

DEPARTMENT OF  
FINANCE

FINANCE ADMINISTRATION

October 18, 2004

CITY OF SACRAMENTO  
CALIFORNIA

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City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: PROPOSED 2005 STATE AND FEDERAL LEGISLATIVE PLATFORM**

**LOCATION AND COUNCIL DISTRICT:** Citywide

**RECOMMENDATION:**

This report requests that the Mayor and City Council approve the proposed 2005 State and Federal Legislative Platform.

**CONTACT PERSONS** Patti Bisharat, Special Projects Manager -- 808-8197  
Tina Lee-Vogt, Legislative Affairs Analyst -- 808-2679

**FOR THE COUNCIL MEETING OF** October 26, 2004

**SUMMARY**

This report provides information on the proposed 2005 State and Federal Legislative Platform which identifies state and federal legislative priorities for the City of Sacramento. Staff requests that the Mayor and City Council approve the proposed platform.

**COMMITTEE/COMMISSION ACTION**

On October 5, 2004, the Law and Legislation approved the proposed platform with a minor addition and forwarded it to the full City Council for adoption.

**BACKGROUND**

In previous years, the Sacramento City Council has developed legislative agendas for the federal level and/or for specific issues such flood control and transportation. The proposed 2005 State and Federal Legislative Platform represents an effort to develop a

focused, comprehensive State and Federal agenda. It is critical that the platform be viewed as a long term, multi-year effort and that the City is consistent in its priorities. The platform includes the projects and issues that have the potential for state and federal participation and provides the City's state and federal legislative delegations with a better understanding of our priorities. The subject areas included in the proposed platform are as follows:

- Flood Control
- Transportation
- Fiscal
- Parks, Recreation and Open Space
- Public Safety
- Economic and Community Development
- Environmental

The proposed platform is a collaborative effort which includes input from City departments and incorporates the City's efforts with its regional partners including, but not limited to: County of Sacramento; City of West Sacramento; Sacramento Housing and Redevelopment Agency; Sacramento Regional Transit; Sacramento Area Flood Control Agency; Sacramento Transportation Authority; Sacramento Metropolitan Air Quality Management District; and Sacramento Public Library. The platform is consistent with the City's legislative principles. To determine which items to include in the platform, staff identified the most critical legislative issues based on the following:

- Appreciable financial or policy impact to the City of Sacramento
- Specific impact to the City of Sacramento
- Appreciable financial or policy impact to the County or surrounding region resulting in potential impacts to the City of Sacramento
- Existing projects and programs
- Greatest likelihood of success

The projects and issues identified in the proposed 2005 State and Federal Legislative Platform are grouped in two general categories: Priorities and Opportunities. Attachment A includes proposed 2005 State Legislative Platform Priority Summary and the proposed 2005 Federal Legislative Platform Priority Summary. Attachment B includes the proposed Legislative Platform Opportunities Summary.

The projects identified as Priorities includes those of the greatest significance to the City. Among these projects, the two highest priorities are Flood Control and the Sacramento Intermodal Station, which is also known as the Sacramento Intermodal Transportation Facility.

With two rivers and a complex system of creeks, Sacramento has been noted as being one of the most flood threatened urban areas in the nation. Therefore, Flood Control is very critical to our City which currently has less than 100 year flood protection. The goal is 200 year or greater flood protection. The legislative focus will be on securing

appropriations for flood protection projects including, but not limited to, the Folsom Dam modifications and the South Sacramento streams group.

The Sacramento Intermodal Station represents a venture to develop a “state of the art” transportation center in downtown Sacramento that will serve as a regional hub, transfer point, and portal. It will meet the long-term functional and operational needs for passenger rail, light rail, bus services, bicyclists, pedestrians, taxicabs, and automobiles. In addition, other rail operations will be included at the site, including Union Pacific Railroad freight line service, State Railroad Museum rail car movements, and future high speed rail. The goal is to secure \$5 million in funding to assist in the development of this innovative facility.

Other “Priorities” identified in the platform represent a variety of projects and issues from different areas. These projects and issues include, but are not limited to, the 65<sup>th</sup> Street Transit Village; the Riverfront Master Plan; and Homeland Security. The City’s legislative “Opportunities” includes those projects and issues for which legislative funding or action may not be as likely but that remain important to the City. They provide the flexibility to respond quickly to opportunities as they arise.

In regard to the formatting, the platform will be a professionally designed document with base information on the City and space for inserts for each individual subject area at both the state and federal levels that include graphics and maps as appropriate. The purpose of this design is to allow the Mayor, Council Members and staff to create a specific handout for a specific reason. For example, the material for a meeting with a state legislator on transportation matters would include the base document and an insert with information on the state transportation projects and issues.

Staff presented the proposed 2005 State and Federal Legislative Platform to the Law and Legislation Committee on October 5, 2004. The committee approved the proposed platform with a minor addition and forwarded it to the full City Council for adoption. The addition was the inclusion of South Area (Meadowview Road and Florin Road) Light Rail Stations Improvements under “Opportunities.” Also, staff has added a Sacramento Metropolitan Air Quality Management initiative to seek legislation to add a representative from the Sacramento Region as a permanent member of the State Air Resources Board as a “Priority.”

Staff is recommending that the Mayor and City Council approve the proposed 2005 State and Federal Legislative Platform (Attachment C). The proposed timeline is to have the document prepared by November 2004 so it can be presented to the legislative delegation for consideration during the 2005-2006 legislative session.

## **FINANCIAL CONSIDERATIONS**

None directly associated with this report.

## ENVIRONMENTAL CONSIDERATIONS

Not applicable.


## POLICY CONSIDERATIONS

The proposed 2005 State and Federal Legislative Platform is consistent with the City's legislative guiding principles. Further, it is consistent with the City's mission to protect, preserve, and enhance the quality of life for present and future generations.

## ESBD EFFORTS

Not applicable.

Respectfully submitted,



Patti Bisharat  
Special Projects Manager

## RECOMMENDATION APPROVED:



ROBERT P. THOMAS  
City Manager

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- Attachment B - Summary of Legislative Opportunities, pg. 14
- Attachment C - Proposed 2005 State and Federal Legislative Platform, pg. 15

2005 State Legislative Platform - Priority Summary

Subject	Issue	Summary	Action
<b>Top Priority Issues</b>			
<b>Flood Control</b>	Folsom Dam Modifications	Projects to maintain the dam and reservoir and to upgrade flood control.	Support funding to proceed with projects.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.
	American River Common Features Project	Common Features Project to provide for necessary American River watershed flood protection.	Pursue funding to complete project.
	Erosion Control	Long range program to provide bank protection and to solve and prevent levee erosion.	Support funding for the project
<b>Transportation</b>	Sacramento Intermodal Station (Sacramento Intermodal Transportation Facility)	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Seek funding opportunities for the project (\$5 million)
<b>Priority Issues</b>			
<b>Transportation</b>	65 <sup>th</sup> Street Transit Village	Neighborhood/university mixed use district that provides a variety of housing types, retail and employment uses to increase transit use reduce vehicle traffic on the highways. The plan envisions 65 <sup>th</sup> Street as a pedestrian scale Main Street that connects the California State University	Seek funding opportunities for the project (\$5 million)
	Tower Bridge	Project is a partnership between Sacramento and West Sacramento to widen walkways to accommodate high-level pedestrian activity.	Fund swap approved for \$1.9 million. Approval for Caltrans and State Historic Preservation Office.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
<b>Fiscal</b>	Reform of State Mandate Program	One major component of the local government finance package that remained unresolved at the close of the 2003-2004 legislative was the passage of the implementation legislation needed for a reformed state mandate process.	Ensure that legislation reforming the mandate system benefits local governments.
	Booking Fees	FY05 state budget provides \$38.2 million (GF) for booking fee subventions to cities and certain special districts and limits county charges for booking fees in 2004-05 to the fees in effect on January 1, 2004. However, booking fee subventions are eliminated after 2004-05 and county booking fees charged to public agencies are limited to no more than half of actual cost.	Retention of subventions absent significant reform in charging of booking fees.
<b>Parks, Recreation, and Open Space</b>	Riverfront Master Plan	The California State Capital Riverfront is an ambitious plan to protect and enhance natural habitat and recreational uses of the Sacramento and lower American Rivers and guide development. The plan is a partnership with West Sacramento, Sacramento and Yolo counties, and SAFCA.	Create a special district, or multi-county district to implement the Riverfront Master Plan and maintain operations; \$23.8 million in funding from Propositions 40 and 50.
	Care for the Levee throughout the Sacramento Area	Establish joint use of flood control systems for linear recreational/pedestrian transportation systems and trails on waterways	Advocate for appropriate care of the levee to support linear recreation/pedestrian transportation systems and trails.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Creation of a special district or a multi-county governance structure to support appropriate funding for the operations and maintenance of the American River Parkway.
	California Indian Heritage Center	The California Indian Heritage Center Committee will select a location from three sites currently under consideration: Folsom, Freeport, or Northgate at the American River and Highway 160.	Advocate for the Center to be built at a location in City of Sacramento; Assist in securing appropriate funding for Center development.
<b>Economic and Community Development</b>	Bridging Interstate 5 (Interstate 5 Riverfront Reconnection)	Examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges to generate economic development and recapture the riverfront.	Seek funding opportunities.
	Affordable Housing	The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.	Support State and legislation that increases funding to expand and preserve affordable housing. Support legislation that provides funding for programs that promote revitalization of urban areas.
	Redevelopment funds.	Redevelopment agencies are contributing \$250 million to assist with the State budget for FY 04-05 and 05-06. These funds are vital to the revitalization of Sacramento neighborhoods.	Protection of redevelopment funds.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
<b>Public Safety</b>	Booking Fees	FY05 state budget provides funding booking fee subventions to cities and certain special districts and limits county charges for booking fees. The City receives \$2.1 million. However, booking fee subventions are eliminated after 2004-05.	Elimination of booking fee charges for non-discretionary arrests. Standardized booking fees for discretionary arrests.
	Homeland Security	Impact of increased costs to implement enhanced security during alert periods and the time frame up to and during time of war.	Reimbursement of expenses incurred for expenses,
	Parolee Issues	Parolees commit a large majority of the crimes and were responsible for the death of the last five Sacramento Police Officers shot and killed in Sacramento.	Support legislation which increases penalties for parolees who commit crimes; Oppose legislation for early release.
	Drivers' License for Illegal Aliens	Permitting the licensing of foreign nationals creates a system whereby non-citizens can be documented via fingerprinting, photos and other reliable documentation, providing Police with an opportunity to identify them in the field.	Support legislation allowing illegal aliens to obtain driver's license.
<b>Environmental</b>	Habitat Conservation Plan	The Northern California Regional Conservation Planning Funding Partners is a multi-county coalition working together to develop a Habitat Conservation Plan.	Funding to assist in the timely completion of the plan.
	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Creation of a special district or a multi-county governance structure to support appropriate funding Parkway.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Environmental Enhancement and Mitigation Funds	Program authorizes up to \$10 million annually for the environmental impacts for modified or new public transportation facilities. Since FY 2000, the City of Sacramento Parks and Recreation Department has received \$600,000 in competitive grants from this fund.	Advocate \$10 million be appropriated for FY 2006.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.
	Permanent Sacramento Member on California Air Resources Board	The Sacramento region is the only "severe" or worse federal ozone non-attainment area that currently has no representative on the CARB.	Advocate for legislation to establish to create a permanent appointment to the CARB to represent the Sacramento region.

