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OFFICE OF THE
CITY MANAGER

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 109
915 I STREET
SACRAMENTO, CA
95814-2684

February 25, 1988

APPROVED
BY THE CITY COUNCIL

916-449-5704

City Council
Sacramento, California

MAR 3 1988

Honorable Members in Session:

OFFICE OF THE
CITY CLERK

SUBJECT: Resolution approving Initial Study, membership on governing body of the Sacramento Transportation Authority, County Transportation Expenditure Plan and authorizing execution of the Transportation Expenditure Agreement

SUMMARY

Attached for the City Council's review and approval is a staff report prepared by County Counsel Lee Elam, which provides a comprehensive analysis of a proposal to create a Sacramento County Transportation Authority and place before the voters in June 1988 an expenditure and financing plan to implement this proposal. City Council review and approval of this document and the related Resolution is recommended.

BACKGROUND

The City Council has recently completed several Joint Meetings/Public Hearings with the Sacramento County Board of Supervisors regarding the proposal to create a countywide Transportation Authority and place before the voters in June 1988 an expenditure plan and half cent sales tax increase for twenty years in order to finance this plan. These meetings were held to jointly agree upon the policy matters involved in this proposal, to develop the legal documents necessary to carry out the plan in time for the June ballot and to receive public testimony on the matter.

Policy issues such as the tax rate, the sales tax allocation percentages, the composition of the authority governing board and the expenditure plan of both the City and County were discussed and voted upon by the joint members.

On Tuesday, February 23, 1988, the Joint Transportation and Community Development Committee and Budget and Finance Committee of the Council held a committee meeting to review the City staff expenditure plan.

The County Council in cooperation with the City Attorney and other City staff from the City Manager's office, Public Works and Finance Departments have prepared a detailed staff report and the related legal document which requires the City Council's formal approval tonight.

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CONCLUSION

Both the full City Council and appropriate City staff have participated in the previous policy action meetings. Formal City Council action on the related legal documents is now required. Actions required by the Council are as follows:

1. Adopt the enclosed Resolution which:
 - a. Certifies concurrence with the "Sacramento Transportation Authority/County Transportation Expenditure Plan and Transportation Expenditure Agreement" Environmental Impact Initial Study.
 - b. Affirms the consistency between the "Sacramento County Transportation Expenditure Plan" and the City General Plan.
 - c. Affirms the intent of the plan which is to mitigate environmental problems relating to traffic.
 - d. Recognizes and readopts "the findings of overriding consideration" which were previously adopted by the City Council for the General Plan Final EIR.
 - e. Approves City Council membership on the governing body of the Transportation Authority.
 - f. Approves the "Sacramento County Transportation Expenditure Plan".
 - g. Approves the "Transportation Expenditure Agreement" between the County, Cities within the County and the Regional Transit District.

Please refer to Mr. Elam's report attached for details on all of the above matters.

2. Appoint four Councilmembers and alternates to serve on the Transportation Authority. A separate report by the mayor will address this matter.
3. Approve the City of Sacramento project list which was heard by the Joint Committees on February 23, 1988. This item is also addressed under separate cover from the City Public Works Department.

RECOMMENDATION

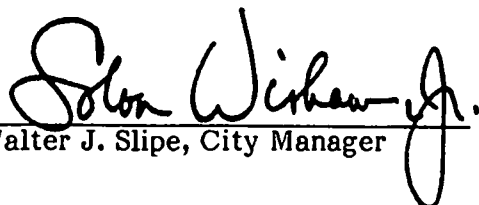
It is recommended that the City Council approve this document and the related Resolution.

Respectfully submitted,



JACK R. CRIST
Deputy City Manager

RECOMMENDATION APPROVED:

For: 
Walter J. Slipes, City Manager

March 1, 1988

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APPROVED
BY THE CITY COUNCIL

MAR 3 1988

OFFICE OF THE
CITY CLERK

RESOLUTION No.

Adopted by The Sacramento City Council on date of

**A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT**

BE IT RESOLVED by the City Council of the City of Sacramento, a chartered municipal corporation under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

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MAYOR

ATTEST:

CITY CLERK

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MEMORANDUM

February 22, 1988

To: Chairperson and Members
Sacramento County Board of Supervisors

Mayors and Members
City Councils of Sacramento, Folsom,
Isleton, and Galt

Chairperson and Members
Board of Directors, Sacramento Regional
Transit District

Chairperson and Members
Governing Body, Sacramento Transportation
Authority

From: L. B. Elam
County Counsel

Subject: Creation of Sacramento Transportation
Authority - Sales Tax Increase Transportation
Financing Program
Agendas - March 1 - 10, 1988

During the period March 1 through 10, 1988, each of the parties to whom this memorandum is directed is scheduled to take various actions associated with formation of the Sacramento Transportation Authority and approval of the underlying Sales Tax Increase Transportation Financing Program. These actions are required in order for the measure proposing the sales tax increase to the voters to be placed on the June 7, 1988 ballot.

The actions which each of the interested parties will be taking are listed as follows:

a. March 1 - 9, 1988

(1) Board of Supervisors -- Adoption of Resolution No. 88-200 forming the Sacramento Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing execution of the Transportation Expenditure Agreement;



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(2) City Councils of Sacramento, Folsom, Isleton and Galt -- approval of composition of Governing Body of Transportation Authority, approval of County Transportation Expenditure Plan, and authorization to execute Transportation Expenditure Agreement;

(3) Board of Directors of Sacramento Regional Transit District -- authorization to execute Transportation Expenditure Agreement.

b. March 10, 1988

(1) Governing Body of Sacramento Transportation Authority -- approval of County Transportation Expenditure Plan, authorization to execute Transportation Expenditure Agreement, and enactment of Ordinance proposing a sales tax increase to the voters; and

(2) Board of Supervisors -- adoption of a resolution placing the sales tax increase measure on the June 7, 1988 ballot.

Attached hereto is a packet of documents consisting of a Resolution for each interested party to adopt, the Transportation Expenditure Agreement, and the County Transportation Expenditure Plan. With respect to the City Councils of the Cities of Sacramento, Folsom, Isleton and Galt, and the Board of Directors of the Sacramento Regional Transit District, a single action adopting the applicable attached Resolution will approve and order all actions required of the party to ratify and approve the various transactions. In addition to adopting the applicable Resolutions, the Governing Body of the Authority and Board of Supervisors must, respectively, enact the Ordinance proposing the sales tax increase measure to the voters, and the Resolution placing the measure on the June 7, 1988 ballot.

The following constitutes a summary of the terms of the Resolution forming the Authority and the Transportation Expenditure Agreement. These terms have been developed in connection with public hearings conducted jointly by the Board of Supervisors and Sacramento City Council on January 11, 12, and 22, and February 10 and 17, 1988.

1. Resolution No. 88-200
Forming Sacramento Transportation Authority

Resolution No. 88-200 (attached) to be adopted by the Board of Supervisors, performs three missions. It forms the Sacramento Transportation Authority. It prescribes the composition of the

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Governing Body of the Authority. Finally, it prescribes the circumstances under which the Authority will be dissolved. -/

a. Composition of Governing Body

The Governing Body will consist of eleven members. Although the total membership of the Governing Body will remain constant, the internal composition will be subject to change based upon the contingency of future incorporations.

Initially, the eleven members will consist of: (i) Five elected officials who are appointed by and serve at the pleasure of the Board of Supervisors; (ii) four elected officials who are appointed by and serve at the pleasure of the Sacramento City Council; and (iii) two elected officials serving at-large who must be residents of the unincorporated area, and appointed by the remaining nine members of the Governing Body of the Authority.

Upon the first future incorporation, one of the at-large members will be converted to a representative of the new City, appointed by and serving at the pleasure of that City Council.

When the population of future incorporated cities reaches 100,000, both at-large members will be converted to representatives of those future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

When the population of future incorporated cities reaches 300,000, one of the Members appointed by the Sacramento City Council will be converted to a third representative of future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

The terms of office of the members of the Governing Body will be coextensive with the terms of the underlying elective offices which those officials hold.

Persons appointed as members of the Governing Body must, under State Law, be elected officials of local governmental

*/ Resolution No. 88-200 does not define the powers of the Authority. The powers of the Authority are prescribed by State Law (Pub. Util. C., Sec. 18000, et seq.), as restricted by the terms of the attached Transportation Expenditure Agreement and the attached County Transportation Expenditure Plan.

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agencies. (Pub. Util. C., Sec. 180051). However, under Resolution No. 88-200, they need not be members of the Board of Supervisors or City Councils who appoint them. Each appointing authority is empowered to appoint one or more alternate members to cast votes in the place of regular members who are either absent or disqualified to vote for reasons of conflict of interest. Such alternates must also be elected officials.

The Cities of Folsom, Isleton and Galt are not represented on the Governing Body of the Authority. Those Cities will be giving up their right of representation in return for the "situs" allocation of the sales tax increase described below.

b. Dissolution of Authority

The Authority will be created effective March 1, 1988 upon adoption by the Board of Supervisors of Resolution No. 88-200 (attached). It will dissolve on March 11, 1988, unless the City Councils of Sacramento, Folsom, Isleton and Galt, or two of the three latter Cities adopt the attached Resolutions approving composition of the Governing Body.

The Authority will also dissolve effective June 30, 1988, if the voters do not approve the sales tax increase on June 7, 1988. In such an event, the attached Transportation Expenditure Agreement will be rescinded on the same date.

2. Transportation Expenditure Agreement

The parties to the attached Transportation Expenditure Agreement will be the City and County of Sacramento, Folsom, Isleton, Galt, the Sacramento Regional Transit District, and the Sacramento Transportation Authority.

The two principal missions of the Agreement are to: (i) establish, by percentage, basic allocations of annual sales tax increase revenues to various transportation improvement functions; and (ii) prescribe procedures by which the Transportation Authority will expend those revenues.

a. Functional Allocations

For purposes of allocation, annual revenues are divided into two balances. The first is the gross receipts. From the gross receipts is subtracted 1% for administration, 1% for air quality studies, the "situs" allocations to Folsom, Isleton and Galt together with the costs of making those allocations, and a reasonable reserve for contingencies. The remainder constitutes the second balance. The second balance is allocated 1.67% for

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handicapped transportation, 33.33% for public transit, and the remainder for public road improvement projects which are regional in character.

(1) 1% for Administration

The one percent administration charge will cover the costs of managerial and clerical staffing for the Authority, office expense (including housing), charges by the County Auditor-Controller and Treasurer for various financial services, and the cost of retained legal counsel. Administrative costs will not include the contingency reserve, or any cost associated with accounting required in order to arrive at the annual "situs" allocations to Folsom, Isleton or Galt.

(2) 1% for Air Quality Studies

The Transportation Authority will allocate one percent of gross revenues to the Sacramento County Air Pollution Control District for studies relating to the impact of motor vehicle emissions upon air quality or evaluation of the effectiveness of emission mitigation measures. The Air Pollution Control District will be empowered to expend the allocation for such purposes, either directly or by contract with other providers.

(3) "Situs" Allocations to Folsom, Isleton and Galt

The "situs" allocation consists of: (i) The sales tax increase for sales which are made within the jurisdictional boundaries of those three Cities; plus (ii) the sales tax increase charged by motor vehicle dealers located outside of Sacramento County to residents of the three Cities.

Any such City which is not served by Regional Transit will receive 98% of the above-described "situs" revenue. Any such City served by Regional Transit will receive 63% of the above-described "situs" revenue. For purposes of applying the reduced percentage, however, a City will not be deemed to be served by Regional Transit, unless its City Council has expressly consented.

The Transportation Authority will bear annual costs necessary to compute the allocations in an amount not to exceed 20% of sales tax increase revenues charged by out-of-County auto dealers to all residents of the County. Should the annual computation cost exceed 20%, allocations of revenue from out-of-County auto sales will be made on a population ratio basis.

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(4) Reserve for Contingencies

The sole revenue base of the Transportation Authority will be the sales tax increase revenue plus any restricted federal or state grants for specific objects. Prudence dictates creation of a reasonable reserve for contingencies, in order to ensure that the Authority will be able to meet any obligations imposed by external forces, including judicial decrees and judgments, which are not accommodated by the functional allocations.

(5) Transit and Roads

Any remaining balance will be divided 1.67% for handicapped transportation, 33.33% for public transit, and 65% for public road improvement projects of a regional character. As noted above, however, the absolute allocations to Folsom, Isleton and Galt on a "situs" basis, ensure to those Cities a guarantee of expanding future sales tax increase income within their boundaries at the expense of allocations for transit and road purposes. Conversely, if there should be a future shrinking sales tax increase base within those Cities, transit and roads would profit. It should be noted that the "situs" guarantee will not deny Folsom, Isleton and Galt the right to apply for additional allocations for public road improvement projects of a regional character which, in the discretion of the Governing Body of the Authority, could be applied in addition to the "situs" grants.

The Agreement is silent respecting any grants by the County or Cities to Regional Transit from or related to any special taxes or road improvement fees which those agencies locally levy for transportation purposes in order to establish revenue funding bases additional to the sales tax increase.

c. Conditions Precedent to Allocations

As a condition precedent to the receipt of sales tax increase allocations from the Authority, the County and each of the Cities would be required to: (i) Commit the same revenue sources to the building of roads as those agencies have committed in the past; and (ii) levy either a special tax or road improvement fee on new home and other construction to fund the costs of roads caused by such development. The amount of the fee would be subject to approval by the Governing Body of the Authority. Folsom, Isleton and Galt would be required to levy the fee not later than January 1, 1990.

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A special requirement applicable solely to the County and Sacramento, would be that they maintain the same level of expenditures for handicapped transportation purposes as they expended during the 1986-87 fiscal year.

d. Allocation Process

Each recipient entity (i.e., the County, the Cities, Regional Transit and Paratransit), would be required to annually file with the Authority expenditure plans for annual allocations. Consistent with the functional allocation requirements discussed above and the County Transportation Expenditure Plan, the Executive Director would be required to make funding recommendations on specifically identified projects to the Governing Body of the Authority. Following a public hearing, the Governing Body of the Authority would be required to allocate the sales tax increase revenues. Except as authorized under Paragraph 8 of the Agreement, the Governing Body of the Authority would be limited in the identification of projects for funding allocations, to those proposed by the recipient entities. However, the Governing Body would not be required to honor, in relation to regional public road improvement projects, either the project priorities established by the recipient entities, or any standard by which all recipient entities would be guaranteed funding for some projects during any particular year.

For example, the Governing Body of the Authority would be empowered under the Agreement to elect that for a particular year all sales tax increase revenues authorized to be allocated for public road improvement projects of a regional character be spent on projects proposed by the City of Sacramento or the City of Isleton. Should recipient entities propose fewer projects for a particular year than would be required to exhaust the sales tax increase revenue available for regional road improvement projects, except as authorized by Paragraph 8, the Governing Body of the Authority would not be empowered to independently select projects and fund them. Nor, because of the precise nature of the mandated 35% allocation for transit purposes, would the Governing Body be empowered to allocate unexpended revenues for regional road improvement projects to either Regional Transit or Paratransit.

Under Paragraph 8 of the Agreement, by at least 9 affirmative votes the Governing Body of the Authority would be empowered to select for funding, allocate to a recipient entity, and/or build regional road improvement projects which have not been proposed by the entity within whose jurisdiction the project would be located.

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The allocations to recipient entities would be made pursuant to contracts between the Authority and those entities by which expenditure of the allocations for the objects intended would be guaranteed. The Agreement expressly permits the term of such contracts to be tailored to any borrowing programs undertaken by the recipient entities to finance expensive projects. So broad is the power of the Governing Body of the Authority to contractually obligate future revenues, that it would be theoretically possible for the Authority during the first year of operation to obligate by contract the entire twenty-year revenue stream for public transit and regional road improvement purposes. Obviously, there would be many practical inhibitions to such a result. The ongoing "situs" guarantee to Folsom, Isleton and Galt will make it necessary to reliably predict future changes in the revenues associated with those guarantees in connection with long-term financial commitments for public transit and regional road improvement projects.

e. Ballot Restrictions

The proposition upon which the electors cast their votes will contain two basic restrictions.

The first is the mandated and restricted allocations of 1% to administration, 1% to air quality studies, 1.67% to handicapped transportation, 33.33% to public transit, and 65% to regional road improvement projects. The mandated "situs" allocations to Folsom, Isleton and Galt are referenced, but not mandated in the ballot language. There would be residual power, independent of electoral approval, to alter or eliminate the "situs" allocation requirement during the period the sales tax increase is in effect.

The second basic feature of the ballot language is the proviso that, except in relation to future revenue streams which have become obligated by contract, the power to levy the tax increase would terminate in the event a court should determine that the mandated divisions between handicapped transportation, public transit and regional public road improvement projects are unlawful or unenforceable. The ballot language is prescribed by the Agreement in Paragraph 29. Corresponding language respecting termination of the sales tax increase in the event of an adverse judicial determination has been included elsewhere in the Agreement in Paragraph 28-b.

f. Rate of Sales Tax Increase

Neither the Agreement nor the County Transportation Expenditure Plan prescribes the rate of the sales tax increase

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which will be proposed to the voters. Until February 10, 1988, the governing bodies had contemplated a 1% increase proposal. On February 10, they tentatively elected to propose only a one-half cent increase.

Determination of the amount of the sales tax increase to be proposed, will be made finally by the Governing Body of the Transportation Authority on March 10, 1988 at the time it enacts the ordinance proposing the measure to the electorate.

3. County Transportation Expenditure Plan

The law requires preparation and approval by the Authority, the County and the Cities of a County Transportation Expenditure Plan preceding presentation of the sales tax increase measure to the voters. (Pub. Util. C., Sec. 180206). That Plan must be mailed to registered voters preceding the election.

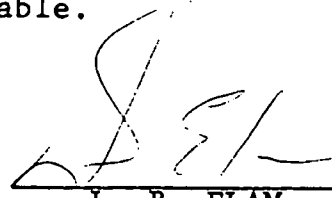
The attached Plan consists of two basic components. The first is the functional allocations and other terms and conditions of the Agreement. The Agreement is made an exhibit to the Plan. The second is a list of projects upon which the proceeds of any voter-approved sales tax increase would be expended.

The Plan does not identify any project which has not from the subject of an environmental review, either independently or in connection with the depiction of the project on an underlying Plan of an entity. It will be necessary to amend the County Transportation Plan in the future should any such projects be contemplated following environmental analysis.

The law does not prescribe in detail or at all the contents of a County Transportation Expenditure Plan. Since the Plan, presumably must consume the entire twenty-year term of the tax increase, it must constitute a document which is primarily conceptual in nature. A notion that the Legislature intended, as a condition precedent to submission of the taxing measure to the voters, preparation of a detailed document showing the

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expenditure of every cent of the revenue during the entire twenty-year term, is patently unreasonable.


L. B. ELAM
County Counsel

LBE:ph
m-cities

cc: County of Sacramento
Brian Richter, County Executive
Doug Fraleigh, Dir. Public Works

City of Sacramento
James Jackson, City Attorney
Jack Crist, Deputy City Manager

City of Folsom
Phillip Mering, City Attorney
William E. Kine, City Manager

City of Galt
John Stovall, Legal Counsel
Robert Kawasaki, Acting City Manager

City of Isleton
Phillip Mering, Legal Counsel

Sacramento Regional Transit District
John Ketelsen, General Manager
and Legal Counsel

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RESOLUTION NO. 88-200

A RESOLUTION APPROVING INITIAL STUDY, CREATING
THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING
THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND
APPROVING AND AUTHORIZING EXECUTION OF THE
TRANSPORTATION EXPENDITURE AGREEMENT

WHEREAS, on February 11, 1988, the Sacramento County Local Agency Formation Commission approved, pursuant to the provisions of the Cortese-Knox Local Government Reorganization Act, commencing at Section 56000 of the Government Code, formation of the Sacramento Transportation Authority; and

WHEREAS, this Resolution is adopted pursuant to the provisions of the Local Transportation Authority and Improvement Act, contained in Division 19 of the Public Utilities Code, commencing at Section 180000, as added by Statutes 1987, Chapter 786; and

WHEREAS, the Cities of Folsom, Isleton and Galt plan to enter into the attached Transportation Expenditure Agreement allocating the retail transactions and use tax increase authorized by the Act to those Cities on a "situs" basis, and in connection with such a "situs" allocation those Cities irrevocably decline representation on the Governing Body of the Authority established hereunder;

BE IT RESOLVED by the Board of Supervisors of the County of Sacramento, a political subdivision of the State of California, as follows:

This Board has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

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b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

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BE IT FURTHER RESOLVED that:

1. Establishment of Authority. Pursuant to the provisions of Sections 180050 and 180051 of the Public Utilities Code, there is hereby created, to become operative March 1, 1988, a new public entity which shall be known as the Sacramento Transportation Authority, whose boundary shall be coextensive with those of Sacramento County and include all incorporated and unincorporated territory within the County.

2. Size of Governing Body. The Governing Body of the Authority shall consist of eleven members whose qualifications shall be as prescribed by Section 180051 and also as prescribed by Paragraph 3 of this Resolution.

3. Composition of Governing Body. The composition of the governing body of the Authority shall be as follows:

a. Except as hereinafter provided, the governing body shall consist of:

(1) Five Supervisors or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the Board of Supervisors of Sacramento County;

(2) Four Council persons or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the City Council of the City of Sacramento; and

(3) Two at-large elected officials of local governmental entities who, until their seats are filled in the manner prescribed by Subparagraphs "b", "c" or "d", below, shall be residents of the unincorporated area of Sacramento County. The at-large members shall be appointed by the members of the governing body of the Authority, and shall be subject to removal from office during their terms solely for cause. The appointment of such members shall be by the affirmative votes of not less than six members of the governing body of the Authority.

b. Not later than thirty calendar days following the effective date of incorporation of any city within Sacramento County which is created after February 1, 1988, the office of one of the at-large members of the Governing Body of the

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Authority shall terminate. The identity of the member whose office becomes vacant shall be determined by chance selection between the two at-large members. The vacancy shall be filled by appointment by the City Council of the newly incorporated City, and the appointee shall serve during his or her term at the pleasure of the City Council of the newly incorporated City. Except as hereinafter provided, all subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which is incorporated after February 1, 1988, and the appointees shall serve at the pleasure of such City Councils.

c. The office of the second at-large member of the Governing Body shall terminate on that first day of January following the year during which population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equals or exceeds 100,000. The vacancy in the second at-large office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of such City Councils.

d. The Office of one of the four members appointed by the City Council of the City of Sacramento shall terminate on that first day of January following the year during which the population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equal or exceed 300,000. The identity of the Councilperson whose office becomes vacant shall be determined by chance selection between the four Councilpersons. The vacancy shall be filled by the concurrent appointment by the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the

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concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of each such City Council.

4. Terms of Office. The term of office of each member of the governing body of the Authority shall be coextensive with the term of the elective office which the member holds.

The Board of Supervisors and respective City Councils who are appointing authorities of the members of the Governing Body may, in addition to their regular appointments, appoint one or more elected officials of local governmental entities who are alternate appointees and members of the Governing Body and shall be empowered to cast votes in the absence of the regular appointees and members or in the event of a disqualification to vote because of a conflict of interest.

BE IT FURTHER RESOLVED that this Resolution shall be deemed repealed and of no further force or effect and the Sacramento Transportation Authority shall be deemed dissolved:

a. March 11, 1988, if on or before that date Paragraph Nos. 2 through 4 hereof are not approved by concurring Resolutions adopted by the City of Sacramento and at least two of the following three Cities: Folsom, Galt, Isleton; and

b. March 11, 1988, if on or before that date a contract in a form substantially similar to that draft agreement entitled "Transportation Expenditure Agreement" attached hereto is not approved and executed in the names of the Authority, the County, the Sacramento Regional Transit District, the City of Sacramento, and at least two of the following three Cities: Folsom, Galt, Isleton, and

c. On June 30, 1988, unless during the election on June 7, 1988, the voters of Sacramento County approve an increase in the retail transactions and use tax proposed by ordinance enacted by the Governing Body of the Authority pursuant to the Local Transportation Authority and Improvement Act.

BE IT FURTHER RESOLVED that this Board hereby approves in behalf of the County that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto;

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of

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the County that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Supervisor _____, seconded by Supervisor _____, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof, this ____ day of _____, 1988, by the following vote, to wit:

AYES: Supervisors,

NOES: Supervisors,

ABSENT: Supervisors,

Chairperson, Board of Supervisors
of Sacramento County, California

(SEAL)

ATTEST: _____
Clerk of the
Board of Supervisors

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Sacramento,
a chartered municipal corporation under the general laws of the
State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

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On a motion by Councilperson _____, seconded by Councilperson _____, the foregoing Resolution was passed and adopted by the City Council of the City of Sacramento, State of California, at a regular meeting thereof, this ____ day of _____, 1988, by the following vote, to wit:

AYES: Councilperson,

NOES: Councilperson,

ABSENT: Councilperson,

Chairperson, City Council of the
City of Sacramento, California

(SEAL)

ATTEST: _____
Clerk of the
City Council

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Folsom, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 7 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

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On a motion by Councilperson _____, seconded
by Councilperson _____, the foregoing Resolution was
passed and adopted by the City Council of the City of Folsom,
State of California, at a regular meeting thereof, this ____ day
of _____, 1988, by the following vote, to wit:

AYES: Councilperson,

NOES: Councilperson,

ABSENT: Councilperson,

Chairperson, City Council of
the City of Folsom, California

(SEAL)

ATTEST: _____
Clerk of the
City Council

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Galt, a
municipal corporation formed and operating under the general laws
of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study
dated January 28, 1988, Control No. 88-PW-0104, entitled
"Sacramento Transportation Authority, County Transportation
Expenditure Plan, Transportation Expenditure Agreement, prepared
by the Environmental Impact Section of the County of Sacramento,
which has been prepared for this project, and hereby certifies
that it concurs with the conclusions of that Initial Study, as
follows:

a. Pursuant to Title 14, California Administrative
Code, Section 15162, the County Environmental Coordinator has
determined that there are no substantial changes in the
project or in the circumstances under which the project is to
be undertaken and that the project involves no new impacts
not considered in the previous Environmental Impact Reports.
Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and
the information contained in them considered. It is found
that these EIRs are still considered applicable, adequate and
complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento
County General Plan Update - Phase I and II" (1981) (County
Control Number: PL-80-091; State Clearinghouse Number
80102405).

- Final Environmental Impact Report entitled "Sacramento
City General Plan Update" (1987) (City Control Number:
M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation
Expenditure Plan (SCTEP) are consistent with the General Plans of
Sacramento County, and the cities of Sacramento, Folsom, Galt and
Isleton. Further, as a result of that consistency, the
environmental impacts which are attributable to the SCTEP are no
different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

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On a motion by Councilperson _____, seconded
by Councilperson _____, the foregoing Resolution was
passed and adopted by the City Council of the City of Folsom,
State of California, at a regular meeting thereof, this ____ day
of _____, 1988, by the following vote, to wit:

AYES: Councilperson,

NOES: Councilperson,

ABSENT: Councilperson,

Chairperson, City Council of
the City of Galt, California

(SEAL)

ATTEST: _____
Clerk of the
City Council

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Isleton, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

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On a motion by Councilperson _____, seconded
by Councilperson _____, the foregoing Resolution was
passed and adopted by the City Council of the City of Isleton,
State of California, at a regular meeting thereof, this ____ day
of _____, 1988, by the following vote, to wit:

AYES: Councilperson,

NOES: Councilperson,

ABSENT: Councilperson,

Chairperson, City Council of
the City of Isleton, California

(SEAL)

ATTEST: _____
Clerk of the
City Council

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY, AND
APPROVING AND AUTHORIZING EXECUTION OF
TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Board of Directors of the Sacramento Regional Transit District, a public district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act; commencing at Section 102000 of the Public Utilities Code, as follows:

1. This Board has reviewed and considered that Initial Study dated January 28, 1988; Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

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environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of the District that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Director _____, seconded by Director _____, the foregoing Resolution was passed and adopted by the Board of Directors of the Sacramento Regional Transit District, State of California, at a regular meeting

thereof, this ____ day of _____, 1988, by the following
vote, to wit:

AYES: Directors,

NOES: Directors,

ABSENT: Directors,

Chairperson, Board of Directors of the
Sacramento Regional Transit District

(SEAL)

ATTEST: _____
Clerk of the
Board of Directors

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RESOLUTION NO. _____

A RESOLUTION APPROVING INITIAL STUDY,
ADOPTING THE COUNTY TRANSPORTATION EXPENDITURE
PLAN, AND APPROVING AND AUTHORIZING EXECUTION
OF THE TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Governing Body of the Sacramento Transportation Authority, a public district formed for the local performance of governmental functions under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the Public Utilities Code, as follows:

1. This Body has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no

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different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Body hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Body hereby adopts that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Body hereby approves and directs the Chairperson to execute in the name and in behalf of the Authority that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Member _____, seconded by Member _____, the foregoing Resolution was passed and adopted by the Board of Directors of the Sacramento Regional Transit District, State of California, at a regular meeting

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thereof, this ____ day of _____, 1988, by the following
vote, to wit:

AYES: Members,

NOES: Members,

ABSENT: Members,

Chairperson, Governing Body of the
Sacramento Transportation Authority

(SEAL)

ATTEST: _____
Clerk of the
Board of Directors

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Sacramento County Counsel
March 1, 1988

TRANSPORTATION EXPENDITURE AGREEMENT

THIS AGREEMENT is made and entered into this 1st day of March, 1988, by and between the Sacramento Transportation Authority, a public entity formed under the provisions of Division 19, commencing with Section 180000, of the Public Utilities Code, hereinafter called "Authority"; the Sacramento Regional Transit District, a district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, commencing at Section 102000 of the Public Utilities Code, hereinafter called "District"; the City of Sacramento, a chartered municipal corporation, hereinafter called "Sacramento", the Cities of Folsom, Galt and Isleton, general law municipal corporations, hereinafter called respectively, "Folsom", "Galt", and "Isleton"; and the County of Sacramento, a chartered county constituting a political subdivision of the State of California, hereinafter called "County".

W I T N E S S E T H

RECITALS

1. Definitions. Unless the context dictates a different common usage meaning, as used in this Agreement the following terms shall be ascribed the following meanings:

a. "Act" -- shall mean the provisions of the Local Transportation Authority and Improvement Act embodied in Division 19, commencing at Section 180000, of the Public Utilities Code, added by Statutes 1987, Chapter 786, as said enactment may be hereafter amended.

b. "Consolidated Transportation Services Agency" or "CTSA" -- shall mean that agency designated pursuant to subdivision (a) of Section 15975 of the Government Code providing service to the geographical area of Sacramento County.

c. "County Transportation Expenditure Plan" -- shall mean that Plan adopted by the Authority and approved by Cities and County pursuant to Section 180206 of the Act, subject to amendment by the Authority under Section 180207 thereof.

d. "Elderly and Handicapped Transportation Functions" or "EHT Functions" -- mean all activities associated with operating, maintaining, and acquiring vehicles, real property,

or other property, and the construction of buildings or other improvements for, or reasonably associated with, specialized paratransit operations for the elderly and disabled.

e. "Entity" -- shall mean the County, Sacramento, Folsom, Galt, Isleton, Future Cities, the District, and the Consolidated Transportation Services Agency, either individually or collectively.

f. "Entity Annual Expenditure Plan" -- means those plans formulated and filed by the District, Sacramento, Folsom, Galt, Isleton, Future Cities, the County and the Consolidated Transportation Services Agency pursuant to Paragraphs 18 and 19, below.

g. "Future City" -- shall mean any municipal corporation which is established within Sacramento County following the date of this Agreement.

h. "Public Road Improvements" -- shall mean environmental review and mitigation, engineering, design and inspection for; acquisition of rights-of-way or other property interests for; transportation system management measures for; appurtenances and incidental facilities, such as traffic signs, traffic signals, bicycle lanes, medians, landscaping, curbs, gutters, sidewalks and bridges for; and all labor, paving and materials and supplies required for the construction of new public roads, streets, highways or freeways, or the addition of lanes to, or other expansion, upgrading, resurfacing, reconstruction, efficiency measures, major road surface maintenance, or other improvement of, existing public roads, streets, highways or freeways. Transportation System Management means all activities associated with the planning, design, implementation, and evaluation of measures to improve the efficiency and effectiveness of the transportation system.

i. "Public Transit Functions" -- means all activities authorized to be carried out by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the Public Utilities Code, including operating, maintaining, and acquisition of vehicles, land, or other property, and the construction of buildings, fixed guideways, lightrail, or other improvements for, or reasonably associated with, public transit operations.

j. "Sales Tax" -- means that Retail Transactions and Use Tax increase imposed within incorporated and unincorporated areas of Sacramento County by the Authority following voter approval pursuant to the provisions of Chapter 5, Division 19, commencing with Section 180200, of the Act.

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2. Purposes. Under Section 180001 of the Act, it is the legislative intent to permit implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes; and to permit voters of the County to raise Sales Taxes to meet local transportation needs in a timely manner.

The primary purposes of this Agreement are: (i) to express the following objectives relating to transportation planning and revenue expenditures in the implementation thereof to govern allocation of the Sales Taxes during the entire twenty-year term thereof; and (ii) to inalterably prescribe the basic allocation apportionments as defined by Paragraphs 11 and 13, below, by which those objectives will be achieved during the twenty-year term.

These purposes are expressed by contract in order to offer for community consensus through voter approval of the Sales Tax an integrated program for transportation improvement and management during the entire twenty-year term. This Agreement is made in contemplation of the requirements imposed by Sections 1800051, 180206, 180201, and 180203(c) of the Act that City approval of the overall local program concept be given before the voters have an opportunity to approve or defeat the Sales Tax. The ultimate purposes of this Agreement are to:

- a. Promote the safe, convenient and efficient utilization of State, County and City freeways, highways, roads and streets within Sacramento County; and
- b. Improve air quality within the County.
- c. To improve and expand Public Transit and EHT Functions within Sacramento County.

3. Objectives. The objectives of allocations and expenditures of Sales Tax revenues shall be to:

- a. Assess, plan and finance necessary improvements in freeway, highway, road and street systems on a regional basis in a manner which maximizes Sales Tax expenditures for the greatest public benefit;
- b. Encourage the utilization of public transportation conveyances by expanding public transportation services, promoting convenient use by private citizens of public transportation resources, and underwriting operating deficit costs;
- c. Acknowledge the desire of Folsom, Galt and Isleton not to be represented on the Governing Body of

the Authority, and respect their desire to participate in the program by way of a guarantee of Sales Tax revenues generated within the territorial boundaries of each such City, to be expended for public road improvements which are primarily of local benefit; and

d. Maximize transportation improvement benefits from the Sales Tax revenue by: (i) insuring that the Authority does not hire professional or technical staff which wastefully duplicates staffing resources available within the County and Cities; and (ii) establishing procedures to ensure that allocated Sales Tax revenues are expended for purposes contemplated by the County Transportation Expenditure Plan and this Agreement; and (iii) to facilitate achievement of the mandate prescribed by Sections 180001(e) and 180200 of the Act that Sales Tax revenues be expended to supplement and not replace other local revenues available for transportation purposes.

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FOR AND IN CONSIDERATION OF THE PROMISES, TERMS AND CONDITIONS SET FORTH HEREIN, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS:

4. Staffing. The Authority shall be authorized to expend Sales Tax revenues as follows:

a. Subject to the expenditure limitations imposed by Section 180109(b) of the Act and Paragraph 10-a, below, the Authority shall: (i) employ administrative and clerical staff to manage the governmental affairs of the Authority; (ii) appoint the County Treasurer, County Auditor-Controller, and Clerk of the County Board of Supervisors to serve, respectively, as ex officio Treasurer, Auditor-Controller and Clerk of the Authority, and shall reimburse the County for the direct and indirect costs of services rendered to the Authority by those officials; (iii) pay costs of space for its operations, for office equipment, and for office operations; and (iv) incur such other administrative expenses as the Governing Body deems appropriate;

b. The Authority shall be empowered to contract for the services of retained legal counsel;

5. Technical Services. The Authority shall be empowered to: (i) contract with the County or Sacramento for the delivery of expert consulting services necessary for the conduct and preparation of environmental analysis which are legally required to be undertaken by the Authority in connection with discretionary decision-making by the Authority; and (ii) contract with the

County or Sacramento for engineering, traffic surveying, land use planning, air quality monitoring and transportation emissions estimating, transportation systems management planning, and other similar expert services required by the Authority to assist it in the formulation of discretionary decisions concerning the prioritization for funding allocation purposes of Public Road Improvement projects which are regional in character. In the event County and Sacramento decline to contract with the Authority to deliver such services, the Authority may retain such services through contracts with other public or private providers.

7. Allocation of Sales Taxes. Except as hereinafter provided by Paragraph 8, below, and subject to the limitations prescribed by Paragraphs 10 through 25, below, Sales Tax revenues and all Federal or State grants, funding and other revenues received by the Authority for transportation purposes, shall be expended for implementation of the purposes and objectives of the Act, the County Transportation Expenditure Plan, and this Agreement through annual allocations by the Authority to the County, District, Sacramento, Folsom, Galt, Isleton, Future Cities and the Consolidated Transportation Services Agency. The revenues shall be expended by the recipient Entities for specific purposes approved by the Authority. Expenditures by recipient Entities for purposes approved by the Authority shall be guaranteed by contracts between the Authority and each recipient Entity made pursuant to the provisions of Paragraphs 22 through 25, below. All expenditures of revenues for Public Road Improvements, Public Transit Functions, EHT Functions, and mitigation of air contaminant emissions or evaluation of the effectiveness of mitigation shall be made by the recipient Entities, including but not limited to, expenditures for environmental review, planning and design of projects, system operations, the purchase of equipment, materials, supplies and labor, acquisition of right-of-way and other property interests, and the letting and supervision of contracts for construction projects. Except as provided by Paragraph 8, below, the Authority shall not be empowered to make purchases of equipment, materials, supplies or labor; to acquire by eminent domain, negotiated acquisition or otherwise interests in real property; to engage in planning and design activities; or to let or supervise construction contracts.

8. Independent Project Selection and Implementation. By, in each instance, the affirmative votes of not less than nine of the members of the Governing Body of the Authority, the Authority shall be empowered to:

- a. Select for funding with Sales Tax or other revenues Public Road Improvement Projects which have not been proposed by the County or any City pursuant to the procedures prescribed by Paragraphs 14 through 22, below, and allocate to

the County or to any City within whose territorial jurisdiction the Project would be located funds with which to undertake and complete the Project pursuant to a contract let under Paragraphs 22 through 25, below; and

b. Acquire by eminent domain, negotiated purchase or otherwise rights-of-way or other property interests necessary for; purchase materials, supplies and labor for; and let contracts for and supervise the construction of Public Road Improvement Projects which are regional in character in circumstances under which the Authority has allocated Sales Tax or other revenues for the Project and the County or City within whose territorial jurisdiction the Project would be located has refused to execute a contract with the Authority to undertake and complete the Project pursuant to Paragraphs 22 through 25, below.

In connection with the selection or construction of any Public Road Improvement Project authorized by subparagraphs "a" or "b", above, the Authority shall be empowered to conduct environmental analyses therefor, planning and design, and otherwise empowered to make all expenditures necessary to accomplish the objects thereof.

10. Allocations for Administration, Air Quality and Local Projects. Subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, the Authority shall allocate estimated revenues from the Sales Tax for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Not to exceed 1% of gross estimated revenues for administrative purposes, as defined by Paragraph 4-a, above;

b. Exactly 1% of gross estimated revenues to implement mitigation of the regional impacts of motor vehicle emissions or to evaluate the effectiveness of mitigation, the allocation to be made to the Sacramento County Air Pollution Control District for direct expenditure or reallocation pursuant to procedures and contracts which insure that the funds are expended solely for the purposes prescribed herein;

c. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 98% of that portion of gross estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are not performed within its municipal boundaries;

d. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 63% of that portion of estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are performed within its municipal boundaries; and

e. A reasonable reserve for contingencies to cover litigation costs, monetary liability risks, and normal operating uncertainties, such as revenue overestimates.

It is currently estimated that the allocations to Folsom, Galt and Isleton constitute a relatively low percentage of the total revenues from the Sales Tax. However, the allocation provisions of Subparagraphs "c" and "d" shall be applicable regardless of how high a percentage of total revenues from the Sales Tax might be allocable to Folsom, Galt and Isleton during the term of this Agreement.

11. "Situs" Allocation Standards. As used in Subparagraphs "c" and "d" of Paragraph 10, the terms "attributable to transactions and uses within its municipal boundaries" shall be determined in accordance with the following standards.

The allocation to Folsom, Galt and Isleton to which the percentages prescribed by Subparagraphs "c" and "d" of Paragraph 10 are applied, shall consist of:

a. All Sales Taxes actually charged and reported to the State of California Franchise Tax Board by persons, firms and other commercial enterprises whose place of business is physically located within the municipality for products which are physically located within the municipality immediately preceding the sale or other transaction; regardless of where the product might be delivered pursuant to the sale or other transaction, the place of use of the product, the place of registration of the product, and the location or residence of the purchaser; plus

b. Except as provided below, all Sales Taxes actually charged and reported to the State of California Franchise Tax Board on sales and other transactions of those motor vehicles, aircraft and undocumented vessels described by Revenue and Taxation Code, Section 7261(a)(6) by dealers from locations outside of Sacramento County, which are charged pursuant to Revenue and Taxation Code, Section 7262 because the vehicle, aircraft or undocumented vessel is registered to an address or to be used within the municipality.

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It is understood that as of the date of this Agreement there is no system by which the revenues described by Subparagraph "b", above, can be computed, and the costs of such computation are unknown. Not later than January 1, 1989, for the ensuing allocation period, June 30, 1990 and each June 30 thereafter, for the ensuing allocation periods, the Governing Body of the Authority shall obtain from the County Auditor-Controller an estimate of the costs, including the salaries and benefits of County personnel, system development and maintenance, and service charges, of computing the entitlement of each of the three Cities under Subparagraph "b", above.

If such costs would not exceed twenty percent of the gross estimated revenues for the ensuing allocation period attributable to all Sales Taxes charged and reported on sales and other transactions of such motor vehicles, aircraft and undocumented vessels by dealers from locations outside of Sacramento County which are so charged because the vehicle, aircraft or undocumented vessel is registered to an address or to be used at a location anywhere within the incorporated or unincorporated area of the County; all costs of making the computation shall be incurred by and borne at the sole expense of the Authority, and the allocation shall be made in accordance with the terms of Subparagraph "b", above, for the ensuing allocation period.

If such costs would exceed twenty percent of such gross estimated revenues; in lieu of the allocation prescribed by Subparagraph "b", above, the Authority shall allocate to each municipality a percentage of such gross estimated revenues equal to the ratio which the population of the municipality bears to the total incorporated and unincorporated area populations of the County, as such populations are shown in the latest population estimates by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code received by the County preceding the date of each allocation.

12. Public Transit Services. Within the meaning of subparagraphs "c" and "d" of Paragraph 10, above, the District shall not be deemed to "perform Public Transit Functions" within the municipal boundaries of either Folsom, Galt or Isleton, unless: (i) the City has adopted a resolution inviting the District to perform Public Transit Functions within the boundaries thereof; and (ii) the District actually performs Public Transit Functions within such boundaries. For purposes of the allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, above, Public Transit Functions shall not be deemed to be performed within the City until that fiscal year (commencing July 1st) following the fiscal year during which the last of the conditions prescribed by conditions "(i)" and "(ii)", above, for the particular City has been fulfilled.

13. Allocations for Transit and Regional Projects. The balance of estimated revenues from the Sales Tax remaining following application of the allocation priorities prescribed by Paragraph 10, above, shall, subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, be allocated by the Authority for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Exactly 1.67% of such remaining balance to the Consolidated Transportation Services Agency for EHT Functions;

b. Exactly 33.33% of such remaining balance to the District for Public Transit Functions;

c. The remaining balance for Public Road Improvement Projects which are regional in character and of primary benefit to the metropolitan population of the County, whether situated within incorporated or unincorporated areas, including, but not limited to, allocations for expenditures by recipient entities required by Paragraph 7, above, and direct expenditures by the Authority authorized by Paragraphs 4, 5, and 8, above.

14. Objects of Allocations. The Authority shall allocate revenue derived from the levy of the Sales Tax and other revenues to the County, Cities, the District, and the CTSA for the cost of Public Road Improvements, Public Transit Functions, and EHT Functions in a manner which improves the vehicular traffic circulation system and mitigates the air quality and other regional environmental impacts of traffic within the County by:

a. Facilitating the efficient movement of vehicular traffic to, through, or around cities;

b. Facilitating the efficient movement of commuter vehicular traffic from residential areas to centers of employment;

c. Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce;

d. Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit;

e. Providing for the known, unmet demand and the projected growth in demand for EHT Functions by the promotion, development, expansion, and utilization of specialized paratransit services.

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15. Allocation Considerations. In selecting Public Road Improvement Projects, the Authority shall consider all of the following:

a. The objects of vehicular traffic circulation system improvement prescribed by Paragraph 14; and

b. The annual revenue derived by each City and the County from levy by that jurisdiction of the special tax or imposition of the fee for road improvement purposes described by Paragraph 16, below, and the Projects or other objects upon which such taxes or fees will be expended by that jurisdiction during each year the Authority selects Public Road Improvement Projects; and

c. The revenue available to each jurisdiction for road improvements from all other sources, including revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code.

The Authority shall select Public Road Improvement Projects in a manner which maximizes the efficient and effective expenditure of all revenues available to the Cities and the County for road improvement and ensures that each jurisdiction lawfully expends all revenues available to it for those purposes.

16. Minimum Qualifications -- Road Taxes or Fees.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by Folsom, Galt, or Isleton for the 1990-91 or following fiscal years unless the recipient Entity has, not later than January 1, 1990, and for the year for which the allocation is made, at a rate and in amounts which the Authority determines to be reasonable, either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County, Sacramento, or any Future City unless the County and Sacramento has, for the year for which the allocation is made and the Future City has, not later than two years following its effective date of incorporation and thereafter, at a rate and in amounts which the Authority

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determines to be reasonable; either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

17. Same - Financial Commitments. Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County or Sacramento unless each such recipient entity has, for the year for which the allocation is made, paid to the Consolidated Transportation Services Agency for EHT Functions an amount at least equal to that paid by the Entity for the 1986-87 fiscal year.

The County, Sacramento, Folsom, Galt, Isleton and Future Cities shall, except to the extent of any transfer of such funds by those Entities to the District for Public Transit Functions or to the CTSA for EHT Functions, commit to the funding of Road Improvement projects all revenue for such purposes derived from the special tax or road improvement fees described above, and all revenue available to the Entity for road improvements from all other sources, including, but not limited to, revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100), Division 3 of the Streets and Highways Code. Any Sales Tax allocations for expenditure by the Entity for such purposes, shall be applied solely to Public Road Improvement projects for which such revenues, following any such transfers, are not sufficient.

18. Annual Allocations. Allocation of Sales Tax and other revenues received by the Authority shall be made by the Authority on a fiscal year basis, commencing each July 1 and ending the next succeeding June 30; provided that the first allocation shall be for an eighteen-month period commencing January 1, 1989 and ending June 30, 1990.

The gross amount of Sales Tax available for allocation for any particular allocation period shall equal the revenue estimates for that period made by the Executive Director of the Authority. Allocations shall be adjusted during the next succeeding allocation period to account for differences between actual revenue receipts and estimates during the immediately preceding allocation period.

Allocations shall be made to:

a. The CTSA for EHT Functions in accordance with Paragraph 13-a, above, pursuant to an Entity Annual Expenditure Plan filed by the CTSA;

b. The District for Public Transit Functions in accordance with Paragraph 13-b, above, pursuant to an Entity Annual Expenditure Plan filed by the District;

c. To Folsom, Isleton and Galt in accordance with subparagraphs "c" or "d" of Paragraph 10, above, pursuant to Entity Annual Expenditure Plans filed by those Cities;

d. To the County, Sacramento, Folsom, Isleton, Galt and Future Cities in accordance with Paragraph 13-c, above, pursuant to Entity Annual Expenditure Plans filed by those Entities; and

e. To the Authority, pursuant and subject to the limitations contained in Paragraphs 8 and 13-c, above.

The Governing Body of the Authority shall make for each allocation period those allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, and subparagraphs "a" and "b" of Paragraph 13, above, if Entity Annual Expenditure Plans filed by the recipient Entities provide for the expenditure of the allocations for purposes authorized by the Act. The Governing Body of the Authority shall be vested with discretion not to allocate all estimated revenues for an allocation period available for purposes prescribed by Paragraphs 8 and 13-c, above. Notwithstanding any provision to the contrary contained in Paragraphs 10 or 13, above, the Authority shall not be empowered to allocate any amount to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District or CTSA which is not identified for expenditure by the recipient Entity in an Entity Annual Expenditure Plan filed by the recipient Entity, except pursuant to the provisions of Paragraph 8, above.

19. Procedural Regulations. Pursuant to the provisions of Section 180105(b) of the Act, the Governing Body of the Authority shall include within its administrative code procedural regulations which require and govern the following:

a. Transmittal of and notice to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA by a prescribed date certain of the gross amount of revenues which the Executive Director estimates will be received by the Authority for the ensuing allocation period;

b. The date by which the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA must file Entity Annual Expenditure Plans for an ensuing allocation period;

c. The types of information, data and other contents which each Entity Annual Expenditure Plan is required to include;

d. The preparation and issuance following filing of Entity Annual Expenditure Plans of a written analysis by the Executive Director of the Authority containing his or her recommendations to the Governing Body of allocations for each ensuing allocation period, by recipient Entity, by Public Road Improvement Project, and for other purposes; and

e. Such other and further procedural regulations as the Governing Body, in its discretion, may deem appropriate.

20. Public Hearing. Not later than November 1, 1988, May 1, 1990, and the first day of May of each year thereafter, the Authority shall commence a public hearing on the respective Entity Annual Expenditure Plans filed by the Entities and with respect to the allocation of Sales Tax and other revenues for the ensuing period. Notice of the time, place and purpose of the hearing shall be published in a newspaper of general circulation within the County, and mailed to each filing Entity not later than ten calendar days preceding the date of commencement of the hearing.

Not later than ten calendar days in advance of the commencement of the hearing, the Executive Director of the Authority shall formulate and file as a public record his or her written recommendations concerning allocation of Sales Tax revenues and all other revenues available to the Authority for the applicable allocation period.

21. Allocation Determinations. Not later than December 31, 1988, June 30, 1990, and the 30th day of each June thereafter, the Authority shall allocate estimated Sales Tax revenues and all other revenues available to the Authority for the applicable period. The allocations shall be made in accordance with the percentage requirements prescribed by Paragraphs 10 and 13, above; provided that:

a. No allocation shall be made for expenditure by the County or a City which has failed to fulfill any of the conditions prescribed by Paragraphs 16 and 17, above;

b. No allocation shall be made for an expenditure which would not be consistent with the County Transportation Expenditure Plan, as the same may be hereafter amended;

c. Except as authorized by Paragraph 8, above, no allocation shall be made to a recipient Entity for an expenditure which is not included within that Entity's Entity

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Annual Expenditure Plan; nor shall any allocation be made to the County, District, a City or CTSA which has not filed an Entity Annual Expenditure Plan in compliance with regulations adopted by the Authority; and

d. Allocations for expenditure by recipient Entities shall be made subject to such conditions, limitations, and affirmative obligations as may be prescribed by the Authority to ensure that the funds allocated be expended for the purposes, objects, projects, and services for which the allocations are made.

22. Contracts. All allocations for expenditure by recipient Entities shall be made pursuant to contracts between the Authority and each Entity. The contracts shall provide for all of the following:

a. Require the County and each City to undertake, construct and complete those Public Road Improvement projects for which the allocation is made within times certain;

b. Require the District to expend the allocation as specified in the allocation;

c. Require the Consolidated Transportation Services Agency to expend the allocation for EHT Functions within the boundaries of the Authority;

d. Embody any other conditions, limitations or affirmative obligations prescribed by the Authority; provided that the Authority shall not be empowered to impose conditions, limitations or affirmative obligations which in any manner limit the legislative discretion of an Entity to exercise its power to zone and otherwise regulate land use;

e. Provide for the dates of progress or other payments by the Authority to the recipient Entity of the annual allocations; and

f. Contain any other provisions determined by the Authority to be necessary to promote the purposes and objects of the Act, the County Transportation Expenditure Plan or this Agreement.

23. Contract Terms. Contracts between the Authority and recipient Entities shall be for the following terms and provide for fund disbursements in the following manners:

a. Contracts with Folsom, Isleton and Galt shall be for a term which is coextensive with the allocation period, and shall either provide for fund disbursements on a progress payment basis in relation to specific Public Road Improvement Projects or provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following commencement of the term of the contract, or provide for a combination of progress payments in relation to specific Projects and quarterly payments.

b. Contracts with the District and CSTA which fund operations shall be for a term which is coextensive with the allocation period, and shall provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following the commencement of the contract term.

c. Contracts with the District and CSTA to fund capital acquisitions or capital improvements shall be for a term which is either coextensive with the period of the acquisition or improvement or with the period of the debt financing thereof, and shall provide for fund disbursements on either a progress payment basis or other basis related to obligations incurred by the Entity.

d. Contracts with the County, Sacramento, and Future Cities shall be for a term which is either coextensive with the period of the Public Road Improvement Project for which the allocation is made or coextensive with the term of the debt financing therefor, and fund disbursements shall be made on a progress payment basis or otherwise in relation to obligations incurred by the recipient Entity.

25. Refusal to Contract. If a recipient Entity is unwilling to enter into a contract offered by the Authority pursuant to Paragraph 23 or such contract is not executed by the recipient Entity within thirty days following the date upon which it is presented to the Entity by the Authority, the Authority may reallocate the funds for any other purpose authorized by this Agreement; provided that: (i) if the refusal of the recipient Entity to execute the contract pertains to a Public Road Improvement Project for which the Authority has allocated funding, that project may, at the election of the Authority, be removed from the contract, the contract executed with the project omitted, and, pursuant to the provisions of Paragraph 8, above, the Authority may undertake and complete the project; and (ii) any allocation to the District or CTSA for which the District or CTSA has declined to sign a contract shall be reserved for future allocation to those Entities.

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27. Amendment of Expenditure Plan. It is understood that the terms and conditions contained in this Agreement have constituted a material inducement to the County and City signators to this Agreement in approving the County Transportation Expenditure Plan pursuant to the provisions of Section 180206(b) of the Act. A breach by the Authority of the terms of this Agreement shall be deemed to vitiate the consent by the County and signator Cities of the Plan.

It is further understood that the Authority shall be empowered, from time to time, to amend the County Transportation Expenditure Plan for the reasons and in accordance with the procedures prescribed by Section 180207 of the Act; provided that it is understood and agreed that there is no unforeseen circumstance or other lawful reason permitting an amendment of the Plan which would be inconsistent with the purposes and objects of this Agreement prescribed by Paragraphs 2 and 3, above, or revision or alteration of the functional allocation percentages prescribed by "a" or "b" of Paragraph 10 or Paragraph 13, above; and no such amendment shall relieve the Authority from the obligation to allocate Sales Tax revenues in accordance with said percentages.

28. Sales Tax Term. The effectiveness of the first Sales Tax imposed following voter approval shall commence pursuant to Section 180204 of the Act on the first day of the first calendar quarter commencing more than 120 days after adoption of the Ordinance, and shall continue until and terminate on the earlier of the following two alternative dates:

a. The date twenty years following the one on which the Sales Tax became effective; or

b. The date on which a judgment by a Court of competent jurisdiction becomes final which either adjudicates the invalidity of subparagraph "a" or "b", or both, of Paragraph 13, above, or declines enforcement relief because of the invalidity thereof; provided that the Governing Body of the Authority shall be empowered to levy the Sales Tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary to accumulate revenues sufficient to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23, above, or any bonds or other instrument of indebtedness issued in the name of the Authority, which is in effect on the date of such a final adjudication or declination.

The Ordinance enacted by the Governing Body of the Authority pursuant to Section 180201 of the Act shall prescribe the period of effectiveness of the Sales Tax in accordance with the provisions of this Paragraph.

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29. Ordinance and Ballot Measure. The Sales Tax Ordinance enacted by the Governing Body of the Authority pursuant to the provisions of Section 180201 of the Act and the ballot measure by which the proposition for the Sales Tax is submitted to the voters under Section 180203 of the Act shall, on any short form of ballot card, label or other device, regardless of the system of voting utilized, read substantially as follows:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Transportation Authority to levy (either a 1/2 of 1% or 1%) retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions to issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of _____ (\$ _____) Dollars.

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities and the Sacramento Regional Transit District, as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof, provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments.

30. Agreement Term. The term of this Agreement shall commence March 1, 1988, and this Agreement shall continue in full force

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and effect until it terminates on the earlier of the following two alternative dates:

a. The effective date of dissolution of that Authority which is created by Resolution No. 88-200, adopted by the Board of Supervisors of the County on March 1, 1988; or

b. Termination of the Sales Tax following voter approval.

31. Amendment. This writing constitutes the sole embodiment of the agreement of the parties hereto. There are no conditions precedent to the effectiveness thereof which are not expressed herein.

This Agreement shall not be amended, modified, or revised except by a writing duly executed in behalf of all of the parties to this Agreement. The allocations prescribed by Subparagraphs "a" and "b" of Paragraph 13, above, shall not be subject to amendment by mutual agreement of the parties or otherwise.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day, month and year first above written.

CITY OF SACRAMENTO

COUNTY OF SACRAMENTO

By _____
Title

By _____
Title

CITY OF FOLSOM

CITY OF ISLETON

By _____
Title

By _____
Title

CITY OF GALT

SACRAMENTO REGIONAL
TRANSIT DISTRICT

By _____
Title

By _____
Title

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SACRAMENTO TRANSPORTATION AUTHORITY

By _____
Title

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**SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN**

March 1, 1988

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SACRAMENTO COUNTY TRANSPORTATION EXPENDITURE PLAN

The Local Transportation Authority and Improvement Act (Public Utilities Code §§180200, et seq.) mandates preparation of a Sacramento County Transportation Expenditure Plan ("Plan") for expenditure of revenues expected to be derived from a retail transactions and use tax (sales tax), together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed. The Plan shall be approved by the Sacramento County Board of Supervisors and the city councils representing both a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County before it is adopted by the Sacramento Transportation Authority ("Authority"). The Plan shall be adopted by the Authority before the call of the election which places the retail transactions and use tax (sales tax) before the voters for approval.

This document constitutes the Plan mandated by the Local Transportation Authority and Improvement Act. It is the intent of this Plan to ensure that funds generated by the retail transactions and use tax imposed by the Sacramento Transportation Authority shall be used to supplement and not replace existing local revenues used for transportation purposes.

Implementation of this Plan shall be subject to the terms and conditions of an agreement between the Authority, the County of Sacramento, the City of Folsom, the City of Galt, the City of

20A

Isleton, the City of Sacramento, and the Sacramento Regional Transit District, entitled "Transportation Expenditure Agreement", which is attached to this Plan as Exhibit "A" and incorporated herein by reference.

Major provisions of the Transportation Expenditure Agreement include:

- (a) Proceeds of the retail transactions and use tax increase shall be allocated by the Authority as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, the remaining revenues to be allocated 65% for Public Road Improvement Projects, 33.33% to the Sacramento Regional Transit District for Public Transit Functions, and 1.67% to the Consolidated Transportation Services Agency providing service to Sacramento County for Elderly and Handicapped Transportation Functions.
- (b) The allocations to the Cities of Folsom, Isleton and Galt shall consist of all sales taxes charged and reported by businesses located in each City, and all sales taxes charged and reported on out-of-county purchases of motor vehicles, aircraft and undocumented vessels by residents of each City.
- (c) In order to receive sales tax proceeds, each City and the County must first levy a special tax or impose a fee for road improvement purposes in connection with land development.
- (d) In order to receive sales tax proceeds, each City and the County must first commit to the funding of road improvement projects or public transit functions all revenue from the required special tax or fee and all other non-sales tax revenues available to them for road improvements.
- (e) Allocations shall be consistent with this Plan, as it may be hereafter amended, and shall be made pursuant to contracts between the Authority and each recipient entity.

Reference is made to Exhibit A for further detail on the Transportation Expenditure Agreement.

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PROPOSED PROJECTS

Freeway Improvements

Route 99 between Mack Road and Elk Grove Boulevard - Widen

I-80 between Madison Avenue and Placer County line - Widen

Route 50 between Sunrise Boulevard and Folsom Boulevard - Widen and improve interchanges

Route 99 between 12th Avenue and Route 50 - Ramp modifications and auxiliary lanes

Business 80 between E Street and Arden Way - Widen and improve interchanges including appropriate sound walls

Business 80 between Arden Way and Watt Avenue - Ramp modifications and auxiliary lanes

Route 50 east of Watt Avenue - Soundwalls

I-80 between I-5 and Business 80 - Landscape

New and Improved Interchanges and Grade Separations

Route 99 at Calvine Road/Cosumnes River Boulevard

Route 99 at Sheldon Road

Route 99 at Elk Grove Boulevard

Route 99 at Elverta Road

I-80 at Antelope Road

Route 50 at Watt Avenue

I-5 at J Street

Richards Boulevard at 12th and 16th Streets

I-80 at Truxel Road (City share 25%)

21st Street at Union Pacific Railroad

Northgate Boulevard at State Route 160

Antelope Road at Southern Pacific Railroad

Fair Oaks Boulevard at Watt Avenue (partial interchange)

22A

Folsom Boulevard at Howe Avenue/Power Inn Road (partial interchange)

Fair Oaks Boulevard at Howe Avenue (partial interchange)

Exposition Boulevard at State Route 160

Major New Street Construction and Extensions

Cosumnes River Boulevard from US 99 to I-5

Arden-Garden connector

A street extending 7th and 8th Streets to Richards Boulevard

Richards Boulevard to Business 80 extension

Evergreen Street to Arden Way extension

A crossing of the American River between South Natomas and the Central
Business District

Exposition Boulevard to State Route 160 extension

Street Widening Projects

Mayhew Road overcrossing at Route 50

Jackson Road between Treeview Road and Rancho Murieta

Howe Avenue between Hurley Way and Arden Way

South Watt Avenue between Alderson Avenue and Jackson Road

Wachtel Way between Oak Avenue and Old Auburn Road

Hood Franklin Road between Old S.P.R.R. and the town of Hood

Kiefer Boulevard between Florin-Perkins Road and South Watt Avenue

Elkhorn Boulevard between 6th Street and Walerga Road

Elk Grove-Florin Road between Bond Road and Jackson Road

Old Auburn Road between Fair Oaks Boulevard and the Placer County Line

Sunrise Boulevard between Antelope Road and the Placer County Line

Antelope Road between I-80 and Auburn Boulevard

Greenback Lane between Fair Oaks Boulevard and Hazel Avenue

Madison Avenue between Air Base Drive and I-80

22A

Oak Avenue between Sunrise Boulevard and the Folsom City Limits
16th Street between the North City Limits and Elkhorn Boulevard
Franklin Boulevard between Ehrhardt Drive and the South City limits.

Garden Highway between Northgate Boulevard and I-5

Norwood Avenue between Arcade Creek and I-80

Power Inn Road between Folsom Boulevard and Fruitridge Road

Raley Boulevard between Bell Avenue and the North City limits

Northgate Boulevard between State Route 160 and Garden Highway (elevate and widen)

Franklin Boulevard between Sutterville Road and Fruitridge Road

Bridge Replacement and Repair

Main Avenue over East Main Drain and Union Pacific Railroad

Twin Cities Road west of Bruceville Road

Lee School Road north of Tavernor Road

Bruceville Road north of Eschinger Road

El Verano Road north of Elverta Road

28th Street at Dry Creek

Excelsior Road south of Calvine Road

9th Street south of Elverta Road

Burr Avenue west of Rio Linda Boulevard

Clay Station Road south of Montfort Avenue

Cherokee Lane at Deadman Gulch

Eagles Nest Road north of Grantline Road

Cherry Avenue east of Granite Avenue

Lacey Road south of Arno Road

McKenzie Road south of Mingo Road

Scott Road north of Latrobe Road

Woodside Drive west of Sylvan Road

Lambert Road east of Herzog Road

22A

Intersection Improvements

Florin Road and Stockton Boulevard

Stockton Boulevard at McMahon Drive and Jansen Drive

Fulton Avenue and Marconi Avenue

Coloma Road and Sunrise Boulevard

Marconi Avenue and Watt Avenue

Arden Way and Fulton Avenue

Fair Oaks Boulevard and Walnut Avenue

El Camino Avenue and Fulton Avenue

Auburn Boulevard and Winding Way

Freeport Boulevard and Florin Road

Freeport Boulevard and Fruitridge Road

Franklin Boulevard and Fruitridge Road

Mack Road and Franklin Boulevard

Stockton Boulevard and Broadway

Freeport Boulevard and Meadowview Road

New Traffic Signals

San Juan Road and Bridgeford Drive

Silver Eagle Road and Norwood Avenue

Heritage Lane and Response Road

Windbridge Drive and Rush River Drive

Windbridge Drive and Pocket Road

Pocket Road and Greenhaven Drive

Mack Road and Route 99

I-5 and Pocket Road

I-80 and Norwood Avenue

Park Riviera Way and Pocket Road

22A

Ehrhardt Avenue and Franklin Boulevard
Land Park Drive and 2nd Avenue
21st Street and E Street
21st Street and F Street
H Street and 26th Street
H Street and 47th Street
G Street and 25th Street
G Street and 27th Street
P Street and 28th Street
Cucamonga Avenue and Power Inn Road
Elder Creek Road and Sunrise South/Cougar
Huntsman Drive and Kiefer Boulevard
Howe Avenue and Wyda Way
Del Norte Boulevard and 42nd Street and Fruitridge Road
Hurley Way and Morse Avenue
Fair Oaks Boulevard and Sunrise East
Dawes Street and Folsom Boulevard
Greenback Lane and Filbert Avenue
San Juan Avenue and Sperry Drive
Stollwood Drive and Zelinda Drive and Winding Way
Ethan Way and Hurley Way
Fair Oaks Boulevard and Treecrest Avenue
Bell Avenue and Northrop Avenue
Aramon Drive and Folsom Boulevard
Elkhorn Boulevard and Sprig Drive
Auburn Boulevard and San Tomas Drive
Bell Avenue and Cottage Way

22A

Antelope Road and Roswood Drive
Folsom Boulevard and McGregor Drive
Folsom Boulevard and Rod Beaudry Drive
Fair Oaks Boulevard and Sunset Avenue

Left Turn Lanes

Fair Oaks Boulevard between Fairchild Drive and Garfield Avenue
Hazel Avenue between Central Avenue and to Oak Avenue
La Riviera Drive between Waterton Way and Woodman Way
Walnut Avenue between El Camino Avenue and Locust Avenue
Dewey Drive between Coyle Avenue and Greenback Lane
Arden Way between Eastern Avenue and Fair Oaks Boulevard
San Juan Avenue between Walnut Avenue and Winding Way
Folsom Boulevard between Horn Road and Tiffany Lane

Computerized Signal Systems

Arden Way between Exposition Boulevard and Del Paso Boulevard
Del Paso Boulevard between Marysville Boulevard and SR160 Ramp
South Natomas arterial system
 Northgate Boulevard, Truxel Road, West El Camino Avenue, Garden Highway
Stockton Boulevard between Broadway and South City limits
Florin Road between Riverside Boulevard and Franklin Boulevard
Central City Master Controller
Mack Road between I-5 and Route 99
Franklin Boulevard between Sutterville Road and South City limits
Fruitridge Road between Stockton Boulevard and East City limits

Bike Lanes/Pedestrian Walkway

Watt Avenue north of Center Joint High School
Elk Grove/Florin - at Elk Grove Park

22A

Illinois Avenue between Sunset Avenue and Sailor Bar

Van Alstine Avenue between Fair Oaks Boulevard and California Avenue

Rio Linda Boulevard between M Street and Elverta Road

Stevenson Avenue between Route 99 and Power Inn Road

Hollister Avenue between Grant Avenue and Fair Oaks Boulevard

Grant Avenue between Marshall Avenue and Hollister Avenue

Marshall Avenue between Stanley Avenue and Grant Avenue

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, Interconnect and Synchronize signals

Curb, gutter and drainage

Center medians

Left turn lanes

Bike lanes

Major Projects - City of Folsom

New Bridge Crossing of the American River

Major Projects - City of Galt

Lincoln Way--Reconstruct

Phase I - A Street to C Street

Phase II - C Street to Caroline Avenue

Phase III - Myrtle to A Street, Traffic Signals at C Street and A Street

Phase IV - Myrtle to Wendy Hope

Phase V - Improve Intersection and Lincoln Way/Walnut

Major Projects - City of Isleton

Maintenance Programs on Existing Facilities

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Extend I-80 Corridor Light Rail Transit Line to Antelope Road

Extend Folsom Corridor Light Rail Transit Line to Hazel Avenue

22A

Continue Sacramento Regional Transit District Transit Service to Existing Service Areas

Provide New Sacramento Regional Transit District Transit Service in the following areas:

South/North Natomas
North Highlands/Antelope/Citrus Heights
Orangevale
Rancho Cordova
Vineyard (western portion)
Pocket/Meadowview
Valley Hi/Laguna/Elliott Ranch
Elk Grove (western portion)

Construct a new Light Rail Maintenance Facility

Purchase Light Rail Vehicles

Purchase Buses

Construct Park and Ride Facilities and Signal Preemption

Elderly and Handicapped Transportation Projects

Continue Transportation Service to Elderly and Disabled Populations

Provide new Transportation Service to Elderly and Disabled Populations

Purchase Vehicles

Construct a Maintenance Facility

Purchase a Communications System

Projects listed in this Plan may be funded entirely from retail transactions and use tax (sales tax) proceeds, or may be funded by a combination of tax proceeds, federal, state and other local revenue sources.

Projects to be funded from tax proceeds will be selected annually by the Authority based upon Entity Annual Expenditure Plans submitted by the County, the Cities, Sacramento Regional Transit District, and the Consolidated Transportation Services Agency, and on the Authority's assessment of transportation needs throughout the region. Projects are not necessarily listed in order of priority, and the Authority will reassess regional transportation priorities on an annual basis.

Projects may be funded in their entirety or may be funded in phases.

Under the terms of the Local Transportation Authority and Improvement Act, the Authority may annually review and propose amendments to this Plan to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Unforeseen circumstances may include, without limitation, actual revenues exceeding the costs of implementing the adopted Plan and needs for other projects revealed by the results of environmental analysis undertaken during the term of the sales tax, including the updating of General Plans. The Authority must give notice of proposed amendments to the Board of Supervisors and to the city

council of each city in the County. The proposed amendments take effect forty-five (45) days after notice is given.

At the time of Plan preparation, approval and adoption, only estimates of sales tax revenues over a 20-year period and estimates of project costs are available. Whether fewer than all of the projects listed in the Plan can be funded during the 20-year life of the sales tax, or whether funds will be available to undertake additional projects, will depend upon many factors, including the actual amount of tax proceeds, the accuracy of cost projections, and changes in project costs over a 20-year period.

Accomplishment of some of the listed projects is contingent upon the fulfillment of certain legal or other requirements, e.g., environmental analysis of specific project designs, receipt of matching funds from non-sales tax sources.

As mandated by the Local Transportation Authority and Improvement Act, the Authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional highways, with the cities in the County, the Sacramento County Board of Supervisors, and the California Department of Transportation, for the purpose of integrating its planned highway improvements with the highway and other transportation improvements plans and operations of other transportation agencies impacting the County.

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CITY OF SACRAMENTO
FEB 25 8 17 AM '88

DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

RECEIVED
FEB 24 1988

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

March 1, 1988

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: City Projects on City Streets and
City Projects on State Highways for the 1/2 Cent Sales Tax

SUMMARY

It is recommended that the resolution, or resolutions, approving the attached report for the 1/2 cent sales tax be adopted. On February 23, 1988 the Budget & Finance/Transportation & Community Development Committee heard a report on the City projects and the staff modified the selected projects as directed by the committees.

BACKGROUND

To meet the Council's schedule of March 1, and the required deadlines for June 1988 election, the Council must adopt a resolution, or resolutions, which will include three major components:

1. Composition of the Local Transportation /authority.
2. Approval of the Transportation Authority Expenditure Plans.
3. Approval and signing of the Transportation Expenditure Agreement.

FINANCIAL

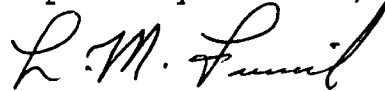
The projects will be financed through the 1/2 cent sales tax.

22C

RECOMMENDATION

It is recommended that the appropriate resolution or resolutions be adopted.

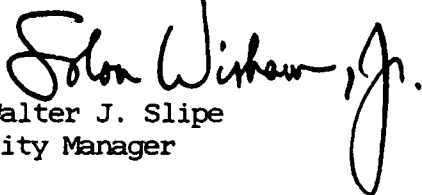
Respectfully submitted,



FOR

Robert L. Lee
Transportation Division Manager

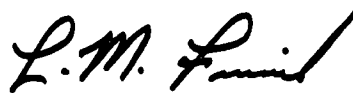
Recommendation Approved:



for

Walter J. Slipes
City Manager

Approved:



for

Melvin H. Johnson
Director of Public Works

March 1, 1988
All Districts



22C

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

TRANSPORTATION DIVISION

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

February 23, 1988

Budget & Finance/Transportation & Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: City Projects on City Streets and
City Projects on State Highways for the 1/2 Cent Sales Tax

SUMMARY

In order to meet the scheduled adoption by the Council and Board of Supervisors on the 1/2 cent sales tax allocation, the City Council must review and approve sales tax projects within the City. Attachment 'A' identifies the projects, the proposed timing for the construction of the projects and the estimated cost of each project. The staff recommends that the Joint Committees review and approve the attached list of projects for the 1/2 cent sales tax and forward the list to the Council for final adoption.

BACKGROUND

Over the past 18 months, City staff has been working on identifying and prioritizing Capital Improvement Projects on City streets and State highways in the City. The work on the highways portion of the projects have been in conjunction with the County and CalTrans District 03. The needs for street and freeway improvements greatly exceed the revenue generated by the 1/2 cent sales tax. The projects identified are in the City's General Plan/Community Plan, and these projects identified on the attached list represent our priorities.

To meet the Council's schedule of March 1, and the required deadlines for June 1988 election the Council must adopt a resolution which will include three major components:

1. Composition of the Local Transportation Authority.
2. Approval of the Transportation Authority Expenditure Plans.
3. Approval and signing of the Transportation Expenditure Agreement.

All of those items are attached for the Committees' review and approval. Staff's intent is to review with the Committees those projects recommended by the City for funding by the 1/2 cent sales tax.

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February 23, 1988
B & F/T & CD
Page -2-

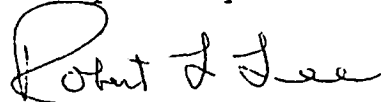
FINANCIAL

The projects will be financed through the 1/2 cent sales tax.

RECOMMENDATION

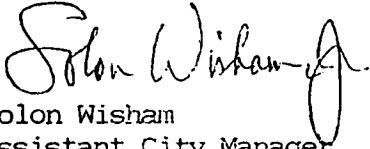
The Staff recommends that the list presented to the Joint Committee be approved and forwarded to the Council for approval on March 1, 1988.

Respectfully submitted,



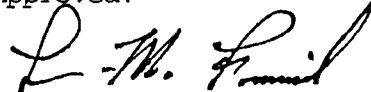
Robert L. Lee
Transportation Division Manager

Recommendation Approved:



Solon Wisham
Assistant City Manager

Approved:



FOR

Melvin H. Johnson
Director of Public Works

attachments

February 23, 1988
All Districts

22c

CITY PROJECTS
1/2 CENT SALES TAX (FIRST 5 YEARS)

1. Franklin Boulevard - Ehrhardt to City limits \$1.5 Million

Franklin Boulevard is a 4 lane divided road in the south area except for this portion. It is not congested at this time but it soon will be with the tremendous amount of development occurring in the Laguna Elk Grove area.

2. Franklin Boulevard - Sutterville Road to Fruitridge Road \$0.5 Million

This is the one remaining portion of Franklin Boulevard that does not have curb, gutter and sidewalk. It is planned to place the utilities (electric and telephone) underground as part of this project.

3. Cosumnes River Boulevard - Franklin to US 99 \$5.7 Million

This project is to provide the initial 2 lanes on this important new route. Ultimately, this road will be 6 lanes and connect I-5 and US 99. It will enhance circulation in the southern portion of the City and provide relief for traffic conditions on Mack Road.

4. Signal System Improvements \$4.5 Million

This project will upgrade and interconnect many traffic signals and provide for improved synchronization on major streets in the suburban areas. This will reduce delays and fuel consumption while assisting in improving air quality.

5. Norwood Avenue - Arcade Creek to I-80 \$1.0 Million

This project will widen Norwood Avenue to 4 lanes and provide frontage improvements on this north area street where traffic volumes are steadily increasing.

6. Arden-Garden Connector (Unfunded Portion) \$6.2 Million

This project will provide a badly needed east/west connector between South Natomas and North Sacramento. The primary existing route is a very congested 2 lane portion of El Camino Avenue which crosses the UPRR at grade. This project will be partly funded with Federal Aid Urban funds.

7. Garden Highway - Northgate to I-5 \$7.0 Million

Traffic volumes are rapidly increasing on this 2 lane, levee top roadway as development of the Natomas area continues. After the Arden-Garden connector is constructed, this will become a major constraint to traffic flow in this area if it is widened.

8. 7th & 8th Streets - Northerly Extension \$2.0 Million

This project will provide a new connection between downtown and the developing Richards Boulevard area. It will provide improved circulation and greatly enhance traffic movement in both areas. It will also assist in relieving congestion on I Street at I-5, J Street at I-5, Richards at I-5, 12th Street, 15th Street, and 16th Street.

9. Richards Boulevard - I-5 to SR 51 (Bus 80) \$2.6 Million

This project will provide funds for some widening of Richards Boulevard between I-5 and 12th Street, and for the first phase of extending Richards Boulevard from its present easterly terminus at 12th Street to SR 51 (Bus 80). This roadway will provide an alternate route for large volumes of traffic that are now using E, F, G, H, I, J, 12th and 16th Streets in the central area.

10. Small Safety Projects \$3.0 Million

These projects will consist of new traffic signals at 5 locations and intersection improvements at Freeport & Florin, Freeport & Fruitridge, and Franklin & Fruitridge. Some of the funds will be used for median improvements, left turn lanes and bike lanes at various locations.

11. SR 99 - Mack Road to South City Limits \$15.0 Million

This project is the City portion of a major transportation program to widen US 99 between Mack Road and Elk Grove Boulevard. This project also includes an interchange at Cosumnes River Boulevard (Calvine Road). This will enhance circulation and relieve congestion in the South Sacramento area and provide better traffic flow on our City street system.

12. SR 51 (Bus 80) - Operational Improvements \$9.0 Million

This is the initial stage of improvements to the most congested freeway in the metropolitan area. Funds will primarily be used for ramp modifications and auxiliary lanes where appropriate.

22C

CITY PROJECTS
1/2 CENT SALES TAX (SECOND 5 YEARS)

1. Folsom Boulevard & Howe Avenue/Power Inn Road \$3.0 Million

This project will provide a grade separation for the heavy south bound to east bound left turn movement. By separating this large movement from the heavily travelled intersection, congestion will be relieved in all directions.

2. Fair Oaks Boulevard and Howe Avenue \$3.0 Million

This project will provide a grade separation for the heavy east bound to north bound left turn movement. By separating this movement, traffic flow will be improved in all directions.

3. Power Inn Road - Folsom Boulevard to Fruitridge Road \$4.0 Million

This road is rapidly becoming one of the most congested in the City with large truck movements serving a rapidly growing industrial area. This project will add 2 lanes to the 4 lane roadway, increasing the capacity by 50 percent.

4. Evergreen Street Extension to Arden Way \$1.0 Million

This project will improve north/south circulation in the North Sacramento community by connecting Rio Linda Boulevard and Evergreen with SR 160. This project may also ultimately connect with the proposed Exposition Boulevard Extension.

5. Cosumnes River Boulevard - Franklin Boulevard to I-5 \$11.0 Million

This is the second stage of a project started in the first 5 years. It will provide a continuous east/west thoroughfare from I-5 easterly to beyond US 99 and a vital link in the south Sacramento transportation system.

6. Main Avenue Bridge \$6.5 Million

This will replace an old wooden bridge on Main Avenue over the East Main Drain Canal. It will also eliminate an at-grade crossing of the Union Pacific Main Railroad line. This bridge will be similar to the one that was recently constructed on Silver Eagle Road.

7. Richards Boulevard - I-5 to SR 51 (Bus 80) \$3.5 Million

This is a continuation of the project described in the first 5 year section.

22c

8. Safety Improvements \$3.0 Million

This will provide funding for new traffic signals at 5 additional locations and intersection improvements at Mack & Franklin, Stockton & Broadway, and Freeport & Meadowview. It will also provide funds for additional median islands, left turn lanes and bike lanes at various locations.

9. SR 99 - 12th Avenue to Oak Park Interchange \$4.0 Million

This project will provide ramp modifications and auxiliary lanes to improve safety and reduce congestion through this heavily travelled freeway to freeway interchange between US 99, US 50 and SR 51 (Bus 80).

10. I-5 at I and J Street Ramp Improvements \$9.0 Million

This project will make major improvements to the freeway interchange serving downtown Sacramento at I and J Streets.

11. SR 50 at Watt Avenue Interchange Improvements (City Share) \$3.0 Million

The SR 50 and Watt Avenue interchange is half in the City and half in the County. This project is the City's share of the cost to upgrade this very congested interchange by providing ramp modifications and ramp widening.

12. SR 160 at Richards Boulevard Interchange \$6.0 Million

This will provide a more direct connection between SR 160 (12th & 16th Streets) and the redeveloping industrial area of the Richards Boulevard Corridor. The project also provides an improved northern route around the central City between I-5 and SR 160.

22C

CITY PROJECTS
1/2 CENT SALES TAX (LAST 10 YEARS)

1. Raley Boulevard - Bell to City limits \$1.0 Million

This is a narrow north/south street carrying a high volume of traffic. The project would provide road widening to accommodate 4 lanes and shoulders.

2. American River Crossing between South Natomas and CBD \$57.0 Million

To accommodate anticipated future growth, additional vehicular capacity is required across the American River. This project would construct a new bridge approximately at the extension of Truxel Road from the Natomas area to the central business district. Current facilities cannot be widened or improved to carry the expected load.

3. Northgate Boulevard \$7.0 Million

Northgate Boulevard between SR 160 and Garden Highway is a 2 lane roadway built in the American River Floodplain. It is not uncommon for this road to be closed for long periods in the winter and early spring. Development pressures require improved and full time access to the South Natomas Community. This project would elevate and widen the road above the high water level so it can remain open at all times.

4. SR 160 (21st Street) at UPRR Crossing \$4.0 Million

This crossing is adjacent to the Union Pacific Railroad yard and trains frequently block northbound traffic on 21st Street just north of where it joins Freeport Boulevard. The tracks are elevated at this point and this project would provide a 2 lane underpass for northbound traffic.

5. SR 160 at Exposition Boulevard Extension \$9.0 Million

It is proposed to extend Exposition Boulevard under the Southern Pacific tracks near Tribute Road and provide a connection with SR 160 in the vicinity of the Woodlake Inn. This will greatly relieve congested traffic on Arden Way and provide improved circulation for Arden Fair, Point West and Cal Expo.

6. SR 160 Realignment at Freeport \$1.0 Million

As development of the south area continues increasing, this will provide a bypass so all of the SR 160 traffic will not have to travel through the town of Freeport. It will greatly improve the environment in this quaint river town.

- 22c
7. I-80 and Truxel Road - New Interchange (City Share) \$1.5 Million

The North Natomas developers plan to pay \$4.5 Million toward this \$6 million dollar interchange on the basis that about 25 percent of the need is generated in South Natomas. This project represents the City's share (South Natomas share) of the total cost.

8. SR 160 at Northgate Boulevard \$6.0 Million

This project will provide interchange improvements to allow access to and from the east on SR 160. This will improve circulation between South Natomas and other communities in the east portion of Sacramento.

9. I-80 from I-5 to SR 51 (Bus 80) \$2.0 Million

This is a highway beautification program designed to enhance the appearance of this freeway corridor by providing freeway landscaping.

10. SR 51 (Bus 80) - E Street to Arden Way \$15.5 Million

This project provides major roadway widening and interchange improvements that will complement earlier achievements. The City contribution to the proposed Richards Extension Interchange is also included in this project.

February 11, 1988

CITY PROJECT SUMMARY
SALES TAX

	<u>1st 5 Years</u>	<u>2nd 5 Years</u>	<u>Last 10 Years</u>	<u>TOTAL</u>
<u>1/2 CENT SUMMARY</u>				
City Proj. on City Streets	\$34.0 Million	\$35.0 Million	\$ 65.0 Million	\$134.0 Million
City Proj. on State Routes	\$24.0 Million	\$22.0 Million	\$ 39.0 Million	\$ 85.0 Million
	<hr/>	<hr/>	<hr/>	<hr/>
	\$58.0 Million	\$57.0 Million	\$104.0 Million	\$219.0 Million

**ENVIRONMENTAL IMPACT SECTION
INITIAL STUDY**

NAME: SACRAMENTO TRANSPORTATION AUTHORITY/COUNTY TRANSPORTATION
EXPENDITURE PLAN AND TRANSPORTATION EXPENDITURE AGREEMENT

CONTROL NO.: 88-PW-0104

LOCATION: The project is located in the Incorporated and Unincorporated areas
of Sacramento County.

LEAD AGENCY:

Sacramento County

PARTICIPATING AGENCIES:

City of Sacramento
City of Folsom
City of Isleton
City of Galt
Regional Transit

PROJECT DESCRIPTION:

The proposed project is the establishment of the Sacramento Transportation Authority, adoption of a County Transportation Expenditure Plan, and adoption of a contract which apportions revenues for transportation facilities between public transit functions and road construction projects.

Background:

Exploding population growth within the unincorporated area of the County of Sacramento and the cities within the County is creating an immediate and urgent need for extraordinary revenue with which to finance the construction of street and highway improvements, public transit facilities and services, and elderly and handicapped services, and for coordination in the expenditure of those revenues in a manner conducive to the creation of an integrated traffic circulation system within incorporated and unincorporated areas for the purpose of achieving efficient and safe vehicular traffic movement at the lowest capital and environmental cost.

Many routes on major traffic corridors and at major intersections are fast becoming obsolete as growth outpaces the road capacity. Average daily traffic (ADT) volumes on major streets in the County and cities in several locations exceed ADT volumes on outlying freeway segments. Land use decisions have been

and will continue to be made that ultimately will demand a balance of population growth and roadway expansion. If such a balance does not occur, transportation and environmental planners predict traffic levels so high that feasible road improvements cannot always mitigate the traffic impacts above level of service (LOS) F (see Exhibit A for level of service definitions). Consequently, without improvements Sacramentans can expect a decrease in the level of service and thus further increases in congestion (decreased capacity, longer travel time, unstable flows); decreased driver and pedestrian safety and degradation of air quality.

To compound the above problems, Sacramento jurisdictions have limited funding sources for transportation facilities. The funds that are available have failed to keep pace with inflation and traffic growth. If present levels of funding and budgeting continue Sacramento jurisdictions may have insufficient funds to meet the 20% local match requirements to receive the limited Federal grants that are available for local major road improvements.

The Sacramento Regional Transit (RT) has comparable problems, with both Federal and State allocations for transit services diminishing. RT has not been able to replace old buses, expand the bus fleet, or extend service to growing areas in the region. This puts a further burden on local roadways as alternatives to the single occupancy vehicle as the sole mode of transportation are reduced.

Local jurisdictions have attempted to compensate for these funding restrictions by imposing more road improvement requirements as conditions of approval on individual development projects. The requirement that individual residential subdivisions or commercial/industrial developments fund feasible improvements to mitigate the effects of project-generated traffic both on-site and off-site does not result in a comprehensive program to cope with the travel demands of metropolitan growth. The provision of on-site bus turnouts and shelters by developers does not go very far toward expanding the transit system. Traffic mitigation requirements in most cases are not designed to maintain or improve the traffic conditions that prevailed in the project's vicinity prior to project development. The need for a more comprehensive and larger based funding program for transportation improvements has long been recognized.

Proposed Project:

As a result of this identified need, Sacramento local government and citizen groups have interacted to propose funding mechanisms to expand and direct transportation expenditures in the Sacramento area. The Local Transportation Authority and Improvement Act (commencing at Public Utilities Code, Section 18000), was enacted by the California Legislature in 1987 to become effective January 1, 1988. Under Section 180001 of the Act, it is the legislative intent

**LEVEL OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	TYPE OF FLOW	VOLUME/ CAPACITY RATIO	DELAY	MANUEVERABILITY
A	Free Flow	0-0.55	No vehicles wait longer one red indication. Average daily 0-16 seconds.	Turning movements are made, and nearly all drivers find freedom of operation.
B	Stable Flow	0.56-0.66	The number of vehicles waiting through one red indication is increased. Average daily 16-22 seconds.	Many drivers begin to feel somewhat restricted within groups of vehicles
C	Stable Flow	0.67-0.78	Occasionally, vehicles may have to wait through more than one red indication. Average daily 22-28 seconds.	Backups develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	Approaching Unstable Flow	0.79-0.89	Delays may be substantial during short periods, but excessive backups do not occur. Average delay 28-35 seconds.	Manueverability is severely limited during short periods due to temporary backups.
E	Unstable Flow	0.90-1.00	Delay may be great-up to several signal cycles. Average delay 35-40 seconds.	There are typically long queues of vehicle waiting upstream of the intersection.
F	Forced Flow	Over 1	Excessive delay. Average delay over 40 seconds.	Jammed conditions. Backup from other locations may restrict or prevent movement of vehicles at the intersection under consideration.

Sources: Highway Capacity Manual, 1965, and Interim Materials on Highway Capacity, 1980.

to permit implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes; and to permit voters of the County to raise Sales Taxes to meet local transportation needs.

The Act requires establishment of a local transportation authority and authorizes, following voter approval, levy of an increase in the transactions and use tax (sales tax) to finance the costs of road construction and other public transportation programs. The County of Sacramento, Cities of Sacramento, Folsom, Isleton, and Galt, and Sacramento Regional Transit District have elected to invoke the provisions of the Act within Sacramento County.

As provided for by the act, the Sacramento Transportation Authority would be a new governmental entity, composed of members of the Sacramento County Board of Supervisors and members of the City Councils of incorporated areas of the county. The primary function of the authority would be to administer the expenditure of transportation improvement funds which might be generated by the proposal. These have been described as follows:

The transactions and use tax (sales tax) increase, if approved by the voters, will constitute the nucleus of multiple revenues to be administered or regulated by the Sacramento Transportation Authority in order to establish a consolidated assessment of the traffic circulation and public transportation needs of the community, formulate plans for the fulfillment of those needs, and implement the plans.

Revenue sources which will be administered or regulated by the Transportation Authority will be the following:

- a. Revenues received by the Authority from any transactions and use tax increase approved by the voters pursuant to the Local Transportation Authority and Improvement Act;
- b. Revenues received by the County and Cities from levy for road and highway improvement purposes of special taxes or fees upon new construction;
- c. Revenues received by the Transportation Authority from any Federal or State grants or subsidies which may in the future be made available for highway construction, public transit purposes, planning purposes or other transportation purposes, or transportation related environmental improvement purposes; and
- d. Any revenues received by the Authority from any other source which may be made available in the future.

The retail transactions and use tax increase will be allocated as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, the remaining revenues to be allocated in amounts which on a three-year average equal 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions (EHT as provided by Consolidated Transportation Services Agency, CTSA).

The above background information has been excerpted from transmittals from the Sacramento County Counsel to members of the Sacramento County Board of Supervisors, members of the councils of the cities of Sacramento, Folsom, Isleton, and Galt, and members of the Board of Directors of Regional Transit for special meetings at which the above parties have formulated the proposal. The information has been used herein to define the project for purposes of this Initial Study, and it is believed it fairly describes the essential provisions of the proposed project. In addition to the above information, the ultimate purposes and objectives of the proposed transportation expenditures have been stated as follows:

- a. Promote the safe, convenient and efficient utilization of State, County and City freeways, highways, roads and streets within Sacramento County; and
- b. Improve air quality within the County.
- c. To improve and expand Public Transit and EHT Functions within Sacramento County.

Objectives of Allocations. The Authority shall allocate revenue derived from the levy of the Sales Tax and other revenues to the County, Cities, the District, and the CTSA for the cost of Public Road Improvements, Public Transit Functions, and EHT Functions in a manner which improves the vehicular traffic circulation system and mitigates the air quality and other regional environmental impacts of traffic within the County by:

- a. Facilitating the efficient movement of vehicular traffic to, through, or around cities;
- b. Facilitating the efficient movement of commuter vehicular traffic from residential areas to centers of employment;

- c. Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce;
- d. Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit;
- e. Providing for the known, unmet demand and the projected growth in demand for EHT Functions by the promotion, development, expansion, and utilization of specialized paratransit services.

County Transportation Expenditure Plan:

The Local Transportation Authority and Improvement Act requires formulation of a County Transportation Expenditure Plan preceding the calling of an election and placement of a sales tax increase proposal on the ballot. In its entirety the County Transportation Plan consists of the organization and structure of the Transportation Authority, the potential revenue sources regulated by the Transportation Authority, the Revenue Allocation expressed by the expenditure agreement, and a list or description of projects which might qualify for funding with revenues derived by a sales tax increase, if approved by the voters. The Transportation Authority, potential revenue sources, and the revenue allocation to administration, mitigation, public roads and public transit are discussed above.

For purposes of the California Environmental Quality Act (CEQA), which emphasizes analysis upon physical effects upon the environment, the critical elements of the plan are the physical construction projects which might be undertaken. The physical properties or details of projects which might be undertaken over the twenty year life of the proposal are only generally known at this time, due to the lack of specific engineering or planning analysis.

CEQA requires any road improvement projects which would be financed by transactions and use tax revenues to be subjected to an environmental analysis and reporting. The analysis is required preceding a determination to undertake the project.

Neither the Sacramento Transportation Authority, the County nor the Cities nor Regional Transit may commit themselves to the construction of the types of road improvement projects identified by the Plan unless those projects have been the subject of environmental analysis. The costs of the planning and environmental analysis required in order to determine to undertake such projects would cumulatively be in the millions of dollars, since to be meaningful, specific engineering and planning details would be required to conduct the analysis. By

virtue of changes in policy (land use, transportation), which may be affected by external factors, some of the facilities proposed at this time may never be built while others could be built which are not presently contemplated. The Transportation Authority does not possess any funds unless and until a transactions and use tax increase is approved by the voters. The County and Cities do not possess sufficient revenues to allocate them to a planning process which would be implemented only in the event of voter approval. The twenty year term of any voter-approved transactions and use tax increase and of the Plan, defies in any event the ability to include specifically identified, located, planned projects as a basis for the expenditure of the revenues from the increase.

Therefore, the Plan is general and conceptual in nature. It provides for basic division of any voter-approved tax increase between road construction and public and elderly and handicapped transit functions; and of road construction revenues between projects of a regional character and those related to local needs of the Cities and the County. The road construction projects described by the Plan are regional in character, and have been identified by the participating agencies as included in their currently adopted General Plan traffic and circulation elements. Each of these General Plans has been the subject of environmental analysis prior to its adoption pursuant to CEQA. Each of the proposed facilities identified as possible construction projects under the Expenditure Plan, however must be the subject of additional environmental analysis at the time more specific engineering and planning information is available. This Initial Study will not be sufficient for CEQA compliance at the time specific construction proposals are requesting authorization.

Given inclusion in adopted General Plans and the general and conceptual level of detail at which the currently proposed facilities and services are known at this time, the environmental documentation approved during adoption of the various jurisdiction General Plan Circulation elements would be considered adequate for the proposed project.

Participating Agency Candidate Projects:

The agencies participating in the Sales Tax Transportation Expenditure Plan have submitted lists of candidate projects for funding under the proposed project. These projects are listed below or on attached exhibits.

Sacramento County:

Sacramento County has submitted a list of candidate projects as shown on Exhibit A.

City of Sacramento:

The City of Sacramento has submitted a list of candidate projects as shown on Exhibit B.

City of Folsom:

The City of Folsom has provided information which indicates that it is their desire to include as a candidate project a bridge crossing of the American River, as indicated on their General Circulation Plan and Exhibit D.

City of Galt:

The City of Galt has submitted a list of candidate projects as shown on Exhibit E.

City of Isleton:

The City of Isleton has stated that the only projects they would propose be included in the Expenditure Plan are maintenance programs on existing facilities.

Regional Transit:

Regional Transit has submitted a description of facilities and services as shown on Exhibit C to be included in the Expenditure Plan.

Environmental Analysis:

The proposed project, if approved, would ultimately lead to specific facilities and services which are intended to reduce congestion and increase transit usage from new and existing development in the region. Through the proposed contribution to public transit, allocation for mitigation of motor vehicle emissions and increases in transportation system capacity, it is anticipated that congestion would be reduced, adverse air quality emissions would be reduced and traffic circulation would be improved. General Plan goals and policies of participating agencies relating to the provision of a balanced transportation system for an increasing population, air quality, and the movement of people and goods would be enhanced. The proposals as outlined in the attached exhibits do not establish new policy with respect to land use or transportation; the proposals are consistent with existing policies of the participating jurisdictions. Therefore, previous environmental analysis

conducted for adoption of the participating agencies General Plans should apply.

Further Environmental Review:

The proposed project can be described as a multi-phased program. The first phase, as described above, is the planning of the organization and structure of the administration of the program, and selection of candidate conceptual projects or services which might be proposed if revenue sources are approved. A final phase would be the planning, engineering and design for specific construction projects. Since it is impossible to predict the specific impacts any one construction project will have on the environment, it is in this final phase that each project will need to be evaluated separately and documentation pursuant to the California Environmental Quality Act prepared. Each project will be evaluated for specific areas of concern. Issues evaluated at that time may include such topics as natural resources, noise, air quality, drainage, vegetation, effects upon public and private property, alternatives and mitigation. Evaluation would be similar to any Public Works projects analyzed at the time they are proposed.

Mitigation Measures:

- 1) All future specific projects proposed to be constructed as a part of the above-described program shall be subject to individual environmental review as they are proposed pursuant to CEQA.
- 2) It should be noted that, as described above, a portion of any revenues approved by the voters under this project will be allocated to air quality mitigation programs to reduce motor vehicle emissions.

RECOMMENDED FINDINGS:

Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

The previous EIR's which are still considered applicable, adequate and appropriate for the proposed project are as follows:

- Final Environmental Impact Report for the Sacramento County General Plan Update - Phase I and Phase II (1981), County Control No. PL-80-091, State Clearinghouse No. 80102405.
- Final Environmental Impact Report for the City of Sacramento General Plan Update (1987), City Control No. M85-049, State Clearinghouse No. 86101310.

The information contained in these reports shall be used by the County of Sacramento as Lead Agency, Regional Transit, and the cities of Sacramento, Folsom, Galt and Isleton as participating agencies in evaluating the proposed project and rendering a decision of whether or not to proceed with its approval.

Date: _____

By: _____

(sac trans auth,,114)

COUNTY OF SACRAMENTO

*Inter-Department Correspondence*Date January 25, 1988

To : Dee Reynolds
Assistant to County Executive

From : Douglas M. Fraleigh, Director
Department of Public Works

Subject : SALES TAX PROJECTS

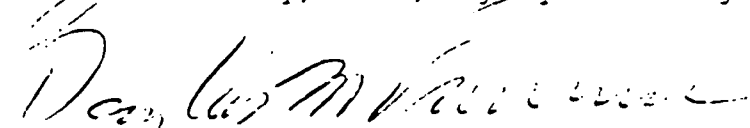
Attached is the list of candidate 1 Cent Sales Tax Projects dated January 22, 1988, which the Department of Public Works recommends for consideration. All previous lists should be discarded. There are two projects marked with an asterisk which are partly funded with federal or state funds.

The Department also recommends that there be an amount of \$800,000 per year from the 1 cent sales tax allocated to the City or County for implementing traffic system management plans (such as car pooling).

