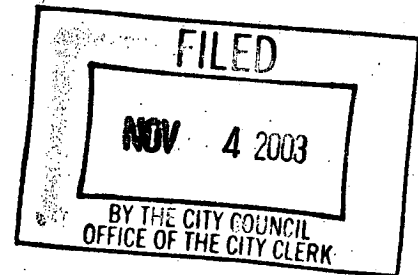


12.1

ECONOMIC DEVELOPMENT DEPARTMENT

CITY OF SACRAMENTO



October 23, 2003

City Council  
Sacramento, CA

Honorable Members in Session:

**SUBJECT: SACRAMENTO INTERMODAL TRANSPORTATION FACILITY (SITF) WORKSHOP**

**LOCATION AND COUNCIL DISTRICT:** Vicinity of 5<sup>th</sup> and I Streets, Council District 1  
(See Location Map, Attachment A)  
Richards Blvd. Redevelopment Project Area

**RECOMMENDATION:** For information only. No action required.

**CONTACT PERSONS:** Thomas V. Lee, Deputy City Manager, 808-8888  
Hinda Chandler, Associate Architect, 808-8422  
Paul Blumberg, 264-7204

**FOR THE COUNCIL MEETING OF:** November 4, 2003

**SUMMARY:**

The purpose of the November 4, 2003 workshop is to give Councilmembers information, share thoughts and provide direction to staff and consultants regarding numerous aspects of the Sacramento Intermodal Transportation Facility Study (SITF). The focus of the workshop will be on the consultant team's recent working paper, *Conceptual Programs for Transit and Joint Development, and Evaluation Criteria* (on file with City Clerk's Office and available to the public on the City's website). The workshop will address visions for the facility, policy issues, transportation, and joint development components to be incorporated into the project.

**COMMITTEE/COMMISSION ACTION:** None

**BACKGROUND:**

- On May 13, 2003, the City Council approved a contract and scope of work with the design team SMWM/Arup to develop a conceptual plan for the SITF (Master Planning and Concept Development). The study is projected to result in the selection and detailed development of a preferred alternative in late spring of 2004. The scope of work contains five major milestones. At this time, the study is entering the "alternatives" analysis phase. The following is a brief outline of the project schedule:

<i>Task</i>	<i>Timeframe</i>
Existing Conditions	May-June 2003
Transit service requirements	August 2003
Facility Program	September/October 2003
Alternatives	November-February 2004
Preferred Alternative	Spring 2004

- As part of the consultant's initial effort, a draft concept program has been prepared to generate input and to stimulate discussion regarding the vision for the SITF among decision makers, stakeholders and the public. At the November 4, 2003 workshop, the consultant will present a framework for discussion that has already been shared with the Community and Technical Stakeholder working groups and the Regional Elected Body Advisory Committee [REBAC]. The Executive Summary of this facility program working paper is attached to this report (See Executive Summary, Attachment B).
- As the project moves into design, several issues need to be brought forth for discussion before the program can be finalized. These include the consideration of possible visions for the SITF and others that are noted in the Executive Summary.
- Evaluation criteria will also be considered at the workshop and will guide decision makers in selecting a vision for the SITF and in selecting a preferred alternative.

**FINANCIAL CONSIDERATIONS:**       None

**ENVIRONMENTAL CONSIDERATIONS:**       None


**POLICY CONSIDERATIONS:**

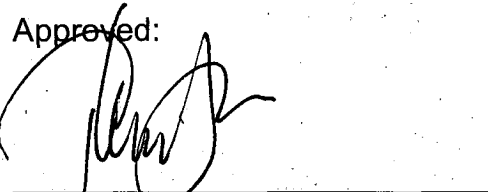
The actions proposed in this report are consistent with:

- the City's Strategic Plan goal to improve and diversify the transportation system
- the City's Adopted Economic Development Strategy
- the Richards Boulevard Redevelopment Area Five Year Implementation Plan.

