



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



6

June 25, 1991

Transportation/Community Development
and Budget & Finance Committees of
the City Council
Sacramento, CA

Honorable Members in Session:

SUBJECT: City Policy on Light Rail Extension to Richards
Boulevard, Construction of Intermodal Station and
Direction to Pursue Local, State, Federal, Private
Funding Sources Including Public/Private Partnerships

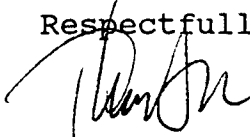
SUMMARY

The attached report is submitted to you for review and
recommendation prior to consideration by the City Council and
Redevelopment Agency of the City of Sacramento.

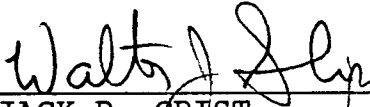
RECOMMENDATION

The staff recommends approval of the attached resolutions approving
the policy determinations.

Respectfully submitted,


Mr. JOHN E. MOLLOY
Executive Director

TRANSMITTAL TO COMMITTEE:


JACK R. CRIST
Deputy City Manager

FOR

Attachment



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



June 25, 1991

Transportation and Community Development,
Budget and Finance Committees, and
City Council of the City of Sacramento
Sacramento, California

Honorable Members in Session:

SUBJECT: City/Agency Policy on Light Rail Extension to Richards Boulevard,
Construction of Intermodal Station, and Direction to Pursue Local, State,
Federal and Private Funding Sources, Including Public/Private Partnerships

SUMMARY

This item was previously heard at the June 11, and June 18, 1991 meetings of the Joint Committee of the City Council. During these meetings, the Committee approved a policy determination on highway improvements and directed staff to pursue State funds for the "J/L" ramps at Interstate 5. In a separate action, the Committee directed staff to incorporate, as a high priority, a light rail extension to the south area of Sacramento as well as the 7th Street extension from downtown to the Intermodal Station and Richards Boulevard. Staff was further directed to coordinate with Regional Transit to pursue all available local, state, federal and private funding sources for the construction of these light rail extensions simultaneously and will endeavor to work with Regional Transit on City and Agency priorities while respecting Regional Transit's overall LRT system objectives and funding constraints.

In related matters, Southern Pacific has indicated that it will enter into cooperative negotiations with Regional Transit as to: 1) acquisition of right-of-ways needed to construct the extension(s); and 2) joint use of Southern Pacific and Union Pacific rail lines as part of an overall improvement to the City's long range transit system. The attached resolutions have been amended to reflect all of the above concerns.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Joint Committee
June 25, 1991
Page Two


RECOMMENDATION

This item is scheduled for hearing before the Joint Committee on June 25, 1991, and before the full Council on the same date.

City and Agency staff recommend that you adopt the revised resolutions attached to this report. Two previous staff reports have been attached as Exhibit "A" for your historical reference.

Respectfully yours,


JOHN E. MOLLOY
Executive Director


ROBERT P. THOMAS
Acting Director of Planning and Development

Contact Person: Gene Masuda, Project Director, 440-1355

staffrpt\JointPol

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

POLICY DETERMINATION REGARDING PRIORITIES FOR LIGHT RAIL TRANSIT EXTENSIONS AND ASSOCIATED TRANSIT IMPROVEMENTS WITHIN THE CITY OF SACRAMENTO

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
SACRAMENTO:

Section 1: In planning for the Central City Business District ("CBD") and the Richards Boulevard Redevelopment Project Area ("Project Area"), highest priority for funding transit improvements shall be given to those projects and activities which support the city's land use goals and development objects, including the reduction of auto dependence by development of infill parcels to counteract air quality deterioration. Examples of such activities are the proposed Intermodal Transportation Center and the Extension of Light Rail Services to Richards Boulevard.

Section 2: Of highest priority to the City of Sacramento is the light rail extension to the south area of Sacramento by the earliest date possible and the light rail transit extension north from downtown to Richards Boulevard along the 7th Street corridor through the Intermodal Transportation Center by the year 2000 A.D.