## 2005 Federal Legislative Platform - Priority Summary

Subject	Issue	Summary	Action
<b>Top Priority Issues</b>			
<b>Flood Control</b>	Folsom Dam Modifications	Projects to maintain the dam and reservoir and to upgrade flood control.	Support funding to proceed with projects.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; support funding.
	Magpie Creek	Improvements to the creek levee and acquisition of floodplains land to reduce flooding .	Support legislation for the allocation cost sharing and to credit local for costs.
	American River Common Features Project	Common Features Project to provide for necessary American River watershed flood protection.	Pursue funding to complete project.
	Erosion Control	Long range program to provide bank protection and to solve and prevent levee erosion.	Support funding for the project
	Combined Sewer System Improvement Project	Project will help to limit the chance of overflow in the combined sewer system areas due to increased capacity and infrastructure improvement.	Support Federal funding to assist in completion of the project.
<b>Transportation</b>	Sacramento Intermodal Station (Sacramento Intermodal Transportation Facility)	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Reauthorization request of \$5 million for the project
<b>Priority Issues</b>			
<b>Transportation</b>	North Central Business District	Improvements includes several related projects that will serve the area of Richards Boulevard north of the Sacramento Railyards, the Railyards development area (including the Sacramento Intermodal Station), and adjacent neighborhoods north of downtown. The proposed projects allow substantial infill development in this large area.	Reauthorization request of \$10 million for North Street Business District Access Improvements
	R Street Transit Oriented Development Project	Joint effort to transform a former inner-city industrial (rail) corridor to a linear mixed-use redevelopment area focused upon light rail stations.	FY05 appropriation of \$1.5 for the projects

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Folsom Blvd. And Power Inn Road Improvements	Improvements estimated to cost \$70 million developed to relieve congestion at the intersection of Folsom Boulevard and Power Inn Road and to provide additional north-south and east-west capacity in the area.	Reauthorization request of \$10 million for project
	Tower Bridge	Project is a partnership between Sacramento and West Sacramento to widen walkways to accommodate high-level pedestrian activity.	Approval from Caltrans and State Historic Preservation Office Funding for the project (\$2 million)
<b>Fiscal</b>	Project Home STAR	Development of a public training safety college within the Sacramento region to provide curriculum and tactical training to "first responders" which would serve the Western United States and the Pacific Rim	Funding for facility development
<b>Parks, Recreation, and Open Space</b>	Riverfront Master Plan	The California State Capital Riverfront is an ambitious plan to protect and enhance natural habitat and recreational uses of the Sacramento and lower American Rivers and guide development. The plan is a partnership with West Sacramento, Sacramento and Yolo counties, and SAFCA.	Seek funding opportunities.
	Sand Cove Park	In order to properly stabilize the exposed portions of the archeological site and the adjacent riverbank over the long-term, funding is needed to implement project.	Funding of \$5 million for project.
	Reauthorization of Transportation Equity Act	The House, Senate, and Administration are stalemated over reauthorization of TEA21, prompting yet a fifth short-term extension of this multi-year bill which expired September 2003. The prospect for passage of a long-term bill is uncertain.	Ensure the reauthorized Transportation Equity Act includes funding for off-street trail systems and bridges.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Land and Water Conservation Fund and Urban Parks and Recreation Recovery Program.	LWCF matches funds to assist parks and recreation infrastructure development and the creation of public parks. UPARR matches local funds to rehabilitate urban recreation facilities in economically distressed neighborhoods.	Advocate to Fully Fund the Federal Land and Water Conservation Fund and Urban Parks and Recreation Recovery Program and retain the current state appropriation formula.
<b>Economic Development</b>	Sacramento Intermodal Transportation Facility	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Funding for the project (\$5 million)
	Bridging Interstate 5 (Interstate 5 Riverfront Reconnection)	Examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges to generate economic development and recapture the riverfront.	FY95 appropriation request of \$1 million for project.
	Affordable Housing	The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.	Support State and legislation that increases funding to expand and preserve affordable housing. Support legislation that provides funding for programs that promote revitalization of urban areas.
<b>Public Safety</b>	Homeland Security	Impact of increased costs to implement enhanced security during alert periods and the time frame up to and during time of war.	Reimbursement of expenses incurred for expenses.
	Inter-operating Communication Equipment for 9-1-1	Collaborative effort between Sacramento Police, Sacramento County Sheriff's, and the Sacramento Regional Radio Communication consortium to implement a regional interoperability system.	Seek funding opportunities for the project (\$8 million)

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Project HomeSTAR	Development of a public training safety college within the Sacramento region to provide curriculum and tactical training to "first responders" which would serve the Western United States and the Pacific Rim	Seek funding opportunities for facility development
	Sunset of Assault Weapons Ban	Assault Weapons ban sunset on September 13, 2004.	Renew the federal ban on assault weapons.
<b>Environmental</b>	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Seek funding opportunities for the operations and maintenance of the American River Parkway.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.

2005 Legislative Platform - Opportunities

Subject	Issue	Summary	Action
Fiscal	Funding for the Arts	Arts funding has been severely reduced The City desires the State and Federal governments to increase its funding to Sacramento arts organizations and artists.	Increase state arts funding to \$600,000 to County. Increase state arts education to provide local artists, schools and community centers with education programs. Seek federal funding from the NEA to support local organizations and artists.
	Tort Liability for Active Recreation and Trees	Recommend defensive strategies and protect gains	Advocate improvements to tort liability law.
Transportation	South Area Light Rail Station Enhancements	Improve pedestrian safety and streetscape enhancements to Meadowview Road and Florin Road Light Rail Stations.	Seek funding for project design and construction.

CITY OF SACRAMENTO, CALIFORNIA

# **2005 STATE AND FEDERAL LEGISLATIVE PLATFORM**

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**DRAFT**

Provided for review of content only.  
Document will be formatted  
to include maps and graphics

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15





**HEATHER FARGO**  
Mayor

**RAY TRETHERWAY**  
Councilmember, District 1

**SANDY SHEEDY**  
Vice Mayor, District 2

**STEVE COHN**  
Councilmember, District 3

**JIMMIE YEE**  
Councilmember, District 4

**LAUREN HAMMOND**  
Councilmember, District 5

**DAVE JONES**  
Councilmember, District 6

**ROBBIE WATERS**  
Councilmember, District 7

**BONNIE PANNELL**  
Councilmember, District 8

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**ROBERT P. THOMAS**  
City Manager

**Ken Nishimoto**  
Deputy City Manager

**Richard Ramirez**  
Deputy City Manager

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Prepared by

**LEGISLATIVE AFFAIRS UNIT**



November 30, 2004

Honorable Members of Sacramento's State and Federal Legislative Delegation:

On behalf of the City of Sacramento, I am pleased to present the 2005 State and Federal Legislative Platform for the City of Sacramento.

The Sacramento City Council is defining our State and Federal legislative priorities. The projects and issues included in our platform address the areas of Water Resources/Flood Control; Transportation; Fiscal; Parks, Recreation and Open Space; Public Safety; Economic Development; and Environmental.

For 2005, one of our top priorities continues to be the Sacramento Intermodal Station (Sacramento Intermodal Transportation Facility). The City is developing a "state of the art" transportation center in downtown Sacramento that will serve as a regional hub, transfer point, and portal. It will meet the long-term functional and operational needs for passenger rail, light rail, bus services, bicyclists, pedestrians, taxicabs, and automobiles. In addition, other rail operations will be included at the site, including Union Pacific Railroad (UP) freight line service, State Railroad Museum rail car movements, and future high speed rail. We have made much progress on this project, partially as a result of prior federal transportation funding. Our goal is to secure \$5 million for this project.

Flood control is also a very high priority for our city. With two rivers and a complex system of creeks, Sacramento has been noted as being one of the most flood threatened urban areas in the nation. The City currently has less than 100 year flood protection but our goal is 200 year or greater flood protection. Our focus will be on securing appropriations for flood protection projects including, but not limited to, the Folsom Dam modifications and the South Sacramento streams group.

We recognize that our legislative platform is extensive and there are limitations to the availability of state and federal funding. However, this platform was prepared to present the projects and issues that have the potential for State and Federal participation and to provide our legislative delegation with a better understanding of our priorities and needs.

Thank you very much for your continued support and assistance. We look forward to working with you in the year ahead.

Sincerely,

**HEATHER FARGO**  
Mayor



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## **AFFORDABLE HOUSING**

The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.

### **Action:**

- 1. Support State and Federal legislation that increases funding to expand and preserve affordable housing as well as related support services for developments housing extremely low income families and individuals, including emancipated youth.**
- 2. Support legislation that provides funding for programs that promote revitalization of urban areas through the in-fill of vacant sites, adaptive reuse of historic buildings and housing near transit centers.**

Sacramento is a progressive city with great pride in its ethnic and cultural diversity, concern for environmental and social issues, and emphasis on quality in the provision of governmental services.

## **LEGISLATIVE STRATEGY**

### ***Focus***

LEGISLATION THAT IMPACTS, PRESERVES AND IMPROVES:

- Local fiscal resources and tools
- Municipal affairs/local authority
- City/County relations, support or County fiscal resources

### ***Evaluation Criteria***

IDENTIFY MOST CRITICAL LEGISLATION BASED ON THE FOLLOWING:

- Appreciable financial or policy impact to the City of Sacramento
- Specific impact to the City of Sacramento
- Appreciable financial or policy impact to the County or surrounding region resulting in potential impacts to the City of Sacramento
- Existing projects and programs

### ***Legislative Guiding Principles***

- Advocate and secure passage of federal and state measures which will enhance the City's capacity to govern and provide essential community services;
- Support measures which will broaden or protect the City's legal authority in land use planning, taxation and public employee policies;
- Oppose measures which would decrease the City's legal authority to provide essential services, reduce revenue sources required to maintain services or mandate additional costs without providing reimbursement;
- Seek funding to support City projects and programs.

