

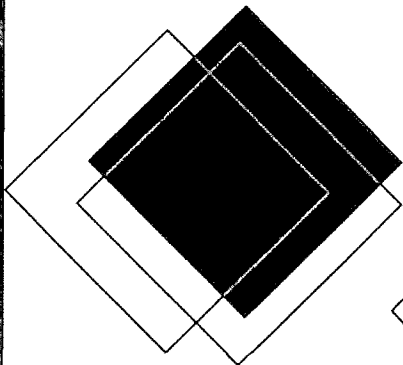
Sacramento YOUTH CORNER

915 I STREET, 5TH FLOOR

Youth Commissioners Help Rebuild Fort Natomas

Sacramento's Fort Natomas was first built by a community of volunteers in 1991 to bring a fun packed area for their children. For years this wonderful playground was cherished by children and families around the area, until on June 26th 2006, when the fort was tragically burned to the ground. After a week or so, the community once again came together and reconstructed the playground, making it even better than the first. For two years, this seemed to bring back light and joy into everyone's lives. Sadly, on May 26th 2008, the Fort was torched again, bringing great unease and confusion to everyone who had helped build it and to everyone who loved it.

Fortunately, the community gave enough time to come together for a third time six months later during November 4th - November 9th to make a third Fort Natomas, this time in a safer location. Kids from several districts in the Sacramento Youth Commission were one of the many participators to be the Fort's builders. For nearly four hours of work, sweat, fun, and enthusiastic effort the youth helped shovel piles of dirt out of a swing set site located near the edge of Fort Natomas. Though it seemed to be one of the smallest jobs, the hard work proved to be a part of the bigger picture – it made all of the difference in the end when Fort Natomas was finally finished, stronger than ever. Goodwill proves a good future in the end when a small group of people can come together and build something that is not only a playground, but a symbol of teamwork and loving ties of a community.



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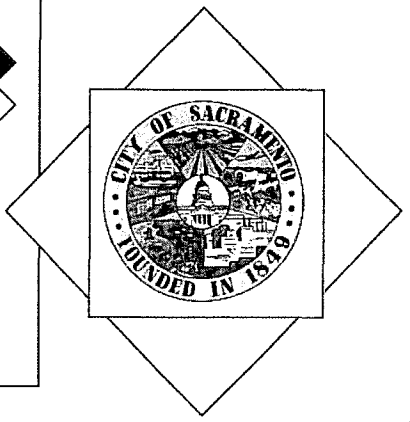
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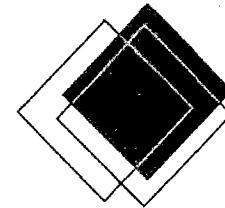
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Roles and Responsibilities



Allison Brown Chair and District 6 Representative

Plans for Contribution: Being involved with every commissioner role, being organized, and making sure that there are efficient processes and having a good influence over commissioners.



Laura Mandler Vice Chair and District 7 Representative

Plans for Contribution: Keeping everyone focused, on task, organized, and bringing out a comfortable attitude so everyone can seriously stay on track.



Sam Gammon Communications Chair and At-Large Representative

Plans for Contribution: To create and build a website for SYC, message forms, contact with media to help with youth-related issues and getting more help from the Government.



Caitlin Crooks Secretary and District 4 Representative

Plans for Contribution: I plan to contribute the best note-taking skills possible and provide my fellow commissioners with accurate, helpful information. I also helped design the graphic layout of the SYC newsletter.



Royale Nixon Chair of Outreach and District 8 Representative

Plans for Contribution: Give the Youth Commission more visibility to youth in Sacramento and supporting Global Youth Service Day by overseeing the events/outreach committee.



Miraya Arroyo Historian and District 3 Representative

Plans for Contribution: Making the news letter and sending it to council, having an end-of the year film-fest for the commissioners. Try to stay on task. Share with what we do with the other commissioners in order to be organized.