**ESBD CONSIDERATIONS:**      None

Respectfully submitted,

  
\_\_\_\_\_  
Paul Blumberg  
Senior Management Analyst

Approved:  
  
\_\_\_\_\_  
Thomas V. Lee  
Deputy City Manager

**FOR CITY COUNCIL INFORMATION:**


  
ROBERT P. THOMAS  
City Manager

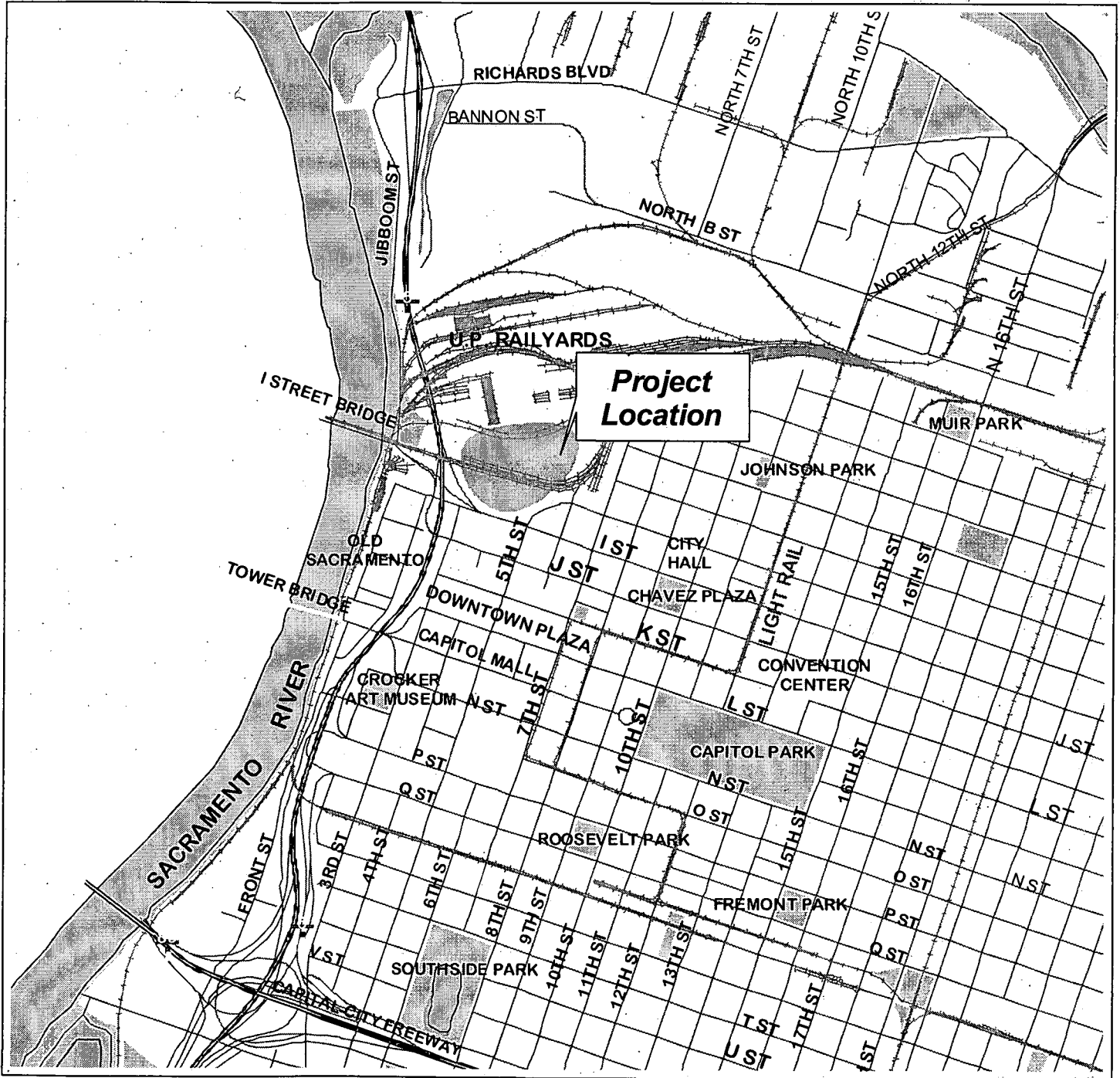
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- Attachment A, Location Map, page 4
- Attachment B, Executive Summary, page 5

