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# CITY OF SACRAMENTO

CITY MANAGER'S OFFICE  
**RECEIVED**  
MAR 20 1981

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March 20, 1981

City Council  
City Hall  
Sacramento, California 95814

RE: JOINT POWERS AGREEMENT--INTERSTATE 80 SUBSTITUTION FUNDS

Honorable Members in Session:

SUMMARY

The attached Joint Powers Agreement between the City of Sacramento, County of Sacramento, Sacramento Regional Transit District and State of California, Department of Transportation, creates the Sacramento Transit Development Agency. This agency would have authority to implement the project chosen as the alternative to the Interstate 80 Bypass.

BACKGROUND INFORMATION

The Joint Powers Agency created pursuant to the attached agreement would be governed by a board of 7 members. Two members would be appointed by the State, two by the City Council, one by Sacramento Regional Transit District, one by the County and one member would be selected by the other members of the Agency. The governing board would have the authority to implement the project selected as the alternative to the Interstate 80 Bypass. Most of the discussion during negotiations on this agreement involved Section 9 contained on Pages 6 through 8. This section relating to staff assistants, provides for an executive director who would be the chief executive officer of the Agency. The State would be the project manager. The details of the work and services would be determined by subsequent agreement between the governing board of the Agency and the State. The decision as to which portion of the work will be performed by consultants or parties other than the State will be made subsequently by mutual agreement between the State and Agency.

**APPROVED** BY THE CITY COUNCIL *AG 80192A*

MAR 24 1981

OFFICE OF THE  
CITY CLERK

City Council  
Page Two  
March 20, 1981

RECOMMENDATION

Mayor Isenberg recommends approval of this agreement. A Resolution approving the agreement is attached.

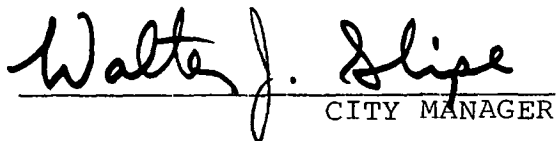
Very truly yours



JAMES P. JACKSON  
City Attorney

JPJ:KMF  
ATTACHMENTS

RECOMMENDATION APPROVED:

  
Walter J. Slize  
CITY MANAGER

March 12, 1981

JOINT POWERS AGREEMENT  
SACRAMENTO TRANSIT DEVELOPMENT AGENCY

This Agreement is entered into pursuant to the provisions of Title 1, Division 7, Chapter 5, Article I (§ 6500 et seq.) of the Government Code relating to the joint exercise of powers among the following parties:

The City of Sacramento, a municipal corporation, herein referred to as "CITY";

The County of Sacramento, herein referred to as "COUNTY";

The Sacramento Regional Transit District, herein referred to as "DISTRICT"; and

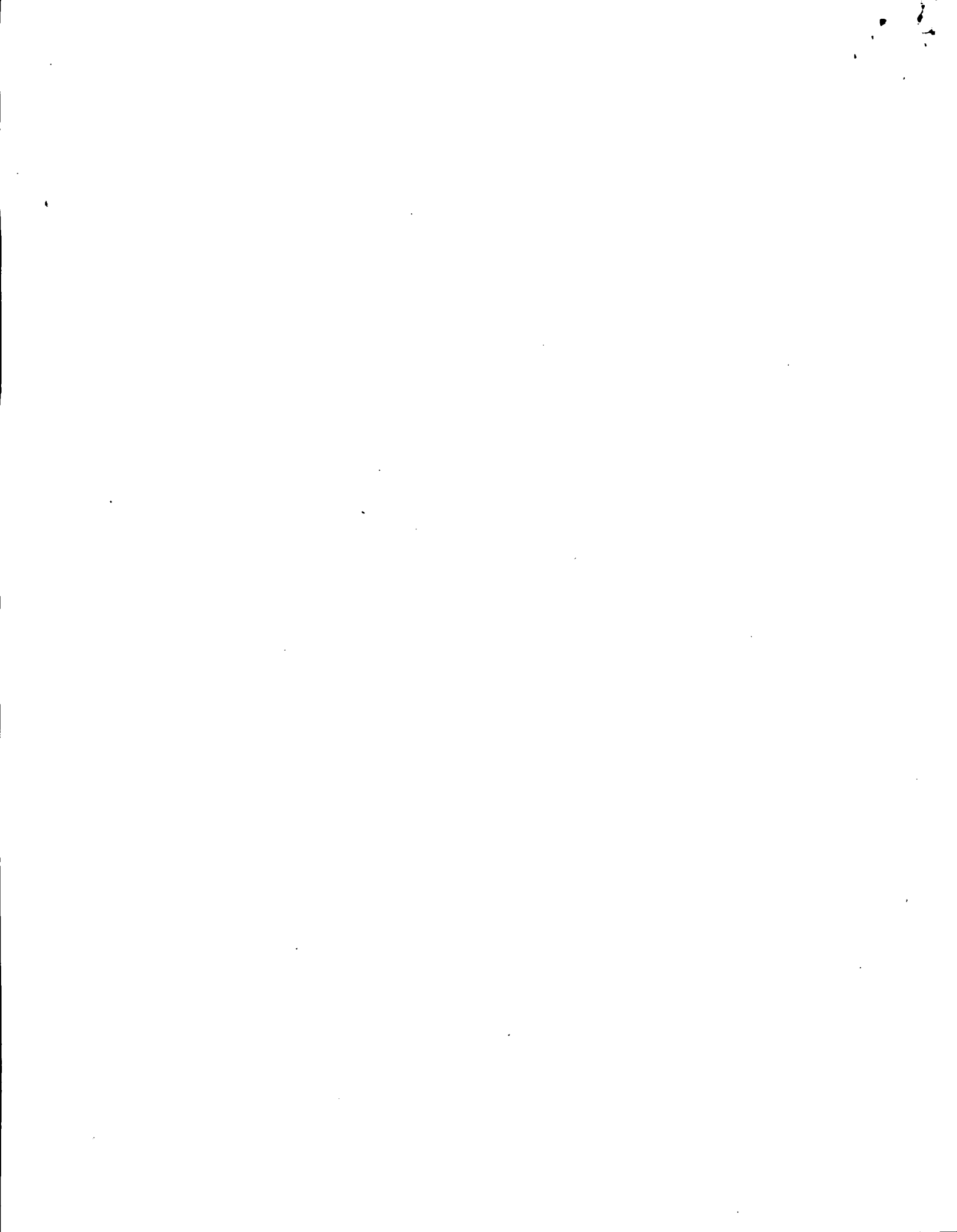
The State of California, acting by and through the Department of Transportation, herein referred to as "STATE".

R E C I T A L S

STATE, CITY, COUNTY, and DISTRICT are each empowered by law to provide for the planning and development of public transportation in said area; and

The parties have determined that the purposes and objectives of planning and developing public transportation in said area will serve and be of benefit to the residents of the city, county and state as a whole;

Now, therefore, the parties mutually agree as follows:



## Section 1. Definitions

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this Agreement have the meanings herein specified.

"Agreement" means this joint powers agreement as it now exists or as it may hereafter be amended.

"Agency" means the Sacramento Transit Development Agency and the governing board thereof.

"Project" means any transportation alternative that may be selected for implementation as an alternative to the Interstate 80 Bypass. The Agency shall have no responsibility whatsoever for Project selection.

## Section 2. Purpose

The purpose of this Agreement is to establish an organization to be responsible for the development and implementation of any project, if a decision to implement such project is made by the officials responsible for authorizing such implementation.

## Section 3. Term

This Agreement shall be effective upon execution, and shall continue in full force and effect until one year after the completion of the project or such other date as the parties mutually agree upon. In no event shall it be effective after December 31, 1990, unless expressly extended by the consent of all parties to this Agreement.

## Section 4. Creation of the Agency

There is hereby created the Sacramento Transit Development Agency as a public entity separate and apart from

CITY, COUNTY, DISTRICT and STATE, known as the SACRAMENTO TRANSIT DEVELOPMENT AGENCY. The governing board of the Agency shall consist of seven members appointed as follows:

(a) Two (2) members appointed by the Director of Transportation of the STATE.

(b) Two (2) members of the city council appointed in the manner provided by the charter of the CITY for the appointment of members of city boards, commissions and agencies.

(c) One (1) member of the COUNTY Board of Supervisors appointed by the COUNTY Board of Supervisors.

(d) One (1) member of the Board of Directors of the DISTRICT appointed by the Board of Directors of the DISTRICT.

(e) One (1) member selected by majority vote of the other members of the Agency.

Each member shall serve in his or her individual capacity, but at the pleasure of the party appointing him or her. An alternate may be selected for each member by his or her appointing authority. The CITY and COUNTY alternates must be council members or supervisors, respectively. The alternate for the member selected by the Agency shall also be selected by the Agency.

#### Section 5. Powers

The governing board shall be the policy making body of the Agency and shall have power to implement the Project.

The Agency is hereby authorized, in its own name, to do all acts it deems necessary or convenient for the exercise of

said power, including but not limited to any or all of the following:

To make and enter into contracts; to employ agents and employees, to lease, acquire, construct, manage, and maintain any land, buildings, works or improvements; to acquire by the powers of eminent domain, in the name of the Agency, by and through the DISTRICT (Pub. Util. Code, §§ 102240-102242) or otherwise, hold or dispose of property; to lease facilities to any person; to incur debts, liabilities or obligations which do not constitute a debt, liability or obligation of the STATE, CITY, COUNTY or the DISTRICT; and to sue and be sued in its own name.