Recommended By:


James C. Ray, Chief, Highways and Bridges Division

Approved:


Douglas M. Fraleigh, Director, Department of Public Works

JCR:car

Attachment

cc: Mel Johnson, City of Sacramento
Dick Rogers, CalTrans
Wendy Hoyt, Regional Transit

DEPARTMENT OF PUBLIC WORKS
PROPOSED SALES TAX
STATE HIGHWAYS PROJECTS

January 22, 1988

<u>First Five Years</u>	<u>Total Est. Cost in \$1,000's</u>
1. Route 99--Elk Grove Blvd. to: Mack Road--Widen Add Interchange at Calvine Road Reconstruct Interchanges at Elk Grove Blvd. and Sheldon Road	\$42,000
2. Route 51 (Business 80)--Operational Improvements	9,000
3. Route 50--Soundwalls	4,000
4. Route 50--Mayhew Overcrossing, Widen	4,000
5. I-80--Madison Ave. to Placer County Line, Widen	16,000
<u>Second Five Years</u>	
6. I-80--I-5 to Watt Ave., Widen and improve the I-80 and I-5 Interchange,	28,000
7. Route 16--South Watt Ave. to Rancho Murieta Improve to Standard Two Lanes	50,000
8. Route 50--Sunrise Blvd. to Folsom Blvd., Widen and Improve Interchanges	23,000
9. I-5--I-80 to Airport Blvd., Widen	15,000
10. Route 99--Elverta Road, Construct Interchange	8,000
11. Route 99--Oak Park Interchange, Improve	4,000
12. Route 80--Antelope Interchange, Improve	2,000
13. I-5--"J" Street Interchange, Improve (Contingent on CALTRANS Agreement)	9,000
14. Route 50--Watt Avenue, Improve Interchange	<u>6,000</u>
TOTAL	\$220,000

DEPARTMENT OF PUBLIC WORKS
1¢ SALES TAX SUMMARY

County Roads--First Five Years

Construction
Cost in \$1,000's

Major Projects

Howe Ave.--Hurley Way to Arden Way--Widen to 6 lanes	500*
South Watt Ave.--Alderson Dr. to Route 16--Widen to 4 lanes	500
Watchtel Way--Oak Avenue to Old Auburn Rd.--Widen to 4 lanes	2,000
Hood Franklin--east of Old S.P. to Hood--improve 2-lane road	1,500
Kiefer Blvd.--Florin Perkins Rd. to South Watt Ave.--Widen to 4 lanes	2,000
Antelope Rd.--Railroad Overcrossing at So. Pacific Co. tracks	500*
Elkhorn Blvd.	
Phase I--30th Street to Watt Avenue--Widen to 4 lanes D	2,000
Phase II--Dry Creek to 30th Street--Widen to 4 lanes D	3,000
Elk Grove Florin Road	
Phase I--Bond Rd. to Calvin Rd.--Widen to 4 lanes D	<u>5,000</u>
MAJOR PROJECTS TOTAL	\$17,000

Small Safety Projects

Left Turn Lanes	\$3,000
Fair Oaks Blvd., Hazel Ave., La Riviera Dr.	
Greenback Ln., Walnut Ave., Folsom Blvd.	
San Juan Ave., Arden Way, Dewey Drive	
Intersection Improvements	3,000
Florin/Stockton, Stockton Blvd. coop. w/City,	
Fulton/Marconi, Coloma/Sunrise,	
Marconi/Watt, Arden/Fulton, Fair Oaks/Walnut	
Traffic Signals--20 locations & coordinate systems	5,000
Bridge Replacement--20 locations	4,000
Bike Lanes/Pedestrian Walkways	4,000
Watt Ave., Elk Grove-Florin Rd., Illinois Ave.,	
Van Alstine Ave. & Rio Linda Blvd.	
Curb/Gutter and Drainage Improvements	<u>1,000</u>
SMALL PROJECTS TOTAL	\$20,000

County Roads--2nd Five Years

Old Auburn Rd.--Fair Oaks Blvd. to Placer Co. Line	\$2,000
Widen to 4 lanes	
Sunrise Blvd.--Antelope Rd. to Placer County Line	2,000
Widen to 6 lanes	
Elkhorn Blvd.	
Phase III--6th Street to Dry Creek Rd.	6,000
Phase IV--Watt Ave. to Walerga Rd.	1,000
Elk Grove-Florin Road	
Phase II--Calvine Rd. to Route 16--Widen to 4 lanes D	10,000
Florin Rd.--S.P. Railroad Overcrossing	6,000*
Antelope Rd.--I/80 to Auburn Blvd.--Widen to 6 lanes D	3,000
Greenback Ln.--Fair Oaks Blvd. to Hazel Ave.--Widen to 6 lns. D	8,000
College Oak Dr.--Myrtle Ave. to Madison Ave.--Widen to 4 lanes	1,000
Madison Ave.--Air Base Drive to I/80--Widen to 6 lns.	1,000
Cypress Ave. --Walnut Ave. to Manzanita Ave.--Widen to 4 lanes	1,000
Roseville Rd.--Madison Ave. to Tacomac Dr.--Widen to 4 lanes	2,000
Twin Cities Rd.--Franklin Blvd. to River Rd.--improve 2 lanes	<u>2,000</u>

MAJOR PROJECT TOTAL \$45,000

Small Safety Projects

Left Turn Lanes--None	0
Intersections	
El Camino and Fulton	\$600
Auburn and Winding Way	
Signals--10 locations and	
Coordinate System	2,000
Bridges--5 locations	1,000
Bike Lanes/Pedestrian Walkways	3,400
Walnut Ave., Stevenson Rd., Hollister Ave.,	
Marshall Ave, Grant Ave.	
Curb, Gutter and Drainage Improvements	<u>1,000</u>

SMALL PROJECT TOTAL \$8,000

County Roads--Last 10 Years

Madison Avenue--Hazel Ave. to Greenback Ln.--Widen to 6 lanes	\$2,000
Oak Ave.--Sunrise Blvd. to Folsom City Limits--Widen to 4 lanes	8,000
16th St.--City Limits to Elkhorn Blvd.--Widen to 4 lanes	4,000
Interchange at Fair Oaks Blvd./Watt Avenue	10,000
General Plan Mitigation	12,000
Small Safety Projects	10,000

TOTAL \$46,000

COUNTY ROADS TOTAL 20 YEARS \$136,000

INCLUDING CONTINGENCY, PLANNING, AND ENGINEERING \$166,000

GRAND TOTAL 20 YEARS \$386,000

cc: KDR
JCR

RECEIVED

JAN 20 1988

COUNTY HIGHWAYS & BRIDGES DIVISION
DEPARTMENT OF PUBLIC WORKSDEPARTMENT OF
PUBLIC WORKSCITY OF SACRAMENTO
CALIFORNIA

OFFICE OF THE DIRECTOR

CITY HALL
ROOM 207
915 I STREET
SACRAMENTO, CA
95814-2673

916-449-5283

MELVIN H. JOHNSON
DIRECTOR
LESLIE M. FRINK
DEPUTY DIRECTOR
REGINALD YOUNG
DEPUTY DIRECTOR

January 20, 1988

County of Sacramento
Department of Public Works
Doug Fraleigh, Director of Public Works
827 7th Street Room 201
Sacramento, California 95814

Dear Doug:


Subject: Sales Tax

At the January 15 meeting of the proposed Sales Tax Task Force, it was requested that each agency verify that its proposed projects are consistent with the agency's general plan. My staff has reviewed the General Plan and provides the attached documentation for location of the specific projects in the Plan. The General Plan incorporates all of the current Community Plans as well, and where possible, we have documented the location of the specific community plan.

The City gave final approval of its General Plan on January 19 and the final documents are not expected to be printed until February 15. However, I have also enclosed copies of the Draft General Plan, the General Plan E.I.R., the Notice of Determination for the General Plan, and the identified Community Plans. As soon as the final documents are prepared we will forward them to you.

If you have any questions regarding this information, please contact me at 449-5283 or Bob Lee, Transportation Division Manager, at 449-5307.

Very truly yours,


Melvin H. Johnson
Director of Public WorksMHJ:jf
JB2-47

enclosures

cc: Robert L. Lee

<u>PROJECT</u>	<u>DESCRIPTION</u>	<u>DRAFT GP. PAGE NO.</u>	<u>COMMUNITY PLAN</u>
o Franklin Blvd., Ehrhardt to City Limits	Road Widening	P. 4-9	SSCP PP 57 & 66
o Franklin Blvd., Sutterville to Fruitridge	Road Widening	P. 4-9	--
o Cosumnes River Blvd., I-5 to S.R. 99	New Road & Freeway Connections	P. 4-7A, 4-9	SSCP PP. 57-59
o Signal System Improvements	Upgrade Existing Equipment	P. 4-12A	--
o Norwood Avenue, Arcade Creek to I-80	Road Widening	P. 4-9	NSCP P. 55
o Arden Garden Connector	New Roadway & Bridge	P. 4-7A, 4-9	NSCP P. 54
o 7th & 8th Streets, northerly extension	New Roadway	P. 4-10	--
o Richards Boulevard, I-5 to I-160	Road Widening	P. 4-9	--
o Small Safety Projects	Miscellaneous	N/A	N/A
o Folsom Blvd. & Howe Ave./Power Inn Road	Grade Separation	P. 4-9	--
o Power Inn Road, Folsom to Fruitridge	Grade Separation	P. 4-9	--
o Evergreen Street extend to Arden Way	New Roadway	P. 3	NSCP 55
o Main Avenue Bridge	Bridge Replacement	PP. 3, 4-9	
o Raley Boulevard, I-80 to City Limits	Road Widening	P. 4-9 P. Y-98 D.E.I.R.	NSCP P. 55
o Freeport Boulevard at U.P.R.R.	Grade Separation	P. 4-9	
o American River Crossing between South Natomas & C.B.D.	New Bridge	P. 4-10	NNCP P. 43
o Northgate Blvd.. SR 160 to Garden Hwy.	All Weather Improvements	P. 4-9	
o Richards Boulevard, I-5 - SR 160	New Roadway Interchange	PP. 4-9 & 4-10	CCCP P. 37d
o General Plan Mitigation Measures	Miscellaneous	Section 4	
o Garden Highway, I-5 to Northgate Blvd.	Road Widening	P. 4-9 P. Y-84 D.E.I.R.	

CCCP Central City Community Plan
NNCP North Natomas Community Plan
NSCP North Sacramento Community Plan
SSCP South Natomas Community Plan



Regional Transit

P.O. BOX 2110 • 1400 29TH STREET • SACRAMENTO, CA 95810-2110 • (916) 321-2800

January 20, 1988

RECEIVED

JAN 20 1988

ENVIRONMENTAL IMPACT SECTION
County of Sacramento

Mr. Al Freitas
Environmental Coordinator
COUNTY OF SACRAMENTO
827 I Street
Sacramento, CA 95814

Dear Mr. Freitas:

Re: Regional Transit's Proposed
Sales Tax Expenditure Plan

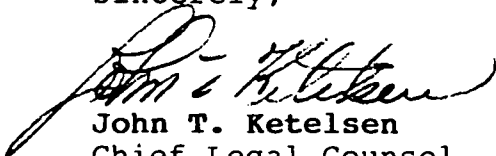
Enclosed for your review and use in preparing the necessary CEQA documentation for the Sales Tax Expenditure Plan is a graphic illustration of the Sacramento Regional Transit District's proposed transit expenditure plan. New bus service will be provided within the lightly shaded areas and extensions of the existing I-80 and Folsom Corridor light rail transit lines are proposed. This improvement in bus service is addressed in both the City and County General Plan policies and the light rail extensions are included in the City and County's General Plan Circulation Elements. Within the County Circulation Element, the heading, "Transportation Corridor," designates these light rail transit alignments. Although the Transportation Corridor designation is not specifically defined in the County's General Plan, it is clearly used to designate railroad alignments in the Circulation Element and has traditionally been used as the designation for light rail alignments.

RT does not currently possess environmental studies of the two LRT extensions proposed. However, the environmental reports prepared by the City and County for their respective General Plans addressed the impacts of these LRT extensions and improved bus service. Transit service is generally considered a mitigation measure for reduction of automobile traffic and associated air quality impacts. In summary, there should not be any new significant environmental impacts associated with the transit expenditure plan which have not already been considered in the prior City and County General Plan environmental impact reports.

Mr. Al Freitas
Page 2
January 20, 1988

The RT Board of Directors is scheduled to officially adopt this plan next Monday, January 25, 1988. If the Board modifies this proposal, we will let you know by next Tuesday. If you need additional information, such as the number of buses, frequency of service, etc., please contact Sheryl Patterson at (916) 321-2972.

Sincerely,



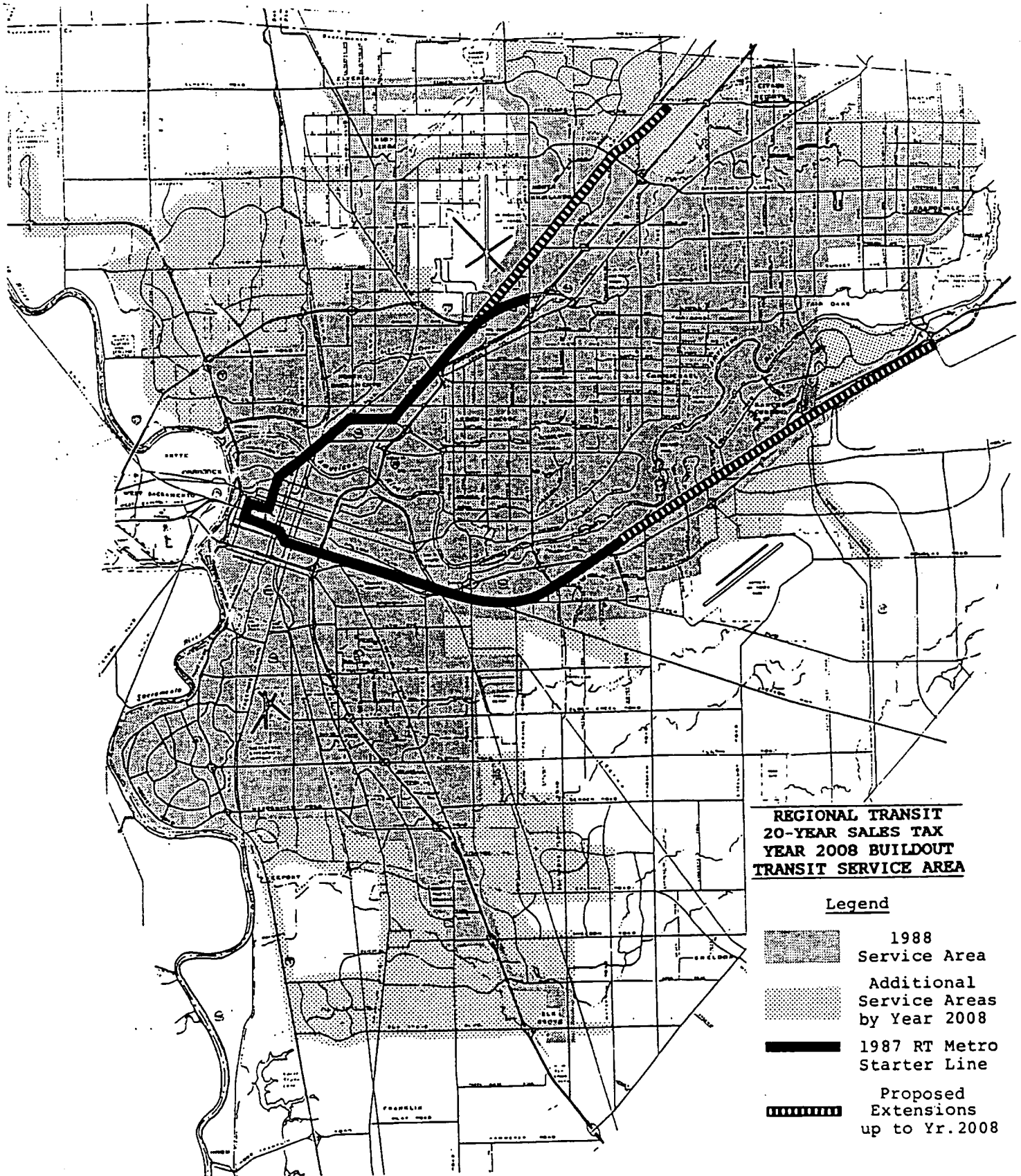
John T. Ketelsen
Chief Legal Counsel

nm

Enclosures

c: Dee Reynolds, Assistant to the County Executive

PROPOSED SALES TAX TRANSIT EXPENDITURE PLAN



CITY OF FOLSOM

50 Natoma Street
Folsom, California 95630

(916) 355-7200



January 26, 1988

BOARD OF SUPERVISORS
County of Sacramento
700 H Street
Sacramento, CA 95814

Attention: DEE REYNOLDS
DOUG FRALIEGH

Re: CITY OF FOLSOM PROJECT LIST RELATIVE TO SALES TAX INCENTIVE
(SB142)

Dear Honorable Members of the Board:

The City of Folsom has the need for additional crossings of the American River. The existing General Plan, adopted in 1967 identifies two additional bridge sites. The Land Use and Circulation Element of the General Plan and Amendments are enclosed.

It is our intention to use the sales tax revenue derived from authority of SB142 to construct a new bridge crossing of the American River.

This is consistent with our current General Plan.

Sincerely,

BILL KIME
City Manager

BK:mc

Enclosures

DATE
CERTIFIED JAN 26 1988
Linda Stallings
CITY CLERK, CITY OF GALTRESOLUTION NO. 87-92RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
GALT, CALIFORNIA, ADOPTING A FIVE YEAR CAPITAL
IMPROVEMENT PLAN FOR TRANSPORTATION

WHEREAS, the City Council of the City of Galt, California, wishes to establish a long term capital improvement plan for transportation; and

WHEREAS, the plan will benefit and aid the growth of Galt in an affirmative manner.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Galt, California, that the Five Year Capital Improvement Plan for Transportation hereto attached and made a part of this Resolution marked as Exhibit "A" is the adopted policy of Galt.

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Galt this 15th day of December, 1987, upon a motion by Councilmember Lawrence, seconded by Councilmember Urban, by the following vote, to wit:

AYES: Councilmembers: Urban, Lawrence, Sekelsky,
Jacobsen, Casado
NOES: Councilmembers: None
ABSTAIN: Councilmembers: None
ABSENT: Councilmembers: None

Steven P. Sekelsky
MAYOR, City of Galt

ATTEST:

Linda Stallings
CITY CLERK, City of Galt

EXHIBIT A

FIVE YEAR CAPITAL IMPROVEMENT PROGRAM 1½ SALES TAX; TRANSPORTATION IMPROVEMENT

Year 1, 1988-1989	
Lincoln Way - A Street to C Street	
Reconstruction	\$ 235,000
Year 2, 1989-1990	
Lincoln Way C Street to Caroline Avenue	
Reconstruction	300,000
Year 3, 1990-1991	
Lincoln Way, Myrtle to A Street	
Reconstruction	300,000
Traffic Signal, Lincoln/C Street	125,000
Traffic Signal, Lincoln/A Street	125,000
Year 4, 1991-1992	
Lincoln Way, Myrtle to Wendy Hope	
Reconstruction	300,000
Year 5, 1992-1993	
Reconstruction	300,000
Intersection Improvement	
Lincoln Way/Walnut	65,000
	<u>\$1,750,000</u>

FINDINGS OF FACT AND STATEMENT OF
OVERRIDING CONCERN FOR THE ADOPTION
OF THE
SACRAMENTO COUNTY GENERAL PLAN UPDATE

COUNTY OF SACRAMENTO

NOTICE OF DETERMINATION

TO: ☒ State of California
SECRETARY FOR RESOURCES
1416 Ninth Street, Rm. 1311
Sacramento, CA 95814

FROM: Environmental Impact Section
County of Sacramento
827 - 7th Street, Rm. 101
Sacramento, CA 95814

☒ County Clerk
County of Sacramento
720 - 9th Street, Rm. 103
Sacramento, CA 95814

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: The Sacramento County General Plan Update - Phase I and Phase II		Control No.: PL-80-091
State Clearinghouse No.: (If submitted) 80102405	Contact Person Alcides Freitas	Phone No.: 440-7914
Project Location: Unincorporated Sacramento County		
Assessor's Parcel No.: Not Applicable		
Project Description: The project consists of an update of the Sacramento County General Plan to accommodate urban growth.		

This is to advise that the County of Sacramento has made the following determination regarding the above described project:

- The project has been ☒ approved by: Board of Supervisors
☐ disapproved on: July 29, 1982
(date)
- The project will* ☒ *(Findings of overriding considerations attached.)
will not ☐ have a significant effect on the environment.
- ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☐ A Narrative Declaration was prepared for this project pursuant to the provisions of CEQA.
- Mitigation measures ☐ were made a condition of the approval
☒ were not of the project.

Date Received for Filing
ENFORCED
AUG 27 1982

Environmental Coordinator of
Sacramento County, State of
California

By Alcides Freitas
for Alcides Freitas
Environmental Coordinator

FINDINGS OF FACT
AND
STATEMENT OF OVERRIDING
CONCERN

GENERAL INFORMATION AND DESCRIPTION
OF THE PROJECT

The 1982 update of the Sacramento County General Plan came before the Board of Supervisors meeting in regular session on March 4, 11, and 25, 1982, April 8 and 15, 1982, and May 20, 1982. The Policy Planning Commission meeting in regular session on January 12 and 26, 1982, and in special session on December 15, 1981, and January 5 and 19, 1982, had reviewed the proposal. Public notice had been given on the proposed General Plan and Draft Environmental Impact Report as required by law and County regulation. The Policy Planning Commission, after circulation of the Draft Environmental Impact Report by the Environmental Coordinator, as required by law, heard the Draft EIR on the project and found the same to be adequate and complete. The Commission thereafter favorably recommended the proposed General Plan, with amendments, and submitted its recommendation along with the Draft EIR to the Board of Supervisors.

The General Plan contemplated by the Planning and Community Development Department and discussed in the Draft and Final Environmental Impact Reports consisted of 1) a land use element describing the type and general location of the uses of land and including a land use map depicting the location of such uses, 2) a circulation element indicating the general location and extent of existing and proposed transportation facilities, including a circulation map indicating the location of such facilities, 3) a combined open space, conservation, and resources management element describing the conservation, development,

and utilization of natural resources and open space, 4) a previously adopted and state certified housing element describing existing and projected housing needs as well as policies and programs for the preservation, improvement, and development of housing, 5) a previously adopted noise element describing the community noise environment and measures to mitigate existing and foreseeable noise problems, 6) a combined seismic safety and safety element identifying seismic and other hazards, 7) a scenic highways element to preserve and enhance the qualities of scenic roads, 8) a public services and facilities element describing the availability of public services and the location of various public service facilities, 9) a community planning element describing the location and size of various community planning areas and listing adopted community plans relevant to each area, and 10) an energy element listing policies and actions regarding energy issues in the County.

The project area includes the entire unincorporated area of Sacramento County. It is bounded generally by the Sacramento River on the west, Dry Creek and the Mokelumne River on the south, Sutter and Placer Counties on the north, and El Dorado and Amador Counties on the east. The project area specifically excludes the incorporated cities of Sacramento, Folsom, Galt, and Isleton. The land use map does, however, reflect those jurisdictions' present policies.

The Environmental Coordinator, having completed an Initial Study, determined that an Environmental Impact Report was required since 1) the proposed General Plan constitutes a project as defined by the California Environmental Quality Act, the guidelines implementing said Act, and County regulations, and 2) the plan, if implemented as proposed, could have a substantial adverse impact on the environment. The Board of Supervisors found that due to the scale of anticipated population growth which the Plan will accommodate, the following significant effects could be anticipated:

- 1) The contribution of pollutants from motor vehicle trips and stationary sources associated with new development in expansion and infill areas is considered significantly adverse. This impact can be reduced through implementation of measures to reduce air pollution that are included in the County's Air Quality Plan.
- 2) The increase in population in presently rural areas could result in significant impacts to service providers. Impacts may be reduced to a less than significant level on a project-by-project basis through the inclusion of financing agreements which pass costs on to potential buyers.
- 3) Due to proposed densities higher than those which currently prevail in existing communities the infill policy of the General Plan Update could generate significant community opposition on a project-by-project basis. If the policy is to be implemented, this opposition may be considered unavoidable.
- 4) The increased population to be accommodated by the project would significantly add to energy use and peak demand. Strict application of policies included in the Energy Element and summarized in Section 2.7 of the Policy Plan would reduce the impact upon energy. It is not likely that the impact would be reduced to a less than significant level.
- 5) An additional effect of development is the potential for substantial impacts on public service providers due to inadequate financing. Considerable study of this issue is under way, and supplemental funding of services is being negotiated on a project-by-project basis.

FINDINGS

Notwithstanding the identification of the above-described significant impacts, the Board of Supervisors hereby adopts the General Plan as authorized

by Section 21081 of the Public Resources Code and Section 15088 of the State EIR Guidelines. As required by the cited references, the Board of Supervisors makes the following findings for which there is substantial evidence in the records in the proceedings before the Policy Planning Commission and this Board, all of which such proceedings and record thereof are part of the record on this project:

1. With regard to the impact on air quality resulting from pollutants from motor vehicles and stationary sources, the final EIR indicates that air pollution reduction measures included in the County's Air Quality Plan can reduce the identified impacts. If measures included in the Air Quality Plan are not fully implemented or fail to achieve the anticipated air quality benefits, the identified air quality impacts resulting from the General Plan may be only partially mitigated. Alternatives to the proposed Plan, as outlined in the final EIR, include: 1) the No Project alternative (in effect, the Major Expansion alternative) which would serve to exacerbate adverse air quality impacts by displacing anticipated growth to other jurisdictions in the region; and 2) the Urban Expansion Areas alternative which suggests that anticipated growth be directed into other geographic areas within the unincorporated portion of Sacramento County. The North Highlands expansion area has been identified as having the least adverse air quality impact, and thus, any other location for growth would accentuate the adverse air quality impacts. The Vineyard expansion area ranked fifth in its air quality impact. Excluding North Highlands, three other areas ranked better than Vineyard in this regard--Natomas, Rio Linda, and Folsom. All three areas have been identified as having highly productive agricultural soils which are desired to be preserved for agricultural use.

2. With regard to significant impacts to service providers resulting from increased population in presently rural areas, the final EIR indicates that the impacts may be reducible to a less than significant level on a project-by-project basis through the inclusion of financing measures which pass costs on to potential homebuyers. (It is recognized that compromise of housing goals, particularly regarding affordable housing, is implied by this finding.) Specific policies to require financing agreements between developers and service providers have been included in Section 3.6 of the policy plan of the General Plan. Paper No. 21B of the technical report discusses the need to balance cost, equity, etc., and the chosen approach best balance these considerations within the legal framework available.
3. With regard to significant community opposition which may be generated as the result of the higher residential densities contained in the infill policy, the final EIR suggests that this opposition may be unavoidable. Higher density infill development has been estimated to provide approximately 9,000 dwelling units, although the potential exists for substantially more units. The alternative of developing the infill sites at existing, lower densities would require that these 9,000 dwelling units be located in an urban expansion area. Generally, relocating these units to the urban fringe would result in greater adverse impacts on air quality, energy consumption, and public services.
4. With regard to increased energy use and peak demand resulting from increased population, the final EIR suggests that these impacts can be reduced through strict application of policies included in the Energy Element and summarized in Section 2.7 of the policy plan. The degree to which implementation of these policies will reduce the impact on energy

use has not been determined. The only alternative identified in the final EIR which might reduce energy use would be the No Project alternative, and then only if growth were not redirected to another adjacent jurisdiction. If growth were directed to another jurisdiction, energy use related to the operation of buildings would simply be relocated from Sacramento County and energy use related to transportation would be expected to increase. This alternative could be counter productive to energy conservation efforts.

5. With regard to the potential for significant impacts on public service providers resulting from development without adequate financing for public services, specific policies to mitigate those impacts by requiring financial agreements between developer and service providers have been included in Section 3.1 of the policy plan of the General Plan.
6. With regard to the need to preserve agricultural lands, specific policies relating to agricultural protection and promotion are included in Section 2.1 of the policy plan of the General Plan.
7. With regard to the impact on air quality and increased energy use resulting from additional motor vehicles due to population growth, additional specific policies to mitigate those impacts by promoting work centers in close proximity to residential areas have been included in Section 3.2 and 3.3 of the General Plan policy plan.

The Board of Supervisors has determined that the mitigation measures proposed in the final EIR and described above do not fully mitigate the significant adverse impacts disclosed in the final environmental report.

STATEMENT OF OVERRIDING CONCERN


Notwithstanding the disclosure of the significant impacts described above, the Board of Supervisors has determined that there is a demonstrated

need at this time to update the County General Plan to provide for the projected population and economic growth of the County. The proposed land uses described in the plan are reasonable to accommodate continued urban development while protecting valuable open space and other resources.

The Board of Supervisors specifically finds and makes it a statement of overriding consideration that there are special social, economic and other reasons for approving this project, notwithstanding the disclosure of substantial adverse impacts in the final EIR. These reasons are as follows:

- 1) Notwithstanding the project, the population of the County of Sacramento is projected to increase by 213,600 persons to a total County population of 996,900 persons by 1990.
- 2) In order to accommodate the projected population for 1990, it will be necessary to provide 108,700 additional dwelling units, and there is insufficient land designated for residential uses in the adopted 1973 General Plan to provide the needed housing.
- 3) In order to prevent land costs from unnecessarily increasing the cost of housing due to an artificially constrained land supply, it is desirable to provide sufficient land for residential uses to accommodate approximately 125% of actual need.
- 4) The proposed General Plan represents the least environmentally damaging alternative which would accommodate the projected population growth.
- 5) The proposed General Plan represents the lowest cost alternative for providing essential public services to new urban development.

Dated July 29, 1982


Chairman of the Board of
Supervisors

FINDINGS OF FACT AND STATEMENT OF
OVERRIDING CONSIDERATIONS FOR THE ADOPTION
OF THE
SACRAMENTO CITY GENERAL PLAN UPDATE

CITY OF SACRAMENTO

NOTICE OF DETERMINATION

TO: County Clerk
County of Sacramento

Office of Planning and Research
1400 10th Street, #121
Sacramento, CA 95814

FROM: City of Sacramento
Department of Planning
and Development
1231 I Street, Suite 300
Sacramento, CA 95814
(916)449-2037
Attention: Environmental Section

FILED
ENDORSED:
JAN 20 1988
HOYCE RUSSELL SMITH, CLERK
BY Z. THOMAS, Deputy

SUBJECT: Filing of Notice of Determination in Compliance with Section 21152 of the Public Resources Code

Project Title: M85-049, 1986 - 2006 General Plan for Sacramento, SCH# 86101310

Project Location: Citywide

Project Description: Update of Citywide General Plan. Ultimate buildout in the year 2016 would result in 141,501 low density, 59,026 medium density, and 17,542 high density residential units; 34.0 million square feet of offices; 21.3 million square feet of commercial; 66.1 million square feet of heavy commercial/warehouse; and 35.3 million square feet of industrial.

This is to advise that on January 19, 1988, the City of Sacramento approved the above described project and made the following determinations regarding the above described project:

1. The project will have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures were adopted for this project.
4. Findings were made pursuant to Section 15091 of The CEQA Guidelines.
5. A statement of Overriding Considerations was adopted for this project.

The EIR and record of project may be examined at the City of Sacramento Department of Planning and Development.

AFFIDAVIT OF FILING AND POSTING

I declare that on _____ I received and posted this notice as required by California Public Resources Code Section 21152(c). Said notice will remain posted for 30 days from the filing date.

Signature

Title

RDK:jg

Revised 1-8-88

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR
THE ADOPTION OF THE SACRAMENTO GENERAL PLAN UPDATE

Introduction and Purpose

The City Council of the City of Sacramento is proposing to adopt the Sacramento General Plan Update (SGPU), a comprehensive, long-range plan that satisfies the requirements of state planning law (Govt. Code Section 65300). The adoption of the SGPU is a "project" within the meaning of the California Environmental Quality Act (CEQA) (Pub. Res. Code 21000 et seq) requiring the preparation on an Environmental Impact Report (EIR). The City has prepared and certified an EIR that satisfies the requirements of CEQA. In that EIR, the City identified certain significant adverse environmental impacts that could occur with the adoption of the SGPU. These impacts are summarized later in this document.

Prior to adopting the SGPU, the City Council is required to make findings explaining how it has dealt with each significant adverse environmental impact identified in the EIR. (Pub. Res. Code 21081). The City Council intends this document to satisfy the requirements of that section. For each significant adverse environmental impact identified in the EIR, the City Council makes one of three findings: 1) that the impact has been mitigated by a policy in the SGPU or other City policy, ordinance, or budgeting action; 2) that mitigation is the responsibility of another agency that has or should adopt the measure; or 3) that economic, social or other considerations make mitigation of the impact infeasible. The finding for each impact contains an explanation that is based on substantial evidence in the administrative record.

Administrative Record

The administrative record supporting adoption of the SGPU contains the following documents on which these Findings of Fact and Statement of Overriding Consideration are based:

- o City of Sacramento General Plan Update Draft and Final Environmental Impact Reports (1987), by Jones & Stokes Associates and Charles M. Salter Associates
- o City Planning Department Staff Report to the Planning Commission, dated October 22, 1987
- o City Planning Department Staff Report to the City Council, dated January 12, 1988

- o Testimony given at public hearings on the following dates:

April 30, 1987
May 21, 1987
June 19, 1987
November 23, 1987
December 2, 1987
December 15, 1987
January 5, 1988

- o Greater Sacramento Area Economic Development Data Book; a Comprehensive Summary of the Four-County Sacramento Area (1986), by the Sacramento Area Commerce and Trade Organization, Sacramento, California
- o "Hot Spots, Inc. List of the 50 Fastest Growing U. S. Cities," Inc. Magazine, April, 1987
- o Attracting Major Industrial Employers to the Sacramento Region, 1970-1985: Some Successes and a Failure, by Katherine A. Procida
- o North Natomas Job-Housing Balance (1985), by Northwest Economic Associates, Vancouver, Washington
- o Economic Analysis of An Arena and/or Stadium for Sacramento, California (1984), by Economics Research Associates
- o Sacramento Metropolitan Area Forecast and Analysis (no date), by Chase Econometrics, Bala Cynwly, Pennsylvania
- o Sacramento Region Business Profile (1987), by California State University, Real Estate and Land Use Institute, Sacramento, California
- o A Business and Economic Appraisal (August 1986), by Wells Fargo Bank, San Francisco, California
- o The Short-Term Outlook for the Sacramento Metropolitan Statistical Area (1986), by Chase Economics, Bala Cynwly, Pennsylvania
- o A Fiscal Impact Analysis of North Natomas Development, Land Use Plan Alternative D (1985), by Ralph Anderson & Associates, Sacramento, California
- o An Analysis of the Impact of Development of North Natomas on North Sacramento (1985), by Gruen Gruen + Associates, San Francisco, California

- o A Report to Pacific Central Properties on the Agronomic Capabilities of Selected Properties (1981), by Baier Agronomy, Inc., Woodland, California
- o Considering Agricultural Production in Sacramento County (1982), by Business Services Bureau, California State University, Sacramento, California
- o Financing Methods for North Natomas Capital Costs Final Report (1985), by Ralph Andersen & Associates, Sacramento, California
- o Population Projects for California Counties 1980-2020 (1986), by the California Department of Finance, Sacramento, California
- o Economic Forecast 1986: Sacramento (no date), by Bank of America, San Francisco, California
- o The Future of North Natomas Agricultural Land Uses (1985), by Northwest Economic Associates, Vancouver, Washington
- o Pocket Area Community Plan (1979), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Sacramento Central City Community Plan (1980), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Airport Meadowview Community Plan (1984), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Airport Meadowview Community Plan Draft and Final Environmental Impact Reports (1984), by Nichols-Berman and Omni-Means, Ltd., Sacramento, California
- o North Sacramento Community Plan (1984), by the City of Sacramento Planning and Development Department, Sacramento, California
- o North Sacramento Community Plan Draft and Final Environmental Impact Reports (1983), by Larry Seeman Associates, Angus McDonald & Associates, and JHK & Associates, Sacramento, California
- o South Natomas Community Plan Studies and Related Projects Draft and Final Environmental Studies (1984), by Jones & Stokes Associates, CH2M Hill, and Keyser Marston, Sacramento, California

- o Draft South Sacramento Community Plan (1986), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Draft South Sacramento Community Plan Draft and Final Environmental Impact Reports (1986), by Jones & Stokes Associates, Wilbur Smith and Associates, and Meredith K. Stephens, Sacramento, California
- o Final North Natomas Community Plan (1986), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Final North Natomas Community Plan Draft and Final Environmental Impact Reports (1985), by Nichols-Berman, Angus McDonald & Associates, and Omni-Means, Ltd., Sacramento, California
- o The High Technology Industry Site Study (1981), by Brown and Caldwell, Sacramento, California
- o Growth Concepts Issue Paper (1981), by the City of Sacramento Planning and Development Department, Sacramento, California
- o Sacramento General Plan Update Technical Report No. 1, The Amount of Vacant Land (1981), by the City of Sacramento Planning and Development Department, Sacramento, California
- o City of Sacramento FY 1987-88 Capital Improvement Program

History of the General Plan Update

The SGPU is a Citywide update of the 1974 Sacramento General Plan. The SGPU, which was commenced in 1985, compiles and consolidates land use plans and policies contained in the City's recently adopted Community Plans and other amendments to the 1974 General Plan. The Community Plans, which have been adopted since the 1974 General Plan, and which were made part of this SGPU are:

Pocket Area	1979
Central City	1980
Airport Meadowview	1984
North Sacramento	1984
South Sacramento	1986
North Natomas	1986

These Community Plans considered the following land use alternatives:

Pocket Area:

No-Development Alternative. This alternative would allow continuation of agricultural production in the area.

No-Action Alternative. This alternative assumes that the 1965 plan for the area would remain in effect.

Conceptual Alternative. This alternative would increase population densities by reducing single-family residential lots or by establishing planned unit developments.

Central City:

No-Plan Alternative. No plan would be implemented.

Plan A. This alternative would direct residential and employment growth to the Central City "core" with minor infill growth in existing neighborhoods.

Plan B. This alternative would direct the majority of employment growth to the "core" area with some growth in the "frame." Most of the residential growth would occur in existing neighborhoods.

Plan C. This alternative would direct residential growth to the "core" area with minor infill growth in existing neighborhoods.

Airport Meadowview:

No-Development Alternative. Under this alternative, no additional development would occur. The undeveloped areas of the community would remain vacant, and most of the land south of Meadowview Road would remain in agricultural production.

Buildout of Current Community Plans (No-Project Alternative). Under this alternative it is assumed that the community would be developed in conformance with existing Community Plans. This alternative would result in buildout at low residential densities, together with the provision of nonresidential land uses and a circulation network.

North Sacramento:

No-Project Alternative. This alternative assumes that the study area continues to develop in accordance with current Community Plans, which designates the area primarily as single-family residential. Under this alternative, the community would provide less employment.

Low Intensity Alternative. This alternative specifies reductions in residential land uses, resulting in 23 percent less residential dwelling uses.

High Intensity Alternative. This alternative would increase residential levels by 44 percent which would be distributed across all of the residential density types.

South Sacramento:

No-Project Alternative. Under this alternative, undeveloped land in the study area would remain undeveloped.

Existing Plans Alternative. This alternative assumes implementation of five Community Plans covering South Sacramento: Fruitridge, Colonial, Southgate, Lindale-Florin, and Valley Hi.

Low Intensity Alternative. This alternative assumes that all designated residential land be developed at the lowest allowable density, that key parcels are developed with their expected lowest intensity use, and several parcels of vacant City land be developed into lower intensity uses.

High Intensity Alternative. This alternative assumes that all currently vacant land designated residential be developed at the highest allowable density, that key parcels are developed with their expected highest intensity use, and several parcels of vacant City land be developed into higher intensity uses.

North Natomas:

Alternative A (No-Project Alternative). This alternative's predominant land use would be agriculture with the second most predominant land use being Metro Airport. Lands east of the airport would remain as a special planning area with the County's intent to allow industrial uses related to the airport.

Alternative B. This alternative would direct urbanization to the area east of I-5. The area west of I-5 would remain as agriculture. A portion of the study area south of Elkhorn Boulevard would also remain designated as agriculture.

Alternative D. This alternative would commit most of the area east and west of I-5 to urbanization.

Alternative E (Composite Alternative). This alternative would incorporate all five land use applications (Gateway Point, Fong Ranch, Schumacher-Iversen, Payne, and Reid-Ketcher) on file with the City and proposes land uses for the area not covered by those applications.

South Natomas

The land uses included in the most recently adopted Community Plan for South Natomas reflect the land uses which were adopted by the City Council in 1986. The adoption of that Community Plan has since been invalidated by the Sacramento Superior Court. A new Community Plan is being prepared and is scheduled for consideration by the City Council within the next several months.

Land use designations for the South Natomas area are included in the SGPU in order to ensure that Citywide impacts accurately reflect the environmental effects of development in South Natomas as envisioned by the City in 1986.

Adoption of a South Natomas Community Plan, which would allow development with impacts beyond those envisioned in the 1986 Plan would require amendments to the SGPU and additional environmental analysis.

The proposed SGPU, unlike the General Plan amendments traditionally in this City and in other cities, does not propose new land uses for any areas of the City that were not previously designated for urban development, nor does it propose any major land use revisions. Rather, the project at this time is simply to compile the land uses in the existing Community Plans and develop consistent Citywide planning policies. Thus, this project is substantially limited in scope.

Alternatives Considered by the City Council in the DEIR

Since the objective of the SGPU is simply to allow the development within the City, consistent with previously adopted land uses, alternative patterns of land uses were not considered. The alternatives analyzed in the DEIR were: to allow development at the highest densities consistent with the adopted plans, to allow development at the lowest densities consistent with the adopted plans, and to allow no development. Since preparation of the DEIR, additional alternatives have been incorporated as mitigation measures. One of these alternatives reduces development by one-half and preserves substantial open space. The other alternative provides for restricted commercial, office, and industrial development and increased housing development to provide a balance between jobs and housing within the City.

This range of alternatives allows for full consideration of future Citywide development as well as for alternative patterns of future development.

As indicated above, numerous alternative land use patterns for each area of the City were considered in the adoption of

each of the Community Plans and will be considered in the proposed adoption of the South Natomas Community Plan.

Each of the DEIR alternatives are summarized briefly below.

Increased Density and Intensity Alternative

Under this alternative, all currently vacant residentially-designated land would be developed at the highest density allowed under each land use category. New commercial, office, and industrial uses would be developed at a proportional percentage increase. In the EIR, these increases were assumed to be distributed throughout the City. (DEIR, page B-21).

Decreased Density and Intensity Alternative

Under this alternative, all currently vacant residentially-designated land would be developed at the lowest density allowed under each land use category. In addition, commercial, office, and industrial uses would be developed at the same percentage reduction as the residential. In the EIR, these reductions were assumed to be distributed to vacant land throughout the City. (DEIR, page B-16).

No-Project Alternative

Under the No-Project Alternative, vacant land in the SGPU area would remain undeveloped and already developed areas would continue in their current land uses. (DEIR, page B-16).

Alternatives Considered by the City Council in the FEIR

In addition to the three alternatives analyzed in the DEIR, several other land use alternatives were presented by commentors during the public review period. These include:

Decreased Density and Intensity Alternative Reduced by One-Half (Mitigation Measure A)

This alternative, discussed in the FEIR (FEIR, page C-5), consists of redesignating the land uses in the SGPU to reduce projected development by one-half. This alternative could be accomplished by some combination of density reductions and permanent retention of land in agricultural and open space uses. The environmental impacts of this alternative were analyzed in the FEIR.

One-to-One Jobs-to-Housing Ratio Alternative (Mitigation Measure B)

This alternative is also discussed in the FEIR (FEIR, page C-56) in response to comments raised on the DEIR. Phasing of nonresidential uses could be imposed under this alternative, pending the construction of new dwelling units. Additional non-residential development could be allowed only if it corresponded to existing projected dwelling units on a one-to-one basis. Vacant nonresidential land could be redesignated to residential uses. The environmental impacts of this alternative were analyzed in the FEIR.

Improved Environmental Quality Alternative

This alternative does not identify specific land use areas for reduced development. The effects of significantly reduced development contemplated in this alternative would result in impacts that are analyzed in Mitigation Measure A (FEIR, page C-5).

Focused Urbanization Alternative

This alternative, like the Improved Environmental Quality Alternative, would result in substantially less development in the City. The environmental effects of this alternative are assessed in the analysis of Mitigation Measure A (FEIR, page C-5).

Multiple Urban Center Alternative

This alternative would also result in substantially less development. The environmental effects of this alternative are analyzed under Mitigation Measure B (FEIR, page C-56).

Findings Concerning Plan Alternatives

Prior to recommending adoption of the SGPU, the City Council has considered all of the alternatives presented in the DEIR and FEIR and finds that alternatives other than the SGPU are infeasible based on economic, social and other considerations as set forth below.

Infeasibility of the Decreased Density and Intensity Alternative

This alternative would limit the City's flexibility in determining the types of land uses that could develop in the City and result in minimizing the development that would occur. The City finds that providing a range of densities and

intensities of land uses is necessary in order to accommodate the variability inherent in land development projects. This variability cannot be identified at the General Plan level and can only be determined as specific projects are proposed.

Consequently, this alternative would limit the City's ability to accommodate new development. This, in turn, would constrain the City's ability to maintain a competitive position with other California cities and counties in attracting new business. It would not accommodate a sufficient intensity of new development to keep pace with the growing interest among residential, commercial and industrial developers for land in Sacramento. According to one recent study, "Sacramento has been identified as one of the most attractive business locations for new, expanding, and relocating enterprises" (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). Another study indicated that, "Sacramento expects and needs growth in high-tech industries and in light manufacturing to continue to provide quality jobs and income for its expanding population." (See "North Natomas Job-Housing Balance"). To provide incentives to attract these types of businesses, the City must provide land densities and intensities that are attractive for high-tech and light manufacturing. (See "The High Technology Industry Site Study" and "Growth Concepts Issue Paper.") As a progressive and growing center of commerce and industry, the City Council finds that economic and social considerations make it infeasible for the City to adopt this alternative.

Infeasibility of the No-Project Alternative

Under the No-Project Alternative, virtually no new growth and development would occur within the City. This alternative does not allow the City to maintain even a minimal level of new industrial, commercial, and residential growth to serve expected future population. To maintain its position as a vibrant and diversified hub of a major metropolitan area, some growth in all sectors of the economy is important. (See "Greater Sacramento Area Economic Data Book; A Comprehensive Summary of the Four-County Sacramento Area;" "North Natomas Job-Housing Balance;" "Hot Spots, Incs. List of the 50 Fastest Growing U. S. Cities.")

The No-Project Alternative is based on maintaining the status-quo in the City. One element of the status-quo is that agricultural land should be preserved for agricultural uses particularly in the South Sacramento, South Natomas and North Natomas community plan areas. However, the viability of preserving agricultural land and continuing agricultural activities within an urban context is infeasible considering the rapidly urbanizing pace of surrounding areas. According to one recent study, much agricultural land within the City is "going out of

production because of negative returns to producers growing agricultural crops and because potential alternative users of agricultural lands that yield higher incomes and more jobs." (See "The Future of North Natomas Agricultural Land Uses.") This study clearly indicates the feasibility of continued agricultural activities in the City is doubtful.

The No-Project Alternative is also inconsistent with the land use patterns adopted by the City Council in the seven most recent Community Plans. In those plans, similar No-Project Alternatives were considered and rejected for economic and social reasons specific to each planning area.

Based on all of the economic and social factors set forth above, the City Council finds that it is infeasible to adopt the No-Project Alternative.

Infeasibility of the Decreased Density and Intensity Alternative Reduced by One-Half (Mitigation Measure A), Improved Environmental Quality Alternative, Focused Urbanization Alternative, and Multiple Urban Center Alternative

Under these alternatives, all land use categories would be reduced in density and intensity accommodating far fewer new businesses and residences. Such a "low growth" approach would conflict with the City's ability to attract and provide for sufficient land for future industrial and commercial growth. According to one recent study, "Sacramento has been identified as one of the most attractive business locations for new, expanding, and relocating enterprises" (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). To maintain its position as the hub of a major metropolitan area, the City must provide sufficient land for growth in all sectors of the economy and provide for a diverse variety of housing choices and locations. These alternatives would be inconsistent with these objectives. Consequently, the City Council finds that economic and social considerations make it infeasible to adopt these alternatives.

Infeasibility of the One-to-One Jobs-to-Housing Ratio Alternative (Mitigation Measure B)

Under the One-to-One Jobs-to-Housing Ratio Alternative, the City would provide additional residentially designated land and less commercial and industrial land. Such a land use pattern would constrain the City in its ability to attract and provide sufficient land for future industrial and commercial growth.

As the region's primary employment center, the City must contribute to a regional effort to attract a diversity of industrial and commercial business enterprises. According to one recent study, "Sacramento has been identified as one of the most

attractive business locations for new, expanding, and relocating enterprises" (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). Therefore, the provision of ample industrially-designated and commercially-designated land must be the City's primary objective to serve as a regional center of commerce and industry. Attainment of a jobs-to-housing balance is inconsistent with this objective since it would require redesignation of land designated with employment-generating uses to residential uses.

In addition, adoption of a balanced jobs-to-housing ratio ignores the fact that the City is merely a part of a large metropolitan area consisting of many communities where desirable housing can be provided. There is no need to balance jobs and housing within the City when all communities within the region contribute to the housing market for future employees of commercial and industrial concerns. The Sacramento Area Council of Governments (SACOG) recognizes the regional contribution to the housing market in making its annual allocation of housing needs for each city and county in the region. No single city should be required to provide housing for all employees working within its boundaries when historical patterns suggest that workers often do not want to work close to their jobs. Some workers choose their homes not only because of proximity to employment, but also based on other factors such as housing styles, recreational choices, schools, geographic preference, and cost of housing. So long as sufficient housing is provided within the region to serve the diverse housing demands of future City workers, the City need not provide for a one-to-one jobs-to-housing ratio within its jurisdiction. The SGPU provides sufficient residentially-designated land to develop an additional 87,507 housing units (DEIR, page F-16). This is a substantial commitment to the housing needs of future employees. The City Council therefore finds that social and economic factors make it infeasible to adopt the One-to-One Jobs-to-Housing Ratio Alternative.

Findings on Specific SGPU Impacts Identified in the EIR

Full vs. Partial Mitigation

For some impacts, the proposed mitigation is identified under two subheadings: "Proposed Full Mitigation" and "Proposed Partial Mitigation." These two subheadings were used for those impacts for which mitigation measures have been identified that would "fully" mitigate impacts to less than significant ("Proposed Full Mitigation"), as well as mitigation measures that would "partially" mitigate impacts but not to less than significant ("Proposed Partial Mitigation").

For some impacts where the proposed mitigation is identified under one subheading ("Proposed Mitigation"), mitigation measures have been identified that would only "fully" mitigate impacts to less than significant.

Land Use

IMPACT: CONVERSION OF AGRICULTURAL LAND TO URBAN USES

Finding of Significance: The City Council finds that 21,871 acres of vacant/agricultural land would be converted to urban uses, including approximately 9,700 acres of prime agricultural land (7,500 of which are currently irrigated) and 100 acres of land under Williamson Act contracts, resulting in a significant adverse environmental impact (DEIR, page D-40).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement the No-Project Alternative (DEIR, page D-52).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o The No-Project Alternative, a no-growth scenario, would substantially reduce the amount of urban land available for development. This alternative does not allow the City to maintain competitiveness in attracting new business and to supply needed jobs, commercial and industrial development, housing, and recreational and cultural activities, all of which contribute to the economic and social well-being and quality of life in the City. The continuation of agricultural activities would make it infeasible for the City to accomplish these objectives. (Refer also to the "Infeasibility of the No-Project Alternative" section.)

Proposed Partial Mitigation: The DEIR and FEIR identify the following measures to partially mitigate this impact, but not to less than significant:

- A. Establish a development phasing program (DEIR, page D-52);
- B. Redesignate SGPU land uses to reduce projected development by one-half, as compared to the Decreased Intensity Alternative (FEIR, page C-5);
- C. Convert nonfarmland to new farmland of equivalent quality and quantity elsewhere in the area (FEIR, page C-39);

- D. Minimize agricultural conversion impacts on higher quality soils by directing conversion onto lower quality soils (FEIR, page C-39);
- E. Protect other existing agricultural land through the use of Williamson Act contracts (FEIR, page C-39); and
- F. Establish greenbelt areas (FEIR, page C-39).

Adopted Partial Mitigation: The City Council adopts the measures identified below for the following reasons:

- A. The following policy in the SGPU Conservation and Open Space Element (Managed Production of Resources section) implements this measure:

Policy 1:

Phase the conversion of agricultural lands to urban uses while implementing the policies of the North Natomas Community Plan.

- F. The SGPU includes a 500-foot-wide greenbelt along the northern boundary of the North Natomas Community Plan area.

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is infeasible to adopt the measures identified below for the following reasons:

- B. This measure would substantially reduce the amount of urban land available for development by reducing in density and intensity all land use categories, thereby accommodating far fewer new businesses and residences. Such a "low growth" approach would conflict with the City's ability to attract and provide for sufficient land for future industrial and commercial growth. According to one recent study, "Sacramento has been identified as one of the most attractive business locations for new, expanding, and relocating enterprises" (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). To maintain its position as the hub of a major metropolitan area, the City must provide sufficient land for growth in all sectors of the economy and provide for a diverse variety of housing choices and locations. This measure would be inconsistent with these objectives. Consequently, the City Council finds that economic and social considerations make it infeasible to adopt this measure.
- C. This measure would substantially reduce the amount of urban land available for development.

It is unclear whether this measure, recommended by a DEIR commentor, refers to land in the SGPU area or outside the SGPU area. Land in the SGPU area could not be converted to new farmland without the City losing its competitive position with other California cities and counties in attracting new businesses and losing its ability to keep pace with the growing interest among developers for land in Sacramento. Land uses outside the City cannot be controlled by the City.

- D. This measure would substantially reduce the amount of urban land available for development.

The lower quality soils in the SGPU area are primarily infill parcels. The major existing agricultural areas have high quality, prime soils. Development of only lower quality soils would not accommodate a sufficient intensity of new development for the City to maintain a competitive position with other California cities and counties in attracting new businesses or for the City to keep pace with the growing interest among developers for land in Sacramento.

- E. This measure would substantially reduce the amount of urban land available for development.

It is unclear whether this measure, recommended by a DEIR commentor, refers to land in the SGPU area or outside the SGPU area. Land in the SGPU area could not be protected with Williamson Act contracts without the City losing its competitive position with other California cities and counties in attracting new businesses and losing its ability to keep pace with the growing interest among developers for land in Sacramento. The City has no jurisdiction in protecting agricultural land outside the City with Williamson Act contracts.

IMPACT: AGRICULTURAL-URBANIZATION CONFLICTS

Finding of Significance: The City Council finds that farming on parcels adjacent to the SGPU area would be more difficult due to increased restrictions on agricultural activities that are incompatible with urban uses, resulting in a significant adverse environmental impact (DEIR, page D-40).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement the No-Project Alternative (DEIR, page D-52).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o The No-Project Alternative, a no-growth scenario, would substantially reduce the amount of urban land available for development. This alternative does not allow the City to maintain competitiveness in attracting new business and to supply needed jobs, commercial and industrial development, housing, and recreational and cultural activities, all of which contribute to the economic and social well-being and quality of life in the City. The continuation of agricultural activities would make it infeasible for the City to accomplish these objectives. (Refer also to the "Infeasibility of the No-Project Alternative" section.)

IMPACT: RESIDENTIAL-NONRESIDENTIAL CONFLICTS

Finding of Significance: The City Council finds that land use conflicts, such as light and glare impacts, noise, and loss of privacy would occur where proposed or existing residential uses abut proposed or existing heavy commercial and warehouse, industrial, or regional commercial and office uses, resulting in a significant adverse environmental impact (DEIR, page D-43).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- A. Require large-scale projects to be developed as Planned Developments (DEIR, page D-53);
- B. Enforce setback requirements (DEIR, page D-53);
- C. Require landscaping and beautification of commercial areas (DEIR, page D-53); and
- D. Require that transitional uses be buffered (DEIR, page D-53).

Adopted Mitigation: The City Council adopts these mitigation measures for the following reasons:

- A. Existing City policy in North Natomas and South Natomas, as stated in their respective Community Plans, requires large-scale projects to be developed as Planned Developments. The other large aggregations of vacant land in the City currently have a Planned Development designation.
- B. The City's Building Inspectors enforce setback requirements of the City's Subdivision Ordinance.

C & D. The following policy in the SGPU Residential Land Use and Housing Element implements these measures:

Policy 6:

Prohibit the intrusion of incompatible uses into residential neighborhoods through adequate buffers, screening, and zoning practices that do not preclude pedestrian access to arterials that may serve as transit corridors.

IMPACT: AIRPORT LAND USE CONFLICTS

Finding of Significance: The City Council finds that land use conflicts could occur within the safety zone of McClellan Air Force Base (in Del Paso Park where large assemblies of persons are permitted), resulting in a significant adverse environmental impact (DEIR, page D-48).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Adopt airport overlay zones for that portion of Del Paso Park in McClellan Air Force Base's approach/departure zone (DEIR, page D-53).

Adopted Mitigation. The City Council adopts this measure. The following goal and policy in the SGPU Health and Safety Element (McClellan and Mather Air Force Base Special Provisions section) implement this measure:

Goal E:

Reduce noise and potential hazard to people and properties wherever possible in City areas directly affected by McClellan and Mather Air Force Base operations.

Policy 4:

Initiate and adopt Zoning Ordinance provisions which establish combining zones to evaluate applicable development projects for consistency with noise and safety guidelines.

IMPACT: INCREASED EMPLOYMENT-TO-HOUSING RATIO

Finding of Significance: The City Council finds that secondary impacts related to increased housing costs, longer commute trips, and difficulties in attracting workers would occur with the projected increase in the employment-to-housing ratio, resulting in a significant adverse environmental impact (DEIR, page D-49).

Proposed Full Mitigation: The FEIR identifies the following measure to mitigate this impact to less than significant:

- o Redesignate SGPU land uses to achieve a one-to-one ratio of employment-to-housing (FEIR, page C-56).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o Under this measure, the City would provide additional residentially designated land and less commercial and industrial land. Such a land use pattern would constrain the City in its ability to attract and provide sufficient land for future industrial and commercial growth.

As the region's primary employment center, the City must contribute to a regional effort to attract a diversity of industrial and commercial business enterprises. According to one recent study, "Sacramento has been identified as one of the most attractive business locations for new, expanding, and relocating enterprises" (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). Therefore, the provision of ample industrially-designated and commercially-designated land must be the City's primary objective to serve as a regional center of commerce and industry. Attainment of a jobs-to-housing balance is inconsistent with this objective since it would require redesignation of land designated with employment-generating uses to residential uses.

In addition, adoption of a balanced jobs-to-housing ratio ignores the fact that the City is merely a part of a large metropolitan area consisting of many communities where desirable housing can be provided. There is no need to balance jobs and housing within the City when all communities within the region contribute to the housing market for future employees of commercial and industrial concerns. The Sacramento Area Council of Governments (SACOG) recognizes the regional contribution to the housing market in making its annual allocation of housing needs for each city and county in the region.

No single city should be required to provide housing for all employees working within its boundaries when historical patterns suggest that workers often do not want to work close to their jobs. Some workers choose their homes not only because of proximity to employment, but also based on other factors such as housing styles, recreational choices, schools, geographic preference, and cost of housing. So long as sufficient housing is provided within the region to serve the diverse housing demands of future City workers, the City need not provide for a one-to-one jobs-to-housing ratio within its jurisdiction. The SGPU provides sufficient residentially-designated land to develop an additional 87,507 housing units (DEIR, page F-16). This is a substantial commitment to the housing needs of future employees. The City Council therefore finds that social and economic factors make it infeasible to adopt this measure.

Proposed Partial Mitigation: The FEIR identifies the following measures to partially mitigate this impact, but not to less than significant:

- A. Encourage additional medium- and high-density housing in the Central City (FEIR, page C-68);
- B. Rezone infill areas to residential (FEIR, page C-68);
- C. Use zones of opportunity to encourage residential construction (FEIR, page C-68);
- D. Rezone 54 blocks along R Street from C-4 to residential uses (FEIR, page C-68); and
- E. Establish Citywide requirements for the development of housing as a mitigation measure for the creation of jobs (FEIR, page C-68).

Adopted Partial Mitigation: The City Council adopts the measures identified below for the following reasons:

- A. The following SGPU Overall Urban Growth Policy 3A and Residential Land Use and Housing Element Policies 1 and 2 (under Goal C) implement this measure:

Policy 3A:

It is the policy of the City to provide continued support of private and public efforts that promote the Central City's role as the region's commercial office, employment, and cultural center; and at the same time provide close-by housing within identifiable residential neighborhoods.

Policy 1:

Identify areas where increased densities, land use changes or mixed uses would help support existing services, transportation facilities, transit, and light rail. Then proceed with necessary General Plan land use changes for property with service capacities adequate to support more intensive residential development.

Policy 2:

Identify areas of potential change where higher density development would be appropriate along major thoroughfares, commercial strips, and near light rail stations, and modify plans to accommodate this change.

- C. The following SGPU Residential Land Use and Housing Element Policy 2 (under Goal C) implements this measure:

Policy 2:

Promote infill development as a means to meet future housing needs by expanding the benefits for this type of development and actively promote infill development in identified infill areas through outreach programs designed to inform the development community and property owners of this program.

- D. The City is currently studying R Street from 3rd to 10th Streets and from 26th to 38th Streets to determine appropriate land uses.

Finding of Infeasibility of Partial Mitigation. The City Council finds that it is infeasible to adopt the measures identified below for the following reasons:

- B. Rezoning of pockets of land contained in areas with established land use patterns would result in land use conflicts in many areas. The feasibility of redesignating land uses for residential purposes requires detailed analyses which must be performed on a case-by-case basis; this is not appropriate at the General Plan

level. The City has identified a number of areas where such studies are currently underway.

- E. The feasibility of implementing this measure cannot be determined at this time since the City is still studying this measure.

IMPACT: GROWTH INDUCEMENT RESULTING FROM DEVELOPMENT OF THE PERIMETER OF THE CITY

Finding of Significance: The City Council finds that urbanization of lands adjacent to the SGPU area would be induced, including agricultural areas west of South Natomas and west and north of North Natomas and south of Sheldon Road, resulting in a significant adverse environmental impact (DEIR, page D-51).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement the No-Project Alternative (DEIR, page D-52).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o The No-Project Alternative, a no-growth scenario, would substantially reduce the amount of urban land available for development. This alternative does not allow the City to maintain competitiveness in attracting new business and to supply needed jobs, commercial and industrial development, housing, and recreational and cultural activities, all of which contribute to the economic and social well-being and quality of life in the City. To retain lands within the SGPU area in agricultural uses and thereby not induce urbanization outside the SGPU area would make it infeasible for the City to accomplish these objectives. (Refer also to the "Infeasibility of the No-Project Alternative" section.)

Proposed Partial Mitigation: The DEIR identifies the following measures to partially mitigate this impact, but not to less than significant:

- o Work with adjacent counties to develop an agricultural preservation plan (DEIR, page D-53).

Adopted Partial Mitigation: The City Council adopts this measure. The following policy in the SGPU Conservation and Open Space Element (Managed Production of Resources section) implements this measure:

Policy 2:

Work with Sacramento County to explore the feasibility of an agricultural preservation plan.

IMPACT: GROWTH INDUCEMENT RESULTING FROM EXTENSION OF PUBLIC SERVICES

Findings of Significance: The City Council finds that growth would be induced with the extension of public services into undeveloped areas (DEIR, page D-51).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Schedule the timely construction and expansion of public facilities (DEIR, page D-52).

Adopted Mitigation: The City Council adopts this mitigation measure. The following SGPU Overall Urban Growth Policy II and Public Facilities and Services Element Overall Goal B implement this measure:

Policy II:

It is the policy of the City to provide a full range of adequate municipal services in order to meet resident and worker needs and to assure a healthy, orderly development and maintenance of its communities. It is important that these services are coordinated with the expected growth of the City.

Goal B:

Time all new public facilities and services as closely as possible to approved urban expansion.

Housing

IMPACT: INCREASED HOUSING UNAFFORDABILITY

Finding of Significance: The City Council finds that an increase in the absolute number of households unable to afford market rate units would occur, resulting in a significant adverse environmental impact (FEIR, page C-68).

Proposed Full Mitigation: The FEIR identifies the following measure to mitigate this impact to less than significant:

- o Establish a development fee program to provide financial assistance for the construction and/or rehabilitation of affordable housing (FEIR, page C-68).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o A development fee program that would fully offset the increased demand for low-income housing generated by new employment may induce major employment generators to locate outside of Sacramento to avoid the substantial financial burden that would be imposed upon developers in Sacramento. This measure would not enable the City to maintain competitiveness in attracting business, supply needed jobs, or accommodate the demand for new commercial and industrial development.

Proposed Partial Mitigation: Since publication of the DEIR and FEIR, the City has identified the following measure to partially mitigate this impact, but not to less than significant:

- o Adopt a Housing Trust Fund ordinance for nonresidential developers to partially offset the increased demand for low-income housing generated by new employment.

Finding of Infeasibility of Partial Mitigation: The feasibility of implementing this measure cannot be determined at this time since the City is still studying this measure.

Water Supply

IMPACT: INCREASED DEMAND ON WATER FACILITIES

Finding of Significance: The City Council finds that the maximum average water demand would increase 104 percent to 368.2 million gallons per day, requiring expansion of existing water treatment plants, possibly a new plant in North Natomas, additional storage reservoir capacity, and new transmission lines, thereby resulting in a significant adverse environmental impact (DEIR, page H-8).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Require water facilities prior to development (DEIR, page H-10).

- o Require water conservation measures (DEIR, page H-10).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policy in the SGPU Public Services and Facilities Element (Water section) implement these measures:

Goal A:

Provide and improve water supply facilities to meet the future growth of the City and assure a continued supply of safe potable water.

Policy 5:

Provide water services meeting or exceeding state and federal regulatory agency requirements.

IMPACT: INADEQUATE FEES TO FINANCE WATER IMPROVEMENTS

Finding of Significance: The City Council finds that the cost of providing needed water facility improvements would result in a net deficit to the City, resulting in a significant adverse environmental impact (DEIR, page H-9).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Provide funding mechanisms for water improvements (DEIR, page H-10).

Adopted Mitigation: The City Council adopts this mitigation measure. The following policies in the SGPU Public Services and Facilities Element (Water section) implement this measure:

Policy 2:

Develop and implement a financing strategy which the City can use to construct needed water facilities.

Policy 3:

Work with property owners to develop financing arrangements in order to provide needed water facilities in newly developed areas.

Policy 4:

Give high priority in the Capital Improvements Program to funding infrastructure in highly depressed and designated infill areas.

Sewerage System

IMPACT: INCREASED DEMAND ON REGIONAL PLANT

Finding of Significance: The City Council finds that the average daily dry weather flows would increase to 88.5 million gallons per day, possibly requiring expansion of the Regional Plant earlier than currently planned, resulting in a significant adverse environmental impact (DEIR, page I-8).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Reevaluate phasing of the Regional Plant expansion and accelerate construction of the expansion, as needed (DEIR, page I-9).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal and policy in the SGPU Public Facilities and Services Element (Sanitary Sewers section) implements this measure:

Goal A:

Provide adequate sewer service for all urbanized or developing neighborhoods.

Policy 1:

Provide and upgrade sewer facilities where needed to newly developing areas in the City.

IMPACT: INCREASED DEMAND ON SEWER COLLECTION FACILITIES

Finding of Significance: The City Council finds that sewer collection facilities would be inadequate to serve North Natomas and Airport Meadowview, resulting in a significant adverse environmental impact (DEIR, page I-8).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Require sewage facilities in advance of development (DEIR, page I-9).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal and policies in the SGPU Public Facilities and Services Element (Sanitary Sewers section) implement this measure:

Goal A:

Provide adequate sewer service for all urbanized or developing neighborhoods.

Policy 1:

Provide and upgrade sewer facilities where needed to newly developing areas in the City.

Policy 3:

Work with property owners to develop financing arrangements to provide sewer services.

IMPACT: INCREASED DEMAND ON DETERIORATING SEWER LINES

Finding of Significance: The City Council finds that infill would necessitate that deteriorating sewer lines be upgraded, resulting in a significant adverse environmental impact (DEIR, page I-9).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Provide necessary infrastructure in infill areas (DEIR, page I-10).

Adopted Mitigation: The City Council adopts this mitigation measure. The following policy in the SGPU Public Facilities and Services Element (Sanitary Sewers section) implements this measure:

Policy 2:

Develop plans for extension of sewer lines to existing developed areas where sewer service is lacking.

Drainage

IMPACT: FLOOD HAZARDS

Finding of Significance: The City Council finds that peak runoff and localized flood hazards would increase, resulting in a significant adverse environmental impact (DEIR, page J-4).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Expand financing alternatives for needed drainage improvements (DEIR, page J-7);
- o Reconstruct local drainage facilities (DEIR, page J-7);
- o Construct detention basins (DEIR, page J-7);
- o Design project features to reduce seepage impacts (DEIR, page J-7); and
- o Require developer provision of new local drainage improvements (DEIR, page W-16).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Public Facilities and Services Element (Drainage section) implement these measures:

Goal A:

Provide adequate drainage facilities and services to accommodate desired growth levels.

Policy 1:

Ensure that all drainage facilities are adequately sized and constructed to accommodate the projected increase in stormwater runoff from urbanization.

Policy 2:

Coordinate efforts with County Public Works Department and other agencies as appropriate to provide adequate and efficient drainage facilities and connector lines to service the Rio Linda, North Natomas, and Laguna Creek areas of the City.

Policy 3:

Target Capital Improvement Programs to fund drainage facilities in infill areas.

Policy 4:

Require the private sector to form assessment districts to cover the cost of providing drainage facilities.

Policy 6:

Study incentives to developers to provide necessary drainage lines in underdeveloped areas.

IMPACT: MORRISON CREEK FLOWS

Finding of Significance: The City Council finds that floodflows in Morrison Creek would increase to beyond its channel capacity, resulting in a significant impact (DEIR, page J-6).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Provide flood protection by implementing COE's Morrison Creek Plan or alternative improvements (DEIR, page J-9).

Adopted Mitigation: The City Council finds that this measure could feasibly be implemented by the COE. The City has no authority in implementing this measure.

Solid Waste

IMPACT: INCREASED DEMAND ON SOLID WASTE LANDFILLS

Finding of Significance: The City Council finds that solid waste generation would increase by 165 percent to 543,338 tons annually, necessitating additional landfill capacity and resulting in a significant adverse environmental impact (DEIR, page K-6).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Expand landfill capacity (DEIR, page K-7).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal and policy in the SGPU Public Facilities and Services Element (Solid Waste section) implement this measure:

Goal A:

Provide adequate solid waste disposal facilities and services for collection, storage, and reuse of refuse.

Policy 5:

Continue to coordinate efforts with Sacramento County to provide long-term landfill disposal capacity.

Police Services

IMPACT: INCREASED DEMAND FOR POLICE PERSONNEL AND FACILITIES

Finding of Significance: The City Council finds that 496 additional sworn officers (90 percent increase) and facilities would be required, resulting in a significant adverse environmental impact (DEIR, page L-4).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Provide adequate funding for needed police personnel and facilities (DEIR, page L-7).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal in the SGPU Public Facilities and Services Element (Police Service section) implements this measure:

Goal A:

Provide the highest level of police service to protect City residents and businesses.

IMPACT: INCREASED POTENTIAL FOR CRIMINAL ACTIVITY

Finding of Significance: The City Council finds that the potential for criminal activity would increase (especially where residential and commercial uses are proximate, where high technology industry is proposed, in parks, and in new large-scale developments), resulting in a significant adverse environmental impact (DEIR, page L-3).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Require expanded site design review by police department (DEIR, page L-4);
- o Train officers to combat high technology crime (DEIR, page L-4);
- o Establish crime control programs in recreation areas (DEIR, page L-6);
- o Require additional security for special generators (DEIR, page L-6); and
- o Expand public education and involvement in crime prevention (DEIR, page L-6).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Public Facilities and Services Element (Police Service section) implement these measures:

Goal A:

Provide the highest level of police service to protect City residents and businesses.

Policy 1:

Continue Police Department participation in the review of subdivision proposals and in assisting the Public Works Department with traffic matters.

Policy 2:

Maintain communication with residents and businesses in order to learn about developing crime problems and to educate people on crime prevention measures and programs.

Fire Services

IMPACT: INCREASED DEMAND FOR FIRE SERVICES

Finding of Significance: The City Council finds that the demand for fire services, facilities, and flows would increase, resulting in a significant impact (DEIR, page M-4).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Require site design review by the fire department (DEIR, page M-5);
- o Expand fire prevention education programs (DEIR, page M-5);
- o Provide adequate funding for needed fire facilities and personnel (DEIR, page M-6); and
- o Assess the ability of existing fire services and facilities to accommodate infill growth (DEIR, page M-6).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Public Facilities and Services Element (Fire section) implement these measures:

Goal A:

Provide adequate fire service for all areas of the City.

Policy 1:

Continue to support all efforts directed at providing the best fire protection services for the least cost.

Policy 2:

Ensure that adequate water supplies are available for firefighting equipment in newly developing areas.

Policy 3:

Work with the various fire protection districts bordering the City in establishing centralized communications and firefighter training facilities.

Policy 4:

Promote greater coordination of land use development proposals with the Fire Department in order to ensure adequate onsite fire protection provisions.

Policy 5:

Promote greater use of fire sprinkler systems for both commercial and residential use.

Library Services

IMPACT: INCREASED DEMAND FOR LIBRARY SERVICES

Finding of Significance: The City Council finds that the demand for library services would increase, resulting in a significant adverse environmental impact (DEIR, page N-6).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Expand temporary use of portables until permanent facilities can be constructed (DEIR, page N-7);
- o Reevaluate and update the libraries master plan; (DEIR, page N-7); and
- o Provide funding mechanisms for library improvements (DEIR, page N-8).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Public Facilities and Services Element (Library section) implement these measures:

Goal A:

Provide adequate library facilities to contribute to the community cultural, academic, and recreational activities.

Policy 1:

Evaluate all proposed library facilities for consistency with the standards and guidelines of the Libraries Master Plan.

Policy 2:

Explore methods of financing new library facilities and expanding and upgrading existing facilities.

Medical Services

IMPACT: INCREASED DEMAND FOR MEDICAL SERVICES

Finding of Significance: The City Council finds that the demand for health services would increase, resulting in a significant adverse environmental impact (DEIR, page O-5).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Continue to require special permits for health care facilities (DEIR, page O-5);
- o Adopt and implement SGPU health care policies (DEIR, page O-5); and
- o Coordinate with other health care organizations (DEIR, page O-6).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Public Facilities and Services Element (Medical Facilities section) implement these measures:

Goal A:

Support a balanced system of quality medical facilities.

Policy 1:

In reviewing medical facility proposals, coordinate with other agencies that are responsible for planning medical facilities to meet the health care needs of Sacramento.

Policy 2:

Advocate the retention of hospitals in areas with the greatest need or seek alternative methods to provide these services.

Policy 3:

Evaluate medical facility proposals considering capacity, convenience to population served, impacts on adjoining uses, and the medical needs of the area and proximity to existing and proposed transit services.

Schools

IMPACT: INCREASED STUDENT YIELD

Finding of Significance: The City Council finds that the total student yield would increase by 57 percent to 106,366, requiring the designation of additional school sites or deletion of surplus sites and resulting in a significant adverse environmental impact (DEIR, page P-15).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- A. Provide adequate school sites (DEIR, page P-25);
- B. Reevaluate school sites where a surplus is projected (DEIR, page P-25);
- C. Institute extended day programs where needed (DEIR, page P-25);
- D. Institute year-round attendance where needed (DEIR, page P-25);
- E. Evaluate redistribution of students (DEIR, page P-25);
- F. Establish funding mechanisms for school improvements (DEIR, page P-26); and
- G. Increase school district involvement in City planning (DEIR, page P-26).

Mitigation is the Responsibility of Another Agency: A through F. The City Council finds that the school districts have primary responsibility for implementing these measures.

Adopted Mitigation: The City Council adopts the mitigation measure identified below for the following reason:

- G. The following goal and policies in the SGPU Public Facilities and Services Element (Schools section) implement those measures for which the City has responsibility:

Goal A:

Continue to assist school districts in providing quality education facilities that will accommodate projected student enrollment growth.

Policy 1:

Assist school districts with school financing plans and methods to provide permanent schools in existing and newly developing areas in the City.

Policy 2:

Involve school districts in the early stages of the land use planning process for the future growth of the City.

Policy 3:

Designate school sites on the General Plan and applicable specific plans of the City to accommodate school district needs.

Policy 5:

Continue to assist in reserving school sites based on each district's criteria, and upon the City's additional locational criteria as follows:

Locate elementary schools on sites that are safely and conveniently accessible, and free from heavy traffic, excessive noise and incompatible land uses.

Locate schools beyond the elementary level adjacent to major streets. Streets that serve as existing or planned transit corridors should be considered priority locations.

Locate all school sites centrally with respect to their planned attendance areas.

Electrical Service

IMPACT: INCREASED ELECTRICAL DEMAND

Finding of Significance: The City Council finds that the peak electricity demand would increase to approximately four times the current annual actual use of 1,381,597 kW, requiring a significant expansion in electrical capacity and resulting in a significant adverse environmental impact (DEIR, page R-7).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- A. Develop and utilize alternative energy sources, to the extent feasible (DEIR, page R-9);
- B. Incorporate energy management and conservation measures into new development (DEIR, page R-9);
- C. Adopt energy conservation policies as part of SGPU (DEIR, page R-11);
- D. Coordinate with energy suppliers to ensure designation of right-of-way for transmission lines and substations (DEIR, page R-11); and
- E. Require maximum practicable use of solar energy technologies (FEIR, page C-104).

Mitigation is the Responsibility of Another Agency: A, B, and E. The City Council finds that the Sacramento Municipal Utility District has primary responsibility for implementing these measures.

Adopted Mitigation: The City Council adopts the mitigation measures identified below for the following reasons:

- C & D. The following policy in the SGPU Residential Land Use and Housing Element (Policy 7 under Goal C) and the goal and policies in the Public Facilities and Services Element (Goal A and Policies 1 and 2 in the Miscellaneous Utilities section) implement these measures:

Policy 7:

Continue to support energy conservation measures incorporated in the subdivision ordinance and during the review of building permits.

Goal A:

Continue to improve and provide communication and utility services to all areas of the City.

Policy 1:

Continue to work closely with utility companies on long-range planning for newly developing areas.

Policy 2:

Support and encourage the utility companies to place utilities underground in new development areas.

Aesthetics

IMPACT: CHANGE IN VIEWSHEDS AND INTENSIFICATION OF URBAN CHARACTER

Finding of Significance: The City Council finds that the urbanization of 22,000 acres of currently vacant land would change many viewsheds and intensify the urban character of Sacramento, resulting in a significant adverse environmental impact (DEIR, page S-6).

Findings on Full Mitigation: The DEIR states that no mitigation is available to reduce this impact to less than significant (DEIR, page S-6).

Proposed Partial Mitigation: The DEIR identifies the following measure (DEIR, page S-6):

- o Update the Community Design Element.

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reasons:

- o Future urbanization of currently vacant land will generally occur in areas with existing Community Plan Design Elements, such as North Natomas and South Natomas. Existing design guidelines expressed in the Community Plans partially address this impact. Because the urban conversion of existing developed areas has previously occurred, the implementation of community design guidelines would not mitigate the identified impact.

- o City policy requires that large development projects be permitted as Planned Unit Developments (PUD). Project-specific design guidelines are imposed as conditions of approval for PUDs. Because these guidelines are project-specific, the feasibility of mitigating the aesthetic impact of urban conversion cannot be determined at this time.

Geology and Soils

IMPACT: SEISMIC HAZARDS

Finding of Significance: The City Council finds that the potential for exposure to earthquake groundshaking at a maximum intensity of VIII (on the Modified Mercalli Scale) would increase, resulting in a significant adverse environmental impact (DEIR, page T-16).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Engineer structures for earthquake resistance (DEIR, page T-20).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal and policies in the SGPU Health and Safety Element (Seismic Safety section) implement this measure:

Goal A:

Protect lives and property from unacceptable risk of hazards due to seismic and geologic activity to the maximum extent feasible.

Policy 1:

Prohibit construction of structures for permanent occupancy across faults, should any be designated.

Policy 3:

Continue to implement the Uniform Building Code requirements that recognize state and federal earthquake standards in the construction or repair of buildings.

Policy 7:

Cooperate with and encourage the federal, state, and other local jurisdictions to investigate seismic and other hazards and to develop mitigation measures.

IMPACT: INCREASED LIQUEFACTION POTENTIAL

Finding of Significance: The City Council finds that the potential for liquefaction, triggered by groundshaking, would increase, resulting in a significant adverse environmental impact (DEIR, page T-18).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Require the evaluation of liquefaction potential of proposed development sites and implement appropriate specially engineered earthwork and structural design (DEIR, page T-20).

Adopted Mitigation: The City Council adopts this mitigation measure. The following policies in the SGPU Health and Safety Element (Seismic Safety section) implement this measure:

Policy 2:

Continue to require soils reports and geological investigations for determining liquefaction, expansive soils, and subsidence problems on sites for new subdivision and/or multiple-story buildings in the City of Sacramento.

Policy 4:

Support a jointly sponsored City/County/State soils investigation in the downtown area to determine if there is a liquefaction problem in this area.

Policy 7:

Cooperate with and encourage federal, state, and other local jurisdictions to investigate seismic and other hazards and to develop mitigation measures.

IMPACT: LOSS OF AGGREGATE RESOURCES

Finding of Significance: The City Council finds that an incremental contribution to the cumulative loss of aggregate resources would occur, resulting in a significant adverse environmental impact, if all mineral resource sectors within the SGPU area (except the American River Parkway) were rendered unavailable for aggregate production due to urbanization (DEIR, page T-19).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Zone mineral resource sectors and adjacent lands to permit aggregate mining (DEIR, page T-21); and
- o Require reclamation of mined lands for urban uses (DEIR, page T-21).

Adopted Mitigation: The City Council adopts these mitigation measures. The following goal and policies in the SGPU Conservation and Open Space Element (Managed Production of Resources section) implement these measures:

Goal B:

Comply with the state's Surface Mining and Reclamation Act requirements, and conserve newly discovered aggregate deposits for extraction and land reclamation wherever feasible;

Policy 1:

Adopt the Surface Mining and Reclamation Act map and mineral land classification information.

Policy 2:

Continue to have aggregate deposits extracted and the reclamation plan implemented for the Granite Quarry site at Florin-Perkins Road south of Highway 50 until the resource is depleted;

Policy 3:

Encourage research and data gathering efforts aimed at locating and identifying mineral resources within the City and County, and use this information in a long-range and continuous mineral resource conservation effort integrated into comprehensive planning programs;

Policy 4:

Adopt implementing procedures to aid in the preservation and possible future extraction of any newly discovered mineral resource areas;

IMPACT: CONVERSION OF PRIME SOILS

Finding of Significance: The City Council finds that 9,700 acres meeting the soil criteria of the prime land component of the Important Farmland Inventory of California, 7,500 of which are currently irrigated and considered prime farmland, would be removed from agricultural production, resulting in a significant adverse environmental impact (DEIR, page T-16).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement the No-Project Alternative (DEIR, page T-21).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o The No-Project Alternative, a no-growth scenario, would substantially reduce the amount of urban land available for development. This alternative does not allow the City to maintain competitiveness in attracting new business and to supply needed jobs, commercial and industrial development, housing, and recreational and cultural activities, all of which contribute to the economic and social well-being of the City. The viability of continuing agricultural activities in an urbanizing area is uncertain due to external constraints on agricultural operations and profitability. (Refer also to the "Infeasibility of the No-Project Alternative" section.)

Biological Resources

IMPACT: CONVERSION OF NATURAL COMMUNITIES

Finding of Significance: The City Council finds that the elimination or conversion of five natural communities would occur, resulting in a significant adverse environmental impact. All occurrences of these communities are not known. Of the ones that are known, the following would potentially be affected:

- o Blue oak woodland in North Sacramento east of the Union Pacific Railroad (DEIR, page U-26).
- o Riparian stands in South Natomas north of Garden Highway (on either side of I-5 north and adjacent to Garden Highway) and along the Natomas East Main Drainage Canal, and in North Sacramento along Magpie Creek (DEIR, page U-27).
- o Habitat supported by creeks and canals in North Natomas and South Sacramento (DEIR, page U-27).
- o Northern hardpan vernal pools in North Sacramento east of Raley Boulevard and in South Sacramento north of Sheldon Road (DEIR, page U-28).
- o Fence row habitat along the undeveloped edges of urban and agricultural habitats (DEIR, page U-28).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Develop a Resource Conservation Plan and establish a Resource Conservation Zone to preserve significant habitats by permitting only compatible low-intensity uses (such as grazing and passive recreation) in these areas and more intensive uses by special permit) (DEIR, page U-32).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City CEQA Guidelines require that project-specific analyses be conducted where proposed development could result in the elimination or conversion of biologically significant natural communities. These analyses include evaluation of measures to avoid or minimize the impact on such species. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating each habitat cannot be determined at this time on a Citywide basis.

Proposed Partial Mitigation: The following goals and policies in the SGPU Conservation and Open Space Element (Preservation of Natural Resources section) partially mitigate this impact, but not to less than significant:

Goal B:

Retain the riparian woodlands and grassland vegetation along the waterways and floodways in North Natomas and South Sacramento insofar as possible.

Policy 1:

Protect the wooded areas along the waterways and drainage canals insofar as possible.

Policy 2:

Explore ways to conserve a modified floodplain environment along Laguna Creek in South Sacramento to the extent feasible.

Goal C:

Conserve and protect the planned open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains to the extent feasible.

Policy 1:

Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Policy 2:

Encourage the State Department of Fish and Game to retain and enhance the fish communities in the area's waterways.

Goal D:

Work with the County of Sacramento to identify, protect, and enhance physical features and settings that are unique to the area to the maximum extent feasible.

Policy 1:

Conserve vernal pools with rare and endangered species to whatever extent feasible.

Goal E:

Establish development standards for water related open space lands throughout the City to enhance the visual amenities of these uses.

Policy 1:

Explore ways to reverse degradation and pollution and enhance natural beauty and wildlife habitats of creeks and drainage canals.

Policy 2:

Explore ways to preserve the undeveloped open space areas and wildlife habitats along Dry Creek, Arcade Creek, Magpie Creek, the East Drainage Canal, the area south of Woodlake Park, Morrison Creek, Elder Creek, Elder Creek, Laguna Creek, Sacramento Drainage Canal, and Beach Lake.

Adopted Partial Mitigation: The City Council adopts these mitigation measures since they are included as policies in the SGPU.

IMPACT: CONVERSION OF HABITAT FOR SPECIAL-STATUS PLANT SPECIES

Finding of Significance: The City Council finds that the elimination or conversion of potential (but previously unknown or unsearched) habitat could occur for federally listed, proposed, and candidate threatened or endangered plant species; California listed and candidate threatened and endangered plant species; and California Native Plant Society rare and endangered plant species (especially in previously unsearched northern hardpan vernal pools and riparian communities), resulting in a significant adverse environmental impact (DEIR, page U-29).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Prior to approving development, require site-specific surveys of all sites where special-status plants could potentially occur; where significant habitats supporting special-status plants are found, preserve those habitats in a Resource Conservation Zone (DEIR, page U-33).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City CEQA Guidelines require that project-specific analyses be conducted where proposed development could result in the elimination or conversion of habitat supporting special-status species. These analyses include evaluation of measures to avoid or minimize the impact on such species. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating each habitat cannot be determined at this time on a Citywide basis.

Proposed Partial Mitigation: The following policy in the SGPU Conservation and Open Space Element (Preservation of Natural Resources section) partially mitigates this impact, but not to less than significant:

Policy 1:

Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Adopted Partial Mitigation: The City Council adopts this mitigation measure since it is included as a policy in the SGPU.

IMPACT: CONVERSION OF HABITAT FOR SPECIAL-STATUS SWAINSON'S HAWK AND BLACK-SHOULDERED KITE

Finding of Significance: The City Council finds that the elimination or conversion of habitat for the state-listed threatened Swainson's hawk and the California fully protected black-shouldered kite would occur, resulting in a significant adverse environmental impact. Known sitings of these species are as follows (DEIR, page U-29):

- o Swainson's hawk nests have been sited along the Sacramento River in North Natomas, South Natomas, and Pocket area.
- o The black-shouldered kite has a major roosting site on the border of Fisherman's Lake in North Natomas.

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Prior to approving development, require site-specific surveys of all sites where these special-status animals could potentially occur, and avoid disturbance to all nest and roost sites by creating a buffer zone (typically, a 400-meter radius area) around each nest (DEIR, page U-33).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City CEQA Guidelines requires that project-specific analyses be conducted where proposed development could result in the elimination or conversion of habitat supporting special-status animal species. These analyses include evaluation of measures to avoid or minimize the impact on such species. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating each habitat cannot be determined at this time on a Citywide basis.

Proposed Partial Mitigation: The following policy in the SGPU Conservation and Open Space Element (Preservation of Natural Resources section) partially mitigates this impact, but not to less than significant:

Policy 1:

Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Adopted Partial Mitigation: The City Council adopts this mitigation measure since it is included as a policy in the SGPU.

IMPACT: CONVERSION OF HABITAT FOR GIANT GARTER SNAKE AND VALLEY ELDERBERRY LONGHORN BEETLE

Finding of Significance: The City Council finds that the elimination or conversion of habitat for the federal candidate (Category 2) and state-threatened giant garter snake and the federally-listed threatened valley elderberry longhorn beetle could occur, resulting in a significant adverse environmental impact. Known sitings of these species are as follows (DEIR, page U-29):

- o The giant garter snake habitat exists in the sloughs, canals, and rice fields in North Natomas and South Sacramento.
- o The federally-listed Critical Habitats for the valley elderberry longhorn beetle exists along the Lower American River and near Commerce Circle in North Sacramento.

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Prior to approving development, require site-specific surveys of all sites where special-status animals could potentially occur; where significant habitat supporting special-status animals are found, preserve those habitats in a Resource Conservation Zone (DEIR, page U-33).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City CEQA Guidelines require that project-specific analyses be conducted where proposed development could result in the elimination or conversion of habitat supporting special-status species. These analyses include evaluation of measures to avoid or minimize the impact on such species. Because these analyses are

conducted on a project-specific basis, the feasibility of mitigating each habitat cannot be determined at this time on a Citywide basis.

Proposed Partial Mitigation: The following policy in the SGPU Conservation and Open Space Element (Preservation of Natural Resources section) partially mitigates this impact, but not to less than significant:

Policy 1:

Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Adopted Partial Mitigation: The City Council adopts this mitigation measure since it is included as a policy in the SGPU.

IMPACT: VIOLATIONS OF HERITAGE TREE ORDINANCE

Finding of Significance: The City Council finds that removal of potential heritage trees, as defined by the City's Heritage Tree Ordinance, could occur, resulting in a significant adverse environmental impact (DEIR, page U-30).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Identify and preserve native and nonnative trees of outstanding value as heritage trees by enforcing the City's Heritage Tree Ordinance (DEIR, page U-34).

Adopted Mitigation: The City Council adopts this mitigation measure. The following policy in the SGPU Conservation of Open Space Element (Preservation of Natural Resources section) implements this measure:

Policy 2:

Continue to implement the Heritage Tree program.

IMPACT: CANAL AND RIVER MAINTENANCE

Findings of Significance: The City Council finds that canal and river maintenance activities, including the removal of vegetation and soils, would alter natural habitats, introduce weedy species, and introduce pollutants into water bodies supporting fish populations, resulting in a significant adverse environmental impact (DEIR, page U-30).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Develop Citywide canal and creek maintenance plans (as a joint effort of the reclamation and flood control districts and City) to preserve wetland vegetation growing on the edges of canals and creeks and to require revegetation with natural species, where vegetation removal cannot be avoided (DEIR, page U-34).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City CEQA Guidelines require that project-specific analyses be conducted where proposed development could result in the elimination or conversion of biologically significant natural communities. These analyses include evaluation of measure to avoid or minimize the impact on such species. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating each habitat cannot be determined at this time on a Citywide basis.

Proposed Partial Mitigation: The following goals and policies in the SGPU Conservation and Open Space Element (Preservation of Natural Resources section) partially mitigate this impact, but not to less than significant:

Goal B:

Retain the riparian woodlands and grassland vegetation along the waterways and floodways in North Natomas and South Sacramento insofar as possible.

Policy 1:

Protect the wooded areas along the waterways and drainage canals insofar as possible.

Policy 2:

Explore ways to conserve a modified floodplain environment along Laguna Creek in South Sacramento to the extent feasible.

Goal C:

Conserve and protect the planned open space areas along the American and Sacramento Rivers, floodways, and undevelopable floodplains to the extent feasible.

Policy 1:

Retain the habitat areas where known endangered wildlife exists to the extent feasible.

Policy 2:

Encourage the State Department of Fish and Game to retain and enhance the fish communities in the area's waterways.

Goal D:

Work with the County of Sacramento to identify, protect, and enhance physical features and settings that are unique to the area to the maximum extent feasible.

Policy 1:

Conserve vernal pools with rare and endangered species to whatever extent feasible.

Goal E:

Establish development standards for water related open space lands throughout the City to enhance the visual amenities of these uses.

Policy 1:

Explore ways to reverse degradation and pollution and enhance natural beauty and wildlife habitats of creeks and drainage canals.

Policy 2:

Explore ways to preserve the undeveloped open space areas and wildlife habitats along Dry Creek, Arcade Creek, Magpie Creek, the East Drainage Canal, the area south of Woodlake Park, Morrison Creek, Elder Creek, Elder Creek, Laguna Creek, Sacramento Drainage Canal, and Beach Lake.

Adopted Partial Mitigation: The City Council adopts these mitigation measures since they are included as policies in the SGPU.

IMPACT: CONVERSION OF AGRICULTURAL LANDS

Finding of Significance: The City Council finds that the elimination of 21,871 acres of agricultural land would destroy the habitat for thousands of water birds, resulting in a significant adverse environmental impact (DEIR, page U-28).

Proposed Full Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement the No-Project Alternative (DEIR, page U-31).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o The No-Project Alternative, a no-growth scenario, would substantially reduce the amount of urban land available for development. This alternative does not allow the City to maintain competitiveness in attracting new business and to supply needed jobs, commercial and industrial development, housing, and recreational and cultural activities, all of which contribute to the economic and social well-being of the City. The viability of continuing agricultural activities in an urbanizing area is uncertain due to external constraints on agricultural operations and profitability. (Refer also to the "Infeasibility of the No-Project Alternative" section.)

IMPACT: DEGRADATION OF HABITAT BY INCREASED POPULATIONS

Finding of Significance: The City Council finds that City parks supporting important natural communities such as riparian and freshwater marsh habitats would be subject to vegetation, soil, and wildlife disturbance by increased human use of the parks, resulting in a significant adverse environmental impact (DEIR, page U-31).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Design parks to control user densities to be compatible with preservation of natural habitats by directing use away from sensitive areas with natural barriers and judicious use of trails, interpretive paths and displays, and guides (DEIR, page U-34).

Adopted Mitigation: The City Council adopts this mitigation measure. The following policy in the SGPU Public Facilities and Services Element (Recreation Services section) implements this measure:

Policy 5:

Design parks to enhance and preserve the natural site characteristics.

Cultural Resources

IMPACT: DISRUPTION TO PREHISTORIC AND HISTORIC RESOURCES

Finding of Significance: The City Council finds that prehistoric and historic resources would be adversely impacted through ground disturbance and other development activities, resulting in a significant adverse environmental impact. The primary prehistoric impact areas have been identified as:

- o Along the Sacramento and American Rivers,
- o North Natomas,
- o Portions of North Sacramento lying north of I-80 along drainage courses and the American River floodplain,
- o Southwest portion of South Natomas, and
- o Florin Road vicinity.

The primary historic impact areas are the:

- o Central City,
- o 0.5-mile buffer along the Sacramento River in the Pocket area and Airport Meadowview, and
- o 0.5-mile buffer along Folsom Boulevard in East Broadway.

(DEIR, page V-4)

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Require consultation with the North Central Information Center to identify known cultural resources and potential cultural resources that could be found on land proposed for development (DEIR, page V-7);
- o Require an archeological field survey if the development area is sensitive (DEIR, page V-8);
- o Implement specific preservation measures recommended by the survey archeologist (DEIR, page V-8);

- o Cease construction activities and consult qualified archeologists upon discovery of potential cultural resources (DEIR, page V-8);
- o Maintain confidentiality of significant resource locations (DEIR, page V-9); and
- o Adopt cultural resource policies as part of the SGPU (DEIR, page V-9).

Adopted Mitigation: The City Council adopts these measures since these measures implement current City CEQA Guidelines requirements.

Hydrology and Water Quality

IMPACT: FLOOD HAZARDS

Finding of Significance: The City Council finds that the number of persons and developments exposed to potential flood damage from levee failure would increase by an unknown amount, especially in North Natomas, resulting in a significant adverse environmental impact. This amount is unknown since the U. S. Army Corps of Engineers (COE), at the request of the Federal Emergency Management Agency (FEMA), is still in the process of updating 100-year floodplain maps for the American River levees, the Sacramento River east levee north of the American River, and several levees along local creeks and drainage canals in the SGPU area (DEIR, page W-14).

Proposed Full Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- A. Assist in reconstruction of inadequate levees as development occurs (DEIR, page W-16);
- B. Assist in the implementation of one or more COE flood control alternatives (DEIR, page W-16); and
- C. Restrict development in areas subject to flooding (DEIR, page J-9).

Finding of Infeasibility of Full Mitigation: The City Council finds that it is infeasible to adopt the mitigation measures for the following reason:

- A & B. Implementation of possible flood control alternatives, including the reconstruction of inadequate levees, is the responsibility of the federal government. Studies are currently underway to evaluate possible alternatives

and to determine their feasibilities. Until such time that these studies are completed, no determination can be made as to the specific mitigation that is appropriate. Therefore, the feasibility of such mitigation measures cannot be determined at this time.

Adopted Full Mitigation: C. The City Council adopts this measure since a City flood ordinance is currently in effect which requires flood-proofing of buildings in areas subject to flooding. Project-specific requirements under this ordinance are determined on a case-by-case basis.

IMPACT: DEGRADATION OF WATER QUALITY

Finding of Significance: The City Council finds that the transport of pollutants to streams would increase from construction activities and runoff from industrial, commercial, and residential development, resulting in a significant adverse environmental impact (DEIR, page W-15).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Implement precautionary measures during construction, such as minimizing surface disturbance, disposing excavated materials away from water sources, and grading spoil disposal sites to minimize surface erosion (DEIR, page W-16); and
- o Implement measures to reduce long-term water quality impacts, such as provision of onsite retention and detention storage; designing storm drainage to slow water flows; minimizing impervious surfaces; and maximizing percolation, evaporation, and evapotranspiration of storm waters (DEIR, page W-17).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt these mitigation measures for the following reason:

- o City CEQA Guidelines require that project-specific analyses be conducted to determine short- and long-term water quality impacts. These analyses include evaluation of measures to avoid or minimize water quality degradation. Because these analyses are conducted on a project-specific basis, the feasibility of mitigating Citywide water quality impacts cannot be determined at this time.

Public Health

IMPACT: HAZARDOUS WASTE GENERATION

Finding of Significance: The City Council finds that new residential development would generate additional hazardous household waste, resulting in a significant impact (FEIR, page C-91).

Proposed Mitigation: The FEIR identifies the following measure to mitigate this impact to less than significant:

- o Ensure adequate funding availability specifically targeted for hazardous waste material programs (FEIR, page C-91).

Adopted Mitigation: The City Council adopts this mitigation measure. The City Fire Department periodically collects hazardous waste materials at their pick-up site at 21st and W Streets, and plans to continue to do so.

IMPACT: SURFACE WATER CONTAMINATION BY RICE HERBICIDES

Finding of Significance: The City Council finds that continued rice herbicide application has the potential to impact surface and groundwater quality, thereby exposing an increased population to hazards and resulting in a significant adverse environmental impact (DEIR, page X-10).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Reduce the release of agricultural chemicals by establishing an effective regulatory program (DEIR, page Y-12).

Mitigation is the Responsibility of Another Agency: The City Council finds that this mitigation measure is the responsibility of the counties and state regulatory bodies. Although the City has no authority to implement this measure, the City has petitioned the State Water Resources Control Board to take over the rice herbicide regulatory control program since the City is not satisfied with the State Department of Food and Agriculture's effort.

Traffic

The partial mitigation measures identified under the "Air Quality" findings are applicable to traffic impacts as well. Refer to the "Air Quality" section.

