

Comm Rpt (47)

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

December 7, 1982

CITY MANAGER'S OFFICE
RECEIVED
DEC 8 1982

Redevelopment Agency of the
City of Sacramento
Sacramento, California

Honorable Members in Session:

SUBJECT: Additional Information Requested by Budget and Finance
Committee for the Proposed Sacramento Transportation Center

SUMMARY

The Budget and Finance Committee requested additional information on four items as noted below:

1. Comment by Regional Transit on proposed site.
2. Southern Pacific's intention regarding the future of the existing Railroad Station.
3. Cost comparison between proposed site and original alternative which included acquisition and rehabilitation of the existing station.
4. Various legal aspects of preservation of the existing station.

RECOMMENDATION

Receive and file attached information.

Respectfully submitted

APPROVED

SACRAMENTO REDEVELOPMENT AGENCY
CITY OF SACRAMENTO

William H. Edgar

WILLIAM H. EDGAR
Executive Director

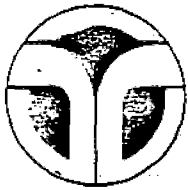
DEC 14 1982

TRANSMITTAL TO COUNCIL:

Walter J. Slife
WALTER J. SLIFE
City Manager

12-14-82
All Districts

1992 2 1 20



47

December 7, 1982

Mr. Leo Goto
Director of Community Development
Sacramento Housing and Redevelopment Agency
630 I Street
Sacramento, CA 95814

Re: Sacramento Transportation Center

Dear Leo:

This letter addresses the December 1, 1982 meeting that was called by the Mayor to bring the various potential parties together on the Sacramento Transportation Center Project.

At that meeting, I attended representing RT staff. As you might recall, I indicated that RT currently is refraining from taking any firm position regarding the project. It was noted that the project has a fairly balanced set of both positive and negative attributes to RT, as delineated below:

Positive Attributes

- Would provide RT with a "permanent" downtown bus layover facility.
- Would provide a viable alternative anchor to RT's service (premised on full SP development).
- Would provide improved transit to rail connective service.
- Would provide improved interface between RT and intercity bus carriers.
- Would provide improved linkage of the Metro Airport with the Sacramento area.
- Would help stimulate Sacramento's economy.

Negative Attributes

- Would increase RT's annual operating costs (a minimum of \$180,000/year).
- Project might adversely compete with funding for light rail transit development in the south corridor.
- The targeted site is further away than the SP Terminal from the centroid of Downtown employment.


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Mr. Leo Goto
December 7, 1982
Page Two

RT staff will be presenting this issue on December 8 to the RT Board's Planning and Operations Committee for discussion and policy direction.

RT staff also is planning on attending the December 14 meetings of the Budget and Finance Committee's Community Development Subcommittee of the City Council and the regular meeting of the City Council.

Please give me a call at 444-7591, Extension 76, if you have any comments or questions.

Sincerely,



Gene W. Moir
Planning Manager

GWM:cr

47

Southern Pacific Land Company

401 'I' Street - Sacramento, California 95814

REAL ESTATE

Sacramento, December 7, 1982

Sacramento Dev. GE-7

W. B. CURTIS
DISTRICT MANAGER

Mr. Leo T. Goto
Director of Community Development
Sacramento Housing and Redevelopment
Agency
P. O. Box 1834
Sacramento, California 95809

Dear Mr. Goto:

Please refer to the recent request concerning the Southern Pacific's development plans of the Sacramento Station grounds, as it relates to the continued negotiations on the Sacramento Transportation Center.

As you will recall, the Railroad has agreed, in concept, to the joint funding and preparation of redevelopment plan, and to jointly participate in a final development agreement for the Southern Pacific's residual property.

Included in this to be developed is existing station building, although it is not conceivable at this time to ascertain the use of this site and building, I would envision that the structure could be in an overall development scheme for the property. One such use could be as shown on the attached Site Plan with the depot made a part of an office complex with the REA location developed into a hotel site.

This, of course, is conjecture, and until an overall site plan is developed reflecting community needs, traffic patterns, and the like, the precise disposition of the property cannot be known.

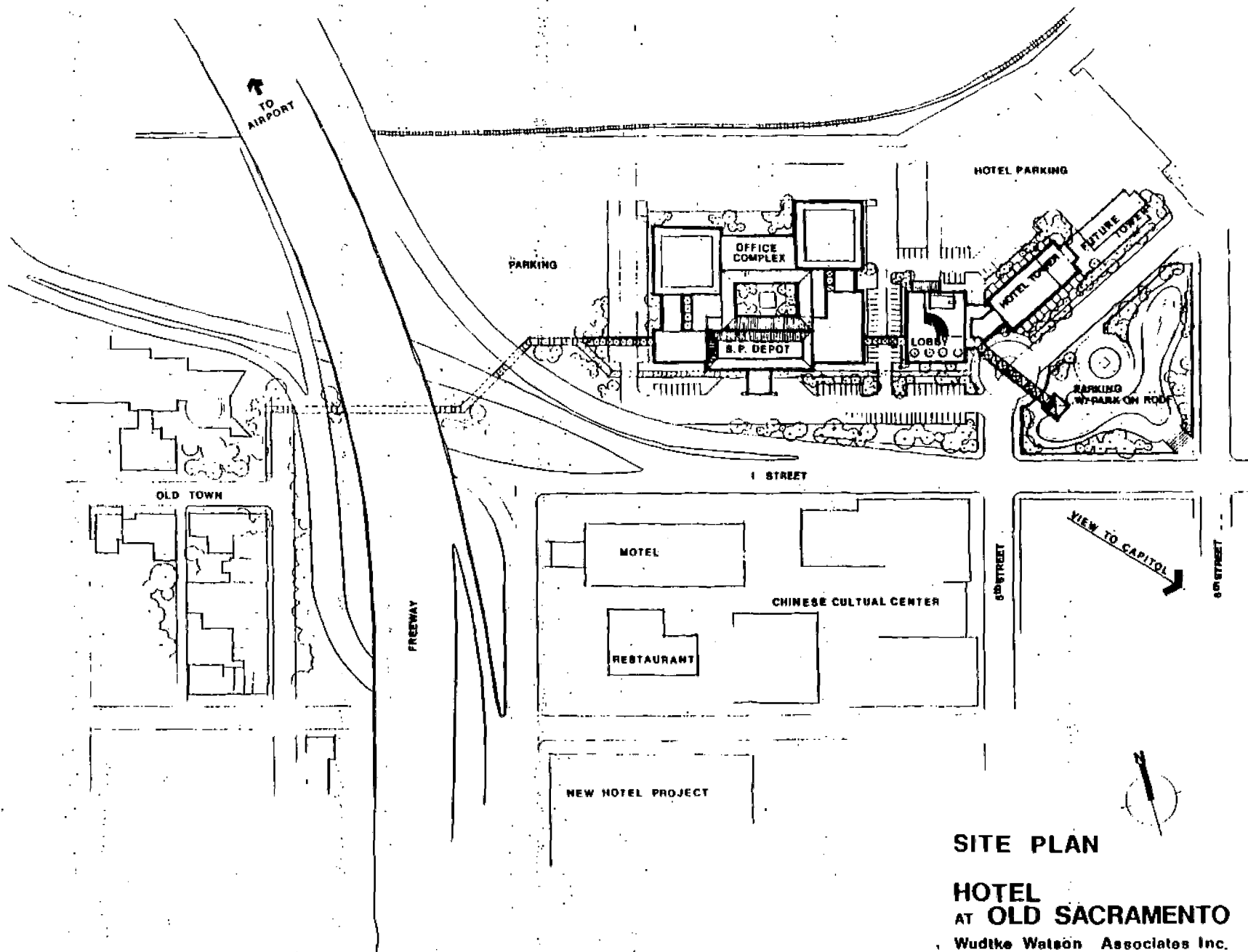
At this time, the Railroad is looking forward to the completion of the Transportation Center project in order that master planning of the remaining station grounds can be addressed.

Very truly yours,

Attach.

47

(1)



SACRAMENTO TRANSPORTATION CENTER

COST COMPARISON SUMMARY BETWEEN
PROPOSED SITE AND TERMINAL SITE
(1982 DOLLARS)

	<u>Proposed Site</u>	<u>Terminal Site</u>
1. Total Cost	\$18,050,000	\$30,790,000
Minus S.P. participation	-1,800,000 (track reloca- tion, streets and ROW)	-800,000 (streets and ROW)
= Net Amount of Public Cost	\$16,250,000	\$29,990,000
2. Public Cost Breakdown		
a. Planning and design	647,000	1,354,000 (10% of e. and f.)
b. Land acquisition		12,250,000 (14.04 ac.)
c. Transportation Center and all related costs	15,603,000 (12.2 ac.)	
d. Replacement of S.P. offices	Not applicable	2,850,000
e. Site work	Costs included in c. above	7,776,000 (inc. pav- ing, moving sidewalk, streets, track re- location)
f. Rehabilitation of Terminal	Not applicable	5,760,000
TOTAL	\$16,250,000	\$29,990,000

LTG 11/30/82

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

P.O. BOX 911, MARYSVILLE 95901



Telephone (916) 674-4536

December 6, 1982

03-Sacramento Transportation
Center

Mr. Leo Goto
Director of Community Development
Sacramento Housing and Redevelopment
Agency
P.O. Box 1834
Sacramento, CA 95809

Dear Leo:

One of the issues raised at the November 23, 1982 Budget Committee of the City Council was, "Whether guarantees can be made to protect the SP depot from demolition since the building is currently listed on the City and National Historical Preservation Registers."

As reported by City's Counsel, the City can delay demolition up to one year under the present ordinance.

As to State or Federal guarantees, as long as the building and property remain in private ownership there are no statutes or regulations which would prevent SP from modifying the existing use or structure.

Another question was raised regarding the use of a Federal Railroad Agency (FRA) grant in the previous study of rehabilitation of the existing depot or sites to the northeast. Normally the source of planning funds is not considered in whether a project is Federal, State or local, but what are the sources of funding for engineering, right of way (land) and construction?

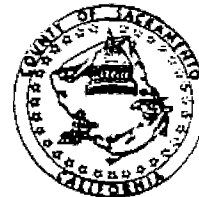
If the renovation project is selected, there could be some question whether NEPA guidelines would need to be followed. In the case of the new site to the northwest of existing depot, no Federal funds have been used, therefore, CEQA guidelines should be followed if this alternative is selected.

Very truly yours,

LEO J. TROMBATORE
District Director of Transportation

By *John L. Allison*

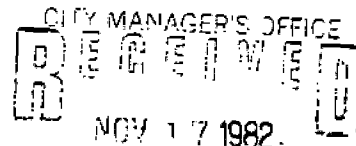
John L. Allison
Chief, Planning Branch A



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

November 4, 1982

Redevelopment Agency of the
City of Sacramento
Sacramento, California



Honorable Members in Session:

SUBJECT: Follow-up Report on Proposed Sacramento Inter-Modal
Transportation Center

SUMMARY

An agreement has been concluded between Southern Pacific Land Company, Caltrans, Agency staff and various transportation carriers regarding a final site plan for the Transportation Center. A Memorandum of Agreement (MOA) has been reached with Southern Pacific on 16 out of 17 points. The resolution of the 17th point (value of one of the parcels of land) has been agreed to by Agency, Southern Pacific and Caltrans staff in the MOA through the joint funding of a qualified independent appraiser who would update an earlier appraisal. The updated appraisal would form the basis for the final negotiation. Recommendations include conceptual approval of the site plan, approval of the MOA with Southern Pacific, application for Inter-Modal funds from the State of California and amendment of the present Contract with Caltrans to pay for a portion of the appraisal update.