David Schenirer Fundraising Chair and At-Large Representative

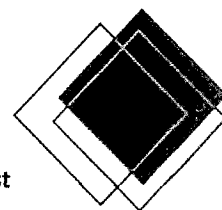
Plans for Contribution: I plan to give the SYC a budget for next year.

A NOTE ABOUT TEAM BUILDING

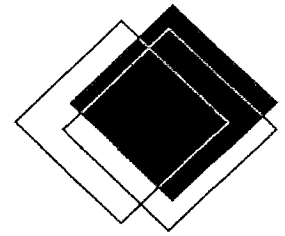


A tangle of friends in a workplace can help solve the greatest problems but only when we stick together.

In this photo we have formed a giant knot using our arms. The object is to untangle ourselves without letting go of each others hands. This type of activity is a physical way of practicing team work.



Fun Stuff



Music, Fashion, Slang

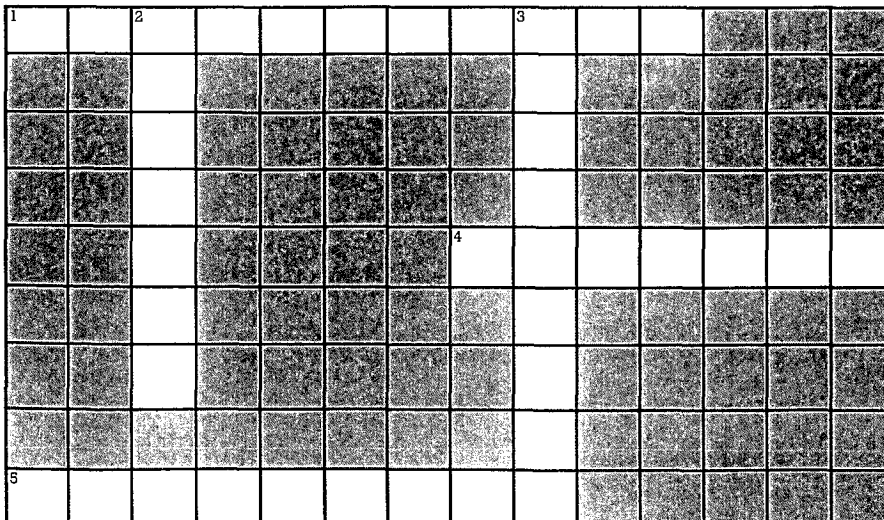
Teenagers express themselves in many various ways. Today, the most common forms of self-expression for teens is through fashion, music, and slang. Many teens today are noticing the importance of sustainability and “going green.” This is shown through the latest teen fashions: common teen trends such as fringe, tie-dye, and peace signs are showing in the hippie-like, boho styles. Teens today are becoming more independent and ready to make a stand, and the new, edgy teen fashions – such as bright colored leggings, tights, and skinny jeans – are showing that teenagers are ready to be noticed. Another hot item in the teen fashion world is a scarf. Whether a teenager is dressed in hippie, boho styles or in bold, edgy styles, a cute scarf always completes the outfit.

Self expression is also shown through music. Teenagers are able to express themselves by both listening to music and writing music. Look at teen country star Taylor Swift; all of her songs were written as a way of expressing her emotions. She was able to show herself through her music and still became a well-known country star. Teenagers listen to this music and are able to relate to it. This is what makes certain music so popular among teens. Although certain pieces of music sound like noise, there usually is a meaning there that is relatable to teens everywhere.

Music also inspires some of the slang that teens are using today. Much of the slang is simply a shorter version of longer words or phrases. For example, instead of saying “for sure,” teens are shortening it to “fa sho.” Also, rather than saying “a hell of a lot,” the word “hella” is more commonly used. Other words can have two meanings such as the word “chill.” The phrase “chill out,” which is commonly used by all people, means calm down. However, when a teen says, “that’s chill”, that means “that’s cool” or “that’s awesome.” And still there are more words that are combinations of two separate words such as the word “chillax.” This word simply means “relax.” Teenagers have always seemed to speak their own language, but it’s merely a personality-driven revision of the English language.