Based on the DEIR analysis, the following segments have been identified as having "significant adverse" impacts under the SGPU. For these segments, the DEIR identifies that no mitigation measures are available to reduce impacts to less than significant without displacing existing development:

Roadway Segment	Level of Service Under SGPU (Significant Adverse)
I-5 between West El Camino and Richards	F
I-5 between Richards and W-X Freeway	F
SR 99 between U. S. 50 - B-80 and Fruitridge	F
SR 99 between Fruitridge and Florin	D
W-X Freeway between I-5 and SR 99-U. S. 50	F
U. S. 50 between SR 99 and Howe	F
U. S. 50 between Howe and Watt	F
B-80 between I-80 and El Camino	F
B-80 between El Camino and SR 160	F
B-80 between SR 160 and E Street	F
B-80 between E Street and W-X Freeway	F
Meadowview Road in Airport Meadowview	E
Florin Road in Airport Meadowview	F
Arden Way between SPRR and B-80	F
Arden Way between B-80 and Ethan	F
El Camino Avenue between Auburn and Ethan	F
Marconi Avenue between Roseville and Howe	F
American River Drive between Howe and City Limit	D
Howe Avenue between Fair Oaks and U. S. 50	F
Arden Way between Howe and Watt	F
Arden Way between Watt and Eastern	F
Arden Way between Eastern and Fair Oaks	D
El Camino Avenue between Howe and Watt	E
El Camino Avenue Between Watt and Walnut	F
Marconi Avenue between B-80 and Howe	F
Howe Avenue between Hurley and Arden	F
Howe Avenue between Fair Oaks and Hurley	F
Fulton Avenue between Arden and El Camino	F
Fair Oaks Boulevard between Howe and Monroe	F
Fair Oaks Boulevard between Monroe and Watt	F

Roadway Segment	Level of Service Under SGPU (Significant Adverse)
Fair Oaks Boulevard between Watt and Eastern	F
Fair Oaks Boulevard between Eastern and Manzanita	F
Watt Avenue between I-80 and Elkhorn	F
L Street between 5th and 16th	D
J Street between 5th and 16th	F
J Street between 16th and 30th	E
12th Street between North B and J	F
16th Street between Broadway and E	F
Alhambra Boulevard between C and Broadway	F
Broadway between Riverside and Franklin	E
Richards Boulevard between North 12th and I-5	F
Stockton Boulevard between 2nd and Fruitridge	D
Broadway between Stockton and 65th Street Expressway	D
65th Street Expressway in East Broadway	F
Power Inn Road between Folsom and Fruitridge	F
14th and 12th Avenue between 65th and Power Inn	D
Fruitridge Road between SR 99 and Sacramento	F
59th Street between U. S. 50 and Broadway	D
Elk Grove-Florin Road between Jackson and Florin	F
Alhambra Boulevard between C and Broadway	F
Watt Avenue between La Riviera and Folsom	F
Hornet Drive in East Sacramento	D
La Riviera Drive in East Sacramento	E
College Town Drive in East Sacramento	E
59th Street between Folsom and Broadway	F
Broadway between Riverside and SR 99	E
Sutterville Road/12 Avenue between Freeport and SR 99	F
Fruitridge Road between Freeport and Franklin	F
Fruitridge Road between Franklin and SR 99	F
Franklin Boulevard between Sutterville and Fruitridge	D

Roadway Segment	Level of Service Under SGPU (Significant Adverse)
Freeport Boulevard between Fruitridge and Meadowview	F
Truxel Road between I-80 and South Loop Road	F
Marysville Boulevard between North and Grand	D
Marysville Boulevard between Grand Avenue and Del Paso	D
El Camino Avenue between UPRR and Evergreen	F
El Camino Avenue between Evergreen and B-80	D
Arden Way between Del Paso and Royal Oaks	D
Arden Way between Royal Oaks and B-80	F
Arcade Boulevard between Rio Linda and Roseville	F
West El Camino Avenue between Northgate and UPRR	F
Garden Highway between I-5 and I-80	D
Garden Highway between I-5 and Northgate	D
Northgate Boulevard between I-80 and West El Camino	F
Northgate Boulevard between West El Camino and SR 160	F
Arden-Garden Connector	D
Franklin Boulevard between Fruitridge and 38th	F
Florin Road between UPRR and Franklin	F
Elder Creek Road between Stockton and Elk Grove-Florin	F
Fruitridge Road between UPRR and SR 99	F
Fruitridge Road between SR 99 and Sacramento	F
Mack Road between Center Parkway and Stockton	F
Center Parkway between Valley Hi and Calvine	F
Valley Hi Drive between Mack and Center Parkway	F
Valley Hi Drive between Center Parkway and Franklin	F
Stockton Boulevard between 65th and SR 99	F
Stockton Boulevard between Fruitridge and 65th	F
Elk Grove-Florin between Elder Creek and Sheldon	D
Florin Road between Franklin and SR 99	F
Florin Road between SR 99 and 65th	F
Florin Road between 65th and Stockton	D

Roadway Segment	Level of Service Under SGPU (Significant Adverse)
Florin Road between Power Inn and Bradshaw Elder Creek and 47th Avenue between UPRR and SR 99	F F E
47th Avenue between SR 99 and Stockton Elder Creek and 47th Avenue between Elk Grove- Florin and Bradshaw	F
Fruitridge Road between Sacramento and Stockton Sacramento Boulevard between Fruitridge and 47th	F F F

Other significant adverse traffic impacts identified in the DEIR are identified below:

IMPACT: I-80 BETWEEN I-5 AND TRUXEL

Finding of Significance: The City Council finds that the LOS on this segment would drop from B to F, resulting in a significant adverse environmental impact (DEIR, page Y-61).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-61).

Mitigation is the Responsibility of Another Agency: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Widening of freeways requires State approval and, therefore, such a measure cannot be implemented by the City.
- o Funding has not been programmed for this measure in the State Transportation Improvement Program.

IMPACT: I-80 BETWEEN TRUXEL AND NORWOOD

Finding of Significance: The City Council finds that the LOS on this segment would drop from B to F, resulting in a significant adverse environmental impact (DEIR, page Y-61).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-97).

Mitigation is the Responsibility of Another Agency: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Widening of freeways requires State approval and, therefore, such a measure cannot be implemented by the City.
- o Funding has not been programmed for this measure in the State Transportation Improvement Program.

IMPACT: I-80 BETWEEN NORWOOD AND B-80

Finding of Significance: The City Council finds that the LOS on this segment would drop from C to F, resulting in a significant adverse environmental impact (DEIR, page Y-61).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-96).

Mitigation is the Responsibility of Another Agency: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Widening of freeways requires State approval and, therefore, such a measure cannot be implemented by the City.
- o Funding has not been programmed for this measure in the State Transportation Improvement Program.

IMPACT: I-5 BETWEEN I-80 AND DEL PASO

Finding of Significance: The City Council finds that the LOS on this segment would drop from B to D, resulting in a significant adverse environmental impact (DEIR, page Y-61).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-97).

Mitigation is the Responsibility of Another Agency: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Widening of freeways requires State approval and, therefore, such a measure cannot be implemented by the City.
- o Funding has not been programmed for this measure in the State Transportation Improvement Program.

IMPACT: HOWE AVENUE BETWEEN FAIR OAKS AND HURLEY

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-66).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Howe Avenue bridge to six lanes (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: WATT AVENUE BETWEEN U. S. 50 AND I-80

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-66).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Watt Avenue bridge to six lanes (DEIR, page Y-96).

Mitigation is the Responsibility of Another Agency. The feasibility of implementing this measure cannot be determined at this time since the County is responsible for implementing this measure.

IMPACT: FLORIN-PERKINS ROAD BETWEEN JACKSON AND FRUITRIDGE

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to E, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Jackson Road to Elder Creek Road (DEIR, page Y-96).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: FRUITRIDGE ROAD BETWEEN POWER INN AND FLORIN-PERKINS

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Power Inn Road to Elk Grove-Florin Road (DEIR, page Y-96).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: FRUITRIDGE ROAD BETWEEN FLORIN-PERKINS AND ELK GROVE-FLORIN

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Power Inn Road to Elk Grove-Florin Road (DEIR, page Y-96).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: H STREET BETWEEN ALHAMBRA AND 57TH

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Construct Elvas-Richards Connector (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o City Council has found this measure to have adverse social and neighborhood impacts.

IMPACT: H STREET BETWEEN CARLSON AND 57TH

Finding of Significance: The City Council finds that the LOS on this segment would drop from C to E, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Construct Elvas-Richards Connector (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City Council has found this measure to have adverse social and neighborhood impacts.

IMPACT: J STREET IN EAST SACRAMENTO

Finding of Significance: The City Council finds that the LOS on this segment would drop from C to E, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Construct Elvas-Richards Connector (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o City Council has found this measure to have adverse social and neighborhood impacts.

IMPACT: FOLSOM BOULEVARD BETWEEN ALHAMBRA AND HORNET

Finding of Significance: The City Council finds that the LOS on this segment would drop from B/C to D, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen this segment to four lanes (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: FOLSOM BOULEVARD BETWEEN HORNET AND WATT

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Mitigation: The DEIR identifies the following mitigation measure to partially reduce this impact, but not to less than significant:

- o Widen this segment to four lanes (DEIR, page Y-96).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: HOWE AVENUE BETWEEN FAIR OAKS AND FOLSOM

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Howe Avenue bridge to six lanes (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to

provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: WATT AVENUE BETWEEN AMERICAN RIVER AND LA RIVIERA

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Watt Avenue bridge to six lanes (DEIR, page Y-96).

Mitigation is the Responsibility of Another Agency: The feasibility of implementing this measure cannot be determined at this time since the County is responsible for implementing this measure.

IMPACT: JACKSON ROAD BETWEEN FLORIN-PERKINS AND ELK GROVE-FLORIN

Finding of Significance: The City Council finds that the LOS on this segment would drop from C to F, resulting in a significant adverse environmental impact (DEIR, page Y-69).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Jackson Road to four lanes (DEIR, page Y-96).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement

Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: TRUXEL ROAD BETWEEN SOUTH LOOP AND DEL PASO

Finding of Significance: The City Council finds that the LOS on this segment will be E, resulting in a significant adverse environmental impact (DEIR, page Y-74).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-97).

Adopted Mitigation: The City Council adopts this measure. Exhibit 11 of the Community Plan Revisions adopted as part of the SGPU implement this measure.

IMPACT: EAST COMMERCE ROAD BETWEEN DEL PASO AND NORTH LOOP

Finding of Significance: The City Council finds that the LOS on this segment will be E, resulting in a significant adverse environmental impact (DEIR, page Y-74).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to eight lanes (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: RIO LINDA BOULEVARD BETWEEN CITY LIMITS AND I-80

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to E, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen Rio Linda Boulevard to four lanes between City limits and Marysville Boulevard (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: NORWOOD AVENUE BETWEEN MAIN AND I-80

Finding of Significance: The City Council finds that the LOS on this segment would drop from C/D to F, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen this segment to more than six lanes (DEIR, page Y-97).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: NORWOOD AVENUE BETWEEN I-80 AND DEL PASO

Finding of Significance: The City Council finds that the LOS on this segment would drop from C to D, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to four lane from I-80 to El Camino (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: RALEY BOULEVARD BETWEEN CITY LIMITS AND BELL

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Raley Boulevard to six or eight lanes from I-80 to the City limits (DEIR, page Y-98).

Finding of Infeasibility of Partial Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: RALEY BOULEVARD BETWEEN BELL AND MARYSVILLE

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Widen Raley Boulevard to six or eight lanes from I-80 to the City limits (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: RIO LINDA BOULEVARD BETWEEN CITY LIMITS AND MARYSVILLE

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to E, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to four lanes (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: SILVER EAGLE ROAD BETWEEN SAN JUAN AND NORWOOD

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to four lanes from San Juan to Norwood (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: BELL AVENUE BETWEEN RALEY AND NORWOOD

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to E, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- o Widen to six lanes from Raley to Marysville (DEIR, page Y-97).
- o Widen to four lanes from Marysville to Norwood (DEIR, page Y-97).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: FLORIN ROAD BETWEEN HAVENSIDE AND I-5

Finding of Significance: The City Council finds that the LOS on this segment would drop from E to E/F, resulting in a significant adverse environmental impact (DEIR, page Y-79).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to six lanes by restriping and/or removal of the center median (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt this measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: TRUXEL ROAD BETWEEN SAN JUAN AND I-80

Finding of Significance: The City Council finds that the LOS on this segment will be D, resulting in a significant adverse environmental impact (DEIR, page Y-84).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen this segment to six lanes (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: This measure is currently being studied by the City and may be considered as a condition of approval of adjacent parcels.

IMPACT: POWER INN ROAD BETWEEN GERBER AND ELDER CREEK

Finding of Significance: The City Council finds that the LOS on this segment would drop from B to F, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to six lanes from Gerber to Elder Creek (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

- o The feasibility of implementing this measure cannot be determined at this time since the County is responsible for implementing this measure.

IMPACT: FRUITRIDGE ROAD BETWEEN POWER INN AND FLORIN-PERKINS

Finding of Significance: The City Council finds that the LOS on this segment will remain at F, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Power Inn to Elk Grove-Florin (DEIR, page Y-99).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: FRUITRIDGE ROAD BETWEEN FLORIN-PERKINS AND ELK GROVE-FLORIN

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Power Inn to Elk Grove-Florin (DEIR, page Y-99).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: FLORIN-PERKINS ROAD BETWEEN FRUITRIDGE AND ELDER CREEK

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to F, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to eight lanes from Jackson to Florin (DEIR, page Y-99).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

IMPACT: CENTER PARKWAY BETWEEN MACK AND VALLEY HI

Finding of Significance: The City Council finds that the LOS on this segment would drop from B to F, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Restripe this segment to four lanes (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: The City Council finds that this measure may be feasible, but does not adopt it since it is still being studied.

IMPACT: POWER INN ROAD BETWEEN ELDER CREEK AND 53RD

Finding of Significance: The City Council finds that the LOS on this segment would drop from A to D, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Widen to six lanes from Gerber to Elder Creek (DEIR, page Y-98).

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt this mitigation measure for the following reasons:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

- o The feasibility of this measure cannot be determined at this time since the County is responsible for implementing this measure.

IMPACT: DELAYS TO PUBLIC TRANSIT

Finding of Significance: The City Council finds that there would be increased delays to transit caused by greater auto traffic, resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Implement all proposed mitigation for traffic impacts (DEIR, Section Y).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reason:

- o See findings under "Traffic."

IMPACT: ADDITIONAL TRANSIT DEMAND

Finding of Significance: The City Council finds that the demand for transit would increase, thereby requiring that funding be available to expand that service and resulting in a significant adverse environmental impact (DEIR, page Y-90).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Establish funding mechanisms to finance transit expansion (DEIR, page Y-99).

Adopted Mitigation: The City Council finds that it is feasible for Regional Transit to implement this mitigation measure. The City has no authority in implementing this measure. The following policy in the SGPU Circulation Element (Transit section) addresses this measure:

Policy 4:

Study, along with Regional Transit, funding mechanisms to finance public transit expansion.

IMPACT: LIGHT RAIL TRANSIT CONFLICTS

Finding of Significance: The City Council finds that the potential for Light Rail Transit (LRT) and vehicle conflicts would increase causing significant delays to the LRT and resulting in a significant adverse environmental impact (DEIR, page Y-91).

Proposed Mitigation: The DEIR identifies the following measures to mitigate this impact to less than significant:

- A. Establish and enforce yield requirements for vehicles using shared lanes (DEIR, page Y-99); and
- B. Design access to LRT stations to minimize disruption to main line traffic flows and to assure efficient ingress and egress (DEIR, page Y-99).

Adopted Mitigation: The City Council adopts these mitigation measures for the following reasons:

- A. The City Policy Department currently enforces yield requirements and will continue to do so.
- B. This measure implements state-of-the-art traffic engineering principles.

IMPACT: BIKEWAY CONFLICTS

Finding of Significance: The City Council finds that the potential for bike-vehicle conflicts and other safety problems for bicyclists would increase, resulting in a significant adverse environmental impact (DEIR, page Y-92).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Establish off-street bikeways where feasible (DEIR, page Y-99).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goal, policies, and action in the SGPU Circulation Element (Bikeways section) implement this measure:

Goal A:

Develop bicycling as a major transportation and recreational mode.

Policy 1:

Develop bikeways in a coordinated manner with the County and other agencies, to facilitate commuting to and from major trip generators.

Policy 3:

Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

Action b:

Make extensive efforts to secure funds available for the construction of bicycle routes and related facilities.

Air Quality

IMPACT: INCREASE IN REGIONAL OZONE EMISSIONS

Finding of Significance: The City Council finds that traffic-related reactive organic compounds (ROC) emissions would increase by 47 percent over existing levels and that nitrogen oxide (NOx) emissions would decrease by 1 percent, thereby exacerbating the region's nonattainment status of the federal ozone standard and resulting in a significant adverse impact (DEIR, page Z-58).

Proposed Partial Mitigation: The DEIR and FEIR identify the following measures to partially mitigate this impact, but not to less than significant:

- A. Implement Transportation System Management measures, such as (DEIR, page Z-73 and FEIR, page C-174):
- ridesharing incentives
 - parking management such as parking fees and restrictions
 - alternative transportation incentives, including provision of physical facilities; provision of financial, operational, and marketing support; and expansion of geographic coverage, frequency of service, and hours of service
 - park-and-ride lots
 - bicycle facilities
 - major roadway and intersection improvement program
 - signal synchronization
 - signal preemption

- alternative fuels
 - bus tokens for employee business travel
 - employee bicycle fleet
 - flextime
 - employee-subsidized bus passes
 - carpool verification program
 - two-way video communication link and other electronic communication facilities;
- B. Implement all proposed mitigation for traffic impacts (DEIR, Section Y);
- C. Construct regional facilities (DEIR, page Z-71); and
- D. Implement measures to encourage pedestrian travel, such as (FEIR, page C-159):
- eliminate soft, rounded curbs;
 - when possible, separate sidewalks and roadways;
 - require off-street parking for guests in higher density neighborhoods.

Adopted Partial Mitigation: The City Council adopts the measures identified below for the following reasons:

- A. The following goals, policies, and actions in the SGPU Circulation Element implement this measure:

Transportation Systems Management

Goal A:

Increase the commute vehicle occupancy rate by fifty percent.

Policy 1:

Encourage and support programs that increase vehicle occupancy.

Policy 2:

Support actions/ordinances/development agreements that reduce peak hour trips.

Goal B:

Increase the capacity of the transportation system.

Policy 1:

Support programs to improve traffic flow.

Central City Transportation

Goal C:

Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.

Policy 1:

Encourage the use of light rail transit and other alternative methods of transportation to facilitate the circulation in the downtown core.

Policy 3:

Consider the use of pedestrian pathways that can support the efficient movement of people, new development, and adopted Central City Design Concepts.

Goal D:

Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation, and the Central City Urban Design Plan.

Policy 2:

Provide adequate short-term parking in such a manner as to support downtown development and mass transit.

Goal E:

Create a multi-modal transportation center in the Central City. A multi-modal transportation center would provide access to all forms of transportation at a place convenient for travelers into the downtown area.

Transit

Goal A:

Promote a well designed and heavily patronized light rail and transit system.

Policy 1:

Provide transit service in newly developing areas at locations which will support its highest usage.

Action a:

Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.

Action b:

Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.

Action c:

Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 2:

Consider requiring developers of employment centers needing mitiga-

tion of negative transportation impacts to support light rail of bus transit improvements.

Action a:

Work with developers to integrate within their projects a Transportation System Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT station stop improvements, or other programs which can help provide transit service.

Policy 4:

Study, along with Regional Transit, funding mechanisms to finance public transit expansion.

Goal B:

Encourage some level of transit service in all communities.

Policy 1:

Work with the transit providers to improve the frequency and location of bus service connecting residential areas with activity centers for the highest potential use by the citizens of the City.

Policy 3:

Work with Regional Transit District in reviewing public and private construction projects and supporting Regional Transit recommendations and improvements.

Parking

Policy 3:

Encourage the provision of expanded Central City perimeter and suburban park-and-ride lots in order to promote alternative transportation and reduce traffic congestion within the core business area and in other areas of the City.

Pedestrianways

Goal A:

Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1:

Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2:

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3:

Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4:

Encourage mixed use development to generate greater pedestrian activity.

Policy 5:

Require developments to provide street separated pedestrian access to shopping centers, business activity centers and transit stations and facilities.

Action a:

Identify incentives for developer participation in street separated pedestrianway improvements.

Action b:

Amend the City's Transportation Systems Management Ordinance to include this requirement.

Bikeways

Goal A:

Develop bicycling as a major transportation and recreational mode.

Policy 1:

Develop bikeways in a coordinated manner with the County and other agencies, to facilitate commuting to and from major trip generators.

Policy 2:

Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Policy 3:

Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

Action a:

Publish and regularly distribute to potential users a community bikeway map which designate classes of bikeways and their locations.

Action b:

Make extensive efforts secure funds available for the construction of bicycle routes and related facilities.

Action c:

Upgrade existing bikeways to conform to the minimum planning and

design criteria for bikeways established pursuant to sections 2372-2376 of the Streets and Highways Code.

Policy 4:

Work with appropriate agencies to update as needed the 1976-77 Bikeway Master Plan.

Policy 5:

Support the County of Sacramento's "Rails to Trails" bikeway program.

- D. The following goals and policies in the SGPU Circulation Element (Pedestrianways section) implement this measure:

Pedestrians

Goal A:

Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1:

Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2:

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3:

Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4:

Encourage mixed use development to generate greater pedestrian activity.

Policy 5:

Require developments to provide street separated pedestrian access to shopping centers, business activity centers and transit stations and facilities.

Action a:

Identify incentives for developer participation in street separated pedestrianway improvements.

Action b:

Amend the City's Transportation Systems Management Ordinance to include this requirement.

Finding of Infeasibility of Partial Mitigation: The City Council finds the measures identified below as infeasible for the following reasons:

B. See findings under "Traffic."

C. Funding has not been programmed for these regional facilities in the State's Transportation Improvement Program or County's/City's current 5-year Capital Improvement Programs.

IMPACT: INCREASE IN CARBON MONOXIDE EMISSIONS

Finding of Significance: The City Council finds that carbon monoxide (CO) levels would increase, thereby resulting in violations of state or federal CO standards in all Community Plan areas except for North Sacramento and the Pocket area, resulting in a significant adverse environmental impact (DEIR, page Z-62).

Findings on Full Mitigation: The DEIR states that no mitigation is available to reduce this impact to less than significant (DEIR, page Z-78).

Proposed Partial Mitigation: The DEIR and FEIR identify the following measures to partially mitigate this impact, but not to less than significant:

- A. Implement Transportation System Management measures, such as (DEIR, page Z-73 and FEIR, page C-174):
 - ridesharing incentives
 - parking management such as parking fees and restrictions
 - alternative transportation incentives, including provision of physical facilities; provision of financial, operational, and marketing support; and expansion of geographic coverage, frequency of service, and hours of service
 - park-and-ride lots
 - bicycle facilities
 - major roadway and intersection improvement program
 - signal synchronization
 - signal preemption
 - alternative fuels
 - bus tokens for employee business travel
 - employee bicycle fleet
 - flextime
 - employee-subsidized bus passes
 - carpool verification program
 - two-way video communication link and other electronic communication facilities;
- B. Implement all proposed mitigation for traffic impacts (DEIR, Section Y);
- C. Construct regional facilities (DEIR, page Z-71);
- D. Implement measures to encourage pedestrian travel, such as (FEIR, page C-159):
 - eliminate soft, rounded curbs;
 - when possible, separate sidewalks and roadways;

- require off-street parking for guests in higher density neighborhoods; and

Adopted Partial Mitigation: The City Council adopts the measures identified below for the following reasons:

- A. The following goals, policies, and actions in the SGPU Circulation Element implement this measure:

Transportation Systems Management

Goal A:

Increase the commute vehicle occupancy rate by fifty percent.

Policy 1:

Encourage and support programs that increase vehicle occupancy.

Policy 2:

Support actions/ordinances/development agreements that reduce peak hour trips.

Goal B:

Increase the capacity of the transportation system.

Policy 1:

Support programs to improve traffic flow.

Central City Transportation

Goal C:

Develop a balanced transportation system which will encourage the use of public transit, multiple occupancy of the private automobile, and other forms of transportation.

Policy 1:

Encourage the use of light rail transit and other alternative

methods of transportation to facilitate the circulation in the downtown core.

Policy 3:

Consider the use of pedestrian pathways that can support the efficient movement of people, new development, and adopted Central City Design Concepts.

Goal D:

Provide an adequate amount of parking to support continued downtown development prosperity, alternative modes of transportation, and the Central City Urban Design Plan.

Policy 2:

Provide adequate short-term parking in such a manner as to support downtown development and mass transit.

Goal E:

Create a multi-modal transportation center in the Central City. A multi-modal transportation center would provide access to all forms of transportation at a place convenient for travelers into the downtown area.

Transit

Goal A:

Promote a well designed and heavily patronized light rail and transit system.

Policy 1:

Provide transit service in newly developing areas at locations which will support its highest usage.

Action a:

Request that the transit providers identify the location of light rail and bus route extensions and new stations in areas experiencing new development.

Action b:

Work with transit providers to determine the proper location of routes and stations, and consider, if necessary, modifications of existing land use policy.

Action c:

Encourage Regional Transit to develop guidelines or ordinances for implementation by the City, which will allow developer exactions for bus facilities and improvements.

Policy 2:

Consider requiring developers of employment centers needing mitigation of negative transportation impacts to support light rail or bus transit improvements.

Action a:

Work with developers to integrate within their projects a Transportation System Management Program of various measures such as shuttle bus service, ridesharing, transit subsidies, LRT station stop improvements, or other programs which can help provide transit service.

Policy 4:

Study, along with Regional Transit, funding mechanisms to finance public transit expansion.

Goal B:

Encourage some level of transit service in all communities.

Policy 1:

Work with the transit providers to improve the frequency and location of bus service connecting residential areas with activity centers for the highest potential use by the citizens of the City.

Policy 3:

Work with Regional Transit District in reviewing public and private construction projects and supporting Regional Transit recommendations and improvements.

Parking

Policy 3:

Encourage the provision of expanded Central City perimeter and suburban park-and-ride lots in order to promote alternative transportation and reduce traffic congestion within the core business area and in other areas of the City.

Pedestrians

Goal A:

Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1:

Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2:

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3:

Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4:

Encourage mixed use development to generate greater pedestrian activity.

Policy 5:

Require developments to provide street separated pedestrian access to shopping centers, business activity centers and transit stations and facilities.

Action a:

Identify incentives for developer participation in street separated pedestrianway improvements.

Action b:

Amend the City's Transportation Systems Management Ordinance to include this requirement.

Bikeways

Goal A:

Develop bicycling as a major transportation and recreational mode.

Policy 1:

Develop bikeways in a coordinated manner with the County and other agencies, to facilitate commuting to and from major trip generators.

Policy 2:

Require major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

Policy 3:

Maintain public bikeways in a manner that promotes their use, by developing a continuous repair and maintenance program.

Action a:

Publish and regularly distribute to potential users a community bikeway map which designate classes of bikeways and their locations.

Action b:

Make extensive efforts secure funds available for the construction of bicycle routes and related facilities.

Action c:

Upgrade existing bikeways to conform to the minimum planning and design criteria for bikeways established pursuant to sections 2372-2376 of the Streets and Highways Code.

Policy 4:

Work with appropriate agencies to update as needed the 1976-77 Bikeway Master Plan.

Policy 5:

Support the County of Sacramento's "Rails to Trails" bikeway program.

- D. The following goals and policies in the SGPU Circulation Element (Pedestrianways section) implement this measure:

Pedestrianways

Goal A:

Increase the use of the pedestrian mode as a mode of choice for all areas of the City.

Policy 1:

Require new subdivisions and planned unit developments to have safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Policy 2:

Encourage new commercial and office establishments, in suburban areas, to front directly on the sidewalk with parking in the rear.

Policy 3:

Encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways using planting, trees and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Policy 4:

Encourage mixed use development to generate greater pedestrian activity.

Policy 5:

Require developments to provide street separated pedestrian access to shopping centers, business activity centers and transit stations and facilities.

Action a:

Identify incentives for developer participation in street separated pedestrianway improvements.

Action b:

Amend the City's Transportation Systems Management Ordinance to include this requirement.

Finding of Infeasibility of Partial Mitigation: The City Council finds the measures identified below as infeasible for the following reasons:

B. See findings under "Traffic."

C. Funding has not been programmed for these regional facilities in the State's Transportation Improvement Program or County's/City's current 5-year Capital Improvement Programs.

Noise

IMPACT: INCREASE IN INTERIOR NOISE LEVELS IN AREAS PROPOSED FOR DEVELOPMENT FROM ADDITIONAL TRAFFIC NOISE

Finding of Significance: The City Council finds that interior noise levels along some roadway segments in areas proposed for development would exceed normally acceptable levels for residential land uses and would create an adverse community response, resulting in a significant adverse environmental impact (DEIR, page AA-49).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goals, policies, and actions in the SGPU Health and Safety Element (Noise section) implement this measure:

Goal A:

Future development should be compatible with the projected year 2016 noise environment.

Policy 1:

Require an acoustical report for any project which would be exposed to noise levels in excess of those shown as normally acceptable in Figure 1.

Policy 2:

Require mitigation measures to reduce noise exposure to the "Normally Acceptable Levels" (Figure 1) except where such measures are not feasible.

Action a:

Prepare a manual to assist project applicants in complying with the Noise Element and to identify those areas and circumstances under which additional noise mitigation is not feasible.

Policy 3:

Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

IMPACT: INCREASE IN EXTERIOR NOISE LEVELS IN AREAS PROPOSED FOR DEVELOPMENT

Finding of Significance: The City Council finds that exterior noise levels along some roadway segments in areas proposed for development would exceed normally acceptable levels for residential development and would create an adverse community response, resulting in a significant adverse environmental impact (DEIR, page AA-49).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goals, policies, and actions in the SGPU Health and Safety Element (Noise section) implement this measure:

Goal A:

Future development should be compatible with the projected year 2016 noise environment.

Policy 1:

Require an acoustical report for any project which would be exposed to noise levels in excess of those shown as normally acceptable in Figure 1.

Policy 2:

Require mitigation measures to reduce noise exposure to the "Normally Acceptable Levels" (Figure 1) except where such measures are not feasible.

Action a:

Prepare a manual to assist project applicants in complying with the Noise Element and to identify those areas and circumstances under which additional noise mitigation is not feasible.

Policy 3:

Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

IMPACT: INCREASE IN INTERIOR NOISE LEVELS IN CURRENTLY DEVELOPED AREAS FROM ADDITIONAL TRAFFIC

Finding of Significance: The City Council finds that interior noise levels along some roadway segments in currently developed areas would exceed normally acceptable levels for residential development and would create an adverse community response, resulting in a significant adverse environmental impact (DEIR, page AA-49).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt this mitigation measure for the following reasons:

- o In currently developed area, it would be impractical to require owners to retrofit their homes to comply with the proposed Noise Element since no mechanism exists to enforce such a requirement.
- o No public funding sources have been identified to retrofit existing uses so that they comply with the proposed Noise Element standards. Private funding would be prohibitive.

IMPACT: INCREASE IN EXTERIOR NOISE LEVELS IN CURRENTLY DEVELOPED AREAS

Finding of Significance: The City Council finds that exterior noise levels along some roadway segments in currently developed areas would exceed normally acceptable levels for residential development and would create an adverse community response, resulting in a significant adverse environmental impact (DEIR, page AA-49).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt this measure for the following reasons:

- o It would be impractical to require owners to retrofit currently developed areas to comply with the proposed Noise Element since no mechanism exists to enforce such a requirement.
- o No public funding sources have been identified to retrofit currently developed areas so that they comply with the proposed Noise Element Standards. Private funding would be prohibitive.

IMPACT: AIRPORT NOISE IN VICINITY OF MCCLELLAN AIR FORCE BASE

Finding of Significance: The City Council finds that additional North Sacramento residences in the vicinity of McClellan Air Force Base (AFB) would be exposed to noise levels in excess of that considered normally acceptable (the proposed SGPU Noise Element identifies 65 dB), resulting in a significant adverse environmental impact (DEIR, page AA-55).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant:

- o Evaluate changes to AFB operations relative to the proposed SGPU Noise Element standards and modify AFB operations, as required (DEIR, page AA-55).

Mitigation is the Responsibility of Another Agency: The City Council finds that this measure could feasibly be implemented by the AFB. The City has no authority in implementing this measure.

IMPACT: AIRPORT NOISE IN THE VICINITY OF SACRAMENTO METRO AIRPORT

Finding of Significance: The City Council finds that North Natomas residences in the vicinity of Metro Airport would be exposed to noise levels in excess of that considered normally acceptable (the proposed SGPU Noise Element identifies 60 dB), resulting in a significant adverse environmental impact (DEIR, page AA-53).

Proposed Mitigation: The DEIR states that one of the following measures will be necessary to mitigate this impact to less than significant:

- A. Amend the proposed noise standards contained in the SGPU Noise Element (DEIR, page AA-57); or
- B. Amend the land uses in the North Natomas Community Plan and SGPU (DEIR, page AA-57); or
- C. Request the County Division of Airports to make flight modifications for Metro Airport (DEIR, page AA-57).

Finding of Infeasibility of Mitigation: The City Council finds that it is infeasible to adopt either one of the following two mitigation measures identified below for the following reasons:

- A. These noise standards were developed to protect public health and safety based on the best information currently available. Unless new information becomes available that would necessitate changes to the proposed noise standards, such an amendment would not be warranted. If changes to the proposed noise standards are recommended, they would be subject to environmental review.
- B. Until a method of mitigation is selected and implemented, no residential development will be allowed in areas that would be exposed to noise levels above 60 dB; this prohibition has the short-term effect of implement-

ing the proposed mitigation measure. Until the method of mitigation is selected, it cannot be determined whether this measure will be required in the long term.

Adopted Mitigation: The City Council adopts the measure identified below for the following reason:

C. The following policy in the SGPU Health and Safety Element (Noise section) implements this measure:

Policy 1:

Request the County Division of Airports to make operational and flight path modifications for Metropolitan Airport as part of the adoption of the new Master Plan that will eliminate conflict with planned uses in the North Natomas Community Plan. If this cannot be done, amendments to the noise standards or land uses in the Community Plan and General Plan may be required.

IMPACT: INCREASED EXPOSURE TO RAILROAD NOISE BY INTERIOR RECEPTORS IN AREAS PROPOSED FOR DEVELOPMENT

Finding of Significance: The City Council finds that additional residences would be exposed to interior noise levels in excess of that considered normally acceptable, resulting in a significant adverse environmental impact (DEIR, page AA-55).

Proposed Mitigation: The DEIR identifies the following measure to mitigate this impact to less than significant at some locations:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goals, policies, and actions in the SGPU Health and Safety Element (Noise section) implement this measure:

Goal A:

Future development should be compatible with the projected year 2016 noise environment.

Policy 1:

Require an acoustical report for any project which would be exposed to noise levels in excess of those shown as normally acceptable in Figure 1.

Policy 2:

Require mitigation measures to reduce noise exposure to the "Normally Acceptable Levels" (Figure 1) except where such measures are not feasible.

Action a:

Prepare a manual to assist project applicants in complying with the Noise Element and to identify those areas and circumstances under which additional noise mitigation is not feasible.

Policy 3:

Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

IMPACT: INCREASED EXPOSURE TO RAILROAD NOISE BY EXTERIOR RECEPTORS IN AREAS PROPOSED FOR DEVELOPMENT

Finding of Significance: The City Council finds that additional residences would be exposed to exterior noise levels in excess of that considered normally acceptable, resulting in a significant adverse environmental impact (DEIR, page AA-55).

Proposed Partial Mitigation: The DEIR identifies the following measure to partially reduce this impact, but not to less than significant:

- o Reduce noise levels to the normally acceptable levels identified in the SGPU Noise Element through proper site planning and architectural layout, noise barriers, and construction modification (DEIR, page AA-57).

Adopted Mitigation: The City Council adopts this mitigation measure. The following goals, policies, and actions in the SGPU Health and Safety Element (Noise section) implement this measure:

Goal A:

Future development should be compatible with the projected year 2016 noise environment.

Policy 1:

Require an acoustical report for any project which would be exposed to noise levels in excess of those shown as normally acceptable in Figure 1.

Policy 2:

Require mitigation measures to reduce noise exposure to the "Normally Acceptable Levels" (Figure 1) except where such measures are not feasible.

Action a:

Prepare a manual to assist project applicants in complying with the Noise Element and to identify those areas and circumstances under which additional noise mitigation is not feasible.

Policy 3:

Land uses proposed where the exterior noise level would be below the "normally acceptable" limit may be approved without any requirement for interior or exterior mitigation measures.

Expanded Cumulative Scenario

The FEIR includes an analysis of an Expanded Cumulative Scenario (ECS). The ECS consists of updated land use projections within the region since the City's land use inventory of mid-1985 and includes new development areas that have been proposed, processed, or approved since that time. Consequently, the level of development envisioned under the ECS is substantially above what is projected under the SGPU. The ECS impact analysis is less detailed and less specific than the SGPU impact analysis because of the longer buildout timeframe and, hence, the greater degree of speculation required to predict impacts.

Traffic

Finding of Significance: Based on the FEIR analysis of the ECS, the "less-than-significant" finding under the SGPU drops to

a "significant adverse" finding under the ECS for the roadway segments identified below:

Roadway Segment	Level of Service Under SGPU (Less than Significant)	Level of Service Under ECS (Significant Adverse)
I-5 between SR 99 and I-80	D	F
I-5 between W-X Freeway and Seamas	C	F
I-5 between 43rd and Florin	C	E
I-5 between Florin and SR 148	B	D
SR 99 between Fruitridge and Florin	D	F
SR 99 between Florin and Mack	C	F
I-80 between Sacramento River and I-5	C	F
SR 160 between American River Bridge and B-80	D	F
Route 148 between I-5 and 24 Street	B	F
Route 148 between 24th Street and UPRR	A	F
I-5 in Airport Meadowview	A	E
Exposition Boulevard between B-80 and Arden	C	D
Roseville Road in Arden-Arcade	C	F
Marconi Avenue between Howe and Manzanita	C	E
SR 160 in Arden-Arcade	A	D
I Street between 5th and 12th	C	F
L Street between 16th and 30th	A	D
Q Street in Central City	A	E
7th Street in Central City	A	F
15th Street between L and Broadway	A	F
29th Street in Central City	C	F
30th Street in Central City	A	F
Broadway between 3rd and Riverside	B	F

Roadway Segment	Level of Service Under SGPU (Less than Significant)	Level of Service Under ECS (Significant Adverse)
Stockton Boulevard between SPRR and 2nd	C	F
Broadway between Alhambra and Stockton	A	F
Fruitridge Road between Stockton and Wallace	C	D
Sacramento Boulevard between Broadway and Fruitridge	B	D
Elvas Avenue between C and H	C	E
Elvas Avenue between H and Folsom	B	F
Stockton Boulevard between Alhambra and U. S. 50	A	F
Broadway between 3rd and Riverside	A	F
Franklin Boulevard between Broadway and Sutterville	B	F
Riverside Boulevard between Broadway and Sutterville	B	D
I-5 in Land Park	C	F
El Centro Road in North Natomas	A	F
Elkhorn Boulevard in North Natomas	A	F
Del Paso Road between Power Line and I-5	A	F
Del Paso Road between I-5 and Truxel	A	F
Del Paso Road between Truxel and Northgate	A	E
San Juan Road in North Natomas	C	F
Northgate Boulevard between North Market and I-80	B	E
Truxel Road between Del Paso and North Loop	B	E
East Loop Road in North Natomas	C	F
El Centro Road in North Natomas	C	F

Roadway Segment	Level of Service Under SGPU (Less than Significant)	Level of Service Under ECS (Significant Adverse)
SR 99 in North Natomas	A	F
Rio Linda Boulevard between I-80 and Arcade	B	D
Main Avenue between Northgate and Norwood	A	D
Main Avenue between Norwood and Rio Linda	A	D
Elkhorn Boulevard between East Main Canal and Dry Creek	A	F
Elkhorn Boulevard between Dry Creek and Watt	C	D
Roseville Road in North Sacramento	C	F
SR 160 in North Sacramento	C	F
Pocket Road in Pocket Area	C	D
Gloria Drive in Pocket Area	A	D
I-5 in Pocket Area	C	E
San Juan Road in South Natomas	B	F
West El Camino Avenue between I-80 and I-5	C	F
West El Camino Avenue between Truxel and Northgate	C	E
Franklin Boulevard between East Parkway and Valley Hi	C	F
Franklin Boulevard between Valley Hi and City Limits	B	F
65th Street between Elder Creek and 53rd	C	F
Elk Grove-Florin Road between Fruitridge and Elder Creek	C	F
Fruitridge Road between Stockton and Power Inn	C	D
Mack Road between Meadowview and Franklin	B	D
Florin-Perkins Road between Elder Creek and Gerber	A	E

Roadway Segment	Level of Service Under SGPU (Less than Significant)	Level of Service Under ECS (Significant Adverse)
Florin Road between Stockton and Power Inn	A	D
Route 148 between UPRR and Franklin	A	F

Based on the FEIR analysis of the ECS, the "significant adverse" finding under the SGPU improves to a "less-than-significant" finding under the ECS for the following segment:

Roadway Segment	Level of Service Under SGPU (Less than Significant)	Level of Service Under ECS (Significant Adverse)
14th/12th Avenue between 65th and Power Inn	D	B

Proposed Mitigation: The mitigation measures identified for the SGPU also would be applicable to the ECS. There are no additional mitigation measures beyond those identified for the SGPU that would improve traffic impacts resulting from the ECS, except for the following measures, which would reduce impacts on the following segments to less than significant (FEIR, page F-22):

- o Widen I-5 to eight lanes between Florin Road and SR 148.
- o Widen SR 99 to eight lanes between I-5 and the Sutter County Line.
- o Widen Del Paso Road to eight lanes between I-5 and Northgate Boulevard.
- o Widen SR 160 to six lanes between B-80 and the 12th Street/16th Street couplet.
- o Widen Northgate Boulevard to eight lanes between North Market Boulevard and I-80.

- o Widen Truxel Road to eight lanes between South Loop Road and North Loop Road.
- o Widen East Loop to six lanes between South Loop Road and North Loop Road.

The following partial mitigation measures could reduce traffic impacts, but not to less than significant:

- o Widen Fruitridge Road to six lanes between Florin-Perkins Road and Elk Grove-Florin Road.
- o Widen I-5 to eight lanes throughout the entire North Natomas area.
- o Widen I-80 to eight lanes throughout the entire North Natomas area.

Finding of Infeasibility of Mitigation: The City Council finds that it is currently infeasible to adopt these measures for the following reason:

- o Funding is not available to implement this measure. This measure is not currently contained in the City's 5-year Capital Improvement Program. The Capital Improvement Program represents the commitment of all presently available City funds. Funding of this project would require displacement of one or more projects presently on the Capital Improvement Program. Each of the projects presently on the Capital Improvement Program has been determined to be necessary in order to provide adequate public facilities within the City. Elimination of any of these projects is likely to result in significant adverse environmental or safety impacts.

The Capital Improvement Program is reviewed annually and measures that are currently infeasible may become feasible as funding sources are identified.

Other Impact Areas

The FEIR also briefly discusses ECS impacts related to air quality, noise, land use, population, housing, employment, and public services and facilities. Significant adverse impacts identified for the SGPU also apply to the ECS. Mitigation measures identified for the SGPU under each of these impact areas also apply to the ECS.

Statement of Overriding Considerations

Introduction and Purpose

The City of Sacramento is proposing to adopt the SGPU in accordance with Section 65300 of the State Government Code. The SGPU is a long-term plan for the physical development of the City. The City has prepared and certified an EIR for the SGPU that satisfies the requirements of the CEQA, Public Resources Code, Section 21000 et seq. In that EIR, the City identified certain significant unavoidable adverse environmental impacts. In its Findings of Fact, the City has further found that economic, social, and other considerations make it infeasible to mitigate those impacts to below significant levels. Therefore, in accordance with Section 15093 of the state CEQA Guidelines, the City is required to prepare this Statement of Overriding Considerations to explain the reasons why it is adopting the SGPU despite the unavoidable adverse environmental impacts identified in the EIR and the Findings of Fact. For the reasons specified below, the City Council finds that economic, social, and other considerations outweigh the unavoidable adverse environmental impacts.

Economic Considerations Supporting SGPU Adoption

Need To Be Competitive in Attracting Businesses. Substantial evidence is included in the record demonstrating the economic benefit that the City would derive from adoption of the SGPU. The SGPU would support substantial commercial, industrial, and residential development that would enable Sacramento to compete with other major cities as an important center of commerce and industry. According to one recent study, "Sacramento is one of the most attractive business locations for new, expanding, and relocating enterprises." (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Greater Sacramento Area.") To maintain a position as a vibrant business center, the City must provide for diversity in land uses. Such diversity is essential to a well-balanced economy and is particularly conducive to entrepreneurship and small business growth. For these reasons, Sacramento has been ranked among the top 50 cities in the nation as a business "hot spot" by a leading business publication. (See "Hot Spots, Inc.'s List of the 50 Fastest Growing U. S. Cities".) These fast-growing business communities were rated based on three factors: job generation, new business start-ups, and high corporate growth rates, all factors that are particularly important in Sacramento. The SGPU, with its policies encouraging a diversity of land uses, will provide the City with a road map to guide the well-planned growth on which a diversified and growing economy is based. Based on the evidence in the record set forth above, the City Council has balanced the economic benefits of attracting new business to the City against

the impacts identified in the EIR and has concluded that the economic benefits outweigh those environmental risks.

Need for the Creation of New Jobs in the City. Diverse employment opportunities are essential to maintaining a strong economic base and creating new jobs in the City. In recent years, much of the significant industrial and commercial growth within the Sacramento region has occurred in the unincorporated areas of the Sacramento County, as well as in Placer, El Dorado, and Yolo Counties. (See "Attracting Major Industrial Employers to the Sacramento Region, 1970-1985: Some Successes and a Failure.") This diversion of employment-generating opportunities away from the City may contribute to the unemployment and underemployment of City residents. Further, an abundant labor force is a major factor for companies deciding to locate or expand within the City of Sacramento. (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area.")

Adoption of the SGPU is estimated to result, at buildout, in an additional 225,000 jobs in the City (DEIR, page G-11). These jobs would represent a diverse range of future employees in numerous job categories including: retail commercial, office, warehousing, and industrial. This increase in workers would represent more than a doubling of the current work force in the City and would contribute to the economic diversity and vitality of the City. The employment opportunities created by the SGPU would help reverse the recent trend of businesses seeking suburban locations. In addition, the jobs created would help alleviate Sacramento's unemployment, which, at 7.8 percent, is above the statewide average of 7.2 percent (DEIR, page G-6). For these reasons, the creation of new jobs has been identified as a beneficial impact of the SGPU in the EIR (DEIR, page C-34).

The City Council has balanced the economic benefit of job creation against unavoidable adverse environmental impacts identified in the EIR and has concluded that the economic benefits outweigh those environmental risks.

Need for New Commercial Development

Office Development. The ability of the Sacramento area to absorb new office development has been called "phenomenal" by one local business organization. (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area.") That report shows strong absorption during the past 5 years and evidences the need for continued office construction to accommodate future demand. The availability of quality office development will enhance the City's ability to provide for a diverse and growing economy.

The SGPU provides for 1,449 acres (approximately 15 million square feet) of office use throughout the City in two categories: "Community/Neighborhood Office" and "Regional Office"

(DEIR, page D-2). This office development is necessary to continue to meet the growing demand for office space for both local-oriented and regional businesses.

The City Council has balanced the economic benefits of providing for increased office space against the unavoidable adverse environmental impacts identified in the EIR and has concluded that the economic benefits outweigh those environmental risks.

Commercial Development. As with office development, the absorption rate for retail development has also been strong. (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area.") In 1985 alone, 12 new shopping centers were completed. According to that study, the current vacancy rate for retail space is only 5.7 percent regionwide. In addition to retail commercial, the region has experienced considerable interest among hotel developers as a location for new facilities. (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area.") These factors support a demonstrated need to create more developable commercial land to accommodate future growth.

The SGPU provides for an additional 655 acres (approximately 5 million square feet) for the development of commercial uses (DEIR, page D-2). This commercial development will contribute to the diversity of the local economy and will enable the City to meet the increased demands of a growing population.

The City Council has balanced the need for economic benefits of providing for additional commercial development against the unavoidable adverse environmental effects identified in the EIR and has concluded that the economic benefits outweigh those environmental risks.

Need for New Industrial Development. Industrial land uses have also proceeded at an excellent rate in the Sacramento area. In the "high technology" sector of the marketplace, absorption has been referred to as "remarkable." (See "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area.") Consequently, new industrially designated land is generally quickly developed and occupied by desirable, clean industry. This rapid absorption of industrial land supports the need for additional industrially designated land in the adoption of the SGPU.

The SGPU provides for 5,470 acres (60 million square feet) of industrially designated land. This land will allow the City to develop a diverse base of industrial uses that will contribute to the vitality of the local and regional economy. Particularly, it will enable the City to maintain its prominent role as a business growth "hot spot." (See "Hot Spots, Inc's. List of the 50 Fastest Growing U. S. Cities.")

The City Council has balanced the economic benefits of providing for industrially designated land against the unavoidable adverse environmental impacts identified in the EIR and has concluded that the economic benefits outweigh those environmental risks.

Social Considerations Supporting SGPU Adoption

Need for Housing. According to SACOG, the agency responsible for assessing regional housing needs, the City of Sacramento must provide an additional 26,250 housing units between 1983 and 1990 (DEIR, page F-9). SACOG also projects the need for an additional 108,005 housing units by 2010. These needs cover all income groups.

In addition to the housing needs assessment prepared by SACOG, the DEIR identifies even greater housing needs based on future job creation (DEIR, page F-19). While this demand could be provided by housing throughout the region, generally new employees seek jobs close to their places of employment.

To satisfy these housing needs, the SGPU provides sufficient residentially designated land to develop an additional 87,507 housing units (DEIR, page F-16). These new units would fulfill needs for all income groups.

The provision of new housing units within the City will enable many new workers to find suitable residences in close proximity to their places of employment. This "close-in" housing is beneficial to the environment by reducing automobile distance traveled and the resultant traffic and air quality impacts that would occur without City housing.

The City Council has balanced the social benefits of providing for more than 87,500 new housing units against the unavoidable adverse environmental impacts identified in the EIR and has concluded that the social benefits outweigh the environmental risks.

Need for Recreational Opportunities. Sacramento is known for its diverse recreational and cultural facilities and activities. These amenities contribute to Sacramento's high quality of life (see "Greater Sacramento Area Economic Development Data Book; A Comprehensive Summary of the Four-County Sacramento Area"). To maintain this high quality of life in the future, it is important for the City to provide additional recreation facilities and activities. The SGPU provides for such amenities.

With regard to parks, the SGPU provides for 1,250 acres of new regional parks, 109 acres of new community parks, and 25 acres of new neighborhood parks (see DEIR, page Q-3). This additional designated parkland will enable the City to provide

for the recreational needs of future residents and will thereby enhance the quality of life throughout the City.

In addition to providing for new parkland, the SGPU provides for the future construction of a sports complex that could accommodate major league baseball or football. Such a facility is of regional importance and would contribute to the cultural diversity of the metropolitan area and to the local economy. According to a recent study "Sacramento needs additional sports facilities to fulfill its potential market demand" (see "Economic Analysis of an Area and/or Stadium for Sacramento, California"). That study also indicates that a major sports facility would generate measurable economic benefit to the City and the entire region both directly and indirectly.

The City Council has balanced the social and economic benefits of providing additional recreational opportunities against the unavoidable adverse environmental impacts identified in the EIR and has concluded that the social and economic benefits outweigh the environmental risks.

Environmental and Land Use Considerations. Substantial evidence is included in the administrative record that the implementation of the SGPU will have beneficial, as well as significant adverse environmental and land use considerations. Since the SGPU incorporates the recently adopted Community Plans, all of the beneficial aspects of the Community Plans will become part of the SGPU. Each Community Plan provides for a mix of land uses that will provide for both job creation and housing for residents. In addition, each of the Community Plans contain policies for the protection of important environmental values and natural resources. Many of these policies and land uses have become part of the SGPU. For example, the SGPU contains goals and policies for the protection of natural areas in the Conservation and Open Space Element. The SGPU also contains goals and policies for the protection of endangered species.

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1987 REGIONAL TRANSPORTATION PLAN

Sacramento Area Council Of Governments , May 1987



The Sacramento Area Council of Governments (SACOG) is an association of local governments formed by four counties and fourteen cities. SACOG serves the entire Counties of Sacramento, Sutter, Yolo and Yuba and the Cities of Lincoln, Rocklin and Roseville in Placer County.

SACOG is governed by a Board of Directors composed of County Supervisors or City Councilpersons, appointed by the member jurisdictions. The Board is advised by several policy and technical committees. A full time staff is employed to implement Council policies and work programs as well as coordinate the efforts of consultants who are retained to augment the staff's efforts.

SACOG serves as an advisory agency to local government on matters of interjurisdictional concern, and has developed a comprehensive planning program in the areas of transportation, housing, water quality, land use and air quality.

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1987

REGIONAL TRANSPORTATION PLAN

MAY 1987

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EXECUTIVE SUMMARY

The 1987 Regional Transportation Plan identifies the transportation needs of the SACOG region, proposes a program of improvements for the next 19 years, and analyzes the sufficiency of estimated available funding for implementing the improvements. It is designed to meet state and federal requirements for a comprehensive, coordinated, and continuing regional transportation planning process.

The plan assumes consistent and considerable growth in regional travel during the next 19 years. Travel demand was estimated from population and employment growth forecasts compiled by SACOG's Research Section. These forecasts were correlated with current locational trends to project the distribution of the estimated 1.7 million area residents in the year 2005. Based on this distribution and on Caltrans' analysis of current highway problems and growth factors along existing highway routes, future travel in the Sacramento region was forecast. While population is expected to increase 42 percent during this RTP planning period, the number of vehicle trips and vehicle miles traveled are both estimated to grow by 55 percent, based on the expected growth rate in households of 55 percent.

The following transportation goal and objectives were developed to guide the regional transportation planning process. Their broad perspective allows SACOG and its member cities and counties flexibility in development specific policies and actions that reflect current and anticipated values, needs, and fiscal conditions.

TRANSPORTATION GOAL: TO ACHIEVE AN ENERGY EFFICIENT AND SAFE, BALANCED, MULTI-MODAL TRANSPORTATION SYSTEM AT THE LOWEST REASONABLE COST. THE SYSTEM MUST SERVE THE SOCIAL AND ECONOMIC NEEDS OF THE REGION, PROMOTE SOUND LAND USE AND PROTECT EXISTING AND PLANNED PUBLIC FACILITIES, AND PROTECT THE ENVIRONMENT FROM ADVERSE CONDITIONS.

The transportation objectives are:

1. BALANCED MULTI-MODAL SYSTEM OBJECTIVE: To provide a choice of transportation facilities and services for the efficient movement of goods and services, including: urban mass transit; rural public transit; intercity transit and paratransit services; local roadway, state highway, interchange, and parking facilities; aviation facilities and services; and appropriate non-motorized travel alternatives.
2. SAFETY OBJECTIVE: To provide a regional transportation system of highways, mass transit, and paratransit, airports, waterways, bikeways, and railroads that is safe for both the user and non-user.
3. ENVIRONMENTAL OBJECTIVE: To provide for the movement of people and materials in a manner that minimizes the adverse environmental impacts of the transportation system and protects the health and welfare of area residents.

4. LAND USE OBJECTIVE: To reduce the conflicts between land use and transportation plans in order to achieve basic community needs; to plan for land uses that support the efficient and full use of transportation facilities.
5. FINANCING OBJECTIVE: To achieve the regional transportation system goal and objectives with the smallest expenditure of public resources, giving due consideration to both environmental and social costs; to protect the public's investment in transportation facilities, thereby minimizing future repair costs.

SACOG's policies on regional transportation are presented in Chapter Four of this document, while recommended actions are presented in each of the modal elements in Part B.

There are several issues related to transportation that are of particular significance to the SACOG region. These include:

- consistency of the Regional Transportation Plan with regional air quality efforts
- existing and anticipated deficiencies in roadway capacities, many caused by large increases in suburb-to-suburb travel
- the need for strategies to minimize travel demand and to better manage travel in order to reduce congestion, costs, and air pollution
- insufficient funding for roadway maintenance and expansion
- public transit ridership and productivity
- reliability of transit funding
- transportation needs of elderly and handicapped persons
- incompatible land uses near airports
- spending restrictions on state and federal funds
- alternative sources of transportation revenue

As indicated by the preceding list, the issue that pervades the regional transportation system is funding. It is clear that under both current and "best-possible" financial scenarios, the SACOG region will be unable to afford all of the transportation facilities and services deemed necessary during the next 19 years. The funding analysis present in Part C of this document depicts a substantial shortfall in each of the major categories of transportation spending. The average annual shortfall for state highways, local streets and roads, and transit is estimated at over \$270 million (before inflation) during the RTP planning period, including potential projects still under study (such as a beltway, a northerly metro bypass, and light rail extensions). Even with new monies generated from a region-wide sales tax, gas tax, road maintenance and service fees, or state bond issue, the SACOG region would still experience a total annual shortfall of between \$130 million and \$200 million.

The \$162 million annual roadway shortfall is related to a substantial backlog of maintenance costs region-wide. Diminishing this backlog will delay the progress that can be achieved in managing routine preventative maintenance needs and new construction costs. Due to the shortfall, many of the projects listed in the Action Element will not be implemented. Additionally, the magnitude of the shortfall is expected to increase annually due to inflation and to the accelerating deterioration of roadways.

A substantial portion of the \$109 million annual transit shortfall is associated with Regional Transit's forecasted need to expand its operation to adequately serve growing suburban areas in Sacramento and southern Placer counties. Housing and employment growth in these areas has been considerable and is expected to continue. The transit funding shortfall also reflects a downward trend in state and federal financial assistance for public transportation.

An Environmental Impact Report was prepared for the 1983 edition of the Regional Transportation Plan. That EIR was reviewed by SACOG staff during preparation of the 1987 RTP to determine its compliance with the California Environmental Quality Act. Since this plan contains only minor changes from the previous plan and since all major actions will require project EIRs, no new environmental impact assessment was deemed necessary.

Part A
POLICY ELEMENT AND OVERVIEW

CHAPTER ONE

INTRODUCTION

This 1987 Regional Transportation Plan identifies the transportation needs of the Sacramento region, proposes a program of capital and operational improvements needed by 2005, and recommends a package of revenue increases to fund the proposed program. The programs outlined in this plan are designed to serve the Sacramento Area Council of Governments' (SACOG) overall transportation goal:

TO ACHIEVE A SAFE, BALANCED, ENERGY-EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM AT THE LOWEST REASONABLE COST. THE SYSTEM MUST SERVE THE SOCIAL AND ECONOMIC NEEDS OF THE REGION, PROMOTE SOUND LAND USE, PROTECT EXISTING AND PLANNED PUBLIC FACILITIES, AND PROTECT THE ENVIRONMENT.

This introductory chapter describes the regional transportation planning process, summarizes the urban and physical geography of the region, and identifies the major transportation issues facing the Sacramento area.

PROCESS

The process leading to this plan is comprehensive and is carried out on a continual basis. The plan addresses local, state, and federal concerns regarding various modes of transport. It is organized on an approximately 20 year planning horizon, with most projections in this edition made for the year 2005. The plan is reviewed and revised every two years.

The plan's content is the product of extensive research by SACOG staff, review and comment by planning and public works officials in member cities and counties, and review by SACOG's technical and policy advisory committees. SACOG's Comprehensive Transportation advisory Board holds workshops in locations throughout the region as a part of its review and comment process.

The most important studies that have provided information used in this plan are:

- Air Quality Plan for the Sacramento Air Quality Maintenance Area
- Growth Monitoring Report for the Sacramento Area
- Performance Monitoring of Transit Operators
- Regional Aviation System Plan
- Regional Transportation Improvement Program
- Sacramento Light Rail Transit Extension Study
- Short Range Transit Plans
- Caltrans Route Concept Reports
- Caltrans District 3 System Management Plan

Copies of this plan may be purchased for \$12.00 from SACOG, Attn: Carol Sanders at:

106 K Street - Suite 200
Sacramento, CA 95804
(916) 441-5930

CONTENT AND FORMAT

The plan is organized into three parts. Part A provides an overview of the region and states SACOG's goals, objectives and policies. Part B is the action plan and is organized by transportation mode--not because there is no relationship between roads and transit or between roads and bikeways, but because it is convenient to group the issues, policies, actions and funding for each transport mode. For each mode of transportation there is a description of the existing system, a discussion of progress in implementing previous plans, statement of current issues and problems, a statement of goals and policies, recommended actions, a discussion of cost, and financing recommendations. Part C is an overall financial element. Appendices include lists of proposed projects and studies for local roadways and state highways, an assessment of transportation needs of elderly and handicapped persons in rural areas, and an Environmental Impact Report Addendum.

THE REGION

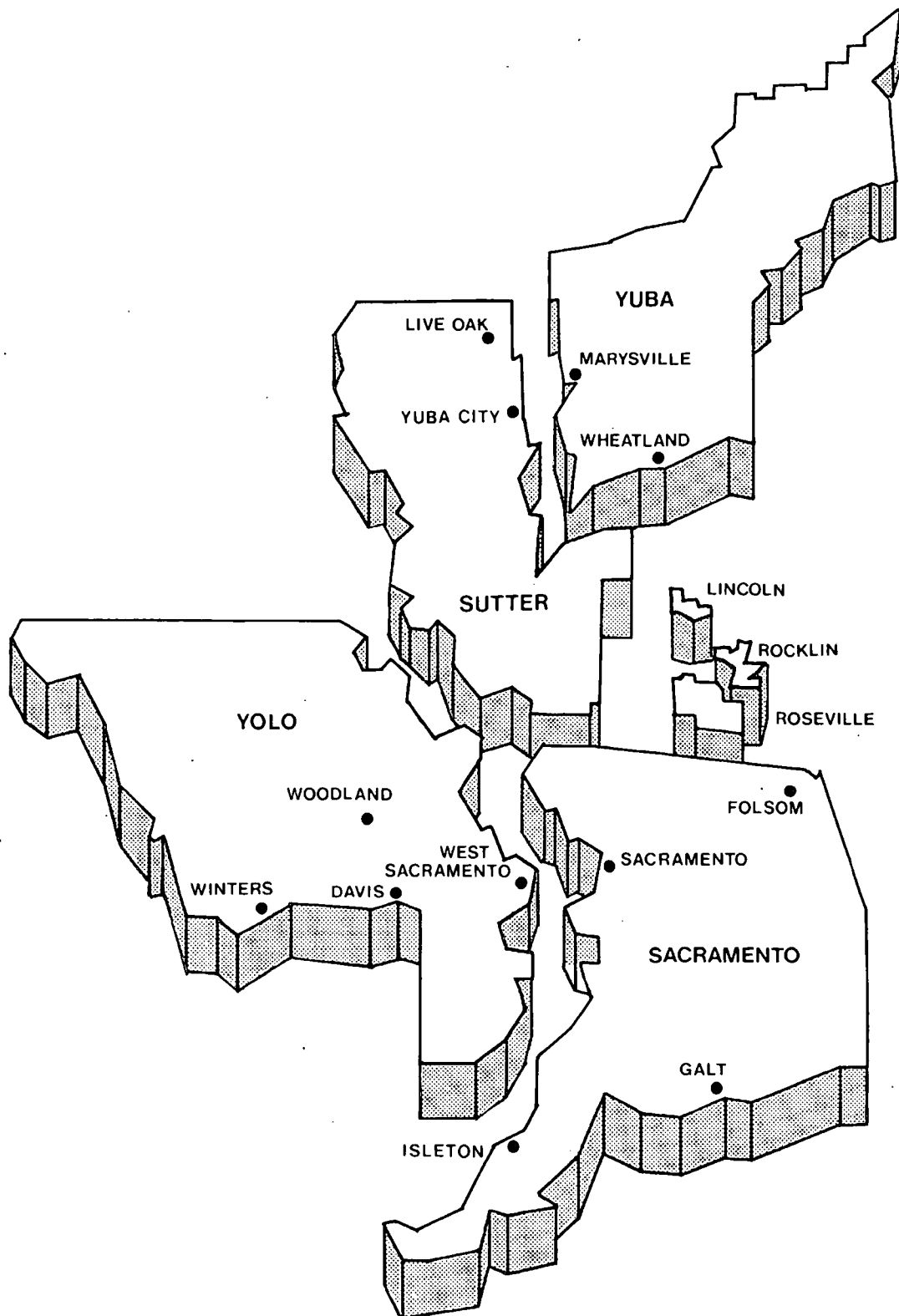
The geographic area covered by this plan includes all of the counties of Sacramento, Sutter, Yolo and Yuba, the cities included within these counties, and the cities of Lincoln, Rocklin, and Roseville in Placer County (figure 1-1). This region includes approximately 3,342 square miles and has an estimated January 1986 population of 1,188,225 persons.

Major geographic barriers are the Yuba, Bear, Sacramento and American rivers, and the associated Sutter and Yolo bypass areas. The region is characterized as a mountain valley area with the Capay Hills, Blue Ridge, Dunnigan Hills, Elk Hills and other parts of the easternmost coast ranges to the west and the Sierra Nevada Range to the east. The major urban areas are the Sacramento area in the southeast and the Yuba City-Marysville area in the north.

The region is served by major interstate and state highways including Interstates 5, 80, and 505 and State Routes 16, 20, 50, 51 (Business 80), 65, 70, 84, 99, 113, 128, and 160 (figure 3-1). Within the urban areas of the region, a variety of public transportation systems are operating. The principal transit system is operated by the Sacramento Regional Transit District, which is developing and 18.3 mile light rail transit facility to complement its bus services. Privately-operated systems serve Yolo County cities, the Yuba City-Marysville area, and Roseville. Intercity transit service is provided by Greyhound, Trailways, and Amador Bus Lines. In addition, major railroad lines run through the region carrying freight and Amtrak trains. Roseville is the site of one of the largest switching yards in the western United States. In West Sacramento, the Sacramento-Yolo Port District has developed a deep water port facility which gives access to deep water shipping via a ship channel leading to the Carquinez Strait. Sacramento Metropolitan Airport, 15 general aviation airports, and many private fields provide aviation services to the region.

Figure 1-1

SACOG REGION



TRANSPORTATION SYSTEM ISSUES

The major transportation issues facing the Sacramento region involve the heightened demand for transportation brought on by rapid population and employment growth, and the financing of facilities and services to meet that demand. The greater Sacramento area is the seventh fastest growing community in the state, and based upon current projections, will continue to grow for the entire period covered by the plan. This is resulting in expansion of the urban areas of the region and the creation of new activity centers in suburban areas. The new growth areas are not served by public transit services and the suburb-to-suburb trips which these new centers will generate are not served by the radial pattern of highways.

Since most people in the region choose to travel by private auto and since the climate and geography of the area are conducive to the development of ozone from reactive organic gases in the atmosphere, the growth in automobile traffic is a major contributor to the region's inability to meet national ambient air quality standards. Since the further control of automobile emissions through new technology is developing slowly, a major issue facing the region is the need for substantial reductions in the number of automobile trips.

To reduce the congestion and pollution associated with automobile use, every effort must be expended to make the transportation system efficient. This can be accomplished by developing related economic activities in close proximity to each other to minimize the need to travel, by improving the street and highway network to enable more direct travel, and by providing an attractive, efficient, and useful public transportation system. In addition, more efficient use of automobiles by individuals will be necessary and should be encouraged through expanded ridesharing services and provision of high occupancy vehicle facilities where feasible.

All of these activities rely to a large degree upon public financing. At the present time the resources to expand public transit service into areas of new development or to develop significant new highway facilities in the region are unavailable. Major new state or federal funding is politically unacceptable at this time; local and regional interests must consider whether to wait for the federal or state posture to change or take action to raise the necessary funds locally.

Population, housing, and employment growth will undoubtedly continue. There is a need for the public and private sectors to work together to develop land use and circulation patterns that minimize the need to travel and maximize the availability of pedestrian, bicycle, and transit facilities.

CHAPTER TWO

TRENDS AND ASSUMPTIONS

Changes in population, housing demand, and employment significantly affect travel patterns and the demand for various transportation facilities and services. All three of these factors are increasing rapidly within the SACOG region. The anticipated intensity and geographic distribution of future growth guides present-day transportation decision-making. This chapter presents the trends and assumptions upon which the Regional Transportation Plan is based.

POPULATION

In 1975, the population of the SACOG region was 905,333; by 1986 it had increased to 1,188,225, a 31 percent jump. This population growth was not uniform throughout the region. Rapid growth was confined mostly to the suburban areas within commuting distance of Sacramento, while slower growth occurred in the urban center and in some more remote rural areas. The general trend during the last ten years has been one of continued outward expansion of the urbanized area as formerly rural areas became suburbanized. Table 2-1 presents actual and projected population data for the region and its member jurisdictions between 1975 and 2005.

TABLE 2-1
POPULATION GROWTH IN THE SACOG REGION
ACTUAL AND PROJECTED 1975-2005

Jurisdiction	1975 Population	1986 Population	Percent Growth 1975-85	2005 Population	Percent Growth 1986-2005
Sacramento County	686,325	905,500	32	1,269,500	40
Folsom	9,216	17,050	85	29,965	76
Galt	4,303	6,925	61	19,263	178
Isleton	911	920	1	1,037	13
Sacramento City	260,713	322,500	24	424,763	32
Unincorporated	411,182	558,105	36	794,472	42
Sutter County	46,058	58,900	28	73,618	25
Live Oak	2,710	3,740	38	5,870	57
Yuba city	15,160	21,600	42	31,523	46
Unincorporated	28,188	33,560	19	36,225	8
Yolo County	100,783	124,400	23	157,505	27
Davis	31,855	40,550	27	43,600	8
Winters	2,528	3,330	32	4,516	36
Woodland	25,455	34,100	34	50,515	48
Unincorporated	40,945	46,420	13	58,874	27
Yuba County	44,952	54,850	22	62,967	15
Marysville	9,254	11,500	24	10,983	-5
Wheatland	1,365	1,720	26	2,180	27
Unincorporated	34,333	41,630	21	49,804	20
Lincoln	3,502	5,200	48	14,631	181
Rocklin	3,502	9,825	181	29,731	203
Roseville	20,266	29,900	48	79,193	165
Regional Total	905,333	1,188,575	31	1,687,145	42

Sources: 1975 Population, Research Information Service (RIS) Vol. 7, #1 (Jan.1978)
1986 Population, RIS Vol. 16, #10 (May 1986); 2005 RIS Vol. 15, #4 (Feb. 1985)

HOUSING

Growth in the number of housing units in the SACOG region has exceeded the increases in population. As table 2-3 shows, the number of housing units grew 36 percent between 1975 and 1986. Communities with the largest percentage increases in housing, such as Folsom, Galt, Rocklin, Roseville and Lincoln, are all on the fringe of the existing urban area--or beyond. This trend is expected to continue as depicted on figures 2-1(a) and 2-1(b).

TABLE 2-2
HOUSING GROWTH IN THE SACOG REGION - 1975 to 1985

Jurisdiction	1975 Total Units	1985 Total Units	Percent Change 1975-1985
Sacramento County	259,687	354,933	37
Folsom	2,725	5,344	96
Galt	1,461	2,311	58
Isleton	363	401	10
Sacramento City	107,451	133,873	25
Unincorporated	147,687	213,004	44
Sutter County	16,404	22,050	34
Live Oak	967	1,267	31
Yuba City	6,280	9,408	50
Unincorporated	9,157	11,375	24
Yolo County	37,487	46,497	24
Davis	11,271	15,649	34
Winters	883	1,130	28
Woodland	9,330	11,977	28
Unincorporated	15,553	17,741	14
Yuba County	16,139	20,986	30
Marysville	3,928	4,897	25
Wheatland	478	619	30
Unincorporated	11,733	15,470	32
Lincoln	1,190	1,871	57
Rocklin	1,336	4,086	206
Roseville	7,518	11,606	54
REGIONAL TOTAL	339,761	462,029	36

Source: SACOG Data Summaries, Vol. 16 #6-#10 (June 1986)

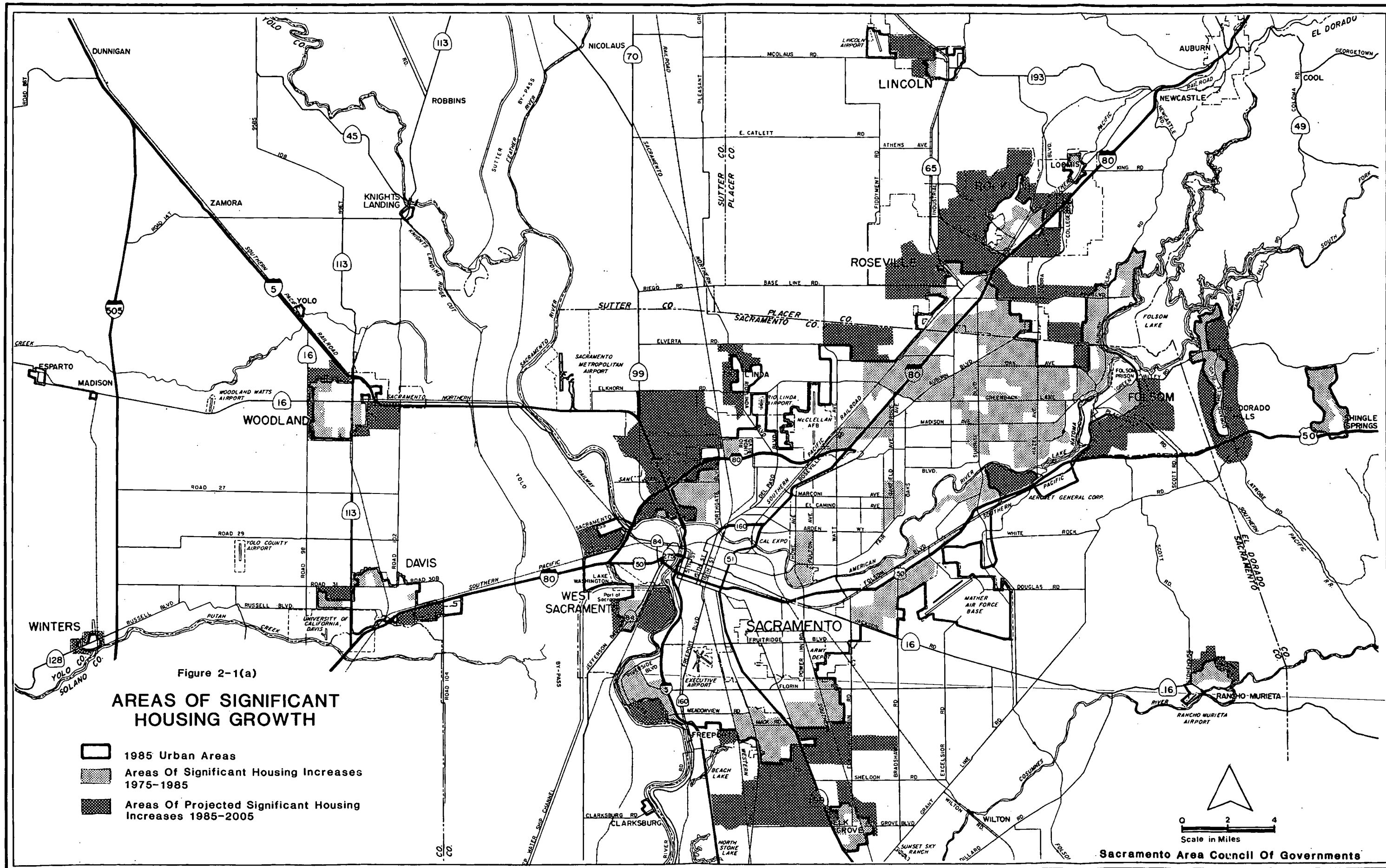
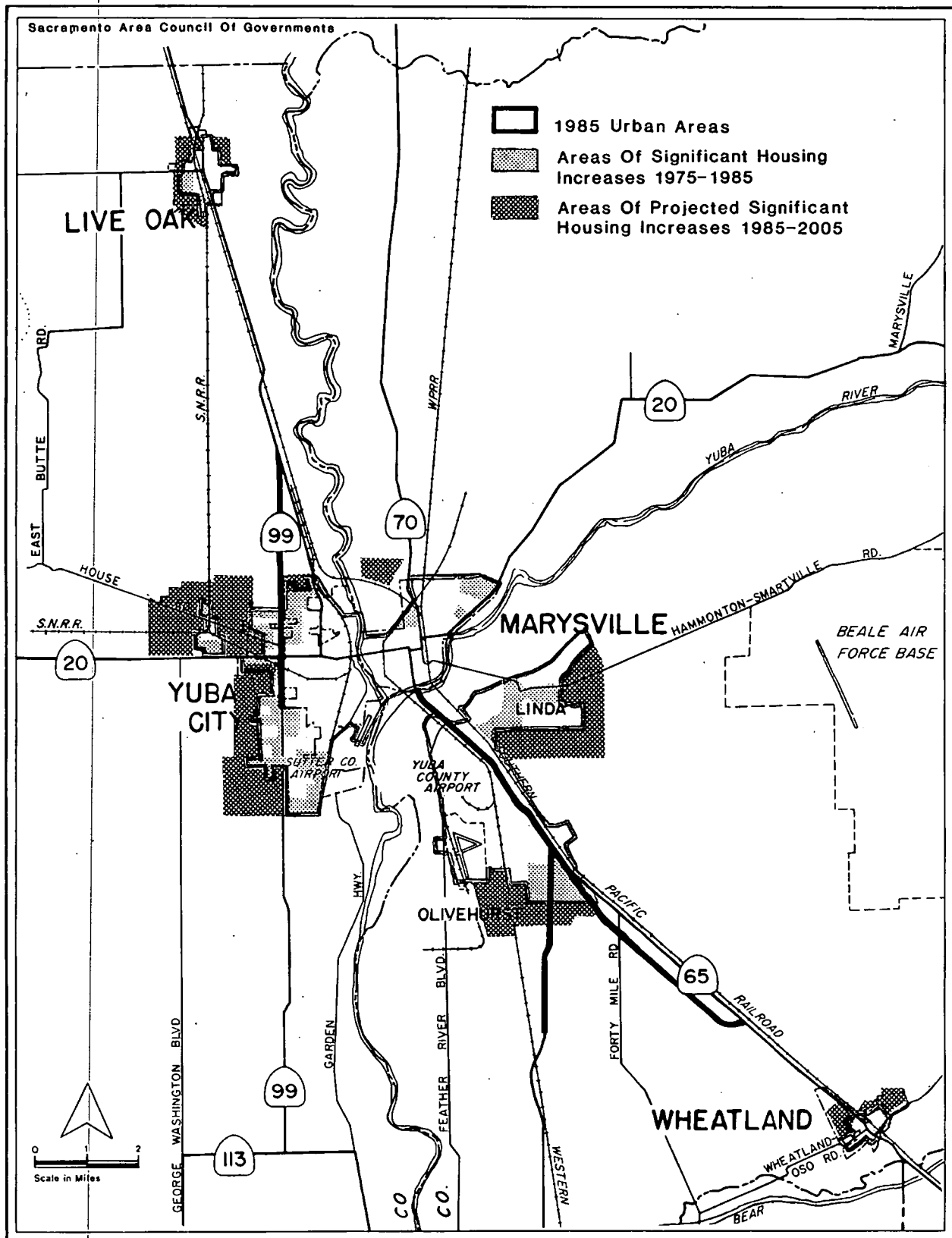


Figure 2-1(b)

AREAS OF SIGNIFICANT HOUSING GROWTH



EMPLOYMENT

Historically, the economy of the SACOG region depended on government and agriculture. Over the past two decades, however, diversification of the economy has increased. Service, manufacturing, and retailing firms represent an increasing share of total employment.

In the past, employment was centered in the city of Sacramento, in the central business districts of the region's municipalities, at hospitals, military bases and education centers. The recent diversification of the economy, however, was accompanied by a new pattern of job location. As shown in table 2-3, below, employment growth in the last ten years has been greatest in outlying communities. As shown on the maps in figures 2-2(a) and 2-2(b), job locations are spreading throughout the metropolitan area and along highway corridors. The trend is expected to continue changing the region's patterns of daily travel. One result of the rapid growth on the urban fringe is expected to be an increase in the proportion of trips that are from suburb to suburb and a decrease in the proportion of trips between the suburbs and downtown.

TABLE 2-3
EMPLOYMENT GROWTH IN THE SACRAMENTO REGION, 1975-1984

Jurisdiction	1975	1984	Percent Change
SACRAMENTO COUNTY	289,119	361,795	29.7
Folsom	2,994	6,197	76.6
Galt	874	1,140	34.9
Isleton	517	539	4.3
Sacramento	175,738	188,229	7.1
Unincorporated	110,327	181,491	64.5
South Placer			
Lincoln	N/A	879	N/A
Rocklin	N/A	2,176	N/A
Roseville	6,095	15,088	147.5
SUTTER COUNTY	20,431	24,806	21.4
Yuba City	12,128	14,644**	20.8
Live Oak	N/A	N/A	N/A
YOLO COUNTY			
Davis*	20,108	20,229	0.6
Winters	N/A	N/A	N/A
Woodland	16,505	18,702	13.3
Unincorporated	11,345	13,751	21.2
YUBA COUNTY	19,229	22,897	19.1
Marysville	6,892	8,747**	26.9
Wheatland	N/A	N/A	N/A

*City of Davis figures include employment at the University of California.

**This figure is for 1984.

Sources: 1975 SRAPC Employment Module; 1985 SACOG Employment Module

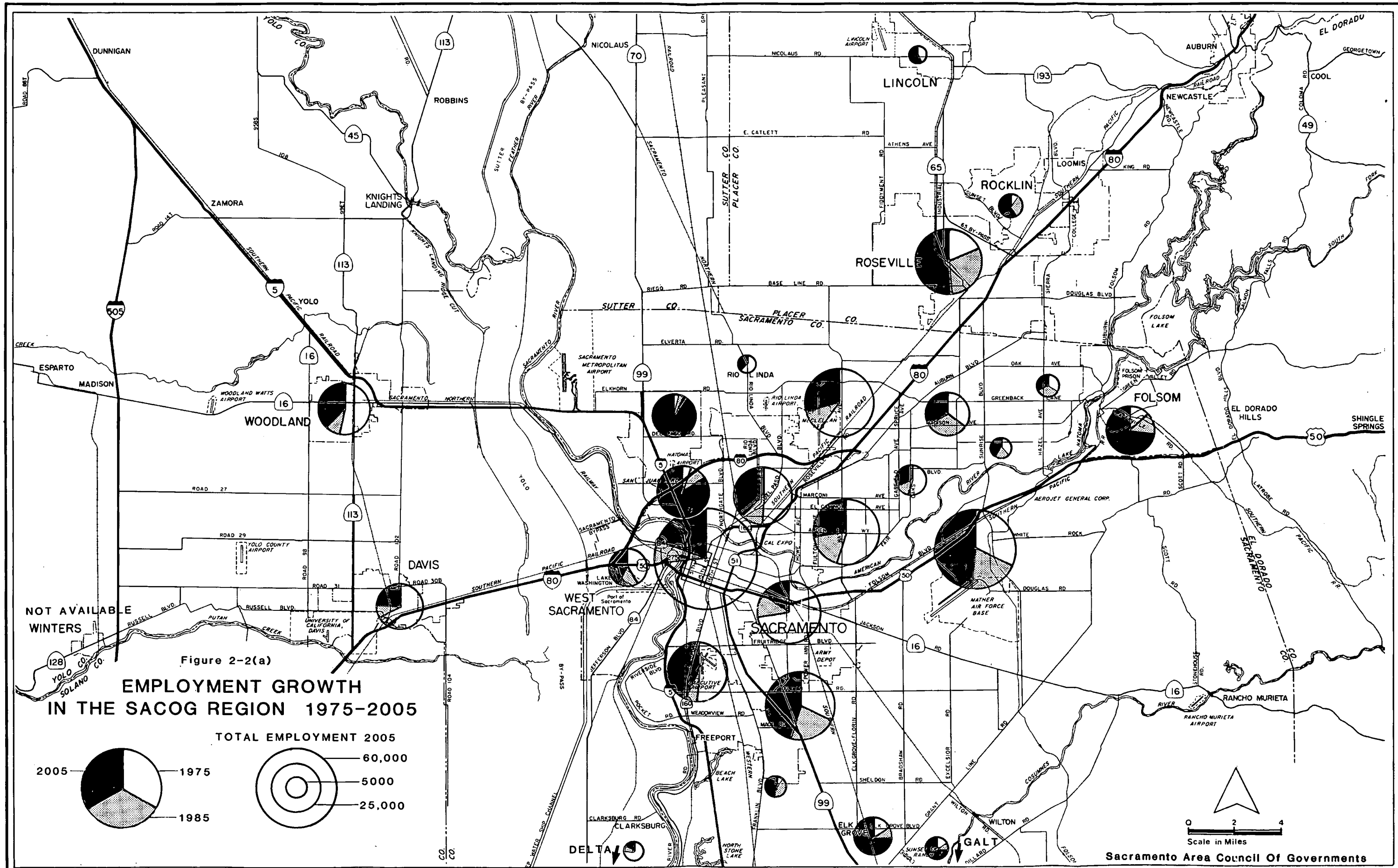
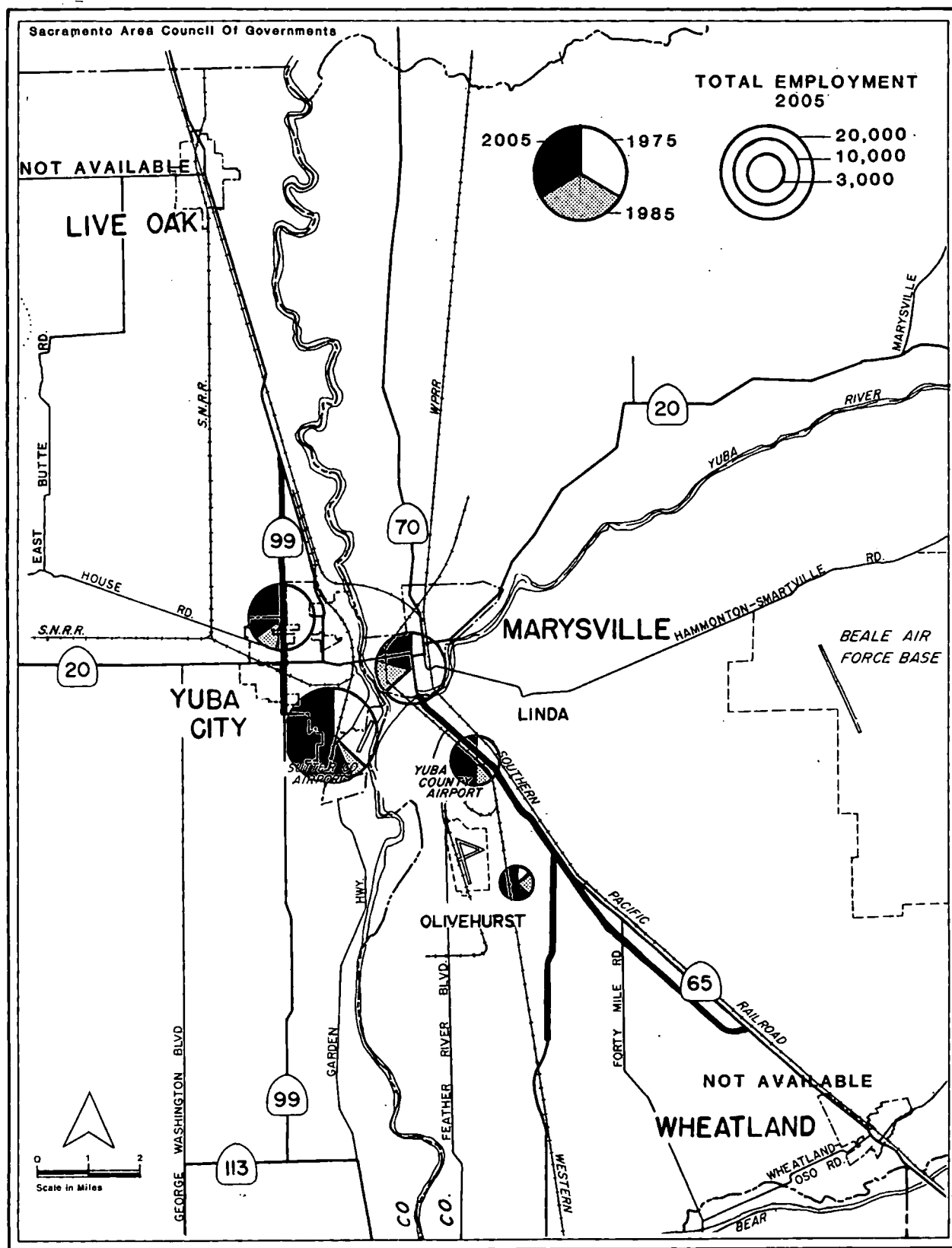


Figure 2-2(b)

EMPLOYMENT GROWTH IN THE SACOG REGION 1975-2005



EFFECTS OF SOCIOECONOMIC TRENDS ON TRAVEL DEMAND

New housing and employment opportunities in the outlying portions of the SACOG region will continue to push the urbanized area outward. This may result in an increase in the average length of trips in the area. Nevertheless, the travel demand estimates presented below conservatively assume that the average trip length and average number of trips per household will remain as they are today. Based on current travel behavior, SACOG predicts a 55 percent increase in both the number of personal trips and the number of vehicle miles traveled. Table 2-4 shows the distribution of these increases by county.

TABLE 2-4
ESTIMATED TRAVEL DEMAND IN THE SACOG REGION, 1985-2005
(In Thousands)

Year	County	Number of Trips/day* (all modes)	Vehicle Miles Traveled Per Day**	Percent Change 1985-2005
1985	Sacramento	3,102	17,585	
	Sutter	193	1,191	
	Yolo	431	2,876	
	Yuba	177	1,002	
	So. Placer	159	1,141	
	TOTAL	4,062	23,795	
1995	Sacramento	3,958	22,338	27
	Sutter	233	1,434	20
	Yolo	528	3,523	23
	Yuba	209	1,185	18
	So. Placer	276	1,978	73
	TOTAL	5,204	30,458	28
2005	Sacramento	5,716	26,666	52
	Sutter	264	1,623	36
	Yolo	613	4,089	42
	Yuba	231	1,307	31
	So. Placer	462	3,312	190
	TOTAL	6,286	36,997	55

* Source: Caltrans, 1980, The 1976-1980 Statewide Travel Survey
Trip and vehicle miles traveled (VMT) rates per household are assumed constant throughout the planning period. These are not exclusively trips by individual auto; all types of trips are included.

** VMT does not include travel originating and terminating outside of the region. Refers to vehicle trips only.

This anticipated growth in automobile trips will significantly affect the existing transportation system. Reductions in federal grants and subsidies, along with a persistent shortage in state transportation funds preclude any substantial expansion of the region's transportation carrying capacity during the next few years. The improvements proposed in this plan--the costs of which already far exceed available revenue--would not improve levels of traffic service, but would only slow the decline. It should be noted that this decline of service on the region's roadways will have a negative impact on local and state economies.

OTHER TRENDS AND ASSUMPTIONS

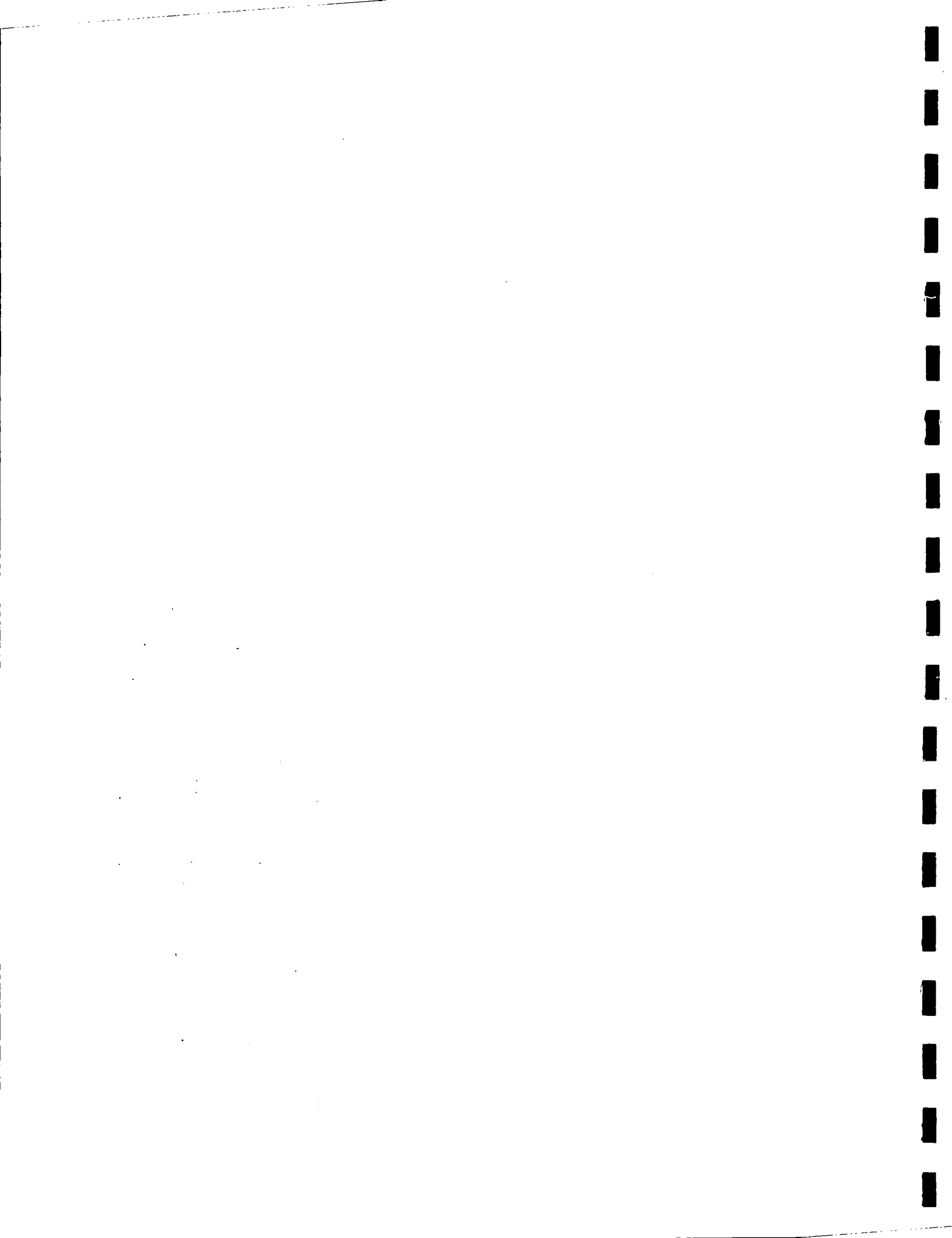
Costs of Travel: Cost of travel will gradually increase for all modes as the prices of fuel, equipment, maintenance, and service personnel continue to rise.

Automobile Use: As the urban boundaries expand outward away from existing transit lines, it is assumed that the person auto will continue to be the preferred mode of travel.

Transit Use: Travel projections assume transit ridership will remain at present levels; only with substantial revenue increases will transit be able to expand to accommodate ridership increases in proportion to increases in vehicle travel. Little physical expansion of bus service is expected. If funding were available, transit would be expanded to serve new growth areas. With the aging of the population, there may be an increased need for demand-responsive and handicapped-accessible public transit.

Aviation Activity: General and commercial aviation activity is expected to increase as the region's population and economy expands. This growth will place increased demands on the capacity of existing facilities.

Transportation Financing: Recent trends in reduced levels and state and federal subsidies are expected to continue.



CHAPTER THREE

AIR QUALITY

PURPOSE

This chapter has a two-fold purpose: it describes the Sacramento area's air pollution situation and it presents transportation-related goals, policies, and actions aimed at improving air quality. A major goal of the RTP is the promotion of travel and development patterns that facilitate attainment of established air quality standards.

HISTORY OF AIR QUALITY PLANNING IN THE SACRAMENTO AIR QUALITY MAINTENANCE AREA (AQMA)

The United States Environmental Protection Agency (EPA), in compliance with the Clean Air Act Amendments of 1977, has adopted national ambient air quality standards for a variety of pollutants. These standards were established to protect public health with an adequate margin of safety, but they do not assure that unusually sensitive persons will be protected against all adverse health effects.

To facilitate attainment of the standards, metropolitan areas throughout the nation prepared air quality plans for those pollutants exceeding the standards. The Clean Air Act Amendments required that the plans be completed by 1979, and that they demonstrate attainment of the air quality standards by 1982. If such attainment was not possible, a new plan had to be completed by 1982 which demonstrated attainment by 1987. In the Sacramento AQMA, ozone (O₃), carbon monoxide (CO), and total suspended particulates (TSP) violate the EPA standards. SACOG is the lead planning agency for ozone and carbon monoxide, while the California Air Resources Board (ARB) prepared the plan for suspended particulates.

1979 Air Quality Plan

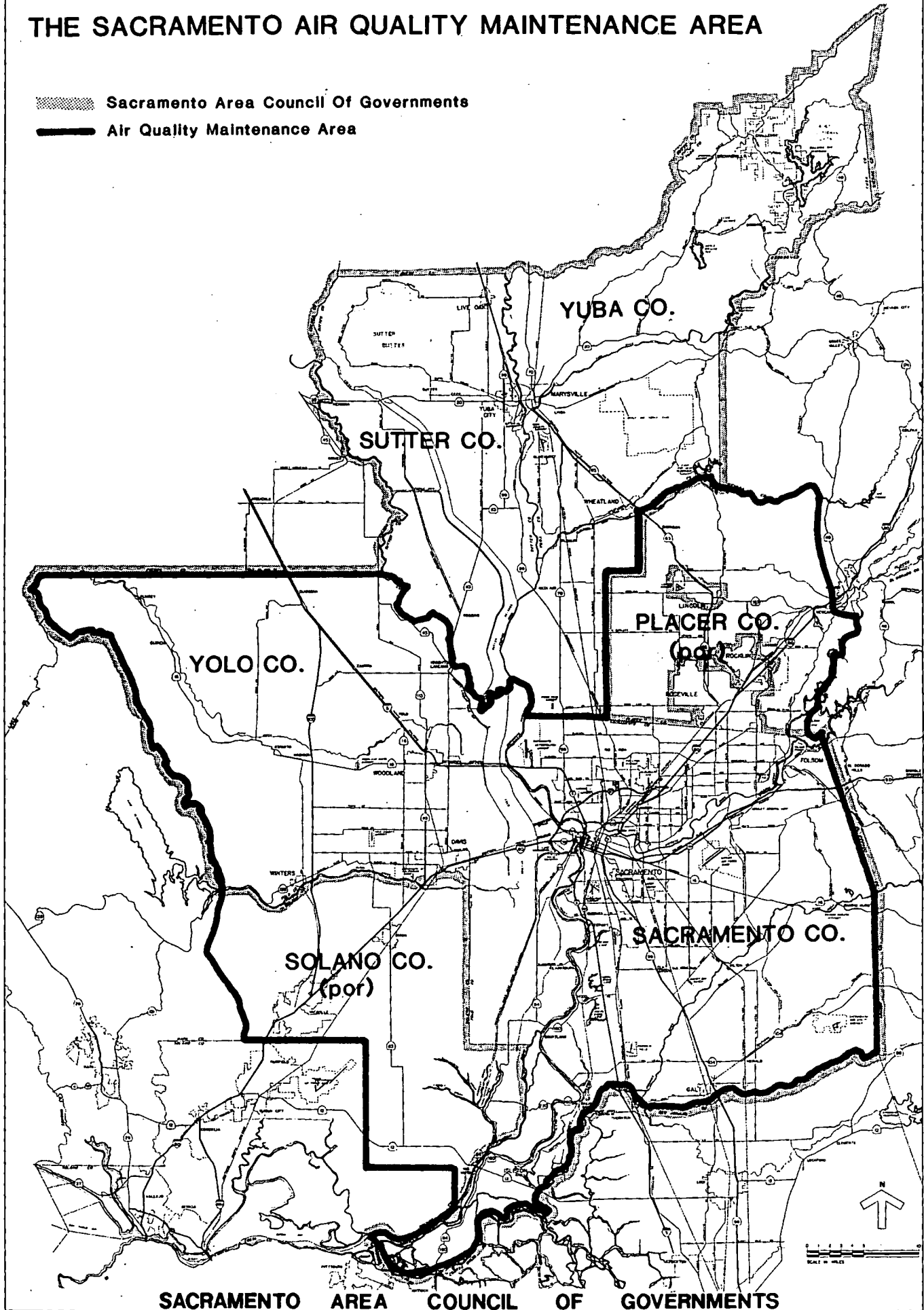
During fall and winter 1978-79, member cities and counties of the Sacramento AQMA (figure 3-1) adopted programs and regulations to reduce ozone and carbon monoxide emissions to acceptable levels by 1982. These efforts were incorporated by the Sacramento Regional Area Planning Commission (now SACOG) into the 1979 Air Quality Plan (AQP). Since approximately 85 percent of the carbon monoxide and 60 percent of the reactive hydrocarbons leading to ozone formation in the Sacramento area are produced directly by on-road motor vehicles, the plan emphasized curtailing automobile emissions. In sum, it proposed 9 stationary source control measures and 17 mobile source control measures.

Unfortunately, many agencies modified the adopted control measures in ways that diminished their impact. For example, some measures became studies rather than actions. Upon review, the Air Resources Board determined that several of the Air Quality Plan's measures would probably not be implemented, adjusted its analysis accordingly, and lowered the initial emission reduction projections.

