



**Supplemental Material
Received at the Meetings of
City Council
Redevelopment Agency
Housing Authority
Financing Authority
For**

May 29, 2007

Item #26: 2007 Five-Year Economic Development Strategy and Related Actions

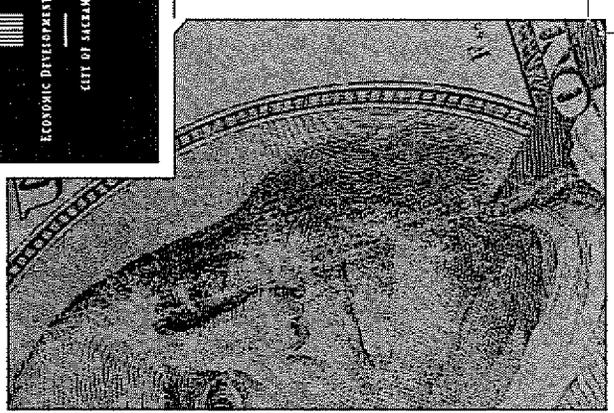
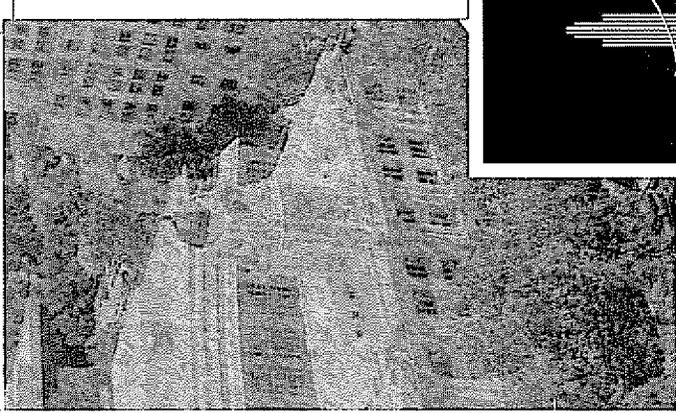
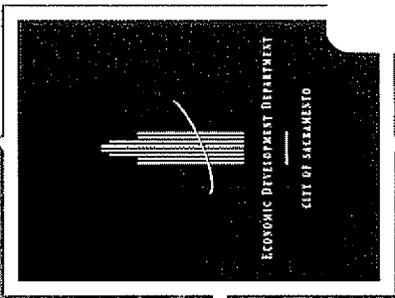
- a. Brochure provided to the Council from the Economic Development Department describing the Department's economic development strategy.

Item #28: K Street Streetscape Improvements

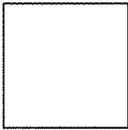
- a. Letter to the Council from Alan Miller the Executive Director of the Train Riders Association of California in opposition to the light rail station move.

Item #33: Progress Report on the Railyards

- a. Letter to the Mayor from Eugene Skoropowski the Managing Director of the Capitol Corridor endorsing the railyards development plan.



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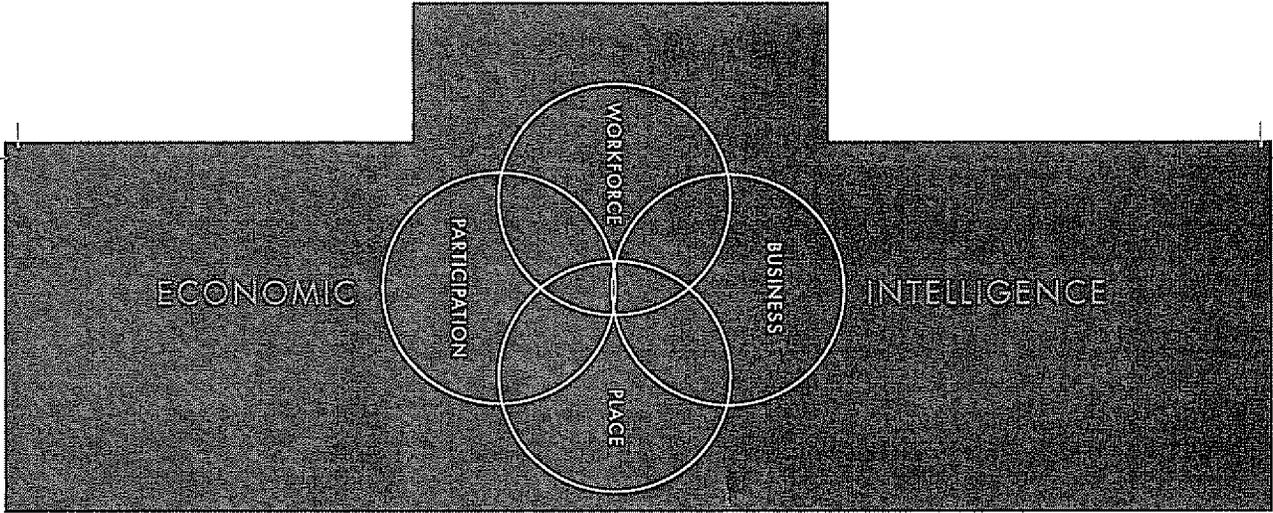