–Miraya Barba Arroyo

Crossword Puzzle



ACROSS

1. We helped rebuild this in November 08' using shovels
4. City Council Member's last name of District 8
5. The Youth Commissioner role that is responsible for taking attendance at meetings

DOWN

2. An event where commissioners spent the night getting to know each other
3. Name of Laura Mandler's school

About the Youth Commission

The Sacramento City Youth Commission was established by the Sacramento City Council to serve as an advisory group to provide recommendations on youth related issues in Sacramento.

The Youth Commission is a youth led commission/ advocacy group whose mission is to protect, preserve, and enhance the quality of life for Sacramento youth by advising the City Council and the public on issues relating to youth policies, programs and opportunities.



YOUTH CORNER!

915 I Street, 5th Floor
Sacramento, CA 95814
PH 916.808.6111



**OFFICE OF YOUTH
DEVELOPMENT**

Director, Lyn Corbett
Youth Commission Advisor, Christina DeMoss
Gang Preventing and Intervention, Steve Streeter

CITY OF SACRAMENTO

Kevin Johnson, Mayor

CITY COUNCIL

Ray Tretheway, District 1

Sandy Sheedy, District 2

Steve Cohn, District 3

Robert King Fong, District 4

Lauren Hammond, District 5

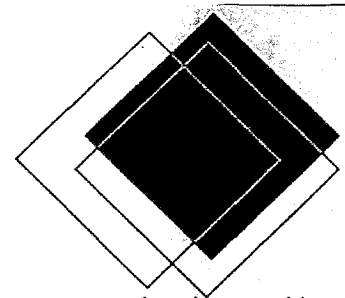
Kevin McCarty, District 6

Robbie Waters, District 7

Bonnie Pannell, District 8

Ray Kerridge, City Manager

In the Minds of Youth



Survey Results

Surveys were sent out to over 600 teenagers from different high schools in the Sacramento area to see what they would find helpful for Sacramento youth. The surveys were based on our three Ad-hoc committees: Sustainability, Events and Outreach, and Youth Employment. These are the results from those surveys

GREEN TEENS

Have you ever grown your own food?

YES- 49% NO- 50%

Have you ever seen anyone grow food?

YES-88% NO- 11%

Do you think it is important to recycle?

YES- 97% NO-2%

Do you recycle at home or in school?

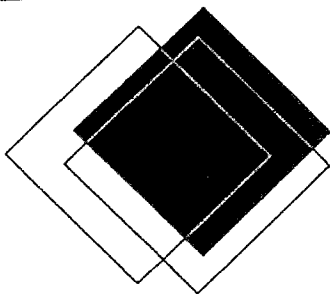
YES- 94% NO- 4%

Do you try to conserve energy?

YES- 81% NO- 18%

Do you feel that youth connect with the outdoors?

YES- 61% NO- 36%



EVENTS AND OUTREACH

Do youth in Sacramento currently make important decisions that affect other youth?

YES- 60% NO- 36%

Do you make important decisions that affect other youth?

YES- 58% NO- 39%

Is Sacramento a place that has meaningful activities for youth?

YES- 57% NO- 38%

If there was a website where you could look for fun youth events/activities in Sacramento would you use it?

YES- 73% NO- 24%

If you have a problem in school or in the community do you have someone to talk to?

YES- 83% NO- 16%

If there was a hotline or online message board where you express your opinion about youth issues in Sacramento would you use it?

YES- 42% NO- 56%

Do you know where to find meaningful activities for youth?

YES- 35% NO- 63%

YOUTH EMPLOYMENT

Do you know anybody who has changed for the better since working?

YES- 67% NO- 28%

Would you use a website that had a list of Teen Jobs in Sacramento?