Pursuant to Government Code section 6509, the power of the Agency is subject to the restrictions upon the manner of exercising the power of DISTRICT.

The Agency may apply for, receive, and utilize state, local and federal funding and funds from all other sources given to it for the purpose of accomplishing the Project.

Section 6. Meeting of the Agency

A. Regular and Special Meetings. The Agency shall hold at least one (1) regular meeting each year. The date upon which, and the hour and place at which, each such regular meeting shall be held shall be fixed by resolution of the Agency. The bylaws referred to in section 7 may provide for additional regular meetings and special meetings.

B. Conduct of Meetings. All meetings of the Agency shall be held subject to the provisions of section 54950 et seq. of the Government Code of the State of California.

C. Minutes. The secretary shall cause minutes of all meetings of the Agency to be kept and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each member of the Agency.

D. Quorum. A majority of the members of the Agency shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time. No action may be taken by the Agency except upon the affirmative vote of four or more members of the Agency.

#### Section 7. Bylaws

The Agency shall have the power to adopt such bylaws that it, in its sole discretion, may deem necessary or desirable for the conduct of the business of the Agency.

#### Section 8. Officers and Employees

A. The Agency shall elect a chairperson and a vice-chairperson from among its members, each to serve at the pleasure of the Agency. The Agency shall also appoint a secretary who may, but need not be, a member of the Agency. The Agency shall select independent legal counsel to provide general legal assistance relative to Agency matters.

B. The CITY Treasurer shall be the treasurer of the Agency and shall have custody of all the moneys of the Agency from whatever source and shall perform the function of treasurer and have all the powers, duties, and responsibilities as set forth in Government Code section 6505.5.

C. The CITY Finance Director shall act as controller of the Agency and shall perform the functions and have the powers, duties, and responsibilities set forth in Government



Code section 6505.5. The controller shall draw warrants to pay demands against the Agency when the demands have been approved by the Agency or the Project Manager pursuant to authorization of the Agency.

D. The chairperson of the Agency and the Executive Director are designated as the public officers or persons who have charge of handling, or have access to any property of the Agency.

#### Section 9. Staff Assistance

A. Executive Director. The Agency shall be served by an Executive Director, who shall be the chief executive officer of the Agency. The Executive Director shall be selected by the Agency, and shall serve at the pleasure of the Agency. The Executive Director shall be solely responsible to and report directly to the Agency on all matters relating to the Project. The Executive Director shall assume such other functions as directed by the Agency on matters related to the Project. The duties of the Executive Director may include, but need not be limited to, analyzing and making recommendations to the Agency on policy matters, obtaining necessary funding for the Project, and taking responsibility for necessary administrative services and public information.

B. Project Manager. The Agency shall be served by a Project Manager. The role of Project Manager shall be performed by STATE. The Project Manager shall report to the Agency through the Executive Director, and, subject to the provisions

of section 9C, shall have overall responsibility for development and delivery of the Project.

The work to be performed by the Project Manager shall be specified pursuant to the provisions of section 9C, and may include, but need not be limited to, project management; environmental planning; preliminary project planning and engineering; preparation of plans, specifications and estimates; surveying; geotechnical work; right-of-way acquisition; utility relocation; operational planning; equipment procurement; and contract administration.

STATE, subject to concurrence by the Agency, shall appoint an individual to serve as Project Director. STATE shall retain the right to replace the Project Director from time to time, subject to Agency concurrence with the STATE's replacement nominee. The Agency also may require the removal and replacement of a Project Director for cause. Cause shall include, but not be limited to, incompetence, neglect of duty and misconduct in office.

C. The details of the work and services to be performed by STATE and the cost of said work and services shall be determined by subsequent agreement or agreements between the Agency and STATE. Said agreement or agreements shall provide for submission by STATE to Agency of a master work plan defining the work to be performed, together with an operational procedure for revising and updating said plan. Such work plan, and any revisions and updates thereof, shall be subject to review and approval by the Agency. The decisions on which portions of the

work or services will be performed by outside consultants, or parties other than the STATE, shall be included as part of the work plan and shall be subject to mutual agreement by the STATE and Agency, provided that STATE shall not be authorized to proceed with portions of work or services which Agency wants to be performed by outside consultants or other persons until mutual agreement is reached.

D. The Agency may establish any advisory committees and employ whatever staff it deems necessary or appropriate to carry out its functions.

E. Prior to hiring outside consultants the Agency shall give first consideration to using employees of the parties to accomplish all elements of the Project.

#### Section 10. Federal Funds

The Agency shall apply for all funds made available under the Federal Interstate Substitution Program. The application shall be forwarded to the Federal Department of Transportation through the Sacramento Area Council of Governments and the Governor of the State of California.

#### Section 11. Project Funds

The parties agree that should any member agency still possess or obtain in the future any moneys specifically required to be expended for the Project from any source, that money shall be forwarded to the Agency.

#### Section 12. Zoning Responsibility

Nothing in this Agreement shall be construed as in any way removing or lessening any existing authority or responsibility of the CITY or COUNTY in zoning, community planning or redevelopment.

Section 13. Fares

To the extent that project development requires decisions on matters pertaining to fares, including details of fare collection methods and facilities, such decisions will be made by DISTRICT in cooperation with the Agency.

Section 14. Ownership and Operation of Facilities

If the Alternative to the Interstate 80 Bypass project chosen includes a light rail facility, and if said light rail facility is completed pursuant to the terms and conditions of this Joint Powers Agreement, the completed light rail facility shall be solely owned and operated by the DISTRICT.

Section 15. Withdrawal from Agency

Any party may withdraw from this Agreement upon ninety (90) days' prior written notice to the other parties, in which event the Agency shall nevertheless continue to exist, but with membership adjusted to reflect such omissions, providing, however, that if three or more of the parties to this Agreement withdraw, then this Agreement shall terminate upon expiration of the 90-day notice given by the third party to withdraw from the Agreement.

Section 16. Disposition of Property and Funds

At such time as this Agreement is terminated, any property interest remaining in the Agency following discharge of all obligations due by the Agency shall be disposed of and the proceeds or property shall be returned to the source from which funds or property were obtained.

Section 17. Accounts and Reports

The Agency shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Agency shall be open to inspection at all reasonable times to the parties to this Agreement and their representatives. The Agency, within one hundred twenty (120) days after the close of each fiscal year (which shall be the period from July 1 of each year to and including the following June 30), shall give a complete written report of all financial activities for such fiscal year to the parties. The Controller shall prepare and maintain such accounts and reports.

Section 18. Obligations of the Agency

The debts, liabilities and obligations of the Agency shall not be debts, liabilities and obligations of any of the parties to this Agreement unless and to the extent specifically provided by agreement in writing with any of such parties.

Section 19. Indemnification

The Agency shall acquire such insurance protection as is necessary to protect the interests of the Agency, the parties to this Agreement and the public. The Agency created by this Agreement shall assume the defense of and indemnify and save harmless each party to this Agreement and its respective officers, agents and employees, from all claims, losses, damages, costs, injury and liability of every kind, nature and description directly or indirectly arising from the performance of any of the activities of the Agency, or the activities undertaken pursuant to this Agreement.

Section 20. Amendments

This Agreement may be amended at any time by agreement of all of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their proper officers thereunder duly authorized as of the date below written.

STATE OF CALIFORNIA,  
Department of Transportation

CITY OF SACRAMENTO,  
a municipal corporation

By Adriano Quintana  
Director  
Department of Transportation

By \_\_\_\_\_

Date 3-12-81

Date \_\_\_\_\_

Approved as to Form and  
Legality

Approved as to Form and  
Legality

By T. Carroll  
Attorney  
Department of Transportation

By \_\_\_\_\_

Date 3/12/81

Date \_\_\_\_\_

COUNTY OF SACRAMENTO

SACRAMENTO REGIONAL  
TRANSIT DISTRICT

By \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

Approved as to Form and  
Legality

Approved as to Form and  
Legality

By \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

FOR  
1.  
2.

# RESOLUTION NO. 81-230

Adopted by The Sacramento City Council on date of

## RESOLUTION APPROVING JOINT POWERS AGREEMENT RELATING TO USE OF INTER- STATE 80 SUBSTITUTION FUNDS

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

That the Joint Powers Agreement between the City, County of Sacramento, Sacramento Regional Transit District and the State of California, Department of Transportation, is hereby approved. This agreement creates the Sacramento Transit Development Agency and relates to the use of Interstate 80 substitution funds.

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MAYOR

ATTEST:

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CITY CLERK

APPROVED  
BY THE CITY COUNCIL

MAR 24 1981

OFFICE OF THE  
CITY CLERK

City Council



# REGIONAL TRANSIT

P.O. BOX 2110 • SACRAMENTO, CA 95810 • (916) 444-7591

March 24, 1981

Hon. Phillip Isenberg  
Mayor of Sacramento  
City Hall  
915 I Street  
Sacramento, CA 95814

Re: Joint Powers Agency Agreement

Dear Mayor Isenberg:

At their meeting last night, our Board of Directors adopted the attached Resolution authorizing the Chairman and the General Manager to execute the proposed Joint Powers Agreement forming the Sacramento Transit Development Agency. A signed copy is attached for similar action by the City of Sacramento and then by Sacramento County. We would appreciate receipt of a fully executed copy when action has been taken by both other agencies.

The RT Board adopted a separate but related Resolution expressing their remaining concerns with respect to the Joint Powers Agreement which is also enclosed.