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Sacramento, CA 95814
916 808 2223 phone
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ECONOMIC DEVELOPMENT STRATEGY

The goal of the Economic Development Strategy is to organize the City and its Economic Development Department in such a way as to best support and strengthen the City's economy overall. Since Sacramento's most recent economic development strategy adopted in 2000, the City has experienced major changes that require a revised approach and an updated strategy.

In early 2005, the City Council identified the expansion of economic development as one of its main priorities. Case studies of other US Cities, along with several workshops and ten focus group meetings led to the development of a new framework for economic development and identification of key issues and areas of focus. The four (4) major strategic objectives emerged as a result of these efforts.



OBJECTIVE 1 OBJECTIVE 2 OBJECTIVE 3 OBJECTIVE 4

BUSINESS

STRENGTHENING THE CITY'S BUSINESS CLIMATE

The business theme of the City's Economic Development Strategy is the most important of its four themes because businesses are the source of the City's economic well being. To support its businesses, the City will develop and maintain economic intelligence in order to understand its business community market opportunities and needs related growth. This understanding will guide the following three focus areas within this objective:

KEY PARTNERS

SACCO Knowledge Studio with regional and local business leaders
Sacramento Economic Foundation
Sacramento Chamber of Commerce

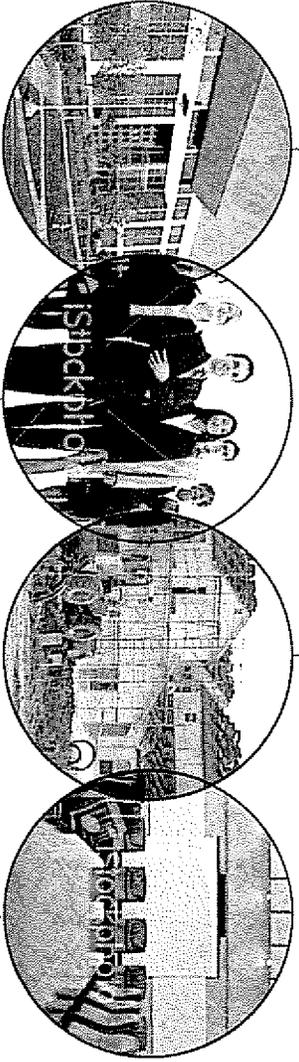
PLACE

LAND, SITES AND OPPORTUNITIES

The goal of this objective is to make Sacramento a place of strong communities and distinctive places for the benefit of its businesses and residents. This will entail actions to foster the creation of urban neighborhoods that are vibrant and growing within Sacramento. Different actions will address needs: retail and amenities, housing and residential areas, business and industrial spaces, and connectivity between all types with reliable and sustainable modes of transit.

