



**SACRAMENTO
HOUSING AND REDEVELOPMENT
AGENCY**



7

June 11, 1991

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

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

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

RECOMMENDATION

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

Respectfully submitted,

JOHN E. MOLLOY
Executive Director

TRANSMITTAL TO COMMITTEE:

JACK R. CRIST
Deputy City Manager

Attachment



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY



June 18, 1991

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

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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.

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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:

NOES:

ABSENT:

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

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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:

NOES:

ABSENT:

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

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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:

WALTER J. SLIPE
City Manager

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

Staffrpts\SPTrans

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

POLICY DETERMINATION REGARDING TRANSPORTATION AND TRANSIT 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 transit improvements shall be given to those projects and activities which support the City's land use goals and development objectives, 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: The City Manager is authorized to pursue State funds, including Transit Capital Improvement (TCI) Program grants for the construction of the intermodal transportation terminal in the Richards Boulevard Redevelopment area.

Section 3: With regard to planning for the CBD and 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 4. The City Manager is directed to advise the Regional Transit Board that the City has given highest priority for the extension of the 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.

(8)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 5. 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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(9)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

RESOLUTION NO.

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

ON DATE OF _____

POLICY DETERMINATION REGARDING TRANSPORTATION AND TRANSIT 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 transit improvements shall be given to those projects and activities which support the City's land use goals and development objectives, 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: The Executive Director is authorized to pursue State funds, including Transit Capital Improvement (TCI) Program grants for the construction of the intermodal transportation terminal in the Richards Boulevard Redevelopment area.

Section 3: With regard to planning for the CBD and 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.

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FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

Section 4. The Executive Director is directed to advise the Regional Transit Board that the City has given highest priority for the extension of the 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.

CHAIR

ATTEST:

SECRETARY

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(11)

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