Regional Transit intends to provide whatever support is required to vigorously pursue the implementation of a transit alternative which will permit us to continue to provide at least our current level of home-to-work trips in the region.

As you know, we face a \$30 million projected funding shortfall between now and July 1, 1986. This shortfall can be covered on a one time basis by significantly reducing capital programs and by increasing fare revenues nearly 50%.

Beyond that five year horizon, our best hope lies in either an "inflation proof" source of additional funding, dramatically improved productivity, or a combination of both.

Since light rail transit is the only alternative before us which will provide this essential productivity improvement with, or without, additional funding, it is our hope that LRT will be selected by the City as their preferred alternative, following review of the Draft Environmental Impact Statement which will soon be circulated. A copy of our report "Light Rail Transit for Sacramento" is also enclosed for your review.

Sincerely,

Robert W. Nelson  
General Manager

RWN:jk  
Attachments  
cc: ✓ Sacramento City Council  
City Attorney  
City Manager







RESOLUTION NO. 81- 729

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

March 23, 1981

APPROVING ARRANGEMENT WITH COUNTY OF  
SACRAMENTO FOR PROVISION OF TRANSPORTATION  
SERVICE TO THE FRAIL ELDERLY AND HANDICAPPED

WHEREAS, since 1978, Sacramento Regional Transit District (RT) has participated in a Demonstration Grant Project with a non-profit corporation, PARATRANSIT, INC. (PTI) relating to the provision of transportation services to the frail elderly and handicapped; and

WHEREAS, PTI has demonstrated an ability to operate such services in a satisfactory manner; and

WHEREAS, RT has simultaneously been operating parallel services known as "Careful Coach"; and

WHEREAS, this Board is interested in having the service provided by both agencies consolidated in one place; and

WHEREAS, there have been preliminary discussions with representatives of the County of Sacramento regarding the assumption of responsibility for such service by the Board of Supervisors; and

WHEREAS, this Board is willing to transfer title to the vehicles presently utilized by RT to provide careful coach services to aid in said consolidation effort.

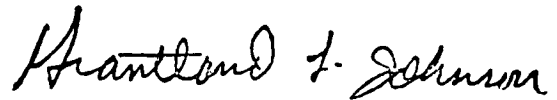
NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, this Board hereby favors the consolidation of demand responsive transportation service to the frail elderly and handicapped in the County of Sacramento with Paratransit, Inc. including assumption of AB 120 designation under contract with the Board of

Supervisors of the County of Sacramento.

THAT, this Board hereby expresses its willingness to transfer to PTI the vehicles presently in use to provide careful coach service upon implementation of a contractual arrangement between PTI and the County of Sacramento and to assist PTI in the receipt of the appropriate portion of funds presently received by RT from City and County general funds.

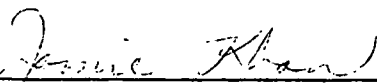
THAT, in the event a sales tax or some comparable source of revenue is approved by the community in the future which would relieve the City and the County of their present need to support the provision of RT service from the existing tax base, funds in a like amount will be provided the City and County to continue to support such paratransit services.



GRANTLAND L. JOHNSON, Chairman

ATTEST:

ROBERT W. NELSON, Secretary

By   
JAMIE KHAN, Ass't Secretary

RESOLUTION NO. 81 731

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

March 23, 1981

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RESOLUTION AUTHORIZING LIGHT RAIL FUNDING APPLICATIONS  
AND DIRECTING STAFF TO COMMUNICATE ADVANTAGES OF LIGHT  
RAIL TO COMMUNITY GROUPS

WHEREAS, the Sacramento region faces population and employment increases of between 30% and 40% in the near term, no major highway improvements, dramatic increases in the cost of gasoline, and a gradual reduction in the reservoir of low cost parking; and

WHEREAS, the RT Board is of the opinion that the light rail transit (LRT) will provide a broad spectrum of benefits by:

- (a) Improving the productivity of the existing transit system while operating within the existing levels of funding; and
- (b) Significantly expanding the ability of the transit system to provide home to work transit service during the peak hours; and
- (c) Reducing reliance on increasingly scarce and costly petroleum products; and
- (d) Enhancing the environment of the Sacramento region by providing high speed, clean and quiet transit vehicles; and

WHEREAS, funding is available for preliminary planning and engineering from State sources; and

WHEREAS, this Board desires to secure said available State funding.

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

THAT, the Sacramento Regional Transit District Board of Directors hereby directs staff to apply for all available State funding for preliminary planning and engineering work relating to the construction of Light Rail Transit in the Sacramento Region.

BE IT FURTHER RESOLVED that the Sacramento Regional Transit District staff is hereby authorized to communicate the rationale for the selection of Light Rail Transit to other agencies and groups in the Sacramento region and to solicit their support for light rail transit.

*Grantland L. Johnson*

GRANTLAND L. JOHNSON, Chairman

ATTEST:

ROBERT W. NELSON, Secretary

By *Jamie Khan*  
JAMIE KHAN, Ass't Secty

LIGHT RAIL TRANSIT

FOR

SACRAMENTO

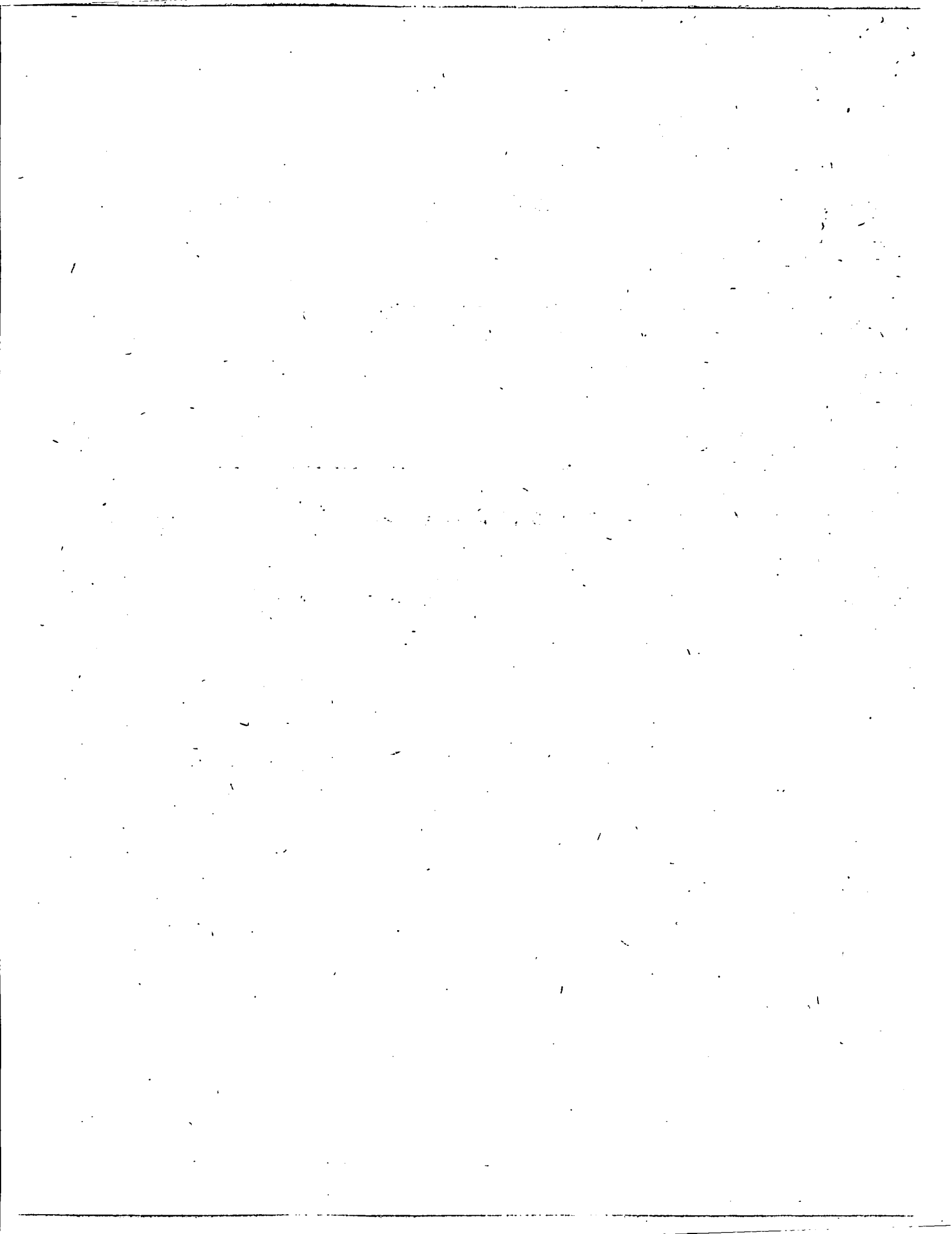


# Light Rail - Transit Solution for Sacramento

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## 1. Summary: Sacramento Transit - A Case In Point

Transit agencies all across the country are at a crossroads, and Sacramento Regional Transit is no exception. Almost every district, including Sacramento, is funded 75% by government subsidies. Suddenly, governments are faced with taxpayer demands for lower taxes and lower corresponding public programs; at the same time, we are witnessing unparalleled demand for more transit service, primarily due to the high costs of operating automobiles and the rapid growth of our cities. The challenge posed by these conflicting demands must be met, and quickly, if we are to meet the challenge of the energy crisis and maintain our present lifestyle.

In the immediate future of Sacramento, we will see our population grow by 30 to 50% or more, with no major highway construction planned; uncertain, expensive energy supplies; and the gradual withdrawal of nearby low-cost parking as land becomes more valuable.