KEY PARTNERS

SACCO Knowledge Studio with regional and local business leaders
Sacramento Economic Foundation
Sacramento Chamber of Commerce



WORKFORCE

LINKING OUR RESIDENTS TO THE ECONOMY

In a knowledge-based economy, skills and resources of the local workforce are a region's greatest competitive advantage. The City seeks to further develop this advantage by convening educators and leaders from the business community. The intent will be to compare the skill assets of the workforce with those demanded by the region's business community and coordinating for identified gaps to be filled through workforce development programs.

KEY PARTNERS

UCD Sacramento, SACCO Knowledge Studio with regional and local business leaders
Sacramento Economic Foundation
Sacramento Chamber of Commerce

PARTICIPATION

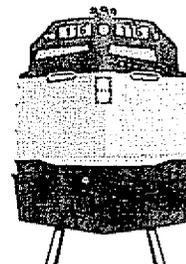
ALIGNMENT OF INTERNAL AND REGIONAL RESOURCES

The participation objective involves actions to leverage resources, of entities throughout the City and Region, to support and implement the Strategy. This includes the integration of City departments to meet Sacramento's economic goals, as well as the City assuming a more prominent leadership role in implementing key regional initiatives.

KEY PARTNERS

SACCO Knowledge Studio with regional and local business leaders
Sacramento Economic Foundation
Sacramento Chamber of Commerce

OBJECTIVE 1 OBJECTIVE 2 OBJECTIVE 3 OBJECTIVE 4



May 28, 2007

RE: Light Rail Station Placement on K Street - Addendum

Dear Mayor Fargo:

The currently proposed station moves are bad for transit riders. We urge you to reject the proposal to move light-rail stations on K Street Mall (folded into a 'beautification' item). Transit--and handicapped platforms--are beautiful.

Officers

William F. McGeehan III
Contra Costa County
President

Richard McLaughlin
San Diego County
Vice President

Lynn A. Franks
Sacramento County
Secretary

Randell Hansen
Sacramento County
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Robert L. Reynolds
Sacramento County

John G. Tellez
Los Angeles County

Richard Tolmach
Sacramento County

Executive Director

Alan C. Miller

The light rail stations in downtown Sacramento are properly placed and work. All that is needed is to add the Gold Line station at St. Rose of Lima on 7th Street between J Street and K Street as originally planned -- on flat land and not blocking crosswalks. The cost of the guard who currently herds cars out of the path of light-rail trains could easily pay for mitigation for--or relocation of--the businesses located there.

Currently, light rail stations in the city core are spaced 2-3 blocks apart, two blocks apart in the K Street Mall. That was well planned 25 years ago and should remain the building block for healthy development built around transit. The north-eastbound Blue Line stations on K Street are two blocks, or about 800', apart. Southbound Blue Line stations are a little further apart due to the mid-block placement of the platform, about 1000'. 800'-1200' is a desirable between-station spacing for core-area transit.

Today's proposal moves the St. Rose station over a block further southwest while moving the southbound Blue Line station a block further east! **Southbound Blue Line trains will stop at 11th Street, proceed four-and-two-thirds blocks (over a third of a mile) without stopping again on the Mall. After stopping two-thirds of a block down 7th Street, trains would cross L Street and stop once again.** This is terrible transit planning for a city's core pedestrian mall and should be rejected on this basis alone.

Transit planning should take place as a whole picture. The decisions on K Street light rail stations are being done piecemeal and negatively impact mobility as a whole. Keep the stations where they are. Invite developers who believe in transit and welcome transit as part of a healthy future. A vibrant K Street Mall will be unattractive to loiterers. Our transit stations--as currently laid out--will become vibrant areas welcomed by visionary developers and wise City Council members.

We urge you to take the money proposed to relocate light-rail stations and apply it to actual beautification. Transit *is* beautiful.