Section 3: The City Manager is authorized to negotiate with Sacramento Regional Transit District and Southern Pacific to establish the best position for the City regarding the ultimate development of the transit corridors in the Project Area. No applications for funding shall be submitted until a report on these negotiations has been made to the City Council and until the Master Plan and Financing Plan for the Project Area have been approved. The City recognizes that Regional Transit will be pursuing construction of three transit corridor extensions in the south area of Sacramento, Folsom corridor and Roseville corridor simultaneously, and will endeavor to work with Regional Transit to further the above City priorities while respecting Regional Transit's overall LRT system objectives and funding constraints.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 4: The City Manager is authorized to begin development of necessary project level environmental studies and review for both the 7th Street LRT extension and the Intermodal Transportation Center as soon as possible. All work associated with these transit improvements shall be fully coordinated with and compatible with Regional Transit's policies and specifications. To the maximum extent possible, this environmental review shall be consistent with, and may be a part of, the environmental review of the Southern Pacific Railyards Master Plan now in preparation.

Section 5: The City Manager is directed to formally advise the Regional Transit Board that the City has adopted these transit development policies and priorities and to work with the Regional Transit Board and staff to include these priorities and the timing for construction of these priorities in any implementation program that Regional Transit might pursue regarding transit capital development in the future.

Section 6: The City Clerk is directed to send copies of this resolution as soon as possible to all members of the City of Sacramento's federal and state legislative delegation, Sacramento County Board of Supervisors, the Sacramento Council of Governments, all members of the Regional Transit Board of Directors, the General Manager of Regional Transit, and the California Transportation Commission.

Section 7: The City Manager shall request inclusion of this Resolution into the Transit Action Program scheduled for RT Board action.

MAYOR

ATTEST:

CITY CLERK

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(6-20-91)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

(4)

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

POLICY DETERMINATION REGARDING PRIORITIES FOR LIGHT RAIL TRANSIT EXTENSIONS AND ASSOCIATED TRANSIT IMPROVEMENTS WITHIN THE CITY OF SACRAMENTO

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE
CITY OF SACRAMENTO:

Section 1: In planning for the Central City Business District ("CBD") and the Richards Boulevard Redevelopment Project Area ("Project Area"), highest priority for funding transit improvements shall be given to those projects and activities which support the city's land use goals and development objects, including the reduction of auto dependence by development of infill parcels to counteract air quality deterioration. Examples of such activities are the proposed Intermodal Transportation Center and the Extension of Light Rail Services to Richards Boulevard.

Section 2: Of highest priority to the Agency is the light rail extension to the south area of Sacramento by the earliest date possible and the light rail transit extension north from downtown to Richards Boulevard along the 7th Street corridor through the Intermodal Transportation Center by the year 2000 A.D.

Section 3: The Executive Director is authorized to negotiate with Sacramento Regional Transit District and Southern Pacific to establish the best position for the Agency regarding the ultimate development of the transit corridors in the Project Area. No applications for funding shall be submitted until a report on these negotiations has been made to the Agency and until the Master Plan and Financing Plan for the Project Area have been approved. The Agency recognizes that Regional Transit will be pursuing construction of three transit corridor extensions in the south area of Sacramento, Folsom corridor and Roseville corridor simultaneously, and will endeavor to work with Regional Transit to further the above Agency priorities while respecting Regional Transit's overall LRT system objectives and funding constraints.

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 4: The Executive Director is authorized to begin development of necessary project level environmental studies and review for both the 7th Street LRT extension and the Intermodal Transportation Center as soon as possible. All work associated with these transit improvements shall be fully coordinated with and compatible with Regional Transit's policies and specifications. To the maximum extent possible, this environmental review shall be consistent with, and may be a part of, the environmental review of the Southern Pacific Railyards Master Plan now in preparation.

Section 5: The Executive Director is directed to formally advise the Regional Transit Board that the Agency has adopted these transit development policies and priorities and to work with the Regional Transit Board and staff to include these priorities and the timing for construction of these priorities in any implementation program that Regional Transit might pursue regarding transit capital development in the future.

Section 6: The Agency Clerk is directed to send copies of this resolution as soon as possible to all members of the City of Sacramento's federal and state legislative delegation, Sacramento County Board of Supervisors, the Sacramento Council of Governments, all members of the Regional Transit Board of Directors, the General Manager of Regional Transit, and the California Transportation Commission.

Section 7: The Executive Director shall request inclusion of this Resolution into the Transit Action Program scheduled for RT Board action.

CHAIR

ATTEST:

SECRETARY

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(6-20-91)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

POLICY DETERMINATION REGARDING HIGHWAY IMPROVEMENTS WITHIN THE CENTRAL CITY BUSINESS DISTRICT AND THE RICHARDS BOULEVARD REDEVELOPMENT PROJECT AREA

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
SACRAMENTO:

Section 1: In planning for the Central City Business District ("CBD") and the Richards Boulevard Redevelopment Project Area ("Project Area"), highest priority for funding proposed highway improvements shall be given to those projects and activities which relieve existing significant congestion points. An example of such activity is the proposed improvement of the "J/L" Street ramps at Interstate 5.