BACKGROUND

On June 23, 1981 the Agency approved Resolution No. 81-043 directing the Agency staff to contract with Caltrans to conduct a feasibility study for a new location for the Transportation Center northwest of the existing Southern Pacific Terminal. The study had a four-month deadline after execution of the Contract to arrive at an agreement in principle regarding the project design. (See Appendix A, Site Plan and Architectural Sketches). Completion of the feasibility study was accomplished in early 1981 with approvals from all parties concerned. Copies of approval letters and others who have shown an interest are attached as Appendix B.

Development Agreement

On May 18, 1982 the Agency approved Resolution No. 82-038 for the preparation of preliminary plans, final Environmental Impact Report and partial funding of the Transportation Center. A critical aspect

11-23-82

all Districts

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of the
City of Sacramento
November 4, 1982
Page Two

of that approval as noted in the staff report was the need to obtain a Development Agreement which would include specific roles, responsibilities, acquisition costs, etc. between the Agency and Southern Pacific. The Agency, Caltrans and Southern Pacific staffs have been meeting over the past few months and have agreed to a Memorandum of Agreement, attached as Appendix C. The Southern Pacific Land Company Vice President and General Manager has agreed to the terms and conditions of the Agreement and are prepared to recommend formal approval to Southern Pacific Transportation Company management (see Appendix D). Staff of Caltrans, Agency and Southern Pacific are in agreement over the value of one of the two parcels of land to be acquired (see Appendix A). The value of the larger parcel could not be agreed upon at this time, and therefore an understanding has been reached to update an earlier appraisal by Gimney and Hamilton to assist in determination of fair market value. The earlier base figure arrived at by Gimney is generally acceptable to staff of Southern Pacific, Caltrans and Agency. The main point of disagreement is the amount attributed to appreciation, after Gimney's original appraisal in 1980. Agency and Southern Pacific staff have confidence in Gimney's earlier appraisal and an update by his firm should assist in resolving differences.

Transportation Program

A summary of transportation-related features of this project is attached as Appendix E. Included in the summary are estimates of patronage increases and operating and revenue costs. The Agency will be the lead agency to acquire and develop the project and the State will maintain and operate it. Letters of support and a resolution from the Sacramento Transit Development Agency regarding future linkage between the Transportation Center and Light Rail is attached as Appendix F. Funds for Inter-Modal facilities are available at this time and therefore staff is requesting approval to apply for funding to implement this program. The application being requested is summarized below:

		<u>Source</u>	<u>% Total Project Cost</u>	<u>Comments</u>
State of California	\$12,700,000	Inter-Modal grant	70.3%	Includes previously approved \$1 million
Local	800,000	Inter-Modal loan		\$2.75 previously approved by City
	2,750,000	CDBG or other loan		(Appendix H)
	\$ 3,550,000		19.7%	
Other	\$ 1,800,000	Southern Pacific	10.0%	Value of items agreed upon by Southern Pacific in letter of October 27, 1982
	Unknown	Greyhound/Trailways	Unknown	
	Unknown	Joint Developer	Unknown	
Total	\$18,050,000		100.0%	

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of the
City of Sacramento
November 4, 1982
Page Three

The Agency's share of the project of \$2.75 million (previously approved by Resolution No. 2948) would come from either a loan from Community Development Block Grant (CDBG) or other Agency funds (i.e., tax increments) and then repaid from future tax increments from the project. The \$800,000 loan from the State Inter-Modal Facilities Program would also be repaid from future tax increments from the project site. The annual tax increments generated by the entire site are projected to service a tax allocation bond sufficient to repay these two loans. During the course of the Downtown Redevelopment Plan update the project site will be consolidated and included into the merged Redevelopment Project Areas.

Amendment to Present Contract with Caltrans

In order to accomplish the proposed joint funding of an updated appraisal, Appendix G contains an agreement to amend the present Contract with Caltrans and to increase the budget with an additional appropriation of \$5,000 from the State of California.

Overall Project Schedule

<u>Item</u>	<u>Estimated Date</u>
1. Submission of funding application to State of California	October 1982
2. Joint hiring of appraiser for update and completion	December 1982
3. Continued work on preliminary plans and preliminary cost estimate	Fall 1982
4. Agreement on value of two properties	January 1983
5. Final approval of funding from State of California by Legislature	July 1983
6. Written approval of Development Agreement with Southern Pacific	September 1983
7. Written approval of Lease Agreements with carriers	September 1983
8. Acquisition of land	December 1983
9. Redevelopment Plan preparation	July-December 1983
10. Construction of Phase I (Underpass and approaches)	Early 1984

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of the
City of Sacramento
November 4, 1982
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FINANCIAL DATA

The City's share of \$2.75 million was previously approved by Resolution No. 2948, i.e., CDBG or Agency funds to be repaid by future tax increments. The additional \$800,000 share will be a loan from the State of California Inter-Modal funds to be repaid by future tax increments from the site. The \$2.75 million figure was established at an earlier date when Federal funding was thought to be available. Federal funding is not currently available and therefore in order to make up the difference the State and Agency, on a pro rata basis, will each have to put additional funds to make the project possible. Caltrans staff estimates revenues from the Transportation Center to be approximately double operating costs.

VOTE AND RECOMMENDATION OF COMMISSION

At its regular meeting of November 15, 1982, the Sacramento Housing and Redevelopment Commission adopted a motion recommending adoption of the attached resolution. The votes were as follows:

AYES: Dickinson, Knepprath, Luevano, A. Miller, Walton

NOES: None

VACANCY: One

ABSENT: Angelides, B. Miller, Teramoto

POLICY IMPLICATION

The actions proposed in this staff report are consistent with previously approved policy and there are no policy changes being recommended.

The Agency should know that Inter-Modal Transportation funds were held, up until recently, in a separate account. These funds are now merged into other funds, i.e., grade separation, bus rehabilitation, light rail and abandoned railroad rights of way. The Sacramento Transit Development Authority has applied for funding from the State of California under Proposition 5 and under the Transportation Capital Improvement Program (TCIP) for the purchase of vehicles. Funds for the TCIP would come from the joint pot of money noted above. The California Transportation Commission will recommend funding to the State Legislature by priorities within categories, i.e., light rail, transportation centers. There would not be competition between Sacramento light rail and the Transportation Center if the Legislature accepts the California Transportation Commission's recommendations by category. The Agency will have an opportunity to review the proposed status of both projects and should the Transportation Center be recommended over light rail the Agency could make appropriate adjustments based on

SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

Redevelopment Agency of the
City of Sacramento
November 4, 1982
Page Five

local priorities. Agency staff recommends the application of funds at this time with the possibilities of getting funding for both LRT and Inter-Modal Centers and a final decision made at a later point on one or the other if need be.

RECOMMENDATION

The staff recommends adoption of the attached resolution: (1) approving the subject site plan, (2) authorizing execution of the Memorandum of Agreement, (3) authorizing submittal of a joint application for funding from the State of California, and (4) authorizing execution of a Contract Amendment for \$5,000 with the State of California to jointly fund an appraisal update for two parcels of land for the Sacramento Inter-Modal Transportation Center.

Respectfully submitted,

William H. Edgar

WILLIAM H. EDGAR
Executive Director

TRANSMITTAL TO COUNCIL:

Walter J. Slipe
WALTER J. SLIPE
City Manager

Contact Person: Leo Goto

-7

RESOLUTION NO. 82-097

ADOPTED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO
ON DATE OF

November 23, 1982

RESOLUTION APPROVING SITE PLAN, MEMORANDUM OF
AGREEMENT, SUBMISSION OF JOINT APPLICATION,
AND CONTRACT AMENDMENT FOR THE PROPOSED
SACRAMENTO INTER MODAL TRANSPORTATION CENTER

BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY
OF SACRAMENTO:

Section 1. The site plan for the proposed Inter Modal
Transportation Center, attached as Exhibit A, is hereby con-
ceptually approved.

Section 2. The Executive Director is hereby authorized
to execute the Memorandum of Agreement, attached as Exhibit B.

Section 3. The Executive Director is hereby authorized
to submit a joint application for funding from the State of Cali-
fornia, as specifically outlined in the subject staff report
approved on November 16, 1982.

Section 4. The Executive Director is authorized to
execute a Contract amendment for Five Thousand Dollars (\$5,000.00)
with the State of California to jointly fund an appraisal update
for two parcels of land, as specifically outlined in the subject
staff report approved on November 16, 1982.

ATTEST:

SECRETARY

CHAIRMAN

APPROVED
SACRAMENTO REDEVELOPMENT AGENCY
CITY OF SACRAMENTO

DEC 14 1982

7/01/2004
10:00 AM
10:00 AM

10:00 AM

ADDITIONAL CONDITIONS

2. This agreement is further conditioned upon the following: in the event there are major impediments to the implementation of the proposed project including but not limited to lack of adequate funding for necessary items (costs) to adequately mitigate environmental effects; unmitigable environmental impacts; conflict with funding for Light Rail Transit system; lack of agreement for preservation of the existing railroad station issue; or any other major impediment to implementation of the proposed project, the Redevelopment Agency may elect to terminate the subject project. The Agency shall, in its sole discretion shall determine whether any such major impediments exist.

ADDITIONAL AGREEMENT TO
MEMORANDUM OF UNDERSTANDING

As to preservation of the existing railroad station building, it is clearly the desire of the Agency (Southern Pacific) to work towards the preservation and adaptive reuse of the railroad station.

Adopted by the Board of Directors of the Sacramento Regional Transit District on the date of:

December 13, 1982

EXPRESSING REGIONAL TRANSIT'S VIEWS CONCERNING THE
PROPOSED SACRAMENTO INTER-MODAL TRANSPORTATION CENTER

WHEREAS, the Sacramento Housing and Redevelopment Agency is developing a project described as the Sacramento Inter-Modal Transportation Center; and

WHEREAS, the objective of said Inter-Modal Transportation Center is to coordinate and to centralize various public and private transportation services provided in the Sacramento area; and

WHEREAS, the Inter-Modal Transportation Center as contemplated by the Sacramento Housing and Redevelopment Agency would include service by Regional Transit to the proposed site; and

WHEREAS, the proposed site for the Inter-Modal Transportation Center is located northwest of the Southern Pacific depot; and

WHEREAS, service by Regional Transit to the proposed site for the Inter-Modal Transportation Center will have a significant impact upon Regional Transit's operations; and

WHEREAS, the proposed Inter-Modal Transportation Center may be serviceable by Regional Transit over the long term, depending upon the future availability of operating assistance and the compatibility of the proposed situs in connection with Regional Transit's then existing route structure; and

WHEREAS, this Board desires to endorse the concept of an Inter-Modal Transportation Center, while expressing its reservations concerning Regional Transit's ability to serve the proposed facility over the short term.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, this Board endorses the concept of an Inter-Modal Transportation Center, whereby both public and private transportation services provided in the Sacramento area may be coordinated and centralized through a single facility.


THAT, this Board desires to express its concern that service to the proposed Inter-Modal Transportation Center will not be economically feasible for Regional Transit in the absence of additional funding in the form of operating assistance, unless drastic reductions were to be made to existing services.

THAT, this Board cannot consider reductions to existing services unless it can be shown that service to a proposed Inter-Modal Transportation Center will result in corresponding increases in patronage.

THAT, this Board desires to express its view that the situs of the proposed Inter-Modal Transportation Center will not appreciably serve Regional Transit's patrons.

THAT, it is the view of this Board that service by Regional Transit to the proposed Inter-Modal Transportation Center may be economically feasible and practicable if said facility is located contiguous to a proposed light rail transit station.

BE IT FURTHER RESOLVED that the Acting General Manager or his designee is hereby directed and authorized to express the reservations of this Board to the Sacramento City Council.


