



APPROVED  
BY THE CITY COUNCIL

JAN 28 1997

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CITY CLERK

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CITY OF SACRAMENTO  
CALIFORNIA

DEPARTMENT OF  
PUBLIC WORKS

TRANSPORTATION AND  
DEVELOPMENT DIVISION

January 20, 1997

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City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: FEDERAL TRANSPORTATION FUNDING STRATEGY**

**LOCATION AND COUNCIL DISTRICT: Citywide**

**RECOMMENDATION:**

This report recommends that the City Council approve implementation of the proposed strategy.

**CONTACT PERSONS:** Fran Lee Halbakken, Division Manager, 264-7194  
Terence Moore, Special Projects Manager, 264-5530

**FOR MEETING OF:** January 28, 1997

**SUMMARY:**

Staff has prepared a draft federal funding strategy to assist the City in seeking federal funding for transportation-related projects and programs. This type of funding is achieved through Congressional authorization rather than from the traditional federal transportation funding programs, administered through Caltrans or the Sacramento Area Council of Governments (SACOG).

**COMMITTEE/COMMISSION ACTION:**

On January 7, 1997, the Law & Legislation Committee received a staff report on the proposed Federal Transportation Funding Strategy. The Committee supported the strategy and forwarded the report on to the City Council for its consideration.

**BACKGROUND INFORMATION:**

The City has not previously taken a proactive approach in seeking out federal transportation funding opportunities beyond those available through established federal and

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state transportation programs, such as the Intermodal Surface Transportation Enhancement Act (ISTEA) or the State Transportation Improvement Program (STIP). To learn what opportunities exist at the federal level in transportation funding, staff has met with the consultant team of Wright, Smith, and Dawson. For this first year, staff is proposing that we focus our efforts on developing a federal transportation funding strategy. Subsequently, as staff knowledge of the federal funding process increases, the City's federal funding strategy can be expanded to include areas beyond transportation.

In early 1997, Congress will begin meetings on reauthorization of the Intermodal Surface Transportation Enhancement Act (ISTEA) or similar legislation for federal transportation funding. This affords the City a unique opportunity to seek funds as part of this reauthorization legislation.

There are three basic areas of federal transportation funding:

◆ Authorization process

In the reauthorization of ISTEA, Congress may include specific projects to receive discretionary federal funding. When ISTEA was written in 1991, \$6 billion of discretionary projects were earmarked in the authorizing bill.

◆ Appropriations process

The annual appropriations process may provide an opportunity for securing federal discretionary funding for specific transportation projects. In 1994, the City was able to secure \$1 million in demonstration funding for the Arden Garden Connector project.

◆ Discretionary funding process

Once programs are established in an authorizing bill (such as the next ISTEA), project funding can be pursued from the federal administration through discretionary programs established by the legislation bill.

General Principles

The consultants have advised us that in selecting projects for potential federal transportation funding, there are certain general principles that must be considered. They are the following:

- Funds will be available in Federal FY 1998, or October 1997

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- The money will only be available for five years (1998-2002)
- A minimum local match of 20% must be available
- Consistency with other federal programs or policies is desired to leverage funds
- The project cannot be a local road for capacity enhancement
- Funding of new interchanges relative to speculative development will be assigned low priority
- Technology type projects for safety or system management will take priority over new construction projects
- Linkage to other federally funded transportation projects is a positive
- Stand alone parking structures will not be supported
- Creative projects will be well received
- Project size/cost should be less than \$10 million, could be a combination of smaller projects or a part of a larger project
- Could consider the engineering design & environmental costs of a larger project that would be constructed beyond the funding window

Staff used these general principles in the following two ways:

1. In recognition of the importance of the South Corridor Light Rail Expansion project, we looked for projects that would support and enhance this Light Rail project. It is vital that the City's and Regional Transit's federal transportation strategies align, rather than conflict.
2. We also evaluated which of the City's transportation-related projects best meet these general principles.