Section 2: The City Manager is directed to pursue as a high priority State funds, including the State Transportation Improvement Program (STIP) for the expansion of the "J/L" Street ramps at Interstate 5.

MAYOR

ATTEST:

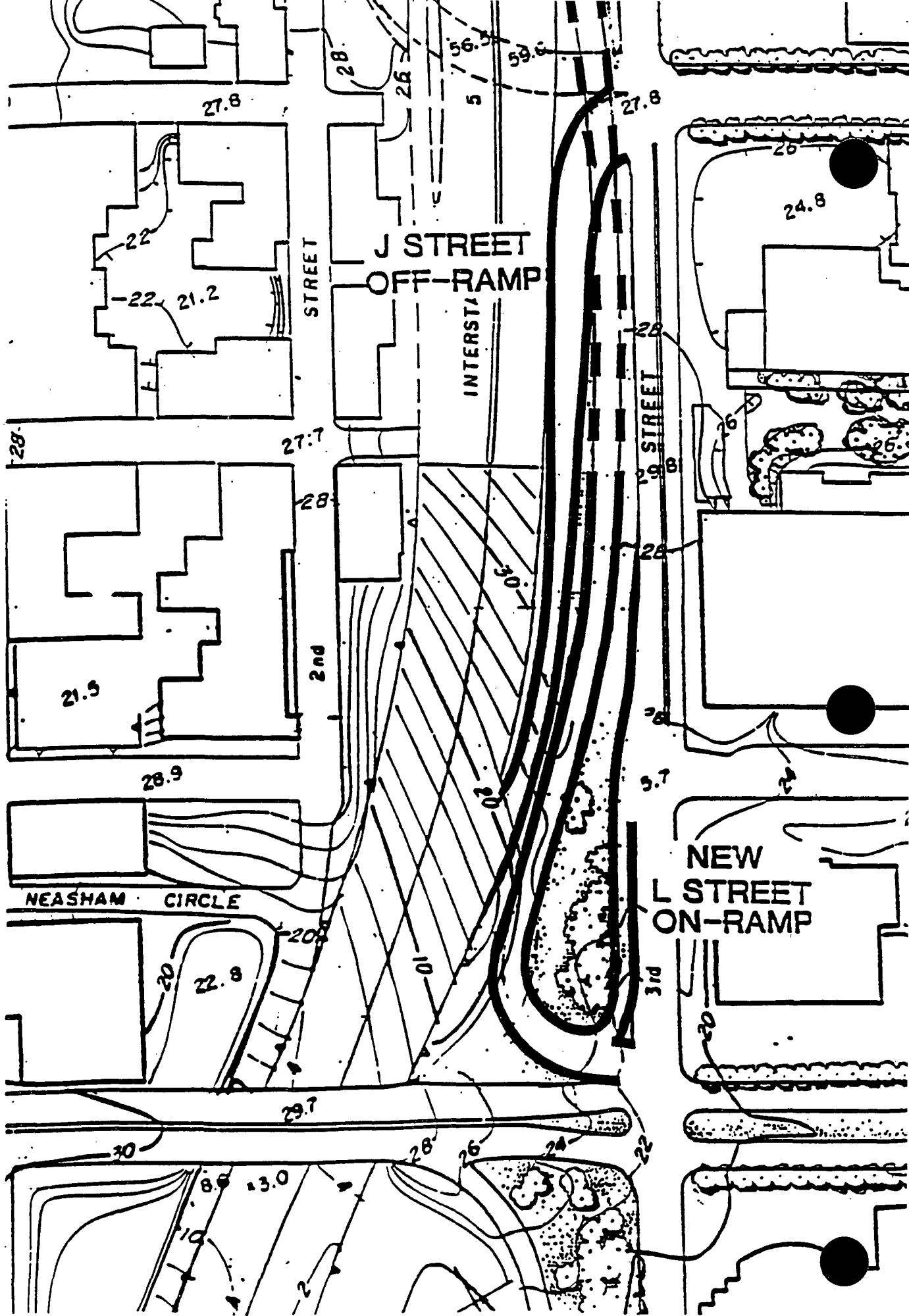
CITY CLERK

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



L AND J STREETS ON/OFF RAMPS

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

POLICY DETERMINATION REGARDING HIGHWAY IMPROVEMENTS WITHIN THE CENTRAL CITY BUSINESS DISTRICT AND THE RICHARDS BOULEVARD REDEVELOPMENT PROJECT AREA

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1: In planning for the Central City Business District ("CBD") and the Richards Boulevard Redevelopment Project Area ("Project Area"), highest priority for funding proposed highway improvements shall be given to those projects and activities which relieve existing significant congestion points. An example of such activity is the proposed improvement of the "J/L" Street ramps at Interstate 5.