PHILIP W. FLYNN, Chairman

A T T E S T:

JOHN T. KETELSEN, Acting Secretary

By 
JAMIE KHAN, Assistant Secretary

Site Plan Proposed Transportation Center

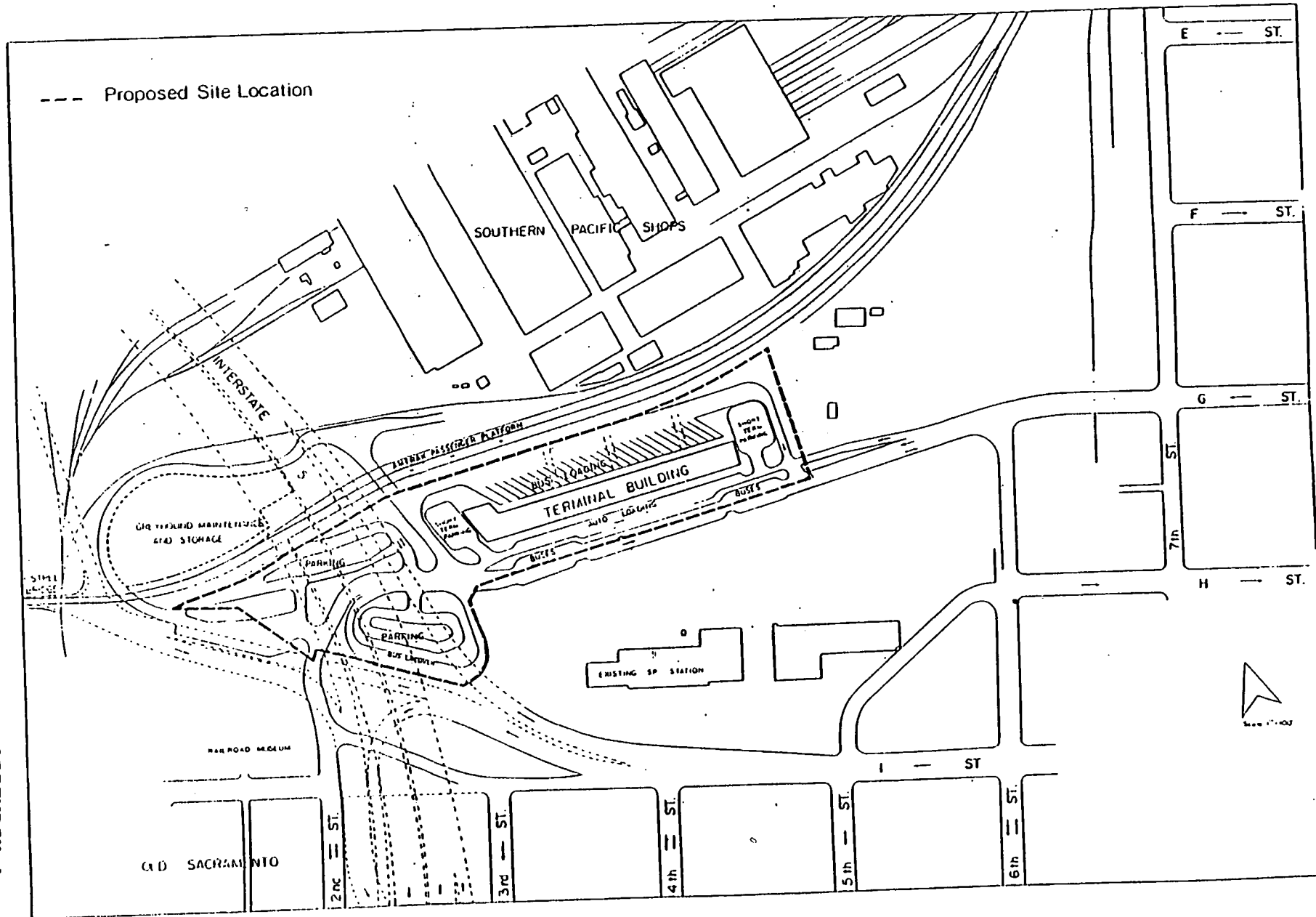
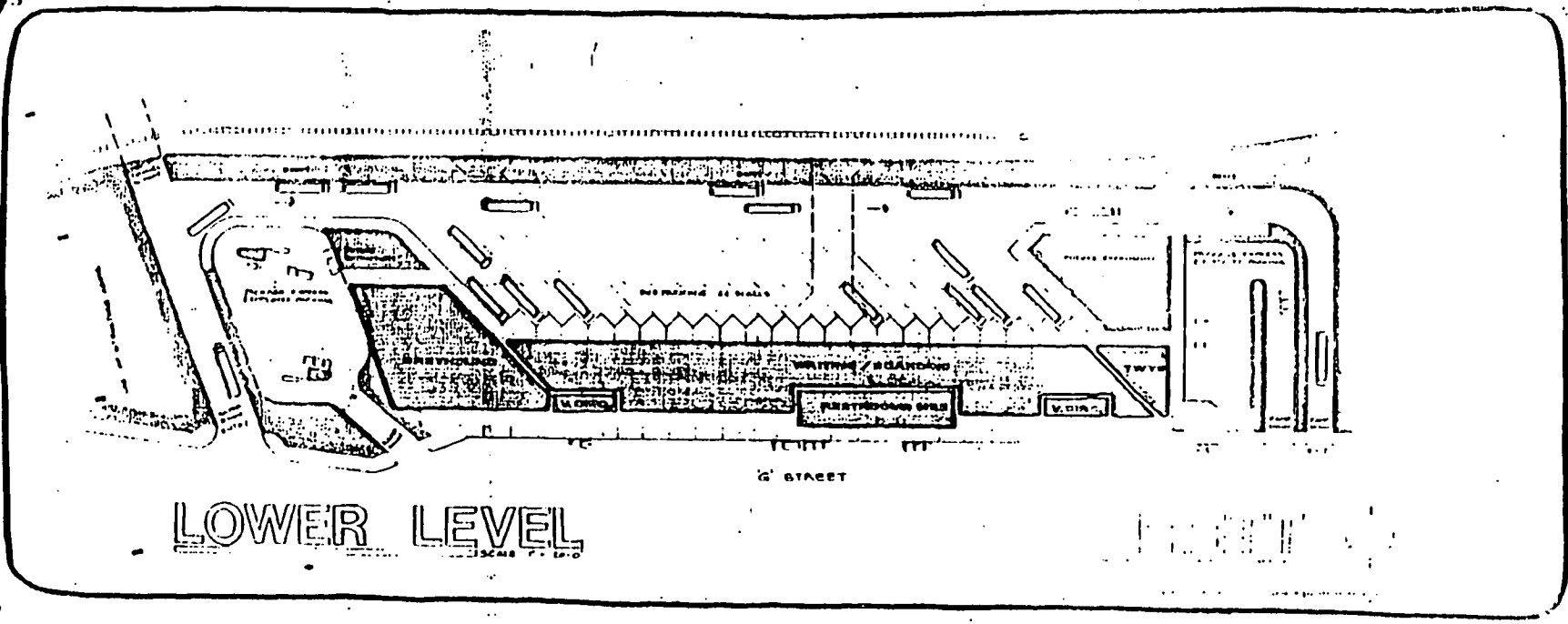


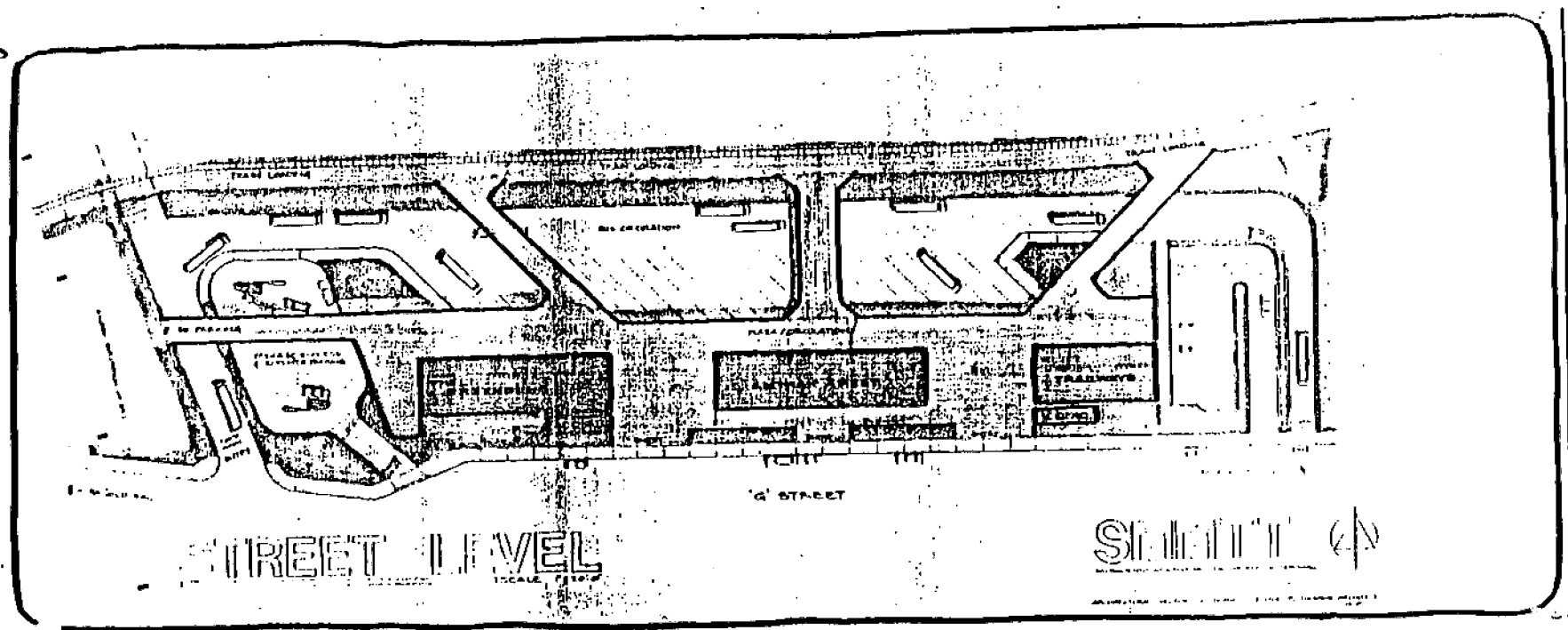
PLATE C

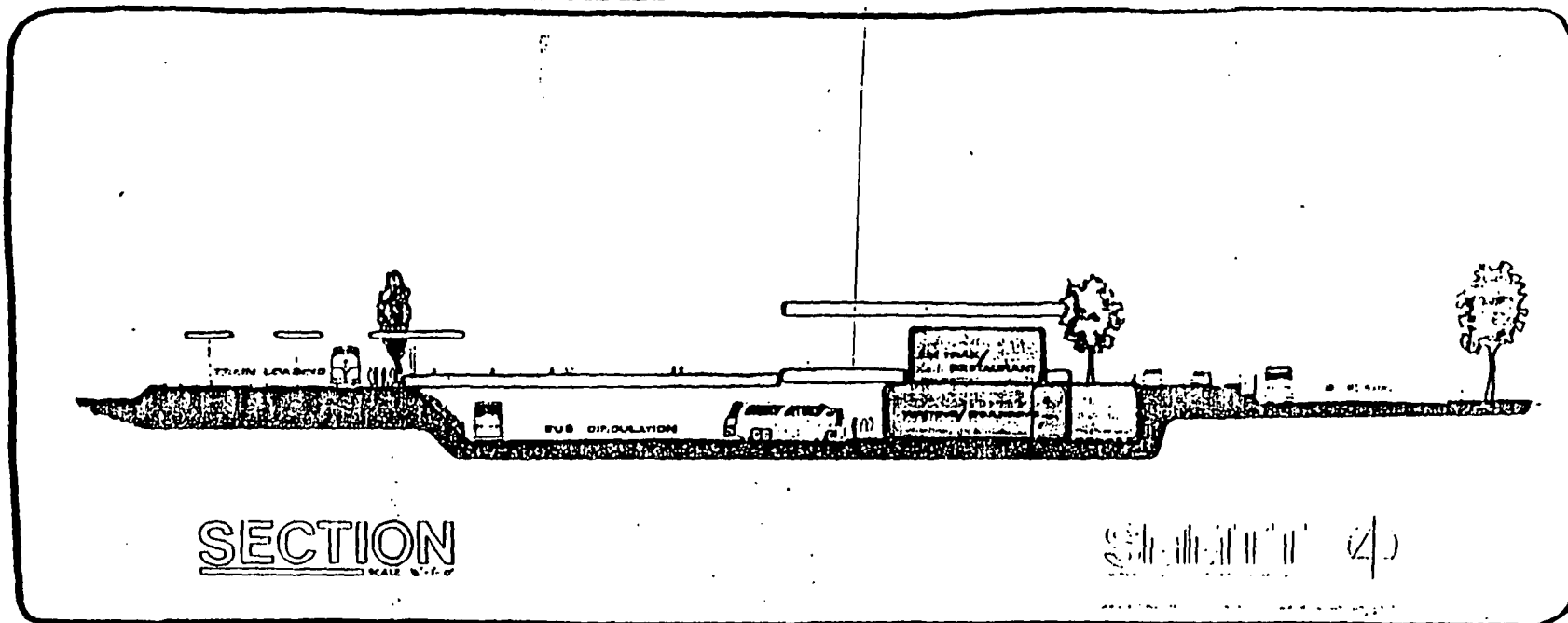
APPENDIX A

(6)