Figure 3-1

THE SACRAMENTO AIR QUALITY MAINTENANCE AREA

-  Sacramento Area Council Of Governments
-  Air Quality Maintenance Area



1982 Air Quality Plan

Since the Sacramento area would not reach attainment for ozone and carbon monoxide by 1982, SACOG, in compliance with the Clean Air Act Amendments, prepared an updated Air Quality Plan to outline attainment by 1987. This plan again proposed programs for reducing reactive hydrocarbon and carbon monoxide emissions via stationary and mobile source control measures.

The 1982 plan reiterated the significance of mobile source emissions to Sacramento's atmospheric condition, and called on the state to fully implement its approved automobile Inspection and Maintenance program. It also proposed a combination of strategies from five basic groups of control measures designed to eventually demonstrate attainment, but it acknowledged that attainment of the ozone standard would be impossible in 1987. These control measure categories were: ridesharing, transit, nonmotorized transportation, trip reduction, and trip length reduction. Agencies were urged to select the most effective program(s) from each component and adopt them for inclusion in the plan. At this time the air quality control measures are generally achieving the levels of emissions reductions estimated in the plan.

AIR POLLUTANTS AND STANDARDS

The Clean Air Act air quality standards are divided into primary standards designed to protect the public health, and secondary standards intended to limit such nuisances as visibility reduction and soiling. In addition, the State of California has adopted its own standards. Both federal and state standards are presented in table 3-1.

Ozone is the most prevalent of a variety of oxidizing substances formed in the atmosphere. A colorless gas, it is the product of complex reactions between hydrocarbons and oxides of nitrogen in the presence of sunlight. It is not emitted directly from any source. The major sources of hydrocarbons and nitrogen oxides (ozone precursors) are fuel combustion in factories and automobiles and the evaporation of fuels and solvents. The federal (EPA) ambient air quality standard for ozone is 0.12 parts per million (ppm) during any one hour period. The state (ARB) standard is 0.10 ppm.

The health effects of ozone are eye irritation and damage to lung tissue. Ozone also damages rubber products and may harm plants.

Carbon monoxide is an odorless, colorless, highly toxic gas formed by the incomplete combustion of fuels. Its main source is automobile exhaust. The federal standards for carbon monoxide are 35.0 ppm during any one hour and 9.0 ppm during any extended eight hour period. The state standards are 20.0 ppm and 9.0 ppm, respectively.

The health effects of carbon monoxide are related to its affinity for hemoglobin in blood. At high concentrations, carbon monoxide reduces oxygen in the blood and strains the heart. It also reduces lung capacity and impairs one's mental capacity.

TABLE 3-1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS

	Averaging Time	National Primary Standard	California Standard
Ozone	1-hour	0.12 ppm	0.10 ppm
Carbon Monoxide	8-hour	9.0 ppm	9.0 ppm
	1-hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	-----
	1-hour	-----	0.25
Sulfur Dioxide	Annual	0.03 ppm	-----
	24-hour	0.14 ppm	0.05 ppm
	1-hour	-----	0.50 ppm
Total Suspended Particulates	Ann. Geom. Mean	75 ug/m ³	-----
	24-hour	250 ug/m ³	-----
Suspended Partic. Matter	Ann. Geom. Mean	-----	30 ug/m ³
	24-hour	-----	50 ug/m ³

ppm = parts per million; ug/m³ = micrograms per cubic meter;
P.M. 10 = particulate matter less than 10 microns in diameter

Source: U.S. Environmental Protection Agency; California Air
Resources Board

Suspended Particulates

Suspended particulates are solid or liquid particles of such as dust, soot, and aerosols that are light enough to be held in suspension for extended periods. Natural sources include windblown dust and pollen. Man-made sources are fuel combustion, industrial processes, agricultural burning, and unpaved roads. The federal standards here are 250 micrograms per cubic meter (ug/m³) during any 24 hour period or an annual geometric mean of 75 ug/m³. These standards apply only to particles considered respirable (less than ten microns in diameter).

The health effects associated with suspended particulates include aggravation of heart and lung diseases. Non-health effects are reduced visibility and soiling of surfaces.

Nitrogen Dioxide

This a reddish-brown toxic gas, is an oxide of nitrogen produced by fuel combustion. Other oxides of nitrogen, particularly nitric oxide, react with sunlight to form nitrogen dioxide. Major sources are automobile and industrial exhaust. The federal standard is 0.05 ppm as an annual average. The state standard is 0.25 ppm during any one-hour period. The health effects of nitrogen dioxide pollution involve lung irritation and aggravation of chronic bronchitis.

Sulfur Dioxide

This pungent, colorless gas created by the combustion of sulfuric fuels. When oxidized it combines with atmospheric moisture to form a sulfuric acid mist. The federal standard for sulfur dioxide is 0.03 ppm as an annual average or 0.14 ppm during any 24-hour period. The state standard is a much stricter 0.05 ppm during any 24-hour period or 0.50 ppm for one hour. Health effects involve irritation and damage to lung tissue. Sulfur dioxide also corrodes materials.

Hazardous Pollutants

Hazardous pollutants are relatively uncommon but are known to be injurious even in small quantities. They are regulated by emissions limitations rather than ambient air quality standards. Examples include such elements as lead, asbestos, vinyl chloride, and benzene.

EMISSION SOURCES

There are three key sources of air pollution in the Sacramento area: mobile, stationary and area.

Mobile Sources

Mobile sources (all on-road vehicles) are the most significant, representing roughly 59 percent of area hydrocarbons and 84 percent of the carbon monoxide. Other mobile sources involve motor vehicles and motorized equipment not used on the street (off-road vehicles, motorized boats, lawn mowers, etc.), and produce about 11 percent of the hydrocarbons and 10 percent of the carbon monoxide.

Stationary Sources

Stationary sources, such as large industrial operations, emit approximately 5 percent of the hydrocarbons in the Sacramento area and rather insignificant amounts of carbon monoxide. The relative significance of this sources will remain fairly stable, for the number of automobiles in the area is expected to grow considerably. Indeed, any mobile emissions reduction due to cleaner, more fuel efficient vehicles will be limited by the introduction of more automobiles on area roadways.

Area Sources

Finally, area sources are the numerous small and dispersed operations that emit individually small but collectively large amounts of pollutants over a broad area. Examples include agricultural burning, painting, and operations such as dry cleaners that use organic solvents. Area sources account for about 25 percent of the region's hydrocarbons and 6 percent of the carbon monoxide emissions.

AIR QUALITY TRENDS

The 1982 Regional Air Quality Plan could not show attainment of the EPA standard for ozone by 1987, but it did anticipate attainment of the carbon monoxide standard, due mostly to implementation of the state's vehicle Inspection and Maintenance Program (SMOG Check). However, attainment of the carbon monoxide standard is now questionable as well, for the Air Resources Board has revised its estimated annual motor vehicle emission reduction factor from 20 percent to 19 percent to accommodate the influx of new automobiles to the region. Additionally, there are still some carbon monoxide "hot spots" in the area where the eight-hour standard has been exceeded.

SACOG's Reasonable Further Progress (RFP) report for 1984 indicates that ozone emissions during the year 2000 will be slightly below what they were when the Air Quality Plan was developed in 1982. In order to meet the federal standard, approximately 30-35 tons per day of reactive organic gases, out of a total of 124 tons, will have to be eliminated. This figure assumes that measures identified in the Air Quality Plan are implemented successfully.

According to the 1984 progress report, the federal standard for ozone in the Sacramento region was exceeded on 17 separate days during 1985. The Folsom station experienced the greatest number of violations; its 12 days were followed by 10 at North Highlands and 9 at Del Paso. Over the last several years, the average annual number of ozone violations in the Sacramento area has been 19 days. The ozone standard allows just one violation per year at any monitoring site during a three-year period.

The most extreme ozone violation during 1985--.18 parts per million (ppm)--occurred in the Del Paso area of North Sacramento, followed closely by Folsom and North Highlands at .17 ppm and the Sunrise area with .16 ppm. Achieving the .12 ppm standard will require a 33 percent ozone reduction.

Unlike ozone, carbon monoxide is a localized pollutant that is found mostly near its source. Since its chief source is automobile exhaust, carbon monoxide concentrations are greatest near heavily traveled roadways. Also, auto emissions are inversely related to vehicle speed, so that carbon monoxide output is heightened during periods of traffic congestion.

According to the Sacramento County Air Pollution Control District, the eight-hour carbon monoxide standard was exceeded only once at one monitoring station between 1976 and 1984. This violation occurred at Sacramento County's El Camino monitoring site. The one-hour federal standard for carbon monoxide was not violated during that period. The standard allows for no more than one violation per year at each monitoring site.

Carbon monoxide levels have steadily decreased in the Sacramento area as automobiles have become cleaner burning and more fuel efficient in response to rising fuel costs and the state's motor vehicle inspection and maintenance program. The SMOG Check Program, begun in 1984, is the only control measure aimed specifically at carbon monoxide emissions. No new emission control measures are being contemplated.

CONSEQUENCES OF NONATTAINMENT

Health

Studies of the chronic and acute consequences of human exposure to air pollution clearly show that its health effects and associated costs are severe and growing. Over 20 percent of the Sacramento area's population has been identified by the National Center for Health Statistics as "at risk: with regard to chronic respiratory lung disease. These people suffer more when air pollution is heightened.

Agriculture

Air pollution affects agriculture by reducing the quality and quantity of produce and by requiring that farmers limit their own emissions from such sources as waste burning and machinery exhaust.

Funding Sanctions

The Clean Air Act authorizes the Environmental Protection Agency and other federal agencies to withhold or limit the use of certain federal funds in areas that have not adopted or are not implementing an effective air quality plan. These sanctions apply mostly to funds for sewage treatment and transportation projects. A detailed analysis of potential sanctions is presented in the 1978 Sacramento Regional Area Planning Commission report entitled, "Clean Air Act Sanctions: Potential Loss of Federal Funding by Local Governments."

Limits on Growth and Development

In adopting the Clean Air Act Amendments, Congress indicated to local governments that their ability to grow would become significantly impaired if efforts to reduce air pollution were inadequate. These limitations stem not only from the sanctions described above but from restrictions on the operation of new or expanded stationary emission sources. These limitations would make it virtually impossible for new industries to locate in a nonattainment area.

PROGRAMS AND ACTIONS

The actions required of SACOG to fulfill the air quality aspects of the environmental objective and policies detailed in the next chapter are as follows:

- Continue monitoring regional compliance with federal and state air quality standards by preparing an annual Reasonable Further Progress (RFP) report.
- Encourage member cities and counties to implement air quality mitigation measures recommended in environmental impact reports.
- Coordinate with member cities and counties in developing an update of the Sacramento Air Quality Plan.
- Include air quality planning as an integral element of the regional transportation planning process, and prepare special air quality studies as needed.
- Encourage member cities and counties to incorporate transportation control measures in project review and approval.
- Coordinate and document local programs designed to make incremental improvements in the region's air quality.
- Advocate employer programs designed to reduce single-occupant vehicle trips.
- Encourage and accommodate transit, carpool, and vanpool commuting by developing a system for high occupancy vehicle facilities and by supporting ridesharing services.

CHAPTER FOUR

GOALS, OBJECTIVES AND POLICIES

Many transportation issues have been identified that affect transportation services in all or portions of the Sacramento region. This chapter establishes the transportation policy framework within which specific project decisions should be made.

TRANSPORTATION GOAL: TO ACHIEVE AN ENERGY-EFFICIENT AND SAFE, BALANCED, MULTI-MODAL TRANSPORTATION SYSTEM AT THE LOWEST REASONABLE COST. THE SYSTEM MUST SERVE THE SOCIAL AND ECONOMIC NEEDS OF THE REGION, PROMOTE SOUND LAND USE AND PROTECT EXISTING AND PLANNED PUBLIC FACILITIES, AND PROTECT THE ENVIRONMENT FROM ADVERSE CONDITIONS.

TRANSPORTATION OBJECTIVES AND POLICIES

The existing transportation systems serve some of these goals better than others. The following objectives and policies provide further definition for the improvement of the systems.

BALANCED MULTI-MODAL SYSTEM OBJECTIVE: To provide a choice of transportation facilities and services for the efficient movement of goods and services, including: urban mass transit; rural public transit; intercity transit and paratransit services; local roadway, state highway, interchange, and parking facilities; aviation facilities and services; and appropriate non-motorized travel alternatives.

POLICIES:

- a) SACOG supports provision of centralized public transit and paratransit services and supporting intercity and specialized feeder systems. SACOG will facilitate coordination and cooperation among operators.
- b) SACOG supports increasing the efficiency of the highway system by carpooling, vanpooling, and transit programs and by increasing highway capacity at critical locations with preferential treatment of high occupancy vehicles where feasible.
- c) SACOG encourages RT, local jurisdictions, and Caltrans to maximize access to light rail via automobiles, transit, bicycles, and by pedestrians and urges all transit operators to work with local jurisdictions to provide convenient and safe access to transit stops.
- d) SACOG encourages transit operators to regularly review their transportation services for groups who do not have access to cars, or who are dependent on public transportation to ensure that efficient and effective services are provided to these groups. It is a high priority to provide for these groups by providing for transit needs that are reasonable to meet.
- e) The Council encourages the completion and implementation of local bikeway facilities to encourage bicycle use as an alternative mode of transportation to reduce traffic congestion, air pollution, and energy demand.

- f) It is SACOG's position that the long-term responsibility for providing transit services to planned new developments rests with transit operators; SACOG will assist in identifying long term needs and securing financing.
- g) SACOG encourages transit operators to implement and expand their services in accordance with the adopted Short Range Transit Plan for the area.
- h) SACOG encourages local jurisdictions and transit operators to consider the enactment of multi-modal or system management solutions to identified transportation problems.
- i) SACOG encourages ridesharing and transit, financed publicly, privately, or jointly, as the preferred means of access to major employment and activity centers. SACOG intends to develop a system plan for facilities to encourage ridesharing.
- j) SACOG encourages local and state agencies to preserve abandoned rail rights-of-way in order to not preclude future use for rail transit, busways, or bicycle paths.
- k) SACOG encourages local agencies and Caltrans to provide transportation facilities and services that encourage use of alternative transport modes for recreational trip purposes.

SAFETY OBJECTIVE: To provide a regional transportation system of highways, mass transit, and paratransit, airports, waterways, bikeways, and railroads that is safe for both the user and non-user.

POLICIES:

- a) SACOG encourages Caltrans and local agencies to upgrade all road facilities to reasonable safety standards wherever potentially hazardous conditions exist, and to maintain adequate shoulders to allow emergency vehicles to bypass congested traffic conditions.
- b) It is SACOG's position that all safety improvements are the responsibility of the individual operators (i.e., Caltrans, county and city governments, and transit operators).
- c) SACOG encourages Caltrans and local agencies to construct bikeways, bike lanes, and pedestrian ways along streets and roads of sufficient width, clearly designate or physically separate them where possible, and to construct them at reasonable safety standards.
- d) SACOG encourages local jurisdictions to control land uses around airports to minimize the number of people exposed to possible airport related hazards.

ENVIRONMENTAL OBJECTIVE: To provide for the movement of people and materials in a manner that minimizes the adverse environmental impacts of the transportation system and protects the health and welfare of area residents.

POLICIES:

- a) SACOG encourages Caltrans, local agencies, and transit operators to reduce the air pollution and energy use impacts of transportation modes through programs that improve vehicle maintenance; support ridesharing, transit, and the use of non-motorized vehicles; and reduce the number of nonessential trips.
- b) SACOG will review environmental documents and will recommend mitigation of the impact of new developments on transportation and air quality. SACOG encourages local jurisdictions to implement mitigation measures identified in environmental documents.
- c) SACOG will develop an update to the Sacramento Air Quality Plan and is committed to ensuring consistency between that plan and its transportation plans and programs.
- d) SACOG encourages local jurisdictions and Caltrans to shield sensitive land uses from excessive noise through: 1) land use planning; 2) noise attenuation barriers; or 3) required insulation.
- e) SACOG encourages airport operators to consider the effects of airport operations on the environment and surrounding communities in planning for airport development.
- f) SACOG supports local and state actions to minimize the transportation of hazardous wastes and materials through environmentally sensitive and heavily congested areas.
- g) SACOG urges local jurisdictions, Caltrans, and transit operators to make every reasonable effort to promote travel and development patterns that will facilitate attainment of federal air quality standards for ozone and carbon monoxide.

LAND USE OBJECTIVE: To reduce the conflicts between land use and transportation plans in order to achieve basic community needs; to plan for land uses that support the efficient use of transportation facilities.

POLICIES:

- a) SACOG will plan and program transportation facilities that provide appropriate access capacities to areas of planned development without providing growth incentives to areas not planned for development.
- b) SACOG encourages local agencies to attempt to alter long-term travel demand through the use of effective land use planning. These actions should be implemented immediately to realize the benefits at the earliest possible date.
- c) SACOG encourages local jurisdictions to follow the recommendations in the comprehensive land use plans that have been and will be prepared for the use of land surrounding public and military use airports in order to: 1) minimize community exposure to hazard and noise; 2) prevent impairment of airport operational safety; and 3) guide and control future development to restrict incompatible use.

- d) SACOG encourages local jurisdictions to review their land use plans for areas served by major transit services, especially light rail, to ensure that the land uses tend to encourage transit use.

FINANCING OBJECTIVE: To achieve the regional transportation system goal and objectives with the smallest expenditure of public resources, giving due consideration to both environmental and social costs; to protect the public's investment in transportation facilities, thereby minimizing future repair costs.

POLICIES:

- a) SACOG will pursue changes in state and federal laws, regulations, and guidelines to reduce the restriction on the use of funds within types of transportation to allow localities and regions to determine expenditure priorities according to local needs.
- b) SACOG is committed to the continued maintenance, reconstruction, rehabilitation, and construction of state highways, city streets, and county roads and to the continued operation and expansion of transit service. SACOG will seek additional funding so that goods and people can continue to move throughout the region in an efficient, safe, environmentally sound, and economical manner.
- c) SACOG will study the long-term operating cost problem of transit from cost saving and revenue raising perspectives.
- d) SACOG encourages local agencies to evaluate the impact of development projects on the cost of operating and expanding transportation systems.
- e) SACOG supports city and county studies and implementation of alternative and innovative transportation financing methods.

Part B
ACTION ELEMENT

CHAPTER FIVE

STATE HIGHWAY SYSTEM

INTRODUCTION

There are 392 miles of state and interstate highways in the Sacramento region (figure 5-1). The Regional Transportation Plan and the ongoing planning process have a central role in determining major improvements and extensions of the system and in developing other solutions to the problem of over-crowded state highways. This 1987 plan identifies current highway deficiencies and deficiencies expected in 2005, and proposes specific highway improvements and studies that will be needed to address 2005 traffic problems. Each year, SACOG will draw from the improvements listed in the Regional Transportation Plan in developing its five-year Transportation Improvement Program for submission to the California Transportation Commission.

SACOG works closely with the State Department of Transportation (Caltrans) and local agencies in the planning of highway projects. The data presented on the following pages were drawn from the Caltrans District 3 Route Concept Reports (1984). The District 3 System Management Plan (June 1986) provided the basis for many of the proposed highway projects. As the region draws from its plan, Caltrans draws from its System Management Plan in developing its recommended five-year program for the state commission's consideration. Each year in June, the state commission adopts a five-year highway program, usually approving projects on which Caltrans and a region agree and often sending the funding to another region when they disagree. The competition for limited state funding makes cooperation between Caltrans system planning and regional planning critical.

TRAFFIC VOLUMES AND DEFICIENCIES

Table 5-1 lists the traffic volumes for those segments of the region's highways that have reached or are nearing their designed carrying capacities and indicates the degree to which each segment is able to accommodate those volumes; figures 5-2(a) and 5-2(b) depicts these segments. Currently, only three of the region's highways are operating with volumes beyond their designed capacities. Without improvements, however, many others will exceed their design limitations within 10 to 20 years.

Routes At Or Near Capacity

Each highway segment and the circumstances affecting its use are described on the following pages in numerical order by route number.

Figure 5-1

EXISTING STATE AND INTERSTATE HIGHWAYS (1986)

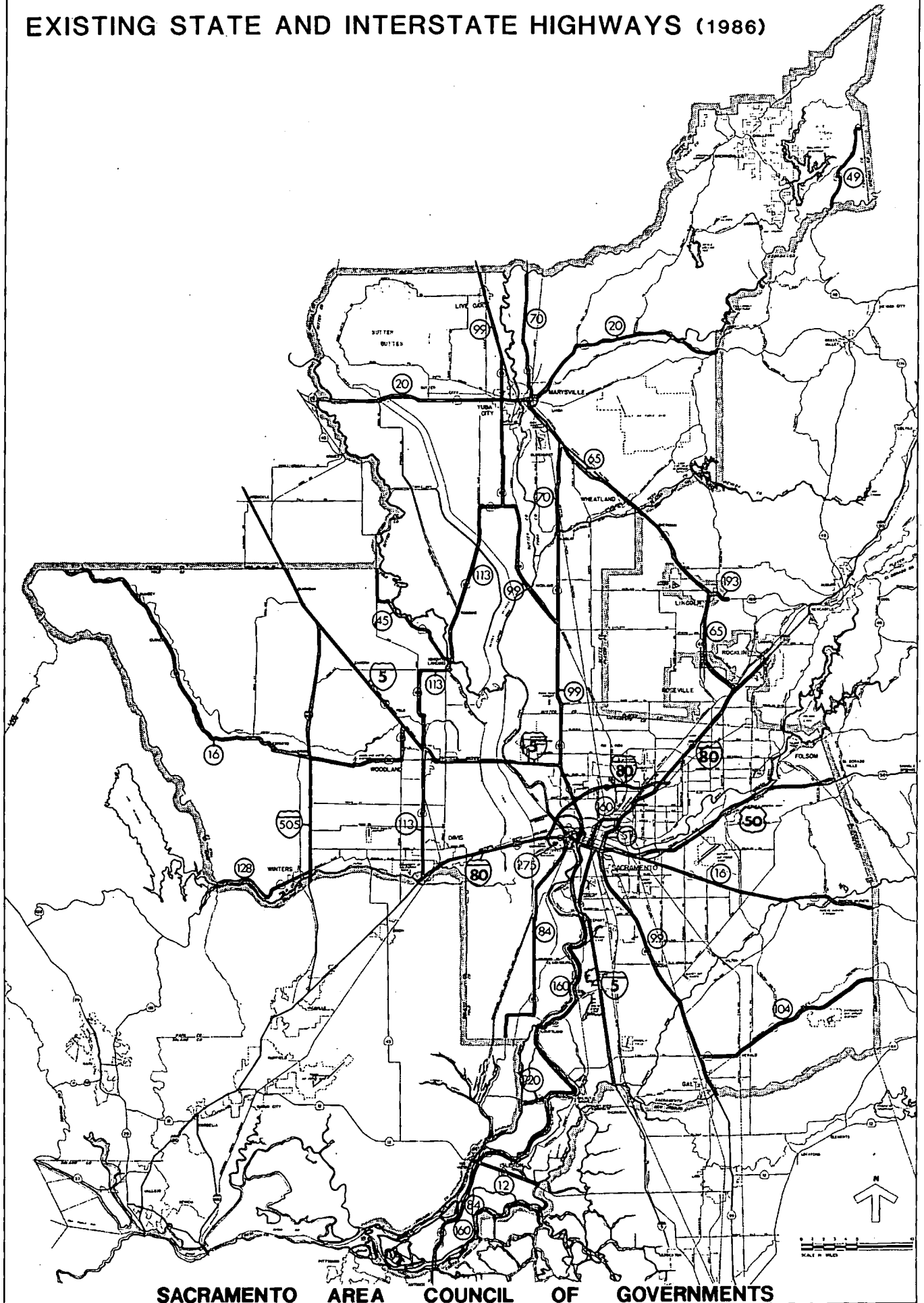


TABLE 5-1
HIGHWAY SEGMENTS AT OR REACHING CAPACITY

HIGHWAY SEGMENT			1984	1995	2005
I-5:	Route 50 to I-80 junction	ADT ¹ v/c ² LOS ³	83,000 0.75 D	110,000 0.95 E	135,000 1.22 F
R 20:	Through Yuba City & Marysville	ADT v/c LOS	31,500 0.77 D	35,900 0.88 E	39,500 0.96 F
R 50:	Yolo-Sacramento county line to Watt Avenue	ADT v/c LOS	116,000 0.88 D	133,000 0.89 D	150,000 0.90 E
R 51:	(Business 80) junction of 50-99 to I-80 junction	ADT v/c LOS	120,000 1.19 F	136,000 1.36 F	155,000 1.55 F
R 70:	North of Yuba River through Marysville	ADT v/c LOS	28,000 0.79 D	36,400 1.02 F	42,800 1.20 F
I-80:	East of Davis to R 51 junction	ADT v/c LOS	65,000 0.79 D	82,000 1.13 F	114,000 1.40 F
I-80:	I-5 junction to Rocklin Rd.	ADT v/c LOS	109,000 1.01 E	161,000 1.50 F	210,000 1.80 F
R 84:	Burrows Avenue to 19th St.	ADT v/c LOS	13,600 0.46 D	21,400 0.73 E	28,000 0.98 E
R 84:	19th Street to I-80	ADT v/c LOS	19,900 0.70 E	25,700 0.90 E	31,000 1.10 F
R 99:	Mack Road to R 50 junction	ADT v/c LOS	118,000 0.83 D	134,000 1.08 F	150,000 1.23 F
R 99:	North of Yuba City to Butte County	ADT v/c LOS	12,100 0.68 D	14,800 0.83 E	17,200 0.97 E
R 160:	Freeport Blvd/21st Street to American River	ADT v/c LOS	33,300 n/a D	41,000 n/a E	49,000 n/a F
R 160:	American River to R 51 junction	ADT v/c LOS	53,000 0.65 D	64,000 0.90 E	75,000 1.03 E

Footnotes - Table 5-1:

1. ADT, or annual average daily traffic, is the total traffic volume for the year divided by 365 days. The periodic field counts on which ADT is based are adjusted for weekly and seasonal variations.
2. The v/c ratio relates a highway's measured volume of use to its ideal carrying capacity. A ratio less than 1.00 indicates unused capacity, while a ratio greater than 1.00 indicates that current use exceeds the highway's designed capacity.
3. LOS is a qualitative measure of roadway condition based mostly on traffic flow and safety:
 - LOS A - Free flow, low traffic density
 - LOS B - Delay is not unreasonable, stable traffic flow.
 - LOS C - Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.
 - LOS D - Moderate congestion; movements more restricted, queues and delays may occur during short peaks, but with no excessive backups.
 - LOS E - Heavy congestion; excessive demand on the roadway causes delay to motorists due to congestion.
 - LOS F - Extreme congestion; demand greater than capacity.

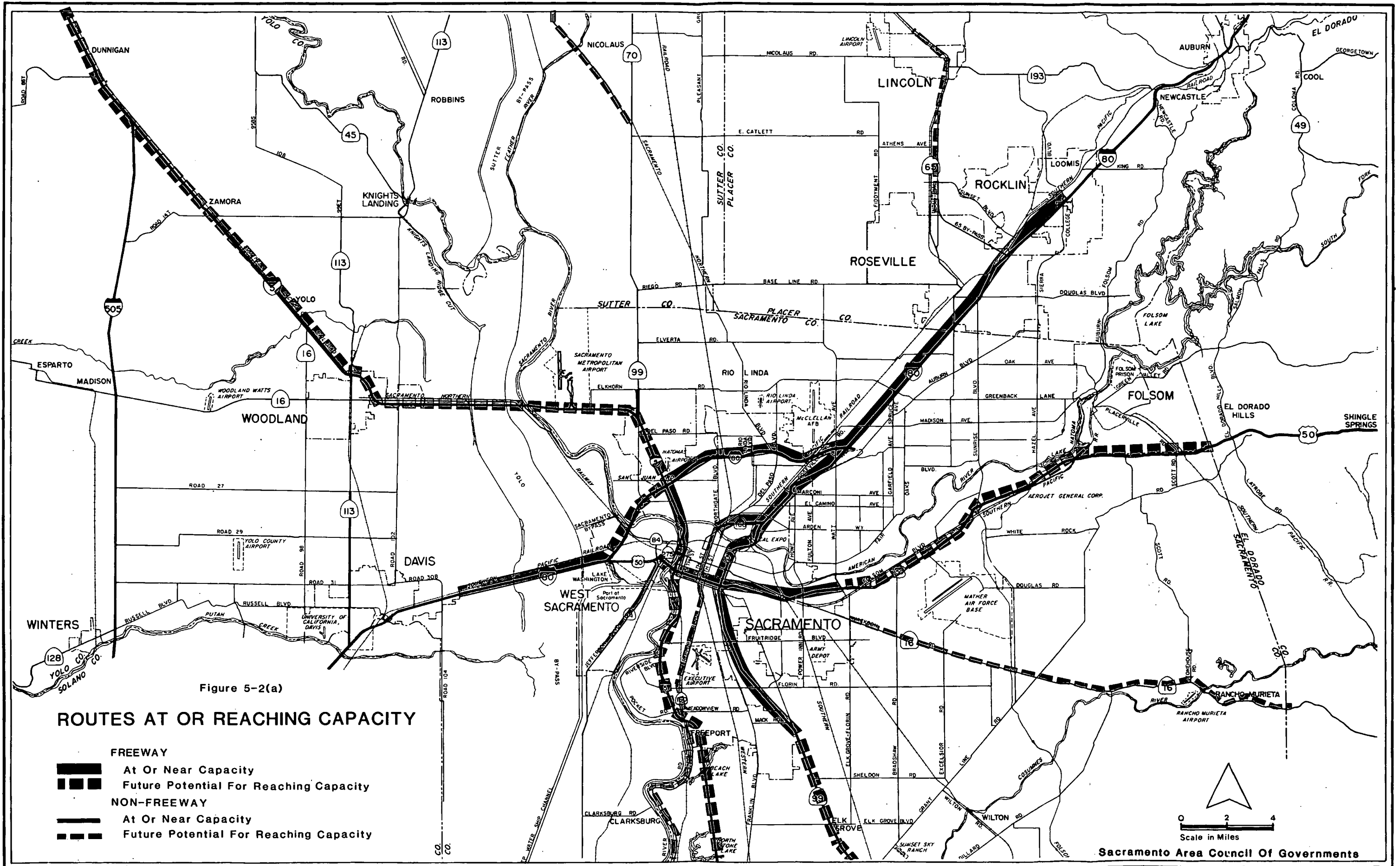
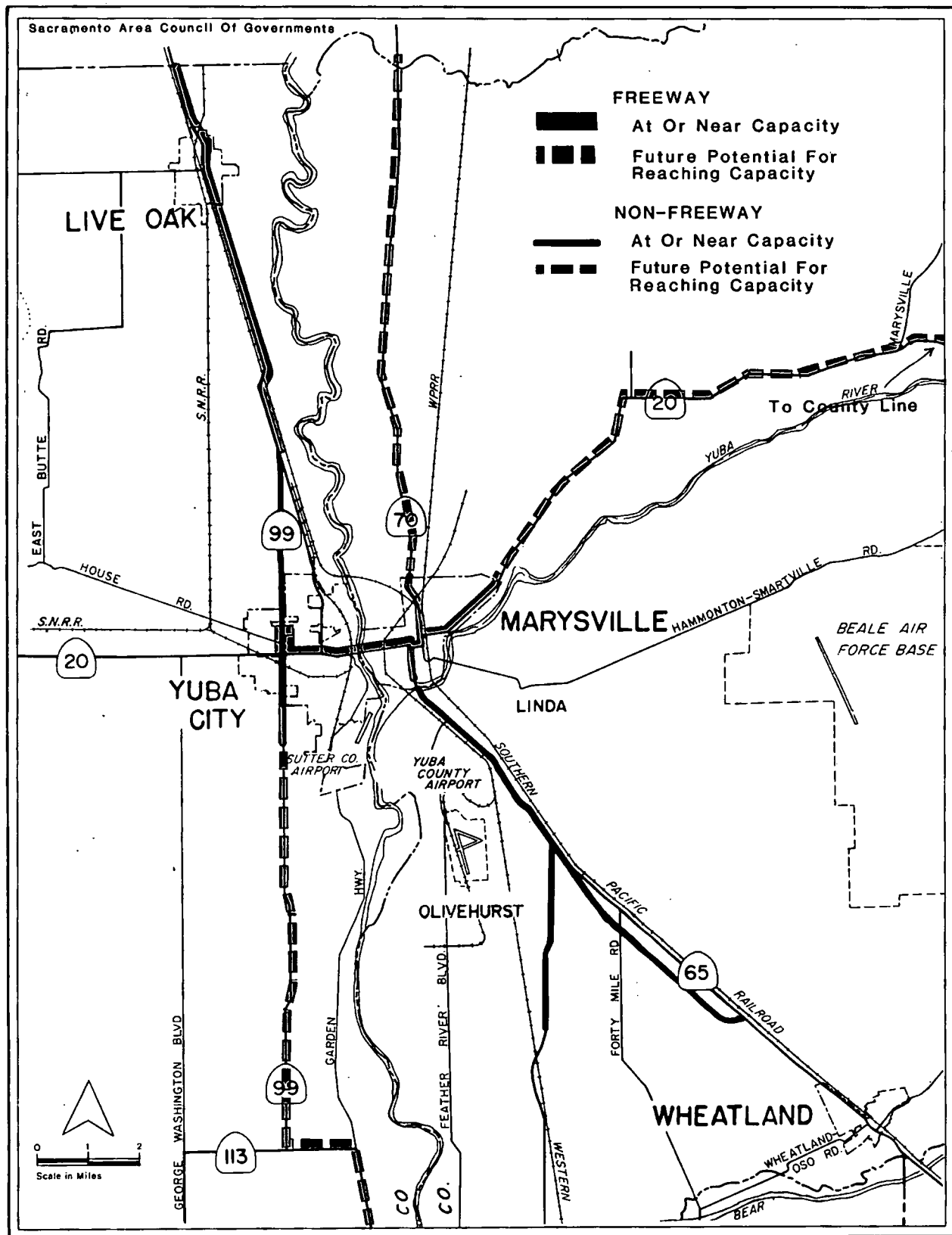


Figure 5-2(b)

ROUTES AT OR REACHING CAPACITY



Interstate 5 is one of California's most important agricultural routes and its main transportation link with the Pacific Northwest. Within the SACOG region it functions mostly as a commuter route, and it is in this capacity that problems arise. The eight-lane segment between Meadowview/Pocket Road and the Interstate 80 junction is used heavily by downtown commuters from the Meadowview and South Natomas areas. The vast residential growth in these communities has been matched by an expansion of office space around the city center. Continued residential expansion and the imminent development of North Natomas are expected to induce heavy congestion by 1995 and extreme congestion by 2005 on this segment.

Construction of a new interchange at River Bend to the south and interchange improvements at the Garden Highway are listed in the 1986 State Transportation Improvement Program (State TIP) to relieve congestion at nearby ramps. Also, improvements to the ramps at J Street and new ramps at S and T Streets are recommended in the short range list of projects to improve traffic operations and flow on the freeway.

Route 20 is a two-lane highway in Sutter and Yuba counties primarily used by agricultural and recreational traffic. It also serves as a connector between Interstate 5 and Routes 70 and 99.

Route 20 is one of only two roadways spanning the Feather River in the Yuba City/Marysville urban area. West of Yuba City it is a four-lane expressway, but through town and across the river it is a conventional four-lane roadway. Within Marysville it functions as a four- and six-lane conventional roadway and as a two-lane expressway. The narrow Feather River bridge insufficiently accommodates the 1984 traffic volume of more than 30,000 vehicles daily. Unless a third river crossing is constructed, heavy congestion will result by 1995. The third crossing concept is examined in the "Issues" portion of this element (see page 39).

Route 50 is a major commuter highway in the Sacramento area and a key recreational corridor to the Sierra foothills and Lake Tahoe. The segment between the Yolo County line and Watt Avenue is nearing capacity. Rapid development east of Watt Avenue, particularly around Sunrise and Hazel Avenues will produce a 30 percent increase in traffic and heavy congestion by 2005. Regional Transit's light rail system will offset some of the increase in vehicle trips; its effectiveness in relieving traffic east of Watt Avenue depends upon extension east through this congested area.

Route 51 (Business Loop 80) is also a major downtown commuter highway, and it functions as a connecting link between Route 50, Route 99, and Interstate 80. It is already operating well over its designed capacity with extreme congestion in peak hours and there is minimal room for expansion. Regional Transit's light rail line will absorb some of the demand in this corridor, but--with 15 minutes between trains--even full trains could not eliminate the extreme congestion. Increasing light rail's capacity by double-tracking and acquiring more vehicles--both high priority actions proposed in this plan--would benefit this route to some degree. This plan proposes to widen Route 51 from six to eight lanes between E Street and Route 160 with new lanes possibly to be used for high occupancy vehicles in peak hours.

Route 70 serves as a commuter route between Marysville and Sacramento and as an emergency detour to Interstate 80. It also carries a considerable number of recreational travelers. North of the Yuba River this four-lane conventional

highway functions as one of Marysville's major streets. Frequent turning lanes and traffic signals near its intersection with Route 20 cause periods of congestion. Moderate to heavy congestion occurs in peak hours. This segment of highway is more thoroughly examined in the "Issues" portion of this element.

Interstate 80 connects the SACOG region with San Francisco to the west and Lake Tahoe and Reno to the east. Commuter and recreational traffic make up a large share of its use. It represents the principal trans-Sierra highway for interstate commerce. Portions of Interstate 80 in northern Sacramento County are ten lanes wide.

The segment between Davis and the Business Loop 80 junction serves interstate, interregional and recreational traffic. It also accommodates downtown commuters from Davis and east Yolo. Anticipated development in the newly incorporated city of West Sacramento is expected to generate nearly a 20 percent increase in traffic volume. Caltrans' System Management Plan and this plan both recommend adding two lanes to this segment to maintain moderate congestion levels. Without improvements, extreme congestion is projected for 1995.

The segment of Interstate 80 between the Interstate 5 junction and Rocklin Road in Placer County has been significantly affected by South Natomas development, and future growth in the Antelope and North Natomas areas will further increase demand. The Caltrans' System Management Plan proposes adding two lanes to this segment just to maintain a heavily congested service level; this plan proposes that these added lanes be designated as bus/carpool lanes during peak hours. Regional Transit's light rail line will attract some motorists, but its ultimate effect depends on extensions and capacity increases (more trains more often). Without any improvements, extreme congestion is projected for 1995.

Route 84 is a two-lane rural highway serving the Port of Sacramento. The area surrounding the Port is rapidly transforming from agricultural to residential, commercial, and industrial uses. The segment between Burrow Avenue and 19th Street is expected to double its daily traffic volume by 2005. Heavy congestion is projected by 1995 if no improvements are implemented. Of particular concern to Port officials is the Yolo Barge Canal Bridge which is perceived as too narrow to accommodate current traffic demand. The Port District and other local agencies have expressed interest in expanding its capacity or constructing a new bridge.

Between 19th Street and the Interstate 80 junction along Route 84 there is a two-lane, one-mile stretch currently experiencing heavy congestion in peak hours. While sufficient right-of-way exists to widen this segment, adjacent parking would be displaced.

Route 99 is a major north-south agricultural artery in the Central Valley and a well-used commuter freeway in Sacramento. The four- to six-lane segment between Mack Road and the Route 50 junction carries a relatively dense commuter load emanating from growing residential areas south of Sacramento. The 1986 State TIP contains a project to add northbound and southbound lanes and median barriers from north of Mack Road to Sacramento Blvd. However, Caltrans' Route Concept Report identifies adding another two median lanes (and ramp metering) from Mack Road to Fruitridge. In the absence of this additional widening or other operational improvements, its current moderate congestion is expected to deteriorate to extreme levels by 1995.

Between Yuba City and the Butte County line, Route 99 narrows to two lanes, and a portion of it serves as Live Oak's main street. To preclude a decline from its current moderately congested service level, SACOG, Butte County Area Governments, and Caltrans are considering a study of the feasibility of widening either this segment or a portion of Route 70 to four lanes. Caltrans holds much of the land needed for an expressway bypass of Live Oak, but such a project must compete for funds with other area projects. See the "New Facilities" subsection (page 38) for further discussion of these projects.

Route 160 carries primarily agricultural traffic south of Sacramento, but closer in it is a well-traveled commuter route. The segment between Freeport Boulevard and 21st Street and the American River bridge consists of signalized city streets which accommodate on-street parking. The 1986 State TIP contains a project for signal modernization and coordination from Blair Avenue to Vallejo Way. Nevertheless, the moderate congestion along this segment is expected to become heavy by 1995.

Between the Route 51 junction and the American River bridge, traffic volumes should increase commensurate with the proposed extension of Richards Boulevard and the attendant industrial development. Conversely, a proposed interchange at Richards will diminish some congestion on nearby interchanges. Light rail will absorb some vehicle trips along this segment, but congestion levels are expected to drop from moderate to heavy by 1995.

Routes With Potential To Reach Capacity

All highway segments projected to experience moderate congestion or worse by 2005 are listed on table 5-2 and shown on figures 5-2(a) and 5-2(b). The more critical segments--projected to experience heavy or extreme congestion--are discussed below.

Interstate 5 from Hood-Franklin Road to the Sacramento city limits is a four-lane freeway. Most of the projected growth along this segment is expected to result from increased truck traffic and through trips. Development in the Huntington Park/Delta Shores area will also contribute to the heavy congestion projected for this segment.

Traffic on the portion of Interstate 5 from Interstate 80 to Route 99 is expected to increase as a result of development in the North Natomas area. Residential and employment growth is projected to cause of extreme congestion.

The Route 99 to Sacramento/Yolo county line segment of Interstate 5 provides the main access to the Sacramento Metropolitan Airport. Projected growth in airport traffic may cause extreme congestion on this segment by 2005.

Route 16 is a two-lane highway connecting Sacramento with the foothills of Amador County. It serves as a primary commuter corridor between the growing residential areas of eastern Sacramento County and employment centers both downtown and along Route 50.

The 22-mile segment between Manlove Avenue and the Amador County line serves the growing Rancho Murieta residential community and Mather Air Force Base. Pressure to develop around the base is particularly strong and would significantly affect traffic flow.

In 1989/90, Caltrans is scheduled to pave the shoulders and widen to 40 feet the segment between Manlove and Treeview. Caltrans has identified as a potential long term project the realignment of the portion east of Treeview into a two-lane expressway. Sacramento County endorses the expressway idea, but favors the existing alignment.

The Route 50 corridor between Watt Avenue and the El Dorado County line is projected to continue experiencing considerable residential, commercial, and industrial growth in the near future. Residential expansion in the El Dorado Hills area just east of the county line is expected to be particularly great. To avert extreme congestion by 1995, Caltrans proposes the addition of two lanes from Sunrise Boulevard to the El Dorado County line.

The segment between the junction with Interstate 80 in Yolo County to the Yolo/Sacramento county line is projected to experience heavy congestion by 2005 as a result of inter-regional, local commute, and recreational traffic.

Route 99 from Elk Grove Boulevard to Mack Road is a four-lane freeway. Residential development along this segment will cause heavy congestion by 2005. Route 99 is a heavily-used truck route.

PROGRESS IN IMPLEMENTING STATE HIGHWAY PROPOSALS IN THE 1983 RTP

Five of the highway projects recommended in the 1983 RTP have been implemented:

- The Route 65 bypass and Interstate 80 interchange in Roseville are under construction.
- The upgrade of Route 99/70 between the Interstate 5 junction and Sankey Road in Sacramento and Sutter counties to expressway status is under construction.
- The Mace Boulevard/Interstate 80 onramp in Davis has been constructed.
- Improvements have been made to the Richards Boulevard/Interstate 80 interchange in Davis.
- Ramp metering has been installed on Route 50 between Stockton Boulevard and Watt Avenue.

TABLE 5-2

HIGHWAY SEGMENTS WITH POTENTIAL TO REACH CAPACITY

HIGHWAY SEGMENT			1994	2005
I-5:	San Joaquin/Sacramento County line to Hood-Franklin Road interchange	ADT v/c LOS	N/A N/A N/A	40,000 0.87 D
I-5:	Hood-Franklin Road to Sacramento city limit	ADT v/c LOS	35,000 0.68 E	47,000 1.03 E/F
I-5:	I-80 junction to junction of I-5/Route 99	ADT v/c LOS	70,000 0.89 E	90,000 1.21 F
I-5:	Junction with Route 99 to Sacramento/Yolo County line	ADT v/c LOS	46,000 0.77 D	59,000 1.04 E/F
I-5:	Sacramento/Yolo County line to junction with Route 113	ADT v/c LOS	N/A N/A N/A	40,000 0.71 D
I-5:	Route 113 junction to Yolo/Colusa County line	ADT v/c LOS	N/A N/A N/A	31,500 0.78 D
R 16:	Manlove to Amador County	ADT v/c LOS	N/A N/A N/A	7,900 0.70 E
R 20:	East of Marysville to Nevada City	ADT v/c LOS	9,600 0.44 D	11,200 0.51 D
R 50:	Watt Avenue to El Dorado County	ADT v/c LOS	120,000 1.13 F	139,000 1.22 F
R 50:	Junction with I-80 in Yolo County to Yolo/Sacramento County line	ADT v/c LOS	94,000 0.71 D	115,000 0.95 E
R 65:	Roseville bypass to south of Lincoln	ADT v/c LOS	21,400 0.91 E	32,000 1.36 F
R 65:	Through Lincoln	ADT v/c LOS	20,000 0.92 E/F	28,300 1.30 F

TABLE 5-2 CONT'D.

HIGHWAY SEGMENTS WITH POTENTIAL TO REACH CAPACITY

HIGHWAY SEGMENT			1994	2005
R 70:	Junction with Route 99 to Sutter/Yuba County line	ADT v/c LOS	N/A N/A N/A	12,700 0.79 D
R 70:	Beginning of freeway to the north end of the Yuba River bridge	ADT v/c LOS	51,000 0.74 D	60,000 0.87 D
R 70:	Marysville northern city limits to freeway	ADT v/c LOS	12,500 0.56 C/D	15,000 0.65 E
I-80:	Route 50 junction in Yolo County to I-5 junction in Sacramento County	ADT v/c LOS	N/A N/A N/A	56,000 0.79 D
R 99:	Elk Grove to Mack Road	ADT v/c LOS	55,000 0.80 D	68,000 0.99 E
R 99:	Junction with Route 70 to south of Yuba City	ADT v/c LOS	N/A N/A N/A	10,000 0.46 D
R 99:	Bogue Road to Route 20	ADT v/c LOS	N/A N/A N/A	10,000 0.46 D
R 160:	Paintersville Bridge over Sacramento River to Sacramento city limits in the south	ADT v/c LOS	N/A N/A N/A	8,400 0.58 D
R 160:	Sacramento city limits to Freeport Blvd./21st Street	ADT v/c LOS	27,600 N/A C	33,400 N/A E

Note: ADT, v/c, LOS defined on table 5-1.

Source: Caltrans, District 3, Route Concept Reports

ISSUES FACING THE HIGHWAY NETWORK

Local jurisdictions within the SACOG region face highway issues that transcend local boundaries. These include: financing concerns, maintenance, congestion, and new facilities.

Financing

Highway planning in California is becoming an increasingly uncertain practice as the appropriation of federal funds declines and as greater restrictions are applied to its use. Federal highway spending has decreased considerably in recent years and should continue to drop as the nation wrestles with its huge budget deficit. Indeed, the Gramm-Rudman-Hollings Act may result in transportation spending cuts of 15 percent. The recent renewal of the Surface Transportation Assistance Act by Congress essentially maintains recent funding levels.

Meanwhile, the state has done little to pick up the pace of the highway program in the face of federal cutbacks. Although the state has moved to spend down existing cash reserves faster to avoid project delays due to federal cutbacks, there is no indication the legislature and governor are willing to generate substantial new monies.

These federal and state trends have forced regional and local agencies to consider means of funding needed for state highway improvements locally. Local contributions became common in the early 1980's and in 1984 the state transportation commission enacted a cost sharing policy for interchanges--only severely congested or hazardous interchanges would receive state funding. Caltrans is considering asking local agencies to pay for special studies and environmental analyses that precede construction.

Maintenance

The implementation of a regular program of maintenance and facility rehabilitation must be an integral element in the planning and management of a regional highway system. Maintenance yields three general benefits. First, it protects the public's original investment in the system by detecting and correcting minor structural or operational problems before they become worse. Second, it facilitates the flow of traffic by repairing pavement conditions that force motorists to slow down or detour. Finally, it mitigates safety hazards that endanger motorists and cause excessive wear to vehicles. In sum, adequate roadway maintenance is a prerequisite to safe and efficient motoring.

Congestion

The extent of current and future congestion was described at length in the previous section. The overriding issue raised by congestion is what solution to select. SACOG, in its ongoing transportation planning process, will focus intensive efforts on selecting the best solutions from technical, environmental, and political points of view and seriously consider expansion of bus/carpool bypass ramps, ramp meters, and high occupancy vehicle lanes at appropriate locations on the freeway system.

Proposed New Facilities

Many jurisdictions in the SACOG region have proposed new facilities in response to their transportation problems. However, some of these facilities are caught up in controversy over timing, need, and financing.

The Route 102/Metro Bypass is a legislatively-adopted route, 35 miles in length. The proposed facility would be an eight-lane freeway parallel to Interstate 80 between the Interstate 5/Route 99 junction and the Bowman offramp in Placer County. Between Bakersfield and Portland the only facility running east/west is Interstate 80. However, Interstate 80 also serves as a major commuter corridor to downtown Sacramento. Portions of this segment are projected to attract between 50,000 and 256,000 daily trips by 2005 and to have extreme congestion. Even with 14 lanes the highway would exceed capacity during peak hours. A Metro Bypass would relieve congestion here by offering an alternative to through-traffic.

Currently, there are questions within the region regarding exactly where, on the legislatively-adopted alignment, this facility would be built and when. According to Caltrans' Route Concept Report for Route 102 the demand for a bypass will not be critical during the next ten years. However, the report recommends that route adoption and right-of-way acquisition begin immediately before further development in the corridor precludes easy selection and acquisition. Adoption of the route alignment would allow incremental construction of the bypass as needed to relieve Interstate 80 congestion. SACOG plans to evaluate the effectiveness of this route in 1987 with the aid of its new transportation model.

A circumferential Route 65/148 beltway across eastern Sacramento County connecting Interstate 5 in southern Sacramento County with Interstate 80 near Rocklin is proposed in the Caltrans System Management Plan. The concept of the beltway arose out of the need to provide an alternative to the congestion of Route 51 (Business Loop 80) and Interstate 80, accommodate growth in northeastern Sacramento and southern Placer counties, facilitate movement among the region's major corridors; provide an additional crossing of the American River, and relieve congestion on major arterials such as Hazel and Sunrise by providing a connector between Interstate 80 and Route 50.

Roughly 75 percent of the forecasted population growth in the SACOG region during the next 20 years is expected to occur in eastern Sacramento County and within the member cities of southern Placer County. This growth will heighten demand on the existing highway system which is already nearing capacity. A beltway could accommodate much of the traffic demand induced by this growth.

Currently, SACOG is not proposing a specific location or concept for a beltway. A preliminary study of several alternative alignments was performed and public workshops were held to identify community and environmental issues associated with such a project. At the public workshops some local residents endorsed the beltway concept and many understood the need to address the region's transportation problems. Most workshop participants, however, opposed the beltway as presented in the preliminary study, for all of the proposed alignments would require acquisition of developed property. They also expressed their concern for its impact on air quality, growth, and quality of life.

SACOG, in cooperation with Caltrans, local agencies, and RT, will conduct more in-depth studies to determine the costs and benefits of a beltway and alternatives. SACOG will use its new transportation model to evaluate the impact of alternative beltway alignments on traffic in the SACOG region and to assess whether a beltway is absolutely necessary.

The cost of a beltway would be considerable--as high as \$730 million. Although the facility would be part of the state highway system, local jurisdictions would be expected to contribute substantially to the cost of project construction, and would also be expected to finance their own alignment and environmental studies.

Route 65 between Blue Oaks Road in Placer County and Beale Road in Yuba County is changing from a rural arterial to an urban commuter route. It is an important cross link between Interstate 80 and Routes 70 and 99. Growth around Roseville, Rocklin, and Lincoln will heavily affect Route 65, resulting in heavy congestion. While, the Roseville bypass will enhance access to these cities, it will also contribute to continued growth and increased traffic.

Within the city of Lincoln, traffic is expected to almost double by 1995 to more than 18,000 vehicles per day. Caltrans has thus recommended obtaining the right-of-way for a new four lane expressway and constructing a two-lane bypass of the city in the distant future. Lincoln endorses the bypass idea, but would like to see completion within 20 years with eventual widening to four lanes.

The City of Lincoln is also expanding its airport to serve the industries locating in south Placer County. In the event that a bypass is not scheduled for construction during the next 20 years, it is requesting further improvements to Route 65 such as a right turn lane at 7th Street and an upgrade to four lane expressway north of Wise Road.

In Wheatland, the level of service on Route 65 is acceptable. By 2005, however, traffic is projected to more than double resulting in moderate congestion. A bypass of the city would avoid the congested areas.

In general, realigning this 20-mile segment of Route 65 into a four-lane highway will allow continuous bypass of Lincoln, Sheridan, and Wheatland. The need for and most appropriate timing of such a project needs further study.

A third Feather River crossing between Yuba City and Marysville has been proposed for Route 65 parallel to Route 20. Currently, there are only two bridges connecting the two cities. Caltrans' Route Concept Report for Route 65 estimates that more than 60,000 vehicles per day cross these existing spans. A third bridge would divert about 10,000 vehicles per day from Route 20 and 8,000 from the 5th Street bridge, and would accommodate roughly 5,000 new trips. It would also allow motorists to bypass the congestion at signalized intersections in Marysville and Yuba City and would provide a direct connection between Routes 65 and 70 on the east and Route 99 on the west. Finally, an additional river crossing would relieve some of the congestion on Route 70 through downtown Marysville.

Local support for a third crossing is considerable. In 1982, SACOG studied issues surrounding the development of a new bridge and recommended a location south of Yuba City and Marysville between either Bogue Road or Lincoln Road and Erle Road. The California Transportation Commission has requested that Caltrans perform the necessary studies for adopting a route and designing the facility. This study has made little progress.

Route 70/99 between the Interstate 5 junction and the Route 99/70 split is currently being upgraded to an expressway. Heavy congestion is expected to occur on Routes 99 and 70 by 2005 unless the expressway is continued northward to the Butte County line. Local jurisdictions disagree on the most appropriate route for such an extension. Marysville officials suggest realigning Route 70 into a four lane expressway or freeway from its junction with Route 65 to a new Marysville bypass, and then proceeding north to Butte County. Butte County would also like to upgrade either Route 99 or 70 within its jurisdiction. Accordingly, SACOG and the Butte County Association of Governments have proposed a coordinated study to identify the most appropriate route. During 1986/87, SACOG will also examine the need for a Marysville bypass and will identify possible alignments.

Route 193 is a conventional two-lane highway serving local commute traffic in Lincoln and adjacent communities. Most of this rural arterial is quite narrow, and has moderate congestion. By 2005, traffic is projected to double to over 9,000. Caltrans' Route Concept Report for Route 193 recommends that Lincoln be bypassed in conjunction with improvements to Route 65.

At Interstate 5 and Power Line Road recent industrial development may necessitate construction of an interchange to accommodate additional traffic and reduce congestion on adjacent ramps. A new interchange would also improve access to the Sacramento Metropolitan Airport which desires to expand its operations.

A new interchange at Route 50 and Gold River Drive would help mitigate the extensive congestion at the Sunrise and Hazel interchanges. This area is growing rapidly, and many further residential developments are proposed. With no concomitant transportation improvements, Sunrise Boulevard--already extremely congested--will get worse.

A new interchange at Route 51 (Business Loop 80) and Richards Boulevard is being proposed by area developers to accommodate an increase in traffic brought on by recent industrial development.

An interchange at Route 160 and Richards Boulevard is needed to increase access to the highway. Currently, no direct access is provided for eastbound traffic on Richards Boulevard destined for eastbound Route 160. A short extension of Richards Boulevard will also be required.

PROGRAMS AND ACTIONS

The list of highway projects in Appendix A represents some of the actions required to achieve the goals. Four types of projects are presented: those programmed in the 1986 State TIP, those required within the next ten years (short term), and those needed within 10 to 20 years (long term) and those which are not yet agreed upon or whose scopes are not yet determined. The list includes only operational improvements and new facilities; rehabilitation and safety projects are developed on shorter notice by Caltrans based on current data. Table 5-3 and figure 5-3 denote some "Selected Regional Highway Projects," mainly new interchanges, facilities, and major new routes that are still uncertain and that will be subjected to further study prior to possible inclusion in a future RTP. Other necessary actions include:

- Caltrans will continue to operate the Sacramento Area Ridesharing Office and will continue to develop and implement better marketing techniques. SACOG will provide assistance as necessary through staff and through SACOG's advisory committees.
- Cities and counties will develop and implement Reasonable Extra Efforts Programs to reduce vehicle trips, trip lengths, and congestion. SACOG will coordinate programs and will encourage consistency where feasible.
- SACOG will evaluate alternative roadway and transit improvements using its transportation model and will encourage implementation of the most effective alternatives.
- SACOG will help transit operators identify and secure funding necessary to serve new growth areas and to expand services that will relieve roadway congestion.
- In order to improve traffic demand management, Caltrans will continue to develop the concept of a regional traffic operations center. The city of Sacramento, Sacramento County, SACOG, and the CHP will participate in these investigations.
- SACOG supports high occupancy vehicle lanes and ramps on all new or expanded freeways where feasible; Caltrans will conduct the necessary operational studies.

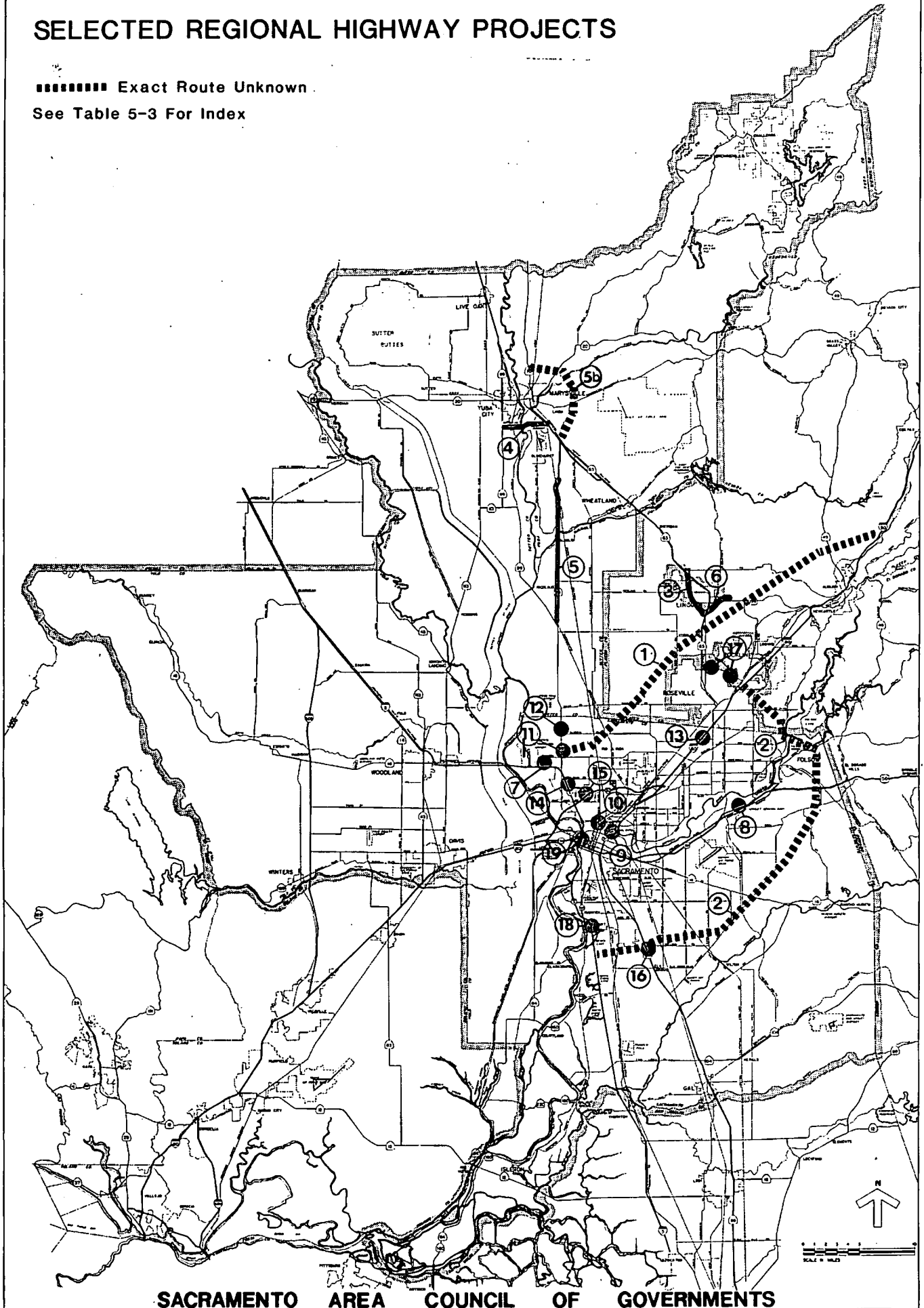
TABLE 5-3
SELECTED REGIONAL HIGHWAY PROJECTS

1. Route 102 - Metro Bypass
2. Route 148 - Beltway
3. Route 65 - Lincoln Bypass
4. Third Feather River crossing at Route 65, connecting Routes 70 and 99
5. a. Route 70/99 - Expressway and Marysville Bypass
b. Marysville Bypass
6. Route 193 - Lincoln Bypass
7. Interchange @ I-5 and Power Line Road
8. Interchange @ Route 50 and Gold River
9. Interchange @ Route 51 and Elvas-Richards
10. Interchange @ Route 160 and Richards Boulevard
11. Interchange @ Route 99 and Elkhorn Boulevard
12. Interchange @ Route 99 and Elverta Road
13. 1/4 clover leaf interchange @ I-80 and Antelope Road
14. Interchange @ I-80 and North Market Boulevard
15. Interchange @ I-5 and Truxel Boulevard
16. Interchange @ Route 99 and Bond Road
17. Interchanges or intersections @ Route 65 Bypass and Blue Oaks, Carlsburg, and Harding, and Sunset
18. Interchange @ I-5 and River Bend (Delta Shores)
19. Ramps @ I-5 and "J" and "T"

Figure 5-3

SELECTED REGIONAL HIGHWAY PROJECTS

■■■■■■■■■ Exact Route Unknown
See Table 5-3 For Index



STATE HIGHWAY FINANCING

The projects listed in Appendix A provide the basis for projecting what the region's transportation funding needs will be over the next 20 years. The following sections discuss these projections, the development of revenue projections and the results after comparing revenues and expenditures.

Existing Funding Sources

Federal highway funds are generated primarily from the nine cent per gallon federal fuel tax. Combined with other assorted user fees these revenues make up the Highway Trust Fund.

Congress authorizes highway spending via legislation which identifies federal funding programs and provides funding limits for the term of the legislation. Federal funds are typically available for system-related programs (federally-designated interstate, primary, urban, or secondary systems); special purpose programs (i.e., bridge replacement and rehabilitation or emergency relief); and special demonstration projects (i.e., Route 113 Woodland bypass project). The Surface Transportation Assistance Act of 1987, recently approved by Congress, continues the authorization of federal highway (and transit) programs.

State highway funding is also generated primarily with a nine cent per gallon gas tax. Revenues from this state gas tax flow into the State Highway Account and are used for construction, operation, and maintenance on both the state highways and local roads and streets systems. The state also distributes matching funds that help counties qualify for federal highways funding through the Federal Aid Secondary program.

Anticipated Highway Revenues and Expenditures

The California Streets and Highways Code requires that the California Transportation Commission calculate a "county minimum" fair share of highway funding to be programmed in each county for successive five-year periods, beginning with fiscal year 1983/84. These calculations are based on a formula combining population and state highway mileage. County minimum figures for the first five-year period, and for the first three years of the following five-year period were identified in the 1986 State TIP. The projected revenues in this plan (shown in table 5-4) are based on these figures together with the following assumptions.

- Revenue projections for the counties of Sacramento, Sutter, Yolo and Yuba for years 6 through 19 assume that these counties will receive the "county minimum" funding level identified in the 1986 State TIP for the second "county minimum" period, and that this funding level will stay constant for the remainder of the 19-year planning period.
- As "county minimums" cannot be determined for a portion of a county, it was assumed that revenues for the south Placer County portion of SACOG for years 6 through 19 would remain constant with the funding identified for south Placer County in the 1986 State TIP period (the first five years).

Several assumptions are also made in determining project expenditures. First, expenses for new facilities and operational improvements are derived from project costs identified in Appendix A. These in turn are based on costs set forth in the 1986 STIP or in Caltrans District 3 System Management Plan, or obtained directly from Caltrans. Second, based on past trends, rehabilitation and safety project costs for the SACOG region are assumed to be 17 percent of the county minimum level. Finally, projects that are identified in this Highway Element but whose scopes have yet to be determined (Appendix A) may be included in a future RTP. They have been presented here as an indication of additional future funding requirements, the presumption being that if projects such as a beltway and a Route 102 are not built, other major widenings, transit lines, or other facilities will be needed above and beyond those proposed in this plan.

TABLE 5-4

STATE HIGHWAY REVENUES AND EXPENSES, FY 1986/87 - 2004/05
(Millions of Dollars)

	86-87/90-91 (STIP Period)*	91-92/95-96 (Short Term)	96-97/04-05 (Long Term)	Scope to be determined**	Total
Revenues	\$129.5	\$156.2	\$263.2	N/A	548.9
Expenses:					
New construction & operations	129.5	265.6	143.0	\$1217.0	1755.1
Rehabilitation & Safety	0	20.1	40.2	N/A	60.3

Total Expenses***	\$129.5	\$285.7	\$183.2	\$1217.0	1815.4

Surplus/(deficit)	0	(129.5)	80.0	N/A	1266.5

* STIP period assumes that revenues equal expenses.

** Additional long-term projects with scope yet to be determined. Column identifies preliminary estimates of project costs.

*** Maintenance costs are not included in expense estimates.

Revenue and expense estimates for the 19-year RTP planning period indicate significant funding shortfalls. While the long term period shows an \$80 million surplus, it does not include cost figures for those projects whose scopes have yet to be determined. Assuming these projects are proposed at a later date, the shortfall for the last nine years of the planning period could be \$1,137.0 million, and the total funding shortfall for the 19-year period could be \$1,254.5 million. The annual average funding shortfall, including scope-to-be-determined projects, is approximately \$66 million per year.

CHAPTER SIX

LOCAL STREETS AND ROADS

INTRODUCTION

There are over 6,000 miles of local streets and roads in the SACOG region that are the responsibility of member cities and counties to maintain. Local streets and roads provide direct access to homes, businesses, and industrial operations, and include most principal urban and rural arterials, minor arterials, and collector streets. Due to the region's continuing population growth and to a continuous shortage of funds for construction and maintenance, the local street and road system has not expanded as rapidly as demand. As with highways, there are periods of moderate to extreme congestion along major collectors, river crossings, and some downtown streets.

CURRENT TRAFFIC VOLUMES AND DEFICIENCIES

Traffic problem areas through the urban portions within the southern part of the SACOG region are highlighted in figures 6-1a and 6-1b and in table 6-1 which serves as an index for the figures. The following discussion includes some of these problems as well as others that are not mapped.

Placer County

The member cities of Roseville, Rocklin, and Lincoln in southern Placer County are anticipating population and employment growth due to the location of several major industrial operations in the area.

Roseville, in particular, is projected to witness considerable commercial and industrial development in the near future. This growth and its attendant residential expansion will occur mostly in the western, southeastern, and northeastern portions of the city. Eventually, two-thirds of Roseville's incorporated area will be urbanized. Roadways that will require improvements to accommodate increased traffic volumes include Cirby Way, Atkinson Street, and Foothills Boulevard.

Rocklin is one of the fastest growing communities in the SACOG region, and is expected to continue to be for some time. Much of the anticipated residential, commercial, and industrial growth will occur in the 3,200 acre Stanford Ranch development. The local roadway system must be expanded to accommodate both short and long range growth. Proposed projects include widening and signalization on Pacific Street, Rocklin Road and Sunset Boulevard, and extending South Whitney Boulevard.

Sacramento County

The city of Sacramento contains two areas of concern: Central City and South Natomas.

- One major cause of traffic problems in the Central City is the mismatch between the number of auto commuters and the more limited number of off-street parking spaces. There is some unnecessary circulation of traffic in search of parking but the larger issue is the impact of commuter parking in residential areas. The city has conducted a parking

management program for several years in which nonresident on-street parking is limited to short-term-only within certain particularly congested neighborhoods.

The program included preferential and cheaper parking for carpools but this was recently discontinued due to misuse. New parking garages have been approved recently, but, while they may relieve the parking problem, they will do little to address the Central City's most important traffic problem--congestion.

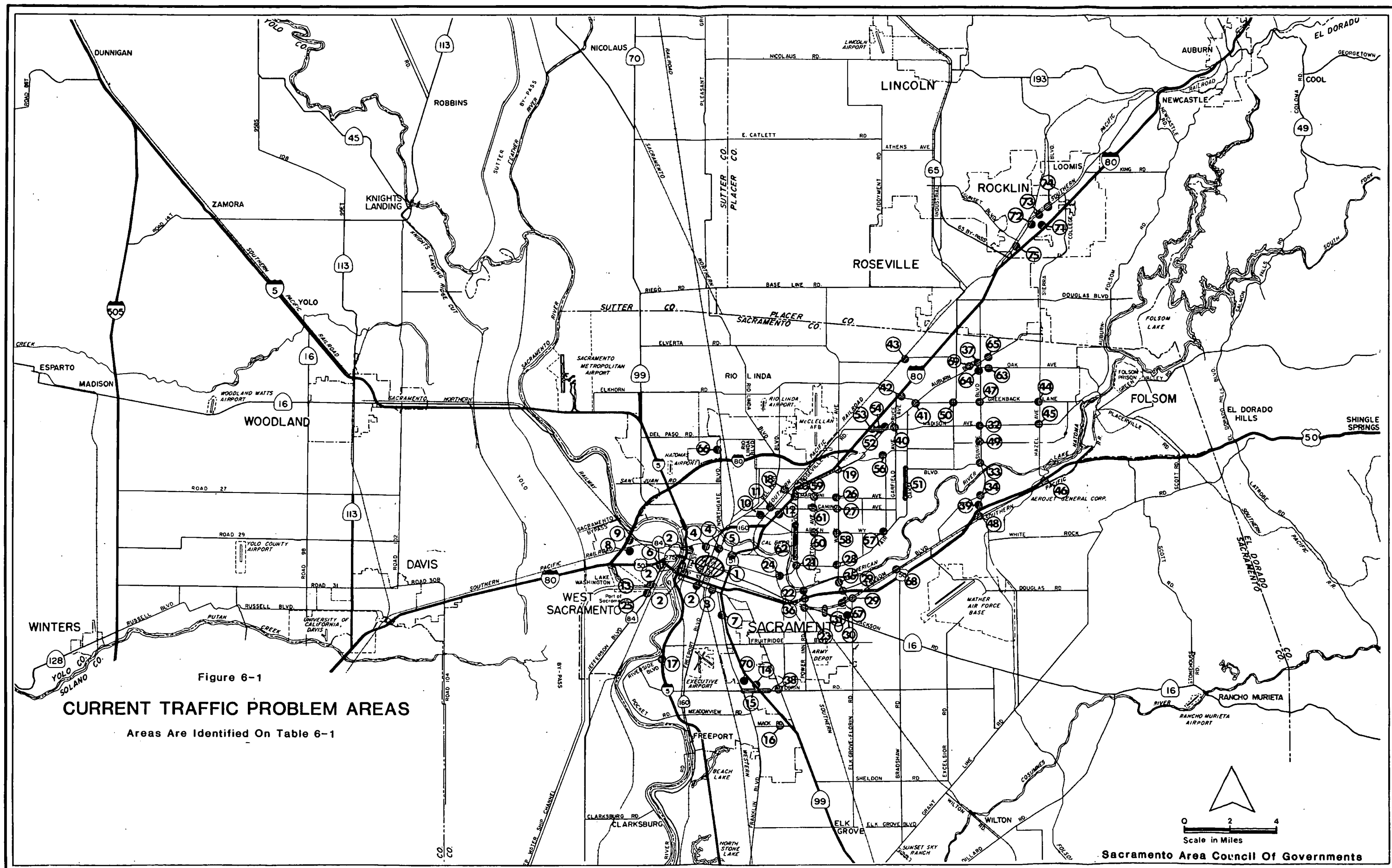
Ninety-three percent of the trips to the Central City are made by automobile, resulting in congestion on most of the one way streets and at approaches to the freeway system. The new light rail system, the unused capacity on RT's current bus system, and additional carpooling could resolve this congestion if enough commuters were willing to use these alternative travel modes. Unfortunately, too many commuters are either unwilling, or--in spite of RT's and Sacramento Rideshare's best efforts--unaware of the alternatives.

- The South Natomas community, less than five miles north of downtown Sacramento, supports a rapidly expanding residential, commercial, and industrial base. Growth here is occurring quickly and transportation improvements have not kept pace with roadway demand. This problem is made worse by the relative absence of major through streets. Proposed projects include widening Northgate Boulevard, widening West El Camino Avenue west of Reiner Way, and constructing a Garden Highway-Arden Way connection to relieve congestion on El Camino Avenue.

The City of Folsom will experience considerable residential and industrial growth in the near future, facilitated by the attractiveness of the foothill area to high technology research and manufacturing firms. Folsom is accessible to south Placer County and a large portion of Sacramento County via the two-lane Rainbow Bridge over the American River. Traffic congestion here is considerable during peak hours. Folsom officials have identified three key projects required to accommodate future growth. These involve placing a new six-lane span across the American River, widening Folsom Boulevard, and widening and rehabilitating the Orangevale Bridge.

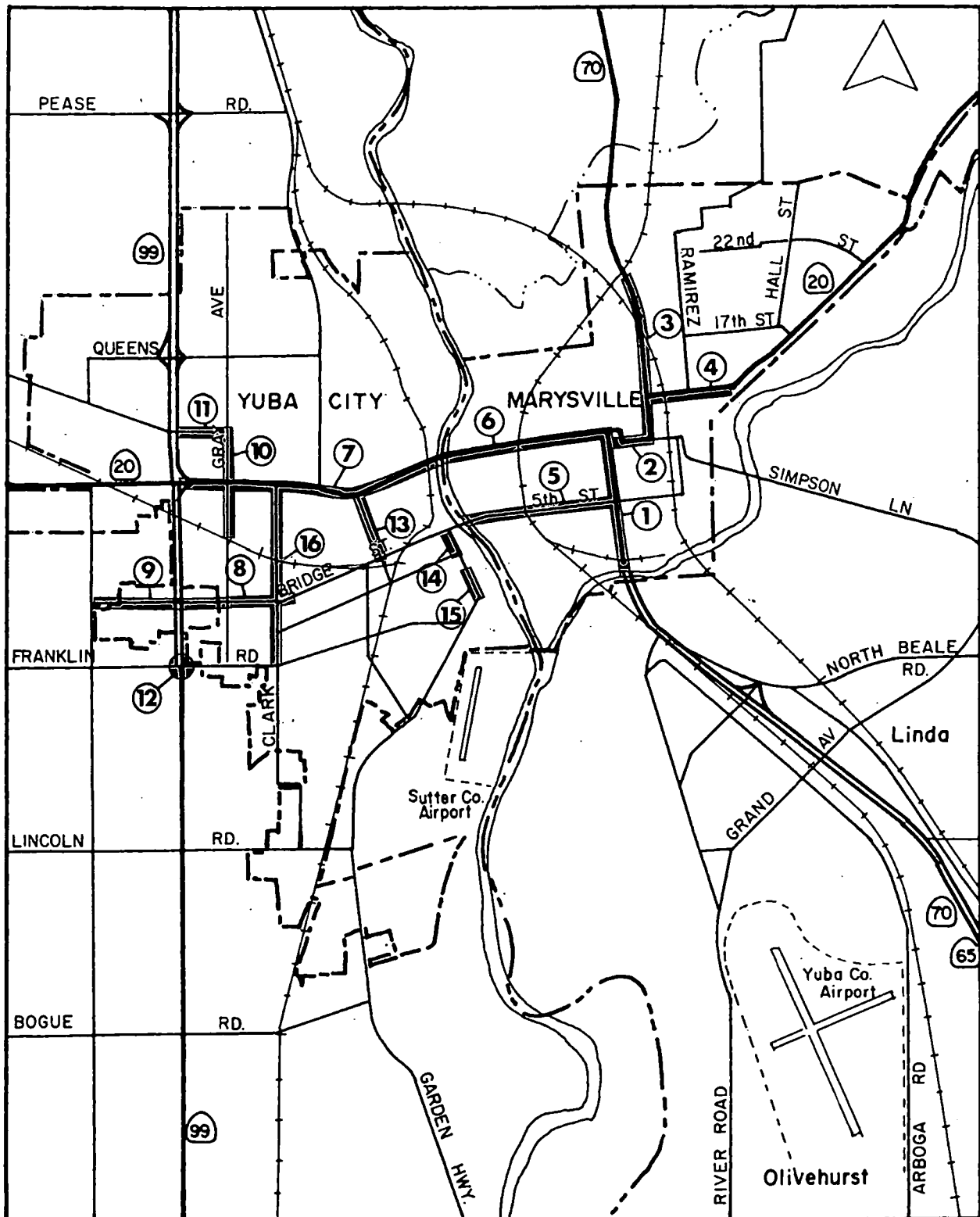
The Greater East Area of Sacramento County is bounded by the American River and Route 50, Jackson Highway (Route 16), Manlove Road, and the Amador County line. Route 50 is the area's transportation backbone, with Route 16 serving residents to the southeast. Most of the residential development is in the Gold River and Rancho Murieta communities, but much of the remaining land is held in large parcels under single ownership (Mather Air Force Base, Aerojet, Lone Star, and McDonnell Douglas/Aerojet). Several hotels and associated facilities have recently been erected within the Route 50 corridor.

A major traffic problem here concerns the bridges over the American River at Watt Avenue, Sunrise Boulevard, and, to a lesser extent, Hazel Avenue. During peak hours Watt and Sunrise experience heavy congestion. Without a huge change in travel behavior, an additional crossing of the American River between Watt and Hazel appears to be needed. As most of this area is already developed, selection of a bridge location will be a difficult and controversial task. Extension of light rail in the Folsom corridor to Hazel Avenue and expansion of feeder bus service to the new light rail system would alleviate some of the congestion. Carpooling and flextime would also ease the situation, especially in peak hours.



CURRENT TRAFFIC PROBLEM AREAS

Areas Are Identified On Table 6-1



INTERSECTIONS ALONG GONGESTED ROUTES ALSO CONSTITUTE PROBLEM AREAS

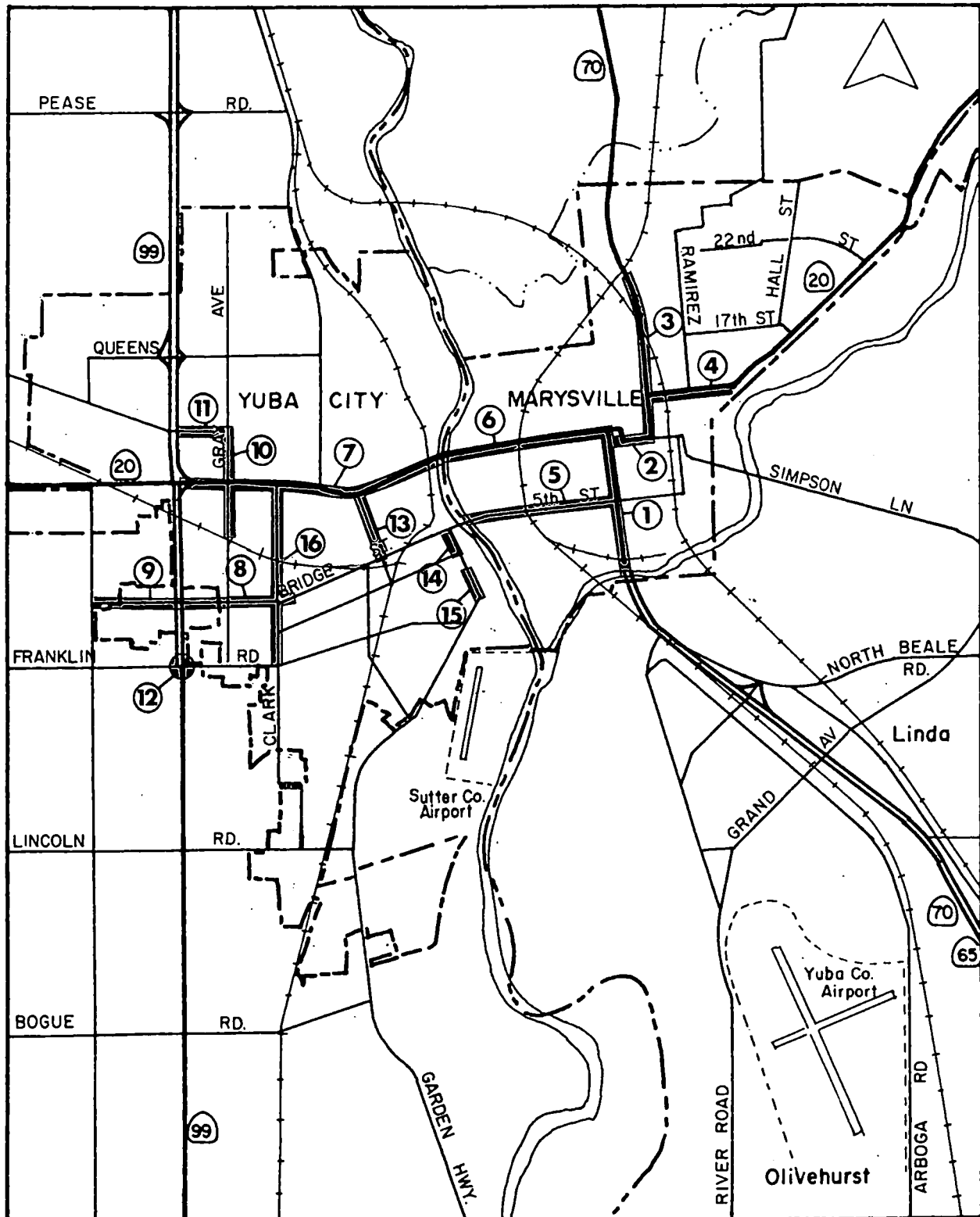
TABLE 6-1
LOCAL TRAFFIC PROBLEM AREAS

SACRAMENTO AREA (Index for figure 6-1a)

1. Residential area
2. Ramp intersection
3. Weaving
4. 12th/16th Streets - capacity
5. E Street - five to three lane transition
6. Jefferson Boulevard and Park Boulevard (Yolo County)
7. Sutterville/12th Avenue/Franklin Blvd./Rt. 99
8. Harbor Blvd./SPRR tracks - long delays and train-auto accidents
9. Evergreen/I-80 intersection - serious traffic backup
10. Grade crossing
11. Substandard rail crossing
12. Weaving
13. Jefferson Blvd. and Stone Blvd. (Yolo County) railroad crossing-long delays, left turn problem
14. Florin Road & Route 99 interchange
15. Florin Road area from 65th Street and 47th/Sacramento Blvd. intersection to Franklin Blvd. intersection
16. Mack Road/Route 99/Stockton Blvd. area - capacity, geometrics and access problems
17. 43rd. Avenue and I-5 interchange
18. Grade crossing
19. Watt Avenue/Auburn Blvd.
20. Marconi/Arcade interchange
21. Howe/Fair Oaks Blvd. intersection
22. Howe/College Town interchange
23. Howe/Folsom Blvd. intersection
24. H Street bridge
25. Jefferson Boulevard-Bascule Bridge (Yolo County)
26. Watt Avenue/Marconi Avenue intersection
27. Watt Avenue/El Camino intersection
28. Watt Avenue/Fair Oaks Blvd. intersection
29. (a) Watt Avenue interchange
(b) Watt Avenue/Folsom Blvd. intersection
30. Watt Avenue/Manlove - merge and weave
31. Folsom Blvd./Jackson Highway/Kiefer Road/Florin-Perkins Road area
32. Sunrise/Madison Avenue intersection
33. Sunrise Blvd./Fair Oaks Blvd. intersection
34. Sunrise Blvd./Coloma Road intersection
35. La Riviera Freeway - weaving
36. Howe Avenue interchange
37. Sunrise Blvd./Auburn Blvd. intersection
38. Florin/Stockton intersection
39. Sunrise/Zinfandel intersection
40. Madison/Garfield intersection
41. Greenback/Auburn Blvd. intersection
42. Greenback/Garfield intersection
43. U Street grade crossing of SPRR
44. Hazel and Greenback Lane
45. Hazel and Madison

CURRENT TRAFFIC PROBLEM AREAS

Areas Are Identified On Table 6-1



INTERSECTIONS ALONG GONGESTED ROUTES ALSO CONSTITUTE PROBLEM AREAS

TABLE 6-1
LOCAL TRAFFIC PROBLEM AREAS

SACRAMENTO AREA (Index for figure 6-1a)

1. Residential area
2. Ramp intersection
3. Weaving
4. 12th/16th Streets - capacity
5. E Street - five to three lane transition
6. Jefferson Boulevard and Park Boulevard (Yolo County)
7. Sutterville/12th Avenue/Franklin Blvd./Rt. 99
8. Harbor Blvd./SPRR tracks - long delays and train-auto accidents
9. Evergreen/I-80 intersection - serious traffic backup
10. Grade crossing
11. Substandard rail crossing
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13. Jefferson Blvd. and Stone Blvd. (Yolo County) railroad crossing-long delays, left turn problem
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16. Mack Road/Route 99/Stockton Blvd. area - capacity, geometrics and access problems
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19. Watt Avenue/Auburn Blvd.
20. Marconi/Arcade interchange
21. Howe/Fair Oaks Blvd. intersection
22. Howe/College Town interchange
23. Howe/Folsom Blvd. intersection
24. H Street bridge
25. Jefferson Boulevard-Bascule Bridge (Yolo County)
26. Watt Avenue/Marconi Avenue intersection
27. Watt Avenue/El Camino intersection
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29. (a) Watt Avenue interchange
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31. Folsom Blvd./Jackson Highway/Kiefer Road/Florin-Perkins Road area
32. Sunrise/Madison Avenue intersection
33. Sunrise Blvd./Fair Oaks Blvd. intersection
34. Sunrise Blvd./Coloma Road intersection
35. La Riviera Freeway - weaving
36. Howe Avenue interchange
37. Sunrise Blvd./Auburn Blvd. intersection
38. Florin/Stockton intersection
39. Sunrise/Zinfandel intersection
40. Madison/Garfield intersection
41. Greenback/Auburn Blvd. intersection
42. Greenback/Garfield intersection
43. U Street grade crossing of SPRR
44. Hazel and Greenback Lane
45. Hazel and Madison

TABLE 6-1 CONT'D.

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46. Hazel and Folsom Blvd.
 47. Sunrise Blvd. and Greenback Lane
 48. Sunrise Blvd. and Folsom Blvd.
 49. Sunrise Blvd. and Sunset Blvd.
 50. San Juan and Greenback Lane
 51. Fair Oaks Blvd. between Marconi Avenue and Cypress Avenue
 52. Madison and Auburn Blvd.
 53. Madison Avenue and Date Avenue
 54. Madison Avenue and College Oak
 55. Madison Avenue and Garfield
 56. Walnut Avenue and Winding Way
 57. Walnut Avenue and Fair Oaks and Arden Way
 58. Watt Avenue and Arden Way
 59. Fulton Avenue and Marconi
 60. Fulton and Arden Way
 61. Fulton Avenue and El Camino Avenue
 62. Howe Avenue between Fair Oaks and Alta Arden Expressway
 63. Oak Avenue and Fair Oaks Blvd.
 64. Oak Avenue and Sunrise Blvd.
 65. Antelope Road and Old Auburn Road
 66. Northgate Blvd. and North Market Blvd.
 67. Folsom/Manlove Road intersection
 68. Folsom Blvd. and Bradshaw Road
 69. Old Auburn Road and Mariposa
 70. 42nd Avenue and Sacramento Blvd.
 71. Rocklin Road and Interstate 80
 72. Rocklin Road and Granite Drive
 73. Midas and Pacific Street
 74. Sierra Meadows Drive and Pacific Street
 75. Pacific Street and Woodside Drive

MARYSVILLE/YUBA CITY AREA (Index for figure 6-1b)

1. Route 70/"E" Street - from Yuba River to Route 20
 2. Route 20/9th Street - from "E" Street to "B" Street
 3. Route 70/"B" Street - from 9th Street to 24th Street
 4. Route 20/E 12th Street - from "B" Street to Buchanan Street
 5. 5th Street from "E" Street to Yuba City limits
 6. Route 20/10th Street from "E" Street to Yuba City limits
 7. Route 20 from Route 99 to Tenth Street bridge
 8. Bridge Street from Cooper Avenue to Gray Avenue
 9. Bridge Street from Gray Avenue to Walton Avenue
 10. Gray Avenue between Forbes Avenue and Butte House Road
 11. Butte House Road between Gray Avenue and Onstott Road
 12. Franklin Road and Walton Avenue intersection
 13. Plumas Street from Bridge Street to Route 20
 14. Second Street from Bridge Street to B Street
 15. Second Street from C Street to Garden Highway
 16. Clark Avenue from Franklin Avenue to Route 20
-

* Unless otherwise noted, all problem areas are peak hour congestion problems.

Currently, there are several problem intersections in the area that are heavily congested or will be without corrective measures. These include Folsom Boulevard at Mather Field Road, Zinfandel Drive, and Hazel Avenue, and Sunrise Boulevard at Coloma Road.

Sacramento County's East Area Transportation Study (1984) identifies needed improvements to this area's transportation system. Short and long range projects include upgrading Zinfandel Drive to a throughfare, extending White Rock Road as a throughfare east to Sunrise Boulevard, and constructing a new north-south thoroughfare. Other projects have been recommended contingent upon activity expansions at Aerojet or Mather Air Force Base. Should the need for these projects become imminent, they should be included in future RTPs.

Sutter and Yuba Counties

Sutter and Yuba counties are closely linked economically, socially and politically. Access between these two areas is constrained, however, by the Feather River.

Yuba City is anticipating population growth to occur in the south, north, and west central areas of town. City streets are already heavily impacted by State Route 99 which traverses the downtown. As development proceeds, both Yuba City and Sutter County will need to improve their existing roadway networks to accommodate more vehicles. Proposed projects include extending Stabler Lane, widening Bridge Street, and extending Shasta Street. Additionally, as mentioned in the highways section of this element, the proposed third Feather River crossing would relieve congestion on the existing 5th Street and 10th Street bridges.

Marysville is anticipating future population growth to occur in its northern portion. The major transportation issue here the conflict between local and through traffic caused by Route 70 and Route 20 which traverses downtown Marysville. A third Feather River crossing would reduce some of this congestion as would an easterly bypass for Route 70.

Yolo County

Davis' population is expected to grow considerably in the area west of Route 113 and in the southeast area. Improvements proposed to accommodate this growth include the widening of Covell Boulevard, the extension of Richards Boulevard to meet with Covell Boulevard, replacement of the existing Richards Boulevard underpass, and the construction of a new Interstate 80 overcrossing or interchange between Mace Boulevard and Richards Boulevard.

Most of Woodland's population also resides west of Route 113. Growth requiring new local roadways is expected to occur in relatively undeveloped areas near the western city limits and along Interstate 5. City planners are currently updating the general plan, and have delayed proposing any projects beyond five years pending forecasts and analysis using SACOG's transportation model.

In West Sacramento, significant residential growth is expected in the area south of the Barge Canal, along Highway 84. Widening of the Bascule Bridge over the Barge Canal and widening and improving Jefferson Boulevard (Route 84) from the Park Boulevard intersection to Burrows Avenue is necessary to accommodate anticipated growth. Continued growth in the Port of Sacramento Industrial Park and development of business industrial parks along Reed Avenue will require improvement of Harbor Boulevard to accommodate increased traffic.

FUTURE DEFICIENCIES

Lacking adequate funding, or other constraints, system deficiencies will continue into the future for the above local jurisdictions. The following additional jurisdictions, while not currently experiencing major transportation deficiencies, may encounter problems in the future.

Placer County

Lincoln, although a small city now, is expected to absorb a considerable proportion of south Placer County's future population growth. Along with a planned expansion of the Lincoln Airport, this will require improvements to the local roadway network. Anticipated needs include widening Nelson and Nicolaus roads, and constructing a north-south parkway.

Sacramento County

North Natomas is a sparsely developed community north of Interstate 80 located in both the city and county of Sacramento. Proposed future development includes a sports stadium and arena, housing, and commercial and industrial operations. Some of the roadway projects proposed to accommodate this growth include a major new east-west arterial between Truxel Road and Northgate Boulevard, a bridge over the American River at Truxel Road, and widening Truxel Road, Del Paso Road, and North Market Boulevard.

The Antelope community in northeastern Sacramento County is bounded by the Placer County line, Don Julio Boulevard, Antelope Road, and Watt Avenue. Expanding the roadway to accommodate future growth will involve officials from Sacramento County, Placer County, and Roseville. Project proposals include widening Watt Avenue between Antelope Road and the Placer County line, widening Antelope Road between Watt Avenue and St. Bede, and widening Don Julio Boulevard between Antelope Road and PFE Road.

The Laguna, South Sacramento, and Elk Grove communities are located in the south central area of Sacramento city and county between Elk Grove Boulevard and Calvine Road and between the Western Pacific Railroad tracks and Elk Grove-Florin Road. The feasibility studies and environmental analyses associated with housing and commercial office developments identify several required roadway improvements. These include extending Power Inn Road to Calvine Road, widening Calvine Road and Sheldon Road, and installing signals at several intersections.

Sutter County

Live Oak will require some new streets and/or widening of existing roadways to accommodate an increasing population, particularly in the currently undeveloped area northeast of the Larkin Road/Pennington Road intersection.

PROGRESS IN IMPLEMENTING THE LOCAL ROAD PROPOSALS IN THE 1983 RTP

The 1983 Regional Transportation Plan contained 38 projects, for highways and local roads and streets. Many of the projects listed were long term in nature and probably won't be implemented for another 5-15 years. Other projects were not of a specific nature (i.e. some one-way streets will be converted to two way . . .) and thus cannot be quantified. To date, five of the recommended actions from the 1983 RTP for local roads and streets have been implemented.

- An intersection was constructed at Northgate Boulevard that connects San Juan Road and Silver Eagle Road in Sacramento
- Marysville Road was realigned between Kelly Road and Route 49 in Yuba County
- Lake Boulevard was extended from near Marina Circle to County Road 31 in Davis
- Rocklin Road was widened to Sierra College Boulevard
- Access to Lincoln Airport was improved

ISSUES FACING THE LOCAL ROADS AND STREETS NETWORK

Maintenance

A regular maintenance program for local roads and streets is essential for extending pavement life, enhancing user safety, and reducing undue wear on vehicles. Unfortunately, SACOG's member cities and counties do not have enough money to satisfy all of their maintenance needs. This is most evident in some rural areas where formerly paved roads have been returned to gravel.

A major reason behind the relative lack of maintenance is the reliance on gasoline taxes for funding. Revenues from state and federal taxes (9¢/gallon each) have been outpaced by inflation. Thus, local governments must either divert monies from other programs or postpone maintenance activities. Most local governments have opted for the latter and now have a backlog of projects. Those projects that are deferred for too long may eventually require expensive rehabilitation. Thus, when planning an expansion of its roadway network, a local government should consider its future capacity to provide adequate maintenance.

Congestion

As discussed, one product of the region's population and employment growth has been increased traffic congestion along portions of the area's road and street network. Particularly troublesome are downtown streets, river crossings, and suburban intersections.

The overriding issue raised by congestion on local roads is the same as in the State Highway chapter: what solutions should be selected? More parking, wider roads, and new roads can alleviate local congestion, but they also have potential to increase air pollution. Accordingly, many citizens--and SACOG--

encourage the maximum feasible use of alternative transport modes such as buses, light rail, and carpools. This raises a secondary issue: how to change people's travel behavior so these alternative modes are fully used? Continued effort is needed in researching this issue and in marketing these alternatives.

Financing

SACOG's member cities and counties cannot afford to construct and maintain the major roadway projects needed to handle new traffic nor to adequately maintain existing roadways. Increasingly, developers are paying for new roads in major growth areas, but it is more difficult to raise monies to enhance and maintain the existing roadway system. A 1/2 cent or one cent sales tax increase may be on the Sacramento County ballot in 1987 to fund roads, highways, and transit. The City of Sacramento and Sacramento County are considering assessment districts for new construction and road maintenance fees. None of these fees will be politically easy to enact.

PROGRAMS AND ACTIONS

The list of road and street projects proposed by SACOG's member cities and counties, shown in Appendix B, represent some of the actions needed to alleviate the problems identified in this chapter. Three types of projects are presented: those programmed in the five-year 1986 Regional Transportation Improvement Program (Regional TIP), those short range projects required within the next ten years, and those long range projects needed within 10 to 20 years. Project costs were obtained from the local jurisdictions.

Other necessary actions include:

- Caltrans will continue to operate the Sacramento Ridesharing Office and will continue to develop and implement better marketing techniques. SACOG will provide assistance through its advisory committee structure.
- Cities and counties will develop and implement Reasonable Extra Efforts Programs to reduce vehicle trips, trip lengths, and congestion. SACOG will coordinate programs and will encourage consistency where feasible.
- SACOG will evaluate alternative roadway and transit improvements using its transportation model and will encourage implementation of the most effective alternatives.
- SACOG will solicit local agency cooperation in evaluating the feasibility of park-and-ride lots, high occupancy vehicle lanes, on-street parking controls, and other facilities that accommodate carpools and transit.
- SACOG will help transit operators identify and secure funding necessary to serve new growth areas and to expand services that will relieve roadway congestion.

ROAD AND STREET FINANCING

The projects listed in Appendix B provide the basis for projecting the cost of local roadway needs over the next 19 years. This section describes available revenue sources, estimates monies expected from these sources, and compares revenue available with revenue needed.

Existing Funding Sources

SACOG's member cities and counties rely on federal, state and locally-generated funds to finance roadway construction and maintenance activities.

The Federal Highway Administration provides funds for local street construction and rehabilitation: Federal Aid Secondary funds are distributed to county governments for improvements to rural road systems, and Federal Aid Urban funds are distributed primarily for improvements on designated roads within urbanized areas.

There are two primary sources of state fiscal assistance: revenue from the Motor Vehicle Fuel Tax and matching grants for federal funds. In addition, for the current fiscal year, the region is receiving funds for local road maintenance through a program authorized by Senate Bill 300 (1985).

The Motor Vehicle Fuel Tax is a flat assessment of nine cents per gallon of gasoline or diesel fuel, and is levied on motorists each time they refuel. Roughly 51 percent (4.61 cents per gallon) of these revenues is retained by the state, while 26 percent (2.33 cents per gallon) is distributed to counties and 23 percent (2.06 cents per gallon) to cities. State statutes restrict the use of gas tax revenues to roadway construction, operational improvement, and maintenance activities.

Finally, cities and counties have several of their own revenue sources from which to fund local roadway needs:

The local general fund is a repository for city-wide tax and fee collections. These funds are allocated at the discretion of the governing body. Cities and counties may devote general fund revenues to the purchase of property, acquisition of rights-of-way, and the construction and maintenance of street improvements. The major sources of general fund revenues are the property tax and general sales tax.

Cities and counties are required by state law to place at least 50 percent of annual revenues from traffic fines into a special traffic safety fund and to tap this account exclusively for activities that mitigate traffic safety problems. The traffic safety fund may be used to finance street construction and the acquisition and maintenance of traffic control devices.

Cities and counties, as an extension of their authority to regulate the intensity of land use activities, may impose exactions and traffic impact fees on real estate development to mitigate potential adverse traffic and air quality impacts. Exactions require a developer to build road improvements on the subject property, while traffic impact fees are a one-time assessment for roadway improvements necessitated by the development. Additional detail on local funding sources is provided in Chapter Eleven (page 106).

Subject to voter approval, benefit assessment districts and Mello-Roos Community Facilities Districts can be formed to meet local transportation needs.

The Transportation Development Act returns to each county 1/4 cent of the six cent sales tax generated within its jurisdiction. Most of the TDA funding is reserved specifically for transit capital and operational expenses. However, local governments may use Article 8 TDA funds for streets and roads if all transit needs that are reasonable to meet have been met.