Section 2: The Redevelopment Agency supports and affirms actions on the part of the City of Sacramento to pursue as a high priority State funds, including the State Transportation Improvement Program (STIP) for the expansion of the "J/L" Ramps at Interstate 5.

CHAIR

ATTEST:

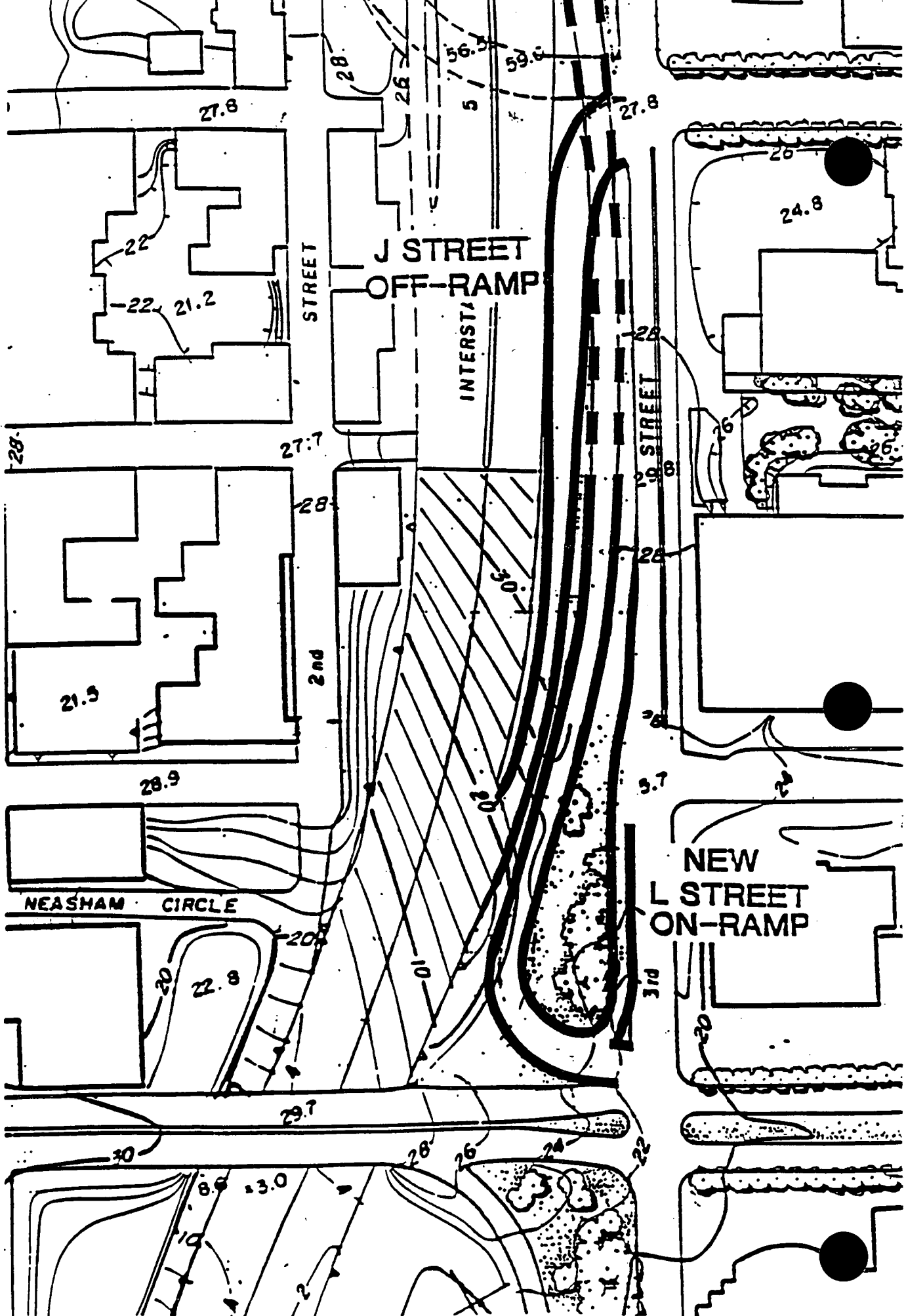
SECRETARY

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____



L AND J STREETS ON/OFF RAMPS



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



June 18, 1991 (as amended)