44







Southern Pacific Land Company

Southern Pacific Building • One Market Plaza • San Francisco, California 94105 • (415) 541-1000

REAL ESTATE

S. A. SUTFIN
VICE PRESIDENT AND GENERAL MANAGER
R. E. MESSICK
ASSISTANT VICE PRESIDENT
C. W. JOHNSON
O. L. OSNESS
ASSISTANTS TO GENERAL MANAGER - REAL ESTATE

January 8, 1982

IN REPLY PLEASE REFER TO

Sacramento Reconv. GE-7

Mr. Leo J. Trombatore
State of California
Department of Transportation
District 3
P.O. Box 911
Marysville, CA 95901

ATTN: Mr. John L. Allison
Chief, Planning Branch A.

Dear Gentlemen:

Please refer to your letter of December 18, 1981 for reference 03-Sac Intermodal Project concerning the subject: Intermodal Facility located on Southern Pacific Transportation Company property in Sacramento, California.

While it is too early in the planning stage for the railroad to be fully aware of the impact of the intermodal facility on its adjoining properties and operations, conceptionally the facility as outlined seems feasible.

Because of the many operational concerns along with the development of adjacent properties, we ask that you immediately furnish this office with a drawing outlining the precise property desired at this time.

Should there be any further questions regarding this, please contact Mr. W.B. Curtis who can be reached at (415) 541-2375.

Very truly yours,

S. A. Sutfin
WBC

WBC/tg

LISTED
JAN 11 '82

ACCOUNTING	PERSONNEL MGMT
AFTER ACTION	PERSONNEL SYS
AUS SYS	PLAN A
CLAIMS	PLAN B
COMPT. SYS	PROG MGMT
CONSTR	PLS INC
DESIGN A	SUS TRANS
DESIGN B	SUS MGMT
DESIGN C	W UTIL
EXPENSE	QUALITY
FINANCIAL SYS	SHOP
INSTR	SPECS
MAINT OPS	TRAINING A
PERMITS	TRAINING B
	TRAINING

Go Big Red!

Go Trailways

December 22, 1981

Trailways, Inc.
1501 South Central Avenue
Los Angeles, CA 90021

Mr. John L. Allison
Chief, Planning Branch A
Department of Transportation
State of California
Sacramento, California

RE: Proposed Sacramento Transportation Center

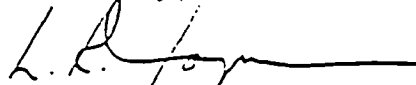
Dear Sir:

This letter is to advise you that Trailways in the past and presently supports the Intermodal Ground Transportation Center concept. We are proud to announce that we have and continue to be involved in similar type programs throughout the United States. And believe that to effectively serve the traveling public, the ground transportation type facility is the only workable solution to an ever growing transportation need.

Relative to your recently proposed plans for the Sacramento facility, we at Trailways would propose that equal accommodations be provided for the two major carriers (Trailways and Greyhound); specifically, a drive through type Package Express area. Additionally, equipment servicing facilities need to be available at the terminal (fueling, dumping, and general service). Space permitting, onsite maintenance facilities would provide for a more efficient operation. Short of onsite maintenance facilities, maintenance facilities within a very close proximity to the transportation center would suffice.

May we request that all communications relative to this project be directed to our Northwest District Manager, Mr. Roger Murphy, who is located at 290 Toland Street, in the City of San Francisco, California 94124, with copies to this office. Thank you for your interest in this very worthwhile project on behalf of the citizens of California, and for including Trailways as a potential user.

Sincerely,



L. R. Joyner
Regional Director of Operations

LRJ/mm
cc: Roger Murphy



2

Mr. Leo J. Trombatore
District Director of Transportation
District 3
Box 911
Marysville, Ca. 94901

As a followup to the recent meeting held in Sacramento, this is to advise that Greyhound Lines is in basic agreement with the plans for an intermodal facility as they have been developed thus far. It should be clearly understood, however, that:

1. Greyhound Lines can make no commitment with regard to continued or future participation in the project.
2. Greyhound Lines would reserve the right to request some modifications to the plans as the project is further developed.

As I stated at the meeting, in order for Greyhound to determine its continued interest in the project, it is necessary that we obtain certain information regarding cost considerations resulting from Greyhound's participation in the project, including estimated rental and any other cost factors. Until such information is received, we are simply in a position of advising that the pictures and plans which have been presented look good. When dollar figures are attached to those plans, they may not be so attractive.

Yours very truly,

~~V. J. Brown~~
~~Regional Director~~

1,157ED
FEB 8 '02

PISI 03-134350017-1032

(12)

Amtrak



December 8, 1981

Mr. John L. Allison, Chief
Planning Branch A
State of California
Department of Transportation
P.O. Box 911
Marysville, CA. 95901

Dear John:

This is to advise that Amtrak gives its qualified endorsements to your preliminary plans for traffic circulation and site location of the proposed Sacramento Inter-modal facility. Our concerns have been outlined in Fred Fielder's letter of December 2nd, copy attached, and you indicated in our meeting of December 4th these would be addressed.

We do wish to ensure adequate drop-off and pick-up facilities for our package express service.

Thank you.

Sincerely,

Arthur L. Lloyd

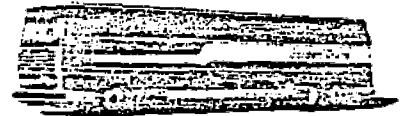
Arthur L. Lloyd, Director
Corporate Communications-
West

ALL/vlf
attachment

cc: Fred Fielder
John Malinowski



California Nevada *Golden Tours*



CHARTER BUS TOURS: CALIFORNIA AND NEVADA

1675 MILL STREET
POST OFFICE BOX 12610
RENO, NEVADA 89510
(702) 329-1147

252 KINGSBURY GRADE
POST OFFICE BOX 3853
STATELINE, NEVADA 89449
(702) 588-6688

2030 THIRD STREET
SAN FRANCISCO, CALIFORNIA 94107
(415) 488-4230

October 20, 1982

Doug Sibley
District III
Cal Trans
P.O. Box 911
Marysville, CA 95901

Dear Mr. Sibley:

This letter concerns the application recently submitted to Cal Trans seeking funding for the proposed Sacramento Transportation Center, under the Department's Inter Modal Facilities Program.

As an operator of bus service in Sacramento, and a prospective user of the proposed facility, Golden Tours is very interested in the terminal project.

We look forward to continuing our participation in the ongoing planning study for the proposed terminal and the development of an effective transportation facility in Sacramento.

Yours very truly,

ERNEST HELD
Secretary-Treasurer



Betty's TOURS



1000 E. MAIN ST.
SACRAMENTO, CA 95811
415-762-5630

October 20, 1982

Doug Sibley
District III
Cal Trans
P.O. Box 911
Marysville, CA 95901

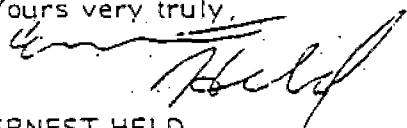
Dear Mr. Sibley:

This letter concerns the application recently submitted to Cal Trans seeking funding for the proposed Sacramento Transportation Center, under the Department's Inter Modal Facilities Program.

As an operator of both tours and charter bus programs in Sacramento, and a prospective user of the proposed facility, Betty's Tours is very supportive of the terminal project.

We look forward to continuing our participation in the ongoing planning study for the proposed terminal and the development of an effective transportation facility in Sacramento.

Yours very truly,


ERNEST HELD
Secretary-Treasurer

MEMORANDUM OF AGREEMENT

This MEMORANDUM OF AGREEMENT between Southern Pacific and the Redevelopment Agency of the City of Sacramento, dated 1982, subject to conditions, represents agreements in principle regarding the proposed development of the Sacramento Southern Pacific Railroad terminal and adjacent lands. It will form the basis of final negotiations and a development agreement.

Project Concept

The project is a joint private/public development of approximately 39 acres on the present site of the Sacramento Southern Pacific terminal. The project would include the public purchase of approximately 10.124 acres for a multi-modal transportation facility and 1.675 acres for bus storage. The remaining acreage would remain in private ownership and be developed for various commercial and office uses. See attached Site Plan.

Southern Pacific agrees:

1. To participate in the joint funding (up to a maximum of \$5,000) and hiring of an independent qualified appraiser acceptable to both parties to appraise two parcels of land. One parcel is approximately 10.124 acres and the other is 1.675. The results of this appraisal will assist in determining the final amount acceptable to both parties.
2. To clear the properties identified in Item 1 above of all unnecessary track, structures and facilities at Southern Pacific expense.
3. To remove and relocate track as described on Southern Pacific Drawing S-2571, as revised April 12, 1982, at Southern Pacific expense.
4. To relocate Southern Pacific facilities, personnel and employee parking outside of the project area at Southern Pacific expense.
5. To dedicate right-of-way for street improvements and to construct or contribute funds for joint construction of street improvements where Southern Pacific is the abutting property owner.
6. To participate in the joint funding and preparation of a Redevelopment Plan at an estimated cost of \$25,000 to Southern Pacific.
7. To jointly participate in a final Development Agreement.

The Agency agrees:

1. To be responsible, with the financial participation and cooperation of the State of California Department of Transportation, for the development of the Sacramento Transportation Center project.

2. To construct street improvements where it is the abutting developer.
3. To construct or contribute funds for construction of an under-crossing under the proposed relocated Southern Pacific main-line tracks and adjacent track and to reconstruct rail passenger loading platforms.
4. To work with the inter-City bus carriers on a bus maintenance facility.
5. To pledge \$2.75 million in City Community Development Block Grant (CDBG) funds (previously approved by the Agency) as a loan to this project to be repaid by future tax increments from the project area. To request a State loan of \$800,000 to be repaid with future tax increment funds from the project area.
6. To jointly fund (\$25,000) and prepare the Redevelopment Plan for the project with input from Southern Pacific.
7. To seek project funding from public sources.
8. To prepare an Owner Participation Agreement.
9. To prepare a final Development Agreement.
10. To participate in the joint funding (up to a maximum of \$5,000) and having an independent qualified appraiser acceptable to both parties to appraise two parcels of land. One parcel is approximately 10.124 acres and the other is 1.675. The results of this appraisal will assist in determining the final amount acceptable to both parties.