Anticipated Revenues and Expenditures

Table 6-2 presents the forecast of available revenue for local streets and roads in the SACOG region during the RTP planning period. Annual total revenues will increase slowly over the next two decades, from \$616.7 million to \$1,348.8 million. The projections assume the following:

- Federal assistance will increase at the rate of inflation, a generous assumption not borne out by recent history. The forecast is based on Caltrans' inflation estimates from the 1986 State TIP.
- Federal Aid Secondary funds will increase as federal aid levels increase.
- State gas tax revenues will increase as fuel consumption increases. The forecast uses fuel consumption estimates presented in the 1986 State TIP.
- Locally-generated revenues will increase at two percent per year according to local public officials.

TABLE 6-2

ESTIMATED REVENUES AVAILABLE FOR LOCAL STREETS AND ROADS IN THE SACOG REGION
Fiscal Year 1986/87 through Fiscal Year 2004/05
(In Thousands of Dollars)

Revenue Source	FY 1986/87 through FY 1995/96	FY 1996/97 through FY 2004/05	TOTAL FY 1986/87 through FY 2004/05
FAU	\$ 43,460	\$ 43,460	\$ 86,920
FAS	12,140	12,140	24,280
Gas Tax	233,589	257,589	491,178
Other State	7,477*	4,021	11,498
TDA	36,635	69,342	105,977
Other Local	283,417	345,505	628,922
Totals	\$616,718	\$732,057	\$1,348,775

* Includes \$3,009,000 for FY 1986/87 in SB 300 Funds.

Table 6-3 presents projected expenditures for local streets and roads. Costs will increase insignificantly over the 19-year planning period. The forecast is based on the following assumptions:

- Costs for new construction will increase as presented in each jurisdiction's long and short range action elements.
- The cost of road rehabilitation, maintenance, and administrative overhead will increase at the rate estimated in the 1986 State TIP.

TABLE 6-3
PROJECTED EXPENDITURES REQUIRED FOR LOCAL STREETS AND ROADS
IN THE SACOG REGION
Fiscal Year 1986/87 Through Fiscal Year 2004/05
(In Thousands of Dollars)

Expenditure Category	FY 1986/87 through FY 1995/96	FY 1996/97 through FY 2004/05	TOTAL FY 1986/87 through FY 2004/05
New Construction & Oper. Improvements	\$390,400	\$1,384,100	\$1,774,500
Road Reconstruction	118,159	154,045	272,204
Maintenance	416,011	542,357	958,368
Engineering & Adminis.	71,083	92,685	163,768
Totals	\$995,653*	\$2,173,187	\$3,168,840

* Reflects \$161,300,000 in funds programmed for the 1986/1990 STIP period.

Table 6-4 indicates significant funding deficits for almost 20 years. The annual average funding shortfall exceeds \$95,000,000 a year. Innovation in financing local road and street improvements is critical at the local level. Potential sources of the needed revenue are proposed in Chapter Eleven.

TABLE 6-4
FUNDING SURPLUS OR SHORTFALL FOR LOCAL STREETS AND ROADS
IN THE SACOG REGION
Fiscal Year 1986/87 Through Fiscal Year 2004/05
(In Thousands of Dollars)

	FY 1986/87 through FY 1995/96	FY 1996/97 through FY 2004/05	TOTAL FY 1986/87 through FY 2004/05
Revenues	\$616,718	\$ 732,057	\$1,348,775
Expenditures	995,653	2,173,187	3,168,840
Shortfall ()	(\$378,935)	(\$1,441,130)	(\$1,820,065)

CHAPTER SEVEN

PUBLIC TRANSPORTATION

This chapter examines the local and regional transit services, intercity bus operations, passenger rail service, and intermodal facilities that make up the SACOG region's public transportation network. But inter and intracity public transportation services form an important part of the region's overall transportation system. These services provide a transportation alternative to the single-person automobile trip. Public transportation services have the potential to benefit the SACOG region by reducing congestion on local roads and highways, decreasing energy consumption, and enhancing the region's air quality. Public transportation services also benefit the region by providing transportation for persons who do not have access to an automobile.

LOCAL AND REGIONAL TRANSIT SERVICES

The region's transit systems vary considerably in size and complexity (see table 7-1). Most of the operators are small fixed-route or dial-a-ride systems providing service to rural or small urban areas. Within the Sacramento metropolitan area, however, the Sacramento Regional Transit District provides an extensive fixed-route bus service and will provide light rail service along an 18.3 mile starter line in the Interstate 80 and Route 50 corridors by the end of 1987. Currently, light rail service is provided along the Interstate 80 and downtown Sacramento portion of the line. Twelve of the region's transit operators serve the general public, while 30 operators serve elderly and handicapped persons exclusively.

During fiscal year 1984/85, the region's transit network accounted for 16.5 million passenger trips. Ninety-three percent of these trips were provided by the region's largest transit operator: Sacramento Regional Transit District (RT).

Issues Facing the Region's Transit Network

Growth. One of the most significant issues facing the regional transportation network over the next 20 years will involve providing adequate transportation to new growth areas. Rapid suburban growth around the Sacramento metropolitan area and elsewhere will increase the demand for transit services. Figure 7-1 illustrates existing transit services in the SACOG region, and identifies new growth areas that will require transit service in the future. The ability to meet transit demand can be improved with sufficient future funding, and with appropriate community design and land use densities. A close working relationship must be maintained between transit operators, local planning departments, and local government officials to assure that transit issues are addressed in land use and financial decisions.

Financing. Transit funding has been increasingly unstable in recent years as federal and state monies for capital and operations have declined. These uncertainties have been compounded at the federal level by the threat of further reductions via the Gramm-Rudman federal deficit reduction legislation. Within California, no State Transit Assistance (STA) funds were available for fiscal year 1986/87. Further funding cuts may force a decrease in current service levels. Innovative new sources of transit funds must be eagerly sought.

Special Needs. Transportation needs of elderly and handicapped persons in rural areas are described in Appendix C. Similar needs in urban and suburban areas are less clearly defined and need to be identified.

Privatization. Private-sector operation of publicly-funded transit services has recently received attention as a cost-effective means of providing transit services. Public and private non-profit transit operators are required by the Urban Mass Transportation Administration (UMTA) to encourage private sector participation in the transit network. Transit operators in the SACOG region have been working to comply with UMTA's privatization policy and no problems are apparent at this time. Transit operators must, however, ensure a continuing effort to comply with UMTA's policy, by:

- Including private-sector participation in planning for new or restructured transit services
- Considering all private sector proposals
- Analyzing existing services to see if the private sector can provide the service at a lower cost
- Investigating strategies for including the private sector in the financing of transportation projects

UMTA evaluates public transit operators' compliance with its privatization policy in making funding decisions. While privatization is now an UMTA policy, the concept is not new to the SACOG region. A variety of public transit operators have contracted with the private sector, including Yolobus, HATA, Roseville Area Transit, and Paratransit, Inc.

The characteristics of the twelve general public transit systems in the SACOG region are summarized in table 7-1. Each transit system is more thoroughly described below.

Sacramento Regional Transit District

Service Description. The Sacramento Regional Transit District (RT) is the largest transit operator in the SACOG region. It serves 340 square miles and a population of 853,000. Annual ridership for fiscal year 1985/86 was 15.1 million passengers. RT currently operates a bus system and a downtown mall tram, and recently initiated service on its light rail starter line.

RT's bus system is a fixed-schedule network of 80 routes. Synchronized connections known as "timed-transfers" which connect local-area routes and limited-stop regional routes occur at designated transit centers and at various downtown locations. The use of transit centers facilitates travel among suburbs as well as between the suburbs and downtown Sacramento. RT currently has transit centers at Florin Mall, Sunrise Mall, Arden Fair Mall, California State University, and three light rail stations: Watt/I-80, Marconi/Arcade, and Arden/Del Paso.

Accessible fixed-route transit service is available via wheelchair lift-equipped buses for selected trips on eight routes. These buses are capable of transporting two wheelchair passengers at a time. RT proposes to expand its handicapped-accessible fixed-route service to selected trips on seven new routes and to increase service on two existing accessible routes as additional coaches are added to its fleet. RT also provides accessible service over its entire light rail system.

TABLE 7-1
Public Transit Operators In The SACOG Region*

*** SYSTEM NAME	OPERATOR/ ADMINISTRATOR	SERVICE AREA	TYPE OF SERVICE	VEHICLES (TYPE/#)	RIDERSHIP PER YEAR	VEHICLE MILES PER MONTH	FARE STRUCTURE
1. Regional Transit (RT)	Sacramento Regional Transit District/Same	Urbanized Sac. Roseville (by contract)	Fixed-Route	Bus/211	15,100,000	660,250	\$1.00 Peak; \$.85 Off-Peak \$.25 CBD Off-Peak Fare Passes and Lower Fares for Elderly and Disabled
2. Yolobus	Contract- Transit Contractors	Davis, Woodland, East Yolo, and to Downtown Sac.	Fixed-Route	Bus/14	514,000	34,000	Same as RT
3. Yolo County Minitrans	Yolo County/ Same	Rural Yolo Co.	Fixed-Route (deviation)	Minibus/4	8,300	4,000	\$1.00 Regular; \$.50 Local \$2.50 Minitrans/Yolobus All-Day Pass
4. University Transport System (UNITRANS)	ASUCD/UC Davis	City of Davis	Fixed-Route	Bus/16	369,600	13,100	\$.30 Regular Elderly Ride Free
5. Hub Area Transit Authority (HATA)	Contract-CTS/ Jt. Powers Agreement (JPA)	Sutter & Yuba Counties	Fixed-Route Dial-A-Ride	Minibus/16	200,000	47,500	\$.75 Peak; \$.35 Off-Peak Elderly and Disabled
6. Folsom Stage Lines	Folsom and Contract Com- muter to Sac.	City of Folsom & to Downtown Sac.	Fixed-Route	Minibus/2 Bus/1	16,200**	4,500	Minibus-\$.25 Reg. \$.20 Elderly Commuter-\$1.00-\$1.50
7. Galt Community Transit	Contract-Galt Concilio/Sac. County	Galt, Lodi, and Sac.	Dial-A-Ride	Van/4	17,000	6,000	\$.60 Regular; \$.40 Elder- ly and Disabled; \$1.25 Sacramento
8. Delta Area Rural Transit (DART)	City of Isle- ton/Sac. Co.	Delta Commu- nities in So. Sac. County	Dial-A-Ride	Van/1	1,505	2,000	\$1.25 intra-Delta \$1.50-\$2.50 to Sac. and Lodi
9. Lincoln Transit Dept. (LTD)	City of Lincoln/same	City of Lincoln & Commute to McClellan A.F.B.	Fixed-Route	Minibus/3	20,000	3,500	\$.50 Regular; \$.40 Elderly \$.25 Students (all day) \$30/mo. for Commuters
10. Roseville Transit System	Contract-CTS/ City of Roseville	City of Roseville McClellan A.F.B.	Fixed-Route Dial-A-Ride	Minibus/6	74,900	14,600	\$1.00 Dial-A-Ride \$.60 Fixed-Route Regular \$.50 Fixed-Route E & H
11. Davis Special Services	City of Davis/ same	City of Davis	Dial-A-Ride	Minibus/3	10,000	2,250	\$.70 Disabled or > 60 \$.80 Regular
12. Placer Co. Transit	Placer Co./ same	Commute to Rose- ville and Rocklin and within Placer	Fixed-Route (deviation)	Bus/3 Minibus/6 Van/1	75,800	18,100	\$.75 Regular \$1.50 Seniors (all day)

* All information is for FY 1984/85, except for RT which is FY 1985/86.

** This figure does not include Folsom Commuter trips.

*** These numbers are reference for Tables 7-1(a) and 7-1(b). Number 13 on those exhibits refers to Paratransit, Inc.



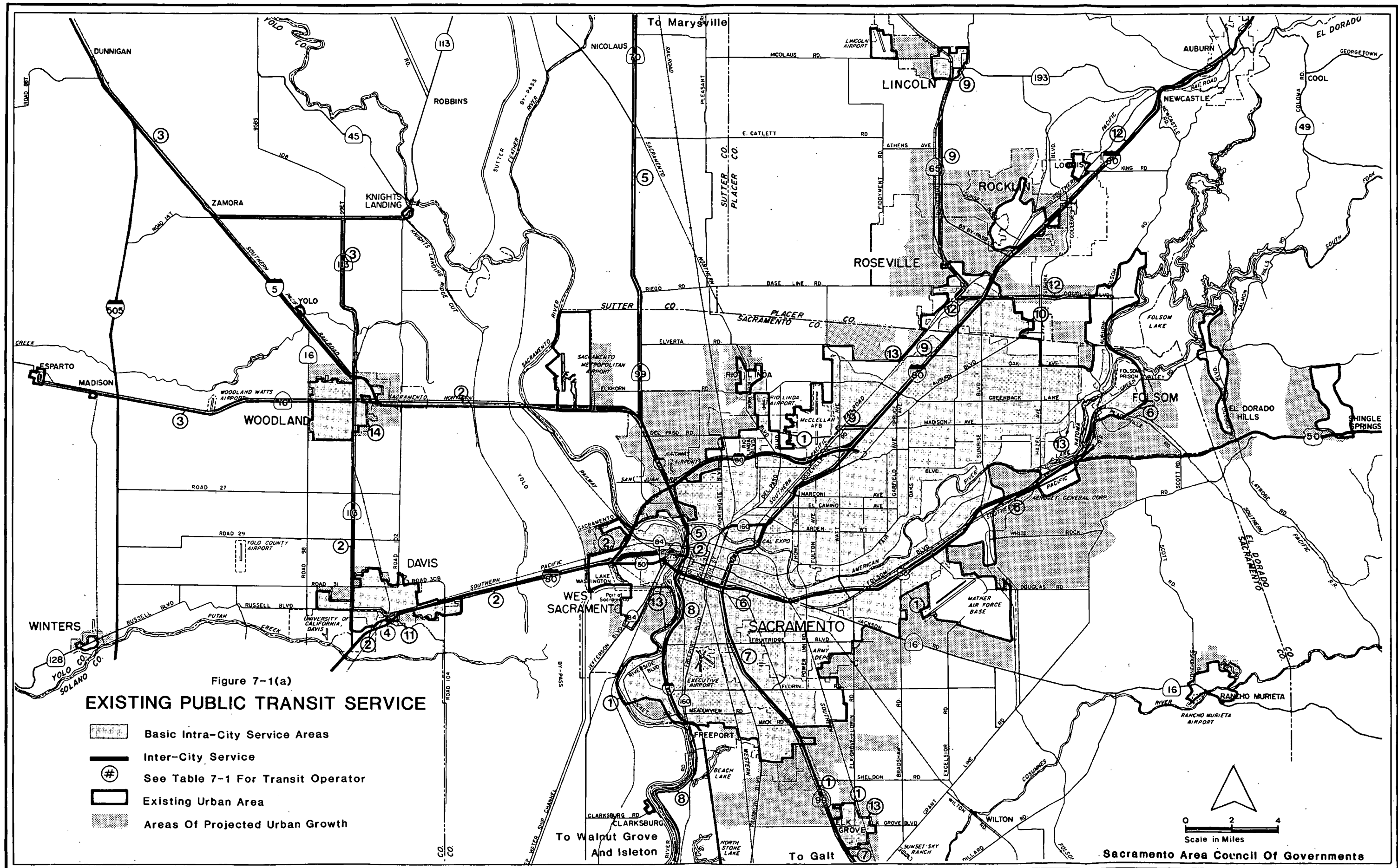
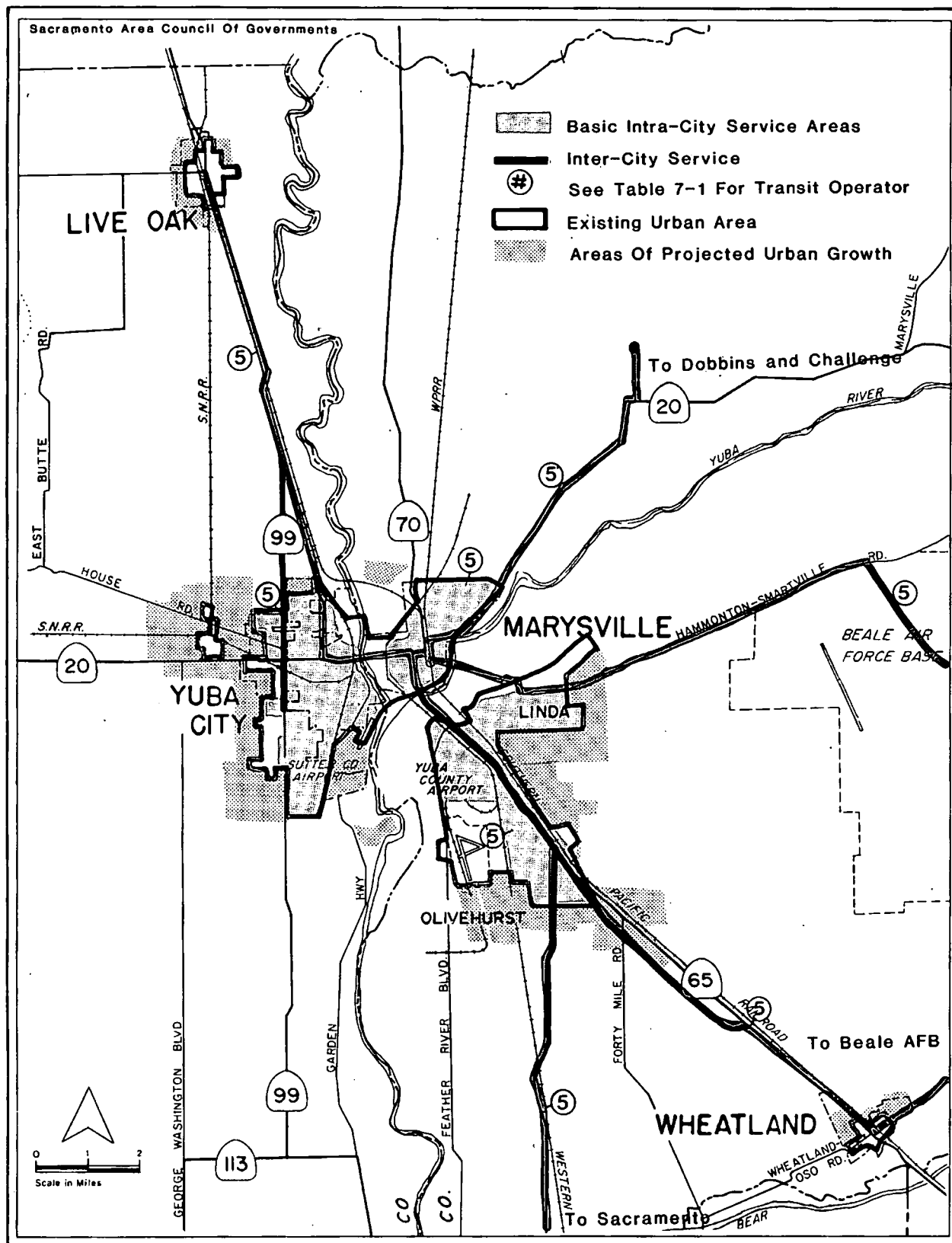


Figure 7-1(b)

EXISTING PUBLIC TRANSIT SERVICE



The new light rail system, known as RT Metro, will begin operating on an 18.3 mile starter line during 1987. The line will converge on downtown Sacramento along the Interstate 80 corridor from Watt Avenue and along the Folsom Boulevard corridor from Butterfield Way (figure 7-2).

The initial system will have a single track main line with sections of double track for train passings. During peak periods, four-car trains will run on the Interstate 80 segment and three-car trains on the Folsom Boulevard segment. Shorter trains will operate between peaks on weekdays and all day on weekends. Service will be available at 15-minute intervals. Each rail car can carry up to 175 passengers under "crush loading."

Feeder buses will converge on three RT Metro stations in the northern portion of the service area and three in the eastern portion, and light rail will replace the downtown (highway) leg of many existing bus routes. This integrated bus/light rail system will increase the capacity of transit service to downtown Sacramento by allowing buses to complete more trips each day on shorter suburban routes, but will initially increase scheduled travel time for many passengers who now ride express buses to downtown. As freeway congestion increases, rail travel times will become more competitive.

SACOG recently completed a light rail extension study which evaluates logical extensions and improvements to RT Metro. The study evaluated the potential for light rail alignments along nine corridors; identified preferred alignments within each corridor; and selected four high priority corridors for further study. The high priority corridors are highlighted in the following list:

Natomas Extension	Route 50 Extension
Airport Extension	Sunrise Mall/Route 50 Extension
I-80/Antelope Road Extension	Meadowview Extension
Sunrise Mall/I-80 Extension	Calvine Extension
Elk Grove Extension	

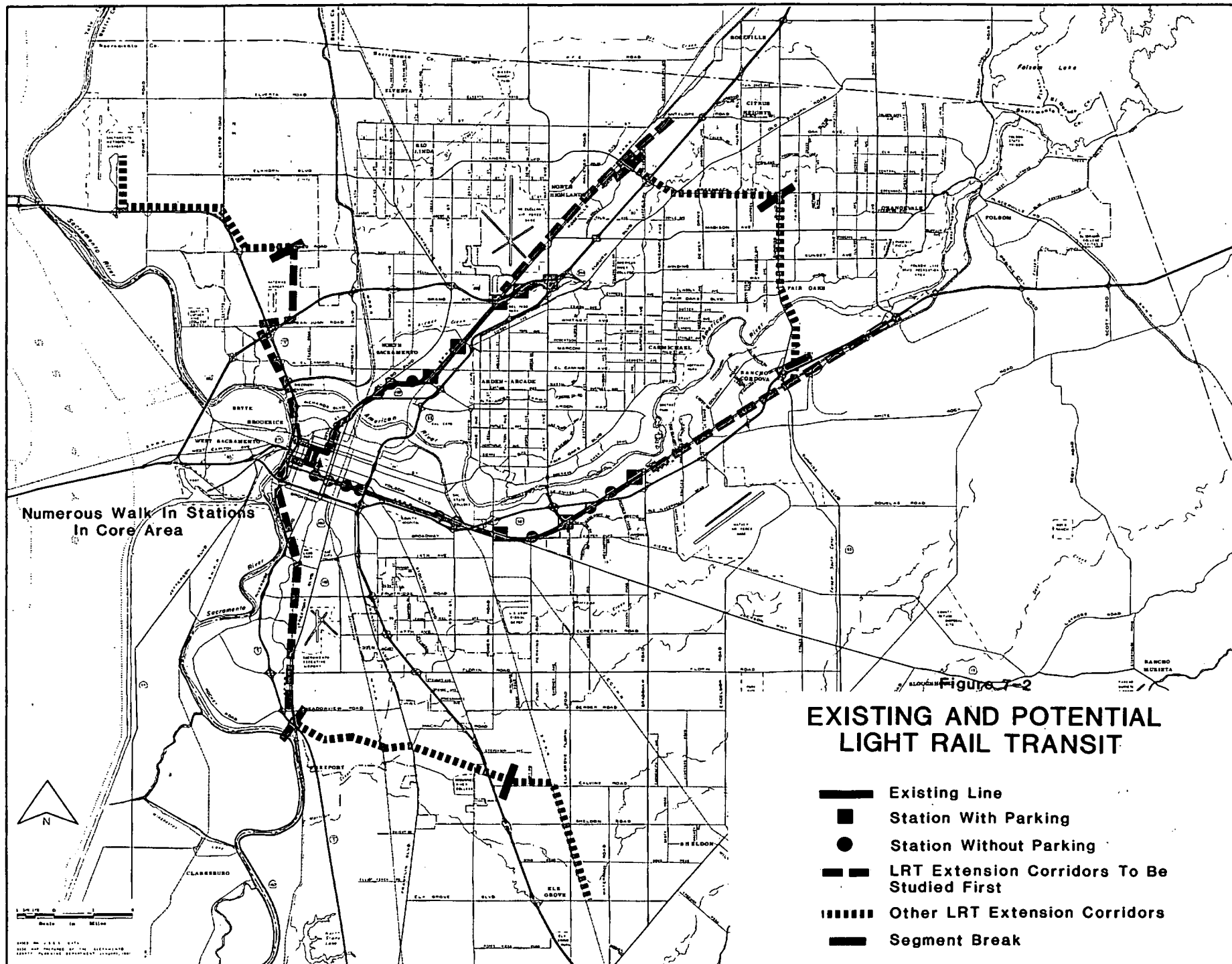
This study has been submitted to RT to facilitate more detailed planning analyses.

Operator Issues. Federal and state funding cuts have not only rendered RT unable to expand service to new areas, but are jeopardizing its ability to maintain current service levels. RT urgently needs to obtain stable funding sources to meet its current and future service demands.

Issues involving the light rail system include the need to double-track the starter line, and the need to purchase additional rail cars and spare parts to ensure that enough cars are operating to serve as many riders as possible.

RT's ridership dropped significantly early in FY 1986/87 but now appears to have stabilized. Factors affecting ridership include cheaper gasoline and extensive road rehabilitation in the downtown area. The start-up of RT Metro is expected to further improve transit ridership.

Rapid population and employment growth is occurring at the periphery of the Sacramento metropolitan area beyond the current RT service area. With recent reductions in federal and state funding, however, RT is having difficulty just maintaining existing service. RT staff estimates that providing sufficient bus and light rail service to developing areas will require over \$1.5 billion dollars in additional funding during the next 20 years. Long range service planning is needed to determine the most cost-effective mix of bus and rail service in meeting the demand for service expansion.



Transit and land use coordination is needed because new residential and commercial developments are being approved without adequate design considerations for bus and light rail expansion. For light rail in particular, land use and transit planning must be coordinated to preserve potential rights-of-way and to facilitate appropriate land uses near rail stations and along rail corridors. Also, cooperation between local officials and developers is essential for land use and design that accommodates and encourages transit usage.

Enhancing operation efficiency is a continual concern for RT. Unfortunately, decisions based solely on productivity may adversely affect service equity, especially for the transit-disadvantaged. RT's ongoing task is to balance the overall needs of the community within the limits of its available resources.

Rising insurance rates have become a significant financial burden on transit operators in recent years. Thus far, RT has maintained sufficient coverage by becoming substantially self-insured, but must prepare itself for future rate increases.

Recommended Actions. The following actions have been identified by the Regional Transit District as essential for providing adequate transit service to the Sacramento area:

- RT will aggressively seek revenues to improve and expand its services.
- RT will operate at maximum efficiency whenever possible, but will, in cooperation with Paratransit, Inc., provide adequate service to all transit-dependent persons.
- SACOG will work with RT and others to identify transit needs of elderly and handicapped persons in urban and suburban areas.
- RT will respond to the increasing demand for service by actively participating in major planning studies and proposing the use of funding mechanisms to fund transit to new developments, as appropriate.
- RT will support local and regional land use plans that facilitate efficient transit service.
- RT Metro will serve as a trunk line to integrate with existing bus routes.
- SACOG will incorporate transit into its transportation model and will work with RT to develop transit services to meet long term needs.
- RT will update its short range transit plan on an annual basis.

Folsom Stage Lines/Folsom Commuter Services

Service Description. Folsom Stage Lines consists of two minibuses serving the city of Folsom with fixed-route, route deviation scheduling. This type of service runs on a fixed-route schedule, but allows minor deviations from the route to provide greater flexibility in passenger access. Additionally, a standard commuter bus provides weekday service to Sacramento. It is operated by a private carrier through a contract with the City of Folsom.

Operator Issues. Community service cost increases threaten the current level of service. The City of Folsom must secure reliable long term funding to maintain this service.

Population in Folsom is projected to more than double during the 19-year planning period. It will be accompanied by considerable commercial and industrial expansion. Folsom officials must determine the role of transit in meeting the transportation needs of its growing populace and in mitigating traffic congestion.

Recommended Actions. The following actions are essential for providing adequate transit service in the city of Folsom:

- The city should conduct a marketing study to evaluate the current and future transit needs of its residents.
- The city should provide coordinated transit service to major business employment centers in order to maximize the efficiency of its fixed-route commuter lines.
- The city should evaluate the appropriateness of expanding transit service into adjacent communities to accommodate incoming commuters that cause increasing congestion on Folsom streets. The city should consider the cost-effectiveness of activating, as part of RT's service area, or of contracting with RT, as possible alternatives to transit expansion.
- The city should develop a plan for the acquisition of additional equipment to meet growing demands on the fixed-route system.
- SACOG will update Folsom Stage Lines short range transit plan every three years to reflect changing capital and operating needs.

Galt Community Transit

Service Description. Transit service is provided by the Galt Concilio with funding primarily from Sacramento County. Five handicapped-accessible vans provide dial-a-ride service within the Galt area to medical, health and vocational centers in Sacramento, and weekly medical trips to Lodi.¹

Operator Issues. Galt's transit system has reached its service capacity. To adequately meet community demand, the system must be expanded.

Recommended Actions.

- SACOG will update Galt Community Transit's short range transit plan every three years to reflect changing capital and operating needs.
- Galt Transit should purchase larger buses in order to increase system capacity without significantly affecting operating costs.

Delta Area Rural Transit (DART)

Service Description. DART provides dial-a-ride service with one wheelchair-accessible van. The route originates in Isleton and serves surrounding Delta

communities. Inter-city service is provided to Sacramento four days a week and to Lodi one day a week. Funding is provided by Sacramento County and the city of Isleton.

Operator Issues. DART has been troubled by high costs and low ridership. While service changes have been made to reduce costs and ridership has shown an increase, DART has not attained its minimum fare-box ratio of 10 percent required by the Transportation Development Act. The possibility of reorganizing this service is being considered by Sacramento County and the city of Isleton.

Recommended Actions.

- SACOG will assist Isleton and Sacramento County in evaluating the DART system and in implementing necessary service changes or reorganization.
- SACOG will update DART's short range transit plan every three years to reflect changing capital and operating needs.

Yolo County Transit System (Yolobus)

Service Description. In 1981, Woodland, Davis, and Yolo County entered into a joint powers agreement forming the Yolo County Transit System. Yolobus is operated by a private carrier through a contract with the county. That contract replaced one with Regional Transit, the former carrier. Yolobus provides fixed-route service to Davis, Woodland, West Sacramento, and downtown Sacramento. In fiscal year 1984/85, it accounted for approximately three percent of the total number of passenger trips provided by public transit in the Sacramento region. While Yolobus is primarily structured for service between Yolo County and Sacramento, and between Davis and Woodland, about 20 percent of its riders are Sacramento residents.

With the recent incorporation of West Sacramento, the county continues as the administrator of the Yolobus contract, while all funding after July 1, 1987 will come from Davis, Woodland, and West Sacramento.

Operator Issues. Yolobus needs to revise its operating cost projections for the next five years and establish a long term financing plan for capital improvements.

As required by UMTA, Yolobus should review the accessibility of its operations to determine if fixed-route or paratransit services should be modified or further coordinated to improve service to the wheelchair-dependent.

The Yolobus Joint Powers Agreement must be able to respond to the recent incorporation of West Sacramento.

The feasibility of park-and-ride programs which would interface with the Yolobus system in Davis (Interstate 80), Woodland (Interstate 5 and Route 113), and West Sacramento should be considered.

Although Yolobus service is designed to facilitate intercity travel and Davis' Unitrans is primarily oriented toward university riders, the two systems do overlap, creating an ongoing need for service coordination to avoid duplication of services.

Yolobus operations need to be responsive to land use plans and future land use plans and designs need to consider transit.

Recommended Actions:

- Yolo County should ensure that the Yolobus Joint Powers Agreement is responsive to organizational change.
- Yolobus should coordinate its planning and operations with Unitrans in order to enhance their combined service efficiencies.
- SACOG will work with Caltrans, Yolo County, and the cities of Davis, Woodland, and West Sacramento in evaluating the feasibility of park-and-ride programs for Yolobus' high volume intercity routes.
- SACOG will update Yolobus' short range transit plan every three years to reflect changing capital and operating needs.
- Yolobus officials should cooperate with local planning agencies to ensure that transit needs are considered in future land use decisions.

Minitran

Service Description. Minitran consists of the following programs:

- One vehicle fixed-route service to the rural areas of Esparto, Madison, Knights Landing, Dunnigan, and Yolo. This service is funded by Yolo County and operated by county employees.
- One vehicle fixed-route (with deviation) between West Sacramento and the Adult Day Health Care Center in Woodland. This service will continue to be funded by Yolo County through June 30, 1987, and is currently contracted to a private carrier.

Operator Issues. Minitrans needs to conduct financial planning to ensure operational and capital needs will be able to be funded.

To heighten efficiency and lower costs, Yolo County needs to coordinate maintenance and training operations among its semi-independent social service transportation providers.

Service coordination between these various transit programs is needed for maximum efficiency.

Recommended Actions:

- Yolo County should examine the feasibility of coordinating or consolidating maintenance and driver training programs among its operators, particularly those smaller semi-independent social service carriers.
- Yolo County should examine the efficiencies to be gained through greater privatization of transit services.

- Yolo County should investigate the feasibility of a volunteer driver force in remote regions where normal fixed-route transit service is cost-prohibitive.
- SACOG will update Minitrans' short range transit plan every three years to reflect changing capital and operating needs.

University Transport System (Unitrans)

Service Description. Unitrans is operated by the Associated Students of the University of California-Davis, and relies upon ASUCD, university, TDA, and UMTA funds. Unitrans provides fixed-route service to the city of Davis, the university campus, and a small portion of Yolo County just south of Davis. It runs 20 buses and all of its routes have wheelchair-accessible service. Eight routes are operated primarily to provide students and staff with access to the university. Because of its university emphasis, Unitrans does not operate on Saturdays or Sundays or during the summer. Also, the frequency of service is reduced during final exams and quarter breaks.

Operator Issues. Financing is a concern since many of Unitrans' buses are aging and will need to be replaced in coming years. Also, funding is needed for a gas pump overhang at the new maintenance facility.

A two-year experimental service expansion in summer operations has been recommended based on the university's ability to secure additional funding.

Recommended Actions:

- U.C. Davis will seek funding for Unitrans to initiate an experimental two-year program of summer service. Unitrans should coordinate its summer service experiment with Yolobus to preclude duplication of service and maximize the capacity for inter-system transfer.
- SACOG will update Unitrans' short range transit plan every three years to reflect changing capital and operating needs.
- Unitrans will continue to use federal funds for replacing aging vehicles.
- Unitrans will seek financing for a gas pump overhang at its maintenance facility.
- Unitrans will pursue UMTA funds to finance a new bus washer.

Davis Special Services

Service Description. Davis Special Services operates a dial-a-ride service within the city of Davis with three wheelchair-accessible minibuses. Riders may call for same-day service but are encouraged to make reservations at least one day in advance. Priority is given to trips related to medical appointments, senior activities, and city-sponsored events.

Operation Issues. Patronage of Davis Special Services declined in recent years. Ridership must be increased to enhance the effectiveness of this service.

Recommended Actions:

- SACOG will update the short range transit plan every three years to reflect changing capital and operating needs.
- Davis Special Services should implement a marketing program to increase ridership.

Hub Area Transit Authority (HATA)

Service Description. HATA is the regional transit operator for Sutter and Yuba counties. It is operated through a joint powers agreement between the two counties and the cities of Marysville and Yuba City. In addition to those four jurisdictions, HATA provides service to Live Oak, Wheatland, Beale Air Force Base, and the UCD Medical Center in Sacramento.

HATA operates both fixed-route and dial-a-ride services every weekday with 17 handicapped-accessible minibuses. A rural fixed-route service is also offered weekdays in the Yuba foothills and Live Oak, as well as three days a week in Wheatland. Midday service is available in other rural areas if it is requested by three or more persons. One morning and afternoon trip is made to Beale AFB, and a trip is made to the UCD Medical Center in Sacramento three days per week.

Operator Issues. Transit Financing is a concern since UMTA and State Transit Assistance (STA) funds have represented a majority of HATA's financing during the last few years. Considering the trend toward reduced state and federal transit funding, HATA needs to develop reliable alternative sources of funds.

A related issue involves state-mandated TDA fare-box recovery requirements. HATA is legally required to recover 19 percent of its operating revenue via fares by fiscal year 1987/88. Its fare-box ratio for fiscal year 1985/86, however, was just 11.6 percent. Recent legislation was passed that will allow SACOG to reduce HATA's fare-box requirement to 15 percent. This will still require a significant jump in ridership or fares.

HATA is currently assessing its proper role in the community, as well as the local demand for various transit services and the level of operation needed to meet that demand. Recently, both Sutter and Yuba counties have discussed the feasibility of dissolving HATA, and operating their own independent transit services.

Several capital improvements are needed. HATA will continue replacing its aging fleet. The recent acquisition of ten new vehicles will be followed by replacement of its six remaining older vehicles. As part of its service review, HATA is identifying the most appropriate fleet mix of large, mid-sized, and small buses. Also, HATA is examining its eventual need for a maintenance, operations, and administrative facility.

Recommended Actions:

- HATA and SACOG will support state and federal legislation that provides stable long term financing for capital and operations.
- HATA should enhance ridership, productivity, and fare-box recovery with improved marketing, routing, and scheduling.

- HATA should modify or eliminate unproductive services.
- SACOG will update HATA's short range transit plan every three years to reflect changing capital and operating needs.
- HATA should use available state and federal funding to purchase additional vehicles to replace or expand its existing fleet.

The following section presents brief service descriptions of those Placer County carriers operating within the SACOG region. More thorough analyses and plans are presented in the Placer County Regional Transportation Plan.

Lincoln Transit Department (LTD)

LTD runs three vans, one of which is wheelchair-accessible, in the Lincoln area on a modified fixed-route basis. Daily commuter service is provided to McClellan AFB.

Roseville Area Transit

Roseville Area Transit has recently augmented its dial-a-ride operation with fixed-route and commuter services. The new services--Roseville Urban Shuttle (RUSH) and Roseville Commuter Service--use the original six 16-passenger minibuses. Intercity service to Sacramento is provided by Regional Transit.

Placer County Transit

Placer County Transit serves Roseville from Auburn and the Folsom Lake area. The operation is primarily fixed-route, but it will deviate up to one mile from its course. Subscription service is also available.

There are approximately 30 transit operators within the SACOG region that provide service exclusively for elderly and handicapped riders. The majority of these carriers have less than four vehicles and provide service for specific client groups. Table 7-2 lists these special transit operators and their service characteristics. An ongoing analysis of the needs of elderly and handicapped persons in the rural portions of the SACOG region has been conducted, as required by Senate Bill 157 (1985). This analysis is included in Appendix C. The analysis concludes that a process is in place to identify needs in the SACOG region, and makes specific recommendations where needs were identified.

The two operators identified below provide for the general transportation needs of the elderly and handicapped population.

TABLE 7-2
SPECIAL TRANSPORTATION SERVICE OPERATORS

SYSTEM NAME	TYPE OF SERVICE	SERVICE AREA	# OF VEHICLES/TYPE*
<u>Placer County</u>			
Placer Assn. for the Retarded	Fixed-Route	Roseville & Auburn Areas	6 Vans
Placer Rehabilitation Industries	Fixed-Route	N. Sacramento & Placer Counties	4 Vans (2)
<u>Sacramento County</u>			
Community Interaction Program	Fixed-Route/Demand Responsive	Urbanized Sacramento & Galt	3 Vans
Galt Community Concilio	Fixed-Route/Demand Responsive	S. Sacramento County & Galt	3 Vans (2)
Human Resources Development Corp.	Fixed-Route	Sacramento Area	3 Vans
Muscular Dystrophy	Special Events/Limited Demand Responsive	Northern California	1 Van (1)
Paratransit, Inc.	Subscription/Demand Responsive	Activated RT Boundaries	23 Minibuses (23)/7 Vans (2)
Re-Ed West Center for Children	Fixed-Route/Demand Responsive	Sacramento Urbanized Area	8 Vans
Resources for Independent Living	Special Events/Subscription	NE, S & Urbanized Sacto. Co.	1 Van (1)
Sacramento Children's Home	Special Events/Demand Responsive	Sacramento County	4 Station Wagons
Sac. Elderly Nutrition Program	Fixed-Route/Demand Responsive	Sacramento Urbanized Area	4 Vans
St. Patrick's Home for Children	Demand Responsive/Special Events	Sacramento Area	4 Vans/1 Station Wagon
Salvation Army	Demand Responsive	Sacramento Area	1 Station Wagon/1 Auto/ 2 Vans/1 Bus
Serve Our Seniors	Demand Responsive	NE Sacramento & Folsom	1 Van/1 Station Wagon
Stanford-Lathrop Home	Fixed-Route/Demand Responsive	Sacramento County	2 Station Wagons/3 Autos/4 Vans
Stanford Settlement	Special Events/Demand Responsive	NW Sacramento Area	2 Vans/1 Station Wagon
United Cerebral Palsy	Fixed-Route	Sacramento County	5 Vans (5)
Visual Service Center	Demand Responsive	Sacramento Area	2 Station Wagons
<u>Sutter/Yuba Counties</u>			
Bi-County Voluntary Action	Subscription/Demand Responsive	Sutter & Yuba Counties	1 Auto/1 Van
Gateway Projects, Inc.	Subscription	Sutter & Yuba Counties	2 Vans (1)
Yuba County Nutrition	Subscription	Marysville	1 Van
Northern Sacramento Valley Rural Health Program	Demand Responsive	Sutter, Yuba & Colusa Counties	2 Autos/1 Van
Sutter/Yuba Mental Health Services	Fixed-Route/Demand Responsive	Sutter & Yuba Counties	2 Vans
Yuba/Sutter Head Start	Subscription	Sutter & Yuba Counties	2 Vans
<u>Yolo County</u>			
Center for Services to Handi-capped Students-UCD	Subscription	Davis	1 Van (1)
Davis Senior Transit	Demand Responsive	Davis	2 Vans (1)
Elderly Nutrition Program	Subscription	Woodland	1 Van
Head Start Program	Fixed-Route	Yolo County	2 Vans
United Christian Center	Fixed-Route/Demand Responsive	East Yolo County	1 Station Wagon/2 Vans (1)
Woodland Community Care Car	Demand Responsive	Woodland	1 Van
Woodland Handivan	Demand Responsive	Woodland	1 Minibus

* Figure in parenthesis indicates the number of vehicles with wheelchair lifts.

Paratransit, Inc.

Service Description. Paratransit is the region's largest provider of specialized transportation services for the elderly and handicapped. In accordance with Assembly Bill 120 (1979), SACOG designated Paratransit, Inc. to be the consolidated transportation service agency for Sacramento County. Since 1981, it has successfully consolidated a number of specialized carriers, resulting in centralized scheduling and dispatching of trips, consolidated maintenance of fuel purchasing, and improved service overall. Paratransit will continue to consolidate independent specialized carriers when a net cost savings can be realized. If another carrier is already providing efficient low cost service, Paratransit tries to coordinate those services with its own. Paratransit subcontracts with several operators.

While Paratransit is a private non-profit organization, roughly 50 percent of its funding is derived through a four-party agreement among Sacramento city and county, Regional Transit, and SACOG. Paratransit offers subscription and demand-responsive door-to-door service for disabled individuals and those who are 75 years of age and over. It also operates a van for seniors over 60 pursuant to an agreement with the Area 4 Agency on Aging. Paratransit's service boundary is contiguous to RT's, but it also holds a contract with Yolo County to provide service between East Yolo and Sacramento.

Operator Issues. A significant portion of Paratransit's funding is provided by the city and county of Sacramento within the Four Party Agreement. While a three-year agreement was enacted in fiscal year 1984/85, city and county funding decisions are made annually. This lack of certainty frustrates long term system planning.

Recommended Actions:

- The members of the Four Party Agreement should establish a reliable financial base to facilitate long term planning and development of specialized transportation services.

Handivan

Service Description. Handivan is a new service providing demand-responsive transportation for elderly and handicapped persons within the city of Woodland.

Recommended Actions:

- SACOG will continue to advise and encourage Handivan as it initiates operations.

Transit Financing

Federal Funds. Federal funding for public transit is provided primarily through grant programs of the Urban Mass Transportation Administration (UMTA). These programs are described below:

Section 3 funds are distributed on a discretionary basis for capital improvements. Money is available for modernization of older rail transit systems, bus fleet improvements not met by formula funding (i.e., UMTA Section 9 grants), and new fixed guideway transit systems.

Section 8 funds are available for transit planning and technical studies (planning, engineering, design, and evaluation). Their purpose is to assure that transit projects are developed in accordance with regional transportation plans and that alternatives are considered when evaluating the costs and impacts of transportation improvements.

Section 9 funds are formula block grants for operations and capital improvement. They are apportioned to urbanized areas according to a combination of population, population density, and various service and ridership factors. The amount of funds that a carrier may receive for operations is limited to 90 percent of its 1982 funding level.

Section 16(b)(2) funds are available for capital improvement projects to private non-profit carriers serving the elderly and handicapped.

Section 18 funds are available for capital and operating expenses in rural and small areas with population below 50,000. The majority of the funds are distributed to counties according to an established formula; some money is also dispersed through a state discretionary reserve program.

The following federal highway funds are also available for transit use:

Federal Aid Urban (FAU) Funds are distributed by the Federal Highway Administration. While they are primarily used for road improvements on the designated FAU system, they may also fund transit capital improvement projects. Such decisions are made by FAU Committees consisting of local representatives within each county in the SACOG region. Regional Transit has acquired FAU funds for transit center development projects on the light rail system.

Interstate Transfer Funds become available when funding for previously scheduled highway projects is withdrawn and reprogrammed for transit. Regional Transit obtained Interstate Transfer funds after cancellation of the Interstate 80 bypass, and developed them as a major source of light rail construction. Since the interstate system in the SACOG region is completed, there will be no additional funds from this source.

State Funds. State transit is available from the following sources:

State Transit Assistance Funds are derived from a formula that approximates the differences between the sales tax collected on gas and the sales tax collected on other retail items. Because of the low gas prices relative to other retail goods, the formula did not provide any revenues in fiscal year 1986/87. It appears that future funding will remain uncertain.

Article XIX Funds are provided via Article XIX of the state Constitution which allows Sacramento County to use a portion of its gas tax allocation from the State Highway Account for fixed guideway projects. Regional Transit has used this money for light rail construction.

Transit Capital Improvement (TCI) Funds are available for projects associated with guideways, intermodal transfer facilities, abandoned railroad rights-of-way, grade separation, and bus rehabilitation. Projects are selected for funding according to a priority list adopted by the California Transportation Commission.

Local Funds. Local funds are available from the following sources:

The Transportation Development Act. is one of the most important sources of revenue for local transit operations and capital improvement. These funds are derived from 1/4 cent of the six cents sales tax and are returned to the counties in which it was collected.

Fares are usually set by the transit operator or contracting jurisdiction and are dependent on the stability of ridership.

A variety of other revenue sources are available to local transit operators, but in combination provide only limited revenues. These sources include investment income, charters, advertising, and payment for contracted services.

Projection of Revenues and Expenditures. This section presents transit revenue and expense projections for the SACOG region during the RTP planning period (1987-2005). Eleven of the fourteen transit operators identified in the previous section are included in this analysis. The three south Placer County carriers, as mentioned, are presented in the Placer County RTP.

Revenue sources and assumptions include:

- Data from each operator's short range transit plan (SRTP) (excluding TDA funds) were used for those years in which the five-year SRTP overlapped with the RTP planning period. This overlap can occur for up to five years into the planning period.
- Total revenues for each operator (excluding TDA funds) are assumed to remain constant with that operator's final year revenue estimate from its most recent SRTP.
- Non-TDA revenues for Regional Transit were based on RT staff projections.
- TDA estimates were projected for each county according to a ten-year historic trend of sales tax receipts.
- The resulting operator revenues were aggregated for a region-wide total.

Expense assumptions are as follows:

- As with revenues, expense data from each operator's short range transit plan (excluding TDA funds) were used for those years in which the operator's five-year SRTP overlapped with the RTP planning period.
- For years subsequent to each operator's SRTP, expenses are assumed to increase at five percent per year based on total expenses during the last year of its SRTP.
- Expenses for Regional Transit were based on RT staff analysis which assumes that no growth will occur in the system other than some double-tracking of the existing light rail line.
- Resultant expenses were aggregated into a region-wide total.

A summary of transit revenues and expenses is presented in table 7-3.

TABLE 7-3

SACOG REGION'S TRANSIT REVENUES AND EXPENSES*
Fiscal Year 1986/87-2004/05

	Maintaining Existing Services	Existing Services Plus RT Service Expansion (scope to be determined)
Revenues	\$ 701,000,000	\$ 701,000,000
Expenses	1,391,000,000	2,873,000,000**
Surplus/(shortfall)	(690,000,000)	(2,172,000,000)

*Does not include Placer County transit operators.

**Estimated expenses assuming expansion of RT light rail and bus service.

The 19-year revenue and expense projections in the first column depict a shortfall of \$690 million. Importantly, these figures represent only that financing required to maintain the existing level of transit operations.

The second column estimates funding that would be needed by the region's transit operators to maintain existing service, plus service expansion needed by RT over the 19-year period to adequately serve new development. The cost estimates are based on the assumption that light rail service would be extended along four corridors (Folsom corridor extended to Sunrise Boulevard/Gold River; Interstate 80 corridor extended to Antelope; and new corridors to Natomas and Meadowview/Calvine) and bus service expanded to serve developing areas (Natomas, Antelope, south county, Sunrise/Folsom). While these are preliminary estimates of RT service needs, such additional service will require an additional \$1.5 billion during the RTP planning period. In addition, the specific transit needs will continue to be developed through additional long range transit studies.

INTERCITY BUS SERVICE

There are 12 fixed-schedule intercity bus operators in the SACOG region, 8 of which are publicly-owned and operated.

Delta Area Rural Transit (DART)	Placer County Transit
Galt Community Transit	Sacramento Regional Transit District (RT)
Hub Area Transit Authority (HATA)	Yolo County Minitrans
Lincoln Transit Department (LTD)	Yolobus

The four private operators (common carriers) are Western Greyhound Lines Co., Trailways, Inc., Pacific Trailways, and Amador Stage Lines.

The passenger terminals associated with intercity bus travel are located throughout the region (figure 7-3). But Greyhound and Trailways operate terminals in downtown Sacramento, with Amador sharing the Greyhound facility. Greyhound has nine other terminals in the region; Trailways has three. Each of the carriers also make designated stops along their regular routes.

The SACOG region is also served by several charter operators. Nine of the approximately 140 principal charter companies in California operate from this area. According to Caltrans, more than one-half of the intercity bus travel nationwide is provided by such operators. They offer a range of services, vehicles, and rate structures for both inter and intrastate travel.

Passage of the federal Bus Regulatory Reform Act of 1982 raised the spectre of service reductions in some areas. To date, Zamora, in Yolo County, is the only community in the region to be eliminated from regular bus service.

Issues

Service Disruption. Greyhound and Trailways are both experiencing major financial difficulties arising from a decline in ridership. As a result, Trailways, Inc. applied to the California Public Utilities Commission (PUC) to abandon all California service except for the Los Angeles to Phoenix route. The PUC rejected the application, but Trailways may appeal to the federal Interstate Commerce Commission (ICC). If Trailways were to abandon service, all routes south of Sacramento and all coast-to-coast runs along Interstate 80 would be eliminated. Pacific Trailways, a Trailways, Inc. subsidiary, would continue to operate north of Sacramento and between Sacramento and Reno on Interstate 80.

PASSENGER RAIL AND INTERMODAL FACILITIES

Passenger Rail

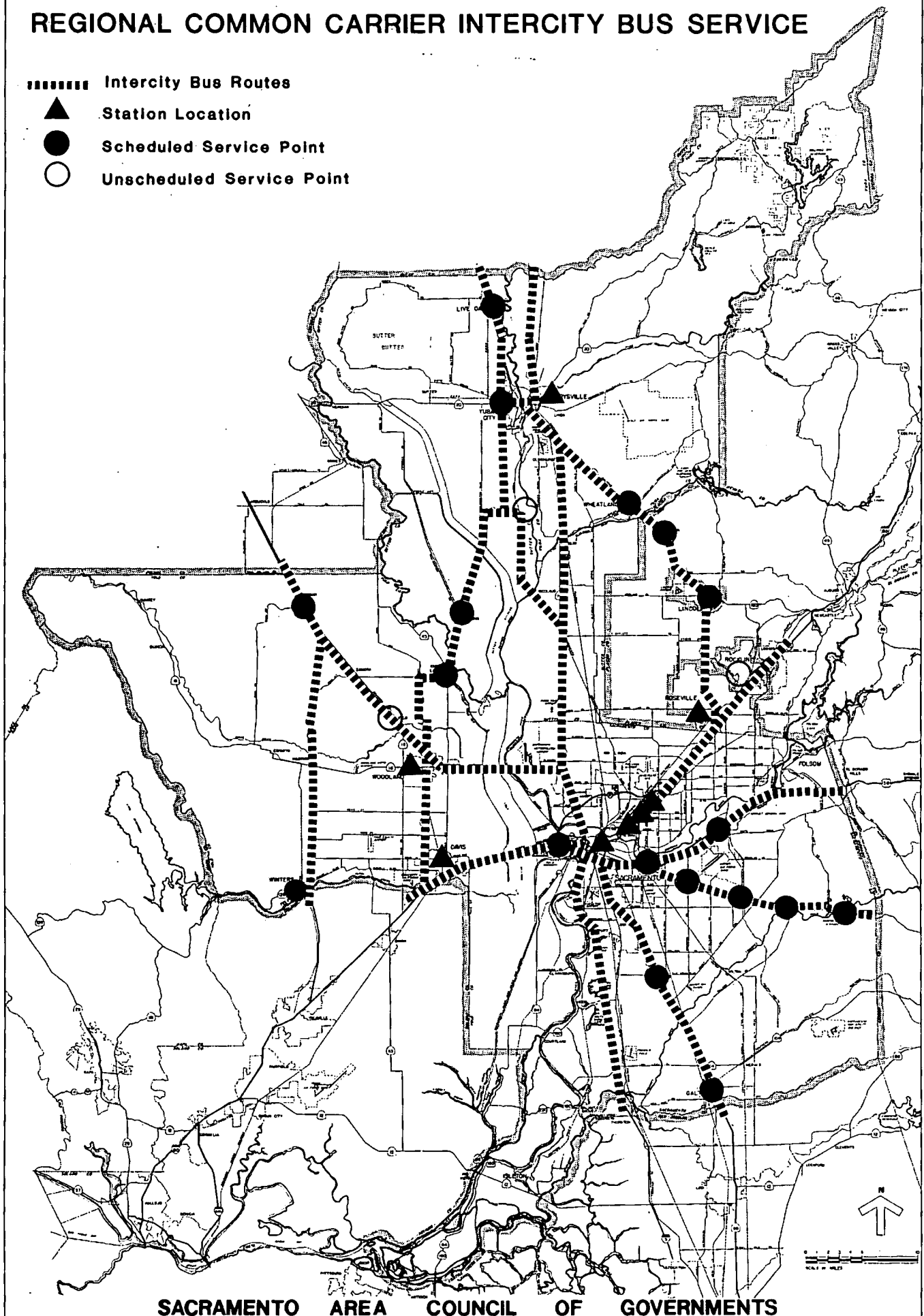
Rail passenger service in the Sacramento region is provided by the National Railroad Passenger Corporation (Amtrak) (see figure 10-2). Two trains provide direct service to the SACOG region as part of Amtrak's "basic system." The Coast Starlight runs between Seattle and Los Angeles once daily in each direction. It is the most popular long distance train in the Amtrak system. Ridership during fiscal year 1984/85 totaled 588,000, an average of 805 passengers per train per day. Within the SACOG region, it serves Davis, Sacramento, and Marysville.

The California Zephyr runs daily between San Francisco and Chicago, and is an important component of the San Francisco-Sacramento-Reno corridor. Extra coaches are often added along this segment to accommodate vacationers bound for Reno, Truckee, and the Lake Tahoe area. Within the SACOG region, the Zephyr serves Davis and Sacramento.

Figure 7-3

REGIONAL COMMON CARRIER INTERCITY BUS SERVICE

- Intercity Bus Routes
- ▲ Station Location
- Scheduled Service Point
- Unscheduled Service Point



To complement Amtrak's basic system, the State of California funds supplement Amtrak service on alternative routes. The San Joaquin provides rail service between Oakland and Bakersfield. While this route does not enter the SACOG region, indirect access is provided via a network of feeder buses between Stockton and selected Sacramento Valley cities. Those accessible cities in the SACOG region are Marysville, Roseville, Davis, and Sacramento. The Bakersfield terminus is connected to the Los Angeles area in the same fashion. The feeder bus services are contracted to private operators which make two trips daily. Annual ridership has increased dramatically since state support began, from 155,587 persons in 1980 to 286,105 in 1985. And, farebox recovery has consistently exceeded the 45 percent minimum requirement.

In 1984, Caltrans considered adding a third train to the San Joaquin line that would be routed through Sacramento. Legislation was introduced to appropriate \$5.7 million of Petroleum Violation Escrow Account (PVEA) funds for the San Joaquin, which would have included start-up funds for the service extension. The bill was vetoed by the governor.

Multi-Modal Facilities

Recognizing a need for a coordinated transportation network, the state legislature established a program (SB 1879) to fund intermodal facilities. An intermodal facility is an off-street covered area that accommodates the transfer of passengers between at least two transportation modes. Caltrans annually evaluates and assigns priorities to those proposals meeting established criteria. Park-and-ride facilities are not included in this program.

SACOG's 1983 RTP identified two potential intermodal projects. A new facility was proposed for Sacramento adjacent to the existing Southern Pacific Amtrak Station, while the Davis Amtrak station was to be expanded to accommodate Greyhound, Trailways, and Yolobus passengers. No progress has been made on the Sacramento project. Work has begun on the Davis facility, and will continue pending additional funding. No new multi-modal projects are being proposed in this RTP.

Recommended Actions:

- SACOG will support proposed rail improvements which benefit the SACOG region by increasing the desirability of rail travel as an alternative to the single-person auto trip.
- SACOG supports completion of the Davis multi-modal station, and encourages the study of similar facilities as requested by local jurisdictions.

CHAPTER EIGHT

A V I A T I O N

THE REGIONAL AVIATION SYSTEM

The SACOG region contains one major commercial airport, three Air Force bases, 14 smaller public-use general aviation airports, and 53 private-use airports for which records are kept. Figure 8-1 identifies aviation facilities throughout the region.

Sacramento Metropolitan Airport (Metro) is the only airport in the region that provides passenger and cargo services. It is presently served by two commuter and seven interstate carriers. Metro is mostly a passenger origin-destination facility, with little connecting passenger traffic. The principle forces affecting the amount of airline traffic here are population expansion and increasing governmental and business activity.

Table 8-1 examines Metro's anticipated service demand and its expected service capacity. Presently, Sacramento Metropolitan Airport is operating at capacity. The forecast assumes that total passenger volume will increase about five percent annually between 1985 and 1990.

TABLE 8-1
ENPLANED PASSENGER DEMAND AND SERVICE CAPACITY
1985-2000

Year	Estimated Commercial Operations	Estimated Enplaned Passengers*	Estimated Passenger Capacity	Surplus (+) or Deficit (-) Capacity	Cargo Tonnage
1985**	40,273	1,443,000	1,500,000	+57,000	15,700
1990	47,000	1,760,000	3,500,000	+1,740,000	21,000
1995	54,000	2,240,000	3,500,000	+1,260,000	26,000
2005	69,000	3,500,000	3,500,000	0	37,500

* Enplaned passengers are the total boarding passengers at an airport.

** Actual figures.

Sources: Sacramento County Division of Airports (1986), Master Plan Update, Draft Interim Report No. 1; Peat Marwick (1986), Regional Aviation System Plan.

The large surplus passenger capacity during the next decade will result from a second major runway and a new passenger terminal to be completed by 1990. These improvements will increase the airport's capacity to about 3.5 million passengers annually. By 2005, demand will have filled most of this expanded capacity.

Another possibility for Metro would be the designation of hub airport by one, or perhaps even a few, airlines. A hub is an airport where an airline's flights converge to allow passenger and cargo transfer between planes, and then offer non-stop direct travel to other cities that are served as final destinations. The two largest benefits a hub airport can offer are better service for local passengers in the form of more flights and more non-stop direct service to a larger number of cities; also a substantially larger number of enplane-ments caused by transfers would increase the amount of funds Metro could obtain from the Aviation Trust Fund.

Metro staff feels that the potential for a hub is there. They also know that any new facilities required, such as a terminal and runway, could be constructed. Metro is probably also the most attractive airport for a hub in the northern California area. The reasons for this are the potential for expansion available to Metro, and the fact that the three nearest competitors, San Francisco, Oakland, and San Jose, have airspace growth constraints caused by urban/residential development and are near their capacities for passenger activity. Yet even though a hub airport is feasible and very possible for Sacramento, a time-frame is very uncertain.

Table 8-1 also estimates future cargo volumes at Metro. Total tonnage is expected to increase by 130 percent between 1985 and 2005, reflecting considerable growth in freight and express traffic and a moderate increase in mail traffic.

There are three military airports in the SACOG region: Beale Air Force Base in Yuba County and Mather and McClellan Air Force bases in Sacramento County. These military installations are not available to general aviation or commercial air carriers. Table 8-2 presents the level of operation at each facility during 1985, and an annual average operation level during the previous six years. Mather, in particular, has posted a significant decline in activity in recent years.

TABLE 8-2

1985 ANNUAL AND 1978-1984 AVERAGE ANNUAL
MILITARY AIRPORT AIRCRAFT OPERATIONS





Airport	1985	Average 1978-1984
Beale AFB	103,600	103,500
Mather AFB	116,000	145,800
McClellan AFB	72,200	75,800
Totals	291,800	325,100

Sources: Comprehensive Land Use Plans
for Beale, Mather and
McClellan Air Force Bases
(Airport Land Use Commission,
1986)

Figure 8-1

Regional Airport System -1986


Airport Symbols

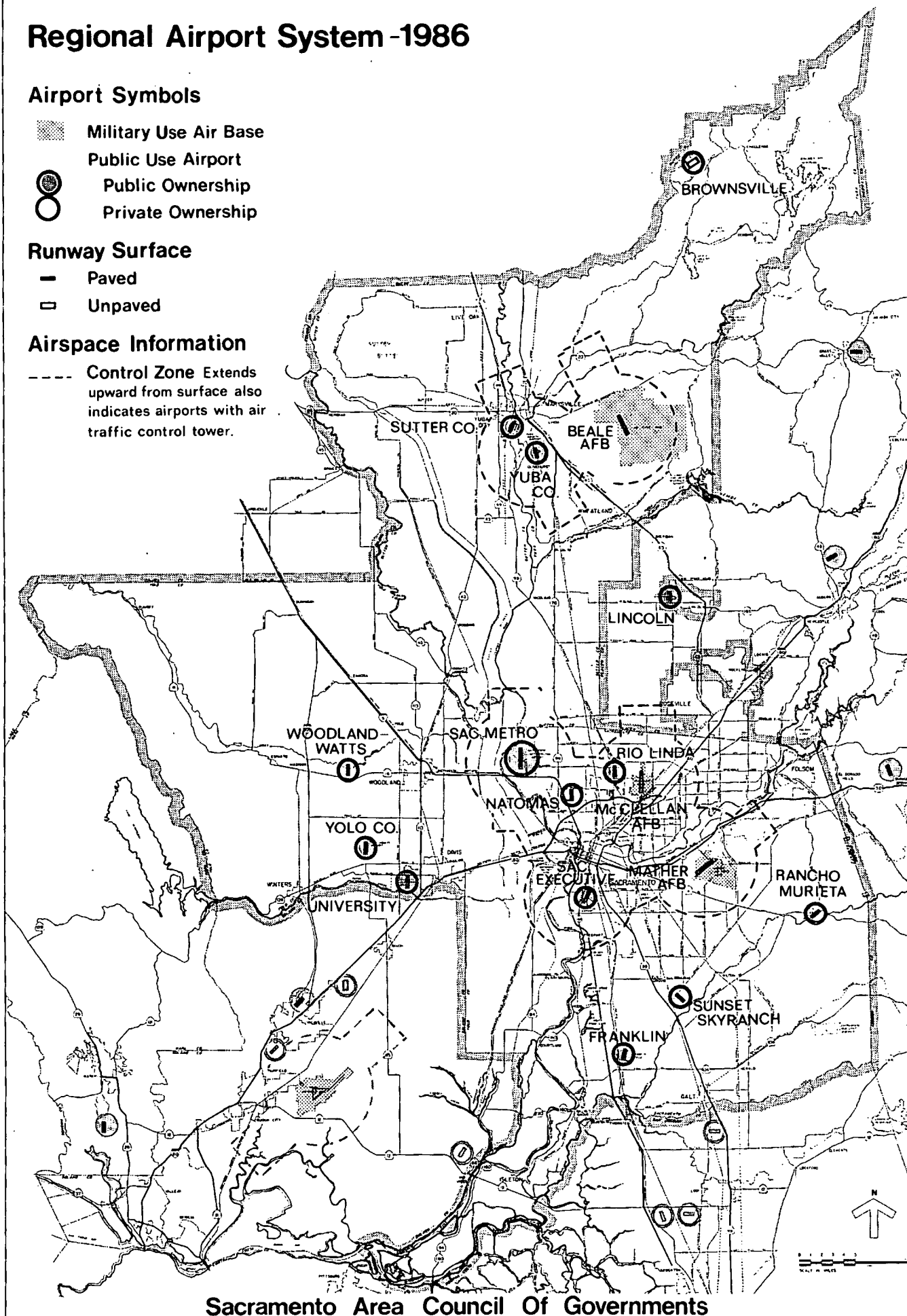
-  Military Use Air Base
-  Public Use Airport
-  Public Ownership
-  Private Ownership

Runway Surface

-  Paved
-  Unpaved

Airspace Information

-  Control Zone Extends upward from surface also indicates airports with air traffic control tower.



Sacramento Area Council Of Governments

General aviation facilities are those without scheduled service, and are used for business, agriculture, law enforcement, recreation, training, and fire-fighting. Because general aviation entails a wider range of aircraft sizes, speeds, and service requirements than a commercial or military fleet, it is usually conducted in smaller facilities away from major airports.

There are presently 14 public use airports in the SACOG region (Metro does allow some general aviation activity). Their operational characteristics are presented in table 8-3. In 1985, there were 1,693 based aircraft at these facilities accounting for roughly 877,000 aircraft operations. As table 8-3 indicates, this is well below system capacity.

TABLE 8-3
OPERATIONAL CHARACTERISTICS OF PUBLIC USE GENERAL AVIATION AIRPORTS
IN THE SACOG REGION, 1985

Airport	Based Aircraft	Annual Operations*	Operations Capacity	Aircraft Parking
PLACER COUNTY				
Lincoln	172	70,000	244,000	233
SACRAMENTO COUNTY				
Franklin Field	9	55,000	199,000	23
Natomas Airpark	59	27,000	195,000	72
Phoenix Field**	342	70,000	160,000	375
Rancho Murietta	25	19,000	172,000	77
Rio Linda	150	45,000	129,000	160
Sacramento Exec.	477	140,000	275,000	626
Sacramento Metro.	5	140,000	198,000	43
Sunset Sky ranch	45	21,000	159,000	36
SUTTER COUNTY				
Sutter Co. Airport	102	55,000	176,000	127
YOLO COUNTY				
University	70	37,000	256,000	93
YUBA COUNTY				
Yuba Co. Airport	93	65,000	182,000	97
Brownsville	30	8,000	159,000	38
TOTALS	1,579	752,000	2,504,000	2,000

* In addition to general aviation, this figure includes any commuter or military operations that may have occurred at these facilities.

** This demand will have to be redistributed to other airports as this airport is now closed.

Source: Caltrans Division of Aeronautics (1986), Public-Use Airport Inventory

In 1985, there was space for more aircraft at SACOG's public-use airports, and capacity existed for an increase in total operations. Table 8-4 compares the 1985 situation with the projected number of based aircraft and annual aircraft operations at all of the region's general aviation airports along with the expected combined facility capacity through the year 2005. These forecasts predict a gradual rate of growth in aircraft operations. Although, the system will still be operating well below capacity in 2005, there will be a sizeable deficit of aircraft parking, all permanent spaces will be assigned within the next two years. This shortage was exacerbated with the closing of Phoenix Field (375 spaces) in eastern Sacramento County during 1986.

TABLE 8-4

DEMAND AND CAPACITY AT PUBLIC USE AIRPORTS IN THE SACOG REGION
1985-2000

Year	Aircraft Parking			Aircraft Operations*		
	Based Aircraft	Parking	Surplus/ Deficit	Annual Operations	Capacity	Surplus
1985**	1,693	2,176	+483	877,000	2,708,000	1,831,400
1990	2,425	1,860	-565	970,000	2,708,000	1,738,000
1995	2,870	1,860	-1010	1,053,750	2,708,000	1,654,250
2005	3,790	1,860	-1930	1,277,250	2,708,000	1,430,750

* Aircraft operations include both take-offs and landings.

** Again, these figures include Phoenix Field which closed in 1986.

Sources: Caltrans Division of Aeronautics (1986), Public-Use Airport Inventory; SACOG (1984) Regional Aviation System Plan.

There are 54 private airports in the SACOG region that are not available for public use. In sum they serve 147 aircraft and 70,700 annual operations.

PROGRESS IN IMPLEMENTING THE 1983 RTP

The 1983 RTP recommended several actions for improving air travel in the SACOG region. The first called for constructing a second major runway and terminal building at Sacramento Metropolitan Airport as described in the Airport Master Plan. In 1984, the Sacramento County Board of Supervisors approved plans to fulfill this recommendation, with completion slated for 1990.

The second recommended action called for developing the Rancho Murieta and Lincoln airports as general aviation facilities. No major changes have yet occurred at Rancho Murieta, but Lincoln has undergone a series of operational improvements. These include an extension of the main runway to 6,000 feet, the addition of a 6,000 foot taxiway, the provision of a full service aircraft hangar, and the addition of two aircraft tie-down aprons with a capacity of 121 planes. In addition, the airport is acquiring an instrument landing system, and computerized weather observation system, both of which will facilitate airport operation during inclement weather.

The third recommended action for aviation from the 1983 RTP called for the preparation and implementation of plans to control land use around airports. The purpose here is to preserve each facility's operational capabilities and to minimize the potential for air-related accidents.

SACOG, as the region's designated Airport Land Use Commission (ALUC), is responsible for developing comprehensive airport land use policy plans for the areas around public-use airports. SACOG then works with cities and counties to promote consistency between the ALUC plans and local land use decisions. Also, SACOG continues to prepare urban development impact reports and to update the comprehensive land use plans (CLUPs) for the region's public-use and military airports. In 1986, draft CLUPs were prepared for Beale, Mather and McClellan Air Force bases and in 1987 the Mather and McClellan CLUPs were approved. Between 1983 and 1986, urban development impact reports were prepared for Natomas Air Park, Rancho Murieta Airport, Sutter County Airport, Watts-Woodland Airport, and Yuba County Airport.

Finally, the 1983 RTP recommended that SACOG update the Regional Aviation System Plan every five years to reflect changing conditions. The latest was completed in 1984.

ISSUES FACING THE REGIONAL AVIATION NETWORK

Incompatible Land Uses Near Airports

Inappropriate development around airports limits operational capacity and creates unacceptable noise and safety hazards. Unless a firm public policy and enforceable land use controls regarding development near airports are implemented, the physical expansion of several facilities will be impossible. In 1983, the Airport Land Use Commission conducted a consistency study of all public-use airports in the region and found land use incompatibilities at several of them. The affected facilities are:

- Rio Linda Airport
- Sacramento Executive Airport
- Natomas Air Park
- Sutter County Airport
- Mather Air Force Base
- McClellan Air Force Base

In the spring of 1986, Phoenix Field, a major general aviation facility in eastern Sacramento County, was closed as a result of urban encroachment.

Increased Demand for Aircraft Parking

As mentioned, without any significant expansion, the existing supply of aircraft parking spaces in the SACOG region will be exhausted within two years. This problem will be compounded by local restrictions within the Sacramento metropolitan area that limit aircraft parking at some airports. Any major addition of parking facilities will have to occur outside this urbanized area.

Increased Demand for Helicopter Facilities

Traditionally, helicopter traffic in the SACOG region has been minimal, with little impact on the aviation network. However, many commercial operators indicate that the area has reached a period in its economic development in which helicopters will assume a greater proportion of overall air travel. This should result in more requests for heliport permits (including roof-top locations in downtown Sacramento) and more helicopters using the airspace.

SACOG, as the ALUC, has adopted policies and planning guidelines for heliport facility development and operation. These policies advise cities and counties on the safety requirements of new heliports. At present, only the City of Sacramento has begun developing heliport standards.

Funding for Public General Aviation Facilities

Most of the small general aviation facilities have difficulty acquiring adequate funds for operation and improvement. While each receives \$5,000 annually from the California Aid to Airports Program (CAAD), they must rely on user fees and other sources to remain viable.

PROGRAMS AND ACTIONS

The actions required to fulfill the policies that support the goals are as follows:

- SACOG will continue to perform aviation system planning as an integral part of its transportation planning program by updating the Regional Aviation System Plan every five years and by preparing special aviation studies or reports as needed.
- When requested, SACOG will assist airport owners in planning for future operations.
- SACOG, in its role as Airport Land Use Commission (ALUC), will regularly update ALUC policies, and will prepare and adopt comprehensive land use plans for all of the region's public and military airports.
- SACOG will consult ALUC policies, CLUP's and FAA regulations in evaluating the appropriateness of proposed development near airports, and will discourage any proposals not compatible with these guidelines.
- SACOG will endorse proposals and grant applications for airport facilities that are consistent with local plans and ALUC policies.
- The Sacramento Metropolitan Airport will construct a second major runway and an additional terminal building.

CHAPTER NINE

BICYCLES AND PEDESTRIANS

INTRODUCTION

The level terrain and mild climate of the Sacramento region are well suited for bicycling and walking. While these activities have traditionally been recreational pursuits, approximately two percent of the area's commuters are currently cycling or walking to work. These alternative transportation modes help reduce automobile congestion and air pollution and contribute to enhanced physical fitness. Provision of a safe and efficient regional pathway system that promotes cycling and walking is an important goal of the Regional Transportation Plan.

THE REGIONAL BICYCLE AND PEDESTRIAN NETWORK

Existing major bikeways throughout the region are identified on figures 9-1 and 9-2.

Sacramento County

The majority of Sacramento County's planned bicycle facilities have been completed, thus few projects are scheduled for the next few years. The county continues to consider cyclists and pedestrians in all road widening projects. Of particular significance in the Sacramento County pathway network are the American River Parkway Bicycle Trail, the Sacramento Northern Railroad Bikeway, and the bicycle path contiguous to the Folsom South Canal. Recently, the State Department of Parks and Recreation extended the American River bikeway to Folsom Lake. Finally, the county has studied pedestrian movement patterns in an attempt to reduce the ped-auto interface.

Like the county, the city of Sacramento has been involved in bicycle planning for some time. Much of this activity now concentrates on promoting an increase in cycling and walking rather than on installing new facilities. The city has also analyzed pedestrian safety issues.

The Folsom Bike Lane Master Plan emphasizes integration of a proposed city pathway system with the greater county and regional network. Most of Folsom's existing bike lanes connect city park sites with the American River Parkway.

The City of Galt is in the process of developing a bicycle plan. There is currently a bicycle lane south of the center of town and plans call for extension along major corridors to the north. The Galt General Plan encourages the development of sidewalks along pedestrian school routes.

Isleton has no bicycle plan and no existing facilities, but has expressed interest in developing a bikeway along Route 160.

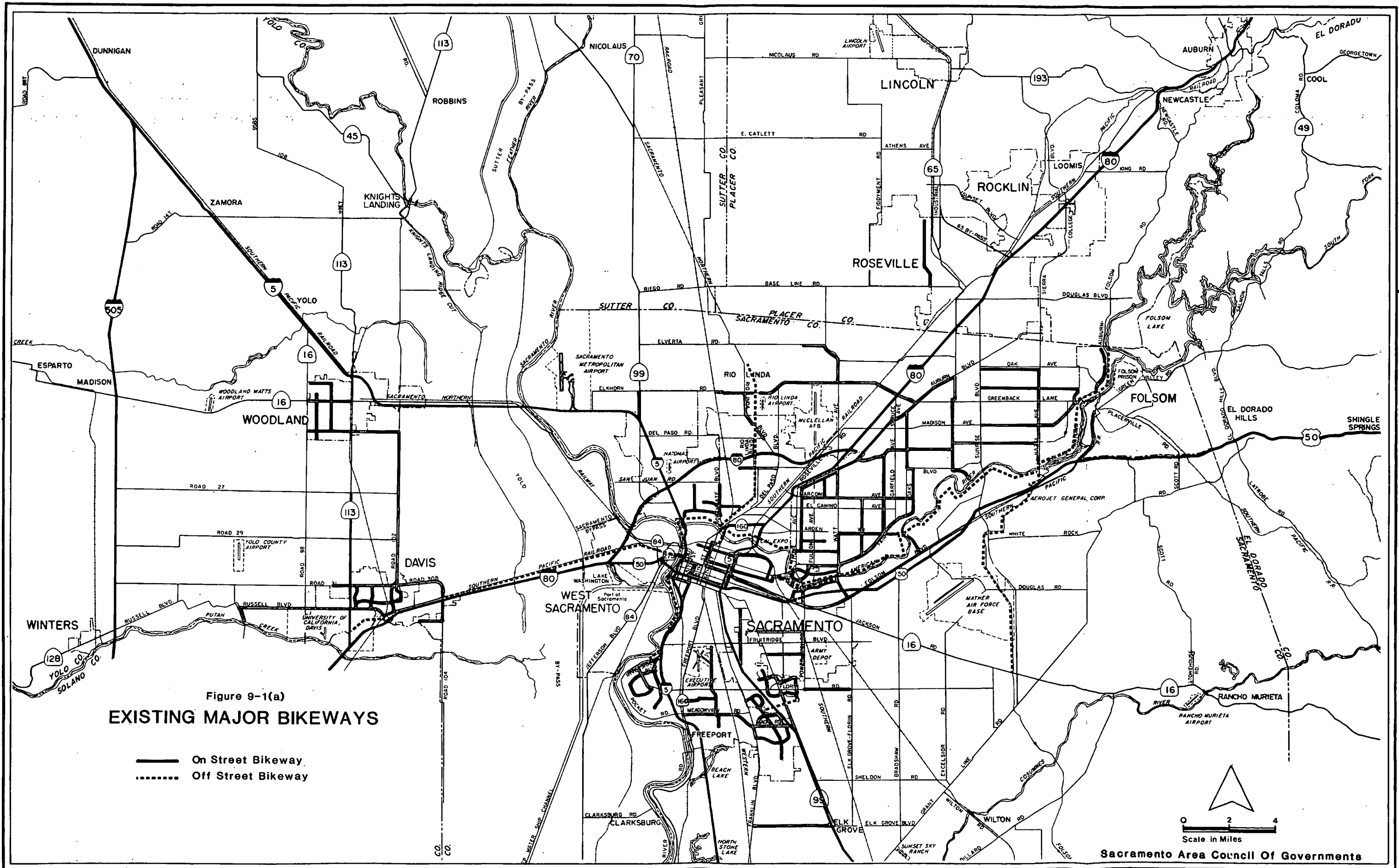
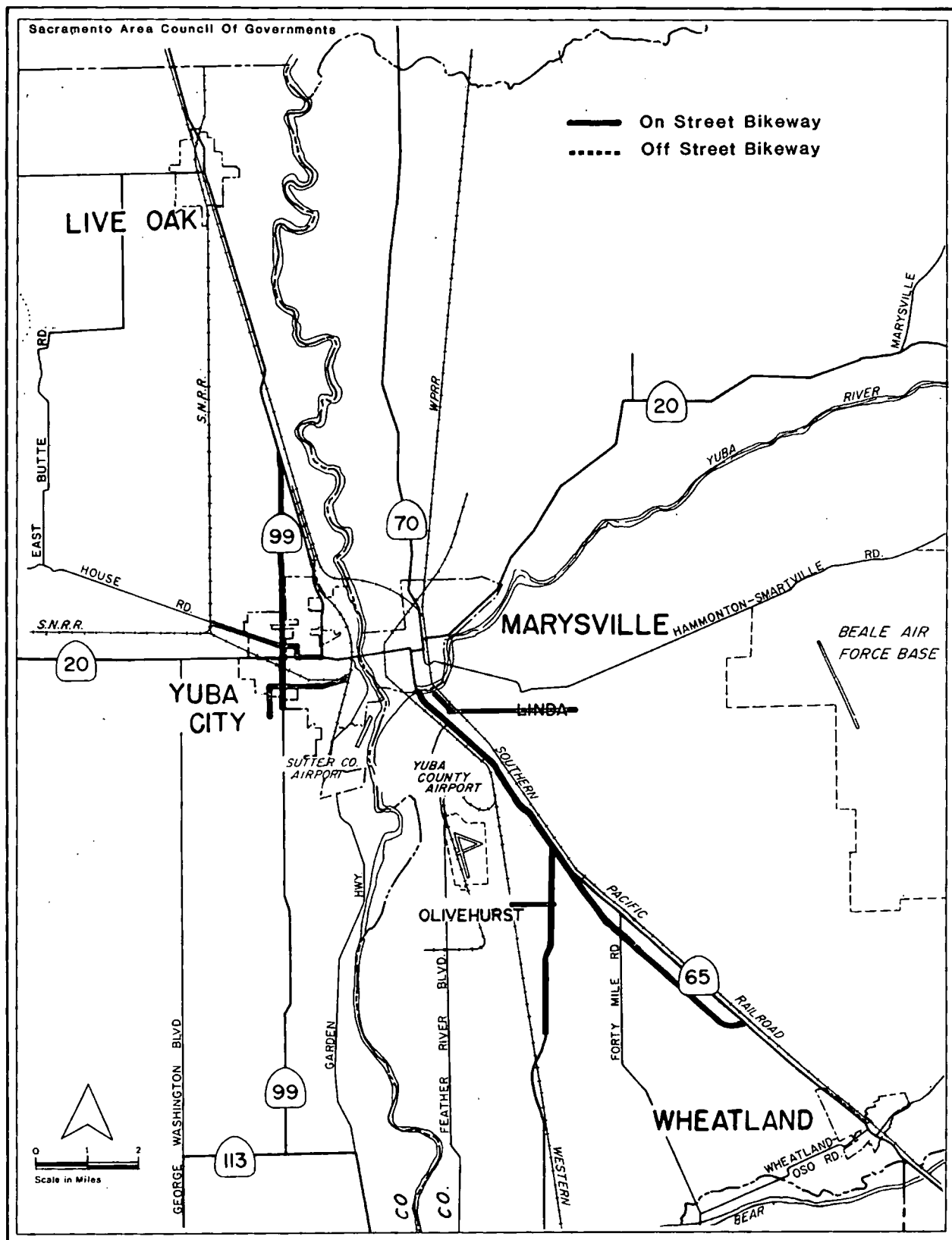


Figure 9-1(b)

EXISTING MAJOR BIKEWAYS



Sutter County

Regular demand for bicycle facilities is quite low in the vast rural portion of Sutter County, so most of the county bike projects are within the Yuba City urban area. Yuba City itself contains several bike lanes concentrated near schools and along major collectors and arterials. Where rights-of-way exist, new streets are being constructed to sufficient widths to accommodate cyclists.

The City of Live Oak General Plan mentions the need to plan for bicyclists but makes no provisions for it. This is due to a shortage of financial resources and insufficient rights-of-way.

Yolo County

The Yolo County Bicycle Plan emphasizes the maintenance or improvement of existing facilities to serve the bicycle commuter. Unfortunately, a funding shortfall will probably prohibit the construction of new projects during the next five years. Should road funds become available, some roadways will be widened to accommodate bicycle lanes.

Caltrans has recently completed a bicycle lane as part of its project to widen the Yolo Causeway on Interstate 80. The Causeway parallels an existing pathway within the Yolo Bypass connecting Davis with West Sacramento. Annual flooding has undermined the structure of this existing pathway and precludes access during much of the winter. Thus, the new elevated bike lane should be very popular with cyclists.

In the city of Davis, and on the University of California campus, bicycle and pedestrian travel have long been integral elements of the transportation network. Both jurisdictions have extensive systems of well-connected bicycle pathways, and a pedestrian network is emphasized in Davis' downtown plan. Most current projects focus on the maintenance of existing facilities.

Due to its small size, Winters has not designated any internal bike routes. The Winters General Plan, however, recognizes that as the city develops and new streets are built, bike route planning must be considered.

The Woodland Four Year Bike Route Plan strives to accommodate both adult and juvenile cyclists. Presently, about half of the city's proposed 14 mile bicycle network is complete. The plan identifies those roadways most appropriate for completing the network and those areas and roadways least suitable for bicycle travel. Recently, Woodland has reduced the priority of bikeway development in favor of enhanced roadway maintenance. No bicycle projects are scheduled for construction during the next five years.

With development along the Sacramento River in West Sacramento, bicycle paths will be developed along the levee.

Yuba County

The Yuba County Bikeway Plan favors commuting and utilitarian transportation needs over those of recreational cyclists. The plan calls for regular bikeway maintenance and the consideration of cyclists whenever roadways are constructed or expanded. Although Yuba County now has only two major bike lanes, several are proposed for the next five years.

The City of Marysville Bicycle Plan calls for the provision of roughly 17 miles of bikeways. Unfortunately, due to inadequate funding, no bicycle facilities have yet been constructed.

Wheatland has no provisions for cyclists and pedestrians.

Placer County

Although Roseville has no bicycle plan, it does contain several miles of Class I and II bike lanes. Additionally, the Roseville City Parks and Recreation Department has drafted a bicycle trail system along the city's creek network. This concept is currently stymied pending review after last year's flooding. No other projects are proposed for the next five years.

The city of Rocklin has no existing bikeways, but the city planning department has mapped a network of potential routes.

The Circulation Element of the Lincoln General Plan includes a section on non-motorized transportation the proposes a small system of bike routes for use mostly by school age children. It also proposes a network of hiking and equestrian trails. To date none of these improvements have been implemented.

PROGRESS IN IMPLEMENTING THE 1983 RTP

Only two recommended bicycle and pedestrian actions were listed in the 1983 RTP and both have been reintroduced in this 1987 plan. The first suggested that member cities and counties require by ordinance the provision of appropriate bicycle facilities in significant new private developments. While most jurisdictions have encouraged developers to build roads to maximum ultimate width and/or install adequate cycling and walking facilities, few (e.g. Yolo County, City of Davis) have adopted legal provisions for requiring it.

The second recommended action from the 1983 RTP called for cities and counties to continue implementing their adopted bikeway plans. It appears that to the extent financially possible, those jurisdictions with plans have attempted to carry them out. As will be mentioned in the financial section of this element, however, funding has been available for only marginal improvement of local pathway systems.

ISSUES FACING THE BICYCLE AND PEDESTRIAN NETWORK

There are five key issues in planning for cyclists and pedestrians in the SACOG region.

Safety

Safety is an overriding concern, for much of the space set aside for cyclists and pedestrians is shared with or is adjacent to motor vehicle traffic. Bicycles, in particular, are difficult to see and many motorists do not recognize their lawful claim to a portion of the roadway. Also, cyclists often ignore the basic traffic safety regulations to which they are bound. Wherever

different transportation modes interface extreme care must be taken in the planning and subsequent installation of facilities. This applies to parking areas as well as roadways.

Drainage grates and grade crossings can also be hazardous. Missing grates or grates and tracks oriented parallel to traffic flow will snag bicycle tires.

Convenience

For cycling and walking to be viable transportation alternatives, the facilities which serve them must be convenient and easy to use. Insufficient maintenance of pathways results in uneven pavement and debris accumulation. In addition to restricting movement, this damages wheel rims and endangers riders.

Also, cyclists need the same geographical liberties as motorists. Having to dismount and carry equipment over barriers or turn back for lack of facilities discourages bicycle use.

Needs

The need for additional facilities is a three-fold issue. First, to further encourage bicycle commuting to SACOG's major population and activity centers, new pathways and terminal facilities must be developed. This specifically refers to connecting routes between significant new residential areas and commercial, industrial, and educational developments within the regional network of pathways. And, it calls for the provision of secure parking and ample shower and locker facilities at major employment locations. The absence of these latter items discourages bicycle commuters.

Secondly, the regional bikeway network must become more integrated to allow uninterrupted travel among adjoining pathway systems. By improving access to the various local systems, each cyclist's geographical sphere is significantly expanded with a relatively small addition of new pathways. This attracts both commuter and recreational cyclists.

Finally, many streets in the SACOG region lack sidewalks, forcing pedestrians to either use the roadway or take short vehicle trips. These alternatives are undesirable, for the former presents a safety hazard and the latter causes unnecessary air pollution and fuel consumption.

Funding

The problem of financing new construction and regular maintenance of existing facilities pervades the regional transportation network. Specific alternatives for funding bicycle and pedestrian projects will be addressed in the financial section of this element. In most SACOG jurisdictions the ability to fund projects has not kept pace with the increased demand of recent years. This is due to the consistently higher priority assigned to automobile and transit projects.

Education

New bicycle and pedestrian facilities are of no value if the citizenry is unaware of their availability or of their proper use. This information can be distributed via pamphlets that describe routes, access points, points of inter-

est, and available ancillary facilities (rest stops, water, air, etc.). Also, community programs on proper cycling techniques and bicycle maintenance, along with strict enforcement of traffic regulations, will help disseminate the message. Lastly, adequate route signage will guide cyclists during their journey.

Actions required of SACOG to fulfill the policies that support the goals are as follows:

- Through the environmental review process, SACOG will advise local jurisdictions of the policies above and will encourage consideration of bicycle and pedestrian needs.
- SACOG will advise local government on the availability of funding for bicycle and pedestrian projects and, in cooperation with member jurisdictions, develop innovative new sources of funding.
- SACOG will support city and county efforts to prepare and periodically update bicycle and pedestrian plans.
- SACOG will encourage cities and counties to develop (where lacking) and expand (where feasible) bicycle and pedestrian route systems to link with adjoining local and state systems.
- SACOG will encourage RT and local agencies to integrate bicycle and pedestrian facilities with the light rail system. Convenient access and safe bicycle storage are essential to this effort.

The actions recommended for local government are as follows:

- Prepare or update bicycle and pedestrian plans. Aggressively implement the plans.
- Give priority to commuter and utilitarian cycling over recreation. Design routes to enable a majority of school children to safely bike or walk to school.
- Implement a program of regular inspection and maintenance of bicycle and pedestrian facilities.
- Solicit the input of bicycle commuters and organizations in determining the need for new facilities and improvements to existing facilities.
- Where appropriate, require all new development and redevelopment, whether public or private, to provide adequate bicycle lanes, sidewalks, and ancillary facilities (parking, lockers, showers, signage, etc.).

Actions planned by local jurisdictions include:

- In Sacramento County:
 1. Construct a pedestrian and bicycle lane along Stanley Avenue between Fair Oaks and Marshall. (Estimated project cost (EPC) = \$220,000)
 2. Construct a pedestrian and bicycle lane along Kenneth Avenue between Elm and Oak. (EPC = \$120,000)

3. Construct a pedestrian and bicycle lane along Elk Grove-Florin Road between State Route 99 and Elk Grove Park. (EPC = \$70,000)
 4. Construct a pedestrian and bicycle lane along Dry Creek Road between the Sacramento city limits and E Street. (EPC = \$100,000)
 5. Construct a pedestrian and bicycle lane along Palm Avenue between Dewey and San Juan. (EPC = \$110,000)
 6. Twenty-six additional projects with a cumulative EPC of \$3,885,000.
- In the city of Sacramento:
1. Construct a bikeway along the State Route 51 corridor. (EPC = \$1,000,000)
 2. Extend the Sacramento Northern Railway Bike Trail. (EPC = \$1,000,000)
 3. Construct the Pocket Canal Parkway. (EPC = \$1,000,000)
 4. Construct the Bannon Creek Bikeway. (EPC = \$368,750)
 5. Construct the Power Line Bikeway (I-80 to Garden Highway). (EPC = \$350,000)
 6. Four additional projects with a cumulative EPC of \$1,663,750.
- In the city of Davis:
1. Widen 2nd Street between L Street and the eastern city limits to accommodate bicycle lanes. (EPC = \$200,000)
 2. Replace raised sidewalks with bicycle lanes on the Richards Blvd./I-80 overcrossing. (EPC = \$125,000)
 3. Channelize bicyclists at the 5th and L Street intersection. (EPC = \$36,000)
- In West Sacramento:
1. Add bicycle lanes to West Capitol Avenue, connecting the Yolo Causeway bicycle lane to downtown Sacramento.
- In Yuba County:
1. Construct a bicycle lane along Hammonton-Smartville Road between Dunnigan Avenue and Simpson Lane. (EPC for all Yuba County priority one projects = \$540,000)
 2. Continue bicycle lane along Hammonton-Smartville Road between Simpson Lane and North Beale Road.
 3. Construct bicycle lanes along Olivehurst Avenue between Seventh Avenue and McGowan Parkway; McGowan Parkway between Olivehurst Avenue and Powerline Road; and Powerline Road between McGowan Parkway and Seventh Avenue.

BICYCLE AND PEDESTRIAN NETWORK FINANCING

A major barrier to the actions proposed in this element is the lack of funds. Local governments faced with dwindling revenues and increasing automobile and truck traffic must postpone bicycle and pedestrian projects in favor of roadway construction and maintenance. This trend is reinforced by the rising cost of pathway construction. The estimated per mile costs of new bikeways (1986 dollars) are:

Class I Bike Path
8 ft. paved lane - \$ 90,500
12 ft. paved lane - \$139,500

Class II Bike Lane
-- with parking - \$13,500
without parking - \$30,500

Class III Signed Bike Route
\$ 5,500

There are two primary revenue sources for the development and maintenance of nonmotorized facilities. The first involves Transportation Development Act (TDA) funds administered by SACOG and distributed proportionally to member cities and counties based on a combination of jurisdictional population size and sales tax receipts. In Sacramento County and its incorporated cities, two percent of TDA funds are allocated specifically for bicycle and pedestrian projects. No such allocation is made in the other SACOG cities and counties. Instead, TDA funds are directed toward transportation projects at the discretion of the local jurisdiction. The second major revenue source here is the State Bicycle Lane Account (BLA), a statewide \$360,000 discretionary fund that is distributed annually. Application requires an approved bicycle plan, conformance to state design criteria, and a ten percent fund match. Individual projects are limited to \$90,000 of BLA funds.

Other possible sources include the State Highway Account and grants from the State Department of Parks and Recreation as well as the Federal Surface Transportation Act and Federal Land and Water Conservation Fund.

Clearly, local governments will be unable to afford all of the bicycle and pedestrian actions recommended in this element and in the individual project listings of their local plans. However, some provisions for reducing expenses are available:

- Develop and improve bicycle and pedestrian facilities along new or existing roadways at the same time that they are constructed for automobiles.
- Require that new private developments include sufficient pathways and ancillary facilities.
- Construct new roadways to their ultimate width.
- Solicit advertisers for a bicycle/pedestrian informational brochure.

CHAPTER TEN

GOODS MOVEMENT

DESCRIPTION OF FACILITIES AND DEMAND

Water Transport

Water shipping provides economical movement of large, bulky, or low value goods. It is slower than other modes of transport, but considering its large load capacity it is the cheapest per ton-mile. The only significant water shipping facilities within the SACOG region are the Port of Sacramento and the Sacramento Deep Water Ship Channel (figure 10-1). Although the Sacramento River's shallow draft channel is an authorized U.S. Army Corps of Engineers project, the corps no longer maintains it for lack of sufficient commercial demand.

There are four key elements associated with the Port of Sacramento. The most visible is the Deep Water Ship Channel between Collinsville at the mouth of the Sacramento River and the port harbor at West Sacramento. This 42.8 mile channel is 200 feet wide at the bottom (300 feet in the river section) and is designed to provide a thirty foot depth at mean lower low water. Partial funding has been appropriated to deepen the channel to accommodate a 35 foot draft.

The harbor and turning basin at the upper end of the ship channel is a 2,000 by 2,400 by 3,000 foot triangle with a draft comparable to that of the channel. Wharves are situated at its periphery.

The barge canal was constructed as a passageway between the harbor and the Sacramento River for commercial, recreational, and construction shallow draft vessels. Commercial traffic today represents only a small proportion of its total use.

The William G. Stone Navigation Lock facilitates movement through the barge canal, for water levels between the harbor and river vary up to 21 feet. Originally operated by the Corps of Engineers to handle commercial cargo vessels, the lock is now operated under caretaker status by the City of Sacramento to serve pleasure craft. Should commercial demand return, the Corps can resume control.

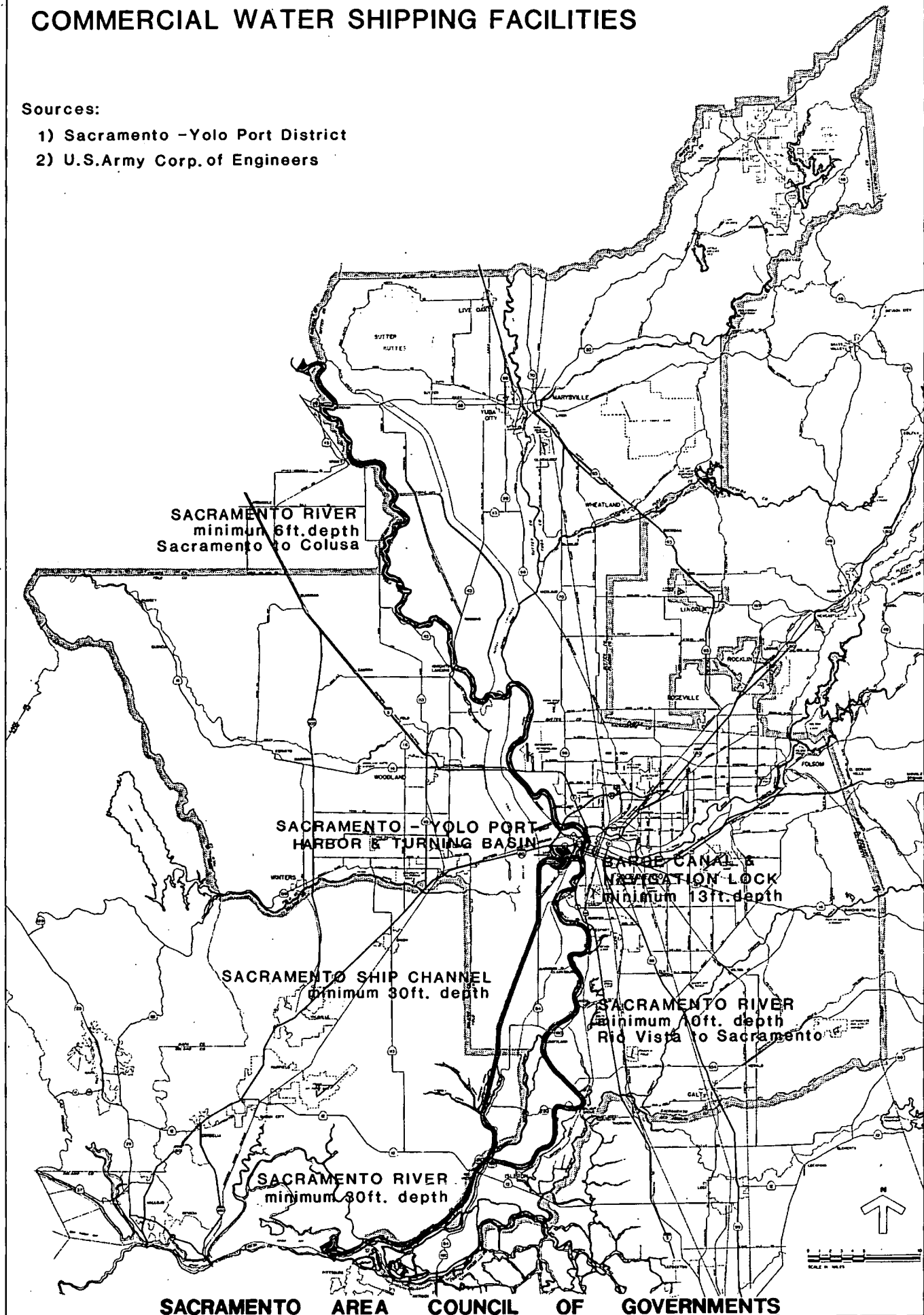
Most of the Port's operation involves loading ships for export. With the exception of strike years, the volume of cargo handled has grown since its opening in 1963. And, based upon existing industries and resources, the Port Commission projects that cargo volume could reach five million tons per year by century's end. Afterward, the volume will level off as regional industrial growth slows. Currently, the chief commodities exported through the Port of Sacramento include rice, wood chips, wheat, and livestock feed. Key imports are fertilizers and newsprint.

Figure 10-1

COMMERCIAL WATER SHIPPING FACILITIES

Sources:

- 1) Sacramento - Yolo Port District
- 2) U.S. Army Corp. of Engineers



Rail Transport

Railroads also facilitate the long distance hauling of large, bulky commodities. The SACOG region is served by two major rail carriers, Southern Pacific and Union Pacific. Southern Pacific operates two main lines through the area. The double-tracked, east-west line connecting Oakland with Salt Lake City enters the region at Davis before passing through Sacramento and Roseville. The major north-south line between Los Angeles and Portland serves Sacramento, Roseville, and Marysville. A subordinate north-south line runs from Davis through Woodland and connects with the main line in Tehama County.