Anticipating these problems, Federal and State officials have made massive infusions of tax subsidies for acquisition, upgrading, and expansion of vital transit services. Unfortunately, in retrospect, what was being built and nourished was, for the most part, bus systems which are labor and fuel intensive. Because of increasing demand, and those systems' inherently low productivity, they are at the breaking point. Regional Transit is a perfect case in point.

A transit bus, stopping frequently to pick up and discharge passengers cannot be very efficient. A bus carrying a now typical load of 60 to 70 passengers can only average about 13 miles per hour, and then only when being driven by a very skillful and expensive operator. This bus must also compete for roadway space with ever increasing numbers of cars and pedestrians.

From this description of our bus operating environment, it would appear that one obvious solution would be to use larger and faster buses. Both of those ideas have been tried elsewhere and have been found to work well in suburbs, but not in congested downtown areas. Special on-ramps, high speed bus lanes, and higher capacity coaches are being used across the country at great cost, and unfortunately, with very little success. The stumbling block

is that most bus patrons go to work and return home in a very limited time span called the peak. As a result, expensive equipment and operators can only make one or two trips during each peak period, even though RT must pay operators for 10 or 12 hours per day while many of the buses sit idle.

In response to this typical transit dilemma, another attractive solution - high speed rail - is under investigation in Sacramento. The development of a light rail system in our heaviest corridors would permit us to reorient our buses to feed commute passengers to and from the rail lines, and thus make many more peak trips each day. The downtown commute leg of a rail trip would take less time and would allow us to carry as many as 700 passengers behind a single rail operator, as opposed to 70 passengers in a bus. Secondly, the redirecting of our limited number of buses around a rail system will allow us to develop better service to areas of the community not served by rail. In all, the productivity of the bus system will be substantially improved by the addition of rail service and will better allow us to allocate our dwindling resources.

Additional funds to operate the combined rail and bus system will come from fares from new riders and from State funds available only for rail facility maintenance. Funds are available to build the rail project from reserved monies for the now-defunct I-80 Bypass freeway.

As indicated earlier, we will see dramatic benefits to RT's operating costs through increased productivity if light rail is added to the system. In fact, light rail will have such a beneficial impact on RT and the community, at any level of operational funding, that its construction should start immediately.

## 2. Need for Light Rail Transit

Improved transit - light rail and its associated feeder bus routes - is needed in Sacramento for several reasons: crowding and unmet demand on the existing all-bus transit service; worsening traffic congestion; continuing rapid population growth; and the impact of these in terms of total dependence on petroleum energy for transportation and a deteriorating environment.

The primary goal is to capture a larger share of the total transportation market. Transit serves as part of the total transportation system, complimenting the automobile. By developing a core LRT system, the region can:

- Provide increased capacity to meet growing transportation needs;
- Increase system productivity to control transit operating costs;
- Provide an alternative to automobile travel and avoid construction of new highway facilities;
- Develop a transit system that can function effectively and efficiently in a range of future energy and transportation situations;
- Support Federal and State fuel conservation and environmental goals;
- Serve as a catalyst around which further land use development can be focused; and
- Reduce potential negative economic and social impacts of automobile disincentive measures.

### Transit System Crowding

Existing Regional Transit services are operating at capacity during peak commuting periods. On some routes, crowding on buses is so severe that would-be patrons are being left behind on street corners. Overall, transit patronage was up 29% over the previous year during July-November 1980; and

October 1980 exceeded the same month in 1979 by 40%.

Weekday fixed route "linked" trips (exclusive of special services, school trippers and transfers) are estimated at approximately 63,000 in late 1980, compared to less than 49,000 in 1979.

The existing bus fleet is fully deployed during peak hours, effectively prohibiting any expansion of capacity without investing in additional rolling stock that will carry more people and at the same time increase the productivity of the system. Introduction of light rail transit will increase the number of passengers carried per transit system employee.

### Future Growth

The population of Northeast Sacramento is projected to increase substantially over the next few years. For example, North-Arden Arcade, Carmichael, Fair Oaks, Orangevale, Citrus Heights, North Highlands and Roseville - suburban areas located north of the American River - will grow by about 68,000 persons (23%) by year 2000. Areas south of the river and directly served by Route 50, including Rosemont, Mather, Rancho Cordova and Folsom, are expected to increase by 33,000 persons or 36% over today. These estimates may be low, as growth from 1975 to 1980 occurred at 2.6% annually, double the 1.3% rate upon which these figures, taken from the North-East Sacramento Alternatives Analysis/Draft Environmental Impact Statement, are based. Substantial increases in travel demands in the I-80 and Folsom Corridors must be expected.

Sacramento already has a relatively strong downtown with 78,000 jobs (almost 100,000 in the entire Central City area). Growth in Central City employment is conservatively projected at an additional 19% by year 2000, with the current building boom downtown pointing to increased vitality in the very near future. The provision of adequate accessibility to the Central City is critical to its continued development.

The 1979 population of Northeast Sacramento - about 500,000 - was two-thirds of the 1979 population of the entire Sacramento urbanized area (743,000 persons). This concentration of the metropolitan population

highlights the skewed nature of urban development in Sacramento, which is caused by geographical factors (Figure 1). Principal among these are the two rivers, the Sacramento running north-south at the west edge of the downtown area, and the American flowing east-west between the I-80 and Folsom Corridors.

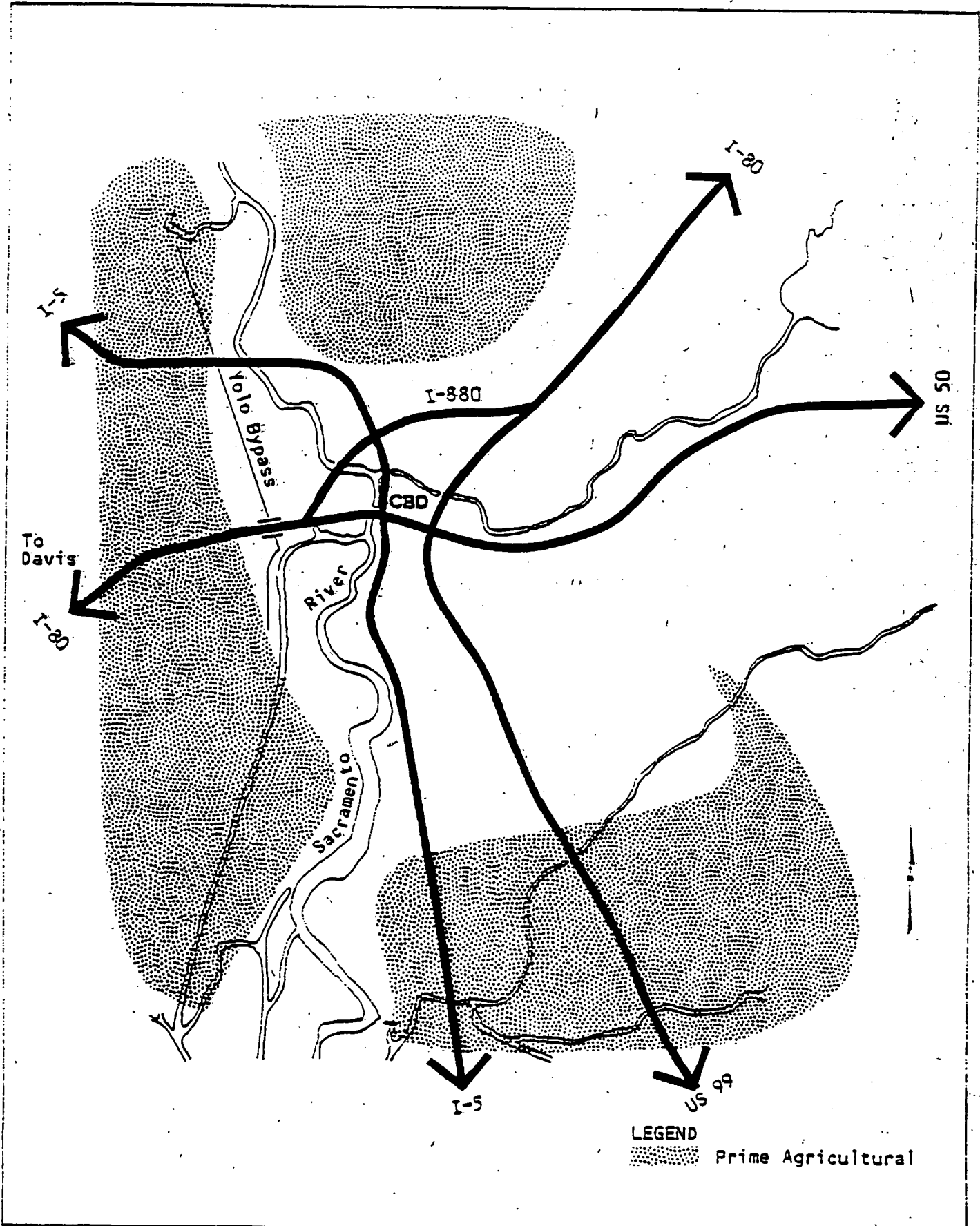
Historically, more development has occurred east of the Sacramento River than on its west banks. Further, west side development is effectively limited by the Yolo Bypass, a broad flood control channel just three miles west of downtown Sacramento which prohibits any development between that point and the City of Davis, 12 miles away. Much of the area southeast of Sacramento either has been quarried for gravel already (in some places to a depth of 40 feet) or has been placed by the County of Sacramento in an aggregate mining zone. As a result, this area cannot easily accommodate urban development. Other land in the southeast area, as well as much of the south and north areas, is prime agricultural acreage and is being protected from development by the County of Sacramento.