Conditions

This AGREEMENT is subject to approval of a grant application to be made by the Agency to the State of California for funds to carry out this project and approved agreements with the transportation carriers.

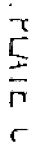
SOUTHERN PACIFIC COMPANY

REDEVELOPMENT AGENCY OF THE
CITY OF SACRAMENTO

Date _____

Date _____

(78)



47

Southern Pacific Land Company

Southern Pacific Building • One Market Plaza • San Francisco, California 94105 • (415) 541-1000

REAL ESTATE

S. A. SUTPIN
VICE PRESIDENT AND GENERAL MANAGER
R. E. MESICK
ASSISTANT TO VICE PRESIDENT
C. W. JOHNSON
O. L. OSNESS
ASSISTANTS TO GENERAL MANAGER, REAL ESTATE

October 27, 1982

IN REPLY PLEASE REFER TO

Sacramento-Redev.-GE-7

Mr. Leo T. Goto
Director of Community Development
Sacramento Housing & Redevelopment Agency
P. O. Box 1834
Sacramento, CA 95809

Dear Mr. Goto:

Please refer to my letter of October 13, 1982, and your subsequent conversations with my staff concerning the Agency's interest in a portion of Southern Pacific Transportation Company's depot property for a transportation center in Sacramento.

Provided overall cost will not exceed \$10,000, Southern Pacific Transportation Company agrees to split cost on an updated appraisal by Mr. Art Gimmy. This new appraisal is requested in the spirit of cooperation with the understanding that results will be forthcoming in a timely manner. Further, it is understood that neither party is to be bound by figures produced by said appraisal.

As stated in my letter of October 13, 1982, as to the other items in the Memorandum of Agreement in your letter of October 6, believe that we are in substantial agreement as they are in line with earlier negotiations and discussions.

Of course, consent to these items would be subject to formal approval by Southern Pacific Transportation Company management. Should you have further questions regarding this matter, please contact Mr. W. B. Curtis of my staff who can be reached at (415) 541-2375.

Very truly yours,

R. E. Mesick

RLG:mr

Division of Mass Transportation
Intermodal Facilities Program
Project Synopsis

Applicant: Redevelopment Agency of the City of Sacramento and
Caltrans, District 3.

Proposed Project:

A new, multi-level intermodal facility to serve Amtrak, Greyhound,
Trailways, Amador Stage, California-Nevada Golden Tours, Sacramento
Regional Transit, and possibly others. New structure is to provide
needed enlarged facilities for intercity bus carriers and a more
efficient facility for Amtrak.

Proposed Funding:

		<u>Source</u>	<u>Percentage of Total Project Cost</u>
State	\$12,700,000	Intermodal grant **	70.3%
	300,000	Intermodal loan	
Local	2,750,000	City of Sacramento ***	19.7%
	\$ 3,550,000	None	0
Federal*	1,800,000	Southern Pacific	10%
	Unknown	Greyhound/Trailways	Unknown
Other (identify)	Unknown	Joint Developer	Unknown
Total		\$18,050,000 ****	100%

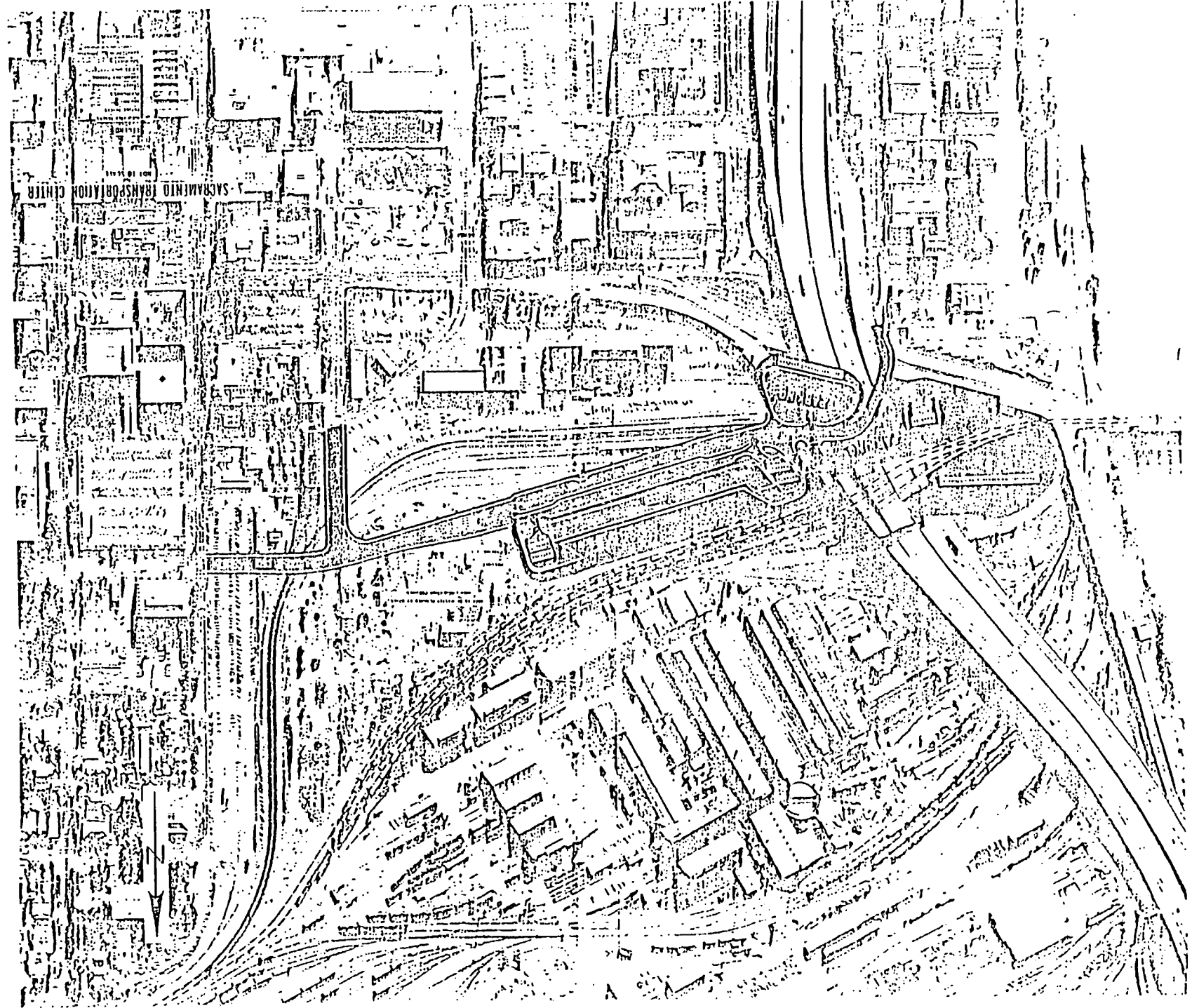
Proposed Schedule:

	<u>Begin</u>	<u>Complete</u>
Site Selection		Dec 81
Site Acquisition (if necessary)	Jan 82	Nov 82
Plans, Specs., & Est. (Phased)	Dec 82	Mar 84
Construction (Phased)	Jun 84	Apr 86

*Include status of application. ** Includes \$1,000,000 previously funded.

*** Includes repayment of \$600,000 loan

**** Does not include joint development of restaurant and other related facilities.



INTERMODAL FACILITIES PROGRAM
PROJECT APPLICATION

APPLICANT

Agency Name: The Redevelopment Agency of the City of Sacramento and Caltrans, District 3.

Contact Person: Bruce Pope (Redev.-Sac) Title: Senior Planner
John Allison (Caltrans) Title: Chief, Planning Br. A
Phone Number: (916) 440-1315
(916) 674-4536

PROPOSED PROJECT

Title: Sacramento Transportation Center

Application for: Construction \$12,500,000
Planning Ø

Precise location (attach detailed map and describe proposed site):
200 ft North of current SP/Amtrak Station; on a proposed extension
of G Street near 2nd Street proposed extension; on site of old
Central Pacific passenger station.

PROJECT DESCRIPTION

Describe in detail the proposed project:

A new multi-level structure is being designed to accommodate Amtrak,
Greyhound, Trailways, Amador Stage, California-Nevada Golden Tours,
Regional Transit and possibly other operators. The project will aid
in the development of Southern Pacific property in downtown Sacramento.

(See attachment)

If an existing facility:

Present owner of facility: NA

Operator of facility: _____

FACILITY PURPOSE

Define the transportation problem which the proposed facility will help remedy. Quantify where possible.

Currently the Amtrak, Greyhound, Trailways, and Cal-Nev Golden Tours terminals are in four separate facilities. Greyhound's depot is cramped for current passenger loads, package express, and bus storage, as well as having awkward bus access and egress. Trailways is not satisfied with its depot with regards to both size and location. Cal-Nev Golden Tours wants to move from NE Sacramento facility. Southern Pacific wants to develop its properties adjacent to the downtown area and move its Amtrak stop to the edge of its development plans. SP doesn't want to renovate the existing building because it precluded more intensive development. The bus operators stated that renovation would not provide adequate passenger boarding space nor provide efficient pedestrian or vehicle circulation.

Define how the proposed facility will help to remedy the problem. Quantify where possible.

The proposed structure which has been endorsed by all major participants will provide modern, expanded facilities in a single convenient downtown location, as well as provide an attractive entrance to the State's Capital City. This project will also keep the Amtrak station close to the downtown area. The project retains current excellent accessibility to the State Rail Museum and Old Sacramento State Historic Park. The project would also remove intercity buses from the most congested portion of the Central Business District. Greyhound buses frequently are backed onto city streets during the afternoon peak awaiting access to their terminal.

MODES TO BE SERVED (identify by name):

	<u>Number of Current Patrons by Mode Specified</u>	<u>Estimated Patronage Increase Following Project Completion</u>
<u>Rail</u>		
Amtrak	250/day	100/day
Other (specify)		
Sac Transit Dev. Agency	designed to accommodate	future light rail.
<u>Intercity Bus Service (specify)</u>		
Grayhound, Trailways	10,000-12,000/day	2,000/day
Amador, Calif-Nev. Golden Tours		
<u>Local Bus Service (specify)</u>		
Sac Regional Transit	Not applicable	160 buses/day
<u>Bicycle</u>		
	Unknown	15-20
<u>Taxi Service (specify)</u>		
11 companies plus independents (recent local deregulation)	Not available	
<u>Airport Limousine(s) (specify)</u>		
Yellow cab (franchise)	Not available	
<u>Automobile</u>		
	36 spaces	262 spaces
<u>Other (specify)</u>		
Proposed car rental offices	Not available	
Designed to accommodate future possible heliport		

ADDITIONAL TRANSPORTATION BENEFITS

Check which of the following features are to be included:

<input checked="" type="checkbox"/> Shelters	<input checked="" type="checkbox"/> Landscaping	<input checked="" type="checkbox"/> Information Signs
<input checked="" type="checkbox"/> Enclosed Structure	<input checked="" type="checkbox"/> Ticket/Information Booth	<input checked="" type="checkbox"/> Bike Racks/Lockers
<input checked="" type="checkbox"/> Telephones	<input checked="" type="checkbox"/> Vending Machines	<input checked="" type="checkbox"/> Rest Rooms
<input checked="" type="checkbox"/> Lighting		<input checked="" type="checkbox"/> Benches
<input type="checkbox"/> Others (explain)		

Describe: The multi-level structure will house ticketing, package express, waiting rooms, and administrative offices for Amtrak, Greyhound, Trailways, and Calif-Nevada Golden Tours. A separate one-way taxi/auto drop off will be located in front on the ground level. Intercity bus loading will be located on the lower level. Pedestrian ramps will connect the depot with Amtrak platforms and parking, eliminating conflict with intercity bus movements. Restaurant and additional administrative offices will be found on the third level.