We are proposing the following list of projects be included in the City's federal transportation funding strategy:

- Arden Garden Connector
- Central City Transportation Strategic Plan
- Depot Restoration
- Folsom/Power Inn Urban Interchange
- Historic Trolley
- R Street Corridor

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- Richards Boulevard Interchange at Capital City Freeway and Richards Boulevard Extension Alignment Study (Capital City Freeway to I-5)
- South Corridor Light Rail Extension
- Traffic Signal Master Controller System Expansion and Photographic Enforcement Systems

Each of the above-listed projects will compete on its own merits for the types of funding available. See Attachment A for brief information on each project or program.

Staff has drafted the Federal Transportation Funding Strategy for your consideration and discussion. We recommend that the Council direct staff to implement the strategy.

#### **FINANCIAL CONSIDERATIONS:**

The successful implementation of this Federal Transportation Funding Strategy would provide "new money" for the projects/programs listed previously in this report. The source of this "new money" would be from federal transportation funds. Local transportation dollars could potentially be reprogrammed.

#### **ENVIRONMENTAL CONSIDERATIONS:**

This funding strategy is not, in itself, a project. The subject of this report does not involve a project which requires compliance with the California Environmental Quality Act (CEQA), inasmuch as it does not involve an activity which may cause a direct or indirect change in the environment (Public Resources Code Section 21065). Should the City be successful in obtaining federal funding, each project/program would be subject to environmental analysis in the future.

#### **POLICY CONSIDERATIONS:**

The strategic move to seek new federal transportation funding sources aligns with the City Council priorities of economic development, public safety, and fiscal viability. The projects within this strategy would specifically support the anticipated Regional Transit project to extend Light Rail service to South Sacramento. This Light Rail project is a priority of the City Council as well as Regional Transit. Projects included within this strategy support Council policy for the R Street Corridor, Railyards/Richards Specific Plan, the Metropolitan Transportation Plan, etc.

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**MBE/WBE:**

Not applicable, as no goods or services are being purchased.

Respectfully submitted,

*Francesca Lee Halbakken*  
Francesca Lee Halbakken  
Interim Division Manager

**RECOMMENDATION APPROVED:**

*Bill Edgar*  
Bill Edgar  
City Manager

**Approved:**

*Michael Kashiwagi*  
Michael Kashiwagi  
Director of Public Works

FLH:jd  
M:\Adm\Council\97-01

## ATTACHMENT A

**Project Name:** ARDEN GARDEN CONNECTOR

**Description:** New 4-lane road linking Garden Highway to Arden Way

**Cost:** \$22 Million

**Funding Options:**

- \$10 Million FCR
- \$6.5 Million local
- \$1.0 Million Demonstration Money
- Measure A
- Gas Tax

→ Need \$5.5 Million Demonstration Money

**Status:**

- Final design
- ROD not yet received

**Federal Benefits:**

- Previously authorized
- Local support
- Economic development
- Safety

**Disbenefits:**

**Remarks:** This project should be very favorably received since it was approved in 1994 for \$1.0 million in demonstration money.

**Project Name:**       **CENTRAL CITY TRANSPORTATION STRATEGIC PLAN**

**Description:**       Downtown policy and land use correlation and study  
(Mobility, parking, land use, level of development, etc.)

**Cost:**                \$1 Million

**Funding Options:** • \$200,000 in local funds  
                          • Need ≈\$0.8 Million appropriation or Demonstration  
                          money

**Status:**             Concept has been shopped & has wide support

**Federal Benefits:** • Considers Downtown Sacramento/West Sacramento  
                          interface  
                          • Air Quality and congestion relief  
                          • Multimodal

**Disbenefits:**       Lots of money for study

**Remarks:**

Project Name: **DEPOT RESTORATION**

Description: 

- Acquisition of Depot
- Renovation of Depot
- Site Improvements

Cost: \$3 to \$5 Million

Funding Options: 

- Highway Demonstration (ISTEA) - for all 3 above
- Section 18 for Greyhound-related work
- Amtrak - for all 3 above
- Transportation Enhancement (TEA)

Status: 

- Policy unofficial o.k.
- Need appraisal, renovation
- Need cost estimate
- Begin acquisition negotiations with Union Pacific

Federal Benefits: 

- Intermodal is in vogue
- Revitalization of a brownfields
- Facilitates intercity passenger and freight rail service
- ADA compliance
- Historic preservation
- Economic development
- Serves Federal Courthouse