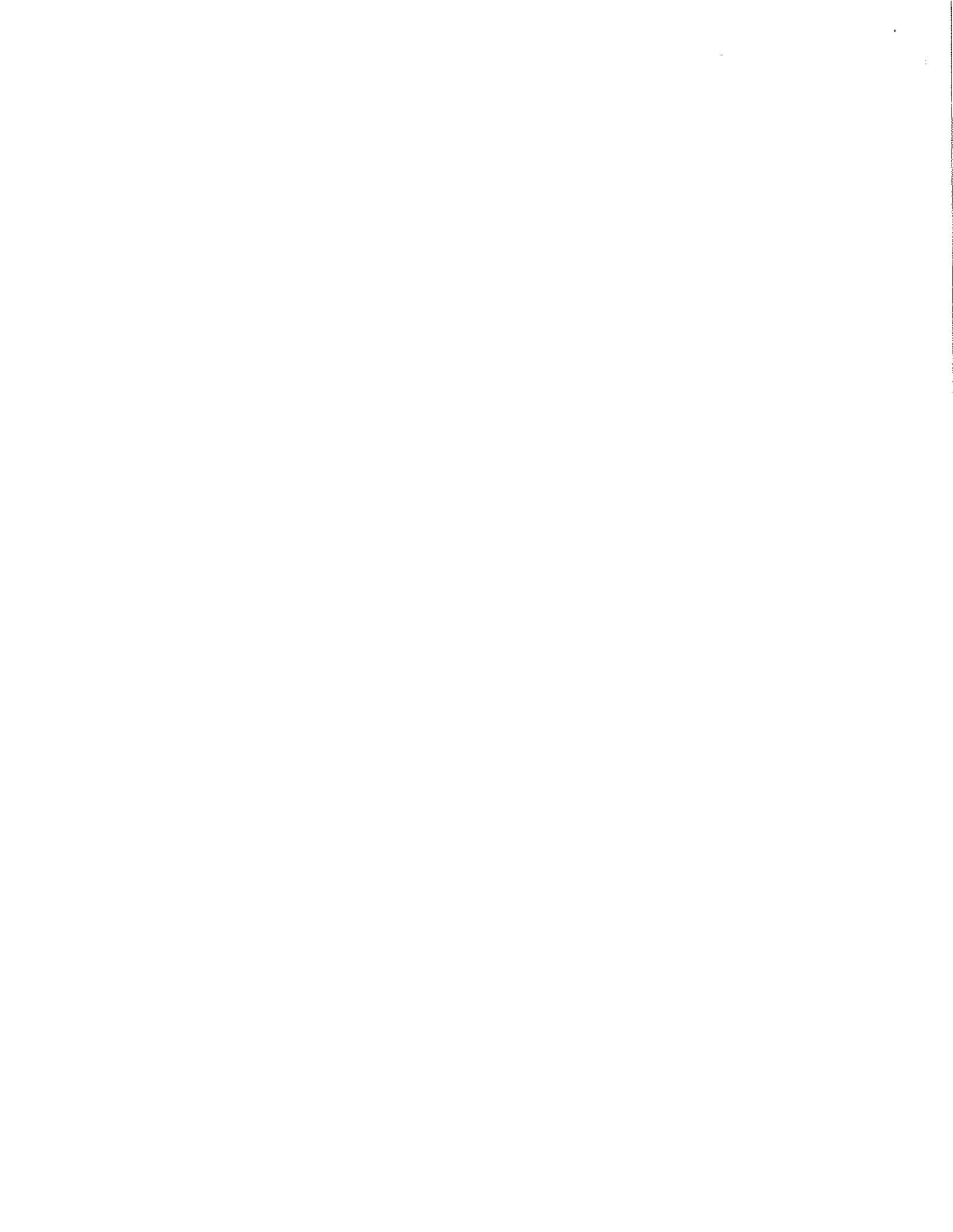
Sincerely,

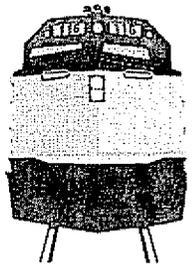
A handwritten signature in black ink, appearing to read 'Alan C. Miller', with a stylized flourish at the end.

Alan C. Miller, Executive Director

cc: City Council Members, Public Distribution

Attached: Letter to the City Council sent April 27, 2007 that contains many other reasons not to move the stations.