Indicate the improved ease of transfer over existing service:

Intercity public transportation will be located in one modern convenient downtown location. Greyhound's current facility holds 16 buses while 25 buses arrive during the afternoon peak. New depot will eliminate current street congestion due to elimination of buses backed up on downtown city streets. Package express operations of participating carriers will be considerably improved.

JOINT DEVELOPMENT

Yes ☒

No ☐

If yes, briefly explain nature of joint development, including joint developer's identity; indicate lead agency, proposed land use, type and amount of space, number of units and proposed respective responsibilities of involved parties.

The Redevelopment Agency of the City of Sacramento is the lead agency. Caltrans is preparing preliminary PS&E on a reimbursable basis. Southern Pacific will make right of way improvements where it is the adjoining property owner. The City will develop the project site and transfer the project to the State when completed. Restaurant facilities are expected to be included through joint development.

CURRENT USE

<u>Mode</u>	<u>No. of Routes</u>	<u>No. of Schedules (Service Frequency)</u>	<u>No. of Parking Spaces</u>
Rail			
Amtrak	<u>3</u>	<u>6/day</u>	
Other (specify)	<u> </u>	<u> </u>	
Amtrak bus	<u>2</u>	<u>6/day</u>	
Intercity Bus Service (specify)			
Greyhound, Trailways	<u>150</u>	<u>300 buses/day</u>	
Amador, Calif-Nev Golden Tours	<u> </u>	<u> </u>	
Local Bus Service (specify)			
Sacramento Regional Transit	<u>N/A</u>	<u>160 buses/day</u>	
Bicycle			<u>None</u>
Taxi Service (specify)			
At least 11 companies plus independents since recent local deregulation	<u> </u>	<u> </u>	
Airport Limousine(s)			
Yellow cab (Franchise)	<u>1</u>	<u>every 1/2 hour 5:30 am-10:00 pm</u>	
Automobile			<u>36</u>
Park and Ride			<u>N/A</u>
Other (specify)			
Other bus companies possible following deregulation			
numerous paratransit providers	<u> </u>	<u> </u>	

PROPOSED PROJECT COSTS AND REVENUES (1982 dollars)

Costs

<u>Item</u>	<u>Requested State Intermodal Funds</u>	<u>Other Funds: Source/Amount</u>	<u>Evidence of Commitment of Non-Intermodal Funds</u>
Planning and site selection, EIR/EIS, etc.		\$1,000,000	Funded contracts 64-577 & 64-768
Design (A/E)			Contract 64-768 is being amended to reflect city's commitment
Site Acquisition	\$800,000 (loan)	\$ 800,000 (Loan repayment)	
Construction	\$11,700,000		
Right of way Improvements		\$2,750,000 (C80G)	
Other (specify)		\$1,800,000	Tentative Agreement
Maintenance/Storage		Unk/Greyhound Trailways	Strong verbal commitment
TOTAL PROJECT	\$11,700,000 Grant	\$5,550,000	\$17,250,000
COST	+ \$ 800,000 loan	+ \$ 300,000 loan repay	+ \$ 800,000 loan
	\$12,500,000	\$6,350,000	\$18,050,000

Revenues

<u>Item</u>	<u>Estimated Annual Revenue</u>	<u>Revenue Source (Specify)</u>
Advertising	T80	
Concessions	\$ 30,000	Restaurant, etc.
Parking Fees	T30	users
Leases	\$442,000	Carriers/concessionaires
Carrier Use Fees	6,000	Carriers
Other (specify)	170,000	Carriers
Bus Departure/day		
TOTAL ANNUAL REVENUE	\$648,000	

FACILITY MAINTENANCE AND OPERATING COSTS

<u>Source (Specify)</u>	<u>Estimated Annual Cost</u>
Administration/Security/Utility/Repairs	\$167,000
Custodial	
Inside	\$ 42,000
Outside/P. Lot Maintenance/Landscape	\$104,400
Landscaping	
Replacement/Repairs	
Utility Costs	
Security	
Supplies	
Parking Lot Maintenance	
Other (specify)	
Total Inside Maintenance and Operating Cost (by sq. ft.)	.30 monthly
Total Outside Maintenance and Operating Cost (by sq. ft.)	.04 monthly
TOTAL ANNUAL MAINTENANCE AND OPERATING COSTS	\$313,400

PROPOSED PROJECT SCHEDULE

<u>Task</u>	<u>Completed (date)</u>	<u>Not Needed (Why?)</u>	<u>Time Needed to Accomplish</u>	<u>Scheduled Completion Date</u>
Feasibility Study	Dec 81			
Site Location Study	Dec 81			
Site Selected	Dec 81			
EIR/EIS Clearances				DEIR Nov 82 FEIR Jan 83
Site Acquired				Nov 83
Design (A/E) (Phased)				Dec 83
Construction (Phased)			22 months	May 84-Apr 86

RAIL CLEARANCE STATUS

If application is a planning project, has Amtrak been notified of proposals? Yes _____ Explain _____

No _____

N/A

If application is a construction project, has Amtrak reviewed the new project? Yes X Explain _____

No _____

(Review by Amtrak is required prior to Final Evaluation and inclusion on recommendation list.)

See Attached letter.

NEW SERVICE (All Modes)

If application is proposing new service, has interest and commitment been made by carrier to provide such service?

Yes _____ Explain _____

No X

Note: The project has been designed to accommodate future light rail transit and helicopter service. The Sacramento Transit Development Agency which is managing the development and construction of light rail has placed a high priority on a direct light rail connection following initial construction (see attached resolution). Caltrans, Division of Aeronautics, approved the site for a roof-top heliport.

ENVIRONMENTAL CLEARANCE STATUS

Actual or Estimated Completion Date

Categorical Exemption

Other Exemption (cite)

Negative Declaration

Draft EIR/EIS

Final EIR/EIS

Certification of EIR

Notice of Determination Filed

Notice of Exemption Filed

Are other local, regional, state, or federal clearances necessary?

Yes ☒ No ☐

If yes, describe type of clearance and estimated approval date:

Project needs to be formally recognized as a Redevelopment Agency

Project to be completed prior to site acquisition.

RIR Status

Is the project in the RIR? Yes ☒ No ☐
If yes, describe cost, fund source and year programmed:

If no, when do you plan to amend the RIR? Explain.

See attached - RIR will be amended when site acquisition agreements

have been executed.

All projects must be in RIR before they may be funded.

Please furnish:

Assurance form (if needed)

Project Synopses

Resolutions (if any)

Letters of support

SACRAMENTO TRANSPORTATION CENTER

Applicant: The Redevelopment Agency of the City of Sacramento
and Caltrans, District 3.

Presenters: Leo Goto - SHRA

John Allison - District 3

Duane Thomson - Office of Structures Design

1. The Number of Modes Interfaced:

- 6 rail passenger trains
- 4 Intercity bus carriers (300 buses/day) (10-12,000 passengers/day)
- Airport limousine (21 trips/day)
- 11 independent taxi companies
- Sacramento Regional Transit (160 buses/day)
- Bicycles (15-20/day)
- Amtrak dedicated buses (4/day)
- Automobiles
- Pedestrians

2. The Number of Public Transportation Carriers:

- Greyhound
- Trailways
- Allen Transportation
- California Golden Tours
- Amtrak Trains
- Yellow Cab Airport Limousine
- Amtrak Buses

3. Degree of Commitment by Public Transportation Carriers:

All carriers have expressed written interest

4. Shows Potential for Passenger-User Increase Over Existing Conditions:

Numerical and Percent Increase

Trains 100/day, increase +40%

Intercity Bus 2,000/day, increase +15%

5. Shows a Lower Dollar Amount for Capital, Maintenance, and Operating Costs per Portion:

Total Project Cost \$18,050,000 \div 14,350x365 days=\$3.45/patron

Annual Revenue \$648,000* \div 14,350x365 = \$0.12/patron

Annual Maintenance & Operating Cost 313,400 \div 14,350 x 365 = \$.06/patron

Projected Patronage - 14,350

* Does not include ticket or fare revenue

6. Shows Promise of Improving the Ease of Transfer between Modes. Present Conditions:

Amtrak - Greyhound 5 blocks

Amtrak - Trailways 7 blocks

Greyhound - Trailways 3 blocks

No Airport Limousine Service

No Bicycle Lockers

Proposed facility will provide convenient transfer between all modes serving new transportation center.

7. Improvements to Social and Environmental Conditions:

Air Quality -

The air quality impacts of the project will be limited to a redistribution of emissions.. The project will not result in any significant net change in emissions.

Energy Efficiency -

Since engineering specifications have not been drawn up yet for the project, it is not possible to calculate the amount of gas and electricity to be consumed. By eliminating travel between modal facilities, public transit patronage will be increased and petroleum use reduced.

Traffic Congestion -

Project will eliminate current congestion of buses around Greyhound terminal. The proposed circulation system will improve flow of traffic around Center over that of present facilities.

Neighborhood Environment -

The proposed project will not directly affect the population of Alkali Flat or adjoining portions of the Central Business. Circulation for the project will not be routed through any primarily residential areas.

The proposed project will not affect the housing stock or housing conditions of adjoining neighborhoods.

Community and Regional Land Use and Development Patterns -

Land Uses Surrounding the Site Include:

- . SP yard and shops, and the City filtration plant to the North.
- . Vacant SP property, the Alkali Flat neighborhood, and County office/parking complex to the east.
- . The historic SP depot and the core area commercial retail centers to the south.
- . The Sacramento River and historic Old Sacramento to the west/southwest.

On-site changes in land use include locating a train station north of the existing depot and development of a multi-modal transportation center on property now used for train switching and repair, auto parking, and vacant. This change or actual expansion in land use on the site is determined to have a less than significant land use impact.

Other Considerations -

History and Archaeology

A portion of the SP shop yards cover the former historic site of China Slough. Existing structures on the site proposed for removal include the SP hospital and some SP shop buildings. None of these structures is currently designated as historic by any Governmental agency.

The proposed site is also adjacent to the Southern Pacific Depot and the Old Sacramento Historic District, which are listed on the Federal Register of historic places as well as California landmarks.

Any structures removed will be documented with reports, drawings, and photographs prior to demolition. State Historic Preservation Officer is presently doing this work.

8. Other Considerations:

The construction of a new multi-modal terminal in Sacramento will greatly improve the intermodal transfer of passengers and provide an attractive entrance to the State Capitol. The State Rail Museum and Old Sacramento State Historic Park will also be very conveniently served. SP has indicated that without the Transportation Center, they will relocate Amtrak out of the present terminal to the periphery of their area and redevelop the rest of their land.

SECTION B

9. Degree of Funding Commitment

All funding (other than intermodal) available & committed.

10. Use of Non-State Funds

City of Sacramento	\$2,750,000	
	<u>+800,000</u> loan	19.7%
	\$3,550,000	
S.P.	<u>\$1,800,000</u>	<u>10%</u>
Total local funds	\$5,350,000	29.7%

11. Year Construction can Begin

Fiscal Year 1983-84

12. Status of Environmental Clearance

Study in progress, not yet environmentally clear

DEIR - November, 1982

FEIR - January, 1983

13. Status of Site Selection

Site has been selected

14. Status of Acquisition

Negotiations under way to acquire

Southern Pacific has agreed to an independent appraisal to set the value of the property to complete final negotiations on property jointly funded by S.P. and SHRA.

15. Completion of Local Regional and State Approvals

- All approvals complete, except EIR

16. Percent of Operating Costs Covered by Revenue

Operating Costs \$313,400

Revenue \$648,000.