As a result, future growth will be accommodated in the existing corridors, I-80, Folsom and South, of which two are in Northeast Sacramento, and will benefit from initial construction of light rail transit facilities.

#### Traffic Congestion

There are five major routes of access from Northeast Sacramento to downtown, including four freeway routes (Route 80, Route 80 in conjunction with State Route 160, I-880 in conjunction with I-5, and U.S. 50) and one arterial route (Fair Oaks Boulevard). During peak traffic periods each week-day, all these routes operate at or near capacity and can accommodate only slight increases in traffic demand. Phase I studies determined that both Route 80 (I-80 Corridor) and Route 50 (Folsom Corridor) experience traffic congestion lasting 30 to 40 minutes in the peak periods, with delays of five to 10 minutes. There is currently a balance in the peak period levels of service provided by these two major alternative routes serving the northeast, reflecting the fact that both serve various large residential areas for trips to downtown Sacramento. Additional traffic demands generated by growth in these areas will worsen congestion on both routes. Additional

FIGURE 1  
LIMITATIONS ON URBAN DEVELOPMENT IN SACRAMENTO



transportation capacity in the I-80 and Folsom Corridors is needed.

#### Energy Concerns

Increased use of public transit service will conserve petroleum energy and partially offset the effects of potential future gasoline shortages and escalating energy costs. Light rail transit supports these objectives. Further, because it is electrically propelled, LRT can obtain its power from a variety of sources. This will lessen the region's present total dependence on petroleum for transportation fuel, because in Sacramento virtually all electricity is generated by hydroelectric and nuclear plants.

#### Environmental Concerns

The improvement of substandard levels of air quality is an issue of major concern in the Sacramento area, and improved public transit is seen as a key element of any plan to achieve and maintain air quality standards. The issue of air quality is related to the issue of growth; the policy is not to resist growth but, rather, to channel growth to locations that, taken together, will be more readily served by public transit systems. Significant opportunities exist, particularly in the Folsom Corridor, to coordinate major new land developments with transit system development.



### 3. The Time to Build Light Rail Transit is Now

Several unique opportunities exist to develop light rail transit in North-east Sacramento now. These opportunities will not remain available indefinitely. The community must act quickly to take advantage of:

- Right-of-way in the I-80 Corridor acquired by the State for the I-80 Bypass Freeway and suitable for transit development purposes. This right-of-way may be sold or lost for transportation purposes in the absence of this project.
- Constructed but unused roadways, freeway connections and major structures crossing the Southern Pacific Transportation Company main line tracks, previously intended to be components of the I-80 Bypass Freeway.
- Reasonably good rights-of-way along rail lines in the Folsom Corridor.
- Potentially available Federal funds for interstate substitution transportation projects.
- Potentially available State funds for fixed guideway projects involving Federal interstate substitution financing.

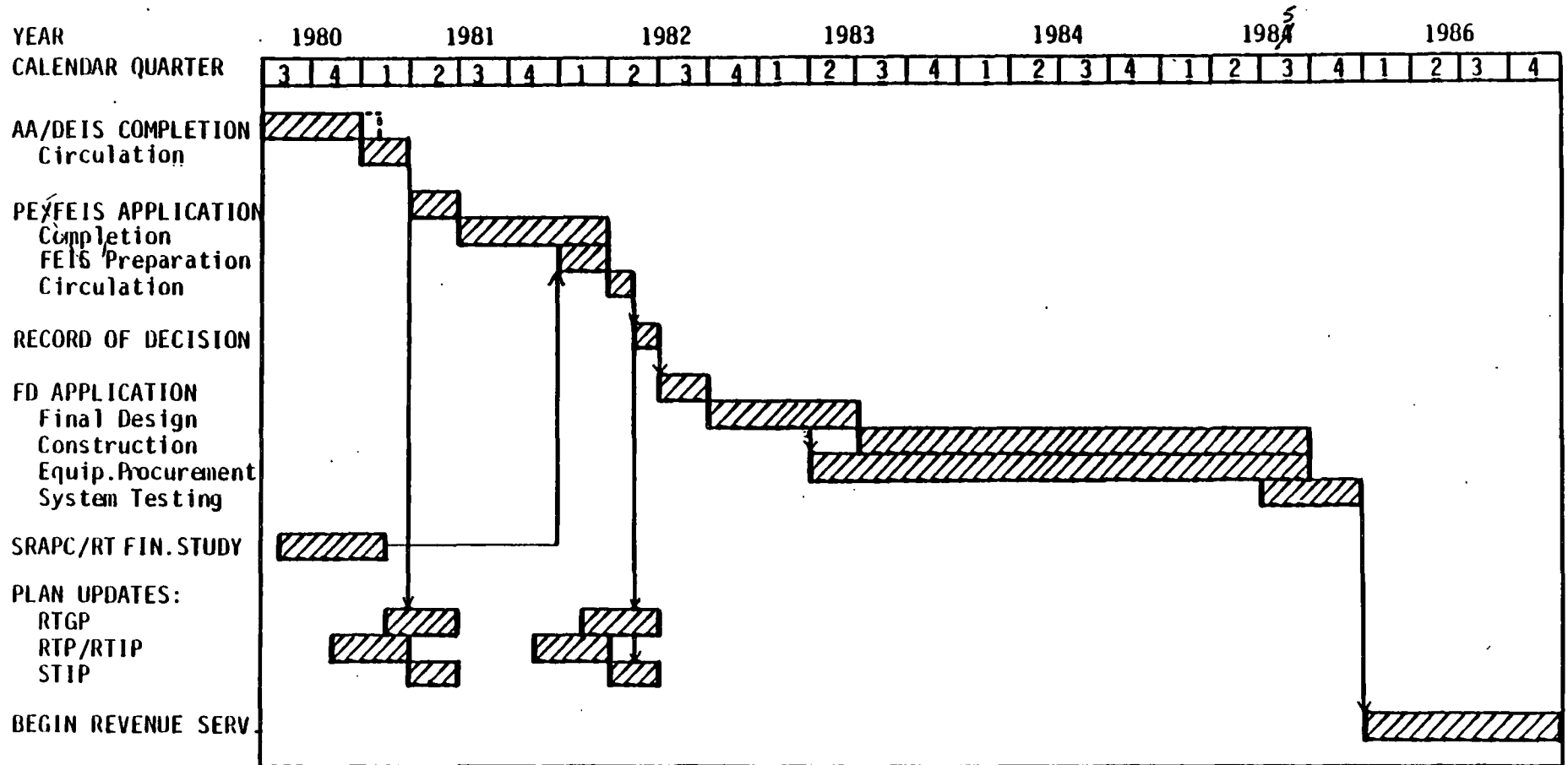
The need for early action toward implementing this project is underscored by:

- Rapidly rising costs of construction, which will make deferred projects considerably more costly than those implemented without delay.
- Federal laws requiring that interstate substitution projects be selected and approved by September 30, 1983, and under contract for construction no later than September 30, 1986.
- State matching funds for interstate substitution projects, which are available only through June 30, 1984.

The regional decision-making process must continue to move rapidly to take full advantage of these opportunities to bring LRT on stream by 1986 to meet ever-growing demands for more transit (Figure 2).

FIGURE 2

NORTH-EAST SACRAMENTO MAJOR TRANSIT INVESTMENT PROJECT  
IMPLEMENTATION SCHEDULE: 2ND REVISION



#### 4. Light Rail Transit Trunk Routes - Key to a Cost Effective System

Public Transit serves two functions in greater Sacramento. It provides:

- Basic area-wide transportation for those who do not have access to an automobile; and
- Transportation capacity needed to supplement the highway-street system and accommodate peak commuting trips.

In addition to fulfilling these basic functions, an improved transit system also can attract "choice" riders all day and can help reduce or control congestion on streets and in parking facilities, particularly in downtown areas. Increased transit use promotes desirable economic and environmental objectives.

The peak supplement role virtually insures that transit will not be able to operate solely from passenger revenues, because expensive equipment and staff are required for use only a few hours daily. Nonetheless, the subsidized transit system is much less expensive than expanded automobile use.

Rail transit systems generally earn a higher percentage of costs from the farebox than all-bus operations. Philadelphia's Lindenwold Line, for example, has consistently recovered 85% to 100% of operating expenses through passenger fares during 12 years of operation. Sacramentans should not settle for a bus system capable of generating only 20-30% of its costs from the farebox.

#### Framework for Transit System Development

The key elements of the Regional Transit General Plan (September 1979) related to system development were:

- Re-structured routes providing artery express, local access and commuter service;
- Transit centers to facilitate passenger transfers using the "timed transfer" scheduling technique; and
- Increased service in terms of more routes and greater frequency of operation.

Since adoption of the RTGP, the limitations on system growth imposed by RT's revenue base have come into sharper focus. Until additional, assured local funding is found, future bus service improvements will be limited to adjustments that can be accomplished without expanding miles and hours operated. RT is at the limit of its financial resources, and cannot provide additional carrying capacity within the economic framework of an all-bus system.

Because Regional Transit must count on a tight financial picture for the foreseeable future, ways must be found to increase the productivity of available resources - that is, to "get more out of what we have." To achieve this goal, RT will restructure the existing network using the "timed transfer" scheduling technique to provide artery express and local access routes connecting with one another to transit centers. This system, already working successfully at the Florin Mall, will:

- Improve the productivity and efficiency of services offered; and
- Provide a coordinated system to allow more people to reach more destinations conveniently by transit.