### ***Partnerships***

The City of Sacramento collaborates with other governments and agencies throughout the region on State and Federal legislative issues to achieve shared goals, including but not limited to:

- County of Sacramento
- City of West Sacramento
- Sacramento Housing and Redevelopment Agency
- Regional Transit
- Sacramento Area Flood Control Agency
- Sacramento Transportation Authority
- Sacramento Air Quality District
- Sacramento Public Library



## 2005 STATE LEGISLATIVE PLATFORM - PRIORITY SUMMARY

Subject	Issue	Summary	Action
<b>Top Priority Issues</b>			
<b>Flood Control</b>	Folsom Dam Modifications	Projects to maintain the dam and reservoir and to upgrade flood control.	Support funding to proceed with projects.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.
	American River Common Features Project	Common Features Project to provide for necessary American River watershed flood protection.	Pursue funding to complete project.
	Erosion Control	Long range program to provide bank protection and to solve and prevent levee erosion.	Support funding for the project
<b>Transportation</b>	Sacramento Intermodal Station (Sacramento Intermodal Transportation Facility)	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Seek funding opportunities for the project (\$5 million)
<b>Priority Issues</b>			
<b>Transportation</b>	65 <sup>th</sup> Street Transit Village	Neighborhood/university mixed use district that provides a variety of housing types, retail and employment uses to increase transit use reduce vehicle traffic on the highways. The plan envisions 65 <sup>th</sup> Street as a pedestrian scale Main Street that connects the California State University	Seek funding opportunities for the project (\$5 million)
	Tower Bridge	Project is a partnership between Sacramento and West Sacramento to widen walkways to accommodate high-level pedestrian activity.	Fund swap approved for \$1.9 million. Approval for Caltrans and State Historic Preservation Office.
<b>Fiscal</b>	Reform of State Mandate Program	One major component of the local government finance package that remained unresolved at the close of the 2003-2004 legislative was the passage of the implementation legislation needed for a reformed state mandate process.	Ensure that legislation reforming the mandate system benefits local governments.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Booking Fees	FY05 state budget provides \$38.2 million (GF) for booking fee subventions to cities and certain special districts and limits county charges for booking fees in 2004-05 to the fees in effect on January 1, 2004. However, booking fee subventions are eliminated after 2004-05 and county booking fees charged to public agencies are limited to no more than half of actual cost.	Retention of subventions absent significant reform in charging of booking fees.
<b>Parks, Recreation, and Open Space</b>	Riverfront Master Plan	The California State Capital Riverfront is an ambitious plan to protect and enhance natural habitat and recreational uses of the Sacramento and lower American Rivers and guide development. The plan is a partnership with West Sacramento, Sacramento and Yolo counties, and SAFCA.	Create a special district, or multi-county district to implement the Riverfront Master Plan and maintain operations; \$23.8 million in funding from Propositions 40 and 50.
	Care for the Levee throughout the Sacramento Area	Establish joint use of flood control systems for linear recreational/pedestrian transportation systems and trails on waterways	Advocate for appropriate care of the levee to support linear recreation/pedestrian transportation systems and trails.
	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Creation of a special district or a multi-county governance structure to support appropriate funding for the operations and maintenance of the American River Parkway.
	California Indian Heritage Center	The California Indian Heritage Center Committee will select a location from three sites currently under consideration: Folsom, Freeport, or Northgate at the American River and Highway 160.	Advocate for the Center to be built at a location in City of Sacramento; Assist in securing appropriate funding for Center development.

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
<p><b>Economic and Community Development</b></p>	<p>Bridging Interstate 5 (Interstate 5 Riverfront Reconnection)</p>	<p>Examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges to generate economic development and recapture the riverfront.</p>	<p>Seek funding opportunities.</p>
	<p>Affordable Housing</p>	<p>The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.</p>	<p>Support State and legislation that increases funding to expand and preserve affordable housing. Support legislation that provides funding for programs that promote revitalization of urban areas.</p>
	<p>Redevelopment funds.</p>	<p>Redevelopment agencies are contributing \$250 million to assist with the State budget for FY 04-05 and 05-06. These funds are vital to the revitalization of Sacramento neighborhoods.</p>	<p>Protection of redevelopment funds.</p>
<p><b>Public Safety</b></p>	<p>Booking Fees</p>	<p>FY05 state budget provides funding booking fee subventions to cities and certain special districts and limits county charges for booking fees. The City receives \$2.1 million. However, booking fee subventions are eliminated after 2004-05.</p>	<p>Elimination of booking fee charges for non-discretionary arrests. Standardized booking fees for discretionary arrests.</p>
	<p>Homeland Security</p>	<p>Impact of increased costs to implement enhanced security during alert periods and the time frame up to and during time of war.</p>	<p>Reimbursement of expenses incurred for expenses,</p>
	<p>Parolee Issues</p>	<p>Parolees commit a large majority of the crimes and were responsible for the death of the last five Sacramento Police Officers shot and killed in Sacramento.</p>	<p>Support legislation which increases penalties for parolees who commit crimes; Oppose legislation for early release.</p>

Subject	Issue	Summary	Action
	Drivers' License for Illegal Aliens	Permitting the licensing of foreign nationals creates a system whereby non-citizens can be documented via fingerprinting, photos and other reliable documentation, providing Police with an opportunity to identify them in the field.	Support legislation allowing illegal aliens to obtain driver's license.
<b>Environmental</b>	Habitat Conservation Plan	The Northern California Regional Conservation Planning Funding Partners is a multi-county coalition working together to develop a Habitat Conservation Plan.	Funding to assist in the timely completion of the plan.
	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Creation of a special district or a multi-county governance structure to support appropriate funding Parkway.
	Environmental Enhancement and Mitigation Funds	Program authorizes up to \$10 million annually for the environmental impacts for modified or new public transportation facilities. Since FY 2000, the City of Sacramento Parks and Recreation Department has received \$600,000 in competitive grants from this fund.	Advocate \$10 million be appropriated for FY 2006.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.
	Permanent Sacramento Member on California Air Resources Board	The Sacramento region is the only "severe" or worse federal ozone non-attainment area that currently has no representative on the CARB.	Advocate for legislation to establish to create a permanent appointment to the CARB to represent the Sacramento region.

## ***Flood Control***

### **FOLSOM DAM MODIFICATIONS**

Folsom Dam and Reservoir is located along the American River, 29 miles upstream of the City of Sacramento. The Folsom Dam and Reservoir are key components of the flood control system in the Sacramento area. Water flows through the dam, through the City of Sacramento, to the confluence of the Sacramento and American Rivers.

Several projects have been proposed to maintain the dam and reservoir and to upgrade flood control via Folsom Dam and Reservoir, including:

1. Folsom Dam Modifications Project. Currently, Folsom Dam has an objective release of 115,000 cubic feet/second of water during flood operations. However, the existing eight outlets limit the release to 36,000 cubic feet/second until approximately one-half of the reservoir's flood control space is full. This project would modify the outlets to allow releases of 115,000 cubic feet/second much earlier and will lower the risk of flooding in Sacramento to 1 in 140.
2. Folsom Dam Mini Raise. This project would help to increase flood protection in the Sacramento area by raising Folsom Dam by 7 feet.

#### **Actions:**

1. **Support State and Federal funding to proceed with projects on an optimum schedule.**
2. **Support State legislation authorizing State participation in constructing Folsom Dam Mini Raise Project.**

### **SOUTH SACRAMENTO STREAMS GROUP**

The South Sacramento County Streams Flood Control Project has been developed to help ease stream flooding near business and residential neighborhoods in the southeastern Sacramento. The project consists of the Morrison Creek Stream Group Basin and includes Morrison, Elder, Florin, Union House and Laguna creeks. The project includes channel and levee improvements, detention facilities, ecosystem restoration, and recreation features.

#### **Actions:**

1. **Support State legislation giving the Reclamation Board discretion to allow SAFCA to serve as the non-Federal sponsor of this project**
2. **Support Federal and State funding to proceed with project on an optimum schedule.**

### **AMERICAN RIVER COMMON FEATURES**

The American River Watershed consists of three principal streams; North, Middle and South Fork, which flow westward into Folsom Lake, through the City of Sacramento and into Sacramento River. Recent evaluations confirm that much of the flood protection along the American River is less than the 100-year level. The Common Features Project consists of features authorized by the Water Resources Development Acts of 1996 and 1999.

**Action:**

**Pursue State and Federal funding to complete project on an optimum schedule.**

### **EROSION CONTROL- SACRAMENTO RIVER BANK PROTECTION PROJECT**

The existing levees along the Sacramento River are seriously threatened by erosion and, unless corrective measures taken, may fail. This protection project is located within the existing Sacramento River Flood Control Project in north-central California. The long-range program provides bank protection to the Sacramento River levees and solves and prevents levee erosion while fish and wildlife mitigation features.

**Action:**

**Support Federal and State funding to perform needed work on an optimum schedule.**

## ***Transportation***

### **SACRAMENTO INTERMODAL STATION (Sacramento Intermodal Transportation Facility)**

Located within downtown Sacramento at the intersection of 5<sup>th</sup> and I Streets, the historic Sacramento train Station is both the symbol and the center of the proposed Sacramento Intermodal Station. This project is a combination of both new and renovated facilities, which will provide a variety of transportation modes serving Sacramento, the Sacramento region, and other California cities.

The historic Station currently serves as a regional transportation hub for Amtrak, as well as increasingly important Capitol Corridor commuter rail service, now offering eight daily roundtrip trains to the Bay Area. The Station is also served by Regional Transit bus service, with fully funded light rail extension from K Street. In addition, the City seeks to relocate the inter-City bus terminal to the Intermodal Station site.

Working closely with the Union Pacific Railroad, planning and design for the Intermodal facility will refine the concept that includes relocation of the inter-city rail tracks, new passenger platforms, restorations of the historic Station, and integration of the facility with planned adjacent development. Site improvements are underway, utilizing previous federal assistance.

#### **Action:**

**Seek funding opportunities for the Sacramento Intermodal Station (\$5 million).**

### **65<sup>TH</sup> STREET TRANSIT VILLAGE**

The 65<sup>th</sup> Street Transit Village is a neighborhood/university mixed use district that provides a variety of housing types, retail and employment uses to increase transit use reduce vehicle traffic on the highways. The plan envisions 65<sup>th</sup> Street as a pedestrian scale Main Street that connects the California State University, Sacramento to the surrounding neighborhood and the 65<sup>th</sup> Street transit station. The design of the transit village will emphasize more convenient pedestrian connection for shoppers, employees, and residents to the surrounding community, university, and station. The area will transition over time from an automobile oriented commercial and industrial district to transit supportive mixed use development. This infill development are will require a public/private partnership, including a substantial financial investment to upgrade infrastructure to accommodate higher density, transit supportive development. Drainage, sanitary sewer, traffic, and pedestrian infrastructure must be upgraded by the City to encourage private investment in the former industrial area.