207%

PROPERTY ACQUISITION	PSM	STATE REVIEW / APPROVAL	ADVERTISE AND AWARD CONTRACT	CONSTRUCTION	OCCUPY
JULY 1982					
AUG 1982					
SEPT 1982					
OCT 1982					
NOV 1982					
DEC 1982					
JAN 1983					
FEB 1983					
MAR 1983					
APRIL 1983					
MAY 1983					
JUNE 1983					
JULY 1983					
AUG 1983					
SEPT 1983					
OCT 1983					
NOV 1983					
DEC 1983					
JAN 1984					
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MAR 1986					
APRIL 1986					
MAY 1986					
JUNE 1986					
JULY 1986					
AUG 1986					
SEPT 1986					
OCT 1986					
NOV 1986					
DEC 1986					
JAN 1987					
FEB 1987					
MAR 1987					
APR 1987					
MAY 1987					
JUNE 1987					

PROJECT DEVELOPMENT TIME TABLE

RESOLUTION
OF THE SACRAMENTO TRANSIT DEVELOPMENT AGENCY

WHEREAS, the route for the light rail transit, as adopted on the 11th day of January, 1982, provides excellent transfer opportunity between LRT and the intercity bus lines operating out of the Greyhound and Trailways Stations;

WHEREAS, the initial LRT line will not directly serve the current AMTRAK Station nor will it directly serve the new multimodal station location northwest of the AMTRAK Station;

WHEREAS, intercity rail and bus service is most effective when it is given good transfer facilities between intercity and intra-urban transit;

WHEREAS, studies of a multimodal terminal for Sacramento are under way;

NOW THEREFORE it is resolved that:

1. Direct convenient transfers between intercity transit and LRT is an important element in making efficient utilization of each of these systems.
2. Planning for the Sacramento multimodal terminal and the starter LRT system should place a high priority on provisions for a direct or time transfer to LRT when the system becomes operational.

3. Planning for additions to the LRT system should place high priority upon making direct connections with the Sacramento multimodal terminal.

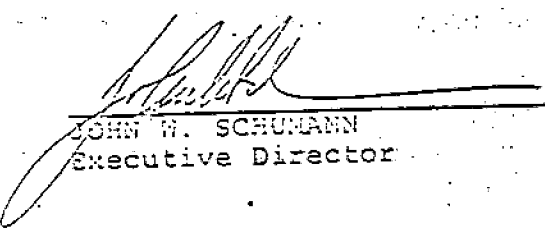
PASSED AND ADOPTED this 11th day of January of 1982, by the following vote of the Governing Board:

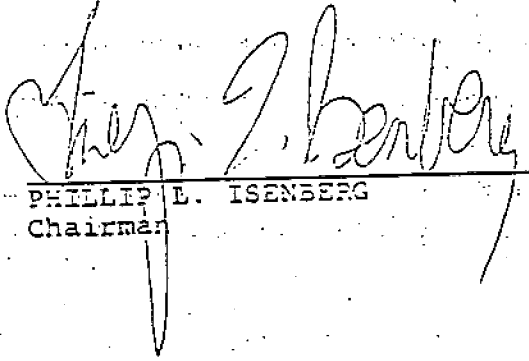
AYES: 6

NAYS: 0

ABSENT: 1

ATTEST:


JOHN W. SCHUMANN
Executive Director


PHILLIP L. ISENBERG
Chairman



Modern Transit Society of Sacramento
P.O. Box 981 Sacramento, CA 95805 (916) 482-5193

July 30, 1982

- OFFICERS**
Robert O. Goodier
President
Wayne Hultgren
Vice President
Richard H. Rodda
Secretary
Roy Gabriel
Treasurer
DIRECTORS
Latre Agrusa
A. Bull
Derek Casady
Bob Coler
Edith Oarknell
Howard Evanson
Jim Feeney
Dolma Godt
Jane Hagedorn
John Lamare
Lert Mekemson

Dr. Ivan Hinderaker
Chairman
943 Goldenrod Avenue
Corona Del Mar, California 92635

Dear Dr. Hinderaker,

On behalf of the Board of Directors of the Modern Transit Society of Sacramento, I am writing to express our concern to you about funding allocations in the recently adopted State Transportation Improvement Program.

We appreciate the fact that the CTC has recognized the value of the 19-mile Sacramento light rail project now underway, by allocating \$2.4 million in 1981-82 toward its completion, and has indicated a commitment to complete the project. Nevertheless, we are concerned that the Commission's decision to reduce the total Prop. 5 guideway program by \$91 million will have a long-term negative impact on any expansion of that system.

The success of LRT in San Diego has stimulated interest in this mode throughout the state; applications for other LRT projects are sure to result in heavy competition between a number of cities with worthy projects. If the total amount of money available is reduced, Sacramento's chances of obtaining more funding to expand our system here will be seriously limited. Yet the full value of this initial portion will only be realized when the system is expanded to provide service along the three major corridors of the city.

Further, we are concerned that the Commission apparently views local LRT projects as competing with intercity rail for the same funds. (Your recent speech to the Southern California Transportation Action Committee makes this very clear.) The Modern Transit Society believes that local and intercity rail should be seen as complementary services.

In order to achieve the long-term goals of energy conservation and environmental protection, we believe that the Commission and the Department of Transportation must work toward the development of a linked system of local, regional and intercity rail services. It is clear that improved access to each of these will tend to increase usage of the others.

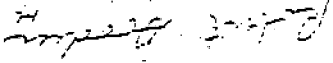
"Continued"

Dr. Ivan Hinderaker
Page 2
July 30, 1982

For similar reasons, we are also concerned about the Commission's decision to remove the Sacramento Transportation Center Intermodal project from the STIP. Such an intermodal center is of course crucial to the development of a linked transit system.

We hope that you will consider the impact your present funding allocations will have on future improvements in transit services. We strongly urge you to restore the \$91 million to the STIP's Guideway Program.

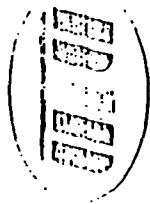
Sincerely,



Robert Goodier, President
Modern Transit Society

RG:rz

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201 WEST STREET
SUITE 501
SACRAMENTO
CALIFORNIA 95814
(415) 441-1051

**UNITED
TRANSPORTATION
UNION**

J. L. (Jim) Evans
Director
J. P. Jones
Asst. Director

CALIFORNIA STATE LEGISLATIVE BOARD, AFL-CIO

July 20, 1982

Dr. Ivan Hinderaker
Chairman
California Transportation Commission
943 Goldenrod Avenue
Corona Del Mar, California 92615

Dear Dr. Hinderaker:

I am writing to you at this time on behalf of our 13,000 members here in California who are employers of all railroads within the State of California, in addition to a variety of transit and private bus companies within the state, to ask that you reconsider your recent action in the dropping of the Sacramento Transportation Center Intermodal Improvement Program (STIP) and to restore the deleted \$91 million dollars to the Proposition 5 guideway program.

Our organization feels that you should reconsider your action of the dropping of the Sacramento Transportation Center Intermodal project from the STIP because of the massive assistance and service this intermodal facility will be to both the residents in Sacramento and to the traveling public into and out of the Sacramento area. Indeed, the Sacramento intermodal facility could become a model for other locations within the state as follows: for the funding and construction of the same type of intermodal facility which California's capital city would have.

To allow for the creation of an intermodal facility, the type of which is proposed for Sacramento, would in fact, in the estimation of our organization, become the focal point and guiding reference for other local entities and communities within California who may wish to have this same type of intermodal facility in their location.

At a time when Sacramento has just recently benefited from the inauguration of the Spirit of California train service, coupled with the added benefit of the re-route of the Coast Starlight through Sacramento, the abandonment by your Commission of the Sacramento Transportation Intermodal project from the STIP is, in the opinion of our organization, ill-timed and should be reconsidered and reversed.

Dr. Ivan Hinderaaker
July 29, 1992
page two

Additionally, insofar as the deletion of the \$91 million dollars from the Proposition 5 guideway program is concerned, our organization feels that this action by your Commission would put such a tremendous pressure and strain on the reduced TP&D account that a sure crisis in the immediate future will be forthcoming unless this money is restored. While more and more of the TP&D account is being utilized for functions which are not directly related to transportation/your Commission's removal of \$91 million dollars from the guideway program for purposes that the TP&D account was originally constructed for is also ill-timed and should be reconsidered and reversed.

In conclusion, I would like to again simply restate the fact that our organization feels your Commission should reverse its decision to drop the Sacramento Transportation Center intermodal project from the recently adopted STIP and to additionally reverse its actions on deleting \$91 million dollars from the Proposition 5 guideway program.

Very sincerely,

J. L. (Jim) Evans
State Legislative Director

ULB/Kh

cc: The Honorable John Foran
The Honorable Bruce Young
Mr. Michael P. Evanhoe, Executive Director
California Transportation Commission
Mrs. Adriana Ganturco, Director,
Department of Transportation
Mr. Leo J. Trombatore, District Director,
Caltrans
Mr. John L. Allison, Chief,
Department of Transportation

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JULY 23, 1982

Dr. Ivan Hinderaker, Chairman
California Transportation Commission
1120 "N" Street
Sacramento, CA. 95814

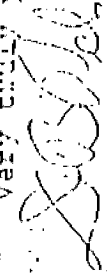
Dear Dr. Hinderaker:

We have recently learned that the California Transportation Commission has dropped the Sacramento Transportation Center Intermodal Project from the State Transportation Improvement Program. I would urge you to reconsider this decision in view of the need to maintain an adequate balanced transportation system for the State.

As you know, the City of Davis will be constructing a much improved intermodal facility at the Amtrak Station in Davis. The desired result of these improvements is an increase in the use of Amtrak and other public transportation facilities by the public. The proposed Sacramento Transportation Center would complement efforts being made in Davis to improve the image of public transportation systems in the State.

State participation is necessary if local agencies are to enhance their transportation systems, and we encourage your reconsideration of the Sacramento project for our region.

Very truly yours,


DAVID B. PEITZ
Public Works Director

DSP:WLS

cc: Mr. John Allison, Department of Transportation

This same letter was also addressed
to Mrs. Carole Onorato, P. O. Box 2057
Olympic Valley, California 95730

Mr. Tolson	_____	Mr. Casper	_____
Mr. DeLoach	_____	Mr. Callahan	_____
Mr. Mohr	_____	Mr. Felt	_____
Mr. Bishop	_____	Mr. Rosen	_____
Mr. Casper	_____	Mr. Sullivan	_____
Mr. Callahan	_____	Mr. Tavel	_____
Mr. Conrad	_____	Mr. Trotter	_____
Mr. Felt	_____	Mr. Tele. Room	_____
Mr. Gale	_____	Mr. Holmes	_____
Mr. Rosen	_____	Miss Gandy	_____
Mr. Sullivan	_____		
Mr. Tavel	_____		
Mr. Trotter	_____		
Mr. Tele. Room	_____		
Mr. Holmes	_____		
Miss Gandy	_____		

LISTED JUL 27 '82

Richard DeGarmo
22 Highland Circle
Chico, California 95925

July 11, 1979

Mr. Ivan Winiewski, Chairman
California Transportation Commission
927 Goldenway Avenue
Corona Del Mar, California, 92625

Dear Mr. Winiewski:

I am writing to you to urge you to reconsider your dropping of the Sacramento Transportation Center Intermodal Project from your recently adopted State Transportation Improvement Program. I am asking you to restore the listed 93 million in funds to the Protection & Sustainway program, thus taking off the pressure on the reduced transportation planning and Development account.

You may wonder what a person in Chico is doing in writing you. Sacramento in the coming years will be one of the busiest hubs in rail-passenger service in California. Already, with the speeding of the Spirit of California and the re-routing of the Coast Starlight, Sacramento has increased its passenger traffic substantially.