City Council and
Redevelopment Agency of the
City of Sacramento
Sacramento, California

Honorable Members in Session:

SUBJECT: City Policy on Light Rail Extension to Richards Boulevard, Construction of Intermodal Station, and Direction to Pursue Local, State, Federal, Private Funding Sources including Public/Private Partnerships.

SUMMARY

This staff report supplements a previous report entitled "Policy Determination Regarding Transportation Element of Southern Pacific Master Plan as it Relates to the Central City Business District," dated June 18, 1991, and attached as Exhibit "A". This report was heard by the Joint Committee of Budget and Finance and Transportation and Community Development on June 11, 1991. This new report contains revised resolutions for consideration for adoption. Adoption of these resolutions would permit staff to pursue local, state, federal, and private funding sources for the intermodal station and light rail transit projects.

BACKGROUND

At its scheduled meeting of June 11, 1991, the Budget and Finance and Transportation and Community Development Committees considered the City/Agency joint staff report and presentations by City, Agency and Regional Transit staff.

The Joint Committee members raised a number of questions and issues at the June 11th meeting related to the RT systems study and cost-benefit impacts of trading off one alignment against another, particularly the timing and effect on the South Area LRT alignment vis-a-vis the Intermodal/Richards extension. The type of information requested would require more time to research and analyze the alternatives than can be achieved within the one-week turn-around time available between meetings.

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City Council and
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The real issue at hand is not whether the Intermodal Station and LRT extension into Richards Boulevard from the K Street Mall is a high priority with the City Council or RT Board but how these two interrelated facilities will be funded. The RT staff acknowledges that the Intermodal Station and LRT access to the station is a high priority project but the issue centers around the financing sources for these facilities.

The City/Agency staff is now in the phase of the planning process where preliminary infrastructure costs have been presented by the consultants and the long process of evaluating the information and developing a conceptual financing strategy is beginning. This process will continue for a period of time and will be presented in conjunction with the master plans for Railyards and the Richards Boulevard Area.

In order to work cooperatively with the RT staff to investigate all potential funding sources for the Intermodal/LRT extension and not preclude any potential funding options available, including public/private partnership development with Southern Pacific and other property owners in Richards Boulevard Area, staff has revised the resolution presented with the June 11th staff report to achieve the following policy objectives:

1. State that Intermodal Station and 7th Street LRT extension to Richards Boulevard along with the South Area extension are very high priorities from the City's perspective.
2. The City Manager will pursue all available local, state, federal, and private sources including public/private partnerships for the Intermodal Station and LRT extension.
3. Request RT staff to evaluate the cost-benefit impacts (precise costs, patronage both short and long term, trade-off impacts of this segment vis-a-vis other extensions, etc).
4. Request RT staff to evaluate the K Street to Richards segment of the LRT line as an extension the Folsom corridor LRT extension rather than in the context of the Downtown-Natomas-Airport (DNA) corridor.
5. The City/Agency staff and consultants shall work in a proactive and cooperative manner with the RT staff providing any information needed to evaluate this segment of the line vis-a-vis the overall systems study.

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6. The RT Board adopt this resolution in conjunction with the action on the Transit Action Program scheduled for June 24, 1991.

Staff recommends that the Council/Agency adopt the aforesaid resolutions or any set thereof.

FINANCIAL DATA

This report does not require an allocation of funds. However, if the attached resolutions are approved, staff will prepare specific information and cost estimates for individual projects, grant applications, etc. and return to the Council and the Agency at the appropriate time.

POLICY CONSIDERATIONS

The purpose of this staff report concerns prioritizing the City of Sacramento's policies as they relate to public transit and highway improvements within the Central City and the new Richards Boulevard Redevelopment Area. The report seeks to integrate, clarify and relate these policies to existing land use objectives, redevelopment goals and environmental issues such as transportation, circulation, air quality, infill development and loss of agricultural land. Policy considerations are set forth throughout the report and are recommended for adoption.