April 27, 2007

RE: K Street Streetscape Improvements / Opposition to Option #4

Dear Mayor Fargo:

Officers

William F. McGeehan III
Contra Costa County
President

Richard McLaughlin
San Diego County
Vice President

Lynn A. Franks
Sacramento County
Secretary

Randell Hansen
Sacramento County
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Robert L. Reynolds
Sacramento County

John G. Tellez
Los Angeles County

Richard Tolmach
Sacramento County

Executive Director

Alan C. Miller

Transit stations should be located based on maximization of ridership, reasonable costs, and convenience to customers. Sacramento's light-rail system has a history of poor decisions catering to the whims of businesses who don't care, or are even hostile to, transit. This must stop! Instead of moving stations, the City should keep all stations where they are and build the Gold Line transfer station at St. Rose as originally planned.

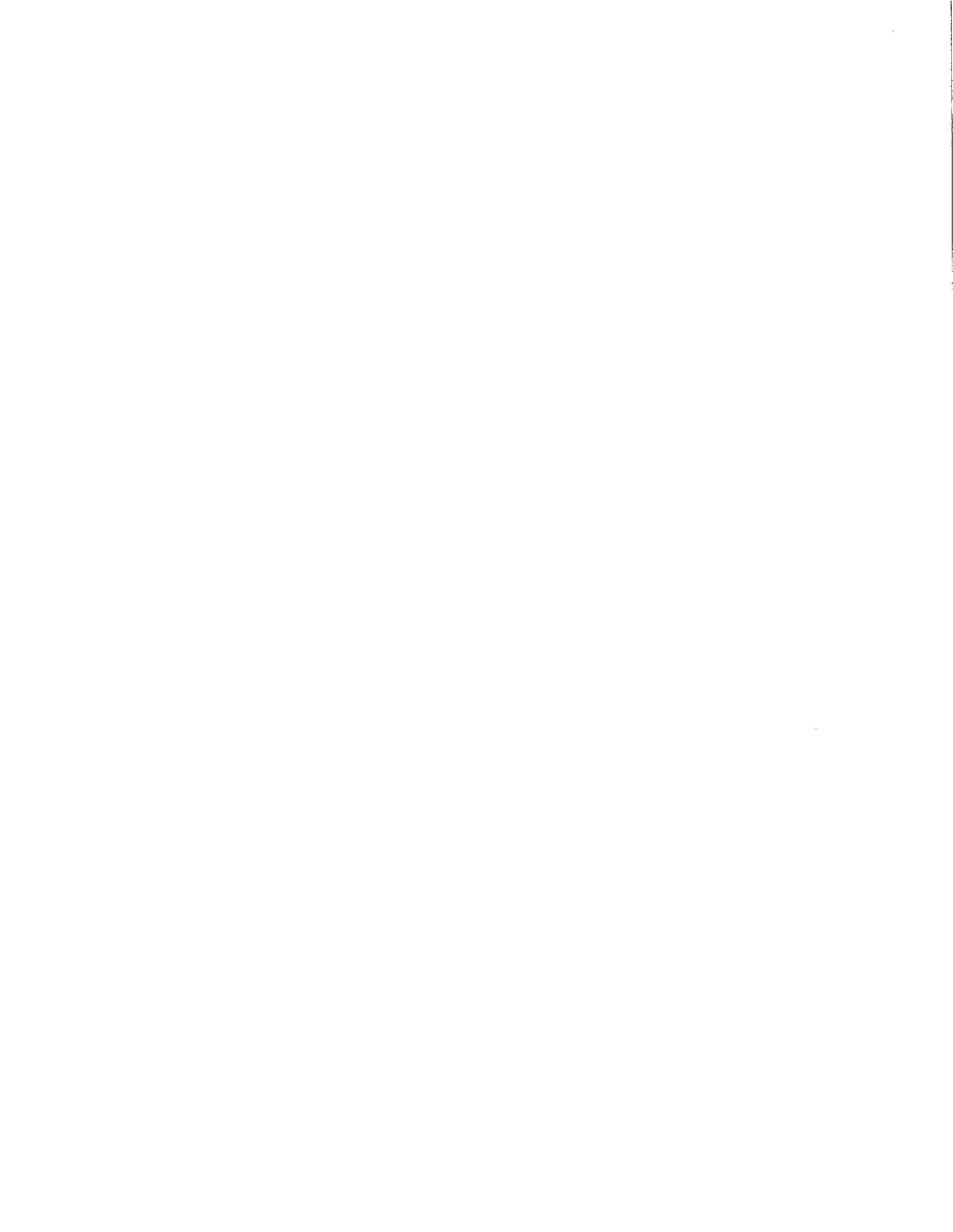
HISTORY LESSON: THE COST OF GIVING IN

The most glorious example of this catering is the infamous "Lumberjack Curve." Lumberjack literally squatted on the rail right-of-way by paving over the tracks for its parking lot, then refused to let light rail through. RT was forced to delay the project, buy land, build a bypass and endure two decades of squealing their wheels on the sharp bypass curves. It was all for naught, as Lumberjack went bankrupt a few years later. Sacramento remains stuck with the bypass. A plan is finally in place to correct this, perhaps to be completed well over twenty years after the mistake was made, and at considerable cost.

Another example is the planned transfer station for the Gold Line at St. Rose of Lima Park that was never built. Eastbound (S. on 7th) trains rumble past the highest-ridership-generating point on the system at K Street and stop instead two blocks south. This created a pair of orphan stations on the Gold Line, neither of which have a convenient matching station less than a block away going in the other direction. The reason? A business/landowner adjacent to the station complained, so the station was never built. How much ridership--and revenue--has been lost due to this transit-unfriendly decision? We will never know, as it is difficult to measure a loss relative to what never has been. Suffice to say convenience is the number one factor that brings riders to transit, and the situation today with an orphaned station is not convenient.

MOVING WORKING RAIL STATIONS for NON-TRANSIT PURPOSES