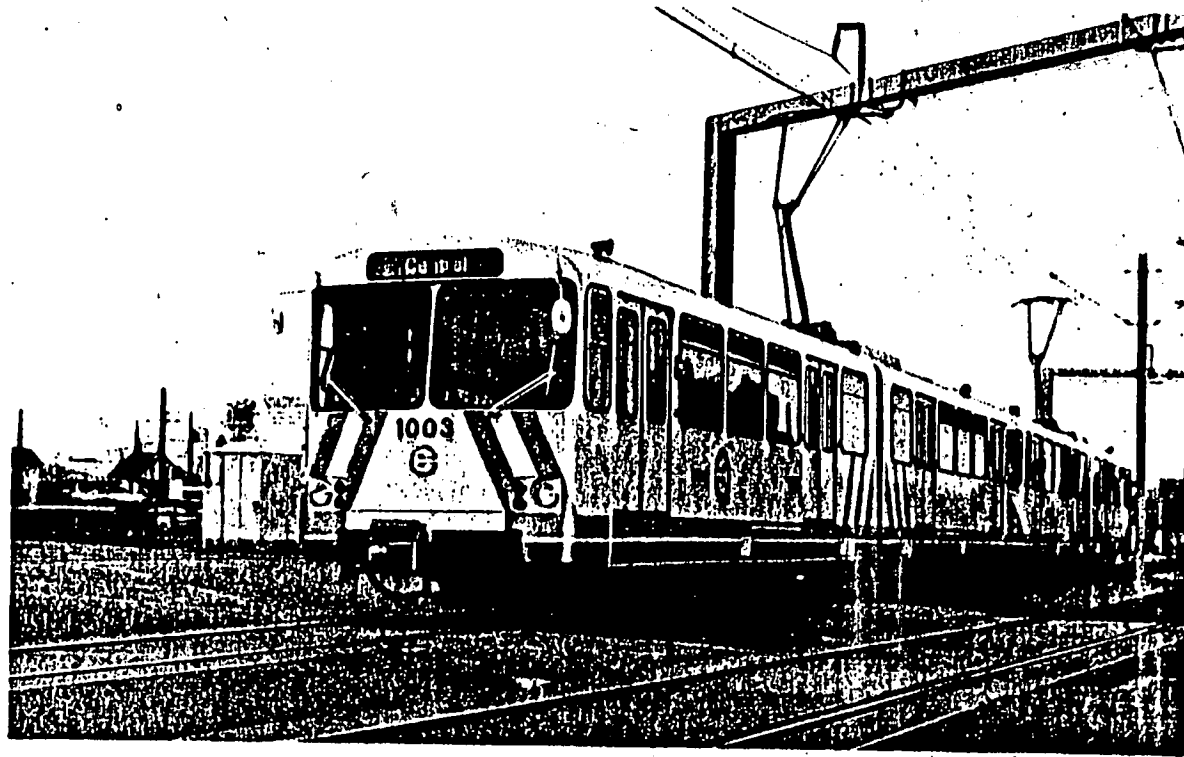
### Light Rail Transit

Further increases in resource productivity will be obtained in corridors where rights-of-way are available by concentrating downtown peak hour commuters and all day artery route riders on a few high quality, frequently operated light rail lines. Provision of feeder bus service and park-and-ride lots at stations is a necessary element to the introduction of LRT in Sacramento, because low density suburban development results in trips from many origins going to a few downtown destinations.

Using a self-service proof-of-payment fare collection system, one person operation of multi-car LRT trains (Figure 3) will provide further increases in labor productivity, even when the additional maintenance effort required for the "fixed guideway" is considered.

By concentrating the line haul and downtown distribution portions of Central City-oriented trips on LRT artery express routes, the number of

FIGURE 3  
TYPICAL LIGHT RAIL TRANSIT TRAIN



transit vehicle trips to and from the downtown can be reduced even as passenger carrying capacity is increased to meet growing demand. This has several advantages:

- Reduced congestion on downtown streets and at bus stops\*;
- Less confusion for passengers; and
- More frequent service in main corridors.

This type of operation will introduce a transfer (feeder bus to/from LRT) for more riders than presently change vehicles enroute. Experience in other cities indicates this does not inhibit ridership when artery route operation is frequent and/or when the timed transfer scheduling technique is used. In fact, Portland experienced a 40% ridership increase when it instituted timed transfer on part of its system.

#### A Core LRT System

Figure 4 illustrates a core LRT system in three corridors related to other existing and proposed artery transit routes. The priority for developing these three routes will be northeast (I-80), Folsom and Freeport (I-5 South). Peak traffic congestion is worst in the northeast; and this also is the area with the largest bloc of urban area population. Further, freeways once planned but now abandoned have left the area short of adequate people-moving capacity. Northeast Sacramento has the highest priority for a major transit investment for these reasons.

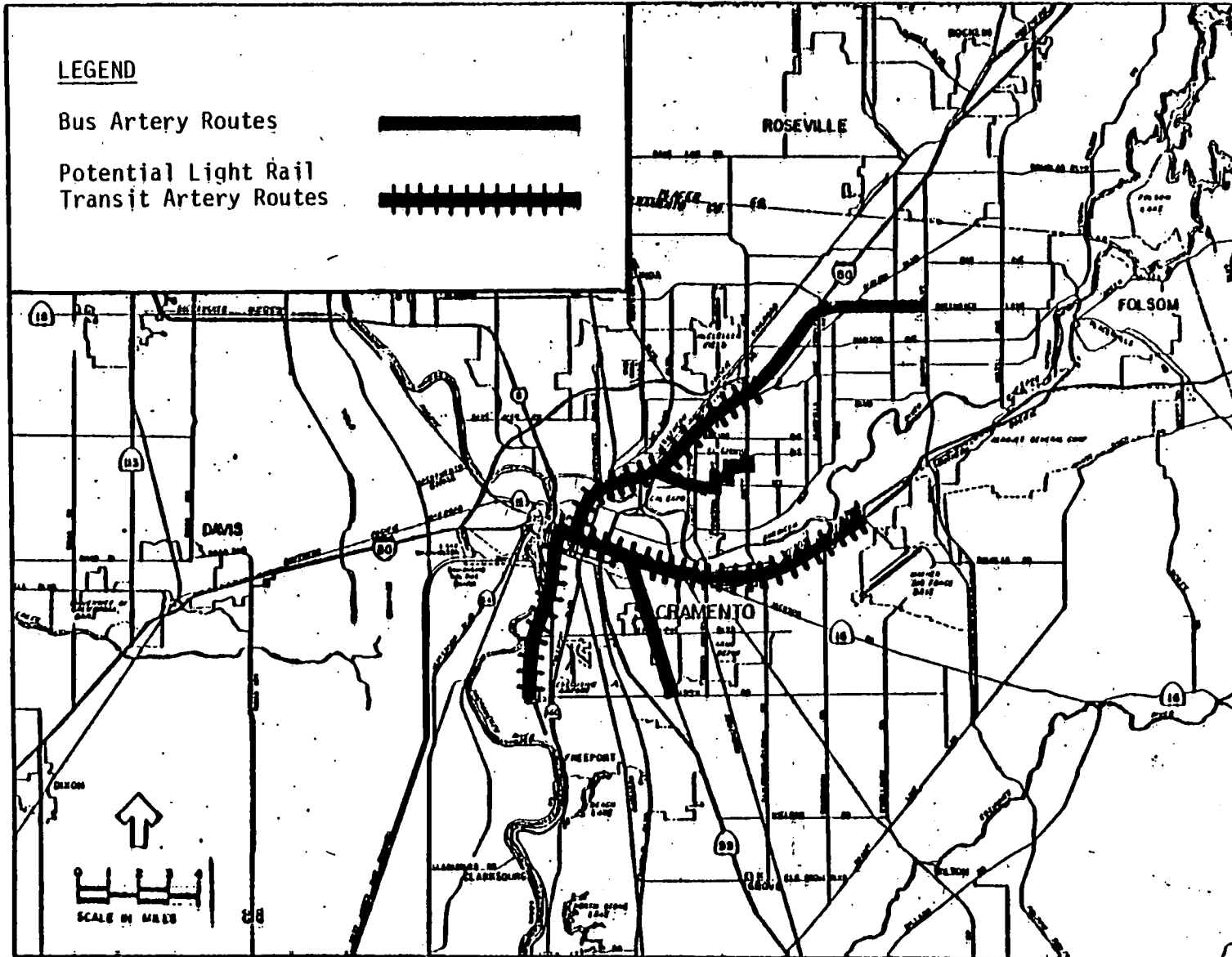
The I-80 and Folsom Corridors are being considered simultaneously because of rapid urban development occurring in Rosemont and Rancho Cordova, as well as in I-80 Corridor communities, and because of interrelationships in the use of I-80 and Folsom Corridor transportation facilities by northeast area residents. Both the Route 80 and U.S. 50 freeways are operating at capacity during peak commuting times.

Although new development is occurring rapidly in the South Area, too, traffic congestion there has not reached the levels being experienced in the northeast. Caltrans and local jurisdictions are moving now to preserve a

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\*Some downtown layover locations already are overloaded, with bus double parking occurring, e.g., 9th and H Streets.