YES-88% NO- 10%

Have you ever tried to find a job and not get one?

YES- 39% NO- 60%

Has anyone ever helped you look for a job?

YES- 38% NO- 61%

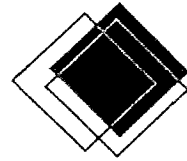
What Am I?

When you walk the road, with two thousand eyes along your side, you see drawn beauty among the walls twice in a while.

I vow every four or eight years to serve only my people for better good, so help me God.

Answers Below

Strategic Planning Initiatives



The Sacramento Youth Commission has undergone a transition during this past year. The City of Sacramento created the Office of Youth Development who is now responsible for facilitating commission meetings and supporting the commission's sub-committees. The commissioners are meeting with their city council members and are actively seeking ways to improve the lives of youth in Sacramento. This year, the Youth Commission has formed three subcommittees and numerous administrative functions that serve to move new youth policies forward in the Sacramento region.

The *Safe Jobs for Youth* subcommittee attended the U.C Berkley Safe Jobs for Youth Leadership Conference to discuss and plan out a resolution to help prevent young worker job injuries, sexual harassment, and to familiarize Sacramento young workers with youth labor laws. They proposed a resolution to the Sacramento City Unified School District (SCUSD) that requires high schools to 1) include the *Are You a Working Teen* four page handout with all issued work permits and 2) encourage students to watch the edited version of the *Lost Youth* 17 minute video. The Board of Education adopted this resolution on May 21, 2009.

The *Sustainability* subcommittee focused on encouraging and supporting the development and implementation of improved recycling policies in Sacramento area high schools. There are many high schools that have recycling bins on campus but few recycling cans in classrooms or in lunch areas. The sustainability committee developed and is tabulating a *Sustainability Practices Report Card* and will evaluate all SCUSD high school recycling policies/practices in the fall. Once the report card is completed the committee will develop policy recommendations that will be presented to school principals and the SCUSD Board of Education. When these new policies are adopted, commissioners will work with student governments and principals to ensure successful implementation and continued support.

The *Employment* subcommittee is focused on increasing the quantity and quality of employment opportunities for Sacramento Youth. This committee's primary goal is to develop and present a policy paper to the Sacramento Employment and Training Agency (SETA) and Sacramento City Council that encourages the following objectives:

- Start a coalition of youth employers and youth employment service providers who will develop an information source of youth employment opportunities and develop a bi-annual publication that highlights youth employment opportunities.
- Host a Youth Job Fair during the month of April 2010 where at least 1,000 youth jobs are available and guarantee that this event is covered by local media.
- Encourage businesses to adopt a policy where one youth is hired for every ten adults hired.

Committee members are passionate about the above policy objectives and are meeting with each other regularly to carry out their action plans and timelines. Office of Youth Development staff is supporting these objectives by coordinating meeting times and requesting that local agencies add the committees' initiatives to their agendas.

California Rail Foundation



#19

Richard Tolmach
President

1730 13th Street
Sacramento, CA 95811

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Fax: (916) 443-8722
rftolmach@yahoo.com

June 2, 2009

Mayor Kevin Johnson
City of Sacramento
915 Eye Street
Sacramento, CA 95814

Dear Mayor Johnson:

The California Rail Foundation opposes the adoption of the six resolutions presented by staff for the Sacramento Intermodal Transportation Facility (SITF). The Environmental Assessment (EA) and the Section 4(f) Evaluation Report for this project are incomplete and entirely misrepresent the environmental impacts of the project. The EA and Section 4F work are not ready for adoption and may set back Sacramento rail improvement efforts by decades, if the Council proceeds. Also, the submission seems to lack a Section 106 National Historic Preservation Act analysis, which may make the proposed action by council illegal. The current subway and platforms are an integral part of the facility.