Today Sacramento brings this transit-hostile attitude to a new level. Stations already in place are planned to be moved for the "convenience" of adjacent, transit-unfriendly developers. A half-million dollars or more will be spent to move the southbound Blue Line station most of a block around the corner to the southwest onto 7th Street down near Greyhound. This would locate stopped trains out of the way of store fronts for a possible future developer who doesn't want a light rail station on K Street between 7th and 8th Streets. The proposed replacement station would be nearly across L Street from the tail of trains at the 7th and Capitol station to the south. Such close proximity of stations is unpredicted and unnecessary, and there is already talk of closing the 7th and Capitol station. Concurrently, a developer with a project adjacent to the 7th and Capitol station wants that station closed and moved away. *Coincidence?*



CREATING AN ORPHANED STATION AND A SECOND-RATE TRANSFER

The transfer from the Blue Line south to the Gold Line east can be made at several stations. The true advantage of a St. Rose transfer station is for those coming from Amtrak on the Gold Line and heading northeast on the Blue Line. Even properly located, this means walking 1 1/2 blocks up K Street to the 9th and K Station. The Option #4 location adds another half-block up a fairly steep slope on 7th Street back up to the K Street mall before a transferring rider can walk up K Street. This slope is probably the steepest on the system for a station location. Though it is "compliant", it is hardly optimal for convenience and ease to the passenger. Mobility impaired persons should look carefully at this site before endorsing Option #4. Also, the rear of long trains will be around the corner on K Street and require a monitor for drivers, and long trains from both lines will block pedestrian access from the Westlake Mall to the K Street Mall, inviting persons to take short cuts between light-rail cars. While all of this may meet the letter of the law, it is a second rate alternative compared to building the Gold Line station at K Street. Additionally, the walk from the partner station at 8th and Capitol, already to the south of Capitol, would be two-and-a-half blocks, creating another orphaned station.

TRANSIT FIRST -- TRANSIT-UNFRIENDLY BUSINESSES NEED NOT APPLY

The time has come for the City to use its resources to optimize transit and mobility. Other cities have funds to purchase land and relocate businesses when new lines go in. While relocation is never desirable, other cities recognize mobility as the highest public good. If a business or developer doesn't want light rail, give them assistance to relocate. Sacramento need only subsidize the relocation of a couple of disgruntled businesses to make the St. Rose transfer station feasible at a fraction of the cost of all the proposed station moves. Sacramento should reject businesses and developers who do not embrace transit.