Union Pacific operates a main line between Oakland and Salt Lake City that bisects both Sacramento and Marysville. The Sacramento Northern Railway and the Central California Traction Company are owned and operated by Union Pacific as spur lines.

Both railroads operate major freight terminals and repair facilities in the region. Southern Pacific has a classification yard (largest west of the Mississippi River), trailer-on-flat-car terminal, and a freight car repair facility at Roseville, as well as a locomotive repair facility in downtown Sacramento. Union Pacific runs a classification yard and container/trailer-on-flat-car terminal in Sacramento as well as a repair garage for freight cars and locomotives.

Figure 10-2 displays existing railroad facilities in the SACOG region, while figure 10-3 presents the volume of freight hauled on area track.

Highway Transport

Trucking is the quickest and most versatile mode for shipping large quantities of goods. Thus, truckers specialize in carrying perishable or high value goods requiring speedy delivery. While trucks carry only 30 percent of total ton-miles, they earn over 90 percent of the gross operating revenues of all for-hire carriers (truck, rail, water, air).

In the SACOG region, agricultural produce is a major truck cargo. The year-round demand for agricultural transportation has induced several for-hire carriers to specialize in such operations. During the fall harvest many truckers come into the region from other parts of California. Also, some of the larger farms and processors operate their own private truck fleets.

Of course, the most vital component of a trucking operation is the public roadway. As depicted in figure 10-4, most truck traffic in the region occurs within the urbanized area of Sacramento on Interstates 5 and 80 and Routes 51 and 99. Although truck volumes are much lower on Routes 20, 70, and 99 in the Marysville/Yuba City area, the fact that these highways run through these communities with numerous intersections make truck traffic an important issue here. Peak truck volumes during the harvest season exceed the annual average by about 20 to 30 percent. On rural roads this peaking effect is heightened, for truck traffic here represents a greater proportion of all traffic and most of it is associated with agricultural operations. To minimize congestion and maximize the efficiency of truck operations, it is important that agricultural processors, freight terminals, and others consolidate activities be located outside of densely urbanized areas. Existing and planned highways in the SACOG region are described in Chapters Three and Four of this plan.

Figure 10-2

EXISTING RAILROAD FACILITIES

..... Passenger Service (AMTRAK)

———— Freight Service

▲ AMTRAK Terminal *

■ Major Freight Terminal

● Major Freight Terminal With "Piggyback Yard"

Abbreviations

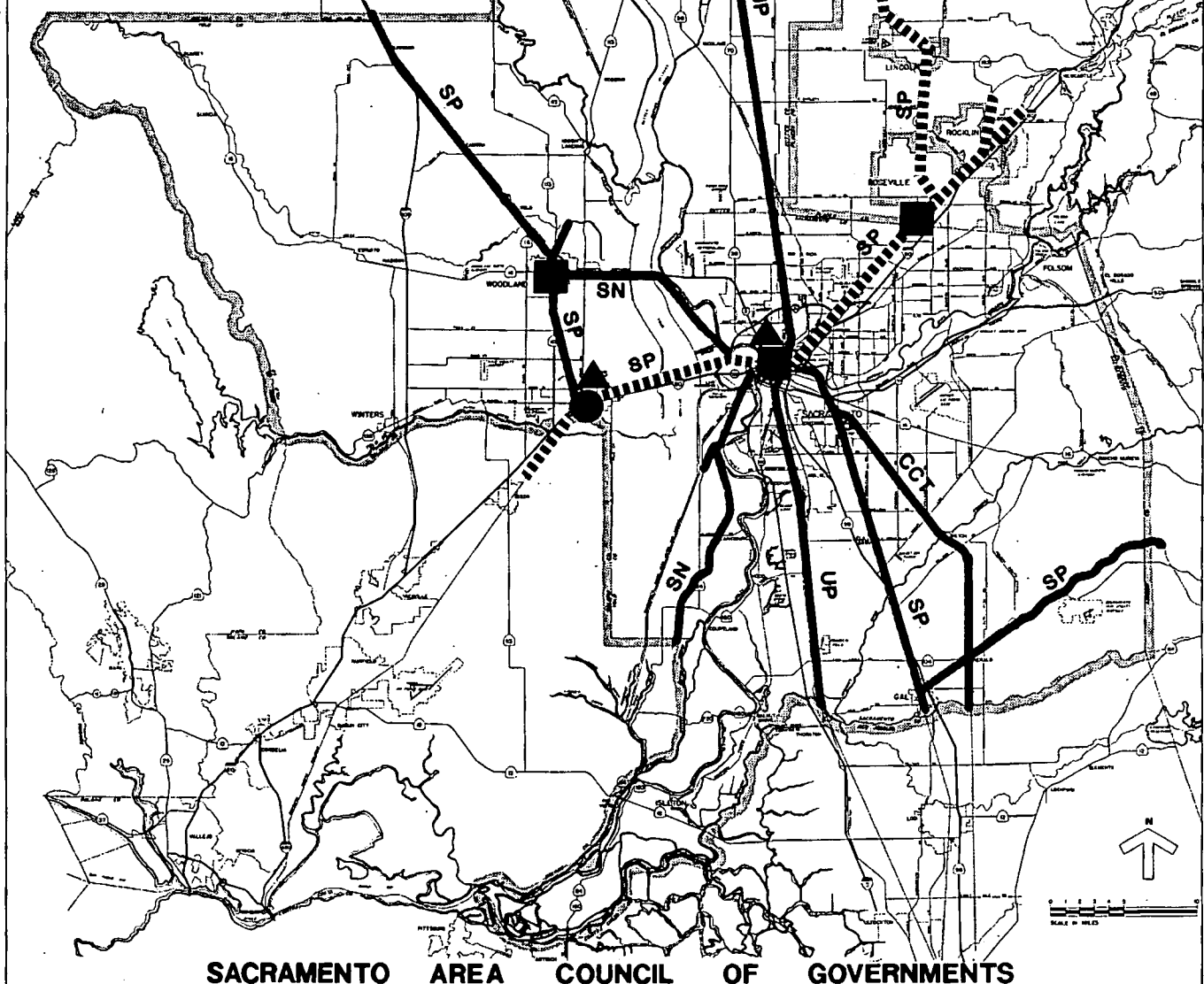
CCT Central Cal. Traction Co.

SN Sac. Northern

SP Southern Pacific

UP UNION PACIFIC

* Sacramento AMTRAK connection to Stockton by intercity bus



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Figure 10-3

RAILROAD FREIGHT TRAFFIC

Total Annual Tons Freight Hauled In 1982

Less Than 1 Million Tons Per Day

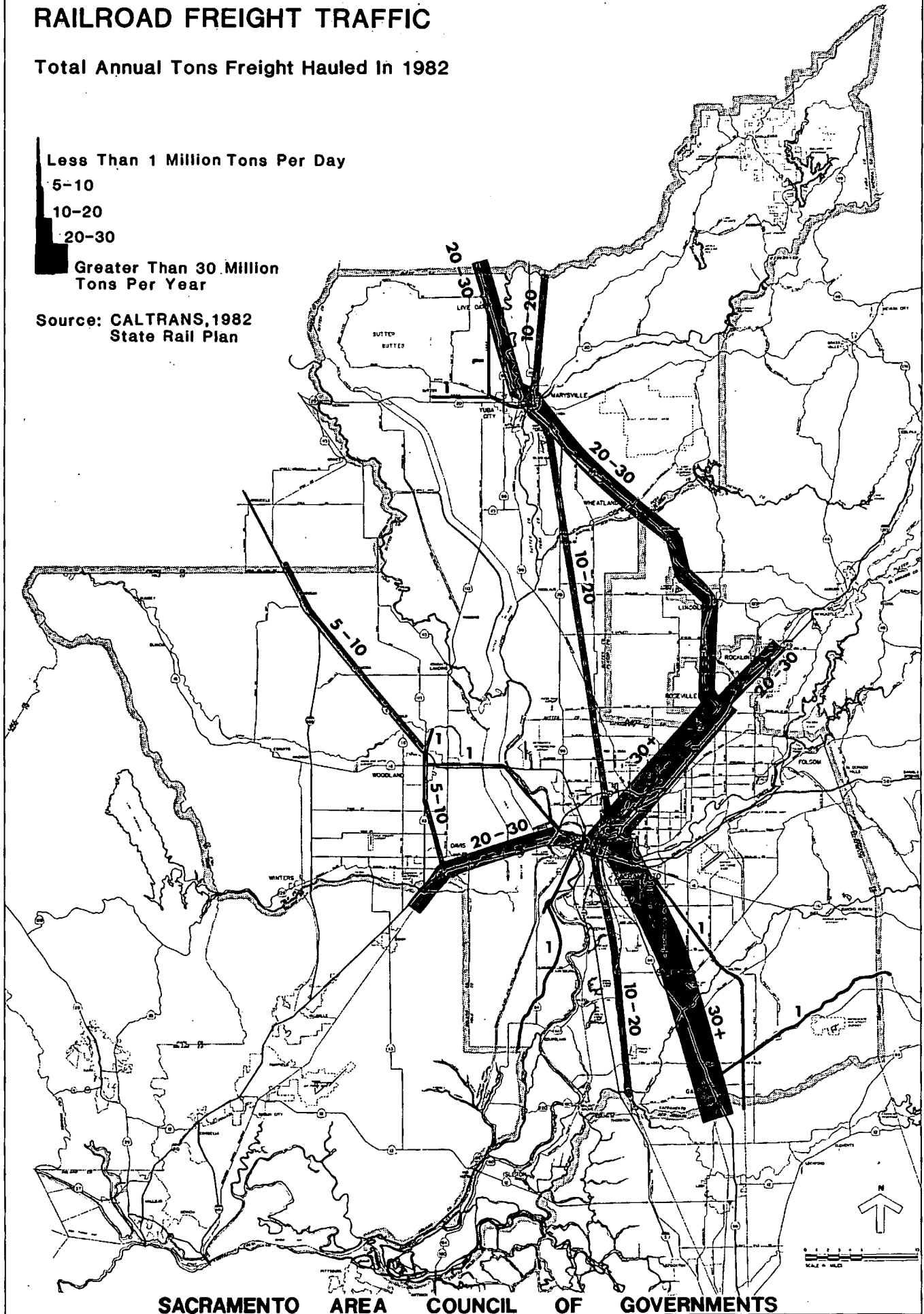
5-10

10-20

20-30

Greater Than 30 Million
Tons Per Year

Source: CALTRANS, 1982
State Rail Plan

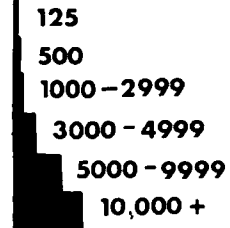


SACRAMENTO AREA COUNCIL OF GOVERNMENTS

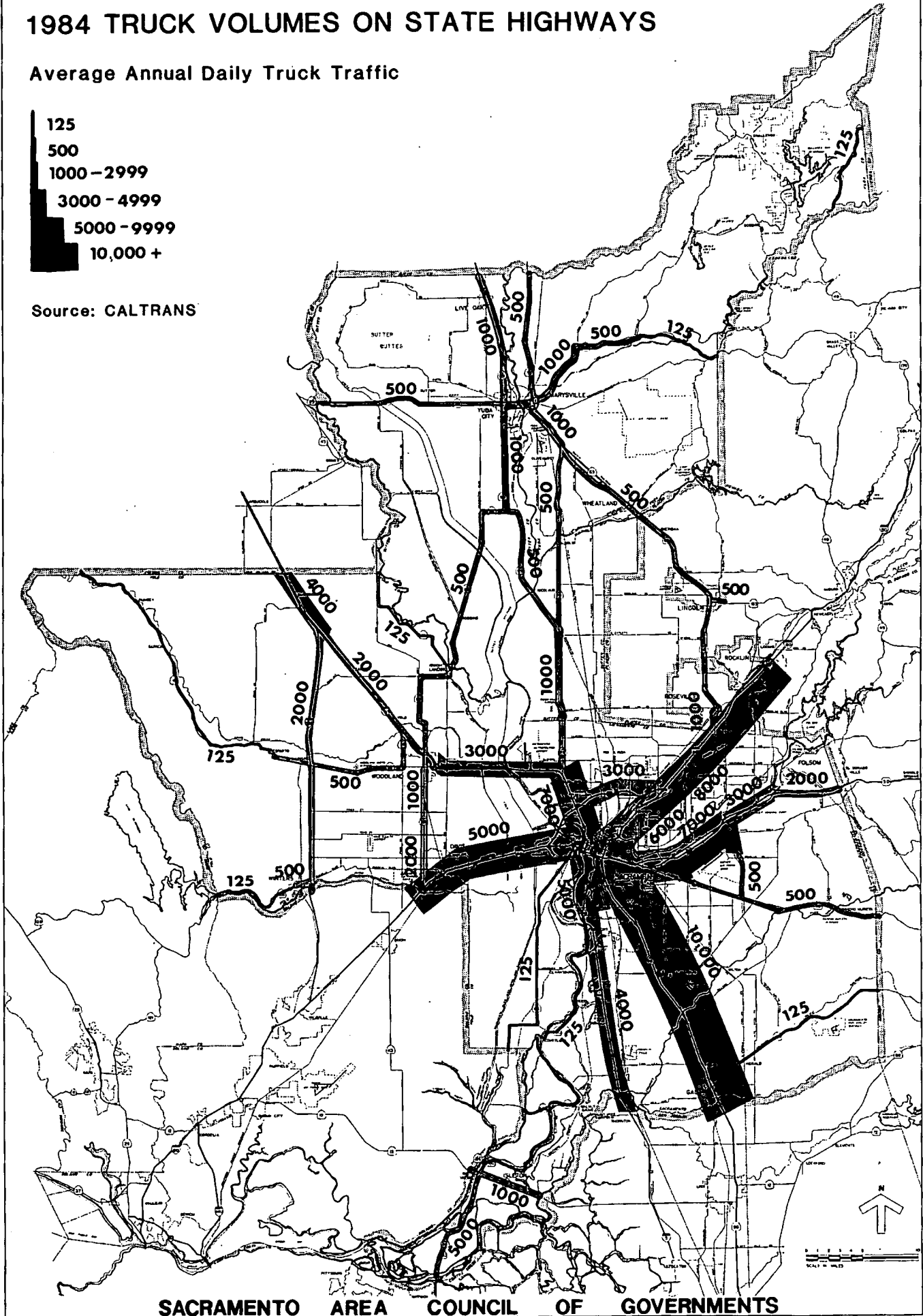
Figure 10-4

1984 TRUCK VOLUMES ON STATE HIGHWAYS

Average Annual Daily Truck Traffic



Source: CALTRANS



SACRAMENTO AREA COUNCIL OF GOVERNMENTS

PROGRESS IN IMPLEMENTING THE 1983 RTP

Effectively, no recommended actions for goods movement were proposed in the 1983 RTP.

ISSUES CONCERNING GOODS MOVEMENT IN THE SACOG REGION

Water Transport

Access. The Deep Water Channel and Turning Basin are deep and wide enough to accommodate only 20 percent of the world's fully loaded ocean-going vessels. And the average size of ships continues to increase. Thus, many carriers must either ignore the Port of Sacramento in favor of more accessible seaside operations or they must take a partial load at Sacramento and "top-off" at Oakland or San Francisco.

A federal funding package for 75 percent of the cost of dredging the channel has been appropriated and right-of-way and dredged material dumping areas have been acquired. Construction is tentatively set to begin during summer 1987.

Intermodal Cooperation. A second issue related to the Port's competitiveness is its capacity to integrate water transport with rail and truck feeders, thereby exploiting its proximity to major freeways and rail lines. Port officials have presented the "Seaway Center" concept for attracting more general cargo business to Sacramento. Seaway Center calls for an infrastructure that facilitates easy highway and rail access and efficient transfer of cargo between carriers.

Funding. Who will finance these major Port projects? As mentioned, the federal government via the Army Corps of Engineers has appropriated 75 percent of the cost of channel and harbor deepening and widening. Sources of the remaining 25 percent have yet to be identified. Also, implementation of the Seaway Center plan will require substantial incremental infusions of funds over the next 15 years. Currently available sources of these funds include general obligation bonds, revenue bonds, and promissory notes. Alternative sources might include certificates of participation, overseas financing, and lease-purchase programs. Regardless of source, however, Port officials will need to assure potential investors that local demand is sufficient to warrant an expansion of facilities.

Rail Transport

Safety. Safety is an ongoing and shared concern of both rail carriers and public regulators. The rail companies must protect their immense investment in track and equipment, while regulators provide for safe interaction between railroads and the general public. Rail safety programs in California are administered by the Public Utilities Commission (PUC) in cooperation with private carriers. Programs include competency testing of railroad personnel; investigation of unsafe conditions and accidents; and, in concert with the Federal Railroad Administration (FRA), investigation of track and equipment condition.

Public highway-railroad grade crossings and grade separations are particular safety problem areas, and are again within the exclusive jurisdiction of the PUC. Responsibilities include examining crossings for compliance with standards and identification of necessary improvements; investigating accidents and complaints of unsafe conditions; maintaining a grade separation priority program; and participating in community rail safety programs.

Abandonments. For many years railroad companies have operated spur lines to accommodate major shippers removed from main lines. However, as state and county road systems expand and the cost of rail operations inflates, many spur lines are abandoned. In most cases, trucks--often operated as feeder routes by the railroads--have replaced the shortlines.

Caltrans has an ongoing program to acquire and help reactivate abandoned railroad rights-of-way that exhibit potential for public transportation uses. Based on an analysis of needs and on departmental criteria, proposals are evaluated and a statewide acquisition priority list is developed. It is important that such rights-of-way be preserved in the SACOG region to accommodate such future activities as light rail extensions and conversion to recreational trails.

Highway Transport

Safety. Two particularly controversial trucking issues of late involve the emergence of extremely large "supertrucks" and the hauling of hazardous wastes. Supertrucks, aside from damaging the roadway, pose a substantial hazard, for they are less maneuverable than other trucks. Rules, regulations, and fees are needed to govern the operation of supertrucks on local streets and highways.

Hazardous waste movement poses a more extensive environmental and health hazard and is thus tightly regulated. The federal government controls air, water and rail transport of such materials, but requires that states permit its movement on state and interstate highways. Within individual communities the State of California allows local governments to restrict hazardous waste carriers to prescribed routes as long as these actions do not externally effect other communities or result in restraint of trade. The transportation of radioactive waste in the SACOG area is confined to Interstate 80, Interstate 5 north of Dunnigan, and Interstate 505 between Dunnigan and Winters.

Roadway Condition & Congestion. Trucking costs are directly related to roadway condition and congestion, for deteriorated or congested highways require reduced speeds and cause wear on tires, suspension, and brakes. Trucks, however, are directly responsible for most roadway deterioration. The immense size and weight of trucks requires enhanced construction standards such as greater pavement thickness, wider lanes, stronger shoulders, milder grades and curves, higher bridge clearances, and more noise barriers. Subsequently, more reconstruction and pavement structure maintenance is required. Trucking operators help pay for these external marginal costs of operation through registration fees and a variety of fuel, equipment, and use taxes. Caltrans is conducting a study with the Department of Finance to assess if these fees and taxes sufficiently cover the costs that trucks generate.

PROGRAMS AND ACTIONS

Several actions are necessary to ensure that the transportation system supports the economic needs of the region through the efficient movement of goods.

- In cooperation with Caltrans, SACOG will identify trouble spots where the relationship among trucks and automobiles needs improvement.
- The Port of Sacramento should work with the city of West Sacramento to widen the bridge over the barge canal to provide highway access to potential port facilities along the harbor's southern shore; a span may also be needed to provide rail access.
- The Port will implement its Seaway Center Program.
- The Port will coordinate efforts to identify and secure the remaining 25 percent of funding needed to dredge the ship channel and turning basin; the U.S. Army Corps of Engineers is expected to begin this task in 1987.
- Cities and counties need to develop ordinances to ensure safe operations of supertrucks on local roadways and should require supplemental fees of supertrucks if their presence requires additional roadway repair, construction, or signage.
- Cities and counties should identify the safest and least populated routes for the movement of hazardous wastes.

Part C
FINANCIAL ELEMENT

CHAPTER ELEVEN

TRANSPORTATION FINANCING

The purpose of this chapter is to summarize the overall financial situation for the region's state highway, local road, and transit systems, recommend funding sources, and suggest appropriate policies and actions. More detailed examinations of the financing for each of these modes are presented in the specific elements.

During the RTP planning period, it is estimated that the SACOG region will require approximately \$7.9 billion for transportation network operations and capital improvements, including the cost of potential projects that are still under study. Unfortunately current funding sources will provide only about \$2.6 billion in revenues. This leaves the region with an estimated \$5.3 billion shortfall. Table 11-1 summarizes these figures for highways, local streets and roads, and transit, while figure 11-1 presents the proportion of the shortfall burden to be borne by each segment of the transportation system. The 37.7 percent of the shortfall that is represented by highways will be borne in part by cities and counties, for the state is relying on local governments to fund a greater portion of highway improvements.

TABLE 11-1
ESTIMATED EXPENSES AND REVENUES FOR HIGHWAYS, LOCAL ROADWAYS, AND TRANSIT
IN THE SACOG REGION, Fiscal Year 1986/87 - Fiscal Year 2004/05
(In Thousands of Dollars)

System	Revenue/Expense	Amount
State Highways	Expenses	\$1,815,400
	Revenues	548,900
	Shortfall	(1,266,500)
Local Streets and Roads	Expenses	3,168,800
	Revenues	1,348,800
	Shortfall	(1,820,000)
Transit	Expenses	2,873,000
	Revenues	701,000
	Shortfall	(2,172,000)
Total Expenses		7,857,200
Total Revenues		2,598,700
Total Shortfall (Shortfall)*		(\$5,258,500)

* Total shortfall is slightly understated due to inflation of revenues while a majority of the project expenses are expressed in 1986 dollars.

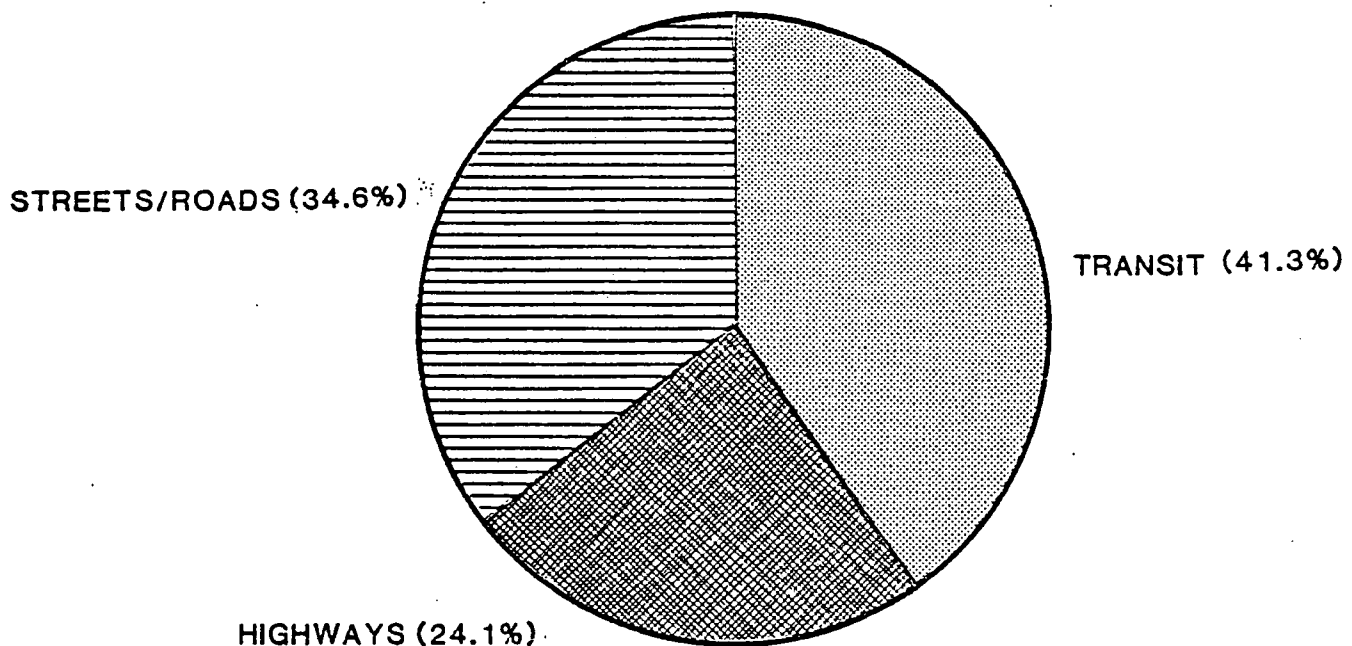
Several sources were consulted to estimate the expense of transportation improvements and operations during the planning period. First, estimated highway expenditures were derived from the 1986 State Transportation Improvement Program, from Caltrans District 3 System Management Plan (June 1986), and from

local short and long range project lists. Second, cost figures for new roads and streets were taken from the long and short range action element presented in this report, while expenditures for road reconstruction, maintenance, and engineering and administration were developed according to inflation figures derived from the state highway program. Finally, transit expenses were derived from recent short range transit plans and from operator estimates. For those years not included in an operator's plan, expenses are assumed to increase at an annual rate of five percent.

The revenue estimates are based on several assumptions. It is assumed that SACOG's highway revenues at first will match the project costs programmed in the 1986 State TIP. Subsequently, however, they will equal the total of the region's county minimums. Revenue estimates for local roads and streets are based on three assumptions: a general increase in federal monies of three percent in fiscal year 1987/88 and four percent in all subsequent years; an increase in gas tax revenues commensurate with fuel consumption estimates assumed in developing the 1986 state highway program; and an annual two percent increase in local revenues. Finally, transit revenues are based on available operator estimates, and assume that all current income, excluding Transportation Development Act funds (TDA), will remain at current levels; estimates are based on recent trends.

FIGURE 11-1

HIGHWAY, ROADWAY, AND TRANSIT DISTRIBUTION
OF TOTAL SHORTFALL
FY 1986/87-FY 2004/05



POTENTIAL REVENUE SOURCES

As indicated, the region's transportation financing needs far outweigh its available resources. In order to fulfill the actions recommended in this RTP, innovative financing programs must be identified and implemented. Possibilities include increasing local taxes, assessing development impact fees, and forming transportation assessment districts. It is unlikely that any single revenue source will satisfy all of the region's transportation needs. Each jurisdiction will use a different combination of funding mechanisms based on need and community acceptance. Even with creative local financing, however, increased federal and state funds will be required to expand the regional transportation network commensurate with anticipated growth. Possible sources of roadway and transit revenues are described below.

Local Option Sales Taxes for funding transportation improvements have recently been instituted by voters in three California counties. Seven other counties have had 1/2 cent local option sales taxes for transit for several years. Voters are generally receptive to such a tax when specific projects have been identified. It is estimated that an average of \$48.35 million could be generated annually in Sacramento County assuming a 1/2 cent tax increase, and \$96.55 million annually assuming a 1 cent increase. Total revenues during the 19-year planning period would be \$918.7 million and \$1,834.5 million, respectively. It is estimated that a region-wide sales tax would generate \$52.9 million annually for a 1/2 cent increase and \$105.8 million annually for a 1 cent increase. The feasibility of such a tax would be enhanced by current legislative proposals that would allow for passage with a simple majority vote rather than a 2/3 majority vote.

A Local Option Motor Vehicle Fuel Tax can be implemented by California counties if it gains the endorsement of two-thirds of the voters and if all incorporated cities agree on the amount of the tax and the allocation of its revenues. Thus far, all efforts to impose a local fuel tax have been rejected by voters. With a region-wide gas tax increase of one cent per gallon approximately \$54 million would be generated during the 19-year planning period. Thus, a five cents per gallon increase would provide \$270 million in additional revenue. As with the sales tax, legislation is needed to allow for a simple majority vote to help make the passage of a tax more feasible; no such legislation has, however, been introduced.

Private Development Fees are of two types: Traffic mitigation fees and negotiated development agreements. Traffic mitigation fees are used by local jurisdictions to mitigate the impacts of new development on traffic circulation and safety. They distribute the costs of road improvements among all new developments. The fee amounts are set according to either the size (number of units) of a proposed development or to estimates of a project's trip generation capacity. The fee schedule is adopted by an ordinance of the local governing body.

Negotiated development agreements are arranged during the course of project approval. They require a developer to provide at least a portion of the infrastructure associated with a project. A negotiated development agreement to provide transportation facilities is usually additional to the normal development fees described above. A negotiated facility can either be constructed directly by the developer or can be paid for with developer contributions. The amount of revenues from private development fees depends on the types of development proposed and on their expected transportation impacts.

A Benefit Assessment District allows local governments to recover the costs of public improvements directly from property owners benefiting from the project(s). The assessment is based on the premise that the transportation improvement project(s) enhances the value of the affected property. Assessments are enacted according to a zone of benefit, with each affected parcel being assessed a specified dollar amount. Assessments can be based on three criteria:

- proximity of the property to the improvement
- size of the property in area or street frontage
- enhanced value of the property due to the improvement

Depending on specific enabling legislation, public hearings and a two-thirds majority vote may be required to create a district. The amount of revenue generated from an assessment district is dependent on the cost of its proposed public improvements. Sacramento County public works staff have, however, proposed extension of an existing assessment district to fund road maintenance needs throughout the county. They estimate that this extension would produce \$7.3 million in first-year apportionments.

A Mello-Roos Community Facilities District provides for the issuance of tax-free municipal bonds by creating a special tax assessment district to repay the debt. Local jurisdictions may form the district and levy a special tax after two-thirds approval of the voters (or if uninhabited, two-thirds of the land owners) within the proposed district. Total revenues are dependent on the costs of specifically proposed projects.

A State Bond Issue allows the state to borrow funds for highway projects. Legislation has been introduced to place a \$1.0 billion (SB 176) to \$1.5 billion (AB 671) bond issue on the June 1988 ballot. If passed, and approved by voters, its revenues would be used for transportation improvement capital outlay projects. The advantage of voter-approved bonds is that they avoid the Gann initiative spending limit and allow revenues to be applied exclusively to the purposes for which they were raised. User fees such as gasoline taxes are subject to the Gann spending limits. The SACOG region's potential share of statewide bond revenues is estimated to be five percent, or \$90 million assuming \$1.8 billion in bonds.

Toll roads may have some potential in this region, although there may be prohibitions against using federal funds to help construct such facilities.

Road maintenance service fees were recently considered by Sacramento County but were postponed pending the outcome of the sales tax option.

A summary of the effect of using the above revenue sources is provided in table 11-2. This table shows that even with increased local and state revenue support, the SACOG region will fall significantly short in funding its transportation needs over the next 19 years. The final level of funding for the region's transportation needs, however, will ultimately be decided by the individual jurisdictions within the region. SACOG's policies and actions regarding transportation financing are outlined below.

TABLE 11-2

AVERAGE ANNUAL SHORTFALL ASSUMING NEW STATE AND LOCAL REVENUES
(In Thousands of Dollars)

Revenue/Expense	Low Revenue*	High Revenue**
Annual Expenses	\$413,500	\$413,500
Annual Revenues (current)	<u>136,800</u>	<u>136,800</u>
Shortfall (current)	\$276,700	\$276,700
<u>Potential Revenue Sources</u>		
Region-wide sales tax	\$ 52,900	\$105,800
Gas Tax	14,200	28,400
Road Maintenance Service Fees	7,300	7,300
State Bond Issue	4,500	4,500
Remaining Shortfall	\$197,800	\$130,700

* Assumes 1/2¢ sales tax increase and 5¢ per gallon gas-tax increase.

** Assumes 1¢ sales tax increase and 10¢ per gallon gas-tax increase.

PROGRAMS AND ACTIONS

The actions required to fulfill SACOG's financial objective and policies (p. 24) are as follows:

1. SACOG will support federal transportation legislation (Surface Transportation Assistance Act) that fulfills the following requirements:
 - Continues federal support for transit.
 - Returns to each state at least 85 percent of the federal gas tax funds derived from that state.
 - Consolidates most federal highway categorical programs to enhance local flexibility and discretion in highway fund applications.
 - Continues the Federal Aid Urban (FAU) program at current or increased funding levels.
 - Provides a minimum four-year highway and transit authorization to enhance program stability and provide continuity in federal transportation policy.

2. SACOG will support state legislation that increases state revenues sufficient to maintain and rehabilitate the existing state highway system; to match all available federal highway funding; to fully implement all new construction and right-of-way programs identified in the 1987 Regional TIP; and to stabilize transit operating assistance at a level necessary to meet existing transit needs; and to provide state support for light rail extensions.
3. SACOG will support a statewide gas tax increase to raise money for roadways, state highways, and transit.
4. SACOG will support state and federal legislation that indexes gas tax revenues with the inflation rate, thereby allowing increases in the tax reflective of increased construction costs.
5. SACOG will support a statewide bond issue to finance the short and long term capital needs of the state and regional transportation system.
6. SACOG will encourage member jurisdictions to require private developers to finance roadway and transit improvements to handle the increased travel generated by their projects and will urge that these fees be as uniform as possible from one jurisdiction to another.
7. SACOG will support legislation authorizing counties to submit to the voters ballot issues to increase local sales taxes to provide monies for the construction, maintenance, and operation of state highway, local roadway and transit systems. SACOG supports the 65/35 road/transit split agreed to by proponents of the Sacramento County sales tax bill, but would also support allowing the split to be calculated over a period of years rather than each year.
8. SACOG will support innovative funding sources and private-sector participation for the operation of public transit facilities and services.

APPENDICES

APPENDIX A

STATE HIGHWAY PROJECT LISTING

The project listing was compiled by reviewing the 1986 Regional Transportation Improvement Program (RTIP), the 1986 State Transportation Improvement Program (STIP), and the 1985 draft Regional Transportation Plan (RTP), and by consulting with Caltrans staff and reviewing the Caltrans' documents described below. Local jurisdictions were also consulted regarding these projects.

- Route Concept Report. An intensive description of a route, the problems on that route and what might be done to a route, and the problems on that route and what might be done to solve those problems.
- Route Development Plan. Identifies and prioritizes improvements proposed in the Route Concept Reports.
- Systems Management Plan. Identifies current and future state highway deficiencies and sets a strategy for improving those deficiencies within a given set of financial constraints. The 1986 Systems Management Plan assumes that vehicle miles travelled (vmt) in the Sacramento area will increase an estimated 50 percent faster than population.

All of the projections for annual average daily traffic (AADT), level of service (LOS), and volume to capacity (v/c) were obtained from various Caltrans Route Concept Reports prepared between 1984 and 1986. An important assumption involving technical data from the route concept reports is that all projects from the 1984 STIP have been completed. Those projects that were programmed into the 1984 STIP are marked with an asterisk on this list. For these projects, the technical data has been adjusted to reflect AADT, LOS, and v/c prior to the 1984 listing.

The following glossary sheet explains the abbreviations and footnotes in the highway listing.

GLOSSARY AND REFERENCES TO PROJECT LIST

Sponsor:

- Reg - Project was nominated by a local jurisdiction
- SMP - Project was nominated by Caltrans in its System Management Plan (June 1986)

Funding:

- I - Interstate
- IR - Interstate Rehabilitation
- F - Federal (Primary or 85% funds)
- Loc - Local dollars
- WBPS - Woodland Bypass
- St - State

Abbreviations:

- I/C - Interchange
- O/C - Overcrossing

Definitions:

AADT (Annual Average Daily Traffic) - total traffic volume for the year divided by 365 days.

LOS (Level of Service) - indicates driver satisfaction with a segment of highway based on speed and travel time, traffic delays, safety, convenience, and driving comfort. For highways the six LOS ratings are:

LOS A - Free flow, low traffic density

LOS B - Delay is not unreasonable, stable traffic flow.

LOS C - Stable condition, movements somewhat restricted due to higher volumes, but not objectionable for motorists.

LOS D - Movements more restricted, queues and delays may occur during short peaks, but with no excessive backups.

LOS E - Excessive demand on the roadway causes delay to motorists due to congestion.

LOS F - Demand greater than capacity resulting in extreme congestion.

V/C (Volume to Capacity Ratio) - relates a highway's measured volume of use to its ideal carrying capacity.

A ratio less than 1.00 indicates unused capacity, while a ratio greater than 1.00 indicates that capacity is being exceeded.

Estimated project costs (Est. Costs) are presented in 1986 dollars. There are various sources for these figures:

- (1) Caltrans cost estimate
- (2) City of Sacramento cost estimate
- (3) SACOG staff estimate; to be replaced with Caltrans cost estimate when available.
- (4) DKS "Beltway Connector Study" (June 1986)
- (5) Caltrans District 3, System Management Plan (June 1986)

Three types of projects are presented:

- (1) Those programmed in the 1986 Regional Transportation Improvement Program (TIP)
- (2) Short range project needed within the next 10 years
- (3) Long range projects needed over the next 10-20 years

A summary table is included on page A-14 to give an overview of the information contained in the project listings. This table organizes the project information for each jurisdiction by project type.

1986 STIP PROJECTS
(as of 10-30-86)

Program Yr. Route Funding (Post Mile)	Location	Project Description	AADT(LGS) V/C		Deficiency;Comments	Est. Costs (Millions)
			1984 1995 2005	1984 1995 2005		
1989/90 SAC 5 100% Local (14.8-15.0)	River Bend (Delta Shores)	New interchange (aka Huntington Park)	83.0 D 110.0 E 135.0 F	.75 .95 1.22	Decrease congestion on ad- jacent ramps; provide access to high growth area.	\$5.72 (1)
1987/88 SAC 5 IR/Local (25.3-25.5)	Garden Highway	Modify interchange by re- vising ramps and adding signals.	83.0 D 110.0 E 135.0 F	.75 .95 1.22	Expand capacity to serve in- crease in traffic from airport and residential growth. (\$276 CalTrans contribution.)	\$0.38 (1)
1990/91 SAC 5 IR (25.3-26.7)	Garden Highway to Interstate 80.	Highway planting.	Same as above		* Originally part of above pro- ject; CTC deferred; fulfill commitment by landscaping.	\$0.67 (1)
1986/87 SAC 5 100% Local (27.1-28.6)	N. Market Blvd.	New interchange; auxil- iary lanes between I-80 and Del Paso Rd.; ramp metering.	47.0 D 70.0 E 90.0 F	.64 .69 1.21	Provide new development access to freeway, reduce congestion on freeway and on adjacent interchanges.	\$8.65 (2)
1989/90 SAC 16 F (4.2-9.4)	Manlove to Treeview	Widen existing roadway to 40'; pave shoulders.	7.9 C 11.2 D 14.2 D	.49 .57 .65	Narrow lanes, unpaved should- ers. Growing commuter route.	\$0.72 (1)
1986/87 SAC 50 F (10.3-11.3)	Stockton Blvd. to Zinfandel Dr.	Suv. syst., ramp meter, add ramp lane, auxiliary lane.	99.0 C 120.0 F 139.0 F	.79 1.13 1.22	Manage traffic flow on major commuter route. Maintain LGS at "D."	\$1.74 (1)
1989/90 SAC 50 F (1.1-2.6)	39th St. to 65th St.	Add auxiliary lane eastbound.	116.0 D 133.0 D 150.0 E	.88 .89 .90	Additional lane to help traf- fic flow on major commuter freeway where LGS is "D".	\$0.33 (1)
1991/92 SAC 50 F (1.1-2.6)	39th St. to 65th St.	Highway planting.	116.0 D 133.0 D 150.0 E	.88 .89 .90	Originally part of above pro- ject; CTC deferred; fulfill commitment by landscaping.	\$0.56 (1)
1988/89 SAC 50 100% Local (10.9)	Zinfandel Dr.	Modify interchange to accommodate 4 lane arterial; revise ramps.	99.0 D 120.0 F 139.0 F	.79 1.13 1.22	Increase interchange capacity and reduce backup on freeway during peak period.	\$2.80 (1)
1987/88 SAC 51 F (3.0-7.3)	American River to Watt Ave.	Bike Trail to Watt/N.E. Corridor Commuter Bikeway.	N/A		* Interface with light rail system to provide multi- modal transportation.	\$0.30 (1)
1991/92 SAC 60 IR/St/Loc (2.3-3.9)	I-5/80 to Winters St.	Highway planting.	67.0 E 99.0 F 110.0 F	.86 1.35 1.70	Project deferred by CTC; ful- fill previous commitment; local contribution toward costs.	\$0.61 (1)

Program Yr. Route Funding (Post Mile)	Location	Project Description	AADT(LOS) V/C		Deficiency;Comments	Est. Costs (Millions)
			1984	1984		
			1995	1995		
			2005	2005		
1986/87 SAC 80 100% Local (3.6-3.7)	Truxel Blvd.	New interchange; auxil- iary lanes; ramp metering between I-5 and Northgate Blvd.	67.0 E 99.0 F 110.0 F	.86 1.35 1.70	Reduce impact of development on adjacent interchanges, pro- vide access to freeway; reduce congestion on freeway.	\$9.60 (1)
1987/88 SAC 99 100% Local (13.5-14)	Bond Rd.	New interchange.	40.0 C 55.0 D 68.0 E	.59 .60 .99	Development will necessitate new interchange.	\$6.20 (1)
1989/90 SAC 99 F (18.5-21.6)	No. of Mack Rd. to Sacramento Blvd.	Add a northbound and southbound lane and a median barrier.	118.0 D 134.0 F 150.0 F	.83 1.08 1.23	Widen 4 lanes to 6 lanes to maintain LOS along heavily travelled corridor.	\$4.27 (1)
1986/87 SAC 99 F (32.6-36.2)	Elkhorn Blvd.	New interchange.	14.2 C 19.7 D 24.7 E	.48 .65 .82	Facilitate operation of expanded roadway.	(Part of cost below.)
1986/87 SAC/SUT 99/ F 70 (36.2- 36.9)(0-4.2)	Elverta Rd. to Sankey Rd.	Convert to 4 lane expressway.	14.2 C 19.7 C 24.7 D	.38 .49 .61	Heavy volumes on 2 lane corridor; high % trucks; rapidly growing area.	\$17.01 (1)
1986/87 SAC 140 F (38.1-40.9)	Vallejo Way to Blair Ave.	Traffic signal moderni- zation and coordination.	21.9 C 27.6 D 33.4 E	N/A	Improve operating conditions and safety.	\$0.38 (1)
1987/88 SUT 20 F (16.3-16.7)	Live Oak to near Shasta St.	Restripe; adj. curbs; channelize; revise signals.	31.5 E 35.9 E 39.5 F	.77 .98 .96	Improve traffic flow.	\$0.57 (1)
1986/87: SUT 99 1987/88 (3.8-8.6) F	No. of Sankey Rd. to 0.8 mi. north of 99/70 jct.	Convert to 4 lane expressway.	11.5 C 15.3 C 18.7 D	.38 .49 .61	Heavy volumes on 2 lane corridor; high % trucks; rapidly growing area.	\$19.97 (1)
1991/92 SUT 99 F (3.8-8.6)	No. of Sankey Rd. to 0.8 mi. north of 99/70 jct.	Highway planting.	11.5 C 15.3 C 18.7 D	.38 .49 .61	CTC deferred; fulfill project commitment to Rt. 99 expressway project by landscaping.	\$0.17 (1)
1986/87 SUT 99 F (40.7-42.4)	No. city limits of Live Oak to East Biggs Hwy. (connect to Butte 99)	Add shoulders and channelizations.	12.1 D 14.8 E 17.2 E	.68 .83 .97	Improve to accommodate emer- gency parking, bicycle travel, and facilitate traffic flow. (Butte Co. portion \$7.0)	\$2.07 (1)
1986/87 YCL 84 100% Local (23.7-24.2)	Harbor Blvd. to Route 80.	Widen, channelize, signals.	19.9 E 25.7 E 31.0 F	.70 .90 1.10	Improve traffic flow.	\$1.10 (1)

Program Yr. Route Funding (Post Mile)	Location	Project Description	AADT(LQS) V/C		Deficiency;Comments	Est. Costs (Millions)
			1984	1984		
			1995	1995		
			2005	2005		
1986/87; YOL 113 1987/88 (5.7-10) WBPS	0.2 mi. S. of CR 27 to 0.2 mi. S. of Main St. (in Woodland).	Construct 4 lane expressway on new alignment; including o/c at Gum Ave., interchange at Gibson.	12.9 C 15.9 D 18.6 E ****	.49* .58 .92 ****	Gap closure project. Narrow 2 lane roadway with high accident rate. ****Traffic data is for EXISTING highway.	\$21.19 (1)
1991/92 YOL 113 WBPS (5.7-10)	0.2 mi. S. of CR 27 to 0.2 mi. S. of Main St., Woodland.	Highway planting.	12.9 B 15.9 B 18.6 C	.36* .44 .53	Originally part of previous project; CTC deferred; fulfill commitment to landscape.	\$0.11 (1)
1986/87 YOL 113 100% Local (8.8-9.2)	0.3 mi. S to 0.2 mi. N of Gibson Rd., in Woodland.	Widen to 4 lanes, add left turn lane and signals.	12.9 B 15.9 B 18.6 C	.36 .44 .53	Accommodate increase in traffic resulting from commercial development.	\$0.65 (1)
1986/87 YUB 20 F (16.3-16.9)	Sicard Flat Rd.	Add w/b passing lane, road approach and improve bridge.	7.6 C 9.6 D 11.2 D	.34* .44 .51	Improve to maintain LQS; portions of road narrow, substandard. Access to Seale.	\$0.66 (1)
1986/87 YUB 70 F (14.3-14.7)	From 3rd to 9th St. and on Rte. 20 from "H" St. to "D" St.	Upgrade and modify signals.	6.7 C 10.1 E 12.7 E	.43* .63 .79	Facilitate traffic flow in downtown Marysville.	\$0.56 (1)
1986/87 PLAC 60 IR (2.3-3.7)	From 0.4 mi. E. of Douglas Blvd. to Taylor Rd. o/c. (Roseville By-pass).	Revise two interchanges.	64.0 D 95.0 F 125.0 F	.80* 1.27 1.60	Complete by-pass of City of Roseville. Relieve congestion through town.	\$22.43 (1)
1990/91 PLAC 60 IR (2.3-3.7)	From 0.4 mi. E. of Douglas Blvd. to Taylor Rd. o/c. (Roseville By-pass).	Highway planting.	64.0 D 95.0 F 125.0 F	.80* 1.27 1.60	Originally part of above project. Deferred by CTC. Fulfill project commitment.	\$0.20 (1)
TOTAL COSTS						\$129.51

Short Term Projects

AAOT (LOS) PEAK V/C

Sponsor	Route	Location	Project Description	2005	1995	1984	Est. Costs (Millions)
Reg/SFP	SAC 5	"S" and "T" Sts.	Add new ramps.	83.0 D	.75	110.0 E	56.57 (1)
SFP	SAC 5	"J" and "L" Sts.	Rebuild ramps.	83.0 D	.75	110.0 E	59.00 (5)
Reg.	SAC 16	Freeway to Hadzor	Widen existing roadway to 7.9 C	135.0 F	1.22	135.0 F	
Reg.	SAC 50	"H" Street bridge.	Sidewalk on westbound side.	116.0 D	.88	133.0 D	50.47 (1) (55)
Reg.	SAC 50	Near "R" St. from Soundwells.	Local community support to	116.0 D	.88	133.0 D	51.50 (3)
Reg.	SAC 50	Home Ave. to Walt Soundwells	Local community support to	116.0 D	.88	133.0 D	52.86 (1)
Reg.	SAC 50	Bradshaw Rd.	Modify interchange to accommodate 6 lane arterial	99.0 C	.79	120.0 F	51.70 (1)
Reg.	SAC 50	Sunrise Blvd.	Modify interchange to accommodate 6 lane arterial	99.0 C	.79	120.0 F	53.60 (1)
Reg/SFP	SAC 50	Sunrise to Folsom	Add 2 median lanes and rebuild interchanges.	40 B	.42	84 E	58.00 (5)
SFP	SAC 50	Folsom exit to El Dorado county line.	Add 2 median lanes. Study possibility of	30 B	.35	61 D	
Reg.	SAC 51	"E" St. to Route	Widen to 8 lanes. Study possibility of	120.0 F	.95	136.0 F	58.00 (5)
Reg.	SAC 51	Hear River Park - Soundwells.	Residents adjacent to near capacity freeway desire sound-	120.0 F	.95	136.0 F	58.00 (5)
Reg.	SAC 51	Elvas underpass to American River Br.	Walls.	136.0 F	1.00	153.0 F	58.00 (5)
Reg.	SAC 51	"E" St. to Route	Widen to 8 lanes. Study possibility of	120.0 F	.95	136.0 F	58.00 (5)
Reg.	SAC 51	Hear River Park - Soundwells.	Residents adjacent to near capacity freeway desire sound-	120.0 F	.95	136.0 F	58.00 (5)
Reg.	SAC 51	Elvas underpass to American River Br.	Walls.	136.0 F	1.00	153.0 F	58.00 (5)

Sponsor	Route	Funding (Post Mile)	Location	Project Description	1984	1995	2005	Deficiency/Comments	Est. Costs (Millions)
Reg.	SAC 51	(2.71-3.79)	Exposition Blvd. to eastbound Hwy. 51 (Bus. 80)	On ramps.	120.0 F .95	136.0 F 1.00	155.0 F 1.00	Proposed development and extension of Exposition Bl. requires modifying interchange where LOS is "E."	\$0.50 (2)
Reg.	SAC 80	(0-2.3)	Woodward Ave.	On/off ramps and signals.	30.0 A .39	44.0 B .57	56.0 D .79	Efficiently manage anticipated increase in traffic flow on/off freeway.	\$0.25 (2)
SMP	SAC 80	(2.5-10.4)	1-5 to Watt Ave.	Add w/sb and nb/eb lanes at S/80; add 2 median ins from 1-5 to Watt Ave. Study HOV lanes and impact on productivity of light rail.	67.0 E .26	99.0 F 1.35	110.0 F 1.70	Maintain LOS at "E."	\$21.00 (5)
Reg.	SAC 20	(10.3-10.7)	Watt Ave.	Park and Ride lot.	109.0 E 1.01	161.0 F 1.50	210.0 F 1.80	Facility to serve light rail commuters and carpools. Improve LOS on freeway.	\$2.97 (1)
Reg.	SAC 80	(10.3-19)	From 244/80/51 jcts. to Greenback Lane	Soundwalls.	109.0 E 1.01	161.0 F 1.50	210.0 F 1.80	Major computer and interregional route requires soundwall project.	\$7.70 (3)
SMP	SAC/PLAC 80	(11-18 SAC) (0-3 PLAC)	Hwy. 51 to Rocklin Rd.	Add 2 median lanes and ramp metering. Study HOV lanes and impact on productivity of light rail.	109.0 E 1.01	161.0 F 1.50	210.0 F 1.80	Maintain LOS at "E."	\$16.00 (5)
SMP	SAC 99	(12.8-17.7)	Elk Grove Blvd. to Mack Road.	Add 2 median lanes; ramp metering; build an interchange; soundwalls. Study HOV lanes.	40.0 C .39	55.0 D .50	68.0 E .99	Growth south along 99 corridor; maintain LOS at "D." Region wants soundwalls (not in SMP).	\$11.00 (5)
Reg.	SAC 99	(14.9-15)	Sheldon Rd.	Improve ramps and widen overcrossing.	40.0 C .39	55.0 D .50	68.0 E .99	Growth in south area along 99 corridor will require improving existing interchanges.	\$3.92 (1)
Reg.	SAC 99	(17.7)	Mack Rd.	Signals and highway planting.	118.0 D .33	134.0 F 1.08	150.0 F 1.23	Improve traffic flow with signals.	\$0.20 (2)
SMP	SAC 99	(17.7-21.7)	Mack Rd. to Fruitridge	Add 2 median lanes and ramp meters. Study HOV lanes.	118.0 D .33	134.0 F 1.08	150.0 F 1.23	Widen previously improved (1986 SIP) 6 lanes to 8 lanes to maintain LOS at "D."	\$7.00 (5)

ADOT (LOS) PEAK V/C

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT (LOS) PEAK V/C		Deficiency; Comments	Est. Costs (Millions)
				1984	1984		
				1995	1995		
				2005	2005		
Reg. F	SAC 99 (18.4-20.8)	Near Mack Rd. to .1 mi. so. of Florin Rd.; Florin Rd. to Turnbridge o/c; Turnbridge Dr. o/c to 49th Ave.	Soundwalls	118.0 D 124.0 D 130.0 D	.83 .87 .91	Heavy auto and truck traffic creates noise attenuation problems.	\$3.60 (1)
Reg. F	SAC 99 (35.4)	Elverta Rd.	New interchange.	14.2 C 19.7 D 24.7 E	.48 .65 .82	Convert expressway to freeway.	\$4.15 (1)
Reg. St/Loc.	SAC 160 (44.3-46.6)	Exposition Blvd. to Rte. 160.	Extend Exposition Bl. to Route 160.	53.0 D 64.0 E 75.5E/F	.65 .90 1.03	Facilitate traffic flow by providing direct access to commuter Rte.160.	\$1.00 (2)
SMP F	SUT 20 (15.6-16.8)	Through Yuba City from Jct.99 to Feather River Bridge.	Widen 4 lane street to 6 lanes.	31.5 E 35.9 E 39.5 F	.77 .88 .96	Maintain LOS at "E."	\$1.50 (5)
Reg/SMP F	SUT/YUB 65 (0-1.7 SUT) and Marysville. (9.2-12.2 YUB)	Between Yuba City and Marysville.	Construct 2 lane express- way (with 4 lane expwy. bridge on Feather River).	31.5 E 35.9 E 39.5 F	.77 .88 .96	Provide alternative route; de- crease congestion on existing narrow connector bridges.	\$54.06 (1)
SMP F	SUT 99 (34.9-42.4)	Live Oak	Buy right of way for 4 lane expressway on new alignment.	12.1 D 14.8 E 17.2 E	.68 .83 .97	Bring LOS up to "C" on this commuter and recreational route.	\$4.50 (5)
SMP IR	YOL 50 (2.5-2.9)	Sacramento exit to Pioneer Bridge.	Add 2 median lanes to existing 6 lanes.	73.0 C 94.0 D 115.0 E	.63 .71 .95	Serves interregional, local commute and recreational travel. Maintain at LOS "D."	\$5.00 (5)
SMP IR	YOL 80 (0-9.9)	Through City of Davis to Route 50.	Add 2 median lanes. Study possibility of HOV lanes.	65.0 D 82.0 F 114.0 F	.79 1.13 1.40	LOS drop to "F" by 1995 with- out additional capacity. Main- tain LOS at "E."	\$11.00 (5)
Reg F	YOL 84 (15.9-20.9)	Route 50 to Garge Canal.	Widen.	13.6 D 21.4 E 28.5 E	.46 .73 .98	Accommodate future growth in residential and Port activity.	\$1.00 (2)
SMP F	YUB 20 (7.9-10.5)	Loma Rica Rd. to Spring Valley Rd.	Realign and add shoulders.	7.6 C 9.6 D 11.2 D	.34 .44 .51	LOS at "D" by 1995. Improve to maintain LOS at "C".	\$3.50 (5)

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT (LOS) PEAK V/C		Deficiency; Comments	Est. Costs (Millions)
				1984	1984		
				1995	1995		
				2005	2005		
Req. St/Loc.	PLAC 65 (6.3-7.6)	Blue Oaks Blvd., Carlsberg Blvd., and Harding Blvd.	Construct new diamond in- terchanges.	21.5 B 37.0 C 52.0 D	.37 .64 .89	Complete Roseville By-Pass. (\$6.0 Million each)	\$24.00 (1)
Req. St/Loc.	PLAC 65 (9.4-9.6)	Sunset Blvd. (Placer Blvd.)	Construct new diamond in- terchange.	9.7 D 21.4 F 32.0 F	.41 1.00 1.36	Complete Roseville By-Pass.	\$6.50 (1)
Req/SMP F	PLAC 65 (8.9-13.1)	Blue Oaks Rd. to south Lincoln	Rebuild existing 2 lane conventional to 4 lane expressway.	9.7 D 21.4 E 32.0 F	.41 .91 1.36	High growth area; LOS "E" by '1995; upgrade to maintain LOS "C."	\$13.00 (1.5)
Req. IR	PLAC 80 (0.3)	Cirby School	Scundwall.	62.0 C 99.0 F 136.0 F	.71 1.17 1.60	Portion of Sacramento Co. line to Douglas Blvd. project.	\$0.50 (3)
Req. IR	PLAC 80 (6.1-6.2)	Rocklin Rd.	Landscaping.	64.0 D 95.0 F 125.0 F	.80 1.22 1.60	Local jurisdiction needs for erosion control and highway beautification.	\$0.19 (1)
Req. IR	PLAC 80 (7.4-7.5)	Sierra College Blvd.	Landscaping.	64.0 D 95.0 F 125.0 F	.80 1.22 1.60	Local jurisdiction needs for erosion control and highway beautification.	\$0.17 (1)
TOTAL COSTS							\$272.08
							PROJECTS IN '85 STIP
							\$129.51
							TOTAL
							\$401.59

Long Term Projects

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT (LOS) PEAK V/C		Deficiency; Comments	Est. Costs (Millions)
				1984	1984		
				1995	1995		
				2005	2005		
Reg/SMP F	SAC 16 (4.2-12.6)	Manlove to Grantline.	Build 2 lane express- way on new alignment.	7.9 C 11.0 D 14.0 D	.49 .57 .65	CalTrans SMP calls for build- ing expressway on new alignment to accommodate anticipated com- muter growth in east county.	\$27.50 (5)
Reg. F	SAC 16 (4.2-23.9)	Manlove to Sacramento/Amador County line.	Convert 2 lane conven- tional to 2 lane expwy. with r/w for 4 lanes.	7.9 C 11.0 D 14.0 D	.49 .57 .65	Regional project calls for building expressway on exist- ing alignment to accommodate anticipated commuter growth.	\$50.83 (1)
Reg. St/Loc.	SAC 50 (15.3-5.4)	Watt Ave.	Modify interchange to accommodate 6 lane arterial, plus auxiliary lanes.	99.0 C 120.0 F 139.0 F	.79 1.13 1.22	Increase interchange capacity. reduce peak hour backup on freeway, increase weaving distance on south side.	\$2.65 (1)
Reg. St/Loc.	SAC 50 (6.3-6.4)	Mayhew Rd.	Construct new structure to make 4 lanes.	99.0 C 120.0 F 139.0 F	.79 1.13 1.22	Current 2 lanes will not serve future traffic demand by 1995. Expand capacity.	\$3.07 (1)
Reg. St/Loc.	SAC 50 (10.2-10.4)	Between Mather Field Rd. and Zinfandel Dr. (near White Rock Rd.)	Eastbound slip off ramp.	99.0 C 120.0 F 139.0 F	.79 1.13 1.22	Add ramp to serve high tech industries developing in area before LOS drops to "F."	\$0.80 (1)
Reg. St/Loc.	SAC 50 (15.7-15.9)	Hazel Ave.	Modify interchange to ac- commodate 6 lane arterial auxiliary and bike lanes.	46.0 B 100.0 F 138.0 F	.42 .91 1.25	Modify interchange to increase capacity, reduce peak hour back up on freeway.	\$3.18 (1)
Reg. St/Loc.	SAC 80 (10.3-18)	Antelope Rd.	Construct quarter clover- leaf interchange for w/b traffic on Antelope Rd.	109.0 E 161.0 F 210.0 F	1.01 1.50 1.60	AADT to almost double by 2005. Improve interchange to accom- modate.	\$1.15 (1)
Reg. St/Loc.	SAC 99 (12.7-12.8)	Elk Grove Blvd.	Improve ramps and overcrossing.	26.0 B 33.0 B 39.0 C	.39 .50 .60	Growth in south area along 99 corridor will require improv- ing existing interchanges.	\$3.39 (1)
SMP F	SAC/SUT 99 (32-37 SAC) (0-8 SUT)	I-5 to 99/70	Convert 4 lane express- way to 4 lane freeway.	11.5 C 15.3 C 18.7 D	.38 .49 .61	Convert to freeway to maintain LOS and serve growth.	\$17.00 (5)

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT (LOS) PEAK V/C		Deficiency/Comments	Est. Costs (Millions)
				1984	1984		
				1995	1995		
				2005	2005		
Reg/SMP F	SUT 99 (26.1-29.7)	Barry Rd. to Lincoln Rd. (south of Yuba City).	Construct 4 lane expressway.	6.5 C 8.4 C 10.0 D	.30 .38 .46	1 of 2 possible alignments. Narrow, 2 lane road cannot ac- commodate 2005 ADT projection.	\$3.60 (1)
Reg. IR/Loc	YQL 80 (1.7-1.8)	Between Richards Blvd. and Mace Blvd. in vicinity of CR 103 (Poleline Rd.)	Construct overcrossing.	65.0 D 82.0 F 114.0 F	.79 1.13 1.40	Improve to maintain LOS on important interstate, inter- regional, commuter route and serve community growth.	\$3.29 (1)
Reg. IR/Loc	YQL 80 (2.8)	Mace Blvd.	Widen overcrossing.	65.0 D 82.0 F 114.0 F	.79 1.13 1.40	Serve growth and maintain LOS on important interstate, interregional, commuter route.	\$1.50 (1)
Reg. IR	YQL 80 (9.3-9.8)	0.1 mi. E of Yolo Causeway to 0.1 mi. W. of 50/80 sep.	Soundwalls.	65.0 D 82.0 F 114.0 F	.79 1.13 1.40	Major intra-/inter-regional commuter/recreational route creates noise problems.	\$0.53 (1)
Reg. WEPS	YQL 113 (5.7-10)	CR 27 and CR 25.	Convert expressway to freeway by constructing two interchanges.	12.9 B 15.9 B 18.6 C	.36 .44 .53	Complete above gap closure project.	\$9.00 (1)
Reg. F	YUB 70 (14.1-15.8)	"B" St. between 14th St. to past 24th St.	Widen 2 lanes to 4 lanes; rebuild railroad under- pass.	6.7 C 10.1 C 12.7 D	.43 .63 .79	Substandard roadway width; substandard height underpass.	\$8.15 (1)
Reg. I	PLAC 80 (3-7.4)	0.1 mi. so. of East Roseville o/c to Sierra College o/c	Widen to 8 lanes.	64.0 D 95.0 F 125.0 F	.80 1.22 1.60	Increase capacity of freeway to accommodate growth and increase in commuter traffic.	\$8.00 (1)
TOTAL COSTS							\$143.04

SUMMARY	
TOTAL STIP PROJECTS	\$129.51
TOTAL SHORT RANGE PROJECTS	\$272.09
TOTAL LONG RANGE PROJECTS	\$143.04
TOTAL	\$544.63
LESS STIP PROJECTS	\$129.51
TOTAL UNPROGRAMMED NEEDS	\$415.12

Potential Transportation Projects

Still Under Study

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT(LQS) V/C		Deficiency;Comments	Est. Costs (Millions)
				1984 1995 2005	1984 1995 2005		
Reg. IR/Loc	SAC 5 (31.9-32.0)	Power Line Rd.	New interchange.	52.0 C 46.0 D 59.0 E/F	.56 .77 1.04	Limited access to growing air- port would be expanded. LOS "D" in 1995.	\$4.00 (1)
Reg. St/Loc.	SAC 50 (13.2-13.7)	Between Sunrise and Hazel Aves. possibly at Gold River Rd.	New interchange.	46.0 B 100.0 F 138.0 F	.42 .91 1.25	Rapid growth require new inter- change before LOS drops to "F." Reduce congestion at Sunrise and Hazel interchanges.	\$4.00 (1) ('85)
Reg. St/Loc	SAC 51 (0-2.71)	Elvas-Richards	New interchange.	120.0 E 136.0 F 155.0 F	.95 1.00 1.00	Reduce congestion on adjacent interchanges; provide new dev- elopment with access to fwy.	\$7.00 (1)
Reg/SRP F	SAC/PLAC 65/148	Beltway	New freeway, expressway or transit alternative including interchanges at I-5, I-80, Hwys. 16, 50 and 99.			Relieve congestion on region's major highways by providing circumferential travel; impor- tant connection between I-80 and Hwy. 50; additional crossing of American River.	\$740.00 (4)
Reg/CalTrans F	SAC/PLAC 102	I-5/99 junction in Sacramento Co. to I-80 in Placer County.	Metro By-Pass.	N/A		Reduce congestion on heavily travelled I-80 by providing an alternative route. Accom- modate future growth.	\$250.00 (1)
Reg. St/Loc.	SAC 160 (44.3-46.5)	Richards Blvd.	New interchange.	53.0 D 64.0 E 75.5E/F	.65 .90 1.03	Proposed extension of Richards Blvd. will require full inter- change. Major commuter, intra- urban route.	\$6.00 (2)
Reg. F	YUB 70 (8.3-19.7)	From SR65/70 jct. to SR 70/20 in the north.	Two lane expressway by- passing the City of Marysville.	28.0 D 36.4 F 42.8 F	.79 1.02 1.20	High ADT, high % of trucks through downtown Marysville. Without by-pass LOS "D" will drop to "F" in downtown.	\$41.00 (1)
Reg. F	YUB/SUT 70 (0-6.6)	R.99/70 jct. (Sutter Co.) to .7 mi. S. of McGowan Pkwy.(Yuba) CR to Yuba City (Sutter) on Rte. 99.	Widen 2 lane highway to 4 lane expressway.	6.7 C 10.1 C 12.7 D	.43 .63 .79	Heavily travelled corridor. Facilitate traffic flow on 99/ 70 by widening one of two possible alignments. Corridor study pending.	\$52.00 (1)
Reg. F	YUB.70 (15.8-25.3)	N. of Marysville to Butte County Line OR SUT.99 (35.1-42.4) to Butte Co. line.	Widen 2 lane highway to 4 lanes.	9.3 C 12.5C/D 15.0 E 12.1 D 14.9 E 17.2 E	.41 .56 .65 .68 .83 .97	Facilities inadequate to handle current let alone pro- jected ADT. Widen one of two possible alignments to facilitate traffic flow. Corridor study pending.	\$16.00 (Can.List)

Sponsor Funding	Route (Post Mile)	Location	Project Description	AADT(LGS) V/C		Deficiency;Comments	Est. Costs (Millions)
				1984	1984		
				1995	1995		
				2005	2005		
Reg.	PLAC/YUB 65	From near Blue	4 lane conventional hwy.	6.3 C	.22	Commuter route; rapidly grow-	
F	(8.8-24.3)	Oaks Rd., Placer	on new alignment, includ-	11.0 C	.39	ing area. By-pass to avoid	
	(0-4.0)	Co. to Beale	ing Sheridan, Lincoln and	15.2 D	.56	LOS of "D" in downtown	\$60.00 (1)('85)
		Rd. in Yuba Co.	Wheatland by-passes.			Wheatland.	

If the above project is not implemented, projects 1-5 will be nominated in its place.

1. Reg.	PLAC 65	Lincoln By-Pass	Two lane expressway.	11.0 C	.51	Current alignment passes	
F	(12.3-17)		Reserve right of way for	20.0E/F	.92	through Lincoln. Projected	
			expansion to 4 lanes.	28.3 F	1.30	ADT will create congestion	<\$11.00 (1)
						downtown. Reduce with by-pass.	
2. SYP	PLAC 65	Lincoln By-Pass	Buy right of way for	11.0 C	.51	LOS "F" by 1995; by-pass to	
F	(13.1-14.7)		4 lane exoressway on new	20.0E/F	.92	alleviate congestion in down-	
			alignment.	28.3 F	1.30	town Lincoln, raise LOS "C."	<\$0.50 (5)
3. Reg.	PLAC 65	Lincoln By-Pass	Widen 2 lane exoressway	11.0 C	.51	Expand capacity of express-	
F	(12.3-17)		to 4 lanes.	20.0E/F	.92	way to accommodate growth.	<\$10.00 (1)
				28.3 F	1.30		
4. Reg.	PLAC 65	7th St., Lincoln	Southbound right turn	6.3 C	.22	Lincoln would like to see	
F	(14.0)		lane on existing	11.0 C	.39	intersection improved to fac-	
			alignment.	15.2 D	.56	ilitate traffic flow.	<\$0.25 (1)
5. Reg.	PLAC 65	1.1 mi. N. of Gx-	Widen to 4 lane	6.6 C	.23	Lincoln would like to see cap-	
F	(16.4-17.6)	Clayton RR sour to	exoressway.	11.1 C	.39	acity of segment expanded to	<\$2.00 (1)
		.2 mi. N. of Wise Rd.		15.2 D	.56	serve growth in area.	
Reg.	PLAC 193	Lincoln By-pass.	Construct two lane	4.7 D	.42	Link to I-80 goes through	
F	(0-2.1)		by-pass.	7.5 D	.47	Lincoln. High % logging trucks.	
				8.4 E	.53	78% increase ADT by 2005. By	\$7.00 (1)('85)
						pass to reduce city's congestion.	

TOTAL

\$1,217.00

SUMMARY MATRIX
STATE PROJECTS LISTED IN RTP
(cost x \$1,000,000)

County	Widening	New Facilities ¹	Plnt ²	Sound- walls	Int. Mod ³	Aux Lanes ⁴	Sig Mod ⁵	Pk & Ride. ⁶	TOTALS
Sac Co	\$101.00	\$115.59	\$2.04	\$15.83	\$76.02	\$2.84	\$0.38	\$2.97	\$316.67
Yuba Co	\$8.25	\$3.50	\$0.00	\$0.00	\$0.00	\$0.66	\$0.56	\$0.00	\$12.97
Sutter Co	\$21.47	\$61.56	\$0.17	\$0.00	\$0.00	\$2.07	\$0.57	\$0.00	\$85.84
Yolo Co	\$41.44	\$12.29	\$0.11	\$0.53	\$0.00	\$0.00	\$0.00	\$0.00	\$54.37
Placer Co	\$21.00	\$30.60	\$0.56	\$0.50	\$22.43	\$0.00	\$0.00	\$0.00	\$75.09
PROJECT TOT	\$193.16	\$223.54	\$2.88	\$16.86	\$98.45	\$5.57	\$1.51	\$2.97	\$544.94

1/ new highways and interchanges

2/ plantings

3/ interchange modifications

4/ auxillary lanes

5/ signal modifications

6/ park and ride lots

COSTS DO NOT INCLUDE PROJECTS LISTED AS "UNDER STUDY"

APPENDIX B
LOCAL ROADS AND STREETS
PROJECT LISTING

The following project listing was compiled through consultation with the local jurisdictions in the SACOG area. All of the cost estimates (unless otherwise noted) were obtained from them. Three types of projects are presented: those programmed in the 1986 Regional Transportation Improvement Program (Regional TIP), those short range projects required within the next ten years, and those long range projects needed within 10 to 20 years.

PROJECTS IN 1986 REGIONAL TIP
(As of 10-30-86)

Program Year	COUNTY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
1989/90	Grantline Rd.	Bradshaw to Sheldon Rd.	Widen and rehabilitate.	\$1.700
1987/88	Sunrise Blvd.	So. of American River to Madison Ave.	Widen to 6 lanes	\$3.000
1988/89	Howe Ave.	Fair Oaks Bl. to Alta Arden	Widen to 6 lanes.	\$2.300
1989/90	Grantline Rd.	Sheldon Rd. to Calvine.	Widen and rehabilitate.	\$0.800
1989/90	Greenback Lane	San Juan to Birdcage.	Widen to 6 lanes.	\$1.800
1989/90	Sunrise Blvd.	American River Bridge	Widen to 6 lanes	\$3.500
1990/91	Old Auburn Bl.	Sylvan Ave. to Fair Oaks Boulevard	Widen to 4 lanes.	\$3.000
TOTAL COSTS				\$16.100

Program Year	CITY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Florin-Perkins Rd.	Florin Rd. to Folsom Blvd. Joint City/County project.	Widen to 4 lanes.	\$4.170
1986/87; Connector 88/89		Garden Hwy. and Arden Hwy	New facility.	\$5.139
1986/87; Rio Linda Blvd. 87/88		Silvano St. to Arcade Blvd.	Construct new bridge (w/street improvements).	\$1.765
TOTAL COSTS				\$12.074

Program Year	COUNTY OF SUTTER Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Garden Highway	Percy Ave. -to Bogue Rd	Widen	\$0.700
1986/87	Butte House Rd.	Hooper Rd. to 3400 ft. east.	Widen, channelize, drain- age, left turn lane and bicycle lane.	
1989/90	Franklin Rd.	Hwy. 99 to Walton Ave.	Widen	\$0.200
1990/91	Butte House Rd.	City limits to Royo Rancho Arroyo Dr.	Widen to 3-4 lanes; add bicycle lanes.	\$0.620
TOTAL COSTS				\$1.520

Program Year	TUBA COUNTY Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Waldo Road		Replace bridge.	\$0.685
1987/88	Linda Ave.	Hammonton-Smartville Rd. to N. Beale Rd.	Widen	\$0.165
1987/88	Hammonton-Smart- ville Rd.	North Beale to Danton Rd.	Widen	\$0.370
1987/88	Lindhurst Ave.	Scales Ave. to Erle Rd.	Widen 2-3 lanes.	\$0.386
1987/88	Loma Rica Rd.		Replace bridge.	\$0.200
1988/89	Mathews Lane		Replace bridge.	\$0.400
TOTAL COSTS				\$2.206

Program Year	MARYSVILLE, TUBA CO. Location	Limits	Project Description	Est. Costs (Millions)
1986/87	First St.	At "F" St. and 1st St. access to River Front Park on Biza Johnson Dr.	Reconstruction and realignment.	\$0.190

Program MARTSVILLIS, YUBA CO.				Est. Costs
Year	Location	Limits	Project Description	(Millions)
1986/87	17th St.	Chestnut St. to 18th St.	Realignment.	\$0.151
1987/88	7th St.	Simpson Lane to Route 20.	Realignment.	\$1.499
TOTAL COSTS				\$1.84

Program COUNTY OF YOLO				Est. Costs
Year	Location	Limits	Project Description	(Millions)
1986/87	Linden Rd.	Route 84 to SNRR.	Widen.	\$0.144
1987/88	CR 32	CR 93A to I-505.	Widen.	\$0.252
1988/89	CR 98	CR 31 to CR 32.	Widen.	\$0.300
1989/90	CR 102	Willow Slough	Construct bridge.	\$0.500
TOTAL COSTS				\$1.206

Program CITY OF W. SACRAMENTO				Est. Costs
Year	Location	Limits	Project Description	(Millions)
1986/87	Harbor Blvd.	West Capitol Ave. to Rice Ave.	Widen.	\$0.403
1986/87	Harbor Blvd.	SPRR crossing.	Grade separation.	\$2.595
TOTAL COSTS				\$3.00

Program Year	DAVIS, YOLO CO. Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Richards Blvd.	Easterly to Davis Research Park.	Extend roadway.	\$0.700
1988/89	Covell Blvd.	Hanover and F Streets	Widen to 4 lanes.	\$0.450
TOTAL COSTS				\$1.150

Program Year	WOODLAND, YOLO CO. Location	Limits	Project Description	Est. Costs (Millions)
1987/88	CR 101	Beamer and Main	Widen.	\$0.137
TOTAL COSTS				\$0.137

Program Year	ROSEVILLE, PLACER CO. Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Lincoln St. Bridge		Remove and reconstruct.	\$0.492
1987/88; 1989/90.	Atkinson St.; Foothills Blvd.	SPRR; Vineyard and Roseville Rds.	4 lane overcrossing; extend Foothills Blvd. be-	\$12.450
TOTAL COSTS				\$12.942

Program Year	ROCKLIN, PLACER CO. Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Rocklin Rd.	Aguilar to Sierra College Blvd.	Widen roadway.	\$0.211
TOTAL COSTS				\$0.211

Short Term Projects

Priority	COUNTY OF SACRAMENTO			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1987/88	Hood/Franklin Rd.	I-5 to River Road	Rehabilitate 2 lanes. add paved shoulders and new bridge crossing.	\$1.300
1987/88	Hood-Franklin Rd.	I-5 to River Rd.	New bridge.	\$4.000
1987/88: 88/89.	Lambert Rd.	West of I-5.	Bridge improvements.	\$0.250
1988/89 to 1993/94	Elkhorn Blvd.	Rio Linda Blvd. to Watt Ave.	Widen to 4 lanes.	\$5.600
1988/89	Kiefer Blvd.	Florin-Perkins Rd. to west of Watt Ave.	Widen to 4 lanes.	\$1.200
1988/89	Calvine Rd.	West of Short Rd.	Bridge improvements.	\$0.150
1988/89 1989/90	Twin Cities Rd.	State Route 99 to River Rd.	Rehabilitate 2 lanes. add paved shoulders and	\$1.750
1988/89- 1992/93	47th Ave.	Franklin Blvd. - SR 99	Widen to 6 lanes.	\$3.000
1989/90- 1992/93	Madison Ave.	Sunrise Blvd. to Greenback Lane	Widen to 6 lanes.	\$4.000
1989/90	Winding Way	East of College Oak Ave.	Bridge improvements.	\$0.175
1989/90 1990/91	Old Auburn Bl.	Fair Oaks Bl. to Placer County line.	Widen to 4 lanes.	\$1.500
1989/90- 1997/98	Watt Ave.	American River Bridge	Widen to 6 lanes.	\$4.250

Priority	COMMITMENT			Est. Costs
Year		Limits	Project Description	(Millions)
1990/91	Haze	Oak Ave. to Placer County line.	Widen to 4 lanes.	\$1.600
1990/91	Alat	N. of Simmertown Rd.	Bridge improvements.	\$0.300
1990/91	Scot	N. of Latrobe Rd.	Bridge improvements.	\$0.150
1990/91	"Z"	West of 20th St.	Bridge improvements.	\$5.200
1991/92	She:	Franklin Blvd. to midway between Franklin and Bruce- ville Blvds.	Widen to 4 lanes.	\$1.350
1991/92- 1996/97	Gree	I-80 to about Sunrise Blvd.	Widen to 6 lanes.	\$3.550
1991/92	Ant:	St. Bede to Saybrook	Construct new railroad grade separation (in- cludes SP88 crossing)	\$5.500
1992/93- 1994/95	Cal	I-5 to SR 99.	New extension	\$2.750
1993/94- 1997/98	Oldle Ed.	Bradshaw Rd. to Routier Road	Widen to 4 lanes.	\$0.500
1993/94	Ant	Auburn Blvd. to Sunrise Blvd.	Widen to 4 lanes.	\$1.400
1993/94: Paid. 1995/96		Marconi Ave. to Cypress Ave.	Widen to 6 lanes.	\$3.500
1993/94 1994/95	Elbrin Boa	31k Grove Blvd. to SR 16.	Widen to 4 lanes.	\$3.000
1996/97- 1997/98	Haz	Curragh Downs to Madison Ave.	Widen to 6 lanes.	\$2.200
1996/97	Oak	Sunrise Blvd. to Main St.	Widen to 4 lanes.	\$3.300
1994/95	Wat	Antelope Rd. to Placer County line.	Widen to 4 lanes.	\$1.500
TOTAL COSTS				\$47.575

Priority Year	CITY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
1986/87	Norwood Ave.	I-80 to Arcade Creek.	Widen	\$0.750
1986/87	Garden Hwy.	I-5 to Northgate.	Widen to 4 lanes.	\$2.600
1987/88; 1989/90	Richards Blvd.	I-5 to N. 12th St.	Widen to 6 lanes.	\$1.080
1988/89	Elder Creek	Power Inn to Elk Grove-Florin Rd.	Widen	\$2.451
TOTAL COSTS				\$6.881

Priority Year	COUNTY OF SUTTER Location	Limits	Project Description	Est. Costs (Millions)
S	Clark Rd.	Larkin Rd. to SP99 crossing.	Widen	\$0.205
S	Stabler Lane	South to Walton Ave.	Extend roadway.	\$0.250
TOTAL COSTS				\$0.455

Priority Year	YUBA CITY, SUTTER CO. Location	Limits	Project Description	Est. Costs (Millions)
S	Gray Ave.	Spiva Ave. to Franklin Ave.	Widen to 4 lanes.	\$0.240
S	Bridge St.	Cooper Ave.-Gray Ave.	Widen to 4 lanes.	\$0.380
S	Second St.	"C" St. to Garden Hwy.	Widen to 4 lanes.	\$0.200
S	Sutter St.	Colusa Ave. north to Market St.	Extend roadway.	\$0.360
S	Plumas St.	"B" St. south to Percy Rd.	Extend roadway.	\$0.500
S	Shasta St.	"A" to "B" St.	Extend roadway.	\$0.190
TOTAL COSTS				\$1.870

Priority Year	COUNTY OF YUBA Location	Limits	Project Description	Est. Costs (Millions)
1987/88	Plumas Arboga Rd.		Replace bridge.	\$0.600
S	Erle Rd.	E. SRR bridge approach to 0.6 miles E. near Griffith Ave.	Widen, reconstruct, and raise grade.	\$0.500
TOTAL COSTS				\$1.100

Priority Year	COUNTY OF YOLO Location	Limits	Project Description	Est. Costs (Millions)
1987/88	CR 27	Willow Slough, west	Construct bridge.	\$0.246
S	Beamer St.	Woodland City limits to CR 102.	Widen.	\$0.140
S	Kentucky Ave.	CR 101 to CR 102.		\$0.250
TOTAL COSTS				\$0.636

Priority Year	CITY OF W. SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
S	Rice Ave.	Harbor Blvd. to 0.27 miles east.	Widen roadway.	\$0.300

Priority Year	DAVIS, YOLO CO. Location	Limits	Project Description	Est. Costs (Millions)
S	5th St.	"C" TO "L" Sts.	Reconstruct and widen; add bike lanes.	\$1.000

Priority	WOODLAND, TOLO CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1986/87	East St.	Beamer	Signal modification and street improvements.	\$0.334
1986/87	West St.	Cross to Court	Widen.	\$0.760
TOTAL COSTS				\$1.094

Priority	ROSEVILLE, PLACER CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1987/88	Baseline Rd.	Foothills Blvd. and Fiddymont.	Widen to 4 lanes.	\$2.000
1987/88	Atlantic St.	Vernon and Harding	Widen to 4 lanes.	\$0.840
1989/90	Cirby Way	I-80 and Foothills Bl.	Widen to 6 lanes.	\$1.100
1999/00	Zureka Blvd.	Douglas and Sierra College Blvd.	Widen to 6 lanes.	\$1.200
1994/95	Cirby Way	Sunrise to I-80	Widen to 6 lanes.	\$0.800
1994/95	Blue Oaks Blvd.	Industrial Ave. and Foothills Blvd.	Widen to 6 lanes: widen Blue Oaks overcrossing.	\$1.000
1994/95	Main St.	Washington-Porter Dr.	Widen to 4 lanes.	\$1.000
1994/95	Main St.	Fiddymont and Foothills Blvd.	Widen to 4 lanes.	\$2.100
1994/95	Judah St.	Douglas and Vernon	Widen to 4 lanes.	\$0.200
1994/95	Folsom Rd.	Vernon St.-Douglas Bl.	Widen to 4 lanes.	\$1.000
1994/95	Harding Blvd.	Atlantic Blvd. to city limits on Berry St.	Extension to 4 lanes.	\$1.960
1994/95	Atkinson St.	Antelope North and Foothills Blvd.	Widen to 4 lanes.	\$0.800
1994/95	Atkinson St.	Foothills Blvd. and Vineyard	Widen to 4 lanes.	\$0.500
TOTAL COSTS				\$14.500

Priority	ROCKLIN. PLAC. CO.				Est. Costs
Year	Location	Limits	Project Description		(Millions)
1986/87	Rocklin Rd.	Meyers St. to RR. in- cluding Pacific inter- section, signalization.	Widening and signali- zation.		\$0.830
1986/87	Sunset Blvd.	Overpass	Structural repair.		\$0.165
1986/87	Third St.	Sunset Blvd.	Signalization.		\$0.120
1987/88	Pacific St.	Cedar to Oak St.	Widen.		\$0.250
1986/87; 1987/88	Pacific St.	Midas intersection.	Widening and signali- zation.		\$0.270
1987/88	China Garden Rd.		Signalization.		\$0.360
1987/88	Sunset Blvd.	Whitney Blvd.	Signalization.		\$0.120
1987/88	Pacific St.	Woodside	Signalization		\$0.120
1987/88	S. Whitney	Route 65 Bypass	Extension of roadway.		\$0.200
1988/89 1989/90	Pacific St.	Sunset to city limits.	Widening.		\$0.165
1988/89	Pacific St.	Bush to Sunset Blvd.	Widening.		\$0.335
1988/89	Midas Ave.	Railroad crossing.	Widening.		\$0.165
1988/89; 1990/91	Argonaut Ave.	Railroad crossing.	Grade separation.		\$0.825
1989/90	Pacific St.	Midas to Sierra Meadows Drive	Widening		\$0.400
1990/91	Sunset Blvd.	Whitney	Signalization		\$0.120

Priority	ROCKLIN, PLAC. CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1991/92	Sunset Blvd.	Topaz to SR 65		
		a. Topaz to Stanford Ranch Road.	Widening	
1993/94		b. Stanford Ranch Rd. to west city limits.		\$0.550
1995/96		c. Completion to SR 65		\$0.700
				\$0.550
1992/92	Sunset Blvd.	Whitney to Topaz	Curb, gutter, sidewalk and bicycle lanes.	\$0.150
1991/92	Fifth St.	Sunset Blvd. to Park-view Lane		
1993/94			Widening	\$0.900
1991/92	Rocklin Rd.	RR Crossing to 5th St.	Reconstruction.	\$0.225
1991/92	Rocklin Rd.	Fifth to Whitney	Extend roadway.	\$0.025
1991-93	Sunset Blvd.	Culvert at Antelope Creek.	Reconstruct roadway, correct drainage.	\$0.470
1996/97	Argonaut	Culvert Crossing	Extend roadway.	\$0.450
TOTAL COSTS				\$8.515

Long Term Projects

Priority	COUNTY OF SACRAMENTO			Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Zinfandel Dr.	Folsom Blvd. to Mather Field Rd.	Construct to thorough- fare standards.	\$2.650
L	Kiefer Blvd.	Bradshaw Rd. to Sunrise Blvd.	Construct to thorough- fare standards.	\$8.000
L	Bradshaw Rd.	Hwy. 16 to Kiefer Blvd.	Construct to thorough- fare standards.	\$2.400
L	Mather Field Rd.	South White Rock Rd. to Folsom Blvd.	Construct to thorough- fare standards.	\$0.800
L	Sunrise Blvd.	Folsom Blvd. to Douglas Rd.	Construct to thorough- fare standards.	\$2.900
L	Prarie City Rd.	U.S. 50 south to White Rock Rd.	Construct to thorough- fare standards.	\$2.650
L	31k Grove Rd.	State Route 99	Construct overcrossing.	\$2.500
L	31k Grove Rd.	Waterman Rd. to 31k Grove/Florin Rd.	Widen to 4 lanes.	\$1.100
L	Antelope Rd.	Watt Ave. to St. Bede	Widen to 4 lanes.	\$1.070
L	Franklin Blvd.	31k Grove Blvd. to future route 148.	Widen to 4 lanes.	\$4.500
L	31k Grove Blvd.	Franklin Blvd. to Bruceville Rd.	Widen to 4 lanes.	\$0.630
L	Jacinto Rd.	Bruceville Rd. to SR99.	Widen to 4 lanes.	\$0.440
L	Roseville Rd.	Realigned Antelope Rd. to Cirby Rd.	Widen to 4 lanes.	\$0.350
L	Elverta Rd.	Rio Linda Blvd. to Metro Airport	Widen to 4 lanes.	\$5.300
L	Antelope Rd.	Watt Ave. to new align- ment of Elverta Rd.	Widen to 4 lanes.	\$1.500

Priority Year	COUNTY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
L	Don Julio Blvd.	Antelope Rd. to PFF Rd. (Antelope-N. Highlands Urban Study Area)	Widen to 4 lanes.	\$3.400
L	Baley Blvd.	I-80 to Elkhorn Blvd. (City/County project)	Widen to 4 lanes.	\$2.000
L	Walerga Rd.	Antelope Rd. and County line.	Widen to 4 lanes.	\$2.280
L	Elverta Rd.	Watt Ave. to Rio Linda Blvd.	Widen to 4 lanes.	\$1.350
1991/92: 1993/94	Calvine Rd.	Bruceville to Elk Grove Blvd.	Construct new thorough- fare and widen existing to 6 lanes.	\$2.850
L	Antelope Road	Roseville Rd. to I-80	Widen to 6 lanes.	\$0.370
L	Elverta Rd.	Through Antelope-No. Highlands Urban Study Area.	Widen to 6 lanes.	\$6.300
L	Oak Ave.	City of Folsom to Sunrise Blvd.	Widen to 6 lanes.	\$5.250
L	Sunrise Blvd.	Greenback Lane to county line.	Widen to 6 lanes.	\$1.100
L	Watt Ave.	Don Julio-Elverta Rd.	Widen to 6 lanes.	\$0.480
L	Bradshaw Rd.	Folsom Blvd. to Preservation Way.	Widen to 6 lanes.	\$0.910
L	Bruceville Rd.	Elk Grove Blvd. to future Route 148.	Widen to 6 lanes.	\$4.700
L	Elk Grove Blvd.	Bruceville Rd. to SR 99.	Widen to 6 lanes.	\$1.450

Priority	COUNTY OF SACRAMENTO			Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Sheldon Rd.	Midway between Frank- lin Blvd. and Bruce- ville Rd. to Bruce- ville Rd.	Widen to 6 lanes.	\$0.520
L	Sheldon Rd.	Bruceville Rd. - SR 99	Widen to 6 lanes.	\$0.930
L	East/West thorough- fare.	Sunrise Blvd./Grant Line to So. of Douglas	Construct thoroughfare.	\$3.970
L	White Rock	East of Sunrise Blvd.	Extension as new thoroughfare.	\$5.560
L	White Rock Rd.	Grant Line to county line.	New thoroughfare.	\$9.150
L	North/South	US 50 to south of White Rock Rd.	New thoroughfare.	\$3.850
L	Coloma Rd.	To Sunrise Blvd.	New arterial.	\$2.050
L	West to East thoroughfare.	US 50 to E. of Sunrise Bl., turning S., connect- ing to Grant Line Rd.	New thoroughfare.	\$3.970
L	North/South	White Rock Rd.-SR16.	New thoroughfare.	\$3.850
L	Power Inn Rd.	Gerber Rd. to Calvine	Extend as 4 lane arterial	\$0.320
L	Bond Rd.	Midway between Bruce- ville Rd. and SR99 to SR 99.	Extend to 8 lanes.	\$1.100
L	Watt Ave.	Folsom Blvd. to SR 16	Extension of Watt Ave.	\$2.140

Priority Year	COUNTY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
L	Approx. midway between Bruceville Rd. and SR 99.	Bond Rd. to Sheldon Road.	New 4 lane road.	\$1.800
L	Gold Center Dr.	Prospect Park Dr. to Zinfandel Dr.	Westerly extension.	\$0.530
L	Elk Grove	SR 99	Construct overcrossing.	\$2.500
L	R148 (in County)	At Western Pacific RR	Grade separation.	\$4.000
L	Mayhew Rd.	U.S. 50	Construct second struc- ture of 4 lanes.	\$5.000
TOTAL COSTS				\$121.020

Priority Year	CITY OF SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
L	W. El Camino Ave.	West of Reiner Way	Widen to 6 lanes.	\$0.710
L	Northgate Blvd.	Entire length in City.	Widen to 4 lanes.	\$5.600
L	New road.	Beginning at I-5/North Market Bl., circling through N. Natomas and ending at Truxel Blvd.	Widen to 4 lanes.	\$1.330
L	I-5 frontage road.	Paralleling I-5. east of the freeway between Loop Rd. and San Juan Rd. Joint City/Co.	Widen to 4 lanes.	\$0.750
L	San Juan Road	Through No. Natomas Joint City/Co.	Widen to 4 lanes.	\$1.880

Priority	COUNTY OF SACRAMENTO			Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Elkhorn Blvd.	Metro Airport and Natomas East Main Drain. Joint City/Co.	Widen to 4 lanes.	\$7.500
L	Del Paso Rd.	Northgate Blvd. and the Loop Rd. west of I-5. Joint City/Co.	Widen to 6 lanes.	\$4.375
L	Connector	Exposition Blvd. and Route 160.	New facility.	\$1.000
L	Truxel	Between I-80 and pro- posed loop road (northern end).	Widen to 6 lanes.	\$2.490
L	Truxel Rd.	I-80 and Loop Rd. Joint City/Co.	Widen to 6 lanes.	\$4.060
L	Pover Inn Rd.	Southern Pacific RR crossing.	Grade separation	\$4.000
L	Florin Perkins Rd.	Southern Pacific RR crossing.	Grade separation?	\$3.000
TOTAL COSTS				\$36.745

Priority Year	CITY OF FOLSOM Location	Limits	Project Description	Est. Costs (Millions)
L	Green Valley Rd.	Prison-El Dorado Co.	Widen to 4 lanes.	
L	Scott Rd.	Blue Ravine Rd-Hwy. 50	Widen to 4 lanes.	
L	Folsom Blvd.	Biley St. to Hwy. 50	Widen to 4 lanes.	
L	Folsom-Auburn Rd.	Folsom Dam Rd. to Placer County line.	Widen to 4 lanes.	
L	Rainbow Bridge		New 4 lane bridge.	
L	Oak Ave. Pkwy.	Existing Oak Ave. Pkwy. to proposed Oak Ave. Parkway.	6 lane bridge.	
L	Orangevale Ave.		Widen and rehabilitate existing bridge.	

Priority Year	COUNTY OF SUTTER Location	Limits	Project Description	Est. Costs (Millions)
L	Lincoln Rd.	Garden Hwy.-Walton Ave	Widen	
L	Richland Rd.	City limits to Hwy. 99	Widen	
L	Tharp Rd.	Hwy.20-Butte House Rd.	Widen	
L	Harter Rd.	Hwy.20-Butte House Rd.	Widen	
L	Pease Rd.	Live Oak Blvd. to Stabler Lane	Widen	
L	Franklin Rd.	Across Sutter Bypass.	Causeway	
L	Stabler Lane	City limits-Pease Rd.	Extend roadway.	
L	Hughes Rd.	West bypass channel	Replace bridge.	\$0.570
L	Fifield Rd.	Natomas Canal	Replace bridge.	\$0.310
L	Pelger Rd.	Pheasant Canal	Replace bridge.	\$0.100
L	Kirkville Rd.	East side of irri- gation canal.	Replace bridge.	\$0.160
L	Pleasant Grove Rd.	Sciata Creek	Replace bridge.	\$0.150
L	Pleasant Grove Rd.	Markham Ravine	Replace bridge.	\$0.150
L	Butte House Rd.	Wadsworth Canal	Replace bridge.	\$0.150
TOTAL COSTS				\$1.590

Priority Year	LIVE OAK, SUTTER CO. Location	Limits	Project Description	Est. Costs (Millions)
L	Pennington Rd.	SPRR to City limits	Extend roadway.	\$0.690
TOTAL COSTS				\$0.690

Priority Year	COUNTY OF YOLO Location	Limits	Project Description	Est. Costs (Millions)
L	So. Fork. Willow Slough	North of CR 27.	Reconstruct Bridge #95- 19.86.	\$0.150
L	CR 95	Dry Slough North of CR 31.	Reconstruct Bridge #95- 25.13.	\$0.200
TOTAL COSTS				\$0.35

Priority Year	CITY OF W. SACRAMENTO Location	Limits	Project Description	Est. Costs (Millions)
L	Barge Canal		New bridge west of exist- ing 2 land bridge into Southport area.	\$10.000

Priority Year	DAVIS, YOLO CO. Location	Limits	Project Description	Est. Costs (Millions)
L	Richards Blvd.	East to Cowell Blvd.	Extend roadway.	\$1.500
TOTAL COSTS				\$1.500

Priority	ROSEVILLE, PLACER CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1999/00	Eureka Blvd.	Douglas and Sierra College Blvds.	Widen to 6 lanes.	\$1.200
1999/00	Blue Oaks Blvd.	Foothills Blvd. and Antelope North	Widen to 6 lanes.	\$0.800
2004/05	Foothills Blvd.	Cirby Way and Vineyard	Widen to 6 lanes.	\$0.900
2004/05	Foothills Blvd.	Blue Oaks and city limits.	Widen to 6 lanes.	\$0.500
2004/05	East Roseville Parkway	Industrial and Foothills Blvd.	Widen to 6 lanes; widen overcrossing to 6 lanes.	\$2.300
1999/00	East Roseville Parkway	Sierra College and Harding Blvd.	Widen to 6 lanes including new SPBR/I-80 o/c	\$6.600
2004/05	East Roseville Parkway	Harding and Industrial.	Widen to 6 lanes.	\$2.100
2004/05	Carlsberg Rd.	Washington and Foothills Blvd.	4 lane overcrossing.	\$2.500
TOTAL COSTS				\$16.900

Priority	LINCOLN, PLAC. CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Nicolaus Rd.	Airport Rd. - 65 Bypass.	Widen to 4 lanes.	\$1.300
L	Moore Rd.	North/South Pkwy. to Hwy. 65	Widen to 4 lanes and elevate.	\$0.500
L	Airport Rd.	Nicolaus Rd. north	Widen to 4 lanes.	\$1.400
L	Nelson Rd.	Nicolaus Rd. to Moore Rd.	Widen to 4 lanes.	\$1.200
L	Fiddymont Rd.	Moore Rd. to Roseville city limits.	Widen to 4 lanes.	\$1.200
L	North/South Pkwy.	Nicolaus Rd. and Moore Rd.	Construct as major arterial and causeway over the floodplains.	\$1.000
TOTAL COSTS				\$6.600

Priority	ROCKLIN, PLAC. CO.			Est. Costs
Year	Location	Limits	Project Description	(Millions)
1997/98	Argonaut	RR Crossing to Del Mar	Extend roadway.	\$0.200
1998/99	Argonaut	Del Mar to Pacific St.	Extend roadway.	\$0.230
1999/01	Camino Verde		New roadway.	\$2.000
2001/02	Dominguez Rd.	Pacific to Granite Dr.	Extend roadway.	\$0.280
2004-06	Sierra College Bl.	Brace to city limits.	Extend roadway.	\$5.600
2002-04	Alta Sierra Dr.		New roadway.	\$1.600
2007-10	Sierra College Bl.	Brace Rd. to south city limits.	Extend roadway.	\$2.340
TOTAL COSTS				\$12.250

Potential Transportation Projects

Still Under Study

Program COUNTY OF SACRAMENTO				Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Douglas Rd.	Grant Line to County line.	Construct to thoroughfare standards.	\$10.200
L	Kiefer Blvd.	Sunrise Blvd. to County line.	Construct to thoroughfare standards.	\$15.220
L	North/East road.	North of Elverta Rd., extending west, turning so. into airport.	Access road to Sacramento Metropolitan Airport connecting 99/70.	\$4.710

Program CITY OF SACRAMENTO				Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	Truxel	American River	New Bridge.	\$25.000

Program CITY OF DAVIS				Est. Costs
Year	Location	Limits	Project Description	(Millions)
L	New	I-80 overcrossing and Richards Blvd.	Construct connector.	\$0.700
L	Richards Blvd.	I-80 to B St.	Widen to 4 lane divided arterial/grade separation.	\$3.500

SUMMARY
RTP TOTALS FOR LOCAL
STREETS AND ROADS

Jurisdiction	Widenings	New Rds, Br Realign Rd Extent ¹	Road Rehab & Reconst ²	Bridge Repair	Signals	RR Grade Sep ³	TOTALS
Sac Co	\$136.50	\$55.54	\$22.45	\$6.23	\$0.00	\$16.50	\$237.22
Sac City	\$13.19	\$10.28	\$0.00	\$0.00	\$0.00	\$0.00	\$23.48
Folsom*	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Yuba Co	\$1.42	\$0.00	\$0.00	\$1.29	\$0.00	\$0.00	\$2.71
Marysville	\$0.00	\$1.84	\$0.00	\$0.00	\$0.00	\$0.00	\$1.84
Sutter Co	\$1.73	\$0.25	\$0.00	\$1.59	\$0.00	\$0.00	\$3.57
Yuba City	\$0.82	\$1.05	\$0.00	\$0.60	\$0.00	\$0.00	\$2.47
Live Oak	\$0.00	\$0.69	\$0.00	\$0.00	\$0.00	\$0.00	\$0.69
Yolo Co	\$1.10	\$0.75	\$0.00	\$0.35	\$0.00	\$0.00	\$2.19
Woodland	\$0.90	\$0.00	\$0.00	\$0.00	\$0.33	\$0.00	\$1.23
Davis	\$1.45	\$2.20	\$0.00	\$0.00	\$0.00	\$0.00	\$3.65
W. Sac	\$0.70	\$10.00	\$0.00	\$0.00	\$0.00	\$2.60	\$13.30
Roseville	\$25.74	\$16.91	\$0.00	\$0.49	\$0.00	\$0.00	\$43.14
Rocklin	\$5.38	\$12.93	\$0.85	\$0.17	\$0.84	\$0.83	\$20.98
Lincoln	\$5.60	\$1.00	\$0.00	\$0.00	\$0.00	\$0.00	\$6.60
PROJECT TOTALS	\$194.52	\$113.43	\$23.29	\$10.71	\$1.17	\$19.92	\$363.06

1/ new roads, new bridges, realignments, roadway extensions

2/ roadway rehabilitation and reconstruction on existing alignments

3/ railroad roadway grade separations

APPENDIX C

TRANSPORTATION NEEDS OF ELDERLY AND HANDICAPPED PERSONS IN RURAL AREAS

PURPOSE

The purpose of this element of the Regional Transportation Plan is to identify and address the transportation needs of elderly and handicapped persons living in the rural areas of the SACOG region.