Disbenefits:

Remarks: There are multitude of options other than demonstration money

*new*



**Project Name: FOLSOM/POWER INN URBAN INTERCHANGE**

**Description: Grade separates roadways**

**Cost: \$30 Million**

**Funding Options:**

- Future STIP
- ISTEA Demonstration

**Status:**

- PSR on-going
- Geometrics done

**Federal Benefits:**

- Economic development
- Air quality
- Congestion relief (Hwy 50 also)

**Disbenefits:**

- Cost effectiveness
- Size of project
- Local match

**Remarks:** If engineering design & environmental phases of project are approved for federal funding, it will be more difficult to get federal money for construction due to the cost of this project.

Project Name: **HISTORIC TROLLEY**

Description: 

- 12th & K to Old Sacramento
- Extend tracks from depot to Old Sac ( $\approx \frac{1}{2}$  mile)

Cost: \$5.3 Million (\$2.3 to \$5.3 Million - new)

Funding Options: 

- Capital: \$1.3 Million for track extension and stations at each end
- Rolling Stock: \$3 Million for 3 vehicles
- Maintenance Yard: \$1 Million, site to be determined

Status: 

- Route determined except through Old Sacramento
- Awaiting Council action for implementation
- Concept has wide support

Federal Benefits: 

- Links to LRT system
- Convention Center/Depot/Old Sacramento linkage supports economic development
- Revitalization of Brownfields
- Supports Depot Historic Preservation
- Reduces auto dependency in Central City

Disbenefits:

Remarks: Acquisition of Car 35 (already renovated streetcar) is region's #1 priority for Transit Capital Improvement funding. Cost is, \$450,000, with \$225,000 local money needed. Acquisition will reduce new rolling stock to 2 vehicles, approx. \$2 million --- making total project cost \$4.3 million.

There is \$3 million in Flexible Congestion Relief (FCR) funds for Light Rail cars in the \$15.9 million Intermodal Facility Light Rail Extension project. As the Intermodal project progresses, it will be determined if any of the \$3 million FCR funds can be reprogrammed for the Trolley project.

*new*

Project Name: **R STREET CORRIDOR**

Description: Streetscape improvements to enhance linkages to Light Rail Stations at 13th and 16th Streets and adjacent bus routes

Cost: \$2 Million

Funding Options: Demonstration money, assessment districts

Status:

- Needs planning
- Needs finance plan
- Needs community outreach

Federal Benefits:

- Transit linkage
- Urban renewal
- Potential Brownfield linkage
- Creativity
- Community/Council support

Disbenefits: Very preliminary concept

Remarks: Phase in few blocks at a time  
Needs to be leveraged as development occurs

*new*

**Project Name:** (1) **RICHARDS BLVD INTERCHANGE @ Capital City Freeway**  
(2) **RICHARDS EXTENSION ALIGNMENT STUDY Capital City Freeway to I-5**

**Description:** (1) New Interchange at extension of Richards Blvd and Capital City Freeway (State Route 51)  
(2) Engineering study to determine alignment of future Richards Blvd from SR 51 to I-5

**Cost:** (1) \$10 Million with ~\$2.5 Million Developer funded  
(2) \$0.25 million

**Funding Options:** • Future STIP cycles  
• Local funds

**Status:** (1) Interchange option study ongoing  
(2) None

**Federal Benefits:**

**Disbenefits:** • Interchanges are low priority  
• Alignment planning money not normally set aside

**Project Name:** SOUTH CORRIDOR LIGHT RAIL EXTENSION

**Description:** Construct Light Rail tracks from Downtown to South Sacramento and provide Light Rail vehicles for extension

**Cost:** \$214 million

**Funding Options:** \$111 million federal  
\$103 million state

**Status:** In design, Final EIR/EIS being completed

**Federal Benefits:**

- Provides fund leverage for \$325 million regional rail expansion program
- Previously authorized for planning and design
- FTA has identified South Corridor as one of 6 projects eligible for Full Funding Grant Agreement
- Local support
- Economic development
- Multimodal
- Air Quality
- Congestion Relief
- Serves diverse population

**Disbenefits:**

**Remarks:** The highest priority project for the City and for Regional Transit

*new*

**Project Names:** (1) **TRAFFIC SIGNAL MASTER CONTROLLER EXPANSION**

**Description:** (2) **PHOTOGRAPHIC ENFORCEMENT SYSTEM**  
(1) Connect additional traffic signals into the City's master controller to enhance traffic operations.  
(2) Install photo enforcement equipment to assist in enforcing red light violations.