The future for Sacramento is bright; but these funds are needed. I know money is tight and I am just one more person writing to you to ask you to allocate this money for the intermodal project. We must see the future as it really is. Our interstates are deteriorating rapidly and in my opinion, rail passenger travel is going to be the mode of the future. With the approval of Sacramento's Light Rail line, the building of the intermodal terminal is a necessity.

On July 25, 1978, I recently signed a proposal, available to you, for funds available to Cal Trans have been reduced by one-third. In my opinion, if the Sacramento area is to grow, it must be served by an efficient intermodal depot.

There are plans in the office to add new services from existing to San Jose and other rail projects, which will only add to the strain on the present intermodal facility. In addition, there are existing outlying areas which are located in the immediate vicinity of the city and not have to travel through the city to reach the city.

I would ask you please reconsider your position on the allocation of these funds and to re-evaluate the intermodal project in the city plan.

Sincerely,
Richard DeGarmo

Richard DeGarmo
22 Highland Circle
Chico, California 95925

Memorandum

To: Ron Herbold
Deputy Director
Planning & Programming

Date: January 10, 1982

File No.:

Subject: Sacramento Intermodal
Transportation Facility

From: DEPARTMENT OF TRANSPORTATION
Division of Transportation Planning

ANN BARNLEY, Chief

Issue:

Should Caltrans support the development of the Sacramento Intermodal Transportation Center at the proposed location.

Recommendation:

Caltrans should support the development of the Sacramento Intermodal Transportation Center at the proposed location subject to the following conditions:

- A commitment is made by the Sacramento Transit Development Agency (STDA) that when the Transportation Center is built, the Light Rail Transit (LRT) will be extended to connect directly to it.
- Development of the LRT is recognized as the higher priority project, and any State or Federal funding of the Transportation Center should not jeopardize the LRT development.
- Financing of the project shall include contributions from the Southern Pacific Transportation Company.

Background:

The attached December 13, 1981 memo provides background information on the development of a Sacramento Intermodal Transportation Center to integrate SP/Amtrak, Greyhound, Trailways, Regional Transit (RT) and other local transit operations.

Preliminary designs and cost estimates for the center to be located in a new terminal northwest of the present Amtrak Station have been completed by District 03 and reviewed by participants. The design includes a traffic circulation plan and schematic of the facility showing the building design with location of operators.

For Record
Page 2
January 20, 1982

A Draft Environmental Impact Report (DEIR) should be completed by the Sacramento Area Council of Governments (SACOG) by February 1, 1982.

Total estimated cost (1982 dollars) is \$17.6 million (\$6.6 million for transit-of-way; \$3.2 million for street and parking improvements) and \$7.7 million for construction of the terminal building.)

On December 29, 1981 the Sacramento Housing and Redevelopment Agency (SHRA) and Caltrans' District 03 met with transit operators to determine what commitments could be made by operators to justify continuing the project. The operators appeared to agree with the plans in concept but were unwilling to make any commitment until individual operator costs and sources of funding are known.

In late January, the SHRA must recommend to the City Council either to continue the project with the development of detailed drawings and cost estimates and completion of preliminary engineering and leasing negotiations with operators, or to drop the project. SHRA is attempting to negotiate with SP to determine the possibilities for land acquisition. If an agreement can be reached with SP, the preferred a land swap, SHRA will develop a work schedule for the next project phase and recommend to the City Council that the project should proceed. Without an agreement with SP it is unlikely that SHRA management will recommend continuing the project.

Discussion and Actions Required:

None of the transit operators are willing to make a commitment to the project without knowing more precisely what costs will be. Each participant appears to be awaiting estimated contributions by others before they will make any solid commitment to the project, either to participate or to provide funds.

It appears that Caltrans will need to be a driving force in development of the Center is to continue. If we are to support the project, the following steps should be taken:

Interrole of SHRA with the Transcooperation Center

The proposed LRT route will leave a six-block gap between LRT and the proposed Transcooperation Center site. The SHRA Board has approved a resolution recognizing the need for convenient transfer between intercity transit and LRT and placing high priority on planning for provisions of direct or time transfer. The resolution also places a high priority upon making direct connections with the Transcooperation Center when planning for solutions to the LRT system.

Several route locations from the initial LRT line and the future extended southern extension are possible. The proposed LRT shows various combinations of routes that could be considered to

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Bob Herbold

Page 3

January 20, 1982

connect either with the adopted LRT route or with the LRT "Freepore" extension. An extension of the initial LRT line to provide a loop connection to the Transportation Center would cost roughly \$3 million to \$3.5 million (1982 dollars) exclusive of right-of-way, vehicles and major structures. Costs are estimated to be minimal to abandon superseded portions of the loop connection if later modification is needed to accommodate the "Freepore" extension.

The STCA Board should be asked to issue a Statement of Intent to provide direct interface of the LRT with the Transportation Center, when constructed.

Before the Board will consider a commitment to the direct connection, it is likely they will request a study to determine additional system users.

Financial Plan Development

A financial plan covering both capital and operating costs should be developed considering contributions from local, State, Federal, and private sources. Costs of facilities for the exclusive use of one operator should be identified and should be borne by that operator. Other contributions, such as possible track relocation by SP, should be included. The plan should also identify amounts and sources of public funds.

The STCA has indicated that they may not seek Federal funding because of uncertainties in availability and the time required in the application process. Instead, they would prefer to pursue a State loan through special legislation to be amortized over a 20-year period with pay back through increased value taxes, rents from carlars, and possibly bonds.

Preservation of the Existing Station

The existing station building is a registered historic property in the National Register. SP as owner is not legally bound to preserve the existing structure or its historical significance. SP has not indicated what they will do with the existing station if a new facility is built. SP has stated they plan to move the station from the existing location to another location on their property, whether or not the Transportation Center is built. This will require Amtrak approval.

NOTE: See

Attachment

cc: Secretary
RC: [unclear]

Strompson
[unclear]

Callison - 03



SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY

August 4, 1982

Mr. Michael P. Evanhoe
Executive Director
California Transportation Commission
1120 "N" Street
Sacramento, CA 95814

Dear Mr. Evanhoe:

It has recently come to our attention that the California Transportation Commission (CTC) voted not to identify a number of transportation projects in the State's five year Transportation Improvement Program (STIP). Included in the list of formally identified projects is the proposed Sacramento Transportation Center intermodal project.

The City of Sacramento, through the City Redevelopment Agency, is presently negotiating with the Southern Pacific Railroad Company for an exchange of properties and a development cost sharing agreement. Deletion of this project severely jeopardizes the City's position in these delicate negotiations. Additionally, the City of Sacramento is presently working on the development of the Sacramento light rail system. The Sacramento Transit Development Authority (STDA) is presently in the final design stage and preliminary property acquisition.

Further, it is our understanding that the Transportation Commission deleted \$91 million (or 21%) of Proposition 5 guideway program funds. CTC anticipates this deficit being filled by funds from the State's Transportation Planning and Development (TP&D) account. However, as I am sure you are aware, SB-1351 and SB-1375 reduced TP&D funds by approximately one-third. Therefore, it is essential that the \$91 million be restored to the Proposition 5 guideway programs so that planning of these two essential projects may continue.

Sincerely,

William H. Edgar

WILLIAM H. EDGAR
Executive Director

Walter J. Slips
WALTER J. SLIPS
City Manager

WHE/JS/dm

P.O. BOX 1034 SACRAMENTO, CA 95809 - 916/444-1210 - 500 I STREET SACRAMENTO, CA 95814

AMENDMENT NUMBER TWO TO CONTRACT NUMBER 64-768

BETWEEN

THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO

AND

THE STATE OF CALIFORNIA

Contract Number 64-768 between the Redevelopment Agency of the City of Sacramento ("SPONSOR") and the State of California ("STATE"), entered into on the 18th day of May 1982, is hereby amended as follows:

Page 2, Article IV - Allowable Costs and Payment is amended to add the following:

- F. SPONSOR will contribute \$2.75 million in City funds to this PROJECT. SPONSOR will also seek an \$800,000 loan from STATE to be repaid with future tax increment funds from the total PROJECT area.

Page 3, Article VII - Subcontracting is amended to add the following:

An independent appraiser mutually agreed upon by STATE, SPONSOR, and Southern Pacific (SP) will be subcontracted for and jointly funded through this amendment by SPONSOR and with funds provided by SP. The appraiser will assess and appraise the proposed terminal site, approximately 10.124 acres, north of the current SP Amtrak depot and the proposed maintenance site, approximately 1.675 acres.

Page 12, Exhibit D, Project Development Timetable is amended as follows:

PROJECT DEVELOPMENT TIME TABLE

	1982					1983					1984					1985					1986					1987										
	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE
PROPERTY ACQUISITION																																				
PS&E																																				
STATE REVIEW / APPROVAL																																				
ADVERTISE AND AWARD CONTRACT																																				
CONSTRUCTION																																				
OCCUPY																																				

Phase 1: Construction of underpass and approaches
Phase 2: Balance of project

Page 13, Exhibit E - ESTIMATED PROJECT COST DETAIL is amended as follows:

STATE	<u>Person Years</u>	<u>Funds</u>
Surveys	1.2	
HQ Photogrammetry	0.1	\$ 3,000
Planning	0.8	
Project Development	2.0	
HQ Structures	6.0	
TOTAL STATE	10.1	(\$522,000)
SPONSOR		
Appraisal (subcontracted services)		\$ 15,000
Completion of Draft EIR, and Final EIR		10,000
Traffic Engineering		5,000
Consultants		19,000
Staff, Admin., Overhead		24,000
TOTAL SPONSOR		<u>\$ 73,000</u>
TOTAL STATE AND SPONSOR		<u>\$598,000</u>
Contingency		60,000
TOTAL		<u>\$658,000</u>
PROJECT		
Terminal Construction (partial funding) including excavation and removal		<u>\$308,000</u>
Total Amount Encumbered this Contract		\$966,000

STATE OF CALIFORNIA
Department of Transportation

REDEVELOPMENT AGENCY OF THE
CITY OF SACRAMENTO

ADRIANA GIANTURCO
Director of Transportation

By _____
Contract Officer

By _____
Executive Officer

APPROVED AS TO FORM
AND PROCEDURE:

APPROVED AS TO FORM
AND PROCEDURE:

State Attorney

Agency Attorney

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RESOLUTION NO. 2948

Adopted by the Redevelopment Agency of the City of Sacramento

October 7, 1980

APPROVAL TO SUBMIT AN APPLICATION FOR
SB 620 FUNDS FOR PARTIAL FUNDING OF THE
PROPOSED SACRAMENTO INTER-MODAL TRANSPORTATION CENTER

WHEREAS, the Redevelopment Agency of the City of Sacramento has on September 29, 1977 approved a grant application to the State of California for \$1 million to fund a portion of the Sacramento Inter-Modal Transportation Center and has received approval of this application; and

WHEREAS, a final development and acquisition offer proposal has been approved for submission to Southern Pacific for the acquisition of land and development of the Transportation Center; and

WHEREAS, the State of California has indicated the possibilities of a joint venture in the Transportation Center and there is a need to conditionally commit local funds to a portion of the project to make it as competitive as possible.

THEREFORE, BE IT RESOLVED BY THE REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO:

Section 1. The Executive Director of the Redevelopment Agency of the City of Sacramento is hereby authorized to submit an application to the State of California for \$2.9 million of SB 620 funds. This application would include a proposal to joint venture with Caltrans in the Transportation Center.

Section 2. The Executive Director is authorized to commit \$2.75 million from local sources to be determined for the Transportation Center subject to approval of a development agreement with Southern Pacific, approval of a joint development agreement with Caltrans and approval of funds from all other sources needed.

DOUGLAS H. POPE

Chairperson

ATTEST:

LORRAINE MAGANA

Secretary

APPROVED

SACRAMENTO REDEVELOPMENT AGENCY

Date 10/7/80

Certified True Copy
of Resolution No. 2948

DATE CTR.