#### **Action:**

**Seek funding opportunities for project costs (\$5 million).**

## **TOWER BRIDGE**

The Tower Bridge connects the cities of Sacramento and West Sacramento via Capital Mall/West Capital Avenue. In the City of Sacramento, Tower Bridge and Capital Mall are designated as State Highway 275. Tower Bridge, an important entry to Sacramento and the State Capitol, serves as the most important pedestrian Sacramento River crossing in the Downtown area. Pedestrian and bicycle usage has increased with the operation of the River Cats stadium on the West Sacramento side of the river and the Embassy Suites Hotel in Sacramento.

Both cities envision mixed-use redevelopment of the waterfront, as laid out in our joint Waterfront Plan. Improving Tower Bridge to widen the walkways to accommodate high-level pedestrian activity associated with special events with concurrent bicycle usage is critical for safety as well as redevelopment of the area.

The Tower Bridge project is being done as a partnership between the two cities. It is scheduled to begin construction in summer 2005. Due to the historic nature of the Tower Bridge, approvals are needed from Caltrans and the State Historic Preservation Office.

### **Action:**

- 1. West Sacramento is seeking an appropriation of \$2 million for Tower Bridge.**
- 2. Approvals of the improvement from Caltrans and the State Historic Preservation Office.**

## ***Fiscal***

### **REFORM OF STATE MANDATE SYSTEM**

One major component of the local government finance package that remained unresolved at the close of the 2003-2004 legislative was the passage of the implementation legislation needed for a reformed state mandate process.

#### **Action:**

**Ensure that legislation reforming the mandate system benefits local governments.**

### **BOOKING FEES**

State law authorizes a county to impose, among other fees with respect to criminal justice services, a booking fee upon other local agencies and colleges and universities for county costs incurred in processing or booking persons arrested by employees of those entities and brought to county facilities for booking and detention.

Since FY 1999-2000, up to \$50,000,000 was appropriated annually from the General Fund to the Controller for allocation to cities and qualified special districts for actual booking and processing costs paid to the counties. In FY 2003-2004, the Sacramento Police Department received a reimbursement of approximately \$2.1 million from the State for those costs. Police annually pays approximately \$3.45 million in booking fees to the County.

For FY 2004-2005, the state budget provides \$38.2 million (GF) for booking fee subventions to cities and certain special districts and limits county charges for booking fees in 2004-05 to the fees in effect on January 1, 2004. However, booking fee subventions are eliminated after 2004-05 and county booking fees charged to public agencies are limited to no more than half of actual cost.

#### **Action:**

**Retention of booking fees absent significant reform in the assessment of these fees.**

## ***Parks Recreation and Open Space***

### **CALIFORNIA STATE CAPITAL RIVERFRONT (Sacramento Riverfront District)**

The California State Capital Riverfront is an ambitious plan to protect and enhance natural habitat and recreational uses of the Sacramento and lower American Rivers and guide development. The plan for the Riverfront supports public and private reinvestment in key infill areas that will result in housing for 30,000 new residents and 110,000 new jobs. This Master Plan was developed and is being implemented in partnership by the cities of Sacramento and West Sacramento, the Counties of Sacramento and Yolo, and the Sacramento Area Flood Control Agency. It also promotes the core objectives of the emerging Sacramento Area Council of Governments (SACOG) Blueprint for Regional Smart Growth. The California State Capital Riverfront plan will:

1. Support efforts of statewide significance to provide flood control, protect water quality, restore habitat, and complement and enhance State investments in the Capital area.
2. Support efforts to stimulate development of important infill areas on both sides of the river, creating new housing and new jobs.
3. Promote Smart Growth principles by developing neighborhoods with a mix of residential, commercial, and office uses that create a compact, vibrant, pedestrian-oriented environment.
4. Bring together local government in a regional cooperative partnership to implement and maintain the Riverfront plan.

Proposition 40, passed in March 2002, provides bond funds for the acquisition and development of river parkways. Proposition 50, passed in November 2002 provides bond funds for the acquisition, restoration, protection, and development of river parkways. \$10 million has been appropriated from these bond funds to the State Resources Agency for grants in FY 2005. The administrative procedures for awarding the FY 2005 grants have not been established by the Resources Secretary.

#### **Action:**

1. **Create a special district, or multi-county district to implement the Riverfront Master Plan and maintain operations.**
2. **Secure Proposition 40 and/or Proposition 50 grant funding of \$23,855,000 to develop the Riverfront Master Plan projects.**

### **CARE FOR THE LEVEE THROUGHOUT THE SACRAMENTO AREA**

The City of Sacramento Parks and Recreation Department and Utilities Department should partner with the Sacramento Area Flood Control Agency, the Reclamation Board, and State Maintenance Districts to establish joint use of flood control systems for linear recreational/pedestrian transportation systems and trails on waterways.

**Action:**

**Advocate for appropriate care of the levee in the Sacramento Area to support linear recreation/pedestrian transportation systems and trails.**

### **AMERICAN RIVER PARKWAY**

A secure and predictable funding source is needed for maintenance and operations of the American River Parkway. The current governance structure of the Parkway's operations may need to be modified in order to ensure on-going funding.

**Action:**

**Work with partner agencies to recommend creation of a special district or a multi-county governance structure to support appropriate funding for the operations and maintenance of the American River Parkway.**

### **ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS**

The Environmental Enhancement and Mitigation Program (EEM) is provided by the California Streets and Highways Code, which authorizes up to \$10 million annually to be granted to State, local, federal and non-profit agencies to mitigate for the environmental impacts for modified or new public transportation facilities. Eligible projects include the acquisition or development of resource lands or roadside recreation. Since FY 2000, the City of Sacramento Parks and Recreation Department has received \$600,000 in competitive grants from this fund.

**Action:**

**Advocate \$10 million be appropriated for FY 2006.**

### **CALIFORNIA INDIAN HERITAGE CENTER**

The California Indian Heritage Center Committee will select a location from three sites currently under consideration: Folsom, Freeport, or Northgate at the American River and Highway 160. Many positive benefits can result for the City of Sacramento and the region if the Center is located at the Northgate site:

- It can be built as an in-fill project versus contributing to sprawl.
- It solves long-term issues related to the mobile homes in the flood plain.
- It can be built so as not to impact water flow, and be safe from flooding.
- It creates the opportunity for major "eyes on" the Parkway.
- It creates a tremendous interpretation opportunities.
- It is a major destination attraction, with very positive economic implications.

Once the location is determined, funding will be needed to build the museum/center.

#### **Action:**

- 1. Advocate for the California Indian Heritage Center to be built at a location to provide cultural and recreational benefits to the citizens of the City of Sacramento.**
- 2. Assist in securing appropriate funding for Center development, given the direct benefits to the City of Sacramento community.**

## ***Economic and Community Development***

### **SACRAMENTO INTERMODAL STATION**

#### **(Sacramento Intermodal Transportation Facility)**

Located within downtown Sacramento at the intersection of 5<sup>th</sup> and I Street, the historic Sacramento train Station is both the symbol and the center of the proposed Sacramento Intermodal Station. This project is a combination of both new and renovated facilities, which will provide a variety of transportation modes serving Sacramento, the Sacramento region, and other California cities.

The historic Station currently serves as a regional transportation hub for Amtrak, as well as increasingly important Capitol Corridor commuter rail service, now offering eight daily roundtrip trains to the Bay Area. The Station is also served by Regional Transit bus service, with fully funded light rail extension from K Street. In addition, the City seeks to relocate the inter-City bus terminal to the Intermodal Station site.

Working closely with the Union Pacific Railroad, planning and design for the Intermodal facility will refine the concept that includes relocation of the inter-city rail tracks, new passenger platforms, restorations of the historic Station, and integration of the facility with planned adjacent development. Site improvements are underway, utilizing previous federal assistance.

#### **Action:**

**Seek funding opportunities for the Sacramento Intermodal Station (\$5 million)**

### **INTERSTATE 5 RIVERFRONT RECONNECTION**

Sacramento's downtown riverfront is dramatically affected by the alignment of Interstate 5 (I-5), which has cut off the historic riverfront from the statehouse grounds and the CBD, and fragmented land areas along the river. The City, seeking to generate economic development and recapture the riverfront, is examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges. A study was completed in 2000, which led to decisions to undertake preliminary engineering and environmental analyses of several reconnection alternatives.

The City is undertaking community visioning, preliminary engineering and environmental documentation, which will allow a comprehensive examination several alternative reconnection projects.

#### **Action:**

**Seek funding opportunities I-5 Riverfront Reconnection (\$1 million).**

## **AFFORDABLE HOUSING**

The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.

### **Action:**

- 1. Support State legislation that increases funding to expand and preserve affordable housing as well as related support services for developments housing extremely low income families and individuals, including emancipated youth.**
- 2. Support legislation that provides funding for programs that promote revitalization of urban areas through the in-fill of vacant sites, adaptive reuse of historic buildings and housing near transit centers.**

## **REDEVELOPMENT FUNDING**

To assist with the FY 2004-05 and 2005-06 State budget, local governments are contributing \$1.3 billion to their respective county Educational Revenue Augmentation (ERAF) accounts. Of this amount, \$250 million is being contributed by redevelopment agencies. Half of this amount (\$125 million) is allocated among redevelopment agencies based on their relative share of gross tax increment revenue. The other half is allocated based on tax increment net revenues "passed through" to other agencies. Redevelopment funds have played a vital role in revitalizing areas throughout the City of Sacramento.

### **Action:**

**Ensure protection of redevelopment funds.**

## ***Public Safety***

### **BOOKING FEES**

State law authorizes a county to impose, among other fees with respect to criminal justice services, a booking fee upon other local agencies and colleges and universities for county costs incurred in processing or booking persons arrested by employees of those entities and brought to county facilities for booking and detention.

Since FY 1999-2000, up to \$50,000,000 was appropriated annually from the General Fund to the Controller for allocation to cities and qualified special districts for actual booking and processing costs paid to the counties. In FY 2003-2004, the Sacramento Police Department received a reimbursement of approximately \$2.1 million from the State for those costs. Police annually pays approximately \$3.45 million in booking fees to the County.

For FY 2004-2005, the state budget provides \$38.2 million (GF) for booking fee subventions to cities and certain special districts and limits county charges for booking fees in 2004-05 to the fees in effect on January 1, 2004. However, booking fee subventions are eliminated after 2004-05 and county booking fees charged to public agencies are limited to no more than half of actual cost.

#### **Action:**

- 1. Elimination of booking fees for non-discretionary arrests (e.g. felonies).**
- 2. Standardized bookings fees for discretionary arrests (e.g. misdemeanors, code violations).**

## **HOMELAND SECURITY**

Local governments in the Sacramento Region have been severely impacted by the need to implement enhanced security during alert periods and in the time frame up to and during time of war. These expenses include, but are not limited to

- Closure of Folsom Dam Road due to security concerns.
- Increased staff costs for local police, fire, and emergency agencies.