FIX THE PROBLEMS -- SO DEVELOPERS WELCOME LIGHT RAIL

A more positive--though challenging--approach is to remove the perceived undesirability of stations. There are indeed problems with loitering, trash and passengers not feeling safe at stations. Light rail is perceived as safe in other cities with higher crime rates. Instead of moving the baby and the bath, Sacramento should change the dirty bathwater. Beautification of K Street is part of the answer, but beautification dollars should be spent on the many aspects of beautification itself, not on station moving couched in a beautification plan.

MUSICAL STATIONS? NO! - JUST BUILD THE TRANSFER STATION WHERE IT BELONGS

Will the stations simply be moved again when the next player doesn't like a station near their new development, or when new tenants actually want the stations put back where they belong? The City is playing musical chairs, but the City is doing so with rail stations that are half-a-million-plus-dollar units of transit infrastructure. The music stopped a long time ago.

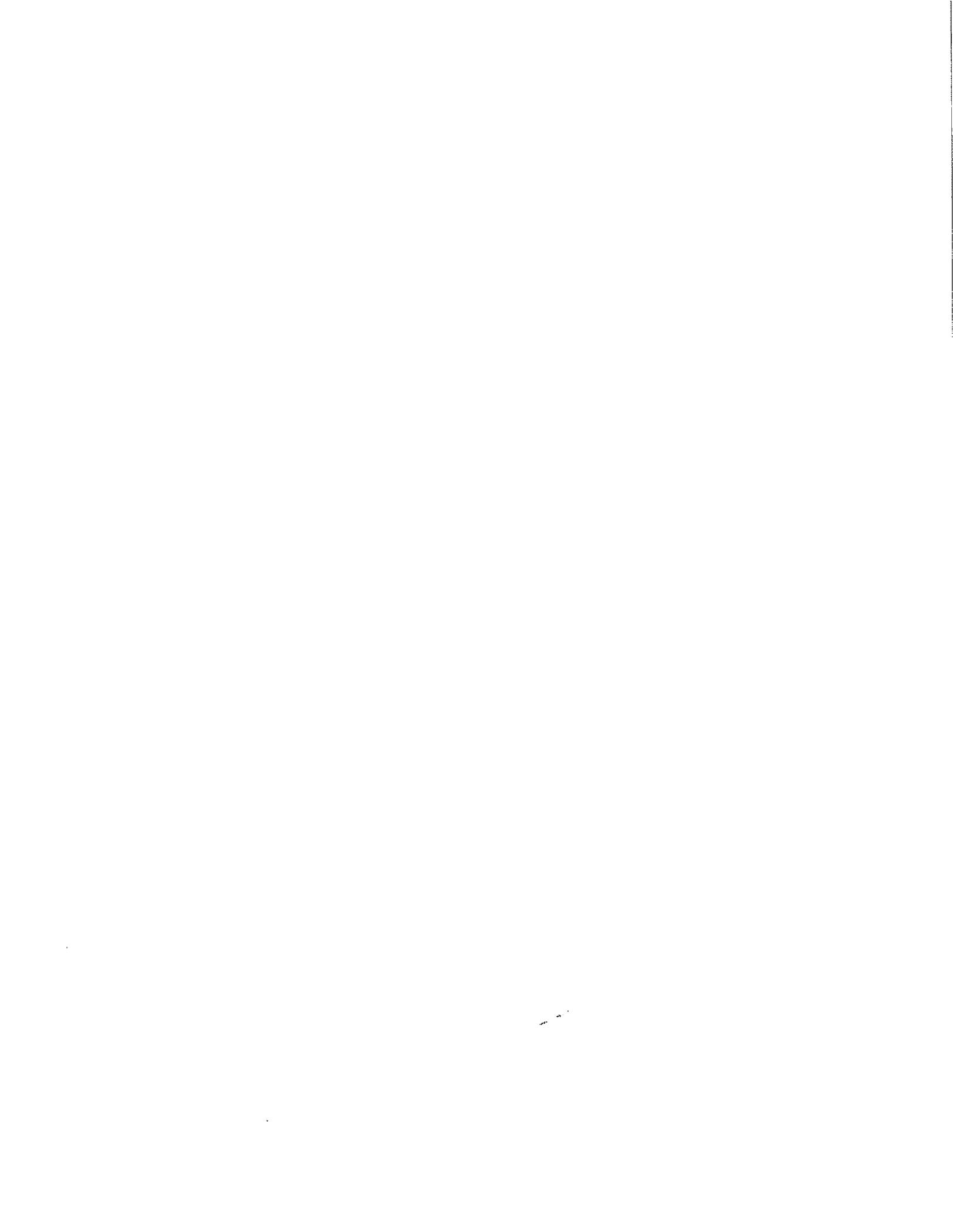
The Gold Line Station should be built where it belongs -- adjacent to the ice rink along 7th Street between K Street and J Street. The Blue Line south station should be kept at St. Rose of Lima Park, with doors opening on both sides of trains for passenger convenience. That is transit convenience; that is the City taking the lead; that is mobility; that must be the new transit paradigm for Sacramento.