MBE\WBE CONSIDERATIONS

MBE/WBE considerations are not applicable.

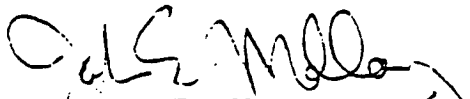
SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

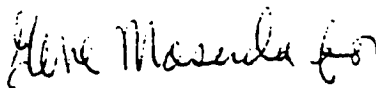
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JOINT STAFF RECOMMENDATION

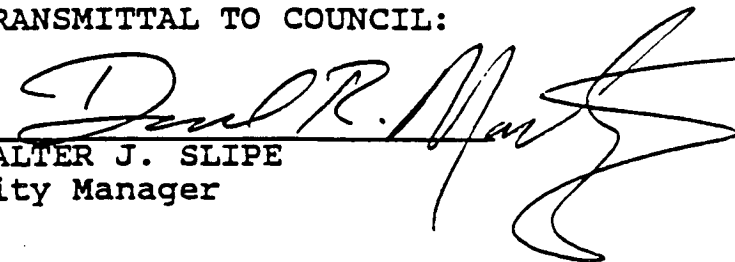
City and Agency staff recommend that the Council adopt the resolutions attached to this report.

Respectfully submitted,


JOHN E. MOLLOY
Executive Director


ROBERT P. THOMAS
Acting Director of Planning and
Development

TRANSMITTAL TO COUNCIL:


for WALTER J. SLIPE
City Manager

Contact Person: Gene Masuda, Project Director, 440-1355

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SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



June 18, 1991 (original)

Redevelopment Agency of the
City of Sacramento
City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Policy Determination Regarding Transportation Element of
Southern Pacific Master Plan as it Relates to the Central
City Business District

SUMMARY

This staff report regards support for the allocation of grant funding for infrastructure improvements to the Central Business District and the Richards Boulevard Redevelopment Area. Specifically, the staff recommends adoption of the attached resolution(s) that 1) determines that highest priority for state and federal funds be given to transit improvements which support the City's land use and development objectives, specifically those which reduce auto dependence and respond to regional environmental concerns related to air quality deterioration and relieve existing congestion; 2) staff be directed to pursue available State funds including Transit Capital Improvement (TCI) Program grants for the construction of an intermodal transportation terminal; 3) the Regional Transit Board be advised of the City's priority for the extension of light rail service north from downtown to Richards Boulevard by the year 2000; and 4) Public Works staff be directed to pursue available State funding for the expansion of the "J" Street off-ramp at Interstate 5 within the 1992 State Transportation Improvement Program (STIP) cycle.

BACKGROUND

Over the past sixteen months, Agency and City staff and consultants have been working intensively on the land use planning for the Richards Boulevard Redevelopment Area, which includes the 240-acre Southern Pacific Railyards Project and the 1000 acres north to the American River. Redevelopment of these key "infill" sites is critical to preserving and strengthening the position of Sacramento's Central City as the region's major employment center, and in creating significant new opportunities for residential development close to the downtown.

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While this work is still underway, (plan adoption and EIR certification are scheduled for early 1992), it has become clear that major transportation improvements will be required to achieve the City's land use and redevelopment objectives for the Central City. Many of these projects go beyond project requirements and are of regional and city-wide significance. Since many projects compete for limited transportation funds, it is important that the City clarify its policies and priorities related to the use of these monies. To this end, staff suggests that the City establish the following two policies:

- 1) Highest priority should be given to transit improvements that support the City's land use and development objectives. A principal objective in this regard is the redevelopment of "infill" parcels within the Central City, which most directly reduce auto dependence and best respond to regional environmental concerns related to air quality deterioration and the loss of agricultural land.
- 2) Furthermore, priority should be given to proposed highway improvements that relieve existing significant congestion points, rather than improvements that will increase highway capacity and auto dependence.

Redevelopment of the SP Railyards and the Richards Boulevard Area provides the City with the opportunity to complete the Central City's circulation system. Several of these transportation improvements meet the above-stated policies, and will require funding assistance beyond the abilities of the individual property owners, developers and the City. These transportation projects are not only critical to the success of the Richards Boulevard Area and Railyards redevelopment, but to broader transportation and land use objectives for the Central City and the region. In order to achieve State funding within the time frame anticipated for development, it is critical that the City initiate funding applications for the following projects immediately:

- a. The Intermodal Transportation Center
- b. The Extension of LRT Service to Richards Boulevard
- c. The Improvement of the "J" Street ramps at Interstate 5

The following provides a brief summary of each project and recommended actions aimed at obtaining early State funding assistance.