These expenses are placing an extraordinary burden on local governments within the Sacramento region. Although cities such San Francisco, Los Angeles, and Seattle have received additional funding to offset the cost for the expenses, the Sacramento region has not been approved for such reimbursements.

Cities and counties throughout the nation are experiencing significant financial burdens due to the need for increased security. However, our region has experienced an even greater adverse impact because of its importance to California waters supply. Additionally, as the capital of California, which has the 5<sup>th</sup> largest economy in the world and an internationally recognized Governor, Sacramento is a unique, symbolic target requiring enhanced protection.

### **Action:**

**Reimbursement of expenses incurred by local government agencies within the greater Sacramento region for expenses related to Homeland Security.**

## **PAROLEE ISSUES**

Parolees commit a large majority of the crimes committed in the City of Sacramento. They were responsible for the death of the last five Sacramento Police Officers shot and killed in Sacramento. An average of 140 parolees released to Sacramento each month. Parolees have also added tremendously to our homeless population with a number of social issues from mental illness to drug addiction.

Managing the population is constant and absorbs a tremendous amount of resources to address the issue and increases exposure to officer safety. Career Criminal Apprehension Team (CCAT), Parolee Impact Team (PIT) and Problem Oriented Policing (POP) teams are frequently used to assist in this area while other issues receive less attention.

### **Action:**

#### **Support bills such as:**

- 1. Three (3) strike laws**
- 2. Laws that release criminals back to their home counties.**
- 3. Timely notification when parolees become Parolee-At-Large (PALs)**
- 4. Enforcement of gun violations by parolees**
- 5. Increased funding for the monitoring of parolees**

#### **Oppose bills such as:**

- 1. Early release or reduced sentence programs for felons**
- 2. Encourage the use and sale of assault weapons or the modification of such weapons**

### **DRIVER'S LICENSES FOR ILLEGAL ALIENS**

A large number of foreign nationals are currently working in the United States whether legal or illegal. Currently, foreign nationals are driving unlicensed and undocumented. By permitting the licensing of foreign nationals we create a system whereby non-citizens can be documented via fingerprinting, photos and other reliable documentation, providing the police department with an opportunity to identify them in the field. We believe this to be a positive move. The licensing also increases the ability of the police department to "police".

#### **Action:**

- 1. Support legislation allowing illegal aliens to obtain driver's license.**
- 2. Develop a public policy for driver licensure that allows workers and service providers to lawfully drive, register and insure vehicles. These laws should protect our state and community from terrorists, criminals and drug traffickers while insuring human and civil rights.**

## ***Environmental***

### **HABITAT CONSERVATION FUND**

The Habitat Conservation Fund Program (HCP) is funded through the California Wildlife Protection Act of 1990. It is administered by the State of California Resources Agency Department of Parks and Recreation and provides \$2 million annually through 2020 for competitive grants, \$800,000 of which is available annually for Northern California projects. The Habitat Conservation Fund Program provides funds to local agencies for the acquisition, enhancement, restoration and/or interpretation of riparian habitat, wetlands and other wildlife areas. Since FY 2000, the City of Sacramento Parks and Recreation Department has received \$235,000 in competitive grants from this fund.

#### **Action:**

**Advocate for continued full funding of the Habitat Conservation Fund.**

### **AMERICAN RIVER PARKWAY**

A secure and predictable funding source is needed for maintenance and operations of the American River Parkway. The current governance structure of the Parkway's operations may need to be modified in order to ensure on-going funding.

#### **Action:**

**Work with partner agencies to recommend creation of a special district or a multi-county governance structure to support appropriate funding for the operations and maintenance of the American River Parkway.**

### **ENVIRONMENTAL ENHANCEMENT AND MITIGATION FUNDS**

The Environmental Enhancement and Mitigation Program (EEM) is provided by the California Streets and Highways Code, which authorizes up to \$10 million annually to be granted to State, local, federal and non-profit agencies to mitigate for the environmental impacts for modified or new public transportation facilities. Eligible projects include the acquisition or development of resource lands or roadside recreation. Since FY 2000, the City of Sacramento Parks and Recreation Department has received \$600,000 in competitive grants from this fund.

#### **Action:**

**Advocate \$10 million be appropriated for FY 2006.**

## **SOUTH SACRAMENTO STREAMS GROUP**

The South Sacramento County Streams Flood Control Project has been developed to help ease stream flooding near business and residential neighborhoods in the southeastern Sacramento. The project consists of the Morrison Creek Stream Group Basin and includes Morrison, Elder, Florin, Union House and Laguna creeks. The project includes channel and levee improvements, detention facilities, ecosystem restoration, and recreation features.

### **Actions:**

- 1. Support State legislation giving the Reclamation Board discretion to allow SAFCA to serve as the non-Federal sponsor of this project**
- 2. Support Federal and State funding to proceed with project on an optimum schedule.**

## **PERMANENT SACRAMENTO MEMBER ON THE CALIFORNIA AIR RESOURCES BOARD (CARB)**

Although no legislation is currently pending to add a Sacramento District Board member to the Air Resources Board, there has been interest from some of your Board members, as well as others outside of the District, to establish a Sacramento region seat on the California Air Resources Board.

The Sacramento region is the only "severe" or worse federal ozone non-attainment area that currently has no representative on the CARB.

The California Air Resources Board (CARB) consists of 11 members appointed by the Governor with the consent of the Senate. All members serve "at the pleasure" of the Governor. The Board members serve part-time, except the Chairperson, who serves full-time. Members must meet qualifications specified in the law. Five members must be chosen from the boards of local air quality management districts:

- One each from the
  - San Diego Air Pollution Control District
  - San Francisco Bay Area Air Quality Management District
  - San Joaquin Valley Unified Air Pollution Control District
  - South Coast Air Quality Management District (greater Los Angeles region)
  - And one from any other district.
- Three other members fill specific categories.
  - One must have expertise in automotive engineering or a closely related field.
  - One must have expertise in science, agriculture, or law.
  - One must be a physician and surgeon, or health effects expert.
  - One of the three remaining members must have expertise in air pollution control, or must meet the qualifications of one of the three categories mentioned above.
- The remaining two members are public members.

The Governor appoints a full- time Chairperson to the Board from among its members. The Board meets monthly, in various locations of the state. The members receive travel expenses in accordance with rates established by the Department of Personnel Administration.

The "Any Other District" member has typically been a board member from a "small" air district - currently a board member from the Mojave Desert AQMD (appointed in 1991).

Currently, no member on the CARB (including public members) lives or works in the Sacramento region.

**Actions:**

- 1. Support legislation that would provide the Sacramento region with a permanent seat on the CARB; or**
- 2. Work Governor's Office to seek the appointment of qualified Sacramento resident when Public Member vacancies exist and seek the appointment of a Board Member from the Sacramento region for the "Any Other District" seat.**



## **CALIFORNIA PERFORMANCE REVIEW**

In August 2004, the California Performance Review (CPR) report was released for public review. Over 2500 pages long, the report is the result of an extensive process initiated by the governor to scrutinize California government and propose steps to improve service, reduce overlap, and save the state money. The release of the CPR report and the public workshops are only the first step in a lengthy process that may result in governmental reorganization.

The City of Sacramento is currently reviewing the entire CPR report to identify those recommendations that impact cities, including those for which we have existing policy. When that review is complete, the City will submit written comments to the CPR Commission and staff. In many instances, it will be difficult to comment on a recommendation because it is general in nature and does not include implementation details. As the CPR and reorganization process unfolds and the governor indicates which of the recommendations he wishes to pursue, the City will continue its review and analysis, incorporating input from League policy committees and ad hoc task forces as necessary and appropriate.



## 2005 FEDERAL LEGISLATIVE PLATFORM - PRIORITY SUMMARY

Subject	Issue	Summary	Action
<b>Top Priority Issues</b>			
<b>Flood Control</b>	Folsom Dam Modifications	Projects to maintain the dam and reservoir and to upgrade flood control.	Support funding to proceed with projects.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; support funding.
	Magpie Creek	Improvements to the creek levee and acquisition of floodplains land to reduce flooding .	Support legislation for the allocation cost sharing and to credit local for costs.
	American River Common Features Project	Common Features Project to provide for necessary American River watershed flood protection.	Pursue funding to complete project.
	Erosion Control	Long range program to provide bank protection and to solve and prevent levee erosion.	Support funding for the project
	Combined Sewer System Improvement Project	Project will help to limit the chance of overflow in the combined sewer system areas due to increased capacity and infrastructure improvement.	Support Federal funding to assist in completion of the project.
<b>Transportation</b>	Sacramento Intermodal Station (Sacramento Intermodal Transportation Facility)	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Reauthorization request of \$5 million for the project
<b>Priority Issues</b>			
<b>Transportation</b>	North Central Business District	Improvements includes several related projects that will serve the area of Richards Boulevard north of the Sacramento Railyards, the Railyards development area (including the Sacramento Intermodal Station), and adjacent neighborhoods north of downtown. The proposed projects allow substantial infill development in this large area.	Reauthorization request of \$10 million for North Street Business District Access Improvements
	R Street Transit Oriented Development Project	Joint effort to transform a former inner-city industrial (rail) corridor to a linear mixed-use redevelopment area focused upon light rail stations.	FY05 appropriation of \$1.5 for the projects

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Folsom Blvd. And Power Inn Road Improvements	Improvements estimated to cost \$70 million developed to relieve congestion at the intersection of Folsom Boulevard and Power Inn Road and to provide additional north-south and east-west capacity in the area.	Reauthorization request of \$10 million for project
	Tower Bridge	Project is a partnership between Sacramento and West Sacramento to widen walkways to accommodate high-level pedestrian activity.	Approval from Caltrans and State Historic Preservation Office Funding for the project (\$2 million)
<b>Fiscal</b>	Project Home STAR	Development of a public training safety college within the Sacramento region to provide curriculum and tactical training to "first responders" which would serve the Western United States and the Pacific Rim	Funding for facility development
<b>Parks, Recreation, and Open Space</b>	Riverfront Master Plan	The California State Capital Riverfront is an ambitious plan to protect and enhance natural habitat and recreational uses of the Sacramento and lower American Rivers and guide development. The plan is a partnership with West Sacramento, Sacramento and Yolo counties, and SAFCA.	Seek funding opportunities.
	Sand Cove Park	In order to properly stabilize the exposed portions of the archeological site and the adjacent riverbank over the long-term, funding is needed to implement project.	Funding of \$5 million for project.
	Reauthorization of Transportation Equity Act	The House, Senate, and Administration are stalemated over reauthorization of TEA21, prompting yet a fifth short-term extension of this multi-year bill which expired September 2003. The prospect for passage of a long-term bill is uncertain.	Ensure the reauthorized Transportation Equity Act includes funding for off-street trail systems and bridges.