On file with City Clerk:

Conceptual Program for Transit and Joint Development

# Location Map for SACRAMENTO INTERMODAL TRANSPORTATION FACILITY (SITF) (PN:CF41)

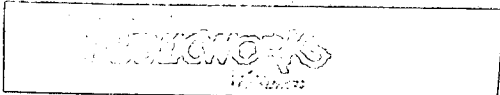


Map Contact: S. Tobin  
Date: October, 2003

1000 0 1000 2000 Feet



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## 1 Executive Summary

This document addresses space programming for the Sacramento Intermodal Transportation Facility (SITF) in order to identify the specific components that should be considered in the design of the facility and the amount of physical space they will require. A planning horizon of year 2025 was assumed, and the expected life of the facility would be at least 50 years.

This draft of the program is considered a working document, presented here for stakeholder and policy-maker review and comment. Based on these comments, the final program will set the stage for the alternatives development process.

This program document has several objectives:

1. To inform project stakeholders about critical policy decisions that must be made in order to proceed with the Intermodal Transit Facility planning efforts.
2. To inform project stakeholders and decision-makers about space requirements for transit facilities and joint development opportunity for the SITF.
3. To identify physical space requirements for the program components being considered for inclusion in the SITF.
4. To present various potential visions for the SITF in relationship to the program components to be accommodated.

The intent of this document is to inform decisions with background technical data and qualitative discussion of different potential visions for the SITF. To do this, the Transit and Joint Development Program is first presented as a series of individual components, or modules. For the transportation components of the terminal, modules have been developed for each mode and operator (e.g. Amtrak Thruway Intercity Bus, Region Transit Local Bus). Within each module, options are presented which take into account efficiencies between operations or alternative operating scenarios. The individual modules are generally not interrelated, and can be combined in multiple scenarios to create the final program for the SITF. The inclusion or exclusion of specific modules, as well as the selection of specific space program options, will be policy decisions for the City of Sacramento, to be made with the input of major stakeholders. These decisions must be made based on a collective vision for the Facility.

Secondly, within this framework, the key program components for the SITF are described and include:

1. **Transit Infrastructure**—Rail tracks, rail platforms, bus bays, support facilities, and vehicle circulation.
2. **Terminal Facility**—Passenger areas, circulation, and transit support areas.
3. **Joint Development**—Terminal-supported uses, adjacent uses, and parking.

Third, these programmatic components are brought together into three possible visions for the SITF, each with a unique combination of purpose, scale, and range of transit providers included in the facility.

The potential visions include:

1. **A Regional Transportation Hub with Park and Ride Facilities** that incorporates as many services as possible, caters to both intercity and commuter passengers, and includes a major parking component. This concept seeks to maximize transit service and patronage, but would also have the highest cost and physical space program.
2. **A Downtown Transit Terminal** whose primary purpose is to serve commuters traveling to jobs in downtown Sacramento. Connections between the regional transit network and the downtown pedestrian and transit systems are paramount. This concept provides limited

parking at the facility. This concept would generally require less physical program than a Downtown Transit Terminal.

3. **A Transit District with an Improved Rail Station** that represents incremental improvements to the existing station and its surroundings to create a general transit district. This concept does not necessarily seek to create a regional or downtown transportation hub, but rather to better accommodate existing services. Costs and space requirements are generally minimized.

Fourth, this program document identifies three major factors that affect the vision of the SITF: Cost, Land Take, and Connectivity. Each of these factors must be carefully considered along with the advantages and disadvantages specific to Sacramento to determine which of the potential visions is the appropriate program mix for the facility. Ultimately, the question of vision for the SITF is one of balance—between multiple and often competing needs and impacts, benefits and costs, opportunities and challenges—taken together, these issues inform the decision about what is the best SITF for Sacramento.