**FIGURE 4**  
**SACRAMENTO REGIONAL TRANSIT DISTRICT**  
**ARTERY ROUTE DEVELOPMENT**  
**LIGHT RAIL TRANSIT IN THREE CORRIDORS**



JWS 9/5/80

right-of-way, the former Southern Pacific Walnut Grove branch, for future re-use as a light rail line.

A. I-80 Light Rail Line

Initially, the I-80 Corridor LRT line will extend northeastward from the Central City to the vicinity of Watt Avenue and I-880. North of the American River, the line will be located primarily in the right-of-way originally acquired for the I-80 Bypass Freeway. Service will be scheduled so that LRT will connect with all intersecting bus lines, including two proposed artery express routes. One of these would extend from Watt Avenue to Sunrise Mall via I-80 and Greenback Lane; the other would run to Country Club Centre via Arden Fair and Kaiser Hospital. Not shown in Figure 3 are the many local access bus routes that will lace the northeast area together.

In addition to good bus connections, ample park-and-ride opportunities will be provided at LRT stations.

B. Folsom Corridor Line

Outside the Central City, the Folsom Corridor LRT line will be located principally on the right-of-way of the Southern Pacific Transportation Company's Placerville branch. The line will extend to an eastern terminus near Bradshaw Road.

As in the case of the I-80 line, buses will be revised to feed the LRT line and ample park-and-ride spaces will be provided.

The Stockton Boulevard artery express bus route will continue to run through to the downtown area, rather than connecting with LRT in East Sacramento, because of the short distances involved.

C. Freeport Corridor LRT Line

This LRT line will utilize the abandoned Walnut Grove branch of the Southern Pacific which parallels I-5 southward from the Central City. It will extend to Meadowview Road. Bus services presently operating in this



area will be rerouted to feed LRT. Park-and-ride facilities will be provided at Florin Road, Meadowview Road and other locations as feasible. This alignment runs directly through residential areas. When South Area freeways reach capacity, construction will occur within the limits of funding available.

5. Comparative Costs - LRT and Other Alternatives

Funding for transit operations in Sacramento is limited to present declining public support (Federal, State and local) and farebox revenues. Transit productivity must be increased. The capital dollars potentially available must be channeled into investments that will achieve this goal - modern light rail transit trunk routes.

Light Rail Transit

System characteristics (facilities and operations) and cost estimates (capital and operating) have been prepared for a two-corridor LRT starter line. The line will extend from Watt Avenue/I-880 in the northeast through the Central City to Bradshaw Road/Folsom Boulevard in the U.S. 50 Corridor, a distance of 18.9 miles, thus completing two of the three potential LRT artery routes shown in Figure 2. Downtown entries from both corridors would be on 12th Street, with the line following a K-7th-0 Street alignment through the CBD and State office area. Except in the downtown area where two tracks would be provided, the line would be single track with passing sidings.

A fleet of 26 six-axle cars would provide 15 minute headway service on both lines during AM and PM peaks as well as during midday. Of seven trains running during peak periods, three would have two cars and four would have four cars. This would result in peak hour, peak direction capacities of approximately 3,000 passengers in the I-80 Corridor and 2,000 in the Folsom Corridor.

Initial LRT system ridership is estimated at 30,000 per weekday and 9.7 million yearly. Annual car miles would be 1.1 million.

The capital cost of the line is estimated at \$110.1 million, in 1981 dollars, broken down as follows:

Fixed Facilities (including land)	\$ 81.5 Million
Cars (26)	28.6 "
Total	<u>\$110.1 Million</u>

Table 5-1  
TWO CORRIDOR LIGHT RAIL TRANSIT SYSTEM  
ESTIMATED CAPITAL COSTS  
(1981 Dollars)

<u>COST ELEMENT</u>	<u>AMOUNT</u>	<u>%</u>
<b>Fixed Facilities:</b>		
Track	\$ 19.7 Mil.	18%
Civil & Structural	4.0 "	4%
Electrification	22.3 "	20%
Signals	5.9 "	5%
Communications	0.3 "	½%
Stations	11.4 "	10%
Fare Collection	0.5 "	½%
Shop & Yard	4.7 "	4%
Other Capital Costs*	2.1 "	2%
Agency Costs (15%)	<u>10.6 "</u>	<u>10%</u>
SUB TOTAL	\$ 81.5 Mil.	74%
Cars (Including Agency Costs @ 15%)	<u>\$ 28.6 Mil.</u>	<u>26%</u>
TOTAL	<u>\$110.1 Mil.</u>	<u>100%</u>

\*Including Land

Table 5-2  
TWO CORRIDOR LIGHT RAIL TRANSIT SYSTEM  
ESTIMATED ANNUAL OPERATING & MAINTENANCE COSTS  
(Fiscal 1980/81 Dollars)

<u>COST ELEMENT</u>	<u>NO. OF STAFF POSITIONS</u>	<u>AMOUNT</u>	<u>%</u>
Transportation	36	\$1.2 Mil.	29%
Maintenance of Equipment	22	0.8 "	20%
Maintenance of Way	12	0.8 "	20%
Electrical Energy	-	0.5 "	12%
Injuries & Damage	-	0.5 "	12%
General & Administration	<u>6</u>	<u>0.3 "</u>	<u>7%</u>
TOTAL	<u>76</u>	<u>\$4.1 Mil.</u>	<u>100%</u>

Operating costs for the LRT line would be approximately \$4.1 million, which works out to be \$3.91 per car mile and \$0.42 per passenger. A total of 76 RT employees would be directly related to LRT operations.

More detailed summaries of capital and operating costs for the LRT line are shown in Tables 5-1 and 5-2.

Background Bus System

A background bus system has been developed for the Northeast area to feed and otherwise compliment the LRT system upon its opening in 1986. Comparison of this network with existing bus operations in the I-80 and Folsom Corridors indicates an increase in the number of revenue trips made and reductions in the number of buses required as well as hours and miles operated. Estimated costs shown are based on an annualization factor for hours and miles of 322 "equivalent" weekdays per year, considering reduced levels of service on weekends and holidays, and on rates of \$21.53 per hour and \$1.34 per mile. The result is an estimated savings of \$3.0 million per year, as shown in Table 5-3.

Table 5-3  
SERVICE AND COST COMPARISONS - EXISTING NORTHEAST BUS SYSTEM  
AND LRT BACKGROUND BUS NETWORK

<u>Item</u>	<u>Existing</u>	<u>Proposed</u>	<u>Difference</u>
Peak Hour Routes	35	29	- 6
No. of Buses Required:			
Peak	90	79	-11
Base	46.5	41	- 5.5
Revenue Trips	624	1,058	+70%
Vehicle Hours (Weekday)	778	690	-11%
Vehicle Miles (Weekday)	16,190	10,794	-33%
Estimated Annual Operating Cost	\$12.4 Mil.	\$9.4 Mil.	\$3.0 Mil.

Funding Operations With LRT

Adding estimated annual operating costs for the LRT system and the proposed bus network results in a total annual cost of \$13.5 million, an increase of

\$1.3 million over the present operation. This increased cost can be offset by obtaining additional revenues from the following sources.

Increased patronage can be accommodated on the LRT system; and experience with new rail lines in other cities indicates that substantial numbers of new patrons will be attracted who presently do not use public transit. The capital cost estimate includes construction of 3,770 parking spaces distributed among the suburban stations in both the I-80 and Folsom Corridors. If each of these spaces is occupied by a single commuter riding on a monthly pass, additional revenue in the sum of \$0.7 million would be generated at the current pass price of \$16.00/month, \$0.9 million at \$20.00/month.

Proposition 5 can be used for on-going maintenance costs associated with the tracks, supporting roadbed and structures. These costs are estimated at approximately \$0.4 million per year for the two corridor starter LRT line.

#### Why Not Just Run More Buses

RT cannot afford to run more buses, whether they run on existing roadways or on special HOV (high occupancy vehicle) facilities. To demonstrate this fact, an alternative has been developed which would use buses to approximate as closely as possible the transit service provided by a mixed LRT/bus system.

Under this option, articulated buses would run on artery routes in the I-80 and Folsom Corridors in place of LRT. These routes would utilize the HOV facilities described in the North-East Sacramento Draft Environmental Impact Statement. The background bus system would remain the same as for LRT. Thus, the only cost differences are those associated with the artery routes.

A fleet of 54 articulated buses would be required to provide the same capacity as 26 LRV's. Like all buses, they would need to be replaced twice as often as rail cars. Over 20 years, capital costs for this HOV bus system would be \$243.5 million compared to \$216.8 million for LRT (10% inflation, 5% discount rate). These figures include all bus and light rail transit vehicles, maintenance facilities, HOV roadways/lanes, LRT guideways and downtown transit malls as appropriate.

Note that the system with LRT is better matched to the likely pattern of capital available in Sacramento (Table 5-4). Although it will need a larger investment in the first five years (for which Interstate Transfer monies are potentially available), LRT does not require such large on-going capital infusions in later years. The system with LRT will consume capital at a rate equal to or less than even the existing RT system after 1985 because there will be fewer buses to replace.