Subject	Issue	Summary	Action
	Land and Water Conservation Fund and Urban Parks and Recreation Recovery Program.	LWCF matches funds to assist parks and recreation infrastructure development and the creation of public parks. UPARR matches local funds to rehabilitate urban recreation facilities in economically distressed neighborhoods.	Advocate to Fully Fund the Federal Land and Water Conservation Fund and Urban Parks and Recreation Recovery Program and retain the current state appropriation formula.
<b>Economic Development</b>	Sacramento Intermodal Transportation Facility	Project is a combination of both new and renovated facilities at the intersection of 5 <sup>th</sup> and I Street which will provide a variety of transportation modes.	Funding for the project (\$5 million)
	Bridging Interstate 5 (Interstate 5 Riverfront Reconnection)	Examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges to generate economic development and recapture the riverfront.	FY95 appropriation request of \$1 million for project.
	Affordable Housing	The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.	Support State and legislation that increases funding to expand and preserve affordable housing. Support legislation that provides funding for programs that promote revitalization of urban areas.
<b>Public Safety</b>	Homeland Security	Impact of increased costs to implement enhanced security during alert periods and the time frame up to and during time of war.	Reimbursement of expenses incurred for expenses.
	Inter-operating Communication Equipment for 9-1-1	Collaborative effort between Sacramento Police, Sacramento County Sheriff's, and the Sacramento Regional Radio Communication consortium to implement a regional interoperability system.	Seek funding opportunities for the project (\$8 million)
	Project HomeSTAR	Development of a public training safety college within the Sacramento region to provide curriculum and tactical training to "first responders" which would serve the Western United States and the Pacific Rim	Seek funding opportunities for facility development

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
	Sunset of Assault Weapons Ban	Assault Weapons ban sunset on September 13, 2004.	Renew the federal ban on assault weapons.
<b>Environmental</b>	American River Parkway	Secure and predictable funding source is needed for maintenance and operations of the Parkway.	Seek funding opportunities for the operations and maintenance of the American River Parkway.
	South Sacramento Streams Group	Project has been developed to help ease stream flooding near business and residential neighborhoods in southeastern Sacramento.	Support legislation which would allow SAFCA to sponsor project; and Support funding.

## ***Flood Control***

### **FOLSOM DAM MODIFICATIONS**

Folsom Dam and Reservoir is located along the American River, 29 miles upstream of the City of Sacramento. The Folsom Dam and Reservoir are key components of the flood control system in the Sacramento area. Water flows through the dam, through the City of Sacramento, to the confluence of the Sacramento and American Rivers.

Several projects have been proposed to maintain the dam and reservoir and to upgrade flood control via Folsom Dam and Reservoir, including:

1. Folsom Dam Modifications Project. Currently, Folsom Dam has an objective release of 115,000 cubic feet/second of water during flood operations. However, the existing eight outlets limit the release to 36,000 cubic feet/second until approximately one-half of the reservoir's flood control space is full. This project would modify the outlets to allow releases of 115,000 cubic feet/second much earlier and will lower the risk of flooding in Sacramento to 1 in 140.
2. Folsom Dam Mini Raise. This project would help to increase flood protection in the Sacramento area by raising Folsom Dam by 7 feet.

#### **Actions:**

1. **Support State and Federal funding to proceed with projects on an optimum schedule.**
2. **Support Federal legislation for \$30 million Federal funding for bridge over American River as authorized for Folsom Dam Mini Raise Project.**

### **SOUTH SACRAMENTO STREAMS GROUP**

The South Sacramento County Streams Flood Control Project has been developed to help ease stream flooding near business and residential neighborhoods in the southeastern Sacramento. The project consists of the Morrison Creek Stream Group Basin and includes Morrison, Elder, Florin, Union House and Laguna creeks. The project includes channel and levee improvements, detention facilities, ecosystem restoration, and recreation features.

#### **Actions:**

1. **Support Federal legislation giving local sponsors cost-sharing credit for engineering and design work completed at local expense in connection with this project**
2. **Support Federal and State funding to proceed with project on an optimum schedule.**

## **MAGPIE CREEK**

Magpie Creek is located in northern Sacramento. The creek regularly floods during the rainy season and has caused repeat damage to structures in the area.

The current plan for the Magpie Creek Flood Control Project includes improvements to the Magpie Creek levee west of Raley Blvd and the acquisition of about 75 acres of floodplain lands between the Magpie Creek diversion channel and McClellan Park. This will help reduce flood risk along historic Magpie Creek and will preclude the need to re-map the floodplain to reflect the current flood risks along Magpie Creek.

The estimated cost of this project is \$9.3 million, with about \$6 million of the money to be allotted to the acquisition of land near Raley Blvd. The project is a cost share with federal and non-federal entities, including SAFCA, the City of Sacramento and ARFCD.

### **Action:**

**Support legislation that will make cost sharing 65% federal funding and 35% nonfederal funding and will credit locals for costs incurred for pre-construction engineering.**

## **AMERICAN RIVER COMMON FEATURES**

The American River Watershed consists of three principal streams; North, Middle and South Fork, which flow westward into Folsom Lake, through the City of Sacramento and into Sacramento River. Recent evaluations confirm that much of the flood protection along the American River is less than the 100-year level. The Common Features Project consists of features authorized by the Water Resources Development Acts of 1996 and 1999.

### **Action:**

**Pursue State and Federal funding to complete project on an optimum schedule.**

## **EROSION CONTROL- SACRAMENTO RIVER BANK PROTECTION PROJECT**

The existing levees along the Sacramento River are seriously threatened by erosion and, unless corrective measures taken, may fail. This protection project is located within the existing Sacramento River Flood Control Project in north-central California. The long-range program provides bank protection to the Sacramento River levees and solves and prevents levee erosion while fish and wildlife mitigation features.

### **Action:**

**Support Federal and State funding to perform needed work on an optimum schedule.**

### **COMBINED SEWER SYSTEM IMPROVEMENT PROJECT**

Many of the older neighborhoods in Sacramento are served by a combined sewer system that collects stormwater and wastewater in the same pipes and carries it to a treatment plant to receive treatment before being released in the rivers. Since the system carries both stormwater and wastewater, there are chances of overflow—especially in the rainy season or with increased use due to infill. This overflow would carry both the wastewater and stormwater to street level causing potential health hazards. The Combined Sewer System Improvement Project will help to limit the chance of overflow in the Combined Sewer System areas due to increased capacity and infrastructure improvements.

**Action:**

**Support Federal funding to assist in completion of the Combined Sewer System Improvement Project.**

## ***Transportation***

### **SACRAMENTO INTERMODAL TRANSPORTATION FACILITY**

Located within downtown Sacramento at the intersection of 5<sup>th</sup> and I Street, the historic Sacramento train Station is both the symbol and the center of the proposed Sacramento Intermodal Station. This project is a combination of both new and renovated facilities, which will provide a variety of transportation modes serving Sacramento, the Sacramento region, and other California cities.

The historic Station currently serves as a regional transportation hub for Amtrak, as well as increasingly important Capitol Corridor commuter rail service, now offering eight daily roundtrip trains to the Bay Area. The Station is also served by Regional Transit bus service, with fully funded light rail extension from K Street. In addition, the City seeks to relocate the inter-City bus terminal to the Intermodal Station site.

Working closely with the Union Pacific Railroad, planning and design for the Intermodal facility will refine the concept that includes relocation of the inter-city rail tracks, new passenger platforms, restorations of the historic Station, and integration of the facility with planned adjacent development. Site improvements are underway, utilizing previous federal assistance.

#### **Action:**

**Reauthorization request of \$5 million for the project.**

### **NORTH STREET BUSINESS DISTRICT ACCESS IMPROVEMENTS**

The North Central Business District Access improvements includes several related projects that will serve the area of Richards Boulevard north of the Sacramento Railyards, the Railyards development area (including the Sacramento Intermodal Station), and adjacent neighborhoods north of downtown. Historically an industrial district, the Richards Boulevard area is evolving into a mixed use area that includes both infill housing and office development. The proposed projects are investments that will play a significant role in allowing substantial infill development in this large area. The following are the estimated costs of the seven distinct projects for the North Central Business District are:

Richards Boulevard Widening Project	\$20,000,000
Gateway Boulevard Project	\$20,000,000
Reconstruction of the 12 <sup>th</sup> and North B Street Intersection	\$10,000,000
Richards Boulevard/Interstate 5 Interchange Improvements	\$40,000,000
Railyards Access Road at Interstate 5	\$15,000,000
7 <sup>th</sup> Street Widening to Four Lanes and 6 <sup>th</sup> Street Extension	<u>\$72,000,000</u>
Total	\$180,000,000

#### **Action:**

**Reauthorization request of \$10 million for North Street Business District Access Improvements.**

### **R STREET TRANSIT ORIENTED DEVELOPMENT PROJECT**

The City of Sacramento is implementing the R Street Corridor Plan, which seeks to transform a former inner-city industrial (rail) corridor to a linear mixed-use redevelopment focused upon light rail stations. Public investment is needed to leverage private in-fill investment through improvements that include sidewalks, street realignment and replacement, Americans with Accessibility Act access, parking controls, striping and signage, and other infrastructure. Affordable housing is a primary goal of the R Street Plan and the mixed-use development that is sought will foster housing in "Transit Villages", focusing on the four light rail stations which are part of Regional Transit's operating light rail line. One of these stations, at 16<sup>th</sup> Street, is the key transfer station between the initial line and South Sacramento line. R Street Corridor projects are a joint effort of the City of Sacramento, the state's Capitol Area Development Authority, Regional Transit, and private developers.

**Action:**

**FY05 appropriation request of \$1.5 million for the project.**

### **FOLSOM BOULEVARD AND POWER INN ROAD AREA IMPROVEMENTS**

The most congested intersection in the City of Sacramento has been in the southeast portion of the City immediately south of interchange between US Highway 50 and Howe Avenue/Power Inn Road for many years. Around this location are industrial and office parks, commercial buildings including the County of Sacramento Justice Center, the former Sacramento Army Depot industrial park, and Granite Regional Park (a mixed use, transit-oriented development). Immediately south of the intersection is the Regional Transit Power Inn Road light rail station which affects traffic patterns.

The Folsom Boulevard and Power Inn Road Improvements were developed to relieve congestion at the intersection of Folsom Boulevard and Power Inn Road and to provide additional north-south and east-west capacity in the area. The improvements are also designed to enhance transit, pedestrian and bicycle accessibility in and around the area as well as provide infrastructure for anticipated growth. These improvements are critical to improved traffic and transit efficiency. Several improvements have been or will soon be completed, including the grade separation of the light rail line, operational and capacity improvements at Highway 50 and Howe Avenue, and the half mile widening of Power Inn Road between Folsom Boulevard and 14<sup>th</sup> Avenue. In part, these improvements were accomplished with federal assistance previously received in the TEA-21 authorization.