**Cost:** (1) \$2.5 million  
(2) \$0.5 million

**Funding Options:**

- ISTEА
- Appropriations
- ISTEА Demonstration Money

**Status:** (1) The City has received funding for construction of a centralized Traffic Operations Center and integrated Downtown Traffic Signal Master Controller system. This project would allow the City to integrate additional traffic signals into the Master Controller system.  
(2) The City does not currently have a photographic enforcement system.

**Federal Benefits:**

- Technology
- Energy conservation
- Safety
- Air quality
- Maximizes current system

**Disbenefits:**

**Remarks:** Downtown Master Controller project is an ISTEА-funded project.

Project Name: **DEPOT RESTORATION**

Description: 

- Acquisition of Depot
- Renovation of Depot
- Site Improvements

Cost: \$3 to \$5 Million

Funding Options: 

- Highway Demonstration (ISTEA) - for all 3 above
- Section 3 for acquisition & renovation
- Section 18 for Greyhound-related work
- Amtrak - for all 3 above

Status: 

- Policy unofficial o.k.
- Need appraisal, renovation
- Need cost estimate
- Begin acquisition negotiations with Union Pacific

Federal Benefits: 

- Intermodal is in vogue
- Revitalization of a brownfields
- Facilitates intercity rail
- ADA compliance
- Historic preservation
- Economic development

Disbenefits:

Remarks: There are multitude of options other than demonstration money

**Project Name: HISTORIC TROLLEY**

**Description:**

- 12th & K to Old Sacramento
- Extend tracks from depot to Old Sac ( $\approx \frac{1}{2}$  mile)

**Cost:**

\$5.3 Million (\$2.3 to \$3 Million - new)

**Funding Options:**

- Capital: \$2.3 Million
- Rolling Stock: \$2 Million - Section 3 bus money
- Maintenance Yard: \$1 Million - Section 3

Existing Flexible Congestion Relief (FCR) money could be used for capital improvements or rolling stock

There is \$3 million in FCR money for cars in South LRT project. Assuming this can be used for the Trolley project, \$2.3 million more in federal demonstration money is needed.

**Status:**

- Route determined except through Old Sacramento
- Awaiting Council action for funding strategy
- Concept has wide support

**Federal Benefits:**

- Links to LRT system
- Convention Center/Depot/Old Sacramento linkage supports economic development
- Revitalization of Brownfields
- Supports Depot Historic Preservation
- Reduces auto dependency in Central City

**Disbenefits:**

**Remarks:**

Need to firm up cost estimate & route through Old Sacramento



**Project Name: R STREET CORRIDOR**

**Description:**

- Improvements for transit linkages
- Pedestrian-street scape  
Q to S, 15th to 18th Streets

**Cost:** \$1 to \$2 Million

**Funding Options:** Demonstration money, assessment districts

**Status:**

- Needs planning
- Needs finance plan
- Needs community outreach

**Federal Benefits:**

- Transit linkage
- Urban renewal
- Potential Brownfield linkage
- Creativity
- Community/Council support

**Disbenefits:** Very preliminary concept

**Remarks:** Phase in few blocks at a time  
Needs to be leveraged as development occurs

**Project Name:**

**SOUTH CORRIDOR LIGHT RAIL EXTENSION**

**Description:**

- Construct Light Rail tracks from Downtown to South Sacramento and provide Light Rail vehicles for extension

**Cost:**

- Approx. \$100 million

**Funding Options:**

Federal Demonstration money

**Status:**

- In design, environmental analysis complete

**Federal Benefits:**

- Previously authorized
- Local support
- Economic development
- Multimodal
- Air Quality
- Congestion Relief

**Disbenefits:**

**Remarks:**

High priority project for the City and for Regional Transit

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