus fleet, which has stayed at about 230 buses since 1993.

### TEA-21 Reauthorization Request

In addition to its bus maintenance facility appropriation request, RT will begin to seek authorization for the following projects that are essential to serve the growing needs of the Sacramento region now and in the future: expansion of its high capacity light rail system, bus rapid transit network, and bus maintenance facility, along with regional rail passenger service.

### Project Description

The FY 2003 request is to start construction of a second bus maintenance facility within the District boundaries. Project features include a 30+ acre site, construction of a four lane Compressed Natural Gas (CNG) fueling station, a 22 to 26 bay fully equipped repair and maintenance shop, a backup power source, a wash rack, a parts storage room, a driver dispatch location, associated offices, employee locker rooms, and parking to accommodate 250 buses.

This project will allow RT to continue to operate a fleet of all CNG buses. It will also allow RT to maintain and fuel higher capacity CNG transit vehicles, such as articulated buses or 45 foot buses, and an expanded neighborhood shuttle bus fleet, as well as permit RT to share its expanded CNG fueling capability with other local transit providers, and public and private CNG fleets. Additionally, space can be provided at this new facility or alternatively, at RT's existing maintenance facility, to accommodate the parking needs for commuter buses operated by other local transit providers.

The total cost for the bus maintenance facility is estimated at \$67.5 million (2001 dollars). To reduce federal appropriations requests in any given year, RT will phase project construction over three years, from FY 2003 through FY 2005. Each phase will proceed sequentially commensurate with realized funding. A total amount of about \$30 million, or up to 50 percent of the total project cost, in federal discretionary funds will be sought from FY 2003 to FY 2005.

The project has been supported in FY 2001 and FY 2002 with federal and local funds, as indicated in the table on page 3. The FY 2003 requirement for federal discretionary funds would be \$10 million for preliminary engineering, environmental studies, right of way acquisition, and the start of construction.

### Project Justification

RT's current maintenance, parking, fueling, and transportation operations have reached their maximum capacity in a facility located in midtown Sacramento and far from growing service territories to the north and east.

RT's 10-Year System Expansion and Phasing Strategy, as defined in the recently completed Multi-Corridor Study, calls for expansion of the bus fleet to 370 buses by 2012 and 570 buses by 2025, from the current fleet of 230 buses. The bus fleet has remained at the current level since 1993, while RT has devoted available funding primarily to the conversion from diesel to CNG, which will be completed this year, as well as significant light rail expansion in two corridors. During this period the region's population growth has increased at a rate of 3.5 percent per year. Bus fleet expansion is needed to respond to this regional population growth.

Increasing traffic congestion is beginning to reduce the productivity of the bus fleet due to increased service travel time and current trends indicate more of the same. Further, substantial operations time is lost driving empty buses from the current maintenance facility to new northern and eastern service territories. Combating traffic congestion, providing new service to address growing population demands, enhancing CNG fueling capacity, and decentralizing the storage, maintenance, fueling and dispatch of RT buses, is essential if RT's clean fuel bus program is to keep pace with intense new service demands. A new bus maintenance facility is on RT's critical path to the future.

### Project Funding Plan

FY 01	\$195,000 - Bus Maintenance Facility Study (approved local funds).
FY 02	\$3,000,000 - Preliminary Engineering and Environmental Studies (approved federal and local funds).
FY 03	\$25,000,000 - Final Design, Environmental Studies, Right of Way Acquisition, and beginning of Phase 1 Construction.  <input type="checkbox"/> \$15,000,000 (recently approved funding from FY 2002 STIP, with State and local funds to match).  <input type="checkbox"/> \$10,000,000 (requested from FY 2003 Section 5309 federal Bus Discretionary Funds).
FY 04	\$25,000,000 - Completion of Phase 1 Construction and beginning of subsequent construction phases, with \$12,500,000, or 50 percent, for the anticipated federal discretionary share.
FY 05	\$14,300,000 - Completion of subsequent construction phases, with \$7,150,000, or 50 percent, for the anticipated federal discretionary share.

IT IS BEST TO SEND THESE LETTERS BY E-MAIL OR FAX - ADDRESSES ATTACHED  
(date)

Dear :

I am writing to request your strong support for Sacramento Regional Transit District's (RT) budget request of \$10 million from federal bus discretionary funds allocable for the development of bus facilities for FY 2003.

The District's top priority – is a request of a federal bus discretionary fund earmark of \$10 million to supplement \$15 million in approved State and local funds for preliminary engineering, environmental studies, right of way acquisition, and the start of construction on a second bus maintenance facility. This new facility is absolutely essential to allow RT to expand its bus fleet, which has stayed at about 230 buses since 1993. During this period the region's population growth has increased at a rate of 3.5 percent per year. Bus fleet expansion is needed to respond to regional population growth pressures on our transportation system.

The new bus maintenance facility will allow RT to continue to operate an expanded fleet of all CNG buses. It will allow RT to maintain and fuel higher capacity CNG transit vehicles, such as articulated buses, and an expanded neighborhood shuttle bus fleet, as well as permit RT to share its expanded CNG fueling capability with other local transit providers, and public and private CNG fleets. Additionally, space can be provided at this new facility or alternatively, at RT's existing maintenance facility, to accommodate the parking needs for commuter buses operated by other local transit providers serving the Central City employment centers.

The total cost for the bus maintenance facility is estimated at \$67.5 million (2001 dollars). RT proposes to phase project construction over three years, from FY 2003 through FY 2005. Each phase will proceed sequentially commensurate with realized funding. A total amount of about \$30 million (including this year's \$10 million request), or up to 50 percent of the total project cost, in federal discretionary funds will be sought from FY 2003 to FY 2005.

We urge your support of this extremely important project for a District struggling to cope as responsibly as it can with significant pressures to expand bus service. Thank you.

Sincerely,

Name  
Organization

c: Pilka Robinson, General Manager, Regional Transit

Senator Dianne Feinstein  
[feinstein.senate.gov](http://feinstein.senate.gov)  
202-228-3954 fax

Senator Barbara Boxer  
[boxer.senate.gov](http://boxer.senate.gov)

Mike Thompson  
[www.house.gov/mthompson](http://www.house.gov/mthompson)  
202-225-4335 fax

Doug Ose  
[www.house.gov/ose](http://www.house.gov/ose)  
202-226-1298 fax

Robert Matsui  
[www.house.gov/matsui](http://www.house.gov/matsui)  
202-225-0566 fax

John T. Doolittle  
[www.house.gov/doolittle](http://www.house.gov/doolittle)  
202-225-5444 fax

To access the e-mail you must go through their websites.