Adoption of the resolutions without modifications will trigger the following key negative impacts that are ignored by the environmental documents being considered by Council:

Impacts on High Speed Rail—Adoption of the EA and proceeding with track relocation will eradicate space that is currently available for high speed rail and result in a facility configuration that provides no space for high speed platforms and no feasible approach routes nor space for layover tracks. The EA and Section 4F work, while they mention high speed rail, do not demonstrate how high speed rail can be accommodated in the new proposed configuration. This failure of vision greatly increases the likelihood that Sacramento will either never receive high speed rail service, or have to accept a badly sited terminal in a remote location such as West Sacramento or Power Inn Road, with difficult connections to regional trains and other modes. Other cities such as San Francisco, Anaheim, San Jose, Palmdale, Fresno and Gilroy have incorporated high speed rail into their station planning processes. Sacramento is in danger of being left behind by being short-sighted.

Impacts on Capacity—At the present platform site, it has been relatively easy to respond to service increases and provide additional loading platforms, layover tracks, and running maintenance facilities. The vacant space to the north of the main lines has allowed inexpensive incremental improvements which allowed expansion of the Capitol Corridor fleet and service and institution of new San Joaquin service. By contrast, the two proposed distant platforms will be landlocked by freight-only tracks in a narrow strip of land with no ability to expand. This will permanently constrain station capacity, and represents a heavy-handed attempt by Union Pacific to preclude plans laid by public agencies for commuter rail service to Placer County, Yolo County, and San Joaquin County. The EA misleadingly claims that the track relocation will expand capacity, but fails to disclose that the facility will never be able to have more than two platforms. Section 4F does not appear to deal with the issue of platform capacity at all.

Impacts on Passenger Access—Although the supplement to the proposed resolutions shows that planning and negotiations regarding passenger access to the platforms is (continued)

incomplete, the City is being asked to commit today to an irreversible action likely to result in worsened and potentially hazardous conditions for passengers. Access in the City's preferred "no move" plan from taxi stands to nearest train door will require more than a quarter-mile of walking, once ramp lengths are taken into account. This makes handling of senior citizens and other mobility-impaired passengers by Amtrak extremely difficult, but the EA and the Section 4(f) work completely sweep this issue under the rug. Shame on Sacramento for once more ignoring the spirit of ADA regulations and planning a new distant platform that is nearly unwalkable from the ticket window for many seniors and that provides no passenger benefit. No other Northern California Amtrak station has taxi stand to train door access longer than 300 feet, and most are less than 200 feet; the City of Sacramento proposes an abusive 1300 feet.

Ridership Impacts—The point of transit capital improvements is to increase usage of transit by the public, but the SITF plans presented in the EA and Section 4F work appear sure to significantly harm ridership for the period of construction, and likely for years afterwards as well. Construction impacts can have a particularly negative effect upon ridership. This is not speculation; it is based on observation of the loss of up to 25 percent of Sacramento Capitol Corridor and San Joaquin ridership that happened during relatively minor construction at the site four years ago. Staff's recommended plan of moving the platforms a *de facto* 1000 feet further from the station, measured in walking distance, also raises the prospect of a permanent decline, caused by perceived and real temporal access penalties for rail. Commuter rail services arriving in Sacramento, particularly those with Capitol Mall destinations and origins such as Amtrak trains numbers 518, 520, 522, 529, 536, 543, 545, 547, and 549 are especially vulnerable to such changes, since commuters are more sensitive to increased walking times and distances, and many of these trains are already suffering low ridership. Several of these vulnerable trains are not likely to survive a long construction period, leading to further ridership losses when they are discontinued. These impacts were entirely ignored by the EA and Section 4F work.