Consequently, this background and discussion leads to policy questions that must be answered before a terminal program can be finalized include:

1. What model or combination most closely resembles Sacramento's vision for the SITF as a transportation facility?
  - a. Regional Transportation Hub
  - b. Downtown Transit Terminal
  - c. Transit District with Improved Rail Station
2. Are any of the identified transit modes incompatible with the agreed vision for the SITF?
3. What is the appropriate mix and scale of joint development uses that should be considered in or adjacent to the SITF?
  - a. Joint development that maximizes transit ridership through major increases in park and ride capacity
  - b. Joint development that maximizes transit ridership by increasing the density of people living and working within walking distance of the facility
  - c. Joint development that creates a destination that will draw transit riders from the greater Sacramento region
4. What are the priorities to be considered when determining the number of parking spaces to be included in the SITF?
  - a. Creating a Regional Transportation Hub that maximizes park and ride opportunities and intercity transit ridership
  - b. Creating a Downtown Transit Terminal with a mix of transit-compatible joint development uses on adjacent land and less impact on the adjacent street system
5. Are the major factors noted as affecting the SITF vision, cost, land take and connectivity, to be considered constraints? If so, how and to what degree?

12.1



FOSTERING REGIONAL ECONOMIC PROSPERITY  
November 4, 2003

Hon. Heather Fargo  
Mayor, City of Sacramento  
917 I Street  
Sacramento, CA 95814

917 Seventh Street  
Sacramento, California  
95814

Phone 916-552-6800  
Fax 916-443-2672

www.metrochamber.org  
chamber@metrochamber.org

**Re: Sacramento Intermodal Transportation Facility**

Dear Mayor Fargo:

On behalf of the board of directors and the 2,000 members of the Sacramento Metro Chamber, I am pleased to write to you concerning the Sacramento Intermodal Transportation Facility, presented to you this evening in workshop session.

The members of the Metro Chamber, through the work of its Downtown/Riverfront Committee, chaired by Lina Fat, are very supportive of the development of an intermodal facility on the UP Railyard site. The intermodal will serve as the virtual center of our region, linking cities and communities in all direction via light rail, heavy rail, inter-city bus, local bus and other modes, providing real alternatives to travel by car.

Moreover, if done properly, the Intermodal will support the development of the Riverfront Master plan, the remainder of the UP Railyards and enhance existing developments in downtown Sacramento. Simply put, the intermodal will affirm downtown Sacramento's role as our region's center for commerce and culture.

The Metro Chamber believes that of all the projects currently proposed for the downtown core, the intermodal is the overarching priority. We look forward to the opportunity to place the intermodal project high atop our list of federal priorities on future Cap to Cap trips.

As you know, the intermodal is such a vital and important project that it must be developed first and foremost in a manner that is consistent with the needs of the service providers. If done so, it will serve the needs of the riders and serve as a catalyst to adjacent projects.

We believe the intermodal must be developed as a regional transportation hub, built to link current and future modes, including ultimately accommodating high speed rail. At the same time, the development must be planned with an eye toward development of associated mixed uses, which will not only service the transportation activities but also help pay for the intermodal itself.

We also believe that the intermodal facility and the depot building itself would make an ideal location for a regional cultural and visitors center -- a grand community facility designed for residents and visitors alike to showcase the city's and our region's historical, cultural, recreational and economic assets.

We remain happy to assist you and the city in any way we can to support a timely and effective planning process and speedy project implementation.

Sincerely,

Dave Butler  
Sr. Vice President, Regional Policy.

cc. Members, Sacramento City Council  
City Manager Bob Thomas

Chair  
Denise Baumbach  
AT&T Wireless

1st Vice Chair  
Brice Harris  
Los Rios Community College District

2nd Vice Chair  
Flo Di Benedetto  
Hunter Richey  
Di Benedetto & Eisenbeis, LLP

Immediate Past Chair  
Michael Ziegler  
PRIDE Industries

Vice Chairs  
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Michele Wong  
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Legal Counsel  
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President & CEO  
Matthew Mahood