Specifically, this element:

- Identifies the transportation problems of older persons and persons with disabilities.
- Evaluates the adequacy of existing services in providing transportation services to older persons and persons with disabilities.
- Identifies and prioritizes additional actions necessary to address the transportation needs of older persons and persons with disabilities. This includes identifying available funding sources and agencies responsible for implementing additional actions.

DEFINITIONS ADOPTED BY SACOG

Unmet Transit Needs - Those needs identified in each county's updated short range transit plan or transit development program and, at a minimum, those public transportation or specialized transportation services that are identified in the regional transportation plan, short range transit plan and/or transit development program that have not been implemented or funded. In determining the adequacy of the unmet needs identified in the above mentioned plans, SACOG determines if the following factors have been considered.

- Size and location of identifiable groups likely to be dependent on transit
- Adequacy of existing public transportation and specialized transportation services that would meet all or part of the travel demand
- Identification of alternative public transportation and specialized transportation services that would meet all or part of the travel demand

In addition, SACOG considers community input at annual public hearings held throughout the rural area to determine whether transit needs exist that are not being fulfilled by the existing transit service.

Transit Needs That Are Reasonable To Meet - Reasonable to meet is defined by taking into consideration such factors as equity, timing, feasibility, community acceptance, economy (short and long term) and cost effectiveness, and analyzing the unmet needs statements in the short range transit plan, and the unmet needs public hearing comments using these criteria.

NEEDS ASSESSMENT INFORMATION

The existing transit systems described below were designed and have been developed based on the area's short range transit plan (S RTP). Initial needs studies, conducted in preparing the S RTP's, usually included assessments of questionnaires and of socio-economic data with an emphasis on the elderly and handicapped population.

The S RTP's are updated and modified from time to time. In addition, transit services are modified in response to input from annual public hearings identifying unmet transit needs as required under state Transportation Development Act regulations.

The unmet transit needs public hearings are conducted each year based on the continuation of existing service. Any planned service modification that will cause a major change in service is publicized so that citizens have the opportunity to comment on those proposed service changes/reductions. Special attention is given to notifying social service organizations, community groups and businesses that deal with the elderly and handicapped community. Therefore, the existing systems described below serve, to a great extent, the needs of the elderly and handicapped community.

The most recent series of annual public hearings to identify unmet transit needs in the rural area of the SACOG region were held in April and May 1986. The public hearings covered the following jurisdictions: the county of Sacramento - the city of Folsom and the Delta area including the cities of Galt and Isleton; the county of Yuba including the cities of Marysville and Wheatland; the county of Sutter including the cities of Yuba City and Live Oak; the county of Yolo including the cities of Davis, Woodland and Winters; and the county of Placer, including the cities of Roseville and Lincoln.

The following sections describe the existing transit systems for each of these areas, transportation problems identified in the public hearings, an analysis of reasonably meeting those needs and recommended actions.

Sacramento County - The City of Folsom, and the Delta Area Including the Cities of Galt and Isleton

Existing System

• City of Folsom

Folsom Stage Lines

Modified fixed-route service

- Service Area: city of Folsom
- Days and hours of operation: Monday-Saturday, 8:00 AM - 5:00 PM
- Fare: \$0.25
- Vehicles: One bus and two minibuses

A private carrier provides commuter service to Sacramento on weekdays.

- Delta area, including the cities of Isleton and Galt

Delta Area Rural Transit (DART)

Demand-responsive service

- Service area: Originates in Isleton, serves surrounding communities, one trip per day to Sacramento
- Days and hours of operation: Weekdays, 8:00 AM - 4:00 PM
- Fare: \$1.25, \$2.50 to Sacramento
- Vehicles: One van, handicapped accessible

Galt Concilio Transportation (a private non-profit organization)

Demand-responsive service

- Service area: City of Galt, service to Sacramento
- Days and hours of operation: Weekdays, 8:00 AM - 4:00 PM
- Fare: Elderly - \$0.45
General Public - \$0.65
- Vehicles: Four vans, handicapped accessible

Weekday service to Sacramento

Service area: City of Galt to city of Sacramento

Days and hours of operation: Weekdays, morning and afternoon

Fare: \$1.50

Identification of Transportation Problems

Two public hearings were held in Sacramento County by SACOG, one to address unmet transit needs for residents of the city of Folsom, and the other to address unmet transit needs for residents of the Delta area, including the cities of Isleton and Galt.

- City of Folsom - No unmet needs were identified.
- Delta area, including the cities of Galt and Isleton - Two unmet needs were identified.
 - 1) The need to continue transit service in the Delta. An issue during the past few years has been the high cost of providing transit service. The need to continue the service was cited by a number of citizens, as well as several suggestions on how to improve service. These suggestions included increased use of marketing and publicity, as well as making route changes that could increase use of the system.
 - 2) The need for more public transportation service between the city of Galt and the city of Sacramento for residents of Galt was presented by representatives of the Alta Regional center, the American Cancer Society and the Sacramento Association for the Retarded. The service is especially needed for developmentally disabled persons and cancer patients that need radiation or chemotherapy treatments. It could also be utilized by the general public.

Analysis

- Delta area, including the cities of Galt and Isleton - Two unmet needs have been met.
 - 1) The need for continued Delta area transit service has been documented in past studies of the area and from the public hearing comments. The question has been raised by the county of Sacramento, however, as to whether this need can be reasonably met in terms of cost and productivity. There have been numerous efforts made in the past three years to improve the efficiency and effectiveness of DART through service and route changes, but productivity and cost improvements have not followed.
 - 2) The need for service between Galt and Sacramento cannot be entirely met by the Concilio service. Alta Regional Center, the Sacramento Association for the Retarded and the American Cancer Society state they know of many more persons that need this service.

Recommended Action

- Delta area, including the cities of Galt and Isleton
 - 1) As part of SACOG's performance audit program, SACOG will contract with a consultant to conduct an audit of both the Isleton and Galt services. The audit will focus on productivity issues and an improved organization arrangement between the Galt Concilio and DART services. In addition, the auditor will also examine routing and service alternatives for the DART service to determine if a more effective service arrangement can be implemented. Based on this study, SACOG will work with the county to implement the study recommendations, evaluate service productivity and effectiveness of the consultant's recommended changes, and reexamine the reasonableness issue after the recommendations have been implemented.
 - 2) The consultant will also be asked to examine the need for additional service for residents of the city of Galt. The consultant's recommendations will be evaluated by staff at the conclusion of the study, and the reasonableness issue will be addressed. Any additional transit services will be funded by the Transportation Development Act and fares.

Yuba and Sutter Counties

Existing System

• Yuba and Sutter Counties

Hub Area Transit Authority (HATA)

Demand-responsive service

- Service area: Yuba and Sutter counties, urban area
- Days and hours of operation:
 - Weekdays - 7:00 AM to 7:00 PM
 - Weekends - 9:00 AM to 3:00 PM
- Fare:
 - General public - \$1.50
 - Elderly and disabled - \$0.75
- Vehicles: 17 minibuses, handicapped accessible

Fixed-route service

- Service area: Yuba and Sutter counties, urban area
- Days and hours of operation: Weekdays
- Fare:
 - General public - \$0.75
 - Elderly and disabled (after 10:00 AM) - \$0.35
- Vehicles: see above

A rural fixed-route service is offered for the Yuba foothills, and Live Oak five days a week, and Wheatland three days per week. Midday service is available to the rural areas if it is requested by three or more persons. Service to the Sacramento Medical Center is provided three days a week. A morning and afternoon trip is made to Beale Air Force Base.

Fares for these rural services are graduated based on distance. The fares range from \$0.60 to \$1.50 for elderly and disabled riders to \$1.25 to \$3.00 for the general public.

Identification

A public hearing was held by a sub-committee of SACOG in March 1986 in the chambers of the Yuba County Board of Supervisors to solicit community input. One unmet transportation need was identified.

The need for additional transit service during evening hours for the physically disabled community was presented by a representative of the Easter Seal Society. The Society stated that it has many clients that need transit service late in the day for medical and therapy appointments, and to attend school and community meeting.

Analysis

The need for expanded evening service and whether that need can reasonably be met depends upon the number of potential riders. The service requests presented at the hearing need documentation in terms of number of riders, trip locations, and time of day, before a reasonableness determination can be made.

Recommended Action

It is recommended that SACOG work with HATA, the Easter Seal Society and private citizens that have indicated a need for additional transit service, in order to determine the extent of the need for expanded service.

Yolo County

The Existing System

• County of Yolo

Yolobus

Fixed-route service

- Service area: Cities of Davis and Woodland, the urbanized portion of Yolo County, service to downtown Sacramento
- Days and hours of operation:
 - Weekdays 6:00 AM - 8:30 PM
 - Weekends 8:00 AM - 8:00 AM
- Fare:
 - Basic Off-peak \$0.60 (Elderly and handicapped riders receive a discount of 50%)
 - Peak \$0.75
- Vehicles: 14 buses, handicapped accessible

Minitrans

Fixed-route service

- Service area: Rural Yolo County (primarily intercity)
- Days and hours of operation: Weekdays, 9:00 AM - 4:00 PM
- Fare: \$1.00
- Vehicles: One bus, two vans, handicapped accessible

In addition, Yolo County has a contract with Paratransit, Inc., a private non-profit E/H provider, to serve the eastern portion of the county on a dial-a-ride basis from 7:00 AM to 7:00 PM.

• University of California, Davis

University Transport System (Unitrans)

Fixed-route service

- Service area: City of Davis and the University campus
- Days and hours of operation:
 - Monday-Thursday - 6:30 AM - 12:30 PM
 - Friday - 6:30 AM - 6:00 PM
- Fares:
 - General Public - \$0.30
 - Elderly - Free (with identification card)
- Vehicles: 19 buses, seven handicapped accessible

◦ City of Davis

Davis Special Services

Demand-responsive

- Service area: city of Davis, service to Sacramento and Woodland
- Days and hours of operation:
 - City of Davis: Monday-Friday, 8:00 AM - 5:00 PM
 - Service to Sacramento: Monday
 - Service to Woodland: Wednesday and Friday
- Fare:
 - City of Davis - \$0.70
 - Service to Sacramento and Woodland - donation only
- Vehicles: Three minibuses, handicapped accessible

◦ City of Woodland

Handi Van

Demand-responsive service

- Service area: City of Woodland (elderly and handicapped only)
- Days and hours of operation: Weekdays, 7:30 AM - 4:30 PM
- Fare: \$1.00
- Vehicles: One van, handicapped accessible

Identification of Transportation Problems

A public hearing was held in Yolo County in April 1986 to determine if there were any unmet transit needs that would be reasonable to meet. Three unmet transit needs were identified.

- 1) A need for increased transit service in the rural portions of Yolo County for developmentally disabled residents who commute to work was presented by a representative of the Alta Regional Center.
- 2) The need for better coordination between the various transit services provided in the city of Davis was cited by a city of Davis staff member.
- 3) The need for increased night and weekend service for the developmentally disabled population seeking to participate in various recreation and social programs in Yolo county was presented by a Yolo County development disabilities commissioner and a city of Davis staff member.

Analysis

There was very little actual documentation by those agencies and persons presenting transit needs that targeted a user population in terms of numbers or actual pick-up and drop-off locations.

Recommended Action

That SACOG staff work with the jurisdictions and the agencies presenting public hearing testimony to determine if the needs that were presented are reasonable to meet. The agencies will need to refine their existing service need statements and work with Yolo County in identifying service needs.

The transit coordinator for Yolo County will be responsible for the following actions:

- 1) Participate in meetings with those persons who presented transit needs at the hearing to work toward identifying specific needs and how those needs can be met. SACOG staff will be involved in the meetings and provide assistance as needed.
- 2) Examine existing transit service to determine if any modifications can be made to meet the needs.
- 3) Contact the city of Davis to determine if coordination of service can be improved between the city of Davis services and Yolo bus.

It is not anticipated that additional funding will be needed to meet any of the suggested service needs.

Cities of Roseville and Lincoln (south Placer County)

Existing System

• City of Roseville

Roseville Area Dial-A-Ride (RADAR)

Demand-responsive

- Service area: City of Roseville
- Days and hours of operation:
 - Weekdays 6:00 AM - 6:00 PM
 - Saturdays 9:00 AM - 3:00 PM
- Fare: \$1.00
- Vehicles: Six minivans, four handicapped accessible

Roseville Urban Shuttle (RUSH)

Fixed-route service

- Service area: City of Roseville
- Days and hours of operation: Weekdays, 6:00 AM - 6:00 PM
- Fare:
 - General Public \$0.60
 - Elderly and handicapped - \$0.50
- Vehicles: See above

Service to Sacramento (contract with Sacramento regional Transit)

- Service area: Between city of Roseville and city of Sacramento
- Days and hours of operation: Weekdays, commute hours
- Fare: \$1.00

• City of Lincoln

Lincoln Transit

Fixed-route service

- Service area: City of Lincoln
- Days and hours of operation: Weekdays, 7:30 AM - 3:00 PM
- Fare: \$0.50
- Vehicles: Two buses, handicapped accessible

A shuttle run for commuters is made to McClellan AFB morning and afternoon. A shuttle pass is \$30.00.

• County of Placer

Placer County Transit

Fixed-route service (route deviation - one mile)

- Service area: Between Auburn, Roseville, Rocklin, Granite Bay area, Sierra College, Foresthill, Alta, and Baxter
- Days and hours of operation: Weekdays, 7:00 AM - 7:00 PM
- Fare: \$0.75
- Vehicles: All handicapped accessible

Identification of Transportation Problems

A public hearing was held in April in Placer County to receive comments on unmet transit needs. The comments were brief and favorable to the level of transit service being offered throughout Placer County.

Analysis

It was found by the Placer County Transportation Commission that there are no unmet transit needs that are reasonable to meet in Placer County at this time.

APPENDIX D

SYSTEM EIR ADDENDUM

An Environmental Impact Report for the Regional Transportation Plan (1983-2003) was prepared by SACOG in 1983. The EIR identified and assessed social, economic, and environmental impacts generated by the various elements of the RTP and the alternatives considered prior to its adoption. The various alternatives considered were: the No Action Alternative, the Existing Trends Alternative, and the Fiscally Constrained Alternative.

The original EIR for the 1983 RTP has been reviewed to determine whether it is still adequate and in compliance with the California Environmental Quality Act. The 1987 RTP includes only minor changes from previously adopted plans. Because of the minor nature of the changes, the original EIR has been determined sufficient to fulfill CEQA requirements.

The 1983 RTP contained highway, aviation, bikeway, and railroad, and public transportation improvements deemed necessary to reasonably meet the transportation needs of the people of the SACOG region through 2003. For highways and local streets and roads, that document stated that the system would be improved where necessary to reasonably provide the additional capacity required to offer an acceptable level of service. The primary criteria by which future road needs were determined were identification by Caltrans and member cities and counties, and a minimum level of service of "D." Other criteria included the need for safety improvements and improved access.

The purpose of a regional transportation plan is to provide a policy framework for the many individual actions proposed and taken by the various governments and agencies involved in transportation decisions in the region. For that reason, the RTP is general in nature and flexible, permitting modification and revision in response to changing issues and times.

At the time of adoption of the 1983 RTP, project-level decisions concerning the location and design of many of the transportation-related facility modifications had not been made. No attempt had been made in the Action Element to identify all needed roadway improvements. Only the improvements determined to be of regional significance were included in the RTP. Thus, the EIR for the RTP did not identify project-level impacts as such impacts are covered in detail in project-level EIRs that are required prior to the implementation of specific RTP proposals.

Existing funding constraints will result in the accelerated decay of road surface conditions. The public will experience greater congestion and rougher road surfaces. Although these deteriorating conditions were anticipated in the previous plan, the severity of the impact has increased as a result of inflation. The anticipated impacts of funding constraints and other factors are discussed in greater detail in the body of this report.

The capacity of transit service will improve as light rail transit begins operation in Sacramento's northeastern corridor. The 1983 EIR presented the anticipated affects of the starter line on traffic circulation. There is considerable interest in extending the light rail line, however, no extensions are possible under current funding conditions.

Population forecasts, along with other socioeconomic forecasts, were used in the RTP to predict future traffic needs. Caltrans Route Concept Reports evaluated major capacity and safety problems that either currently exist or are anticipated to occur by 2005 as a result of future traffic growth. The findings and recommendations are incorporated into the 1987 RTP. As specific transportation projects are proposed for implementation, site-specific EIRs will be completed to meet the requirements of CEQA for environmental documentation.

The 1983 RTP EIR listed a number of transportation control measures (TCMs) aimed at relieving automobile use and subsequently improving air quality. However, it is anticipated that, due to the considerable growth in the number of automobiles and to marginal acceptance of the TCMs, the Sacramento Air Quality Maintenance Area will be unable to meet the statutory deadline (December 1987) for attainment of the National Ambient Air Quality Standard for ozone, and Sacramento County is expected to continue nonattainment for carbon monoxide. Should this occur, the RTP may need to be revised in accordance with the Federal Environmental Protection Agency's Final Guidance (March 1986) for Reasonable Extra Efforts Transportation Control Measures. The Reasonable Extra Efforts Program (REEP) is an approach for ensuring that post-1987 attainment areas continue to make maximum progress toward meeting the ozone standard by continuing to adopt all control measures found to be reasonable and feasible. If the RTP is revised to include TCM modifications and additions, then a supplement to the EIR may need to be prepared and circulated which covers the socioeconomic impacts of their adoption and implementation.

Plan Development Process

The 1987 Regional Transportation Plan is based on several previously adopted RTPs. The preparation of these plans included extensive public participation through such methods as advisory committees, mass mailings, media coverage, and speaking engagements.

Much of the material included in the 1987 RTP was derived from Caltrans and other SACOG documents. These documents have received wide public review. Prior to SACOG adoption, a draft RTP document is reviewed by the Technical Coordinating Committee and the Comprehensive Transportation Advisory Board and other organizations and individuals. Review copies are available in public libraries. Comments received on the draft are then considered in the preparation of the final document. A public hearing also provides the opportunity for input on the proposed plan.

CREDITS

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City Clerk's Copy

**COUNTY OF SACRAMENTO
OFFICE OF THE COUNTY EXECUTIVE**



BRIAN H. RICHTER
County Executive

April 1, 1988

RECEIVED OFFICE
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To: CLERK, BOARD OF SUPERVISORS
CITY CLERK, CITY OF SACRAMENTO
CITY CLERK, CITY OF FOLSOM
CITY CLERK, CITY OF GALT
CITY CLERK, CITY OF ISLETON
CLERK, REGIONAL TRANSIT BOARD OF DIRECTORS
CLERK, SACRAMENTO TRANSPORTATION AUTHORITY

From: R. DEE REYNOLDS
Assistant to the County Executive

Subject: **SALES TAX INCREASE**

Enclosed is one complete package of the following fully-executed documents:

1. **Resolution No. 88-200 (Board of Supervisors)** - forming the Sacramento Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing execution of the Transportation Expenditure Agreement.
2. **Resolution No. 88-171 (Sacramento City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
3. **Resolution No. 2312 (Folsom City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
4. **Resolution No. 88-31 (Galt City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
5. **Resolution No. 1058 (Isleton City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.

City Clerk's Copy

City Agreement No. 87202 A

Re: Sales Tax Increase
April 1, 1988
Page 2

6. **Resolution No. 88-03-788 (Sacramento Regional Transit District Board of Directors)** - authorizing execution of the Transportation Expenditure Agreement.
7. **Resolution No. STA-88-0001 (Governing Body of the Sacramento Transportation Authority)** - approving the County Transportation Expenditure Plan, authorizing the execution of the Transportation Expenditure Agreement, and enacting the Ordinance proposing a sales tax increase to the voters.
8. Signed original seven-party Transportation Expenditure Agreement.
9. **Ordinance No. STA-0001 (Governing Body of the Sacramento Transportation Authority)** - imposing a transactions and use tax to be administered by the State Board of Equalization.
10. **Resolution No. 88-0241 (Board of Supervisors)** - placing the sales tax increase measure on the June 7, 1988, ballot.

RDR:gp

Encl.

MEMORANDUM

February 22, 1988

To: Chairperson and Members
Sacramento County Board of Supervisors

Mayors and Members
City Councils of Sacramento, Folsom,
Isleton, and Galt

Chairperson and Members
Board of Directors, Sacramento Regional
Transit District

Chairperson and Members
Governing Body, Sacramento Transportation
Authority

From: L. B. Elam
County Counsel

Subject: Creation of Sacramento Transportation
Authority - Sales Tax Increase Transportation
Financing Program
Agendas - March 1 - 10, 1988

During the period March 1 through 10, 1988, each of the parties to whom this memorandum is directed is scheduled to take various actions associated with formation of the Sacramento Transportation Authority and approval of the underlying Sales Tax Increase Transportation Financing Program. These actions are required in order for the measure proposing the sales tax increase to the voters to be placed on the June 7, 1988 ballot.

The actions which each of the interested parties will be taking are listed as follows:

a. March 1 - 9, 1988

(1) Board of Supervisors -- Adoption of Resolution No. 88-200 forming the Sacramento Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing execution of the Transportation Expenditure Agreement;

City Agreement No. 87202A

February 22, 1988

(2) City Councils of Sacramento, Folsom, Isleton and Galt -- approval of composition of Governing Body of Transportation Authority, approval of County Transportation Expenditure Plan, and authorization to execute Transportation Expenditure Agreement;

(3) Board of Directors of Sacramento Regional Transit District -- authorization to execute Transportation Expenditure Agreement.

b. March 10, 1988

(1) Governing Body of Sacramento Transportation Authority -- approval of County Transportation Expenditure Plan, authorization to execute Transportation Expenditure Agreement, and enactment of Ordinance proposing a sales tax increase to the voters; and

(2) Board of Supervisors -- adoption of a resolution placing the sales tax increase measure on the June 7, 1988 ballot.

Attached hereto is a packet of documents consisting of a Resolution for each interested party to adopt, the Transportation Expenditure Agreement, and the County Transportation Expenditure Plan. With respect to the City Councils of the Cities of Sacramento, Folsom, Isleton and Galt, and the Board of Directors of the Sacramento Regional Transit District, a single action adopting the applicable attached Resolution will approve and order all actions required of the party to ratify and approve the various transactions. In addition to adopting the applicable Resolutions, the Governing Body of the Authority and Board of Supervisors must, respectively, enact the Ordinance proposing the sales tax increase measure to the voters, and the Resolution placing the measure on the June 7, 1988 ballot.

The following constitutes a summary of the terms of the Resolution forming the Authority and the Transportation Expenditure Agreement. These terms have been developed in connection with public hearings conducted jointly by the Board of Supervisors and Sacramento City Council on January 11, 12, and 22, and February 10 and 17, 1988.

1. Resolution No. 88-200
Forming Sacramento Transportation Authority

Resolution No. 88-200 (attached) to be adopted by the Board of Supervisors, performs three missions. It forms the Sacramento Transportation Authority. It prescribes the composition of the

February 22, 1988

Governing Body of the Authority. Finally, it prescribes the circumstances under which the Authority will be dissolved. -/

a. Composition of Governing Body

The Governing Body will consist of eleven members. Although the total membership of the Governing Body will remain constant, the internal composition will be subject to change based upon the contingency of future incorporations.

Initially, the eleven members will consist of: (i) Five elected officials who are appointed by and serve at the pleasure of the Board of Supervisors; (ii) four elected officials who are appointed by and serve at the pleasure of the Sacramento City Council; and (iii) two elected officials serving at-large who must be residents of the unincorporated area, and appointed by the remaining nine members of the Governing Body of the Authority.

Upon the first future incorporation, one of the at-large members will be converted to a representative of the new City, appointed by and serving at the pleasure of that City Council.

When the population of future incorporated cities reaches 100,000, both at-large members will be converted to representatives of those future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

When the population of future incorporated cities reaches 300,000, one of the Members appointed by the Sacramento City Council will be converted to a third representative of future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

The terms of office of the members of the Governing Body will be coextensive with the terms of the underlying elective offices which those officials hold.

Persons appointed as members of the Governing Body must, under State Law, be elected officials of local governmental

*/ Resolution No. 88-200 does not define the powers of the Authority. The powers of the Authority are prescribed by State Law (Pub. Util. C., Sec. 18000, et seq.), as restricted by the terms of the attached Transportation Expenditure Agreement and the attached County Transportation Expenditure Plan.

February 22, 1988

agencies. (Pub. Util. C., Sec. 180051). However, under Resolution No. 88-200, they need not be members of the Board of Supervisors or City Councils who appoint them. Each appointing authority is empowered to appoint one or more alternate members to cast votes in the place of regular members who are either absent or disqualified to vote for reasons of conflict of interest. Such alternates must also be elected officials.

The Cities of Folsom, Isleton and Galt are not represented on the Governing Body of the Authority. Those Cities will be giving up their right of representation in return for the "situs" allocation of the sales tax increase described below.

b. Dissolution of Authority

The Authority will be created effective March 1, 1988 upon adoption by the Board of Supervisors of Resolution No. 88-200 (attached). It will dissolve on March 11, 1988, unless the City Councils of Sacramento, Folsom, Isleton and Galt, or two of the three latter Cities adopt the attached Resolutions approving composition of the Governing Body.

The Authority will also dissolve effective June 30, 1988, if the voters do not approve the sales tax increase on June 7, 1988. In such an event, the attached Transportation Expenditure Agreement will be rescinded on the same date.

2. Transportation Expenditure Agreement

The parties to the attached Transportation Expenditure Agreement will be the City and County of Sacramento, Folsom, Isleton, Galt, the Sacramento Regional Transit District, and the Sacramento Transportation Authority.

The two principal missions of the Agreement are to: (i) establish, by percentage, basic allocations of annual sales tax increase revenues to various transportation improvement functions; and (ii) prescribe procedures by which the Transportation Authority will expend those revenues.

a. Functional Allocations

For purposes of allocation, annual revenues are divided into two balances. The first is the gross receipts. From the gross receipts is subtracted 1% for administration, 1% for air quality studies, the "situs" allocations to Folsom, Isleton and Galt together with the costs of making those allocations, and a reasonable reserve for contingencies. The remainder constitutes the second balance. The second balance is allocated 1.67% for

February 25, 1988

handicapped transportation, 33.33% for public transit, and the remainder for public road improvement projects which are regional in character.

(1) 1% for Administration

The one percent administration charge will cover the costs of managerial and clerical staffing for the Authority, office expense (including housing), charges by the County Auditor-Controller and Treasurer for various financial services, and the cost of retained legal counsel. Administrative costs will not include the contingency reserve, or any cost associated with accounting required in order to arrive at the annual "situs" allocations to Folsom, Isleton or Galt.

(2) 1% for Air Quality Studies

The Transportation Authority will allocate one percent of gross revenues to the Sacramento County Air Pollution Control District for studies relating to the impact of motor vehicle emissions upon air quality or evaluation of the effectiveness of emission mitigation measures. The Air Pollution Control District will be empowered to expend the allocation for such purposes, either directly or by contract with other providers.

(3) "Situs" Allocations to Folsom, Isleton and Galt

The "situs" allocation consists of: (i) The sales tax increase for sales which are made within the jurisdictional boundaries of those three Cities; plus (ii) the sales tax increase charged by motor vehicle dealers located outside of Sacramento County to residents of the three Cities.

Any such City which is not served by Regional Transit will receive 98% of the above-described "situs" revenue. Any such City served by Regional Transit will receive 63% of the above-described "situs" revenue. For purposes of applying the reduced percentage, however, a City will not be deemed to be served by Regional Transit, unless its City Council has expressly consented.

The Transportation Authority will bear annual costs necessary to compute the allocations in an amount not to exceed 20% of sales tax increase revenues charged by out-of-County auto dealers to all residents of the County. Should the annual computation cost exceed 20%, allocations of revenue from out-of-County auto sales will be made on a population ratio basis.

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(4) Reserve for Contingencies

The sole revenue base of the Transportation Authority will be the sales tax increase revenue plus any restricted federal or state grants for specific objects. Prudence dictates creation of a reasonable reserve for contingencies, in order to ensure that the Authority will be able to meet any obligations imposed by external forces, including judicial decrees and judgments, which are not accommodated by the functional allocations.

(5) Transit and Roads

Any remaining balance will be divided 1.67% for handicapped transportation, 33.33% for public transit, and 65% for public road improvement projects of a regional character. As noted above, however, the absolute allocations to Folsom, Isleton and Galt on a "situs" basis, ensure to those Cities a guarantee of expanding future sales tax increase income within their boundaries at the expense of allocations for transit and road purposes. Conversely, if there should be a future shrinking sales tax increase base within those Cities, transit and roads would profit. It should be noted that the "situs" guarantee will not deny Folsom, Isleton and Galt the right to apply for additional allocations for public road improvement projects of a regional character which, in the discretion of the Governing Body of the Authority, could be applied in addition to the "situs" grants.

The Agreement is silent respecting any grants by the County or Cities to Regional Transit from or related to any special taxes or road improvement fees which those agencies locally levy for transportation purposes in order to establish revenue funding bases additional to the sales tax increase.

c. Conditions Precedent to Allocations

As a condition precedent to the receipt of sales tax increase allocations from the Authority, the County and each of the Cities would be required to: (i) Commit the same revenue sources to the building of roads as those agencies have committed in the past; and (ii) levy either a special tax or road improvement fee on new home and other construction to fund the costs of roads caused by such development. The amount of the fee would be subject to approval by the Governing Body of the Authority. Folsom, Isleton and Galt would be required to levy the fee not later than January 1, 1990.

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A special requirement applicable solely to the County and Sacramento, would be that they maintain the same level of expenditures for handicapped transportation purposes as they expended during the 1986-87 fiscal year.

d. Allocation Process

Each recipient entity (i.e., the County, the Cities, Regional Transit and Paratransit), would be required to annually file with the Authority expenditure plans for annual allocations. Consistent with the functional allocation requirements discussed above and the County Transportation Expenditure Plan, the Executive Director would be required to make funding recommendations on specifically identified projects to the Governing Body of the Authority. Following a public hearing, the Governing Body of the Authority would be required to allocate the sales tax increase revenues. Except as authorized under Paragraph 8 of the Agreement, the Governing Body of the Authority would be limited in the identification of projects for funding allocations, to those proposed by the recipient entities. However, the Governing Body would not be required to honor, in relation to regional public road improvement projects, either the project priorities established by the recipient entities, or any standard by which all recipient entities would be guaranteed funding for some projects during any particular year.

For example, the Governing Body of the Authority would be empowered under the Agreement to elect that for a particular year all sales tax increase revenues authorized to be allocated for public road improvement projects of a regional character be spent on projects proposed by the City of Sacramento or the City of Isleton. Should recipient entities propose fewer projects for a particular year than would be required to exhaust the sales tax increase revenue available for regional road improvement projects, except as authorized by Paragraph 8, the Governing Body of the Authority would not be empowered to independently select projects and fund them. Nor, because of the precise nature of the mandated 35% allocation for transit purposes, would the Governing Body be empowered to allocate unexpended revenues for regional road improvement projects to either Regional Transit or Paratransit.

Under Paragraph 8 of the Agreement, by at least 9 affirmative votes the Governing Body of the Authority would be empowered to select for funding, allocate to a recipient entity, and/or build regional road improvement projects which have not been proposed by the entity within whose jurisdiction the project would be located.

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The allocations to recipient entities would be made pursuant to contracts between the Authority and those entities by which expenditure of the allocations for the objects intended would be guaranteed. The Agreement expressly permits the term of such contracts to be tailored to any borrowing programs undertaken by the recipient entities to finance expensive projects. So broad is the power of the Governing Body of the Authority to contractually obligate future revenues, that it would be theoretically possible for the Authority during the first year of operation to obligate by contract the entire twenty-year revenue stream for public transit and regional road improvement purposes. Obviously, there would be many practical inhibitions to such a result. The ongoing "situs" guarantee to Folsom, Isleton and Galt will make it necessary to reliably predict future changes in the revenues associated with those guarantees in connection with long-term financial commitments for public transit and regional road improvement projects.

e. Ballot Restrictions

The proposition upon which the electors cast their votes will contain two basic restrictions.

The first is the mandated and restricted allocations of 1% to administration, 1% to air quality studies, 1.67% to handicapped transportation, 33.33% to public transit, and 65% to regional road improvement projects. The mandated "situs" allocations to Folsom, Isleton and Galt are referenced, but not mandated in the ballot language. There would be residual power, independent of electoral approval, to alter or eliminate the "situs" allocation requirement during the period the sales tax increase is in effect.

The second basic feature of the ballot language is the proviso that, except in relation to future revenue streams which have become obligated by contract, the power to levy the tax increase would terminate in the event a court should determine that the mandated divisions between handicapped transportation, public transit and regional public road improvement projects are unlawful or unenforceable. The ballot language is prescribed by the Agreement in Paragraph 29. Corresponding language respecting termination of the sales tax increase in the event of an adverse judicial determination has been included elsewhere in the Agreement in Paragraph 28-b.

f. Rate of Sales Tax Increase

Neither the Agreement nor the County Transportation Expenditure Plan prescribes the rate of the sales tax increase

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which will be proposed to the voters. Until February 10, 1988, the governing bodies had contemplated a 1% increase proposal. On February 10, they tentatively elected to propose only a one-half cent increase.

Determination of the amount of the sales tax increase to be proposed, will be made finally by the Governing Body of the Transportation Authority on March 10, 1988 at the time it enacts the ordinance proposing the measure to the electorate.

3. County Transportation Expenditure Plan

The law requires preparation and approval by the Authority, the County and the Cities of a County Transportation Expenditure Plan preceding presentation of the sales tax increase measure to the voters. (Pub. Util. C., Sec. 180206). That Plan must be mailed to registered voters preceding the election.

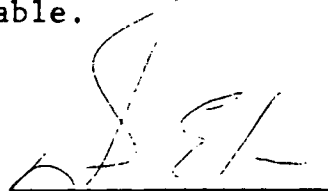
The attached Plan consists of two basic components. The first is the functional allocations and other terms and conditions of the Agreement. The Agreement is made an exhibit to the Plan. The second is a list of projects upon which the proceeds of any voter-approved sales tax increase would be expended.

The Plan does not identify any project which has not from the subject of an environmental review, either independently or in connection with the depiction of the project on an underlying Plan of an entity. It will be necessary to amend the County Transportation Plan in the future should any such projects be contemplated following environmental analysis.

The law does not prescribe in detail or at all the contents of a County Transportation Expenditure Plan. Since the Plan, presumably must consume the entire twenty-year term of the tax increase, it must constitute a document which is primarily conceptual in nature. A notion that the Legislature intended, as a condition precedent to submission of the taxing measure to the voters, preparation of a detailed document showing the

February 25, 1988

expenditure of every cent of the revenue during the entire twenty-year term, is patently unreasonable.


L. B. ELAM
County Counsel

LBE:ph

m-cities

cc: County of Sacramento

Brian Richter, County Executive
Doug Fraleigh, Dir. Public Works

City of Sacramento

James Jackson, City Attorney
Jack Crist, Deputy City Manager

City of Folsom

Phillip Mering, City Attorney
William E. Kine, City Manager

City of Galt

John Stovall, Legal Counsel
Robert Kawasaki, Acting City Manager

City of Isleton

Phillip Mering, Legal Counsel

Sacramento Regional Transit District

John Ketelsen, General Manager
and Legal Counsel

RESOLUTION NO. 88-200

A RESOLUTION APPROVING INITIAL STUDY, CREATING
THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING
THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND
APPROVING AND AUTHORIZING EXECUTION OF THE
TRANSPORTATION EXPENDITURE AGREEMENT

WHEREAS, on February 11, 1988, the Sacramento County Local Agency Formation Commission approved, pursuant to the provisions of the Cortese-Knox Local Government Reorganization Act, commencing at Section 56000 of the Government Code, formation of the Sacramento Transportation Authority; and

WHEREAS, this Resolution is adopted pursuant to the provisions of the Local Transportation Authority and Improvement Act, contained in Division 19 of the Public Utilities Code, commencing at Section 180000, as added by Statutes 1987, Chapter 786; and

WHEREAS, the Cities of Folsom, Isleton and Galt plan to enter into the attached Transportation Expenditure Agreement allocating the retail transactions and use tax increase authorized by the Act to those Cities on a "situs" basis, and in connection with such a "situs" allocation those Cities irrevocably decline representation on the Governing Body of the Authority established hereunder;

BE IT RESOLVED by the Board of Supervisors of the County of Sacramento, a political subdivision of the State of California, as follows:

This Board has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that:

1. Establishment of Authority. Pursuant to the provisions of Sections 180050 and 180051 of the Public Utilities Code, there is hereby created, to become operative March 1, 1988, a new public entity which shall be known as the Sacramento Transportation Authority, whose boundary shall be coextensive with those of Sacramento County and include all incorporated and unincorporated territory within the County.

2. Size of Governing Body. The Governing Body of the Authority shall consist of eleven members whose qualifications shall be as prescribed by Section 180051 and also as prescribed by Paragraph 3 of this Resolution.

3. Composition of Governing Body. The composition of the governing body of the Authority shall be as follows:

a. Except as hereinafter provided, the governing body shall consist of:

(1) Five Supervisors or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the Board of Supervisors of Sacramento County;

(2) Four Council persons or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the City Council of the City of Sacramento; and

(3) Two at-large elected officials of local governmental entities who, until their seats are filled in the manner prescribed by Subparagraphs "b", "c" or "d", below, shall be residents of the unincorporated area of Sacramento County. The at-large members shall be appointed by the members of the governing body of the Authority, and shall be subject to removal from office during their terms solely for cause. The appointment of such members shall be by the affirmative votes of not less than six members of the governing body of the Authority.

b. Not later than thirty calendar days following the effective date of incorporation of any city within Sacramento County which is created after February 1, 1988, the office of one of the at-large members of the Governing Body of the

Authority shall terminate. The identity of the member whose office becomes vacant shall be determined by chance selection between the two at-large members. The vacancy shall be filled by appointment by the City Council of the newly incorporated City, and the appointee shall serve during his or her term at the pleasure of the City Council of the newly incorporated City. Except as hereinafter provided, all subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which is incorporated after February 1, 1988, and the appointees shall serve at the pleasure of such City Councils.

c. The office of the second at-large member of the Governing Body shall terminate on that first day of January following the year during which population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equals or exceeds 100,000. The vacancy in the second at-large office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of such City Councils.

d. The Office of one of the four members appointed by the City Council of the City of Sacramento shall terminate on that first day of January following the year during which the population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equal or exceed 300,000. The identity of the Councilperson whose office becomes vacant shall be determined by chance selection between the four Councilpersons. The vacancy shall be filled by the concurrent appointment by the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the

concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of each such City Council.

4. Terms of Office. The term of office of each member of the governing body of the Authority shall be coextensive with the term of the elective office which the member holds.

The Board of Supervisors and respective City Councils who are appointing authorities of the members of the Governing Body may, in addition to their regular appointments, appoint one or more elected officials of local governmental entities who are alternate appointees and members of the Governing Body and shall be empowered to cast votes in the absence of the regular appointees and members or in the event of a disqualification to vote because of a conflict of interest.

BE IT FURTHER RESOLVED that this Resolution shall be deemed repealed and of no further force or effect and the Sacramento Transportation Authority shall be deemed dissolved:

a. March 11, 1988, if on or before that date Paragraph Nos. 2 through 4 hereof are not approved by concurring Resolutions adopted by the City of Sacramento and at least two of the following three Cities: Folsom, Galt, Isleton; and

b. March 11, 1988, if on or before that date a contract in a form substantially similar to that draft agreement entitled "Transportation Expenditure Agreement" attached hereto is not approved and executed in the names of the Authority, the County, the Sacramento Regional Transit District, the City of Sacramento, and at least two of the following three Cities: Folsom, Galt, Isleton, and

c. On June 30, 1988, unless during the election on June 7, 1988, the voters of Sacramento County approve an increase in the retail transactions and use tax proposed by ordinance enacted by the Governing Body of the Authority pursuant to the Local Transportation Authority and Improvement Act.

BE IT FURTHER RESOLVED that this Board hereby approves in behalf of the County that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto;

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of

the County that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Supervisor S. SMOLEY, seconded by Supervisor J. STRENG, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof, this 1st day of March, 1988, by the following vote, to wit:

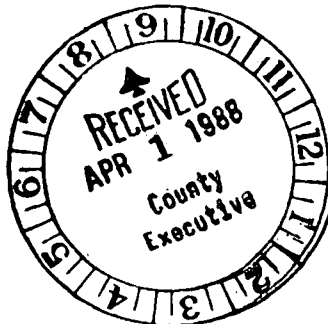
AYES:	Supervisors,	Collin, G. Johnson, T. Johnson, Smoley, Streng
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None

Jim Streng
 Chairperson, Board of Supervisors
 of Sacramento County, California

(SEAL)

ATTEST: *Beverly A. Williams*
 Clerk of the
 Board of Supervisors

r-est gov bd



In accordance with Section 25103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento.

MAR 01 1988

By *Hally A. Donaldson*
 Deputy Clerk, Board of Supervisors

FILED

MAR 01 1988

BOARD OF SUPERVISORS
 BY *Beverly A. Williams*
 CLERK OF THE BOARD

-6-

City Agreement No. 87202 A

The foregoing is a correct copy of a resolution adopted by the Board of Supervisors, Sacramento County, California

on MAR 01 1988
 Dated MAR 31 1988
 Clerk of said Board of
 Supervisors
 By *Hally A. Donaldson*
 Deputy



1. *Chlorophyll a* and *Chlorophyll b* contents were determined by the method of Arar and Collins (1971).

RESOLUTION NO. 88-03-788



A RESOLUTION APPROVING INITIAL STUDY,
APPROVING AND AUTHORIZING EXECUTION OF
TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Board of Directors of the Sacramento Regional Transit District, a public district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, commencing at Section 102000 of the Public Utilities Code, as follows:

1. This Board has reviewed and considered that Initial Study, dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

-Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number: 80102405).

-Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update" and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of the District that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Director Mazza, seconded by Director Robie, the foregoing Resolution was passed and adopted by the Board of Directors of the Sacramento Regional Transit District, State of California, at a Special Meeting thereof, this 7th day of March, 1988, by the following vote, to wit:

AYES: Bauer, Dickinson, Johnson, Mazza, Robie, Vasquez.
NOES: None.
ABSTAIN: None.
ABSENT: Serna.

Emily E. Vasquez
EMILY E. VASQUEZ, Chairwoman

(SEAL)
ATTEST:

Chris Wallace
CHRIS WALLACE, Clerk to the Board

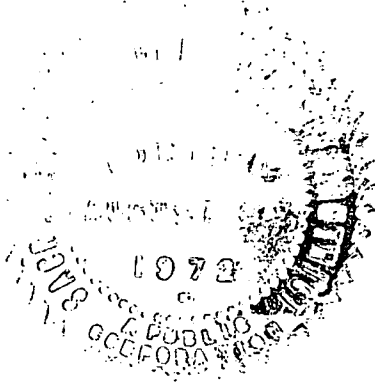
City Agreement No. 87202 A

CERTIFICATE

The undersigned, duly qualified Assistant Secretary to the Board of Directors of the Sacramento Regional Transit District, certifies that the foregoing document is a true and correct copy of Resolution No. 88 - 788, adopted at a legally convened meeting of the Board of Directors of the Sacramento Regional Transit District held on the 7th day of March, 1988.

DATE: March 8, 1988

Chris Wallace
CHRIS WALLACE
Assistant Secretary



RESOLUTION NO. STA-88-0001

A RESOLUTION APPROVING INITIAL STUDY,
ADOPTING THE COUNTY TRANSPORTATION EXPENDITURE
PLAN, AND APPROVING AND AUTHORIZING EXECUTION
OF THE TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Governing Body of the Sacramento Transportation Authority, a public district formed for the local performance of governmental functions under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the Public Utilities Code, as follows:

1. This Body has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no

different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Body hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Body hereby adopts that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Body hereby approves and directs the Chairperson to execute in the name and in behalf of the Authority that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Member SHORE, seconded by Member MUELLER, the foregoing Resolution was passed and adopted by the Governing Body of the Sacramento Transportation Authority, State of California, at a regular meeting

thereof, this 10th day of MARCH, 1988, by the following vote, to wit:

AYES: Members, Collin, G. Johnson, T. Johnson, Rudin, Mueller, Shore, Streng

NOES: Members, None

ABSENT: Members, Smoley

Jim Streng
Chairperson, Governing Body of the
Sacramento Transportation Authority

(SEAL)

ATTEST: Beverly A. Williams
Clerk of the
Governing Body

r-est gov body5

In accordance with Section 25103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

MAR 10 1988

By Hally A. Donaldson
Deputy Clerk, Board of Supervisors

FILED

MAR 10 1988

BOARD OF DIRECTORS
By Beverly A. Williams
Clerk of the Board

The foregoing is a correct copy of a resolution adopted by the Board of Directors, Sacramento County, California

On MAR 10 1988

Dated MAR 14 1988

Clerk of Said Board
of Directors

By Hally A. Donaldson
Deputy Clerk



TO THE PRESIDENT OF THE UNITED STATES
FROM THE SECRETARY OF THE ARMY
WASHINGTON, D. C.
JANUARY 1, 1900

THE SECRETARY OF THE ARMY
WASHINGTON, D. C.



Sacramento County Counsel
March 1, 1988

TRANSPORTATION EXPENDITURE AGREEMENT

THIS AGREEMENT is made and entered into this 1st day of March, 1988, by and between the Sacramento Transportation Authority, a public entity formed under the provisions of Division 19, commencing with Section 180000, of the Public Utilities Code, hereinafter called "Authority"; the Sacramento Regional Transit District, a district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, commencing at Section 102000 of the Public Utilities Code, hereinafter called "District"; the City of Sacramento, a chartered municipal corporation, hereinafter called "Sacramento", the Cities of Folsom, Galt and Isleton, general law municipal corporations, hereinafter called respectively, "Folsom", "Galt", and "Isleton"; and the County of Sacramento, a chartered county constituting a political subdivision of the State of California, hereinafter called "County".

W I T N E S S E T H

RECITALS

1. Definitions. Unless the context dictates a different common usage meaning, as used in this Agreement the following terms shall be ascribed the following meanings:

a. "Act" -- shall mean the provisions of the Local Transportation Authority and Improvement Act embodied in Division 19, commencing at Section 180000, of the Public Utilities Code, added by Statutes 1987, Chapter 786, as said enactment may be hereafter amended.

b. "Consolidated Transportation Services Agency" or "CTSA" -- shall mean that agency designated pursuant to subdivision (a) of Section 15975 of the Government Code providing service to the geographical area of Sacramento County.

c. "County Transportation Expenditure Plan" -- shall mean that Plan adopted by the Authority and approved by Cities and County pursuant to Section 180206 of the Act, subject to amendment by the Authority under Section 180207 thereof.

d. "Elderly and Handicapped Transportation Functions" or "EHT Functions" -- mean all activities associated with operating, maintaining, and acquiring vehicles, real property,

or other property and the construction of buildings or other improvements for, or reasonably associated with, specialized paratransit operations for the elderly and disabled.

e. "Entity" -- shall mean the County, Sacramento, Folsom, Galt, Isleton, Future Cities, the District, and the Consolidated Transportation Services Agency, either individually or collectively.

f. "Entity Annual Expenditure Plan" -- means those plans formulated and filed by the District, Sacramento, Folsom, Galt, Isleton, Future Cities, the County and the Consolidated Transportation Services Agency pursuant to Paragraphs 18 and 19, below.

g. "Future City" -- shall mean any municipal corporation which is established within Sacramento County following the date of this Agreement.

h. "Public Road Improvements" -- shall mean environmental review and mitigation, engineering, design and inspection for; acquisition of rights-of-way or other property interests for; transportation system management measures for; appurtenances and incidental facilities, such as traffic signs, traffic signals, bicycle lanes, medians, landscaping, curbs, gutters, sidewalks and bridges for; and all labor, paving and materials and supplies required for the construction of new public roads, streets, highways or freeways, or the addition of lanes to, or other expansion, upgrading, resurfacing, reconstruction, efficiency measures, major road surface maintenance, or other improvement of, existing public roads, streets, highways or freeways. Transportation System Management means all activities associated with the planning, design, implementation, and evaluation of measures to improve the efficiency and effectiveness of the transportation system.

i. "Public Transit Functions" -- means all activities authorized to be carried out by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the Public Utilities Code, including operating, maintaining, and acquisition of vehicles, land, or other property, and the construction of buildings, fixed guideways, lightrail, or other improvements for, or reasonably associated with, public transit operations.

j. "Sales Tax" -- means that Retail Transactions and Use Tax increase imposed within incorporated and unincorporated areas of Sacramento County by the Authority following voter approval pursuant to the provisions of Chapter 5, Division 19, commencing with Section 180200, of the Act.

2. Purposes. Under Section 180001 of the Act, it is the legislative intent to permit implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes; and to permit voters of the County to raise Sales Taxes to meet local transportation needs in a timely manner.

The primary purposes of this Agreement are: (i) to express the following objectives relating to transportation planning and revenue expenditures in the implementation thereof to govern allocation of the Sales Taxes during the entire twenty-year term thereof; and (ii) to inalterably prescribe the basic allocation apportionments as defined by Paragraphs 11 and 13, below, by which those objectives will be achieved during the twenty-year term.

These purposes are expressed by contract in order to offer for community consensus through voter approval of the Sales Tax an integrated program for transportation improvement and management during the entire twenty-year term. This Agreement is made in contemplation of the requirements imposed by Sections 1800051, 180206, 180201, and 180203(c) of the Act that City approval of the overall local program concept be given before the voters have an opportunity to approve or defeat the Sales Tax. The ultimate purposes of this Agreement are to:

a. Promote the safe, convenient and efficient utilization of State, County and City freeways, highways, roads and streets within Sacramento County; and

b. Improve air quality within the County.

c. To improve and expand Public Transit and EHT Functions within Sacramento County.

3. Objectives. The objectives of allocations and expenditures of Sales Tax revenues shall be to:

a. Assess, plan and finance necessary improvements in freeway, highway, road and street systems on a regional basis in a manner which maximizes Sales Tax expenditures for the greatest public benefit;

b. Encourage the utilization of public transportation conveyances by expanding public transportation services, promoting convenient use by private citizens of public transportation resources, and underwriting operating deficit costs;

c. Acknowledge the desire of Folsom, Galt and Isleton not to be represented on the Governing Body of

the Authority, and respect their desire to participate in the program by way of a guarantee of Sales Tax revenues generated within the territorial boundaries of each such City, to be expended for public road improvements which are primarily of local benefit; and

d. Maximize transportation improvement benefits from the Sales Tax revenue by: (i) insuring that the Authority does not hire professional or technical staff which wastefully duplicates staffing resources available within the County and Cities; and (ii) establishing procedures to ensure that allocated Sales Tax revenues are expended for purposes contemplated by the County Transportation Expenditure Plan and this Agreement; and (iii) to facilitate achievement of the mandate prescribed by Sections 180001(e) and 180200 of the Act that Sales Tax revenues be expended to supplement and not replace other local revenues available for transportation purposes.

AGREEMENT

FOR AND IN CONSIDERATION OF THE PROMISES, TERMS AND CONDITIONS SET FORTH HEREIN, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS:

4. Staffing. The Authority shall be authorized to expend Sales Tax revenues as follows:

a. Subject to the expenditure limitations imposed by Section 180109(b) of the Act and Paragraph 10-a, below, the Authority shall: (i) employ administrative and clerical staff to manage the governmental affairs of the Authority; (ii) appoint the County Treasurer, County Auditor-Controller, and Clerk of the County Board of Supervisors to serve, respectively, as ex officio Treasurer, Auditor-Controller and Clerk of the Authority, and shall reimburse the County for the direct and indirect costs of services rendered to the Authority by those officials; (iii) pay costs of space for its operations, for office equipment, and for office operations; and (iv) incur such other administrative expenses as the Governing Body deems appropriate;

b. The Authority shall be empowered to contract for the services of retained legal counsel;

5. Technical Services. The Authority shall be empowered to: (i) contract with the County or Sacramento for the delivery of expert consulting services necessary for the conduct and preparation of environmental analysis which are legally required to be undertaken by the Authority in connection with discretionary decision-making by the Authority; and (ii) contract with the

County or Sacramento for engineering, traffic surveying, land use planning, air quality monitoring and transportation emissions estimating, transportation systems management planning, and other similar expert services required by the Authority to assist it in the formulation of discretionary decisions concerning the prioritization for funding allocation purposes of Public Road Improvement projects which are regional in character. In the event County and Sacramento decline to contract with the Authority to deliver such services, the Authority may retain such services through contracts with other public or private providers.

7. Allocation of Sales Taxes. Except as hereinafter provided by Paragraph 8, below, and subject to the limitations prescribed by Paragraphs 10 through 25, below, Sales Tax revenues and all Federal or State grants, funding and other revenues received by the Authority for transportation purposes, shall be expended for implementation of the purposes and objectives of the Act, the County Transportation Expenditure Plan, and this Agreement through annual allocations by the Authority to the County, District, Sacramento, Folsom, Galt, Isleton, Future Cities and the Consolidated Transportation Services Agency. The revenues shall be expended by the recipient Entities for specific purposes approved by the Authority. Expenditures by recipient Entities for purposes approved by the Authority shall be guaranteed by contracts between the Authority and each recipient Entity made pursuant to the provisions of Paragraphs 22 through 25, below. All expenditures of revenues for Public Road Improvements, Public Transit Functions, EHT Functions, and mitigation of air contaminant emissions or evaluation of the effectiveness of mitigation shall be made by the recipient Entities, including but not limited to, expenditures for environmental review, planning and design of projects, system operations, the purchase of equipment, materials, supplies and labor, acquisition of right-of-way and other property interests, and the letting and supervision of contracts for construction projects. Except as provided by Paragraph 8, below, the Authority shall not be empowered to make purchases of equipment, materials, supplies or labor; to acquire by eminent domain, negotiated acquisition or otherwise interests in real property; to engage in planning and design activities; or to let or supervise construction contracts.

8. Independent Project Selection and Implementation. By, in each instance, the affirmative votes of not less than nine of the members of the Governing Body of the Authority, the Authority shall be empowered to:

a. Select for funding with Sales Tax or other revenues Public Road Improvement Projects which have not been proposed by the County or any City pursuant to the procedures prescribed by Paragraphs 14 through 22, below, and allocate to

the County or to any City within whose territorial jurisdiction the Project would be located funds with which to undertake and complete the Project pursuant to a contract let under Paragraphs 22 through 25, below; and

b. Acquire by eminent domain, negotiated purchase or otherwise rights-of-way or other property interests necessary for; purchase materials, supplies and labor for; and let contracts for and supervise the construction of Public Road Improvement Projects which are regional in character in circumstances under which the Authority has allocated Sales Tax or other revenues for the Project and the County or City within whose territorial jurisdiction the Project would be located has refused to execute a contract with the Authority to undertake and complete the Project pursuant to Paragraphs 22 through 25, below.

In connection with the selection or construction of any Public Road Improvement Project authorized by subparagraphs "a" or "b", above, the Authority shall be empowered to conduct environmental analyses therefor, planning and design, and otherwise empowered to make all expenditures necessary to accomplish the objects thereof.

10. Allocations for Administration, Air Quality and Local Projects. Subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, the Authority shall allocate estimated revenues from the Sales Tax for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Not to exceed 1% of gross estimated revenues for administrative purposes, as defined by Paragraph 4-a, above;

b. Exactly 1% of gross estimated revenues to implement mitigation of the regional impacts of motor vehicle emissions or to evaluate the effectiveness of mitigation, the allocation to be made to the Sacramento County Air Pollution Control District for direct expenditure or reallocation pursuant to procedures and contracts which insure that the funds are expended solely for the purposes prescribed herein;

c. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 98% of that portion of gross estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are not performed within its municipal boundaries;

d. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 63% of that portion of estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are performed within its municipal boundaries; and

e. A reasonable reserve for contingencies to cover litigation costs, monetary liability risks, and normal operating uncertainties, such as revenue overestimates.

It is currently estimated that the allocations to Folsom, Galt and Isleton constitute a relatively low percentage of the total revenues from the Sales Tax. However, the allocation provisions of Subparagraphs "c" and "d" shall be applicable regardless of how high a percentage of total revenues from the Sales Tax might be allocable to Folsom, Galt and Isleton during the term of this Agreement.

11. "Situs" Allocation Standards. As used in Subparagraphs "c" and "d" of Paragraph 10, the terms "attributable to transactions and uses within its municipal boundaries" shall be determined in accordance with the following standards.

The allocation to Folsom, Galt and Isleton to which the percentages prescribed by Subparagraphs "c" and "d" of Paragraph 10 are applied, shall consist of:

a. All Sales Taxes actually charged and reported to the State of California Franchise Tax Board by persons, firms and other commercial enterprises whose place of business is physically located within the municipality for products which are physically located within the municipality immediately preceding the sale or other transaction; regardless of where the product might be delivered pursuant to the sale or other transaction, the place of use of the product, the place of registration of the product, and the location or residence of the purchaser; plus

b. Except as provided below, all Sales Taxes actually charged and reported to the State of California Franchise Tax Board on sales and other transactions of those motor vehicles, aircraft and undocumented vessels described by Revenue and Taxation Code, Section 7261(a)(6) by dealers from locations outside of Sacramento County, which are charged pursuant to Revenue and Taxation Code, Section 7262 because the vehicle, aircraft or undocumented vessel is registered to an address or to be used within the municipality.

It is understood that as of the date of this Agreement there is no system by which the revenues described by Subparagraph "b", above, can be computed, and the costs of such computation are unknown. Not later than January 1, 1989, for the ensuing allocation period, June 30, 1990 and each June 30 thereafter, for the ensuing allocation periods, the Governing Body of the Authority shall obtain from the County Auditor-Controller an estimate of the costs, including the salaries and benefits of County personnel, system development and maintenance, and service charges, of computing the entitlement of each of the three Cities under Subparagraph "b", above.

If such costs would not exceed twenty percent of the gross estimated revenues for the ensuing allocation period attributable to all Sales Taxes charged and reported on sales and other transactions of such motor vehicles, aircraft and undocumented vessels by dealers from locations outside of Sacramento County which are so charged because the vehicle, aircraft or undocumented vessel is registered to an address or to be used at a location anywhere within the incorporated or unincorporated area of the County; all costs of making the computation shall be incurred by and borne at the sole expense of the Authority, and the allocation shall be made in accordance with the terms of Subparagraph "b", above, for the ensuing allocation period.

If such costs would exceed twenty percent of such gross estimated revenues; in lieu of the allocation prescribed by Subparagraph "b", above, the Authority shall allocate to each municipality a percentage of such gross estimated revenues equal to the ratio which the population of the municipality bears to the total incorporated and unincorporated area populations of the County, as such populations are shown in the latest population estimates by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code received by the County preceding the date of each allocation.

12. Public Transit Services. Within the meaning of subparagraphs "c" and "d" of Paragraph 10, above, the District shall not be deemed to "perform Public Transit Functions" within the municipal boundaries of either Folsom, Galt or Isleton, unless: (i) the City has adopted a resolution inviting the District to perform Public Transit Functions within the boundaries thereof; and (ii) the District actually performs Public Transit Functions within such boundaries. For purposes of the allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, above, Public Transit Functions shall not be deemed to be performed within the City until that fiscal year (commencing July 1st) following the fiscal year during which the last of the conditions prescribed by conditions "(i)" and "(ii)", above, for the particular City has been fulfilled.

13. Allocations for Transit and Regional Projects. The balance of estimated revenues from the Sales Tax remaining following application of the allocation priorities prescribed by Paragraph 10, above, shall, subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, be allocated by the Authority for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Exactly 1.67% of such remaining balance to the Consolidated Transportation Services Agency for EHT Functions;

b. Exactly 33.33% of such remaining balance to the District for Public Transit Functions;

c. The remaining balance for Public Road Improvement Projects which are regional in character and of primary benefit to the metropolitan population of the County, whether situated within incorporated or unincorporated areas, including, but not limited to, allocations for expenditures by recipient entities required by Paragraph 7, above, and direct expenditures by the Authority authorized by Paragraphs 4, 5, and 8, above.

14. Objects of Allocations. The Authority shall allocate revenue derived from the levy of the Sales Tax and other revenues to the County, Cities, the District, and the CTSA for the cost of Public Road Improvements, Public Transit Functions, and EHT Functions in a manner which improves the vehicular traffic circulation system and mitigates the air quality and other regional environmental impacts of traffic within the County by:

a. Facilitating the efficient movement of vehicular traffic to, through, or around cities;

b. Facilitating the efficient movement of commuter vehicular traffic from residential areas to centers of employment;

c. Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce;

d. Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit;

e. Providing for the known, unmet demand and the projected growth in demand for EHT Functions by the promotion, development, expansion, and utilization of specialized paratransit services.

15. Allocation Considerations. In selecting Public Road Improvement Projects, the Authority shall consider all of the following:

a. The objects of vehicular traffic circulation system improvement prescribed by Paragraph 14; and

b. The annual revenue derived by each City and the County from levy by that jurisdiction of the special tax or imposition of the fee for road improvement purposes described by Paragraph 16, below, and the Projects or other objects upon which such taxes or fees will be expended by that jurisdiction during each year the Authority selects Public Road Improvement Projects; and

c. The revenue available to each jurisdiction for road improvements from all other sources, including revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code.

The Authority shall select Public Road Improvement Projects in a manner which maximizes the efficient and effective expenditure of all revenues available to the Cities and the County for road improvement and ensures that each jurisdiction lawfully expends all revenues available to it for those purposes.

16. Minimum Qualifications -- Road Taxes or Fees.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by Folsom, Galt, or Isleton for the 1990-91 or following fiscal years unless the recipient Entity has, not later than January 1, 1990, and for the year for which the allocation is made, at a rate and in amounts which the Authority determines to be reasonable, either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County, Sacramento, or any Future City unless the County and Sacramento has, for the year for which the allocation is made and the Future City has, not later than two years following its effective date of incorporation and thereafter, at a rate and in amounts which the Authority

determines to be reasonable; either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

17. Same - Financial Commitments. Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County or Sacramento unless each such recipient entity has, for the year for which the allocation is made, paid to the Consolidated Transportation Services Agency for EHT Functions an amount at least equal to that paid by the Entity for the 1986-87 fiscal year.

The County, Sacramento, Folsom, Galt, Isleton and Future Cities shall, except to the extent of any transfer of such funds by those Entities to the District for Public Transit Functions or to the CTSA for EHT Functions, commit to the funding of Road Improvement projects all revenue for such purposes derived from the special tax or road improvement fees described above, and all revenue available to the Entity for road improvements from all other sources, including, but not limited to, revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100), Division 3 of the Streets and Highways Code. Any Sales Tax allocations for expenditure by the Entity for such purposes, shall be applied solely to Public Road Improvement projects for which such revenues, following any such transfers, are not sufficient.

18. Annual Allocations. Allocation of Sales Tax and other revenues received by the Authority shall be made by the Authority on a fiscal year basis, commencing each July 1 and ending the next succeeding June 30; provided that the first allocation shall be for an eighteen-month period commencing January 1, 1989 and ending June 30, 1990.

The gross amount of Sales Tax available for allocation for any particular allocation period shall equal the revenue estimates for that period made by the Executive Director of the Authority. Allocations shall be adjusted during the next succeeding allocation period to account for differences between actual revenue receipts and estimates during the immediately preceding allocation period.

Allocations shall be made to:

a. The CTSA for EHT Functions in accordance with Paragraph 13-a, above, pursuant to an Entity Annual Expenditure Plan filed by the CTSA;

b. The District for Public Transit Functions in accordance with Paragraph 13-b, above, pursuant to an Entity Annual Expenditure Plan filed by the District;

c. To Folsom, Isleton and Galt in accordance with subparagraphs "c" or "d" of Paragraph 10, above, pursuant to Entity Annual Expenditure Plans filed by those Cities;

d. To the County, Sacramento, Folsom, Isleton, Galt and Future Cities in accordance with Paragraph 13-c, above, pursuant to Entity Annual Expenditure Plans filed by those Entities; and

e. To the Authority, pursuant and subject to the limitations contained in Paragraphs 8 and 13-c, above.

The Governing Body of the Authority shall make for each allocation period those allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, and subparagraphs "a" and "b" of Paragraph 13, above, if Entity Annual Expenditure Plans filed by the recipient Entities provide for the expenditure of the allocations for purposes authorized by the Act. The Governing Body of the Authority shall be vested with discretion not to allocate all estimated revenues for an allocation period available for purposes prescribed by Paragraphs 8 and 13-c, above. Notwithstanding any provision to the contrary contained in Paragraphs 10 or 13, above, the Authority shall not be empowered to allocate any amount to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District or CTSA which is not identified for expenditure by the recipient Entity in an Entity Annual Expenditure Plan filed by the recipient Entity, except pursuant to the provisions of Paragraph 8, above.

19. Procedural Regulations. Pursuant to the provisions of Section 180105(b) of the Act, the Governing Body of the Authority shall include within its administrative code procedural regulations which require and govern the following:

a. Transmittal of and notice to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA by a prescribed date certain of the gross amount of revenues which the Executive Director estimates will be received by the Authority for the ensuing allocation period;

b. The date by which the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA must file Entity Annual Expenditure Plans for an ensuing allocation period;

c. The types of information, data and other contents which each Entity Annual Expenditure Plan is required to include;

d. The preparation and issuance following filing of Entity Annual Expenditure Plans of a written analysis by the Executive Director of the Authority containing his or her recommendations to the Governing Body of allocations for each ensuing allocation period, by recipient Entity, by Public Road Improvement Project, and for other purposes; and

e. Such other and further procedural regulations as the Governing Body, in its discretion, may deem appropriate.

20. Public Hearing. Not later than November 1, 1988, May 1, 1990, and the first day of May of each year thereafter, the Authority shall commence a public hearing on the respective Entity Annual Expenditure Plans filed by the Entities and with respect to the allocation of Sales Tax and other revenues for the ensuing period. Notice of the time, place and purpose of the hearing shall be published in a newspaper of general circulation within the County, and mailed to each filing Entity not later than ten calendar days preceding the date of commencement of the hearing.

Not later than ten calendar days in advance of the commencement of the hearing, the Executive Director of the Authority shall formulate and file as a public record his or her written recommendations concerning allocation of Sales Tax revenues and all other revenues available to the Authority for the applicable allocation period.

21. Allocation Determinations. Not later than December 31, 1988, June 30, 1990, and the 30th day of each June thereafter, the Authority shall allocate estimated Sales Tax revenues and all other revenues available to the Authority for the applicable period. The allocations shall be made in accordance with the percentage requirements prescribed by Paragraphs 10 and 13, above; provided that:

a. No allocation shall be made for expenditure by the County or a City which has failed to fulfill any of the conditions prescribed by Paragraphs 16 and 17, above;

b. No allocation shall be made for an expenditure which would not be consistent with the County Transportation Expenditure Plan, as the same may be hereafter amended;

c. Except as authorized by Paragraph 8, above, no allocation shall be made to a recipient Entity for an expenditure which is not included within that Entity's Entity

Annual Expenditure Plan; nor shall any allocation be made to the County, District, a City or CTSA which has not filed an Entity Annual Expenditure Plan in compliance with regulations adopted by the Authority; and

d. Allocations for expenditure by recipient Entities shall be made subject to such conditions, limitations, and affirmative obligations as may be prescribed by the Authority to ensure that the funds allocated be expended for the purposes, objects, projects, and services for which the allocations are made.

22. Contracts. All allocations for expenditure by recipient Entities shall be made pursuant to contracts between the Authority and each Entity. The contracts shall provide for all of the following:

a. Require the County and each City to undertake, construct and complete those Public Road Improvement projects for which the allocation is made within times certain;

b. Require the District to expend the allocation as specified in the allocation;

c. Require the Consolidated Transportation Services Agency to expend the allocation for EHT Functions within the boundaries of the Authority;

d. Embody any other conditions, limitations or affirmative obligations prescribed by the Authority; provided that the Authority shall not be empowered to impose conditions, limitations or affirmative obligations which in any manner limit the legislative discretion of an Entity to exercise its power to zone and otherwise regulate land use;

e. Provide for the dates of progress or other payments by the Authority to the recipient Entity of the annual allocations; and

f. Contain any other provisions determined by the Authority to be necessary to promote the purposes and objects of the Act, the County Transportation Expenditure Plan or this Agreement.

23. Contract Terms. Contracts between the Authority and recipient Entities shall be for the following terms and provide for fund disbursements in the following manners:

a. ~~Contracts~~ with Folsom, Isleton and Galt shall be for a term which is coextensive with the allocation period, and shall either provide for fund disbursements on a progress payment basis in relation to specific Public Road Improvement Projects or provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following commencement of the term of the contract, or provide for a combination of progress payments in relation to specific Projects and quarterly payments.

b. Contracts with the District and CSTA which fund operations shall be for a term which is coextensive with the allocation period, and shall provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following the commencement of the contract term.

c. Contracts with the District and CSTA to fund capital acquisitions or capital improvements shall be for a term which is either coextensive with the period of the acquisition or improvement or with the period of the debt financing thereof, and shall provide for fund disbursements on either a progress payment basis or other basis related to obligations incurred by the Entity.

d. Contracts with the County, Sacramento, and Future Cities shall be for a term which is either coextensive with the period of the Public Road Improvement Project for which the allocation is made or coextensive with the term of the debt financing therefor, and fund disbursements shall be made on a progress payment basis or otherwise in relation to obligations incurred by the recipient Entity.

25. Refusal to Contract. If a recipient Entity is unwilling to enter into a contract offered by the Authority pursuant to Paragraph 23 or such contract is not executed by the recipient Entity within thirty days following the date upon which it is presented to the Entity by the Authority, the Authority may reallocate the funds for any other purpose authorized by this Agreement; provided that: (i) if the refusal of the recipient Entity to execute the contract pertains to a Public Road Improvement Project for which the Authority has allocated funding, that project may, at the election of the Authority, be removed from the contract, the contract executed with the project omitted, and, pursuant to the provisions of Paragraph 8, above, the Authority may undertake and complete the project; and (ii) any allocation to the District or CTSA for which the District or CTSA has declined to sign a contract shall be reserved for future allocation to those Entities.

27. Amendment of Expenditure Plan. It is understood that the terms and conditions contained in this Agreement have constituted a material inducement to the County and City signators to this Agreement in approving the County Transportation Expenditure Plan pursuant to the provisions of Section 180206(b) of the Act. A breach by the Authority of the terms of this Agreement shall be deemed to vitiate the consent by the County and signator Cities of the Plan.

It is further understood that the Authority shall be empowered, from time to time, to amend the County Transportation Expenditure Plan for the reasons and in accordance with the procedures prescribed by Section 180207 of the Act; provided that it is understood and agreed that there is no unforeseen circumstance or other lawful reason permitting an amendment of the Plan which would be inconsistent with the purposes and objects of this Agreement prescribed by Paragraphs 2 and 3, above, or revision or alteration of the functional allocation percentages prescribed by "a" or "b" of Paragraph 10 or Paragraph 13, above; and no such amendment shall relieve the Authority from the obligation to allocate Sales Tax revenues in accordance with said percentages.

28. Sales Tax Term. The effectiveness of the first Sales Tax imposed following voter approval shall commence pursuant to Section 180204 of the Act on the first day of the first calendar quarter commencing more than 120 days after adoption of the Ordinance, and shall continue until and terminate on the earlier of the following two alternative dates:

a. The date twenty years following the one on which the Sales Tax became effective; or

b. The date on which a judgment by a Court of competent jurisdiction becomes final which either adjudicates the invalidity of subparagraph "a" or "b", or both, of Paragraph 13, above, or declines enforcement relief because of the invalidity thereof; provided that the Governing Body of the Authority shall be empowered to levy the Sales Tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary to accumulate revenues sufficient to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23, above, or any bonds or other instrument of indebtedness issued in the name of the Authority, which is in effect on the date of such a final adjudication or declination.

The Ordinance enacted by the Governing Body of the Authority pursuant to Section 180201 of the Act shall prescribe the period of effectiveness of the Sales Tax in accordance with the provisions of this Paragraph.

29. Ordinance and Ballot Measure. The Sales Tax Ordinance enacted by the Governing Body of the Authority pursuant to the provisions of Section 180201 of the Act and the ballot measure by which the proposition for the Sales Tax is submitted to the voters under Section 180203 of the Act shall, on any short form of ballot card, label or other device, regardless of the system of voting utilized, read substantially as follows:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Transportation Authority to levy (either a 1/2 of 1% or 1%) retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions to issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of _____ (\$ _____) Dollars.

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities and the Sacramento Regional Transit District, as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof, provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments.

30. Agreement Term. The term of this Agreement shall commence March 1, 1988, and this Agreement shall continue in full force

and effect until it terminates on the earlier of the following two alternative dates:

a. The effective date of dissolution of that Authority which is created by Resolution No. 88-200, adopted by the Board of Supervisors of the County on March 1, 1988; or

b. Termination of the Sales Tax following voter approval.

31. Amendment. This writing constitutes the sole embodiment of the agreement of the parties hereto. There are no conditions precedent to the effectiveness thereof which are not expressed herein.

This Agreement shall not be amended, modified, or revised except by a writing duly executed in behalf of all of the parties to this Agreement. The allocations prescribed by Subparagraphs "a" and "b" of Paragraph 13, above, shall not be subject to amendment by mutual agreement of the parties or otherwise.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day, month and year first above written.

CITY OF SACRAMENTO

By Anne Reiden
Title MAYOR

COUNTY OF SACRAMENTO

By Jim Strong
Title

CITY OF FOLSOM

By [Signature]
Title

CITY OF ISLETON

By George Apple
Title

CITY OF GALT

By [Signature]
Title Mayor Pro Tempore

SACRAMENTO REGIONAL
TRANSIT DISTRICT

By Emily E. Vazquez
Title

SACRAMENTO TRANSPORTATION AUTHORITY

By Jim Strong
Title

ag-trans tax2

**SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN**

March 1, 1988

City Agreement No. 87202-A

**SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN**

The Local Transportation Authority and Improvement Act (Public Utilities Code §§180200, et seq.) mandates preparation of a Sacramento County Transportation Expenditure Plan ("Plan") for expenditure of revenues expected to be derived from a retail transactions and use tax (sales tax), together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed. The Plan shall be approved by the Sacramento County Board of Supervisors and the city councils representing both a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County before it is adopted by the Sacramento Transportation Authority ("Authority"). The Plan shall be adopted by the Authority before the call of the election which places the retail transactions and use tax (sales tax) before the voters for approval.

This document constitutes the Plan mandated by the Local Transportation Authority and Improvement Act. It is the intent of this Plan to ensure that funds generated by the retail transactions and use tax imposed by the Sacramento Transportation Authority shall be used to supplement and not replace existing local revenues used for transportation purposes.

Implementation of this Plan shall be subject to the terms and conditions of an agreement between the Authority, the County of Sacramento, the City of Folsom, the City of Galt, the City of

Isleton, the City of Sacramento, and the Sacramento Regional Transit District, entitled "Transportation Expenditure Agreement", which is attached to this Plan as Exhibit "A" and incorporated herein by reference.

Major provisions of the Transportation Expenditure Agreement include:

- (a) Proceeds of the retail transactions and use tax increase shall be allocated by the Authority as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, the remaining revenues to be allocated 65% for Public Road Improvement Projects, 33.33% to the Sacramento Regional Transit District for Public Transit Functions, and 1.67% to the Consolidated Transportation Services Agency providing service to Sacramento County for Elderly and Handicapped Transportation Functions.
- (b) The allocations to the Cities of Folsom, Isleton and Galt shall consist of all sales taxes charged and reported by businesses located in each City, and all sales taxes charged and reported on out-of-county purchases of motor vehicles, aircraft and undocumented vessels by residents of each City.
- (c) In order to receive sales tax proceeds, each City and the County must first levy a special tax or impose a fee for road improvement purposes in connection with land development.
- (d) In order to receive sales tax proceeds, each City and the County must first commit to the funding of road improvement projects or public transit functions all revenue from the required special tax or fee and all other non-sales tax revenues available to them for road improvements.
- (e) Allocations shall be consistent with this Plan, as it may be hereafter amended, and shall be made pursuant to contracts between the Authority and each recipient entity.

Reference is made to Exhibit A for further detail on the Transportation Expenditure Agreement.

PROPOSED PROJECTS

Freeway Improvements

Route 99 between Mack Road and Elk Grove Boulevard - Widen

I-80 between Madison Avenue and Placer County line - Widen

Route 50 between Sunrise Boulevard and Folsom Boulevard - Widen and improve interchanges

Route 99 between 12th Avenue and Route 50 - Ramp modifications and auxiliary lanes

Business 80 between E Street and Arden Way - Widen and improve interchanges including appropriate sound walls

Business 80 between Arden Way and Watt Avenue - Ramp modifications and auxiliary lanes

Route 50 east of Watt Avenue - Soundwalls

I-80 between I-5 and Business 80 - Landscape

New and Improved Interchanges and Grade Separations

Route 99 at Calvine Road/Cosumnes River Boulevard

Route 99 at Sheldon Road

Route 99 at Elk Grove Boulevard

Route 99 at Elverta Road

I-80 at Antelope Road

Route 50 at Watt Avenue

I-5 at J Street

Richards Boulevard at 12th and 16th Streets

I-80 at Truxel Road (City share 25%)

21st Street at Union Pacific Railroad

Northgate Boulevard at State Route 160

Antelope Road at Southern Pacific Railroad

Fair Oaks Boulevard at Watt Avenue (partial interchange)

Folsom Boulevard at Howe Avenue/Power Inn Road (partial interchange)

Fair Oaks Boulevard at Howe Avenue (partial interchange)

Exposition Boulevard at State Route 160

Major New Street Construction and Extensions

Cosumnes River Boulevard from US 99 to I-5

Arden-Garden connector

A street extending 7th and 8th Streets to Richards Boulevard

Richards Boulevard to Business 80 extension

Evergreen Street to Arden Way extension

A crossing of the American River between South Natomas and the Central
Business District

Exposition Boulevard to State Route 160 extension

Street Widening Projects

Mayhew Road overcrossing at Route 50

Jackson Road between Treeview Road and Rancho Murieta

Howe Avenue between Hurley Way and Arden Way

South Watt Avenue between Alderson Avenue and Jackson Road

Wachtel Way between Oak Avenue and Old Auburn Road

Hood Franklin Road between Old S.P.R.R. and the town of Hood

Kiefer Boulevard between Florin-Perkins Road and South Watt Avenue

Elkhorn Boulevard between 6th Street and Walerga Road

Elk Grove-Florin Road between Bond Road and Jackson Road

Old Auburn Road between Fair Oaks Boulevard and the Placer County Line

Sunrise Boulevard between Antelope Road and the Placer County Line

Antelope Road between I-80 and Auburn Boulevard

Greenback Lane between Fair Oaks Boulevard and Hazel Avenue

Madison Avenue between Air Base Drive and I-80

Oak Avenue between Sunrise Boulevard and the Folsom City Limits
16th Street between the North City Limits and Elkhorn Boulevard
Franklin Boulevard between Ehrhardt Drive and the South City limits
Garden Highway between Northgate Boulevard and I-5
Norwood Avenue between Arcade Creek and I-80
Power Inn Road between Folsom Boulevard and Fruitridge Road
Raley Boulevard between Bell Avenue and the North City limits
Northgate Boulevard between State Route 160 and Garden Highway (elevate
and widen)
Franklin Boulevard between Sutterville Road and Fruitridge Road

Bridge Replacement and Repair

Main Avenue over East Main Drain and Union Pacific Railroad
Twin Cities Road west of Bruceville Road
Lee School Road north of Tavernor Road
Bruceville Road north of Eschinger Road
El Verano Road north of Elverta Road
28th Street at Dry Creek
Excelsior Road south of Calvine Road
9th Street south of Elverta Road
Burr Avenue west of Rio Linda Boulevard
Clay Station Road south of Montfort Avenue
Cherokee Lane at Deadman Gulch
Eagles Nest Road north of Grantline Road
Cherry Avenue east of Granite Avenue
Lacey Road south of Arno Road
McKenzie Road south of Mingo Road
Scott Road north of Latrobe Road
Woodside Drive west of Sylvan Road
Lambert Road east of Herzog Road

Intersection Improvements

Florin Road and Stockton Boulevard
Stockton Boulevard at McMahon Drive and Jansen Drive
Fulton Avenue and Marconi Avenue
Coloma Road and Sunrise Boulevard
Marconi Avenue and Watt Avenue
Arden Way and Fulton Avenue
Fair Oaks Boulevard and Walnut Avenue
El Camino Avenue and Fulton Avenue
Auburn Boulevard and Winding Way
Freeport Boulevard and Florin Road
Freeport Boulevard and Fruitridge Road
Franklin Boulevard and Fruitridge Road
Mack Road and Franklin Boulevard
Stockton Boulevard and Broadway
Freeport Boulevard and Meadowview Road

New Traffic Signals

San Juan Road and Bridgeford Drive
Silver Eagle Road and Norwood Avenue
Heritage Lane and Response Road
Windbridge Drive and Rush River Drive
Windbridge Drive and Pocket Road
Pocket Road and Greenhaven Drive
Mack Road and Route 99
I-5 and Pocket Road
I-80 and Norwood Avenue
Park Riviera Way and Pocket Road

Ehrhardt Avenue and Franklin Boulevard

Land Park Drive and 2nd Avenue

21st Street and E Street

21st Street and F Street

H Street and 26th Street

H Street and 47th Street

G Street and 25th Street

G Street and 27th Street

P Street and 28th Street

Cucamonga Avenue and Power Inn Road

Elder Creek Road and Sunrise South/Cougar

Huntsman Drive and Kiefer Boulevard

Howe Avenue and Wyda Way

Del Norte Boulevard and 42nd Street and Fruitridge Road

Hurley Way and Morse Avenue

Fair Oaks Boulevard and Sunrise East

Dawes Street and Folsom Boulevard

Greenback Lane and Filbert Avenue

San Juan Avenue and Sperry Drive

Stollwood Drive and Zelinda Drive and Winding Way

Ethan Way and Hurley Way

Fair Oaks Boulevard and Treecrest Avenue

Bell Avenue and Northrop Avenue

Aramon Drive and Folsom Boulevard

Elkhorn Boulevard and Sprig Drive

Auburn Boulevard and San Tomas Drive

Bell Avenue and Cottage Way

Antelope Road and Rosswood Drive
Folsom Boulevard and McGregor Drive
Folsom Boulevard and Rod Beaudry Drive
Fair Oaks Boulevard and Sunset Avenue

Left Turn Lanes

Fair Oaks Boulevard between Fairchild Drive and Garfield Avenue
Hazel Avenue between Central Avenue and to Oak Avenue
La Riviera Drive between Waterton Way and Woodman Way
Walnut Avenue between El Camino Avenue and Locust Avenue
Dewey Drive between Coyle Avenue and Greenback Lane
Arden Way between Eastern Avenue and Fair Oaks Boulevard
San Juan Avenue between Walnut Avenue and Winding Way
Folsom Boulevard between Horn Road and Tiffany Lane

Computerized Signal Systems

Arden Way between Exposition Boulevard and Del Paso Boulevard
Del Paso Boulevard between Marysville Boulevard and SR160 Ramp
South Natomas arterial system
 Northgate Boulevard, Truxel Road, West El Camino Avenue, Garden
 Highway
Stockton Boulevard between Broadway and South City limits
Florin Road between Riverside Boulevard and Franklin Boulevard
Central City Master Controller
Mack Road between I-5 and Route 99
Franklin Boulevard between Sutterville Road and South City limits
Fruitridge Road between Stockton Boulevard and East City limits

Bike Lanes/Pedestrian Walkway

Watt Avenue north of Center Joint High School
Elk Grove/Florin - at Elk Grove Park

Illinois Avenue between Sunset Avenue and Sailor Bar

Van Alstine Avenue between Fair Oaks Boulevard and California Avenue

Rio Linda Boulevard between M Street and Elverta Road

Stevenson Avenue between Route 99 and Power Inn Road

Hollister Avenue between Grant Avenue and Fair Oaks Boulevard

Grant Avenue between Marshall Avenue and Hollister Avenue

Marshall Avenue between Stanley Avenue and Grant Avenue

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, Interconnect and Synchronize signals

Curb, gutter and drainage

Center medians

Left turn lanes

Bike lanes

Major Projects - City of Folsom

New Bridge Crossing of the American River

Major Projects - City of Galt

Lincoln Way--Reconstruct

Phase I - A Street to C Street

Phase II - C Street to Caroline Avenue

Phase III - Myrtle to A Street, Traffic Signals at C Street and A Street

Phase IV - Myrtle to Wendy Hope

Phase V - Improve Intersection and Lincoln Way/Walnut

Major Projects - City of Isleton

Maintenance Programs on Existing Facilities

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Extend I-80 Corridor Light Rail Transit Line to Antelope Road

Extend Folsom Corridor Light Rail Transit Line to Hazel Avenue

Continue Sacramento Regional Transit District Transit Service to Existing Service Areas

Provide New Sacramento Regional Transit District Transit Service in the following areas:

South/North Natomas
North Highlands/Antelope/Citrus Heights
Orangevale
Rancho Cordova
Vineyard (western portion)
Pocket/Meadowview
Valley Hi/Laguna/Elliott Ranch
Elk Grove (western portion)

Construct a new Light Rail Maintenance Facility

Purchase Light Rail Vehicles

Purchase Buses

Construct Park and Ride Facilities and Signal Preemption

Elderly and Handicapped Transportation Projects

Continue Transportation Service to Elderly and Disabled Populations

Provide new Transportation Service to Elderly and Disabled Populations

Purchase Vehicles

Construct a Maintenance Facility

Purchase a Communications System

[illegible]

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Projects listed in this Plan may be funded entirely from retail transactions and use tax (sales tax) proceeds, or may be funded by a combination of tax proceeds, federal, state and other local revenue sources.

Projects to be funded from tax proceeds will be selected annually by the Authority based upon Entity Annual Expenditure Plans submitted by the County, the Cities, Sacramento Regional Transit District, and the Consolidated Transportation Services Agency, and on the Authority's assessment of transportation needs throughout the region. Projects are not necessarily listed in order of priority, and the Authority will reassess regional transportation priorities on an annual basis.

Projects may be funded in their entirety or may be funded in phases.

Under the terms of the Local Transportation Authority and Improvement Act, the Authority may annually review and propose amendments to this Plan to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Unforeseen circumstances may include, without limitation, actual revenues exceeding the costs of implementing the adopted Plan and needs for other projects revealed by the results of environmental analysis undertaken during the term of the sales tax, including the updating of General Plans. The Authority must give notice of proposed amendments to the Board of Supervisors and to the city

council of each city in the County. The proposed amendments take effect forty-five (45) days after notice is given.

At the time of Plan preparation, approval and adoption, only estimates of sales tax revenues over a 20-year period and estimates of project costs are available. Whether fewer than all of the projects listed in the Plan can be funded during the 20-year life of the sales tax, or whether funds will be available to undertake additional projects, will depend upon many factors, including the actual amount of tax proceeds, the accuracy of cost projections, and changes in project costs over a 20-year period.

Accomplishment of some of the listed projects is contingent upon the fulfillment of certain legal or other requirements, e.g., environmental analysis of specific project designs, receipt of matching funds from non-sales tax sources.

As mandated by the Local Transportation Authority and Improvement Act, the Authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional highways, with the cities in the County, the Sacramento County Board of Supervisors, and the California Department of Transportation, for the purpose of integrating its planned highway improvements with the highway and other transportation improvements plans and operations of other transportation agencies impacting the County.

ORDINANCE NO. STA-0001

**AN ORDINANCE OF THE SACRAMENTO
TRANSPORTATION AUTHORITY IMPOSING A
TRANSACTIONS AND USE TAX TO BE ADMINISTERED
BY THE STATE BOARD OF EQUALIZATION**

BE IT ENACTED by the Governing Body of the Sacramento Transportation Authority, a public district formed for the local performance of governmental functions under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the Public Utilities Code, as follows:

Section 1. TITLE. This ordinance shall be known as the Sacramento Transportation Authority Transactions and Use Tax Ordinance. The Sacramento Transportation Authority hereinafter shall be called "Authority". This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Sacramento, which territory shall be referred to herein as "District".

Section 2. OPERATIVE DATE. "Operative date" means the first day of the first calendar quarter commencing more than 120 days after adoption of this ordinance, the date of such adoption being as set forth below.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other, purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

(a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Section 180000, et seq.) which authorize the Authority to adopt this tax ordinance which shall be operative if a majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

(b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

(c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

(d) To adopt a retail transactions and use tax ordinance which can be administered in a manner which will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

Section 4. CONTRACT WITH STATE. Prior to the operative date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. MAXIMUM TAX RATE. The maximum tax rate hereunder shall be one-half of one percent.

Section 6. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of one-half of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Section 7. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 8. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 9. USE OF PROCEEDS. The revenue derived from the tax imposed by this ordinance shall be used to fund administration of the Sacramento Transportation Authority, air quality mitigation measures, public road improvements, public transit functions, and elderly and handicapped transportation functions, consistent with the terms of the Sacramento County Transportation Expenditure Plan adopted by the Sacramento Transportation Authority, as the same may be amended pursuant to Public Utilities Code §180207, and the Transportation Expenditure Agreement entered into as of March 1, 1988 by the Sacramento Transportation Authority, the Sacramento Regional Transit District, the City of Sacramento, the City of Folsom, the City of Isleton, the City of Galt, and the County of Sacramento.

The tax proceeds will be allocated pursuant to terms and conditions of the Transportation Expenditure Agreement as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions. Situs allocation to the Cities of Folsom, Isleton, and Galt is required by the Transportation Expenditure Agreement and is described in Paragraphs 10 and 11 thereof.

The authority may issue bonds payable from the proceeds of the tax for capital outlay expenditures.

Section 10. TERM OF TAX. The tax shall become operative on the first day of the first calendar quarter commencing more than 120 days after adoption of this ordinance and shall continue until and terminate on the earlier of the following two alternative dates:

(a) The date twenty years following the one on which the Sales Tax became effective; or

(b) The first day of the first calendar quarter commencing more than 120 days after the date on which a judgment

by a Court of competent jurisdiction becomes final which either adjudicates the invalidity of subparagraph "a" or "b", or both, of Paragraph 13 of the Transportation Expenditure Agreement, or declines enforcement relief because of the invalidity thereof; provided that the Governing Body of the Authority shall be empowered to levy the tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary (but in any event terminating on a date which corresponds with the last day of a calendar quarter) to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23 of the Transportation Expenditure Agreement, or any bonds or other instrument of indebtedness issued in the name of the Authority, which is in effect on the date of such a final adjudication or declination.

Section 11. ADOPTION OF PROVISIONS OF STATE LAW.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 12. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, wherever the State of California is named or referred to as the taxing agency, the name of this District shall be substituted therefor. The substitution, however, shall not be made when the word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California; the substitution shall not be made when the result of that substitution would require action to be taken by or against this District or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance; the substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or to impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provisions of that code; the substitution shall not be made in Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code. The word "District" shall be substituted for the word "State" in the

phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203. A retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary or person in the District under the authority of the retailer.

Section 13. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 14. EXEMPTIONS AND EXCLUSIONS.

(a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

(b) There are exempted from the computation of the amount of transactions tax the gross receipts from:

(1) Sales of tangible personal property to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United State, or any foreign government.

(2) Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sales, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code, by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer,

stating that such address is, in fact, his principal place of residence.

(ii) with respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

(3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

(5) For the purposes of subsections (3) and (4) the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(c) There is exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this District of tangible personal property:

(1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

(2) Purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

(3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

(5) For the purposes of subsections (3) and (4), storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract of lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(6) Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

(7) "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

(d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 15. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 16. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this

ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 17. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 18. REQUEST FOR ELECTION.

(a) The Sacramento Transportation Authority hereby requests that the Sacramento County Board of Supervisors call a special election to place this ordinance before the voters for approval on June 7, 1988, and that such special election be consolidated with the Statewide Primary Election to be held on June 7, 1988.

(b) The proposition to be placed on the ballot shall read substantially as follows:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Authority to levy a 1/2 of 1% retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions; to issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of Sixty-Nine Million Dollars (\$69,000,000.00).

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities, and the Sacramento Regional Transit District as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the first day of the first calendar quarter commencing more than

120 days after the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof; provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments."

(c) The sample ballot to be mailed to the voters shall contain the full proposition as set forth in subsection (b) hereof.

(d) The voter information handbook shall include the entire Sacramento County Transportation Expenditure Plan as adopted by the Authority, which includes as Exhibit A the Transportation Expenditure Agreement.

(e) The Board of Supervisors of Sacramento County is authorized to canvass the returns of said election and to cause the results thereof to be properly certified to the Authority.

Section 19. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the Authority transactions and use taxes and shall take effect immediately.

On a motion by Member T. JOHNSON, seconded by Member SHORE, the foregoing Ordinance was passed and enacted by the Governing Body of the Sacramento Transportation Authority, State of California, at a regular meeting thereof, this 10th day of MARCH, 1988, by the following vote, to wit:

AYES: Members Collin, G. Johnson, T. Johnson, Rudin, Mueller, Shore and Streng

The foregoing is a correct copy of an ordinance adopted by the Board of Directors, Sacramento County, California

On MAR 10 1988

Dated MAR 14 1988

Clerk of said Board of Directors

By Hally A. Donaldson
Deputy Clerk

Transportation Authority

(2/3 Vote Required)

Jim Streng
Person, Governing Body of the
Sacramento Transportation Authority

In accordance with Section 25103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

MAR 10 1988

FILED

MAR 10 1988

By Hally A. Donaldson
Deputy Clerk, Board of Supervisors

BOARD OF DIRECTORS

Clerk of the Board

City Agreement No. 87202A -9-

By Emily A. Wallace

RESOLUTION NO. 88-0241

RESOLUTION OF THE BOARD OF SUPERVISORS OF
THE COUNTY OF SACRAMENTO CALLING FOR A
SPECIAL ELECTION AT WHICH THE ELECTORS SHALL
VOTE ON AN ORDINANCE OF THE SACRAMENTO
TRANSPORTATION AUTHORITY IMPOSING A RETAIL
TRANSACTIONS AND USE TAX, AND ORDERING
CONSOLIDATION OF THE SPECIAL ELECTION WITH
THE STATEWIDE PRIMARY ELECTION ON JUNE 7, 1988

WHEREAS, pursuant to Section 180050 of the Public Utilities Code, the Board of Supervisors of the County of Sacramento has created the Sacramento Transportation Authority ("Authority") to carry out within Sacramento County the provisions of the Local Transportation Authority and Improvement Act (Public Utilities Code Sections 180000-180264); and

WHEREAS, the Sacramento County Transportation Expenditure Plan has been prepared by the Authority, has received the approval of the Board of Supervisors of the County of Sacramento, and the City Councils of the Cities of Sacramento, Folsom, Isleton, and Galt, and has been adopted by the Authority; and

WHEREAS, the Authority on March 10, 1988 adopted by a two-thirds vote of the Governing Body of the Authority a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Sacramento (Authority Ordinance No. STA-0001); and

WHEREAS, pursuant to §180201 of the Public Utilities Code the retail transactions and use tax adopted by the Authority may not

be imposed until it is approved by a majority of the electors voting on the measure at a special election called for that purpose by the Board of Supervisors, at the request of the Authority; and

WHEREAS, the Authority has requested that the Board of Supervisors call such an election for June 7, 1988 and consolidate said election with the Statewide Primary Election that will also be held on June 7, 1988; and

WHEREAS, the ordinance adopted by the Authority declares the exact form of the proposition to be placed before the voters, as the same is to appear on the ballot, as set forth below; and

WHEREAS, the Authority has authorized the Board of Supervisors of the County of Sacramento to canvass the returns of said election and to cause the results thereof to be certified to the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Sacramento County, as follows:

1. The Board of Supervisors hereby calls a special election for the purpose of placing before the voters of the incorporated and unincorporated territory of the County of Sacramento the following proposition:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Authority to levy a 1/2 of 1% retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions; to

issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of Sixty-Nine Million Dollars (\$69,000,000.00).

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities, and the Sacramento Regional Transit District as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the first day of the first calendar quarter commencing more than 120 days after the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof; provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments."

2. Said election shall be consolidated with and held in conjunction with the Statewide Primary Election, to be held within the County of Sacramento on the 7th day of June, 1988.

3. The sample ballot to be mailed to the voters shall contain the full proposition as set forth above, and the voter information handbook shall include the entire adopted Sacramento County Transportation Expenditure Plan.

4. Notice of said election stating the time, place and purpose thereof, and the names of the election officers and precincts, are as stated in the notice given by the Registrar of Voters of the Statewide Primary Election.

5. The location of precincts, polling places, election officers and voting booths of such consolidated election shall be in accordance with the order of the Board of Supervisors of the County of Sacramento.

6. The Board of Supervisors of the County of Sacramento does hereby allot space on the ballot of said Statewide Primary Election to the Authority for the purposes of said election, and to print therein the exact form of the proposition as declared by the Authority to be voted on at said election, and other necessary explanatory matter in conjunction therewith, in all respects as required by law.

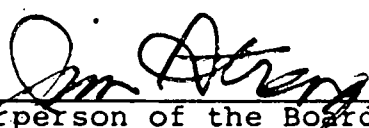
7. The returns of said election shall be canvassed by the Registrar of Voters of the County of Sacramento, and the results thereof certified by said Registrar to the Authority.

8. If the measure is approved, the Registrar of Voters shall be and hereby is authorized and directed to charge to the Authority the actual costs which accrue for such election, such costs to be calculated by proration methods set forth in this County's current Election Cost Allocation Procedures on the basis of service provided to the Authority.

On a motion by Supervisor I. COLLIN, seconded by Supervisor T. JOHNSON, the foregoing Resolution was passed

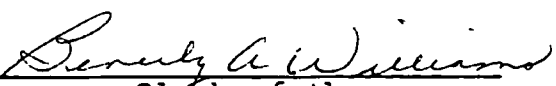
and adopted by the Board of Supervisors of the County of
 Sacramento, State of California, this 10th day of MARCH,
 1988, by the following vote, to wit:

AYES: Supervisors Collin, G. Johnson, T. Johnson, Smoley, Streng
 NOES: Supervisors None
 ABSENT: Supervisors None


 Chairperson of the Board of Supervisors
 of Sacramento County, California

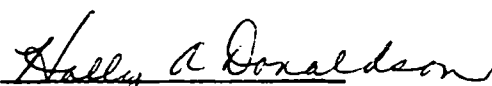
(SEAL)

ATTEST:


 Clerk of the
 Board of Supervisors


In accordance with Section 25103 of the Government Code of
 the State of California a copy of this document has been
 delivered to the Chairman of the Board of Supervisors, County
 of Sacramento on

MAR 10 1988

By 
 Deputy Clerk/ Board of Supervisor:

FILED

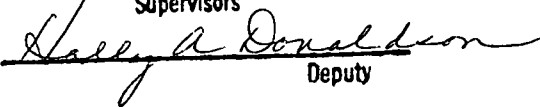
MAR 10 1988

BOARD OF SUPERVISORS
 BY 
 CLERK OF THE BOARD

The foregoing is a correct copy of a resolution
 adopted by the Board of Supervisors, Sacramento
 County, California

on MAR 10 1988

Dated MAR 14 1988
 Clerk of said Board of
 Supervisors

By 
 Deputy



The following is a copy of a letter
addressed to the Honorable Secretary of the
County of Santa Clara

to
dated
(Signature)
By _____

6/1/00

MAR 03 1988

DATE CERTIFIED
JAMES A. HARRIS
JERRY M. WILSON, CITY CLERK

RESOLUTION No. 88-171

Adopted by The Sacramento City Council on date of

MAR 31 1988

A RESOLUTION APPROVING INITIAL STUDY, APPROVING MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND APPROVING AND AUTHORIZING EXECUTION OF THE TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Sacramento, a chartered municipal corporation under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

City Agreement No. 87202 **A**

environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

ANNE RUDIN
MAYOR

ATTEST:

LORRAINE MAGANA
CITY CLERK

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Folsom, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

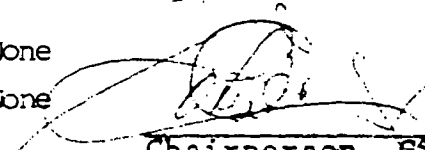
On a motion by Councilperson Hannaford, seconded by Councilperson Carmody, the foregoing Resolution was passed and adopted by the City Council of the City of Folsom, State of California, at a regular meeting thereof, this 7th day of March, 1988, by the following vote, to wit:

AYES: Councilperson, Carmody, Gibson, Goodell, Hannaford, Kipp

NOES: Councilperson, None

ABSENT: Councilperson, None

ABSTAIN: Councilperson, None


Chairperson, City Council of
the City of Folsom, California

(SEAL)

ATTEST: 
Clerk of the
City Council

r-est gov bodyl

**CITY OF FOLSOM
CERTIFIED DOCUMENT**

**ARLENE SOTO, CMC
FOLSOM CITY CLERK
50 NATOMA STREET
FOLSOM, CA 95630**

The foregoing information is an official record of the Office of the City Clerk, City of Folsom, County of Sacramento, State of California and is hereby certified to be true and correct.