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Intermodal Transportation Center

One of the major opportunities identified during the planning of the SP Railyards has been the creation of an intermodal transportation terminal that would bring light rail transit together with commuter rail, Amtrak, inter-city and local bus services. An upgraded terminal facility is needed to accommodate expanded inter-city rail service, which will be initiated in the next two years; by the end of the decade it is projected that ten trains per day will be operating out of this facility. The intermodal transportation center will also reinforce land use and transit objectives for the Central City. The construction of the first phase of the intermodal terminal consists of a 10,000 square foot terminal building with one platform and vertical circulation serving two tracks for both intercity and commuter rail. The total first phase cost of the intermodal terminal is estimated at \$4.0 million. The full buildout will cost \$33 million, which includes a new Greyhound terminal. The cost of track realignment and right-of-way acquisition is estimated at \$9.5 million; Southern Pacific has indicated that this latter cost could be its contribution to the realization of the project. Staff recommends that the City Council take the following action related to the implementation of the intermodal transportation center:

DIRECT STAFF TO PURSUE STATE FUNDS INCLUDING TCI GRANTS, FOR THE CONSTRUCTION OF AN INTERMODAL TRANSPORTATION TERMINAL ON THE SOUTHERN PACIFIC RAILYARDS SITE.

Extension of Light Rail Service to Richards Boulevard

The extension of LRT service along 7th Street through the SP Railyards to Richards Boulevard from the downtown has been identified by Regional Transit in its draft systems planning study for implementation by the year 2000. However funding of this portion of the line, which ultimately would extend to North Natomas and the airport, has been given a low priority relative to RT's other line extensions (e.g., the Folsom-Highway 50 Corridor, the I-80/SPTC Roseville Corridor, the Elk Grove South Corridor). While the extension of the light rail to Richards Boulevard would in fact be part of the future North Natomas line, it would provide a number of immediate benefits both to Regional Transit and the City in serving existing development and providing increased operational flexibility in the downtown.

More specifically, the extension would serve the existing City-County government complex which is one of the major employers in downtown; it would provide a terminus for the Butterfield line offering additional operational flexibility and capacity through the central City; the extended LRT line would also be essential in creating an interface with the inter-city rail system which will be

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

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initiated in the next two years. Finally, the extension of the LRT line to Richards Boulevard will be an important catalyst for the achievement of land use and redevelopment objectives for the Richards Boulevard Redevelopment Area. The cost of extending the LRT line to Richards Boulevard is estimated at approximately \$18.3 million, including the cost of a rail undercrossing at the intermodal station. Southern Pacific has indicated that the \$3.3 million right-of-way cost for the extension of 7th Street and the LRT through its property could be a contribution to the project. Staff recommends that the City Council take the following action related to the funding of light rail improvements to the intermodal terminal:

ADVISE THE REGIONAL TRANSIT BOARD OF THE CITY'S PRIORITY FOR THE EXTENSION OF LIGHT RAIL SERVICE NORTH FROM DOWNTOWN TO RICHARDS BOULEVARD BY THE YEAR 2000. FOR FUNDING PURPOSES, THIS EXTENSION SHOULD BE EVALUATED SEPARATELY FROM THE FULL NORTH NATOMAS LINE OF WHICH IT ULTIMATELY WOULD BE A PART.

Improvement of the "J/L" Streets Ramps at Interstate 5

The I-5 off-ramp at "J" Street is the most congested point in the downtown area during peak periods. Improving the capacity of this off-ramp would significantly mitigate existing impacts caused by new developments in the CBD, several of which have been issued Statements of Overriding Considerations. Improvement of the interchange is also critical to support early development within the Southern Pacific Railyards and the Richards Boulevard Redevelopment Area. Please see Exhibit "A." Early studies indicate that the "J" Street off-ramp could be expanded at a cost of approximately \$9.6 million. In order to be considered for nomination within the State's 1992 STIP cycle, a full Project Study Report (PSR) must be completed by August of this year. Southern Pacific has indicated its willingness to advance the estimated \$100,000 to complete the this report. Staff recommends that Council take the following action related to the funding of the "J" Street ramp improvements:

DIRECT PUBLIC WORKS STAFF TO PURSUE, AS A HIGH PRIORITY, STATE FUNDING FOR THE EXPANSION OF THE "J/L" STREETS OFF-RAMPS AT INTERSTATE 5, WITHIN THE 1992 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) CYCLE.