The following are the estimated costs of the projects which comprise the Folsom Boulevard and Power Inn Road area improvements:

Folsom Widening from 65 <sup>th</sup> Street to Power Inn Road	\$22,000,000
Jed Smith Realignment and Ramona Extension to Folsom and 14 <sup>th</sup> Avenue	\$10,000,000
4 <sup>th</sup> Avenue Extension from 65 <sup>th</sup> Street to Ramona Avenue	\$20,000,000
State Route 16 Realignment from Watt Avenue to Power Inn Road along 14 <sup>th</sup> Avenue	<u>\$18,000,000</u>
Total	\$70,000,000

**Action:**

**Reauthorization of \$10 million for the project.**

## **TOWER BRIDGE**

The Tower Bridge connects the cities of Sacramento and West Sacramento via Capital Mall/West Capital Avenue. In the City of Sacramento, Tower Bridge and Capital Mall are designated as State Highway 275. Tower Bridge, an important entry to Sacramento and the State Capitol, serves as the most important pedestrian Sacramento River crossing in the Downtown area. Pedestrian and bicycle usage has increased with the operation of the River Cats stadium on the West Sacramento side of the river and the Embassy Suites Hotel in Sacramento.

Both cities envision mixed-use redevelopment of the waterfront, as laid out in our joint Waterfront Plan. Improving Tower Bridge to widen the walkways to accommodate high-level pedestrian activity associated with special events with concurrent bicycle usage is critical for safety as well as redevelopment of the area.

The Tower Bridge project is being done as a partnership between the two cities. It is scheduled to begin construction in summer 2005. Due to the historic nature of the Tower Bridge, approvals are needed from Caltrans and the State Historic Preservation Office.

### **Action:**

**West Sacramento is seeking an appropriation of \$2 million for Tower Bridge.**

## ***Fiscal***

### **PROJECT HOMESTAR**

#### **Homeland Security Strategic Training And Response Center**

One of the areas of strength the Region offers is that of training, both academic and tactical, for America's "first responders." It is proposed that an existing public safety college, which currently trains law enforcement, firefighter and urban search and rescue personnel from throughout California, be developed into a "Quantico West" national training college serving the Western United States and the Pacific Rim.

The Northern California Regional Public Safety Training College was established in 2001 at McClellan Park (the former McClellan Air Force Base) through a Joint Powers Authority (JPA) involving federal, state and regional law enforcement and fire agencies and the Los Rios Community College District. The Public Safety Training College is currently utilized for law enforcement and fire recruit academy and in-service training. It is proposed that development of the Training College be accelerated and expanded within the Region so that curriculum and tactical training can be offered to "first responders" at a newly established national training facility serving the Western United States and the Pacific Rim-Project HomeSTAR.

Project HomeSTAR would include operations at McClellan Park and Rancho Seco, a decommissioned nuclear power plant owned by the Sacramento Municipal Utility District located approximately 35 miles southeast of downtown Sacramento. Rancho Seco offers a unique component to the training – a nearly decommissioned nuclear power plant that offers unrestricted access to critical areas of the plant. When the training facilities are complete, member agencies of Project HomeSTAR will be able to deliver Homeland Security and Defense training to "first responders" in the Western United States and Pacific Rim.

On-going operational costs of the facility would be covered by a fee-for-service arrangement with users. It is anticipated that users would include both public sector first-responders and private sector security and safety related responders. Significant investment has been made to the existing training facilities, and surrounding infrastructure at McClellan Park, in addition to the nearly \$1 billion in power plant infrastructure (2-425 Feet Tall Cooling Towers, Containment Building, Training Center Building, Intact Non-Operational Control Room, Security Bunker, Security Check Points and Dual Perimeter Fencing) in existence at Rancho Seco. Substantial cost savings affiliated with Project HomeSTAR can result from leveraging existing sunk investments at McClellan Park and Rancho Seco.

#### Project Benefits:

- A nearly decommissioned nuclear power plant, control room and cooling towers are available for terrorism and containment training – the only such facility in the United States.
- Strong public/private partnership exists at the pre-existing training college.
- Regional partners, both public and private, which support Project HomeSTAR completely.

- Provision of a national state-of-the-art training facility for first responders in the Western United States.
- Substantial cost savings resulting from leveraging of existing sunk investments benefiting the full implementation of Project HomeSTAR.
- Allow first responders in the Western United States to remain closer to home jurisdictions while undertaking training in the event of an emergency,
- Reduce travel time and expense of those first responder agencies sending personnel from the Western United States and the Pacific Rim to the East Coast for similar training.
- Build upon existing program.
- Proposed sites at McClellan Park and Rancho Seco are predisposed for tactical first responders training due to lack of urban encroachment.
- Sacramento Region is easily accessible by plane, train or automobile from all major metropolitan cities in the United States, and On-site dormitories, food service, meeting rooms and a myriad of facilities exist at McClellan Park.

**Action:**

**Identify a source and fund the accelerated development of Project HomeSTAR - a national "first responders" tactical training facility and academy in the Greater Sacramento Region of California, which would serve the Western United States and the Pacific Rim. The training facility would include a nearly decommissioned nuclear power plant – allowing access to critical areas of the plant.**

## ***Parks Recreation and Open Space***

### **SAND COVE PARK RIVERBANK STABILIZATION AND EROSION CONTROL**

Sand Cove Park is located off the Garden Highway near the Interstate 80 overpass along the Sacramento River. The plan for Sand Cove Park addresses the four sets of forces that are working toward the removal of important cultural deposits located at the park site. These forces include:

- Streambank erosion caused by current flow in the Sacramento River.
- Pedestrian traffic across the top of the bankline and along the face of the bank.
- Wash along the bankline resulting from boat and other pleasure craft waves.
- Unauthorized digging for and the collection of artifacts that are exposed in the cultural deposit or have eroded out of the deposit.

In order to properly stabilize the exposed portions of the archeological site and the adjacent riverbank over the long-term, an estimated \$5,000,000 is needed to implement combined efforts of native plant re-vegetation, vegetation management, and physical geo-engineering with sandbags.

#### **Action:**

**Appropriate \$5,000,000 for riverbank stabilization and erosion control to preserve the cultural importance of Sand Cove Park.**

### **REAUTHORIZATION OF TRANSPORTATION EQUITY ACT**

The House, Senate, and Administration are stalemated over reauthorization of TEA21, prompting yet a fifth short-term extension of this multi-year bill which expired September 2003. The prospect for passage of a long-term bill is uncertain.

#### **Action:**

**Ensure the reauthorized Transportation Equity Act includes funding for off-street trail systems and bridges.**

**FEDERAL LAND AND WATER CONSERVATION FUND AND URBAN PARKS AND RECREATION RECOVERY PROGRAM.**

The American Outdoors Act of 2004 (S.2590) creates a conservation royalty from oil and gas revenue earned through continental shelf extraction activities that would annually fund Land and Water Conservation Fund grants. Similar bill pending in the House (H. 4100), funds the Land and Water Conservation Fund at \$450 million, Urban Parks and Recreation Recovery Program at \$125 million, and Coastal Conservation at \$500 million.

The National Recreation and Park Association recommends S. 2590 be amended to retain the current state appropriation formula – 40% equally among all states and 60% on population based need factors, which would better serve California.

**Action:**

**Advocate to Fully Fund the Federal Land and Water Conservation Fund and Urban Parks and Recreation Recovery Program and retain the current state appropriation formula.**

## ***Economic and Community Development***

### **SACRAMENTO INTERMODAL STATION**

(Sacramento Intermodal Transportation Facility)

Located within downtown Sacramento at the intersection of 5<sup>th</sup> and I Street, the historic Sacramento train Station is both the symbol and the center of the proposed Sacramento Intermodal Station. This project is a combination of both new and renovated facilities, which will provide a variety of transportation modes serving Sacramento, the Sacramento region, and other California cities.

The historic Station currently serves as a regional transportation hub for Amtrak, as well as increasingly important Capitol Corridor commuter rail service, now offering eight daily roundtrip trains to the Bay Area. The Station is also served by Regional Transit bus service, with fully funded light rail extension from K Street. In addition, the City seeks to relocate the inter-City bus terminal to the Intermodal Station site.

Working closely with the Union Pacific Railroad, planning and design for the Intermodal facility will refine the concept that includes relocation of the inter-city rail tracks, new passenger platforms, restorations of the historic Station, and integration of the facility with planned adjacent development. Site improvements are underway, utilizing previous federal assistance.

#### **Action:**

**Reauthorization of \$5 million for the project.**

### **INTERSTATE 5 RECONNECTIONS**

Sacramento's downtown riverfront is dramatically affected by the alignment of Interstate 5 (I-5), which has cut off the historic riverfront from the statehouse grounds and the CBD, and fragmented land areas along the river. The City, seeking to generate economic development and recapture the riverfront, is examining the feasibility of bridging the below-grade I-5 with a deck and/or pedestrian bridges. A study was completed in 2000, which led to decisions to undertake preliminary engineering and environmental analyses of several reconnection alternatives.

The City is undertaking community visioning, preliminary engineering and environmental documentation, which will allow a comprehensive examination several alternative reconnection projects.

#### **Action:**

**Appropriate \$1 million I-5 Riverfront Reconnection**

## **AFFORDABLE HOUSING**

The demand for affordable housing in Sacramento has increased dramatically as household income has fallen behind the steady increase in single family sales prices and apartment rents. More and more households are being pushed out of the housing market.

### **Action:**

- 1. Support State and Federal legislation that increases funding to expand and preserve affordable housing as well as related support services for developments housing extremely low income families and individuals, including emancipated youth.**
- 2. Support legislation that provides funding for programs that promote revitalization of urban areas through the in-fill of vacant sites, adaptive reuse of historic buildings and housing near transit centers.**

## ***Public Safety***

### **HOMELAND SECURITY**

Local governments in the Sacramento Region have been severely impacted by the need to implement enhanced security during alert periods and in the time frame up to and during time of war. These expenses include, but are not limited to Closure of Folsom Dam Road due to security concerns. Increased staff costs for local police, fire, and emergency agencies.

These expenses are placing an extraordinary burden on local governments within the Sacramento region. Although cities such San Francisco, Los Angeles, and Seattle have received additional funding to offset the cost for the expenses, the Sacramento region has not been approved for such reimbursements.

Cities and counties throughout the nation are experiencing significant financial burdens due to the need for increased security. However, our region has experienced an even greater adverse impact because of its importance to California waters supply. Additionally, as the capital of California, which has the 5<sup>th</sup> largest economy in the world and an internationally recognized Governor, Sacramento is a unique, symbolic target requiring enhanced protection.