Operating Subsidy Impacts—Decreased accessibility from construction activities or a more distant platform does not just cause lower ridership, it hurts the economics of rail service. In this case, the span of demolition and construction could last up to four years, opening the question of who will pay for the negative financial impacts to the already-ailing Capitol Corridor. As happened in other corridors such as the San Francisco Peninsula, Orange County-Los Angeles, and Ventura County-Los Angeles, in prior economic downturns in the 1980's and 1990's, increased commuter train losses could tip the balance and force the State of California to finally end subsidies to commuter schedules and dump the burden on local authorities. In combination with Regional Transit's current financial crunch, this could pose an intolerable burden on Sacramento County. These impacts were entirely ignored by the EA and Section 4F work, and not addressed in any way.

Safety Impacts—The only supposed benefit of the track move underlying this immense waste of public funds was that a straight platform under two daily Coast Starlight trains would increase safety. All Capitol Corridor, San Joaquin, and California Zephyrs use entirely straight platforms already, due to their shorter length. Notably, Davis, Fairfield, Martinez, and Richmond all have more curvature on their platforms, so it is hard to justify the Sacramento project on a safety basis. However, there is a contravening safety issue raised by the proposal that is arguably more serious than the supposed problem curve on the east end of platforms: It is the new curve planned immediately adjacent to the swing bridge at the Sacramento River. Unions representing operating personnel have raised three concerns about the new alignment: 1) Locomotive engineers departing Sacramento will not be able to visually observe whether the bridge is open, 2) Frequent trespassers on the bridge will be invisible until the train is dangerously close, and 3) Stringlining or other types of curve-related derailments may repeat the river-poisoning Cantera Loop accident in slower-moving Sacramento River water, where instead of just a fish-kill, it could cause a major urban disaster. (continued)

The EA and Section 4F work neither acknowledge nor address any of these specific negative safety impacts, but attempt to generically dismiss safety and toxic issues as being "minor" without adequately describing them.

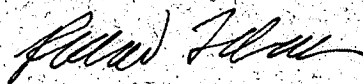
Passenger Security and Comfort Impacts—Distant platforms without complete shelter from rain, wind, or cold and lacking any on-site staff are not adequate facilities for passengers to wait, especially for long-distance trains. This is well understood by rail operating authorities worldwide, but the SITF plan is not driven by the desire to improve the conditions for passengers, and appears to be a land scam orchestrated by the freight railroad and real estate interests, neither of which care about passengers' well being. Success of a major station depends upon rail transit connections, ticketing, baggage, food, telephones, rest rooms, taxis, security personnel, first aid, parking, and other services being in close proximity. The presented plan removes all these key amenities from the platform area and the EA and Section 4A work entirely fail to address the resulting negative impacts to passenger security and comfort.

The primary complaint of the California Rail Foundation is that the SITF project provides virtually no benefits to the traveling public, and directly undermines \$25 million of recent public investment. A "no project" finding would serve the public better than any disruption to the recently-completed ADA accessible platforms, refurbished station waiting room, new lighting, bus facilities, and convenient light rail platforms immediately adjacent to Amtrak platforms. The entire configuration of the new facility will be inferior to the existing facility in terms of passenger needs, and only provides benefits to the freight railroad and the land interests who have concluded the agreement with them.

Staff is trying to rush SITF approvals to join the rush to qualify for ARRA funding. However, as an outwardly fraudulent use of \$20 million of scarce federal passenger rail funds, the SITF project will no doubt raise the interest of the Federal Railroad Administration staff, which has been directed to scrutinize grant proposals for quantifiable passenger benefits in terms of time savings and market growth, and unanimity of public support. There are an abundance of better projects in California, most of which produce speed improvements. The incompleteness of the environmental documents and the unreliability of statements in them may put city officials who approve them directly in jeopardy. The claimed benefits in the Sacramento proposal are largely imaginary, and there is a strong case to be made that the project will harm Sacramento ridership and prevent future service.

We entreat you to reject the staff request today and work with community groups to identify projects which can actually increase rail passenger ridership and provide demonstrable benefits to the community. Going forward with this project as it stands will earn city officials the lasting enmity of transit and passenger rail users and taxpayers who expect cost-effective projects, not land scams masquerading as train improvements.