FINANCIAL DATA

This report does not require an allocation of funds. However, if the attached resolutions are approved, staff will prepare specific information and cost estimates for individual projects, grant applications, etc. and return to the Council and the Agency at the appropriate time.

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

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POLICY CONSIDERATIONS

The purpose of this staff report concerns prioritizing the City of Sacramento's policies as they relate to public transit and highway improvements within the Central City and the new Richards Boulevard Redevelopment Area. The report seeks to integrate, clarify and relate these policies to existing land use objectives, redevelopment goals and environmental issues such as transportation, circulation, air quality, infill development and loss of agricultural land. Policy considerations are set forth throughout the report and are recommended for adoption.

MBE/WBE CONSIDERATIONS

MBE/WBE considerations are not applicable.

VOTE AND RECOMMENDATION OF THE PROJECT AREA COMMITTEE (PAC)

On June 10, 1991, the Richards Boulevard Project Area Committee adopted a motion recommending that the City Council adopt the attached resolution which establishes certain policies relative to the transportation element of the Southern Pacific Master Plan by the following vote:

- AYES: Eldregde, Fletter, Johnston, McFarland, Nott, Ott, Pyle
- NOES: None
- ABSENT: Bunnell, Chatfield
- VACANCY: One

VOTE AND RECOMMENDATION OF THE SACRAMENTO HOUSING AND REDEVELOPMENT COMMISSION

On June 5, 1991, the Sacramento Housing and Redevelopment Commission adopted a motion recommending approval of the attached resolution(s). The vote was as follows:

- AYES: Amundson, Simon, Simpson, Williams, Wooley, Yew
- NOES: Strong
- NOT PRESENT TO VOTE: Pernell
- ABSENT: Cespedes, Diepenbrock, Moose

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Governing Bodies

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VOTE AND RECOMMENDATION OF THE CITY PLANNING COMMISSION (CPC)

On June 6, 1991, the City Planning Commission adopted a motion recommending approval of the attached resolution(s). The vote was as follows:

AYES: Becerra, Chinn, Hollick, Holloway, Otto, Rosen, Notestine

NOES: None

ABSENT: Reyna, Yee

CITY STAFF RECOMMENDATION

City staff recommends that the City Council adopt the attached resolution which:

1. Designates highest priority for funding proposed transit improvements to activities/projects which support the City's land use goals and development objectives; and
2. Directs the City Manager to pursue, as a high priority, State funds, including Transit Capital Improvement (TCI) grants for the construction of the intermodal transportation terminal in the Richards Boulevard Redevelopment Area; and
3. Designates highest priority for funding proposed highway improvements to activities/projects which relieve previously identified major congestion points; and
4. Directs the City Manager to advise the Regional Transit Board of the City of Sacramento's priority to extend light rail service north from downtown to Richards Boulevard by the year 2000 A.D. and to advise the RT Board that for funding purposes this extension should be evaluated separately from the full North Natomas line; and
5. Directs the City Manager to pursue as a high priority State funds including the State Transportation Improvement Program (STIP) for the expansion of the "J" Street ramp at Interstate 5.

AGENCY STAFF RECOMMENDATION

Agency staff recommends that the Redevelopment Agency adopt the attached resolution which:

1. Designates highest priority for funding proposed transit improvements to activities/projects which support the City's land use goals and development objectives; and

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY


Governing Bodies


June 18, 1991

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2. Directs the Executive Director to pursue, as a high priority, State funds, including Transit Capital Improvement (TCI) grants for the construction of the intermodal transportation terminal in the Richards Boulevard Redevelopment Area; and
3. Designates highest priority for funding proposed highway improvements to activities/projects which relieve previously identified major congestion points; and
4. Directs the Executive Director to advise the Regional Transit Board of the City of Sacramento's priority to extend light rail service north from downtown to Richards Boulevard by the year 2000 A.D. and to advise the RT Board that for funding purposes this extension should be evaluated separately from the full North Natomas line.

Respectfully submitted,


JOHN E. MOLLOY
Executive Director


ROBERT P. THOMAS
Acting Director of Planning &
Development

TRANSMITTAL TO COUNCIL:

June 18, 1991
D-1

WALTER J. SLIPE
City Manager

Contact Person: Gene Masuda, Project Director, 440-1355

Staffrpts\SPTrans