#### **Action:**

**Reimbursement of expenses incurred by local government agencies within the greater Sacramento region for expenses related to Homeland Security.**

### **INTER-OPERATING EQUIPMENT FOR 9-1-1**

Between 1990 and 2004, the Sacramento metropolitan area saw its residential population increase by an estimated 27%. As with many of its neighboring cities (Elk Grove, Citrus Heights, Rancho Cordova, Roseville, West Sacramento, Folsom, etc.), Sacramento is currently experiencing an influx of new residents, seeing new construction of businesses and homes, and expanding the city limits through land annexations, to accommodate the demand on the region. Sacramento has also gained an increasing business, government, and recreational presence in the state of California. Clearly, the Sacramento region is in the midst of tremendous growth and as the largest city in the region, Sacramento has a resident population of approximately 441,000 and a daytime population that increases by more than 100,000. Even with the influx of people into the Sacramento metropolitan area, a spirit of community and cooperation is maintained through close partnerships established between the area's public safety and service agencies with the goal of ensuring the safety and well being of its residents.

As communications, particularly radio communications, are vital for the day-to-day operations for those that provide public safety, a system that is always available and effective is mission critical to all the first responder agencies in the region. In essence, emergency response personnel and their communications network supply the link between citizens who request help and those who can provide it.

This proposal, developed as a collaborative between the Sacramento Police Department, the Sacramento County Sheriff's Department and the Sacramento Regional Radio Communications System consortium, seeks to implement a regional interoperability effort that begins the migration from a purely analog system to a digital system while employing federal standards in radio communications for public safety. The short and long-term benefits of this voice communications initiative will be realized by an estimated 13 primary user groups and 21 secondary user groups who either use the consortium as their primary radio source or who have a need to communicate with the primary user groups for mutual aid and/or joint operations. Together these primary and secondary user groups have more than 12,000 radios that range across multi-jurisdictional and multi-disciplinary lines. Among the other benefits of this proposal is the provision of an infrastructure that will allow future networking among other regional systems in Northern California, including the Interstate-80 corridor. This greatly enhances the capacity to provide mutual aid and support homeland security efforts.

**Action:**

**Approve grant funding in the amount of \$8 million.**

## **PROJECT HOMESTAR**

### **Homeland Security Strategic Training And Response Center**

One of the areas of strength the Region offers is that of training, both academic and tactical, for America's "first responders." It is proposed that an existing public safety college, which currently trains law enforcement, firefighter and urban search and rescue personnel from throughout California, be developed into a "Quantico West" national training college serving the Western United States and the Pacific Rim.

The Northern California Regional Public Safety Training College was established in 2001 at McClellan Park (the former McClellan Air Force Base) through a Joint Powers Authority (JPA) involving federal, state and regional law enforcement and fire agencies and the Los Rios Community College District. The Public Safety Training College is currently utilized for law enforcement and fire recruit academy and in-service training. It is proposed that development of the Training College be accelerated and expanded within the Region so that curriculum and tactical training can be offered to "first responders" at a newly established national training facility serving the Western United States and the Pacific Rim-Project HomeSTAR.

Project HomeSTAR would include operations at McClellan Park and Rancho Seco, a decommissioned nuclear power plant owned by the Sacramento Municipal Utility District located approximately 35 miles southeast of downtown Sacramento. Rancho Seco offers a unique component to the training – a nearly decommissioned nuclear power plant that offers unrestricted access to critical areas of the plant. When the training facilities are complete, member agencies of Project HomeSTAR will be able to deliver Homeland Security and Defense training to "first responders" in the Western United States and Pacific Rim.

On-going operational costs of the facility would be covered by a fee-for-service arrangement with users. It is anticipated that users would include both public sector first-responders and private sector security and safety related responders. Significant investment has been made to the existing training facilities, and surrounding infrastructure at McClellan Park, in addition to the nearly \$1 billion in power plant infrastructure (2-425 Feet Tall Cooling Towers, Containment Building, Training Center Building, Intact Non-Operational Control Room, Security Bunker, Security Check Points and Dual Perimeter Fencing) in existence at Rancho Seco. Substantial cost savings affiliated with Project HomeSTAR can result from leveraging existing sunk investments at McClellan Park and Rancho Seco.

#### Project Benefits:

- A nearly decommissioned nuclear power plant, control room and cooling towers are available for terrorism and containment training – the only such facility in the United States.
- Strong public/private partnership exists at the pre-existing training college.
- Regional partners, both public and private, which support Project HomeSTAR completely.
- Provision of a national state-of-the-art training facility for first responders in the Western United States.

- Substantial cost savings resulting from leveraging of existing sunk investments benefiting the full implementation of Project HomeSTAR.
- Allow first responders in the Western United States to remain closer to home jurisdictions while undertaking training in the event of an emergency,
- Reduce travel time and expense of those first responder agencies sending personnel from the Western United States and the Pacific Rim to the East Coast for similar training.
- Build upon existing program.
- Proposed sites at McClellan Park and Rancho Seco are predisposed for tactical first responders training due to lack of urban encroachment.
- Sacramento Region is easily accessible by plane, train or automobile from all major metropolitan cities in the United States, and On-site dormitories, food service, meeting rooms and a myriad of facilities exist at McClellan Park.

**Action:**

**Identify a source and fund the accelerated development of Project HomeSTAR - a national “first responders” tactical training facility and academy in the Greater Sacramento Region of California, which would serve the Western United States and the Pacific Rim. The training facility would include a nearly decommissioned nuclear power plant – allowing access to critical areas of the plant.**

**ASSAULT WEAPONS BAN**

Sacramento Police Department supports the renewal of the law that regulates and restores the ban of assault weapons, the Public Safety and Recreational Firearms Use Protection Act which sunset on September 13, 2004.

Gun violence takes a huge toll on human loss and costs California billions of dollars each year in medical costs, lost worker productivity, additional workplace and school safety expenditures, increased business cost and lost tourism. Semi-automatic assault weapons are the weapons of choice among drug traffickers, gangs and paramilitary extremist groups. Without the regulation in place, the public is at risk because of the rapid, spray-fire action and ability to penetrate body armor.

**Action:**

**Lobby and support legislation which would ban assault weapon purchase, modification and the strengthening of the Public Safety and Recreational Firearms Use Protection Act.**

## ***Environmental***

### **AMERICAN RIVER PARKWAY**

A secure and predictable funding source is needed for maintenance and operations of the American River Parkway. The current governance structure of the Parkway's operations may need to be modified in order to ensure on-going funding.

#### **Action:**

**Work with partner agencies to recommend creation of a special district or a multi-county governance structure to support appropriate funding for the operations and maintenance of the American River Parkway.**

### **SOUTH SACRAMENTO STREAMS GROUP**

The South Sacramento County Streams Flood Control Project has been developed to help ease stream flooding near business and residential neighborhoods in the southeastern Sacramento. The project consists of the Morrison Creek Stream Group Basin and includes Morrison, Elder, Florin, Union House and Laguna creeks. The project includes channel and levee improvements, detention facilities, ecosystem restoration, and recreation features.

#### **Actions:**

- 1. Support State legislation giving the Reclamation Board discretion to allow SAFCA to serve as the non-Federal sponsor of this project**
- 2. Support Federal and State funding to proceed with project on an optimum schedule.**

## 2005 LEGISLATIVE PLATFORM - OPPORTUNITIES

<b>Subject</b>	<b>Issue</b>	<b>Summary</b>	<b>Action</b>
<b>Fiscal</b>	Funding for the Arts	Arts funding has been severely reduced The City desires the State and Federal governments to increase its funding to Sacramento arts organizations and artists.	Increase state arts funding to \$600,000 to County. Increase state arts education to provide local artists, schools and community centers with education programs. Seek federal funding from the NEA to support local organizations and artists.
	Tort Liability for Active Recreation and Trees	Recommend defensive strategies and protect gains	Advocate improvements to tort liability law.
<b>Transportation</b>	South Area Light Rail Station Enhancements	Improve pedestrian safety and streetscape enhancements to Meadowview Road and Florin Road Light Rail Stations.	Seek funding for project design and construction.

## ***Fiscal***

### **FUNDING FOR THE ARTS**

Downtown Sacramento is the regional hub for arts, culture and entertainment within the metropolitan area. For many years the California Arts Council ("CAC") awarded between \$500,000-700,000 to arts organizations and artists within the County of Sacramento, over 90% of the funding going to City artists or arts organizations. The National Endowment for the Arts ("NEA") has given much less to the arts in Sacramento.

The City desires arts and culture to have a stronger presence in the downtown as a hub for the region. Arts and cultural events attract thousands of tourists and residents to the downtown; they contribute to the cultural and economic vitality of the region; downtown businesses (restaurants, gas stations, parking) and City Divisions (Parking) benefit directly from arts and cultural audiences utilizing their services.

Studies show arts and cultural education and experiences are linked to academic improvement, higher test scores, increased school attendance, enhanced cognitive skills, and prevention tools for youth and increased 21<sup>st</sup> century work-force skill competencies. The City desires children and youth to have access to arts education and recognizes those opportunities are limited, especially in economically challenged communities where there is a greater need for academic skill development, work force preparedness and quality prevention programs.

In recent years the arts community and arts education has been strengthened due to SMAC grants from its cultural award, stabilization and education programs. CAC funding was severely cut last year; three Sacramento groups received \$9,250. This amount is down from 47 Sacramento groups receiving \$669,600 CAC funding in FY02 (including SMAC \$43,000). While the NEA's \$121,000 budget increased by \$18M, last year three (3) Sacramento County organizations received \$60,000. The City desires the State and Federal governments to increase its funding to Sacramento arts organizations and artists.

#### **Action:**

- 1. Increase state arts funding to a level (\$10 million) that could provide approximately \$600,000 to Sacramento County.**
- 2. Increase state arts education to a level (\$5 million) that could provide Sacramento artists, schools and community centers with education programs.**
- 3. seek federal geographic funding from the NEA to increase support to Sacramento county organizations and artists.**

### **TORT LIABILITY FOR ACTIVE RECREATION AND TREES**

Public entities are not liable for injuries sustained through "hazardous recreational activity" as defined in California Code 831.7 and 115800 for skateboarding. However, liability of public entities is not limited in certain instances as described in California Code 831.7 (C). The term "Active Recreation" is not defined in California Code and there are no liability limiting provisions that address maintenance of the urban forest.

**Action:**

**Define "Active Recreation" in California Code and advocate for defensive strategies in and improvements to tort liability law to provide protections for municipalities who provide active recreation services/programs and maintain the urban forest.**

### ***Transportation***

#### **SOUTH AREA LIGHT RAIL STATION ENHANCEMENTS**

Proposed improvements are primarily pedestrian safety and streetscape enhancements at the Meadowview Road and Florin Road light rail stations. Improvements include, but are not limited to, replacing substandard sidewalk, replacing rolled curbs with vertical curbs, improving ADA accessibility at intersections, construction of a raised median and installation of landscaping and streetlights in order to encourage pedestrian accessibility in this area.

**Action:**

**Seek funding for project design and construction.**