Sincerely,



Richard Tolmach
President,
California Rail Foundation

TAYLOR & WILEY

A PROFESSIONAL CORPORATION

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OF COUNSEL
KATHLEEN R. MAKEL

June 2, 2009

Mary Johnson
**AGENDA
MATERIAL**

Via Fax and Hand Delivered

Mayor and City Council
City of Sacramento
915 I Street
Sacramento, CA 95814

RE: ITEM 19 June 2, 2009 Agenda - Comments on Mitigated Negative Declaration and Environmental Assessment for Phase I of The Sacramento Intermodal Transportation Facility.

Dear Mayor and Council Members:

We are writing to you on behalf of the California State Railroad Museum Foundation (CSRMF) regarding comments we have provided on the Mitigated Negative Declaration (MND) and Environmental Assessment (EA) for the first phase of the Sacramento Intermodal Transportation Facility. The CSRMF and State Parks submitted comments on the Environmental Assessment on May 15, 2009 and on the Mitigated Negative Declaration (MND) for the same project on June 1, 2009. The staff report for Item 19 which includes the adoption of the MND and a resolution finding the EA as adequate does not address the concerns we raised regarding the adequacy of these documents.

Both the EA and MND include in the project description that:

... The realigned tracks on the west portion of the corridor would be designed to accommodate the California State Railroad Museum's need for a continued rail connection between its sites in Old Sacramento and the Central Shops buildings that are used for locomotive maintenance and repair currently, but would be developed with a railroad technology museum.

Unfortunately, the project description fails to describe how the rail access for the California State Railroad Museum (CSRM) and Central Shop buildings will occur. The CSRM has a Federal right to rail access from the Union Pacific Railroad mainline and

Mayor and City Council
June 2, 2009
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the North American General Railroad System, and a Federally mandated requirement to provide continued freight service to on-line freight customers south of the mainline. The accommodation of this Federal right must be described clearly in the Project Description. In addition to this oversight in the Project Description, the MND fails to assess significant impacts to this legally required access, as well as any impacts stemming from the realignment of such rail access. The MND in turn fails to address any mitigation that may be necessitated due to these significant impacts.

Our comments involve the viability of not only the proposed future Rail Technology Museum, but more importantly the existing CSRM, one of the City's major tourist attractions and a State Park facility that is not on the State's list to be closed. If feasible rail access is not provided for the museum, the City will violate the museum's federal rights to access the mainline, and furthermore the City will send a very poor message to the State about the City's desire to maintain State Park facilities within the City.

We are accordingly requesting that the Council continue this matter until after the 60% plans for the Track Realignment project are available and the staff has had the opportunity to adequately address our comment letters on the EA and MND for more than one day. This will provide the Council with the appropriate information to have a full discussion on how the existing CSRM access to the mainline will be maintained and how best to provide access between the existing museum and the future Rail Technology Museum.

If the Council's desire is to proceed with this action this evening, we would request that the Council include a mitigation measure in the MND and EA that reads as follows:

Prior to placing the new mainline tracks into service, feasible rail access and easements as determined by the State and the City shall be provided to State Parks for the following operations:

1. Access for the California State Railroad Museum facilities to and from the Union Pacific mainline, and
2. Access between the California State Railroad Museum facilities and the Rail Technology Museum Buildings.

We appreciate the opportunity to work with the City regarding this matter and look forward to resolving these issues so that we all can ensure that the City obtains Federal dollars for this important project. We also want to ensure that the existing CSRM

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June 2, 2009
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remains viable and that the Foundation can bring to the City a world-class tourist attraction with the Rail Technology Museum.

Very truly yours,



James B. Wiley

cc: Jerry Way
Lezley Buford
Hinda Chandler
Jon Blank
Catherine A. Taylor, District Superintendent, Capital District
Pam Horan, Executive Director, California State Railroad Museum Foundation