ARLENE SOTO, CMC
FOLSOM CITY CLERK

City Agreement No. 87202 A

DATED: March 22, 1988

RESOLUTION NO. 88-31

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GALT, CALIFORNIA, APPROVING INITIAL STUDY, APPROVING MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND APPROVING AND AUTHORIZING EXECUTION OF THE TRANSPORTATION EXPENDITURE AGREEMENT.

WHEREAS, the City Council of the City of Galt, California, had reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-01-04, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

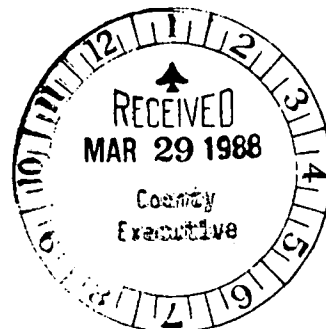
- Final Environmental Impact Report entitled "Sacramento County General Plan Update-Phase I and II" (1981) (Final Environmental Impact Report entitled "Galt City General Plan, 1984")
- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (Final Environmental Impact Report entitled "Galt City General Plan, 1984"); and

CERTIFIED AS TRUE COPY
of RESOLUTION No. 88-31

DATE
CERTIFIED

JAN 28 1988

Senia Stealing
CITY CLERK, CITY OF GALT



City Agreement No. 87202 A

WHEREAS, the components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans; and

WHEREAS, the primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

WHEREAS, this Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

WHEREAS, these findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

RESOLUTION NO. 88-31
PAGE NO. THREE

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Galt, California, that this Council hereby approves on behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto and marked as Exhibit "A".

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor, Mayor Pro Tempore, or in their absence, the City Manager, to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto and marked as Exhibit "B".

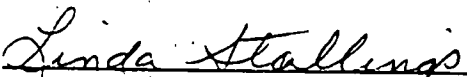
The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Galt this 1st day of March, 1988, upon a motion by Councilmember Lawrence, seconded by Councilmember Jacobsen, by the following vote, to wit:

AYES: Urban, Lawrence, Jacobsen, Casado
NOES: None
ABSTAIN: None
ABSENT: Sekelsky


MAYOR PRO TEMPORE, City of Galt

ATTEST:


CITY CLERK, City of Galt

RESOLUTION NO. 1058

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Isleton, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement", prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the

findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

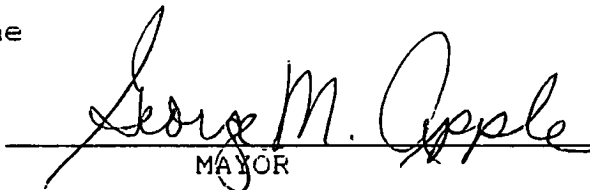
BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 7 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Councilmember Andersson, seconded by Councilmember Himebauch, the foregoing Resolution was passed and adopted by the City Council of the City of Isleton, State of California, at a regular meeting thereof, this 8th day of March, 1988, by the following vote, to wit:

AYES:	Councilmembers	Andersson, Himebauch, Wilson, Gardiner, Apple
NOES:	Councilmembers	None
ABSENT:	Councilmembers	None


MAYOR

ATTEST:


CITY CLERK

MAR 03 1988

DATE CERTIFIED:
FILED
COUNTY CLERK, CITY OF SACRAMENTO

RESOLUTION No. 88-171

Adopted by The Sacramento City Council on date of

MAR 11 1988

A RESOLUTION APPROVING INITIAL STUDY, APPROVING MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND APPROVING AND AUTHORIZING EXECUTION OF THE TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Sacramento, a chartered municipal corporation under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

ANNE RUDIN
MAYOR

ATTEST:

LORRAINE MAGANA
CITY CLERK

County Executive's Office

If so - just stamp our copies
BRB 1- City Clerk
Copies 1- Risk Management
" 1- 3. Perst

3/2/88

To: LORRAINE MAGANA
Sacramento City Clerk

Re: SALES TAX

As we discussed last night, here are 14 copies of the sales tax material. Signatures are needed on all 14 copies in the places indicated by paper clips (Resolution and Transportation Expenditure Agreement).

After you and Mayor Rudin have signed the copies, please call my office (440-5892). My secretary, Gail Pothour, will pick them up. If possible, I need to have the copies returned today.

Thanks.

--DEE

COUNTY OF SACRAMENTO
OFFICE OF THE COUNTY EXECUTIVE



BRIAN H. RICHTER
County Executive

April 1, 1988

LC

RECEIVED OFFICE
CITY OF SACRAMENTO
APR 5 2 15 PM '88

To: ~~CLERK, BOARD OF SUPERVISORS~~
~~CITY CLERK, CITY OF SACRAMENTO~~
CITY CLERK, CITY OF FOLSOM
CITY CLERK, CITY OF GALT
CITY CLERK, CITY OF ISLETON
CLERK, REGIONAL TRANSIT BOARD OF DIRECTORS
CLERK, SACRAMENTO TRANSPORTATION AUTHORITY

From: R. DEE REYNOLDS
Assistant to the County Executive

Subject: SALES TAX INCREASE

Enclosed is one complete package of the following fully-executed documents:

1. **Resolution No. 88-200 (Board of Supervisors)** - forming the Sacramento Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing execution of the Transportation Expenditure Agreement.
2. **Resolution No. 88-171 (Sacramento City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
3. **Resolution No. 2312 (Folsom City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
4. **Resolution No. 88-31 (Galt City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.
5. **Resolution No. 1058 (Isleton City Council)** - approving composition of Governing Body of the Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing the execution of the Transportation Expenditure Agreement.

City Agreement No. 87202 **A**

Re: Sales Tax Increase
April 1, 1988
Page 2

6. Resolution No. 88-03-788 (Sacramento Regional Transit District Board of Directors) - authorizing execution of the Transportation Expenditure Agreement.
7. Resolution No. STA-88-0001 (Governing Body of the Sacramento Transportation Authority) - approving the County Transportation Expenditure Plan, authorizing the execution of the Transportation Expenditure Agreement, and enacting the Ordinance proposing a sales tax increase to the voters.
8. Signed original seven-party Transportation Expenditure Agreement.
9. Ordinance No. STA-0001 (Governing Body of the Sacramento Transportation Authority) - imposing a transactions and use tax to be administered by the State Board of Equalization.
10. Resolution No. 88-0241 (Board of Supervisors) - placing the sales tax increase measure on the June 7, 1988, ballot.

RDR:gp

Encl.

MEMORANDUM

February 22, 1988

To: Chairperson and Members
Sacramento County Board of Supervisors

Mayors and Members
City Councils of Sacramento, Folsom,
Isleton, and Galt

Chairperson and Members
Board of Directors, Sacramento Regional
Transit District

Chairperson and Members
Governing Body, Sacramento Transportation
Authority

From: L. B. Elam
County Counsel

Subject: Creation of Sacramento Transportation
Authority - Sales Tax Increase Transportation
Financing Program
Agendas - March 1 - 10, 1988

During the period March 1 through 10, 1988, each of the parties to whom this memorandum is directed is scheduled to take various actions associated with formation of the Sacramento Transportation Authority and approval of the underlying Sales Tax Increase Transportation Financing Program. These actions are required in order for the measure proposing the sales tax increase to the voters to be placed on the June 7, 1988 ballot.

The actions which each of the interested parties will be taking are listed as follows:

a. March 1 - 9, 1988

(1) Board of Supervisors -- Adoption of Resolution No. 88-200 forming the Sacramento Transportation Authority, approving the County Transportation Expenditure Plan, and authorizing execution of the Transportation Expenditure Agreement;

February 22, 1988

(2) City Councils of Sacramento, Folsom, Isleton and Galt -- approval of composition of Governing Body of Transportation Authority, approval of County Transportation Expenditure Plan, and authorization to execute Transportation Expenditure Agreement;

(3) Board of Directors of Sacramento Regional Transit District -- authorization to execute Transportation Expenditure Agreement.

b. March 10, 1988

(1) Governing Body of Sacramento Transportation Authority -- approval of County Transportation Expenditure Plan, authorization to execute Transportation Expenditure Agreement, and enactment of Ordinance proposing a sales tax increase to the voters; and

(2) Board of Supervisors -- adoption of a resolution placing the sales tax increase measure on the June 7, 1988 ballot.

Attached hereto is a packet of documents consisting of a Resolution for each interested party to adopt, the Transportation Expenditure Agreement, and the County Transportation Expenditure Plan. With respect to the City Councils of the Cities of Sacramento, Folsom, Isleton and Galt, and the Board of Directors of the Sacramento Regional Transit District, a single action adopting the applicable attached Resolution will approve and order all actions required of the party to ratify and approve the various transactions. In addition to adopting the applicable Resolutions, the Governing Body of the Authority and Board of Supervisors must, respectively, enact the Ordinance proposing the sales tax increase measure to the voters, and the Resolution placing the measure on the June 7, 1988 ballot.

The following constitutes a summary of the terms of the Resolution forming the Authority and the Transportation Expenditure Agreement. These terms have been developed in connection with public hearings conducted jointly by the Board of Supervisors and Sacramento City Council on January 11, 12, and 22, and February 10 and 17, 1988.

1. Resolution No. 88-200
Forming Sacramento Transportation Authority

Resolution No. 88-200 (attached) to be adopted by the Board of Supervisors, performs three missions. It forms the Sacramento Transportation Authority. It prescribes the composition of the

February 22, 1988

Governing Body of the Authority. Finally, it prescribes the circumstances under which the Authority will be dissolved. -/

a. Composition of Governing Body

The Governing Body will consist of eleven members. Although the total membership of the Governing Body will remain constant, the internal composition will be subject to change based upon the contingency of future incorporations.

Initially, the eleven members will consist of: (i) Five elected officials who are appointed by and serve at the pleasure of the Board of Supervisors; (ii) four elected officials who are appointed by and serve at the pleasure of the Sacramento City Council; and (iii) two elected officials serving at-large who must be residents of the unincorporated area, and appointed by the remaining nine members of the Governing Body of the Authority.

Upon the first future incorporation, one of the at-large members will be converted to a representative of the new City, appointed by and serving at the pleasure of that City Council.

When the population of future incorporated cities reaches 100,000, both at-large members will be converted to representatives of those future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

When the population of future incorporated cities reaches 300,000, one of the Members appointed by the Sacramento City Council will be converted to a third representative of future incorporated cities, appointed by and serving at the pleasure of the City Councils, jointly.

The terms of office of the members of the Governing Body will be coextensive with the terms of the underlying elective offices which those officials hold.

Persons appointed as members of the Governing Body must, under State Law, be elected officials of local governmental

*/ Resolution No. 88-200 does not define the powers of the Authority. The powers of the Authority are prescribed by State Law (Pub. Util. C., Sec. 18000, et seq.), as restricted by the terms of the attached Transportation Expenditure Agreement and the attached County Transportation Expenditure Plan.

February 22, 1988

agencies. (Pub. Util. C., Sec. 180051). However, under Resolution No. 88-200, they need not be members of the Board of Supervisors or City Councils who appoint them. Each appointing authority is empowered to appoint one or more alternate members to cast votes in the place of regular members who are either absent or disqualified to vote for reasons of conflict of interest. Such alternates must also be elected officials.

The Cities of Folsom, Isleton and Galt are not represented on the Governing Body of the Authority. Those Cities will be giving up their right of representation in return for the "situs" allocation of the sales tax increase described below.

b. Dissolution of Authority

The Authority will be created effective March 1, 1988 upon adoption by the Board of Supervisors of Resolution No. 88-200 (attached). It will dissolve on March 11, 1988, unless the City Councils of Sacramento, Folsom, Isleton and Galt, or two of the three latter Cities adopt the attached Resolutions approving composition of the Governing Body.

The Authority will also dissolve effective June 30, 1988, if the voters do not approve the sales tax increase on June 7, 1988. In such an event, the attached Transportation Expenditure Agreement will be rescinded on the same date.

2. Transportation Expenditure Agreement

The parties to the attached Transportation Expenditure Agreement will be the City and County of Sacramento, Folsom, Isleton, Galt, the Sacramento Regional Transit District, and the Sacramento Transportation Authority.

The two principal missions of the Agreement are to: (i) establish, by percentage, basic allocations of annual sales tax increase revenues to various transportation improvement functions; and (ii) prescribe procedures by which the Transportation Authority will expend those revenues.

a. Functional Allocations

For purposes of allocation, annual revenues are divided into two balances. The first is the gross receipts. From the gross receipts is subtracted 1% for administration, 1% for air quality studies, the "situs" allocations to Folsom, Isleton and Galt together with the costs of making those allocations, and a reasonable reserve for contingencies. The remainder constitutes the second balance. The second balance is allocated 1.67% for

February 25, 1988

handicapped transportation, 33.33% for public transit, and the remainder for public road improvement projects which are regional in character.

(1) 1% for Administration

The one percent administration charge will cover the costs of managerial and clerical staffing for the Authority, office expense (including housing), charges by the County Auditor-Controller and Treasurer for various financial services, and the cost of retained legal counsel. Administrative costs will not include the contingency reserve, or any cost associated with accounting required in order to arrive at the annual "situs" allocations to Folsom, Isleton or Galt.

(2) 1% for Air Quality Studies

The Transportation Authority will allocate one percent of gross revenues to the Sacramento County Air Pollution Control District for studies relating to the impact of motor vehicle emissions upon air quality or evaluation of the effectiveness of emission mitigation measures. The Air Pollution Control District will be empowered to expend the allocation for such purposes, either directly or by contract with other providers.

(3) "Situs" Allocations to Folsom, Isleton and Galt

The "situs" allocation consists of: (i) The sales tax increase for sales which are made within the jurisdictional boundaries of those three Cities; plus (ii) the sales tax increase charged by motor vehicle dealers located outside of Sacramento County to residents of the three Cities.

Any such City which is not served by Regional Transit will receive 98% of the above-described "situs" revenue. Any such City served by Regional Transit will receive 63% of the above-described "situs" revenue. For purposes of applying the reduced percentage, however, a City will not be deemed to be served by Regional Transit, unless its City Council has expressly consented.

The Transportation Authority will bear annual costs necessary to compute the allocations in an amount not to exceed 20% of sales tax increase revenues charged by out-of-County auto dealers to all residents of the County. Should the annual computation cost exceed 20%, allocations of revenue from out-of-County auto sales will be made on a population ratio basis.

February 25, 1988

(4) Reserve for Contingencies

The sole revenue base of the Transportation Authority will be the sales tax increase revenue plus any restricted federal or state grants for specific objects. Prudence dictates creation of a reasonable reserve for contingencies, in order to ensure that the Authority will be able to meet any obligations imposed by external forces, including judicial decrees and judgments, which are not accommodated by the functional allocations.

(5) Transit and Roads

Any remaining balance will be divided 1.67% for handicapped transportation, 33.33% for public transit, and 65% for public road improvement projects of a regional character. As noted above, however, the absolute allocations to Folsom, Isleton and Galt on a "situs" basis, ensure to those Cities a guarantee of expanding future sales tax increase income within their boundaries at the expense of allocations for transit and road purposes. Conversely, if there should be a future shrinking sales tax increase base within those Cities, transit and roads would profit. It should be noted that the "situs" guarantee will not deny Folsom, Isleton and Galt the right to apply for additional allocations for public road improvement projects of a regional character which, in the discretion of the Governing Body of the Authority, could be applied in addition to the "situs" grants.

The Agreement is silent respecting any grants by the County or Cities to Regional Transit from or related to any special taxes or road improvement fees which those agencies locally levy for transportation purposes in order to establish revenue funding bases additional to the sales tax increase.

c. Conditions Precedent to Allocations

As a condition precedent to the receipt of sales tax increase allocations from the Authority, the County and each of the Cities would be required to: (i) Commit the same revenue sources to the building of roads as those agencies have committed in the past; and (ii) levy either a special tax or road improvement fee on new home and other construction to fund the costs of roads caused by such development. The amount of the fee would be subject to approval by the Governing Body of the Authority. Folsom, Isleton and Galt would be required to levy the fee not later than January 1, 1990.

February 25, 1988

A special requirement applicable solely to the County and Sacramento, would be that they maintain the same level of expenditures for handicapped transportation purposes as they expended during the 1986-87 fiscal year.

d. Allocation Process

Each recipient entity (i.e., the County, the Cities, Regional Transit and Paratransit), would be required to annually file with the Authority expenditure plans for annual allocations. Consistent with the functional allocation requirements discussed above and the County Transportation Expenditure Plan, the Executive Director would be required to make funding recommendations on specifically identified projects to the Governing Body of the Authority. Following a public hearing, the Governing Body of the Authority would be required to allocate the sales tax increase revenues. Except as authorized under Paragraph 8 of the Agreement, the Governing Body of the Authority would be limited in the identification of projects for funding allocations, to those proposed by the recipient entities. However, the Governing Body would not be required to honor, in relation to regional public road improvement projects, either the project priorities established by the recipient entities, or any standard by which all recipient entities would be guaranteed funding for some projects during any particular year.

For example, the Governing Body of the Authority would be empowered under the Agreement to elect that for a particular year all sales tax increase revenues authorized to be allocated for public road improvement projects of a regional character be spent on projects proposed by the City of Sacramento or the City of Isleton. Should recipient entities propose fewer projects for a particular year than would be required to exhaust the sales tax increase revenue available for regional road improvement projects, except as authorized by Paragraph 8, the Governing Body of the Authority would not be empowered to independently select projects and fund them. Nor, because of the precise nature of the mandated 35% allocation for transit purposes, would the Governing Body be empowered to allocate unexpended revenues for regional road improvement projects to either Regional Transit or Paratransit.

Under Paragraph 8 of the Agreement, by at least 9 affirmative votes the Governing Body of the Authority would be empowered to select for funding, allocate to a recipient entity, and/or build regional road improvement projects which have not been proposed by the entity within whose jurisdiction the project would be located.

February 25, 1988

The allocations to recipient entities would be made pursuant to contracts between the Authority and those entities by which expenditure of the allocations for the objects intended would be guaranteed. The Agreement expressly permits the term of such contracts to be tailored to any borrowing programs undertaken by the recipient entities to finance expensive projects. So broad is the power of the Governing Body of the Authority to contractually obligate future revenues, that it would be theoretically possible for the Authority during the first year of operation to obligate by contract the entire twenty-year revenue stream for public transit and regional road improvement purposes. Obviously, there would be many practical inhibitions to such a result. The ongoing "situs" guarantee to Folsom, Isleton and Galt will make it necessary to reliably predict future changes in the revenues associated with those guarantees in connection with long-term financial commitments for public transit and regional road improvement projects.

e. Ballot Restrictions

The proposition upon which the electors cast their votes will contain two basic restrictions.

The first is the mandated and restricted allocations of 1% to administration, 1% to air quality studies, 1.67% to handicapped transportation, 33.33% to public transit, and 65% to regional road improvement projects. The mandated "situs" allocations to Folsom, Isleton and Galt are referenced, but not mandated in the ballot language. There would be residual power, independent of electoral approval, to alter or eliminate the "situs" allocation requirement during the period the sales tax increase is in effect.

The second basic feature of the ballot language is the proviso that, except in relation to future revenue streams which have become obligated by contract, the power to levy the tax increase would terminate in the event a court should determine that the mandated divisions between handicapped transportation, public transit and regional public road improvement projects are unlawful or unenforceable. The ballot language is prescribed by the Agreement in Paragraph 29. Corresponding language respecting termination of the sales tax increase in the event of an adverse judicial determination has been included elsewhere in the Agreement in Paragraph 28-b.

f. Rate of Sales Tax Increase

Neither the Agreement nor the County Transportation Expenditure Plan prescribes the rate of the sales tax increase

February 25, 1988

which will be proposed to the voters. Until February 10, 1988, the governing bodies had contemplated a 1% increase proposal. On February 10, they tentatively elected to propose only a one-half cent increase.

Determination of the amount of the sales tax increase to be proposed, will be made finally by the Governing Body of the Transportation Authority on March 10, 1988 at the time it enacts the ordinance proposing the measure to the electorate.

3. County Transportation Expenditure Plan

The law requires preparation and approval by the Authority, the County and the Cities of a County Transportation Expenditure Plan preceding presentation of the sales tax increase measure to the voters. (Pub. Util. C., Sec. 180206). That Plan must be mailed to registered voters preceding the election.

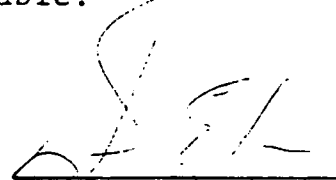
The attached Plan consists of two basic components. The first is the functional allocations and other terms and conditions of the Agreement. The Agreement is made an exhibit to the Plan. The second is a list of projects upon which the proceeds of any voter-approved sales tax increase would be expended.

The Plan does not identify any project which has not from the subject of an environmental review, either independently or in connection with the depiction of the project on an underlying Plan of an entity. It will be necessary to amend the County Transportation Plan in the future should any such projects be contemplated following environmental analysis.

The law does not prescribe in detail or at all the contents of a County Transportation Expenditure Plan. Since the Plan, presumably must consume the entire twenty-year term of the tax increase, it must constitute a document which is primarily conceptual in nature. A notion that the Legislature intended, as a condition precedent to submission of the taxing measure to the voters, preparation of a detailed document showing the

February 25, 1988

expenditure of every cent of the revenue during the entire twenty-year term, is patently unreasonable.


L. B. ELAM
County Counsel

LBE:ph

m-cities

cc: County of Sacramento
Brian Richter, County Executive
Doug Fraleigh, Dir. Public Works

City of Sacramento
James Jackson, City Attorney
Jack Crist, Deputy City Manager

City of Folsom
Phillip Mering, City Attorney
William E. Kine, City Manager

City of Galt
John Stovall, Legal Counsel
Robert Kawasaki, Acting City Manager

City of Isleton
Phillip Mering, Legal Counsel

Sacramento Regional Transit District
John Ketelsen, General Manager
and Legal Counsel

RESOLUTION NO. 88-200

A RESOLUTION APPROVING INITIAL STUDY, CREATING
THE SACRAMENTO TRANSPORTATION AUTHORITY, APPROVING
THE COUNTY TRANSPORTATION EXPENDITURE PLAN, AND
APPROVING AND AUTHORIZING EXECUTION OF THE
TRANSPORTATION EXPENDITURE AGREEMENT

WHEREAS, on February 11, 1988, the Sacramento County Local Agency Formation Commission approved, pursuant to the provisions of the Cortese-Knox Local Government Reorganization Act, commencing at Section 56000 of the Government Code, formation of the Sacramento Transportation Authority; and

WHEREAS, this Resolution is adopted pursuant to the provisions of the Local Transportation Authority and Improvement Act, contained in Division 19 of the Public Utilities Code, commencing at Section 180000, as added by Statutes 1987, Chapter 786; and

WHEREAS, the Cities of Folsom, Isleton and Galt plan to enter into the attached Transportation Expenditure Agreement allocating the retail transactions and use tax increase authorized by the Act to those Cities on a "situs" basis, and in connection with such a "situs" allocation those Cities irrevocably decline representation on the Governing Body of the Authority established hereunder;

BE IT RESOLVED by the Board of Supervisors of the County of Sacramento, a political subdivision of the State of California, as follows:

This Board has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that:

1. Establishment of Authority. Pursuant to the provisions of Sections 180050 and 180051 of the Public Utilities Code, there is hereby created, to become operative March 1, 1988, a new public entity which shall be known as the Sacramento Transportation Authority, whose boundary shall be coextensive with those of Sacramento County and include all incorporated and unincorporated territory within the County.

2. Size of Governing Body. The Governing Body of the Authority shall consist of eleven members whose qualifications shall be as prescribed by Section 180051 and also as prescribed by Paragraph 3 of this Resolution.

3. Composition of Governing Body. The composition of the governing body of the Authority shall be as follows:

a. Except as hereinafter provided, the governing body shall consist of:

(1) Five Supervisors or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the Board of Supervisors of Sacramento County;

(2) Four Council persons or other elected officials of local governmental entities, who shall be appointed by and serve during their terms of office at the pleasure of the City Council of the City of Sacramento; and

(3) Two at-large elected officials of local governmental entities who, until their seats are filled in the manner prescribed by Subparagraphs "b", "c" or "d", below, shall be residents of the unincorporated area of Sacramento County. The at-large members shall be appointed by the members of the governing body of the Authority, and shall be subject to removal from office during their terms solely for cause. The appointment of such members shall be by the affirmative votes of not less than six members of the governing body of the Authority.

b. Not later than thirty calendar days following the effective date of incorporation of any city within Sacramento County which is created after February 1, 1988, the office of one of the at-large members of the Governing Body of the

Authority shall ~~terminate~~. The identity of the member whose office becomes vacant shall be determined by chance selection between the two at-large members. The vacancy shall be filled by appointment by the City Council of the newly incorporated City, and the appointee shall serve during his or her term at the pleasure of the City Council of the newly incorporated City. Except as hereinafter provided, all subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which is incorporated after February 1, 1988, and the appointees shall serve at the pleasure of such City Councils.

c. The office of the second at-large member of the Governing Body shall terminate on that first day of January following the year during which population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equals or exceeds 100,000. The vacancy in the second at-large office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of such City Councils.

d. The Office of one of the four members appointed by the City Council of the City of Sacramento shall terminate on that first day of January following the year during which the population estimates transmitted by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code show that the total population of any City or Cities which have been incorporated after February 1, 1988, equal or exceed 300,000. The identity of the Councilperson whose office becomes vacant shall be determined by chance selection between the four Councilpersons. The vacancy shall be filled by the concurrent appointment by the City Council of each City which has incorporated after February 1, 1988, and the appointee shall serve during his or her term at the

concurrent pleasure of each such City Council. All subsequent vacancies in that office shall be filled by the concurrent appointment of the City Council of each City which has incorporated after February 1, 1988, whose appointees shall serve at the concurrent pleasure of each such City Council.

4. Terms of Office. The term of office of each member of the governing body of the Authority shall be coextensive with the term of the elective office which the member holds.

The Board of Supervisors and respective City Councils who are appointing authorities of the members of the Governing Body may, in addition to their regular appointments, appoint one or more elected officials of local governmental entities who are alternate appointees and members of the Governing Body and shall be empowered to cast votes in the absence of the regular appointees and members or in the event of a disqualification to vote because of a conflict of interest.

BE IT FURTHER RESOLVED that this Resolution shall be deemed repealed and of no further force or effect and the Sacramento Transportation Authority shall be deemed dissolved:

a. March 11, 1988, if on or before that date Paragraph Nos. 2 through 4 hereof are not approved by concurring Resolutions adopted by the City of Sacramento and at least two of the following three Cities: Folsom, Galt, Isleton; and

b. March 11, 1988, if on or before that date a contract in a form substantially similar to that draft agreement entitled "Transportation Expenditure Agreement" attached hereto is not approved and executed in the names of the Authority, the County, the Sacramento Regional Transit District, the City of Sacramento, and at least two of the following three Cities: Folsom, Galt, Isleton, and

c. On June 30, 1988, unless during the election on June 7, 1988, the voters of Sacramento County approve an increase in the retail transactions and use tax proposed by ordinance enacted by the Governing Body of the Authority pursuant to the Local Transportation Authority and Improvement Act.

BE IT FURTHER RESOLVED that this Board hereby approves in behalf of the County that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto;

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of

the County that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Supervisor S. SMOLEY, seconded by Supervisor J. STRENG, the foregoing Resolution was passed and adopted by the Board of Supervisors of the County of Sacramento, State of California, at a regular meeting thereof, this 1st day of March, 1988, by the following vote, to wit:

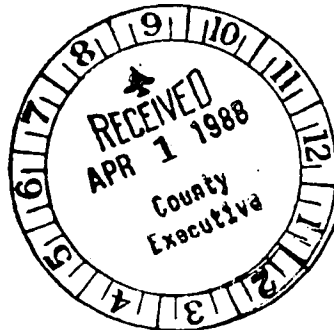
AYES:	Supervisors,	Collin, G. Johnson, T. Johnson, Smoley, Streng
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None

Jim Streng
Chairperson, Board of Supervisors
of Sacramento County, California

(SEAL)

ATTEST: Beverly A. Williams
Clerk of the
Board of Supervisors

r-est gov bd



In accordance with Section 25193 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento.

MAR 01 1988

By Hal G. Johnson
Deputy Clerk, Board of Supervisor:

FILED

MAR 01 1988

BOARD OF SUPERVISORS
BY Beverly A. Williams
CLERK OF THE BOARD

-6-

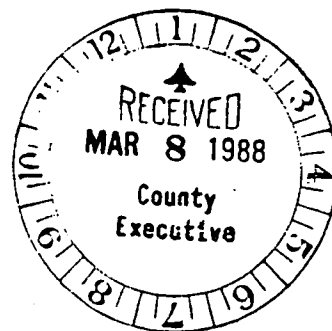
City Agreement No. 87202 A

The foregoing is a correct copy of a resolution adopted by the Board of Supervisors, Sacramento County, California

on MAR 01 1988
Dated MAR 31 1988
Clerk of said Board of
Supervisors

By _____
Deputy

RESOLUTION NO. 88-03-788



A RESOLUTION APPROVING INITIAL STUDY,
APPROVING AND AUTHORIZING EXECUTION OF
TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Board of Directors of the Sacramento Regional Transit District, a public district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, commencing at Section 102000 of the Public Utilities Code, as follows:

1. This Board has reviewed and considered that Initial Study, dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

-Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number: 80102405).

-Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Board hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update" and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FINALLY RESOLVED that this Board hereby approves and directs the Chairperson to execute in the name and in behalf of the District that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Director Mazza, seconded by Director Robie, the foregoing Resolution was passed and adopted by the Board of Directors of the Sacramento Regional Transit District, State of California, at a Special Meeting thereof, this 7th day of March, 1988, by the following vote, to wit:

AYES: Bauer, Dickinson, Johnson, Mazza, Robie, Vasquez.
NOES: None.
ABSTAIN: None.
ABSENT: Serna.

Emily E. Vasquez
EMILY E. VASQUEZ, Chairwoman

(SEAL)

ATTEST:

Chris Wallace
CHRIS WALLACE, Clerk to the Board

City Agreement No. 87202 A

CERTIFICATE

The undersigned, duly qualified Assistant Secretary to the Board of Directors of the Sacramento Regional Transit District, certifies that the foregoing document is a true and correct copy of Resolution No. 88 - 788, adopted at a legally convened meeting of the Board of Directors of the Sacramento Regional Transit District held on the 7th day of March, 1988.

DATE: March 8, 1988

Chris Wallace
CHRIS WALLACE
Assistant Secretary



RESOLUTION NO. STA-88-0001

A RESOLUTION APPROVING INITIAL STUDY,
ADOPTING THE COUNTY TRANSPORTATION EXPENDITURE
PLAN, AND APPROVING AND AUTHORIZING EXECUTION
OF THE TRANSPORTATION EXPENDITURE AGREEMENT

BE IT RESOLVED by the Governing Body of the Sacramento Transportation Authority, a public district formed for the local performance of governmental functions under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the Public Utilities Code, as follows:

1. This Body has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no

different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Body hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Body hereby adopts that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Body hereby approves and directs the Chairperson to execute in the name and in behalf of the Authority that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, Cities of Sacramento, Folsom, Isleton and Galt, Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Member SHORE, seconded by Member MUELLER, the foregoing Resolution was passed and adopted by the Governing Body of the Sacramento Transportation Authority, State of California, at a regular meeting

thereof, this 10th day of MARCH, 1988, by the following vote, to wit:

AYES: Members, Collin, G. Johnson, T. Johnson, Rudin, Mueller, Shore, Streng

NOES: Members, None

ABSENT: Members, Smoley

Jim Streng

Chairperson, Governing Body of the
Sacramento Transportation Authority

(SEAL)

ATTEST: *Beverly A. Williams*
Clerk of the
Governing Body

r-est gov body5

In accordance with Section 25103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

MAR 10 1988

By *Holly A. Donaldson*
Deputy Clerk, Board of Supervisors

FILED

MAR 10 1988

BOARD OF DIRECTORS
By *Beverly A. Williams*
Clerk of the Board

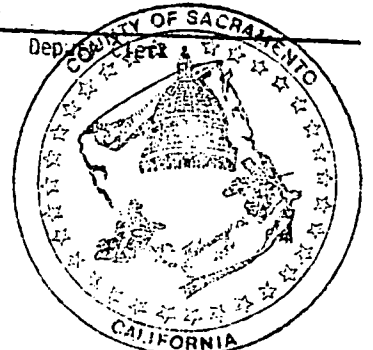
The foregoing is a correct copy of a resolution adopted by the Board of Directors, Sacramento County, California

On MAR 10 1988

Dated MAR 14 1988

Clerk of Said Board
of Directors

By _____
Deputy Clerk & _____



Sacramento County Counsel
March 1, 1988

TRANSPORTATION EXPENDITURE AGREEMENT

THIS AGREEMENT is made and entered into this 1st day of March, 1988, by and between the Sacramento Transportation Authority, a public entity formed under the provisions of Division 19, commencing with Section 180000, of the Public Utilities Code, hereinafter called "Authority"; the Sacramento Regional Transit District, a district formed for the local performance of governmental functions under the provisions of the Sacramento Regional Transit District Act, commencing at Section 102000 of the Public Utilities Code, hereinafter called "District"; the City of Sacramento, a chartered municipal corporation, hereinafter called "Sacramento", the Cities of Folsom, Galt and Isleton, general law municipal corporations, hereinafter called respectively, "Folsom", "Galt", and "Isleton"; and the County of Sacramento, a chartered county constituting a political subdivision of the State of California, hereinafter called "County".

W I T N E S S E T H

RECITALS

1. Definitions. Unless the context dictates a different common usage meaning, as used in this Agreement the following terms shall be ascribed the following meanings:

a. "Act" -- shall mean the provisions of the Local Transportation Authority and Improvement Act embodied in Division 19, commencing at Section 180000, of the Public Utilities Code, added by Statutes 1987, Chapter 786, as said enactment may be hereafter amended.

b. "Consolidated Transportation Services Agency" or "CTSA" -- shall mean that agency designated pursuant to subdivision (a) of Section 15975 of the Government Code providing service to the geographical area of Sacramento County.

c. "County Transportation Expenditure Plan" -- shall mean that Plan adopted by the Authority and approved by Cities and County pursuant to Section 180206 of the Act, subject to amendment by the Authority under Section 180207 thereof.

d. "Elderly and Handicapped Transportation Functions" or "EHT Functions" -- mean all activities associated with operating, maintaining, and acquiring vehicles, real property,

or other property, and the construction of buildings or other improvements for, or reasonably associated with, specialized paratransit operations for the elderly and disabled.

e. "Entity" -- shall mean the County, Sacramento, Folsom, Galt, Isleton, Future Cities, the District, and the Consolidated Transportation Services Agency, either individually or collectively.

f. "Entity Annual Expenditure Plan" -- means those plans formulated and filed by the District, Sacramento, Folsom, Galt, Isleton, Future Cities, the County and the Consolidated Transportation Services Agency pursuant to Paragraphs 18 and 19, below.

g. "Future City" -- shall mean any municipal corporation which is established within Sacramento County following the date of this Agreement.

h. "Public Road Improvements" -- shall mean environmental review and mitigation, engineering, design and inspection for; acquisition of rights-of-way or other property interests for; transportation system management measures for; appurtenances and incidental facilities, such as traffic signs, traffic signals, bicycle lanes, medians, landscaping, curbs, gutters, sidewalks and bridges for; and all labor, paving and materials and supplies required for the construction of new public roads, streets, highways or freeways, or the addition of lanes to, or other expansion, upgrading, resurfacing, reconstruction, efficiency measures, major road surface maintenance, or other improvement of, existing public roads, streets, highways or freeways. Transportation System Management means all activities associated with the planning, design, implementation, and evaluation of measures to improve the efficiency and effectiveness of the transportation system.

i. "Public Transit Functions" -- means all activities authorized to be carried out by Chapter 5 (commencing with Section 102200) of Part 14, Division 10 of the Public Utilities Code, including operating, maintaining, and acquisition of vehicles, land, or other property, and the construction of buildings, fixed guideways, lightrail, or other improvements for, or reasonably associated with, public transit operations.

j. "Sales Tax" -- means that Retail Transactions and Use Tax increase imposed within incorporated and unincorporated areas of Sacramento County by the Authority following voter approval pursuant to the provisions of Chapter 5, Division 19, commencing with Section 180200, of the Act.

2. Purposes. Under Section 180001 of the Act, it is the legislative intent to permit implementation of local funding programs that go significantly beyond other available revenues for highway and transportation purposes; and to permit voters of the County to raise Sales Taxes to meet local transportation needs in a timely manner.

The primary purposes of this Agreement are: (i) to express the following objectives relating to transportation planning and revenue expenditures in the implementation thereof to govern allocation of the Sales Taxes during the entire twenty-year term thereof; and (ii) to inalterably prescribe the basic allocation apportionments as defined by Paragraphs 11 and 13, below, by which those objectives will be achieved during the twenty-year term.

These purposes are expressed by contract in order to offer for community consensus through voter approval of the Sales Tax an integrated program for transportation improvement and management during the entire twenty-year term. This Agreement is made in contemplation of the requirements imposed by Sections 1800051, 180206, 180201, and 180203(c) of the Act that City approval of the overall local program concept be given before the voters have an opportunity to approve or defeat the Sales Tax. The ultimate purposes of this Agreement are to:

a. Promote the safe, convenient and efficient utilization of State, County and City freeways, highways, roads and streets within Sacramento County; and

b. Improve air quality within the County.

c. To improve and expand Public Transit and EHT Functions within Sacramento County.

3. Objectives. The objectives of allocations and expenditures of Sales Tax revenues shall be to:

a. Assess, plan and finance necessary improvements in freeway, highway, road and street systems on a regional basis in a manner which maximizes Sales Tax expenditures for the greatest public benefit;

b. Encourage the utilization of public transportation conveyances by expanding public transportation services, promoting convenient use by private citizens of public transportation resources, and underwriting operating deficit costs;

c. Acknowledge the desire of Folsom, Galt and Isleton not to be represented on the Governing Body of

the Authority, and respect their desire to participate in the program by way of a guarantee of Sales Tax revenues generated within the territorial boundaries of each such City, to be expended for public road improvements which are primarily of local benefit; and

d. Maximize transportation improvement benefits from the Sales Tax revenue by: (i) insuring that the Authority does not hire professional or technical staff which wastefully duplicates staffing resources available within the County and Cities; and (ii) establishing procedures to ensure that allocated Sales Tax revenues are expended for purposes contemplated by the County Transportation Expenditure Plan and this Agreement; and (iii) to facilitate achievement of the mandate prescribed by Sections 180001(e) and 180200 of the Act that Sales Tax revenues be expended to supplement and not replace other local revenues available for transportation purposes.

AGREEMENT

FOR AND IN CONSIDERATION OF THE PROMISES, TERMS AND CONDITIONS SET FORTH HEREIN, THE PARTIES HERETO DO MUTUALLY AGREE AS FOLLOWS:

4. Staffing. The Authority shall be authorized to expend Sales Tax revenues as follows:

a. Subject to the expenditure limitations imposed by Section 180109(b) of the Act and Paragraph 10-a, below, the Authority shall: (i) employ administrative and clerical staff to manage the governmental affairs of the Authority; (ii) appoint the County Treasurer, County Auditor-Controller, and Clerk of the County Board of Supervisors to serve, respectively, as ex officio Treasurer, Auditor-Controller and Clerk of the Authority, and shall reimburse the County for the direct and indirect costs of services rendered to the Authority by those officials; (iii) pay costs of space for its operations, for office equipment, and for office operations; and (iv) incur such other administrative expenses as the Governing Body deems appropriate;

b. The Authority shall be empowered to contract for the services of retained legal counsel;

5. Technical Services. The Authority shall be empowered to: (i) contract with the County or Sacramento for the delivery of expert consulting services necessary for the conduct and preparation of environmental analysis which are legally required to be undertaken by the Authority in connection with discretionary decision-making by the Authority; and (ii) contract with the

County or Sacramento for engineering, traffic surveying, land use planning, air quality monitoring and transportation emissions estimating, transportation systems management planning, and other similar expert services required by the Authority to assist it in the formulation of discretionary decisions concerning the prioritization for funding allocation purposes of Public Road Improvement projects which are regional in character. In the event County and Sacramento decline to contract with the Authority to deliver such services, the Authority may retain such services through contracts with other public or private providers.

7. Allocation of Sales Taxes. Except as hereinafter provided by Paragraph 8, below, and subject to the limitations prescribed by Paragraphs 10 through 25, below, Sales Tax revenues and all Federal or State grants, funding and other revenues received by the Authority for transportation purposes, shall be expended for implementation of the purposes and objectives of the Act, the County Transportation Expenditure Plan, and this Agreement through annual allocations by the Authority to the County, District, Sacramento, Folsom, Galt, Isleton, Future Cities and the Consolidated Transportation Services Agency. The revenues shall be expended by the recipient Entities for specific purposes approved by the Authority. Expenditures by recipient Entities for purposes approved by the Authority shall be guaranteed by contracts between the Authority and each recipient Entity made pursuant to the provisions of Paragraphs 22 through 25, below. All expenditures of revenues for Public Road Improvements, Public Transit Functions, EHT Functions, and mitigation of air contaminant emissions or evaluation of the effectiveness of mitigation shall be made by the recipient Entities, including but not limited to, expenditures for environmental review, planning and design of projects, system operations, the purchase of equipment, materials, supplies and labor, acquisition of right-of-way and other property interests, and the letting and supervision of contracts for construction projects. Except as provided by Paragraph 8, below, the Authority shall not be empowered to make purchases of equipment, materials, supplies or labor; to acquire by eminent domain, negotiated acquisition or otherwise interests in real property; to engage in planning and design activities; or to let or supervise construction contracts.

8. Independent Project Selection and Implementation. By, in each instance, the affirmative votes of not less than nine of the members of the Governing Body of the Authority, the Authority shall be empowered to:

a. Select for funding with Sales Tax or other revenues Public Road Improvement Projects which have not been proposed by the County or any City pursuant to the procedures prescribed by Paragraphs 14 through 22, below, and allocate to

the County or to any City within whose territorial jurisdiction the Project would be located funds with which to undertake and complete the Project pursuant to a contract let under Paragraphs 22 through 25, below; and

b. Acquire by eminent domain, negotiated purchase or otherwise rights-of-way or other property interests necessary for; purchase materials, supplies and labor for; and let contracts for and supervise the construction of Public Road Improvement Projects which are regional in character in circumstances under which the Authority has allocated Sales Tax or other revenues for the Project and the County or City within whose territorial jurisdiction the Project would be located has refused to execute a contract with the Authority to undertake and complete the Project pursuant to Paragraphs 22 through 25, below.

In connection with the selection or construction of any Public Road Improvement Project authorized by subparagraphs "a" or "b", above, the Authority shall be empowered to conduct environmental analyses therefor, planning and design, and otherwise empowered to make all expenditures necessary to accomplish the objects thereof.

10. Allocations for Administration, Air Quality and Local Projects. Subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, the Authority shall allocate estimated revenues from the Sales Tax for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Not to exceed 1% of gross estimated revenues for administrative purposes, as defined by Paragraph 4-a, above;

b. Exactly 1% of gross estimated revenues to implement mitigation of the regional impacts of motor vehicle emissions or to evaluate the effectiveness of mitigation, the allocation to be made to the Sacramento County Air Pollution Control District for direct expenditure or reallocation pursuant to procedures and contracts which insure that the funds are expended solely for the purposes prescribed herein;

c. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 98% of that portion of gross estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are not performed within its municipal boundaries;

d. For local Public Road Improvement Projects which are of benefit primarily to its citizens, exactly 63% of that portion of estimated revenues attributable to transactions and uses within its municipal boundaries to Folsom, Isleton and Galt for any allocation period during which Public Transit Functions are performed within its municipal boundaries; and

e. A reasonable reserve for contingencies to cover litigation costs, monetary liability risks, and normal operating uncertainties, such as revenue overestimates.

It is currently estimated that the allocations to Folsom, Galt and Isleton constitute a relatively low percentage of the total revenues from the Sales Tax. However, the allocation provisions of Subparagraphs "c" and "d" shall be applicable regardless of how high a percentage of total revenues from the Sales Tax might be allocable to Folsom, Galt and Isleton during the term of this Agreement.

11. "Situs" Allocation Standards. As used in Subparagraphs "c" and "d" of Paragraph 10, the terms "attributable to transactions and uses within its municipal boundaries" shall be determined in accordance with the following standards.

The allocation to Folsom, Galt and Isleton to which the percentages prescribed by Subparagraphs "c" and "d" of Paragraph 10 are applied, shall consist of:

a. All Sales Taxes actually charged and reported to the State of California Franchise Tax Board by persons, firms and other commercial enterprises whose place of business is physically located within the municipality for products which are physically located within the municipality immediately preceding the sale or other transaction; regardless of where the product might be delivered pursuant to the sale or other transaction, the place of use of the product, the place of registration of the product, and the location or residence of the purchaser; plus

b. Except as provided below, all Sales Taxes actually charged and reported to the State of California Franchise Tax Board on sales and other transactions of those motor vehicles, aircraft and undocumented vessels described by Revenue and Taxation Code, Section 7261(a)(6) by dealers from locations outside of Sacramento County, which are charged pursuant to Revenue and Taxation Code, Section 7262 because the vehicle, aircraft or undocumented vessel is registered to an address or to be used within the municipality.

It is understood that as of the date of this Agreement there is no system by which the revenues described by Subparagraph "b", above, can be computed, and the costs of such computation are unknown. Not later than January 1, 1989, for the ensuing allocation period, June 30, 1990 and each June 30 thereafter, for the ensuing allocation periods, the Governing Body of the Authority shall obtain from the County Auditor-Controller an estimate of the costs, including the salaries and benefits of County personnel, system development and maintenance, and service charges, of computing the entitlement of each of the three Cities under Subparagraph "b", above.

If such costs would not exceed twenty percent of the gross estimated revenues for the ensuing allocation period attributable to all Sales Taxes charged and reported on sales and other transactions of such motor vehicles, aircraft and undocumented vessels by dealers from locations outside of Sacramento County which are so charged because the vehicle, aircraft or undocumented vessel is registered to an address or to be used at a location anywhere within the incorporated or unincorporated area of the County; all costs of making the computation shall be incurred by and borne at the sole expense of the Authority, and the allocation shall be made in accordance with the terms of Subparagraph "b", above, for the ensuing allocation period.

If such costs would exceed twenty percent of such gross estimated revenues; in lieu of the allocation prescribed by Subparagraph "b", above, the Authority shall allocate to each municipality a percentage of such gross estimated revenues equal to the ratio which the population of the municipality bears to the total incorporated and unincorporated area populations of the County, as such populations are shown in the latest population estimates by the State of California Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code received by the County preceding the date of each allocation.

12. Public Transit Services. Within the meaning of subparagraphs "c" and "d" of Paragraph 10, above, the District shall not be deemed to "perform Public Transit Functions" within the municipal boundaries of either Folsom, Galt or Isleton, unless: (i) the City has adopted a resolution inviting the District to perform Public Transit Functions within the boundaries thereof; and (ii) the District actually performs Public Transit Functions within such boundaries. For purposes of the allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, above, Public Transit Functions shall not be deemed to be performed within the City until that fiscal year (commencing July 1st) following the fiscal year during which the last of the conditions prescribed by conditions "(i)" and "(ii)", above, for the particular City has been fulfilled.

13. Allocations for Transit and Regional Projects. The balance of estimated revenues from the Sales Tax remaining following application of the allocation priorities prescribed by Paragraph 10, above, shall, subject to the terms, conditions and restrictions prescribed by Paragraphs 7 and 8, above, and Paragraphs 16 through 25, below, be allocated by the Authority for an initial period of eighteen calendar months and thereafter on a fiscal year basis, as follows:

a. Exactly 1.67% of such remaining balance to the Consolidated Transportation Services Agency for EHT Functions;

b. Exactly 33.33% of such remaining balance to the District for Public Transit Functions;

c. The remaining balance for Public Road Improvement Projects which are regional in character and of primary benefit to the metropolitan population of the County, whether situated within incorporated or unincorporated areas, including, but not limited to, allocations for expenditures by recipient entities required by Paragraph 7, above, and direct expenditures by the Authority authorized by Paragraphs 4, 5, and 8, above.

14. Objects of Allocations. The Authority shall allocate revenue derived from the levy of the Sales Tax and other revenues to the County, Cities, the District, and the CTSA for the cost of Public Road Improvements, Public Transit Functions, and EHT Functions in a manner which improves the vehicular traffic circulation system and mitigates the air quality and other regional environmental impacts of traffic within the County by:

a. Facilitating the efficient movement of vehicular traffic to, through, or around cities;

b. Facilitating the efficient movement of commuter vehicular traffic from residential areas to centers of employment;

c. Facilitating the efficient movement of shopper vehicular traffic from residential areas to centers of retail commerce;

d. Relieving congestion of roads, streets, and highways by promoting development, expansion, and utilization of public transit;

e. Providing for the known, unmet demand and the projected growth in demand for EHT Functions by the promotion, development, expansion, and utilization of specialized paratransit services.

15. Allocation Considerations. In selecting Public Road Improvement Projects, the Authority shall consider all of the following:

a. The objects of vehicular traffic circulation system improvement prescribed by Paragraph 14; and

b. The annual revenue derived by each City and the County from levy by that jurisdiction of the special tax or imposition of the fee for road improvement purposes described by Paragraph 16, below, and the Projects or other objects upon which such taxes or fees will be expended by that jurisdiction during each year the Authority selects Public Road Improvement Projects; and

c. The revenue available to each jurisdiction for road improvements from all other sources, including revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100) of Division 3 of the Streets and Highways Code.

The Authority shall select Public Road Improvement Projects in a manner which maximizes the efficient and effective expenditure of all revenues available to the Cities and the County for road improvement and ensures that each jurisdiction lawfully expends all revenues available to it for those purposes.

16. Minimum Qualifications -- Road Taxes or Fees.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by Folsom, Galt, or Isleton for the 1990-91 or following fiscal years unless the recipient Entity has, not later than January 1, 1990, and for the year for which the allocation is made, at a rate and in amounts which the Authority determines to be reasonable, either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County, Sacramento, or any Future City unless the County and Sacramento has, for the year for which the allocation is made and the Future City has, not later than two years following its effective date of incorporation and thereafter, at a rate and in amounts which the Authority

determines to be reasonable; either: (i) levied a special tax for road improvement purposes in connection with land development on a uniform basis throughout the entire jurisdiction; or (ii) imposed a fee for road improvement purposes in connection with land development within geographical zones throughout the entire jurisdiction established in order to relate fee revenue expenditures to traffic generated by the development for which the fee is imposed.

17. Same - Financial Commitments. Notwithstanding the provisions of Paragraphs 7 through 15, above, the Authority shall not allocate any Sales Tax revenues for expenditure by the County or Sacramento unless each such recipient entity has, for the year for which the allocation is made, paid to the Consolidated Transportation Services Agency for EHT Functions an amount at least equal to that paid by the Entity for the 1986-87 fiscal year.

The County, Sacramento, Folsom, Galt, Isleton and Future Cities shall, except to the extent of any transfer of such funds by those Entities to the District for Public Transit Functions or to the CTSA for EHT Functions, commit to the funding of Road Improvement projects all revenue for such purposes derived from the special tax or road improvement fees described above, and all revenue available to the Entity for road improvements from all other sources, including, but not limited to, revenues derived from the Highway Users Tax Account in the Transportation Tax Fund pursuant to Chapter 3 (commencing with Section 2100), Division 3 of the Streets and Highways Code. Any Sales Tax allocations for expenditure by the Entity for such purposes, shall be applied solely to Public Road Improvement projects for which such revenues, following any such transfers, are not sufficient.

18. Annual Allocations. Allocation of Sales Tax and other revenues received by the Authority shall be made by the Authority on a fiscal year basis, commencing each July 1 and ending the next succeeding June 30; provided that the first allocation shall be for an eighteen-month period commencing January 1, 1989 and ending June 30, 1990.

The gross amount of Sales Tax available for allocation for any particular allocation period shall equal the revenue estimates for that period made by the Executive Director of the Authority. Allocations shall be adjusted during the next succeeding allocation period to account for differences between actual revenue receipts and estimates during the immediately preceding allocation period.

Allocations shall be made to:

a. The CTSA for EHT Functions in accordance with Paragraph 13-a, above, pursuant to an Entity Annual Expenditure Plan filed by the CTSA;

b. The District for Public Transit Functions in accordance with Paragraph 13-b, above, pursuant to an Entity Annual Expenditure Plan filed by the District;

c. To Folsom, Isleton and Galt in accordance with subparagraphs "c" or "d" of Paragraph 10, above, pursuant to Entity Annual Expenditure Plans filed by those Cities;

d. To the County, Sacramento, Folsom, Isleton, Galt and Future Cities in accordance with Paragraph 13-c, above, pursuant to Entity Annual Expenditure Plans filed by those Entities; and

e. To the Authority, pursuant and subject to the limitations contained in Paragraphs 8 and 13-c, above.

The Governing Body of the Authority shall make for each allocation period those allocations prescribed by subparagraphs "c" and "d" of Paragraph 10, and subparagraphs "a" and "b" of Paragraph 13, above, if Entity Annual Expenditure Plans filed by the recipient Entities provide for the expenditure of the allocations for purposes authorized by the Act. The Governing Body of the Authority shall be vested with discretion not to allocate all estimated revenues for an allocation period available for purposes prescribed by Paragraphs 8 and 13-c, above. Notwithstanding any provision to the contrary contained in Paragraphs 10 or 13, above, the Authority shall not be empowered to allocate any amount to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District or CTSA which is not identified for expenditure by the recipient Entity in an Entity Annual Expenditure Plan filed by the recipient Entity, except pursuant to the provisions of Paragraph 8, above.

19. Procedural Regulations. Pursuant to the provisions of Section 180105(b) of the Act, the Governing Body of the Authority shall include within its administrative code procedural regulations which require and govern the following:

a. Transmittal of and notice to the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA by a prescribed date certain of the gross amount of revenues which the Executive Director estimates will be received by the Authority for the ensuing allocation period;

b. The date by which the County, Sacramento, Folsom, Isleton, Galt, Future Cities, the District and CTSA must file Entity Annual Expenditure Plans for an ensuing allocation period;

c. The types of information, data and other contents which each Entity Annual Expenditure Plan is required to include;

d. The preparation and issuance following filing of Entity Annual Expenditure Plans of a written analysis by the Executive Director of the Authority containing his or her recommendations to the Governing Body of allocations for each ensuing allocation period, by recipient Entity, by Public Road Improvement Project, and for other purposes; and

e. Such other and further procedural regulations as the Governing Body, in its discretion, may deem appropriate.

20. Public Hearing. Not later than November 1, 1988, May 1, 1990, and the first day of May of each year thereafter, the Authority shall commence a public hearing on the respective Entity Annual Expenditure Plans filed by the Entities and with respect to the allocation of Sales Tax and other revenues for the ensuing period. Notice of the time, place and purpose of the hearing shall be published in a newspaper of general circulation within the County, and mailed to each filing Entity not later than ten calendar days preceding the date of commencement of the hearing.

Not later than ten calendar days in advance of the commencement of the hearing, the Executive Director of the Authority shall formulate and file as a public record his or her written recommendations concerning allocation of Sales Tax revenues and all other revenues available to the Authority for the applicable allocation period.

21. Allocation Determinations. Not later than December 31, 1988, June 30, 1990, and the 30th day of each June thereafter, the Authority shall allocate estimated Sales Tax revenues and all other revenues available to the Authority for the applicable period. The allocations shall be made in accordance with the percentage requirements prescribed by Paragraphs 10 and 13, above; provided that:

a. No allocation shall be made for expenditure by the County or a City which has failed to fulfill any of the conditions prescribed by Paragraphs 16 and 17, above;

b. No allocation shall be made for an expenditure which would not be consistent with the County Transportation Expenditure Plan, as the same may be hereafter amended;

c. Except as authorized by Paragraph 8, above, no allocation shall be made to a recipient Entity for an expenditure which is not included within that Entity's Entity

Annual Expenditure Plan; nor shall any allocation be made to the County, District, a City or CTSA which has not filed an Entity Annual Expenditure Plan in compliance with regulations adopted by the Authority; and

d. Allocations for expenditure by recipient Entities shall be made subject to such conditions, limitations, and affirmative obligations as may be prescribed by the Authority to ensure that the funds allocated be expended for the purposes, objects, projects, and services for which the allocations are made.

22. Contracts. All allocations for expenditure by recipient Entities shall be made pursuant to contracts between the Authority and each Entity. The contracts shall provide for all of the following:

a. Require the County and each City to undertake, construct and complete those Public Road Improvement projects for which the allocation is made within times certain;

b. Require the District to expend the allocation as specified in the allocation;

c. Require the Consolidated Transportation Services Agency to expend the allocation for EHT Functions within the boundaries of the Authority;

d. Embody any other conditions, limitations or affirmative obligations prescribed by the Authority; provided that the Authority shall not be empowered to impose conditions, limitations or affirmative obligations which in any manner limit the legislative discretion of an Entity to exercise its power to zone and otherwise regulate land use;

e. Provide for the dates of progress or other payments by the Authority to the recipient Entity of the annual allocations; and

f. Contain any other provisions determined by the Authority to be necessary to promote the purposes and objects of the Act, the County Transportation Expenditure Plan or this Agreement.

23. Contract Terms. Contracts between the Authority and recipient Entities shall be for the following terms and provide for fund disbursements in the following manners:

a. ~~Contractes~~ with Folsom, Isleton and Galt shall be for a term which is coextensive with the allocation period, and shall either provide for fund disbursements on a progress payment basis in relation to specific Public Road Improvement Projects or provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following commencement of the term of the contract, or provide for a combination of progress payments in relation to specific Projects and quarterly payments.

b. Contracts with the District and CSTA which fund operations shall be for a term which is coextensive with the allocation period, and shall provide for fund disbursements on a quarterly basis, the first disbursement being made at the beginning of the fourth month following the commencement of the contract term.

c. Contracts with the District and CSTA to fund capital acquisitions or capital improvements shall be for a term which is either coextensive with the period of the acquisition or improvement or with the period of the debt financing thereof, and shall provide for fund disbursements on either a progress payment basis or other basis related to obligations incurred by the Entity.

d. Contracts with the County, Sacramento, and Future Cities shall be for a term which is either coextensive with the period of the Public Road Improvement Project for which the allocation is made or coextensive with the term of the debt financing therefor, and fund disbursements shall be made on a progress payment basis or otherwise in relation to obligations incurred by the recipient Entity.

25. Refusal to Contract. If a recipient Entity is unwilling to enter into a contract offered by the Authority pursuant to Paragraph 23 or such contract is not executed by the recipient Entity within thirty days following the date upon which it is presented to the Entity by the Authority, the Authority may reallocate the funds for any other purpose authorized by this Agreement; provided that: (i) if the refusal of the recipient Entity to execute the contract pertains to a Public Road Improvement Project for which the Authority has allocated funding, that project may, at the election of the Authority, be removed from the contract, the contract executed with the project omitted, and, pursuant to the provisions of Paragraph 8, above, the Authority may undertake and complete the project; and (ii) any allocation to the District or CTSA for which the District or CTSA has declined to sign a contract shall be reserved for future allocation to those Entities.

27. Amendment of Expenditure Plan. It is understood that the terms and conditions contained in this Agreement have constituted a material inducement to the County and City signators to this Agreement in approving the County Transportation Expenditure Plan pursuant to the provisions of Section 180206(b) of the Act. A breach by the Authority of the terms of this Agreement shall be deemed to vitiate the consent by the County and signator Cities of the Plan.

It is further understood that the Authority shall be empowered, from time to time, to amend the County Transportation Expenditure Plan for the reasons and in accordance with the procedures prescribed by Section 180207 of the Act; provided that it is understood and agreed that there is no unforeseen circumstance or other lawful reason permitting an amendment of the Plan which would be inconsistent with the purposes and objects of this Agreement prescribed by Paragraphs 2 and 3, above, or revision or alteration of the functional allocation percentages prescribed by "a" or "b" of Paragraph 10 or Paragraph 13, above; and no such amendment shall relieve the Authority from the obligation to allocate Sales Tax revenues in accordance with said percentages.

28. Sales Tax Term. The effectiveness of the first Sales Tax imposed following voter approval shall commence pursuant to Section 180204 of the Act on the first day of the first calendar quarter commencing more than 120 days after adoption of the Ordinance, and shall continue until and terminate on the earlier of the following two alternative dates:

a. The date twenty years following the one on which the Sales Tax became effective; or

b. The date on which a judgment by a Court of competent jurisdiction becomes final which either adjudicates the invalidity of subparagraph "a" or "b", or both, of Paragraph 13, above, or declines enforcement relief because of the invalidity thereof; provided that the Governing Body of the Authority shall be empowered to levy the Sales Tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary to accumulate revenues sufficient to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23, above, or any bonds or other instrument of indebtedness issued in the name of the Authority, which is in effect on the date of such a final adjudication or declination.

The Ordinance enacted by the Governing Body of the Authority pursuant to Section 180201 of the Act shall prescribe the period of effectiveness of the Sales Tax in accordance with the provisions of this Paragraph.

29. Ordinance and Ballot Measure. The Sales Tax Ordinance enacted by the Governing Body of the Authority pursuant to the provisions of Section 180201 of the Act and the ballot measure by which the proposition for the Sales Tax is submitted to the voters under Section 180203 of the Act shall, on any short form of ballot card, label or other device, regardless of the system of voting utilized, read substantially as follows:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Transportation Authority to levy (either a 1/2 of 1% or 1%) retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions to issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of _____ (\$ _____) Dollars.

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities and the Sacramento Regional Transit District, as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof, provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments.

30. Agreement Term. The term of this Agreement shall commence March 1, 1988, and this Agreement shall continue in full force

and effect until it terminates on the earlier of the following two alternative dates:

a. The effective date of dissolution of that Authority which is created by Resolution No. 88-200, adopted by the Board of Supervisors of the County on March 1, 1988; or

b. Termination of the Sales Tax following voter approval.

31. Amendment. This writing constitutes the sole embodiment of the agreement of the parties hereto. There are no conditions precedent to the effectiveness thereof which are not expressed herein.

This Agreement shall not be amended, modified, or revised except by a writing duly executed in behalf of all of the parties to this Agreement. The allocations prescribed by Subparagraphs "a" and "b" of Paragraph 13, above, shall not be subject to amendment by mutual agreement of the parties or otherwise.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day, month and year first above written.

CITY OF SACRAMENTO

By Anne Reiden
Title MAYOR

COUNTY OF SACRAMENTO

By Jim Strong
Title

CITY OF FOLSOM

By [Signature]
Title

CITY OF ISLETON

By George Apple
Title

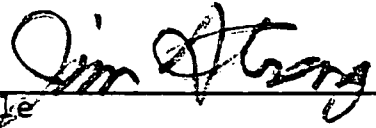
CITY OF GALT

By [Signature]
Title Mayor Pro Tempore

SACRAMENTO REGIONAL
TRANSIT DISTRICT

By Emily E. Vasquez
Title

SACRAMENTO TRANSPORTATION AUTHORITY

By 
Title

ag-trans tax2

**SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN**

March 1, 1988

City Agreement No. 87202-A

**SACRAMENTO COUNTY TRANSPORTATION
EXPENDITURE PLAN**

The Local Transportation Authority and Improvement Act (Public Utilities Code §§180200, et seq.) mandates preparation of a Sacramento County Transportation Expenditure Plan ("Plan") for expenditure of revenues expected to be derived from a retail transactions and use tax (sales tax), together with other federal, state, and local funds expected to be available for transportation improvements, for the period during which the tax is to be imposed. The Plan shall be approved by the Sacramento County Board of Supervisors and the city councils representing both a majority of the cities in the County and a majority of the population residing in the incorporated areas of the County before it is adopted by the Sacramento Transportation Authority ("Authority"). The Plan shall be adopted by the Authority before the call of the election which places the retail transactions and use tax (sales tax) before the voters for approval.

This document constitutes the Plan mandated by the Local Transportation Authority and Improvement Act. It is the intent of this Plan to ensure that funds generated by the retail transactions and use tax imposed by the Sacramento Transportation Authority shall be used to supplement and not replace existing local revenues used for transportation purposes.

Implementation of this Plan shall be subject to the terms and conditions of an agreement between the Authority, the County of Sacramento, the City of Folsom, the City of Galt, the City of

Isleton, the City of Sacramento, and the Sacramento Regional Transit District, entitled "Transportation Expenditure Agreement", which is attached to this Plan as Exhibit "A" and incorporated herein by reference.

Major provisions of the Transportation Expenditure Agreement include:

- (a) Proceeds of the retail transactions and use tax increase shall be allocated by the Authority as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, the remaining revenues to be allocated 65% for Public Road Improvement Projects, 33.33% to the Sacramento Regional Transit District for Public Transit Functions, and 1.67% to the Consolidated Transportation Services Agency providing service to Sacramento County for Elderly and Handicapped Transportation Functions.
- (b) The allocations to the Cities of Folsom, Isleton and Galt shall consist of all sales taxes charged and reported by businesses located in each City, and all sales taxes charged and reported on out-of-county purchases of motor vehicles, aircraft and undocumented vessels by residents of each City.
- (c) In order to receive sales tax proceeds, each City and the County must first levy a special tax or impose a fee for road improvement purposes in connection with land development.
- (d) In order to receive sales tax proceeds, each City and the County must first commit to the funding of road improvement projects or public transit functions all revenue from the required special tax or fee and all other non-sales tax revenues available to them for road improvements.
- (e) Allocations shall be consistent with this Plan, as it may be hereafter amended, and shall be made pursuant to contracts between the Authority and each recipient entity.

Reference is made to Exhibit A for further detail on the Transportation Expenditure Agreement.

PROPOSED PROJECTS

Freeway Improvements

Route 99 between Mack Road and Elk Grove Boulevard - Widen

I-80 between Madison Avenue and Placer County line - Widen

Route 50 between Sunrise Boulevard and Folsom Boulevard - Widen and improve interchanges

Route 99 between 12th Avenue and Route 50 - Ramp modifications and auxiliary lanes

Business 80 between E Street and Arden Way - Widen and improve interchanges including appropriate sound walls

Business 80 between Arden Way and Watt Avenue - Ramp modifications and auxiliary lanes

Route 50 east of Watt Avenue - Soundwalls

I-80 between I-5 and Business 80 - Landscape

New and Improved Interchanges and Grade Separations

Route 99 at Calvine Road/Cosumnes River Boulevard

Route 99 at Sheldon Road

Route 99 at Elk Grove Boulevard

Route 99 at Elverta Road

I-80 at Antelope Road

Route 50 at Watt Avenue

I-5 at J Street

Richards Boulevard at 12th and 16th Streets

I-80 at Truxel Road (City share 25%)

21st Street at Union Pacific Railroad

Northgate Boulevard at State Route 160

Antelope Road at Southern Pacific Railroad

Fair Oaks Boulevard at Watt Avenue (partial interchange)

Folsom Boulevard at Howe Avenue/Power Inn Road (partial interchange)

Fair Oaks Boulevard at Howe Avenue (partial interchange)

Exposition Boulevard at State Route 160

Major New Street Construction and Extensions

Cosumnes River Boulevard from US 99 to I-5

Arden-Garden connector

A street extending 7th and 8th Streets to Richards Boulevard

Richards Boulevard to Business 80 extension

Evergreen Street to Arden Way extension

A crossing of the American River between South Natomas and the Central
Business District

Exposition Boulevard to State Route 160 extension

Street Widening Projects

Mayhew Road overcrossing at Route 50

Jackson Road between Treeview Road and Rancho Murieta

Howe Avenue between Hurley Way and Arden Way

South Watt Avenue between Alderson Avenue and Jackson Road

Wachtel Way between Oak Avenue and Old Auburn Road

Hood Franklin Road between Old S.P.R.R. and the town of Hood

Kiefer Boulevard between Florin-Perkins Road and South Watt Avenue

Elkhorn Boulevard between 6th Street and Walerga Road

Elk Grove-Florin Road between Bond Road and Jackson Road

Old Auburn Road between Fair Oaks Boulevard and the Placer County Line

Sunrise Boulevard between Antelope Road and the Placer County Line

Antelope Road between I-80 and Auburn Boulevard

Greenback Lane between Fair Oaks Boulevard and Hazel Avenue

Madison Avenue between Air Base Drive and I-80

Oak Avenue between Sunrise Boulevard and the Folsom City Limits
16th Street between the North City Limits and Elkhorn Boulevard
Franklin Boulevard between Ehrhardt Drive and the South City limits
Garden Highway between Northgate Boulevard and I-5
Norwood Avenue between Arcade Creek and I-80
Power Inn Road between Folsom Boulevard and Fruitridge Road
Raley Boulevard between Bell Avenue and the North City limits
Northgate Boulevard between State Route 160 and Garden Highway (elevate
and widen)
Franklin Boulevard between Sutterville Road and Fruitridge Road

Bridge Replacement and Repair

Main Avenue over East Main Drain and Union Pacific Railroad
Twin Cities Road west of Bruceville Road
Lee School Road north of Tavernor Road
Bruceville Road north of Eschinger Road
El Verano Road north of Elverta Road
28th Street at Dry Creek
Excelsior Road south of Calvine Road
9th Street south of Elverta Road
Burr Avenue west of Rio Linda Boulevard
Clay Station Road south of Montfort Avenue
Cherokee Lane at Deadman Gulch
Eagles Nest Road north of Grantline Road
Cherry Avenue east of Granite Avenue
Lacey Road south of Arno Road
McKenzie Road south of Mingo Road
Scott Road north of Latrobe Road
Woodside Drive west of Sylvan Road
Lambert Road east of Herzog Road

Intersection Improvements *

Florin Road and Stockton Boulevard
Stockton Boulevard at McMahon Drive and Jansen Drive
Fulton Avenue and Marconi Avenue
Coloma Road and Sunrise Boulevard
Marconi Avenue and Watt Avenue
Arden Way and Fulton Avenue
Fair Oaks Boulevard and Walnut Avenue
El Camino Avenue and Fulton Avenue
Auburn Boulevard and Winding Way
Freeport Boulevard and Florin Road
Freeport Boulevard and Fruitridge Road
Franklin Boulevard and Fruitridge Road
Mack Road and Franklin Boulevard
Stockton Boulevard and Broadway
Freeport Boulevard and Meadowview Road

New Traffic Signals

San Juan Road and Bridgeford Drive
Silver Eagle Road and Norwood Avenue
Heritage Lane and Response Road
Windbridge Drive and Rush River Drive
Windbridge Drive and Pocket Road
Pocket Road and Greenhaven Drive
Mack Road and Route 99
I-5 and Pocket Road
I-80 and Norwood Avenue
Park Riviera Way and Pocket Road

Ehrhardt Avenue and Franklin Boulevard
Land Park Drive and 2nd Avenue
21st Street and E Street
21st Street and F Street
H Street and 26th Street
H Street and 47th Street
G Street and 25th Street
G Street and 27th Street
P Street and 28th Street
Cucamonga Avenue and Power Inn Road
Elder Creek Road and Sunrise South/Cougar
Huntsman Drive and Kiefer Boulevard
Howe Avenue and Wyda Way
Del Norte Boulevard and 42nd Street and Fruitridge Road
Hurley Way and Morse Avenue
Fair Oaks Boulevard and Sunrise East
Dawes Street and Folsom Boulevard
Greenback Lane and Filbert Avenue
San Juan Avenue and Sperry Drive
Stollwood Drive and Zelinda Drive and Winding Way
Ethan Way and Hurley Way
Fair Oaks Boulevard and Treecrest Avenue
Bell Avenue and Northrop Avenue
Aramon Drive and Folsom Boulevard
Elkhorn Boulevard and Sprig Drive
Auburn Boulevard and San Tomas Drive
Bell Avenue and Cottage Way

Antelope Road and Rosswood Drive

Folsom Boulevard and McGregor Drive

Folsom Boulevard and Rod Beaudry Drive

Fair Oaks Boulevard and Sunset Avenue

Left Turn Lanes

Fair Oaks Boulevard between Fairchild Drive and Garfield Avenue

Hazel Avenue between Central Avenue and to Oak Avenue

La Riviera Drive between Waterton Way and Woodman Way

Walnut Avenue between El Camino Avenue and Locust Avenue

Dewey Drive between Coyle Avenue and Greenback Lane

Arden Way between Eastern Avenue and Fair Oaks Boulevard

San Juan Avenue between Walnut Avenue and Winding Way

Folsom Boulevard between Horn Road and Tiffany Lane

Computerized Signal Systems

Arden Way between Exposition Boulevard and Del Paso Boulevard

Del Paso Boulevard between Marysville Boulevard and SR160 Ramp

South Natomas arterial system

Northgate Boulevard, Truxel Road, West El Camino Avenue, Garden Highway

Stockton Boulevard between Broadway and South City limits

Florin Road between Riverside Boulevard and Franklin Boulevard

Central City Master Controller

Mack Road between I-5 and Route 99

Franklin Boulevard between Sutterville Road and South City limits

Fruitridge Road between Stockton Boulevard and East City limits

Bike Lanes/Pedestrian Walkway

Watt Avenue north of Center Joint High School

Elk Grove/Florin - at Elk Grove Park

Illinois Avenue between Sunset Avenue and Sailor Bar

Van Alstine Avenue between Fair Oaks Boulevard and California Avenue

Rio Linda Boulevard between M Street and Elverta Road

Stevenson Avenue between Route 99 and Power Inn Road

Hollister Avenue between Grant Avenue and Fair Oaks Boulevard

Grant Avenue between Marshall Avenue and Hollister Avenue

Marshall Avenue between Stanley Avenue and Grant Avenue

Miscellaneous City and County Improvements on Various Major Streets

Upgrade, Interconnect and Synchronize signals

Curb, gutter and drainage

Center medians

Left turn lanes

Bike lanes

Major Projects - City of Folsom

New Bridge Crossing of the American River

Major Projects - City of Galt

Lincoln Way--Reconstruct

Phase I - A Street to C Street

Phase II - C Street to Caroline Avenue

Phase III - Myrtle to A Street, Traffic Signals at C Street and A Street

Phase IV - Myrtle to Wendy Hope

Phase V - Improve Intersection and Lincoln Way/Walnut

Major Projects - City of Isleton

Maintenance Programs on Existing Facilities

Sacramento Regional Transit District Projects

Double-track 1987 Light Rail Transit Starter Line

Extend I-80 Corridor Light Rail Transit Line to Antelope Road

Extend Folsom Corridor Light Rail Transit Line to Hazel Avenue

Continue Sacramento Regional Transit District Transit Service to Existing Service Areas

Provide New Sacramento Regional Transit District Transit Service in the following areas:

- South/North Natomas
- North Highlands/Antelope/Citrus Heights
- Orangevale
- Rancho Cordova
- Vineyard (western portion)
- Pocket/Meadowview
- Valley Hi/Laguna/Elliott Ranch
- Elk Grove (western portion)

Construct a new Light Rail Maintenance Facility

Purchase Light Rail Vehicles

Purchase Buses

Construct Park and Ride Facilities and Signal Preemption

Elderly and Handicapped Transportation Projects

Continue Transportation Service to Elderly and Disabled Populations

Provide new Transportation Service to Elderly and Disabled Populations

Purchase Vehicles

Construct a Maintenance Facility

Purchase a Communications System

Projects listed in this Plan may be funded entirely from retail transactions and use tax (sales tax) proceeds, or may be funded by a combination of tax proceeds, federal, state and other local revenue sources.

Projects to be funded from tax proceeds will be selected annually by the Authority based upon Entity Annual Expenditure Plans submitted by the County, the Cities, Sacramento Regional Transit District, and the Consolidated Transportation Services Agency, and on the Authority's assessment of transportation needs throughout the region. Projects are not necessarily listed in order of priority, and the Authority will reassess regional transportation priorities on an annual basis.

Projects may be funded in their entirety or may be funded in phases.

Under the terms of the Local Transportation Authority and Improvement Act, the Authority may annually review and propose amendments to this Plan to provide for the use of additional federal, state, and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Unforeseen circumstances may include, without limitation, actual revenues exceeding the costs of implementing the adopted Plan and needs for other projects revealed by the results of environmental analysis undertaken during the term of the sales tax, including the updating of General Plans. The Authority must give notice of proposed amendments to the Board of Supervisors and to the city

council of each city in the County. The proposed amendments take effect forty-five (45) days after notice is given.

At the time of Plan preparation, approval and adoption, only estimates of sales tax revenues over a 20-year period and estimates of project costs are available. Whether fewer than all of the projects listed in the Plan can be funded during the 20-year life of the sales tax, or whether funds will be available to undertake additional projects, will depend upon many factors, including the actual amount of tax proceeds, the accuracy of cost projections, and changes in project costs over a 20-year period.

Accomplishment of some of the listed projects is contingent upon the fulfillment of certain legal or other requirements, e.g., environmental analysis of specific project designs, receipt of matching funds from non-sales tax sources.

As mandated by the Local Transportation Authority and Improvement Act, the Authority shall consult with, and coordinate its actions to secure funding for the completion and improvement of the priority regional highways, with the cities in the County, the Sacramento County Board of Supervisors, and the California Department of Transportation, for the purpose of integrating its planned highway improvements with the highway and other transportation improvements plans and operations of other transportation agencies impacting the County.

ORDINANCE NO. STA-0001

**AN ORDINANCE OF THE SACRAMENTO
TRANSPORTATION AUTHORITY IMPOSING A
TRANSACTIONS AND USE TAX TO BE ADMINISTERED
BY THE STATE BOARD OF EQUALIZATION**

BE IT ENACTED by the Governing Body of the Sacramento Transportation Authority, a public district formed for the local performance of governmental functions under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the Public Utilities Code, as follows:

Section 1. TITLE. This ordinance shall be known as the Sacramento Transportation Authority Transactions and Use Tax Ordinance. The Sacramento Transportation Authority hereinafter shall be called "Authority". This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Sacramento, which territory shall be referred to herein as "District".

Section 2. OPERATIVE DATE. "Operative date" means the first day of the first calendar quarter commencing more than 120 days after adoption of this ordinance, the date of such adoption being as set forth below.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other, purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

(a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code (Section 180000, et seq.) which authorize the Authority to adopt this tax ordinance which shall be operative if a majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

(b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

(c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Sales and Use Taxes.

(d) To adopt a retail transactions and use tax ordinance which can be administered in a manner which will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

Section 4. CONTRACT WITH STATE. Prior to the operative date, the Authority shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided, that if the Authority shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. MAXIMUM TAX RATE. The maximum tax rate hereunder shall be one-half of one percent.

Section 6. TRANSACTIONS TAX RATE. For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of one-half of one percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

Section 7. PLACE OF SALE. For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 8. USE TAX RATE. An excise tax is hereby imposed on the storage, use or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 9. USE OF PROCEEDS. The revenue derived from the tax imposed by this ordinance shall be used to fund administration of the Sacramento Transportation Authority, air quality mitigation measures, public road improvements, public transit functions, and elderly and handicapped transportation functions, consistent with the terms of the Sacramento County Transportation Expenditure Plan adopted by the Sacramento Transportation Authority, as the same may be amended pursuant to Public Utilities Code §180207, and the Transportation Expenditure Agreement entered into as of March 1, 1988 by the Sacramento Transportation Authority, the Sacramento Regional Transit District, the City of Sacramento, the City of Folsom, the City of Isleton, the City of Galt, and the County of Sacramento.

The tax proceeds will be allocated pursuant to terms and conditions of the Transportation Expenditure Agreement as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions. Situs allocation to the Cities of Folsom, Isleton, and Galt is required by the Transportation Expenditure Agreement and is described in Paragraphs 10 and 11 thereof.

The authority may issue bonds payable from the proceeds of the tax for capital outlay expenditures.

Section 10. TERM OF TAX. The tax shall become operative on the first day of the first calendar quarter commencing more than 120 days after adoption of this ordinance and shall continue until and terminate on the earlier of the following two alternative dates:

(a) The date twenty years following the one on which the Sales Tax became effective; or

(b) The first day of the first calendar quarter commencing more than 120 days after the date on which a judgment

by a Court of competent jurisdiction becomes final which either adjudicates the invalidity of subparagraph "a" or "b", or both, of Paragraph 13 of the Transportation Expenditure Agreement, or declines enforcement relief because of the invalidity thereof; provided that the Governing Body of the Authority shall be empowered to levy the tax following the date of such a final adjudication or declination at the voter-approved rate so long as necessary (but in any event terminating on a date which corresponds with the last day of a calendar quarter) to fulfill the obligations of the Authority under any contract made pursuant to Paragraphs 5, 8, 22 and 23 of the Transportation Expenditure Agreement, or any bonds or other instrument of indebtedness issued in the name of the Authority, which is in effect on the date of such a final adjudication or declination.

Section 11. ADOPTION OF PROVISIONS OF STATE LAW.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 12. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, wherever the State of California is named or referred to as the taxing agency, the name of this District shall be substituted therefor. The substitution, however, shall not be made when the word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California; the substitution shall not be made when the result of that substitution would require action to be taken by or against this District or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance; the substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or to impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provisions of that code; the substitution shall not be made in Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code. The word "District" shall be substituted for the word "State" in the

phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203. A retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the District or through any representative, agent, canvasser, solicitor, subsidiary or person in the District under the authority of the retailer.

Section 13. PERMIT NOT REQUIRED. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 14. EXEMPTIONS AND EXCLUSIONS.

(a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

(b) There are exempted from the computation of the amount of transactions tax the gross receipts from:

(1) Sales of tangible personal property to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United State, or any foreign government.

(2) Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sales, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code, by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer,

stating that such address is, in fact, his principal place of residence.

(ii) with respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

(3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

(5) For the purposes of subsections (3) and (4) the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(c) There is exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this District of tangible personal property:

(1) The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

(2) Purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

(3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

(4) If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

(5) For the purposes of subsections (3) and (4), storage, use, or other consumption, or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract of lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

(6) Except as provided in subparagraph (7), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

(7) "A retailer engaged in business in the District" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9850) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

(d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 15. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 16. ENJOINING COLLECTION FORBIDDEN. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this

ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 17. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 18. REQUEST FOR ELECTION.

(a) The Sacramento Transportation Authority hereby requests that the Sacramento County Board of Supervisors call a special election to place this ordinance before the voters for approval on June 7, 1988, and that such special election be consolidated with the Statewide Primary Election to be held on June 7, 1988.

(b) The proposition to be placed on the ballot shall read substantially as follows:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Authority to levy a 1/2 of 1% retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions; to issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of Sixty-Nine Million Dollars (\$69,000,000.00).

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities, and the Sacramento Regional Transit District as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the first day of the first calendar quarter commencing more than

120 days after the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof; provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments."

(c) The sample ballot to be mailed to the voters shall contain the full proposition as set forth in subsection (b) hereof.

(d) The voter information handbook shall include the entire Sacramento County Transportation Expenditure Plan as adopted by the Authority, which includes as Exhibit A the Transportation Expenditure Agreement.

(e) The Board of Supervisors of Sacramento County is authorized to canvass the returns of said election and to cause the results thereof to be properly certified to the Authority.

Section 19. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the Authority transactions and use taxes and shall take effect immediately.

On a motion by Member T. JOHNSON, seconded by Member SHORE, the foregoing Ordinance was passed and enacted by the Governing Body of the Sacramento Transportation Authority, State of California, at a regular meeting thereof, this 10th day of MARCH, 1988, by the following vote, to wit:

AYES: Members Collin, G. Johnson, T. Johnson, Rudin, Mueller, Shore and Streng

The foregoing is a correct copy of an ordinance adopted by the Board of Directors, Sacramento County, California

on MAR 10 1988

Dated MAR 14 1988
Clerk of said Board of Directors

By Hally A Donaldson
Deputy Clerk

Transportation Authority

(2/3 Vote Required)

in Streng
erson, Governing Body of the
nto Transportation Authority

In accordance with Section 25103 of the Government Code of the State of California a copy of this document has been delivered to the Chairman of the Board of Supervisors, County of Sacramento on

MAR 10 1988

FILED

By Hally A Donaldson
Deputy Clerk, Board of Supervisors

MAR 10 1988

BOARD OF DIRECTORS

Clerk of the Board

City Agreement No. 87203A -9-

RESOLUTION NO. 88-0241

RESOLUTION OF THE BOARD OF SUPERVISORS OF
THE COUNTY OF SACRAMENTO CALLING FOR A
SPECIAL ELECTION AT WHICH THE ELECTORS SHALL
VOTE ON AN ORDINANCE OF THE SACRAMENTO
TRANSPORTATION AUTHORITY IMPOSING A RETAIL
TRANSACTIONS AND USE TAX, AND ORDERING
CONSOLIDATION OF THE SPECIAL ELECTION WITH
THE STATEWIDE PRIMARY ELECTION ON JUNE 7, 1988

WHEREAS, pursuant to Section 180050 of the Public Utilities Code, the Board of Supervisors of the County of Sacramento has created the Sacramento Transportation Authority ("Authority") to carry out within Sacramento County the provisions of the Local Transportation Authority and Improvement Act (Public Utilities Code Sections 180000-180264); and

WHEREAS, the Sacramento County Transportation Expenditure Plan has been prepared by the Authority, has received the approval of the Board of Supervisors of the County of Sacramento, and the City Councils of the Cities of Sacramento, Folsom, Isleton, and Galt, and has been adopted by the Authority; and

WHEREAS, the Authority on March 10, 1988 adopted by a two-thirds vote of the Governing Body of the Authority a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Sacramento (Authority Ordinance No. STA-0001); and

WHEREAS, pursuant to §180201 of the Public Utilities Code the retail transactions and use tax adopted by the Authority may not

be imposed until it is approved by a majority of the electors voting on the measure at a special election called for that purpose by the Board of Supervisors, at the request of the Authority; and

WHEREAS, the Authority has requested that the Board of Supervisors call such an election for June 7, 1988 and consolidate said election with the Statewide Primary Election that will also be held on June 7, 1988; and

WHEREAS, the ordinance adopted by the Authority declares the exact form of the proposition to be placed before the voters, as the same is to appear on the ballot, as set forth below; and

WHEREAS, the Authority has authorized the Board of Supervisors of the County of Sacramento to canvass the returns of said election and to cause the results thereof to be certified to the Authority.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Sacramento County, as follows:

1. The Board of Supervisors hereby calls a special election for the purpose of placing before the voters of the incorporated and unincorporated territory of the County of Sacramento the following proposition:

"TRANSPORTATION -- SACRAMENTO TRANSPORTATION AUTHORITY. To authorize the Authority to levy a 1/2 of 1% retail transactions and use tax for general governmental purposes of the Authority which consist of the funding of Public Road Improvement Projects within the incorporated and unincorporated areas of Sacramento County, Elderly and Handicapped Transportation Functions, and Public Transit Functions; to

issue bonds payable from the proceeds of that tax for capital outlay expenditures; and to establish the appropriations limit of the Authority in the amount of Sixty-Nine Million Dollars (\$69,000,000.00).

The retail transactions and use tax increase will be allocated pursuant to terms and conditions of an agreement between the Transportation Authority, County, Cities, and the Sacramento Regional Transit District as follows: (i) not more than 1% for administration purposes; (ii) exactly 1% for mitigation of motor vehicle emissions or evaluation of mitigation measures; and (iii) exclusive of any situs allocation to the Cities of Folsom, Isleton and Galt, and reserve for contingencies, the remaining revenues to be allocated in accordance with regulation by the Transportation Authority of the objects of expenditures 65% for Public Road Improvement Projects, 33.33% for Public Transit Functions, and 1.67% for Elderly and Handicapped Transportation Functions.

Any retail transactions and use tax increase authorized shall terminate on the earlier of the following two alternative dates: (i) the date twenty years following the date on which the increase becomes effective; or (ii) the first day of the first calendar quarter commencing more than 120 days after the date on which a Court finally invalidates the mandated percentage allocations to Public Transit Functions or Elderly and Handicapped Transportation Functions, or both, or declines enforcement relief because of the invalidity of one, the other, or both thereof; provided that the Authority would be empowered to levy the tax following the finality of such a judicial invalidation in order to fulfill preexisting financial obligations of the Authority under contracts or other debt instruments."

2. Said election shall be consolidated with and held in conjunction with the Statewide Primary Election, to be held within the County of Sacramento on the 7th day of June, 1988.

3. The sample ballot to be mailed to the voters shall contain the full proposition as set forth above, and the voter information handbook shall include the entire adopted Sacramento County Transportation Expenditure Plan.

4. Notice of said election stating the time, place and purpose thereof, and the names of the election officers and precincts, are as stated in the notice given by the Registrar of Voters of the Statewide Primary Election.

5. The location of precincts, polling places, election officers and voting booths of such consolidated election shall be in accordance with the order of the Board of Supervisors of the County of Sacramento.

6. The Board of Supervisors of the County of Sacramento does hereby allot space on the ballot of said Statewide Primary Election to the Authority for the purposes of said election, and to print therein the exact form of the proposition as declared by the Authority to be voted on at said election, and other necessary explanatory matter in conjunction therewith, in all respects as required by law.


7. The returns of said election shall be canvassed by the Registrar of Voters of the County of Sacramento, and the results thereof certified by said Registrar to the Authority.

8. If the measure is approved, the Registrar of Voters shall be and hereby is authorized and directed to charge to the Authority the actual costs which accrue for such election, such costs to be calculated by proration methods set forth in this County's current Election Cost Allocation Procedures on the basis of service provided to the Authority.

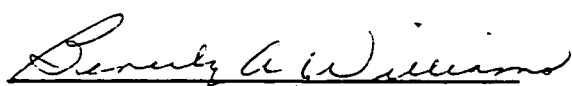
On a motion by Supervisor I. COLLIN, seconded by Supervisor T. JOHNSON, the foregoing Resolution was passed

and adopted by the Board of Supervisors of the County of
 Sacramento, State of California, this 10th day of MARCH,
 1988, by the following vote, to wit:

AYES: Supervisors Collin, G. Johnson, T. Johnson, Smoley, Streng
 NOES: Supervisors None
 ABSENT: Supervisors None

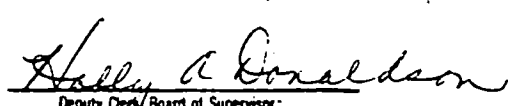

 Chairperson of the Board of Supervisors
 of Sacramento County, California

(SEAL)

ATTEST: 
 Clerk of the
 Board of Supervisors


In accordance with Section 25103 of the Government Code of
 the State of California a copy of this document has been
 delivered to the Chairman of the Board of Supervisors, County
 of Sacramento on

MAR 10 1988

By 
 Deputy Clerk/Board of Supervisor:

FILED

MAR 10 1988

BOARD OF SUPERVISORS
 BY 
 CLERK OF THE BOARD



The foregoing is a correct copy of a Resolution
 adopted by the Board of Supervisors, Sacramento
 County, California

on MAR 10 1988

Dated MAR 14 1988
 Clerk of said Board of
 Supervisors

By _____ Deputy

MAR 03 1988

DATE CERTIFIED
by _____
Deputy City Clerk, City of Sacramento

RESOLUTION No. 88-171

Adopted by The Sacramento City Council on date of

MAR 31 1988

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Sacramento,
a chartered municipal corporation under the general laws of the
State of California, as follows:

1. This Council has reviewed and considered that Initial Study
dated January 28, 1988, Control No. 88-PW-0104, entitled
"Sacramento Transportation Authority, County Transportation
Expenditure Plan, Transportation Expenditure Agreement, prepared
by the Environmental Impact Section of the County of Sacramento,
which has been prepared for this project, and hereby certifies
that it concurs with the conclusions of that Initial Study, as
follows:

a. Pursuant to Title 14, California Administrative
Code, Section 15162, the County Environmental Coordinator has
determined that there are no substantial changes in the
project or in the circumstances under which the project is to
be undertaken and that the project involves no new impacts
not considered in the previous Environmental Impact Reports.
Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and
the information contained in them considered. It is found
that these EIRs are still considered applicable, adequate and
complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento
County General Plan Update - Phase I and II" (1981) (County
Control Number: PL-80-091; State Clearinghouse Number
80102405).

- Final Environmental Impact Report entitled "Sacramento
City General Plan Update" (1987) (City Control Number:
M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation
Expenditure Plan (SCTEP) are consistent with the General Plans of
Sacramento County, and the cities of Sacramento, Folsom, Galt and
Isleton. Further, as a result of that consistency, the
environmental impacts which are attributable to the SCTEP are no
different than those which were discussed and evaluated in the

environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

ANNE RUDIN
MAYOR

ATTEST:

LORRAINE MAGANA
CITY CLERK

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Folsom, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the

environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan/Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

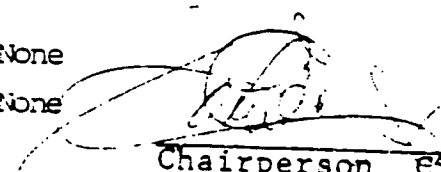
On a motion by Councilperson Hannaford, seconded by Councilperson Carmody, the foregoing Resolution was passed and adopted by the City Council of the City of Folsom, State of California, at a regular meeting thereof, this 7th day of March, 1988, by the following vote, to wit:

AYES: Councilperson, Carmody, Gibson, Goodell, Hannaford, Kipp

NOES: Councilperson, None

ABSENT: Councilperson, None

ABSTAIN: Councilperson, None


Chairperson, City Council of
the City of Folsom, California

(SEAL)

ATTEST: 
Clerk of the
City Council

r-est gov bodyl

**CITY OF FOLSOM
CERTIFIED DOCUMENT**

**ARLENE SOTO, CMC
FOLSOM CITY CLERK
50 NATOMA STREET
FOLSOM, CA 95630**

The foregoing information is an official record of the Office of the City Clerk, City of Folsom, County of Sacramento, State of California and is hereby certified to be true and correct.



**ARLENE SOTO, CMC
FOLSOM CITY CLERK**

87292 A

Agreement No.

DATED:

March 22, 1988

RESOLUTION NO. 88-31

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GALT,
CALIFORNIA, APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT.

WHEREAS, the City Council of the City of Galt, California, had reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-01-04, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement, prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

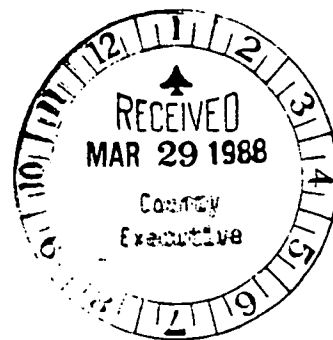
- Final Environmental Impact Report entitled "Sacramento County General Plan Update-Phase I and II" (1981) (Final Environmental Impact Report entitled "Galt City General Plan, 1984")
- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (Final Environmental Impact Report entitled "Galt City General Plan, 1984"); and

CERTIFIED AS TRUE COPY
of RESOLUTION No. 88-31

DATE
CERTIFIED

JAN 28 1988

Lanette Stalings
CITY CLERK, CITY OF GALT



City Agreement No. 87202 A

WHEREAS, the components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans; and

WHEREAS, the primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

WHEREAS, this Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

WHEREAS, these findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and City General Plan Update", the materials accompanying the findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

RESOLUTION NO. 88-31
PAGE NO. THREE

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Galt, California, that this Council hereby approves on behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 4 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto and marked as Exhibit "A".

BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor, Mayor Pro Tempore, or in their absence, the City Manager, to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto and marked as Exhibit "B".

The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Galt this 1st day of March, 1988, upon a motion by Councilmember Lawrence, seconded by Councilmember Jacobsen, by the following vote, to wit:

AYES: Urban, Lawrence, Jacobsen, Casado
NOES: None
ABSTAIN: None
ABSENT: Sekelsky


MAYOR PRO TEMPORE, City of Galt

ATTEST:


CITY CLERK, City of Galt

RESOLUTION NO. 1058

A RESOLUTION APPROVING INITIAL STUDY, APPROVING
MEMBERSHIP ON THE GOVERNING BODY OF THE SACRAMENTO
TRANSPORTATION AUTHORITY, APPROVING THE COUNTY
TRANSPORTATION EXPENDITURE PLAN, AND APPROVING
AND AUTHORIZING EXECUTION OF THE TRANSPORTATION
EXPENDITURE AGREEMENT

BE IT RESOLVED by the City Council of the City of Isleton, a municipal corporation formed and operating under the general laws of the State of California, as follows:

1. This Council has reviewed and considered that Initial Study dated January 28, 1988, Control No. 88-PW-0104, entitled "Sacramento Transportation Authority, County Transportation Expenditure Plan, Transportation Expenditure Agreement", prepared by the Environmental Impact Section of the County of Sacramento, which has been prepared for this project, and hereby certifies that it concurs with the conclusions of that Initial Study, as follows:

a. Pursuant to Title 14, California Administrative Code, Section 15162, the County Environmental Coordinator has determined that there are no substantial changes in the project or in the circumstances under which the project is to be undertaken and that the project involves no new impacts not considered in the previous Environmental Impact Reports. Therefore, no further Environmental documents are required.

b. The previous EIRs described below were reviewed and the information contained in them considered. It is found that these EIRs are still considered applicable, adequate and complete for the proposed project:

- Final Environmental Impact Report entitled "Sacramento County General Plan Update - Phase I and II" (1981) (County Control Number: PL-80-091; State Clearinghouse Number 80102405).

- Final Environmental Impact Report entitled "Sacramento City General Plan Update" (1987) (City Control Number: M85-049; State Clearinghouse Number 86101310).

2. The components of the Sacramento County Transportation Expenditure Plan (SCTEP) are consistent with the General Plans of Sacramento County, and the cities of Sacramento, Folsom, Galt and Isleton. Further, as a result of that consistency, the environmental impacts which are attributable to the SCTEP are no different than those which were discussed and evaluated in the environmental documentation which was prepared for those General Plans.

3. The primary purpose, intent and objective of the SCTEP is to mitigate two of the most serious environmental problems which presently occur within Sacramento County - traffic congestion and air pollution. The transportation improvements contained in the SCTEP will directly reduce the frequency and severity of traffic congestion problems, which will also result in the beneficial secondary effect of reducing vehicular emissions, thereby improving air quality and helping to reduce the frequency and magnitude of periodic violations of Federal air quality standards.

4. This Council hereby recognizes and adopts the Findings of Overriding Consideration which were previously adopted by the County of Sacramento and City of Sacramento for their respective General Plan Final Environmental Impact Reports.

These findings are based on substantial evidence in the record, which includes, but is not limited to, the materials accompanying the findings adopted by the City of Sacramento on January 19, 1988, in that document entitled "Findings of Fact and Statement of Overriding Consideration for Adoption of Sacramento City General Plan Update", the materials accompanying the

findings adopted by the County of Sacramento on July 29, 1982, in that document entitled "Findings of Fact and Statement of Overriding Concern for Adoption of Sacramento County General Plan Update and the Regional Transportation Plan dated May 1987 and adopted by the Sacramento Area Council of Governments on May 21, 1987, which was distributed to each legislative body as part of the materials accompanying this project.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City the membership of the Governing Body of the Sacramento Transportation Authority as embodied in and described by Paragraphs numbered 2 through 7 of Resolution No. 88-200, adopted March 1, 1988, by the Board of Supervisors of the County of Sacramento.

BE IT FURTHER RESOLVED that this Council hereby approves in behalf of the City that certain document entitled "Sacramento County Transportation Expenditure Plan", dated March 1, 1988, a copy of which is attached hereto.

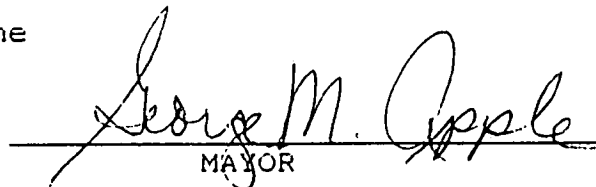
BE IT FINALLY RESOLVED that this Council hereby approves and directs the Mayor to execute in the name and in behalf of the City that certain contract entitled "Transportation Expenditure Agreement", dated March 1, 1988, between the Sacramento Transportation Authority, the Cities of Sacramento, Folsom, Isleton and Galt, the Sacramento Regional Transit District, and the County of Sacramento, a copy of which is attached hereto.

On a motion by Councilmember Andersson, seconded by Councilmember Himebauch, the foregoing Resolution was passed and adopted by the City Council of the City of Isleton, State of California, at a regular meeting thereof, this 8th day of March, 1988, by the following vote, to wit:

AYES: Councilmembers Andersson, Himebauch, Wilson, Gardiner, Apple

NOES: Councilmembers None

ABSENT: Councilmembers None


MAYOR

ATTEST:


CITY CLERK