Sincerely,



Alan C. Miller, Executive Director

cc: City Council Members, Public Distribution



#33



May 29, 2007

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Eugene K. Skoropowski
Managing Director

Honorable Heather Fargo, Mayor
City Hall
915 I Street, Suite 321
Sacramento, CA 95814

Re: Sacramento Valley Station Railyards Development Plan

Dear Mayor Fargo,

The Capitol Corridor Joint Powers Authority (CCJPA) is pleased to endorse the concepts included in Sacramento Railyards Development Plan before you for consideration.

The CCJPA Board has previously endorsed the conceptual development plans for the Railyards and we look forward to working in partnership on specific details of this plan with the City, the developer, Sacramento RT, the State Railroad Museum and the other stakeholders involved in implementation of this exciting community development program.

The facilities for handling intercity passenger rail are exceptionally important to the CCJPA, and we look forward to a continuing partnership with the City as plans become reality.

The CCJPA appreciates the opportunity to offer our comments. We look forward to the time when Sacramento Valley Station is held up as a national example of how Sacramento has provided a state of the art intermodal rail transportation facility that is worthy to be the gateway to the capital city of the most populated state in the nation.

Sincerely,

Eugene K. Skoropowski
Managing Director

cc: Forrest Williams, Chair

**CAPITOL CORRIDOR
JOINT POWERS AUTHORITY**
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The first part of the document discusses the importance of maintaining accurate records. It emphasizes that proper record-keeping is essential for ensuring the integrity and reliability of the data collected. This section also touches upon the challenges associated with data management, such as ensuring data security and preventing loss or corruption.

In the second section, the author delves into the specific methods used for data collection and analysis. This includes a detailed description of the experimental setup and the procedures followed to gather the data. The analysis part of this section involves statistical techniques used to interpret the results and identify any significant trends or patterns.

The third section of the document focuses on the results of the study. It presents a clear and concise summary of the findings, supported by relevant data points and statistical evidence. The author discusses the implications of these results and how they relate to the broader context of the research field.

Finally, the document concludes with a discussion on the limitations of the study and suggestions for future research. The author acknowledges the constraints of the current work and provides insights into how these limitations can be addressed in subsequent studies. This section also offers recommendations for further exploration of the topic.

The following table provides a summary of the key data points from the study. It is organized into columns representing different variables and rows representing individual data points or groups.

Group	Variable 1	Variable 2	Variable 3
Group A	1.2	3.5	2.8
Group B	2.1	4.2	3.1
Group C	1.8	3.9	2.6
Group D	2.5	4.5	3.4
Group E	1.5	3.7	2.9

The data indicates that Group B shows the highest values across all three variables, while Group C shows the lowest. These findings are consistent with the overall trends observed in the study.