Table 5-4  
COMPARISON OF 20-YEAR CAPITAL PROGRAMS  
 (10% Inflation; 5% Discount Rate; 1980 Dollars)

<u>Period</u>	<u>Existing</u>	<u>HOV</u>	<u>LRT</u>	<u>% Difference LRT Re HOV</u>
1981-1985	\$ 26.1 Mil.	\$127.9 Mil.	\$134.3 Mil.	+ 5%
1986-1990	14.9 "	14.9 "	14.9 "	-
1991-1995	28.9 "	31.3 "	28.9 "	- 8%
1996-2000	43.8 "	69.4 "	38.7 "	-44%
Total - 20 Yrs.	<u>\$113.7 Mil.</u>	<u>\$243.5 Mil.</u>	<u>\$216.8 Mil.</u>	

Operating costs for the three systems would be as shown in Table 5-5. The HOV bus system will cost nearly a million dollars more per year to run than an LRT/bus network, and over two million dollars more than existing RT services. Further, the HOV/bus system will not be able to tap all the additional revenue sources that will be available for LRT. The projected shortfall in revenues of \$1.3 million annually highlights RT's inability to increase capacity simply by adding more buses. The driver productivity improvement associated with articulated buses (about 50% with a full load) is insufficient. RT needs the quantum leap achievable with LRT, where one operator running a 4-car train can carry 10 times as many people as on a standard bus.

Table 5-5  
 COMPARISON OF OPERATING COSTS AND REVENUES FOR  
ALTERNATIVE INTERMEDIATE RANGE NORTH-EAST TRANSIT SYSTEMS  
 (1980\$)

<u>Costs</u>	<u>Existing</u>	<u>HOV</u>	<u>LRT</u>
Background Bus System	N/A	\$ 9.4 Mil.	\$ 9.4 Mil.
Artery Routes	N/A	5.0 "	4.1 "
Total	<u>\$12.4 Mil.</u>	<u>\$14.4 Mil.</u>	<u>\$13.5 Mil.</u>
 <u>Revenues:</u>			
Existing - All Sources	\$12.4 Mil.	\$12.4 Mil.	\$12.4 Mil.
New Park & Ride User Fares	-	0.9 "	0.9 "
Prop. 5 (LRT Guideway Maint.)	-	-	0.4 "
Total	<u>\$12.4 Mil.</u>	<u>\$13.3 Mil.</u>	<u>\$13.7 Mil.</u>



## 6. Financing - Why Light Rail Is The Only Way To Go

The capital programs shown in Table 5-4 represent detailed schedules of expenditures over 20 years. This evaluation of capital funding requirements concentrates on the ability to finance those elements of the program planned for the first 10 years from 1980 to 1990. There are two reasons for this:

- The need to identify financing for an "initial usable segment" of the proposed project; and
- The limited capability to predict the availability of funding 10 to 20 years into the future.

The development schedule shown in Figure 2 assumes completion of first stage construction by the end of 1985. While the assumed schedule is certainly achievable, it requires that all necessary approvals at local, State and Federal levels proceed on a tight schedule.

### Funding Sources

There are six potential sources of capital funding: three Federal and three State. Federal sources include the I-80 Bypass Transfer monies and UMTA capital grants (Section 3 - Discretionary and Section 5 - Bus Replacement). State sources include Transportation Development Act (TDA) monies, State Highway Account funds through Proposition 5 and Tideland Oil revenues allocated through AB 2973/SB 1755 of the 1980 session of the legislature. In the opinion of Legislative Council, both Proposition 5 and Tideland Oil revenues are available only for rail "fixed guideway" projects, and could not be made available for high occupancy vehicle (HOV) facilities.

### Funding the Alternatives

Table 6-1 applies the sources of funds listed above to the 10 year capital programs to maintain the existing bus system and to provide expansions in trunk line capacity by constructing HOV or LRT facilities. All figures are shown in 1980 dollars.

Table 6-1  
FUNDING TRANSIT ALTERNATIVES

Sources of Funds; Millions of 1980 Dollars								
	Int Trnsf	UMTA S 3	UMTA S 5	TDA	Prop 5	AB 2973	Other	Total
<u>Existing Bus:</u>	<u>\$94.0</u>	<u>\$12.0</u>	<u>\$13.0</u>	<u>\$18.4</u>	<u>\$31.0</u>	<u>\$25.0</u>	<u>-</u>	<u>\$193.4</u>
Buses	\$ 2.8	\$12.0	\$13.0	\$ 6.8	-	-	-	\$ 34.6
Maint. Facil.	<u>4.8</u>	<u>-</u>	<u>-</u>	<u>1.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6.0</u>
Total	<u>\$ 7.6</u>	<u>\$12.0</u>	<u>\$13.0</u>	<u>\$ 8.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ 40.6</u>
Surplus/(Def.)	<u>\$86.4</u>	<u>-</u>	<u>-</u>	<u>\$10.4</u>	<u>\$31.0</u>	<u>\$25.0</u>	<u>-</u>	<u>\$152.8</u>
<u>HOV:</u>								
Buses	\$13.3	\$12.0	\$13.0	\$ 8.6	-	-	-	\$ 46.9
Maint. Facil.	11.0	-	-	2.0	-	-	-	13.0
HOV Facilities	<u>56.9</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$10.0</u>	<u>66.9</u>
Total	<u>\$81.2</u>	<u>\$12.0</u>	<u>\$13.0</u>	<u>\$10.6</u>	<u>-</u>	<u>-</u>	<u>\$10.0</u>	<u>\$126.8</u>
Surplus/(Def.)	<u>\$12.8</u>	<u>-</u>	<u>-</u>	<u>\$ 7.8</u>	<u>\$31.0</u>	<u>\$25.0</u>	<u>(\$10.0)</u>	<u>\$ 66.6</u>
<u>LRT:</u>								
Buses	\$ 0.9	\$12.0	\$13.0	\$ 6.4	-	-	-	\$ 32.3
LRV's	21.2	-	-	-	-	\$ 3.8	-	25.0
Maint. Facil.	9.0	-	-	0.9	-	0.7	-	10.6
LRT Facilities	<u>55.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>9.8</u>	<u>-</u>	<u>65.1</u>
Total	<u>\$86.4</u>	<u>\$12.0</u>	<u>\$13.0</u>	<u>\$ 7.3</u>	<u>-</u>	<u>\$14.3</u>	<u>-</u>	<u>\$133.0</u>
Surplus/(Def.)	<u>\$ 7.6</u>	<u>-</u>	<u>-</u>	<u>\$11.1</u>	<u>\$31.0</u>	<u>\$10.7</u>	<u>-</u>	<u>\$ 60.4</u>

The following conclusions can be drawn from this information:

- LRT makes maximum use of potentially available Interstate Transfer funds. Maintaining the existing bus system would make but little use of this resource.
- All the UMTA Section 3 and Section 5 monies flowing into the region over the next 10 years will be needed to buy replacement buses. In fact, these sums are inadequate to cover all bus replacement needs under any alternative. The LRT alternative requires the least utilization of Interstate Transfer funds for bus purchases.
- Under current Board policy, RT is diverting as much TDA money as possible from capital expenditures to maintenance-type operating expenses. The LRT alternative requires the least utilization of TDA money as the State/Local match for Federal grants.
- Because of revenue shortfalls in the State Highway Account, allocation of Proposition 5 monies to Sacramento in the near term is in doubt. The two corridor LRT starter line covered in these estimates would not require any utilization of Proposition 5 money, so long as Tideland Oil money can be made available.
- Tideland Oil revenues are available for guideway construction in the amount of \$25.0 million each year for the next three years on a statewide basis. Under SB 1755, these funds are to be allocated giving preference to those cities involved in Interstate Transfer projects. The two corridor LRT starter line would require less than one year's allocation of Tideland Oil revenues.
- There are no State funds currently available that can be used as the State/local match for HOV facility construction. As a result, that option would require the identification and allocation of revenue from new sources in the amount of \$10.0 million. Without such action, there is a funding deficit for this alternative.

## Conclusion

LRT can be funded within the limitations of the I-80 Bypass Interstate Transfer Funding and required State/local matching money. It can be placed in operation by 1986 if decision making at all levels of government is favorable and expeditious.

Further adjustments to both the level of LRT operations and the amount of background bus service provided may be desirable to bring estimated operating costs closer to the existing system. Even if this is not done, increased revenues will be gained from new riders and new revenue sources not presently available to RT to cover the small increase in operating costs for the combined LRT/bus system.



JOINT POWERS AGREEMENT

SACRAMENTO TRANSIT DEVELOPMENT AGENCY

This Agreement is entered into pursuant to the provisions of Title 1, Division 7, Chapter 5, Article I (§ 6500 et seq.) of the Government Code relating to the joint exercise of powers among the following parties:

The City of Sacramento, a municipal corporation, herein referred to as "CITY";

The County of Sacramento, herein referred to as "COUNTY";

The Sacramento Regional Transit District, herein referred to as "DISTRICT"; and

The State of California, acting by and through the Department of Transportation, herein referred to as "STATE".

R E C I T A L S

STATE, CITY, COUNTY, and DISTRICT are each empowered by law to provide for the planning and development of public transportation in said area; and

The parties have determined that the purposes and objectives of planning and developing public transportation in said area will serve and be of benefit to the residents of the city, county and state as a whole;

Now, therefore, the parties mutually agree as follows:

Section 1. Definitions

Unless the context otherwise requires, the terms defined in this section shall for all purposes of this Agreement have the meanings herein specified.

"Agreement" means this joint powers agreement as it now exists or as it may hereafter be amended.

"Agency" means the Sacramento Transit Development Agency and the governing board thereof.

"Project" means any transportation alternative that may be selected for implementation as an alternative to the Interstate 80 Bypass. The Agency shall have no responsibility whatsoever for Project selection.

Section 2. Purpose

The purpose of this Agreement is to establish an organization to be responsible for the development and implementation of any project, if a decision to implement such project is made by the officials responsible for authorizing such implementation.

Section 3. Term

This Agreement shall be effective upon execution, and shall continue in full force and effect until one year after the completion of the project or such other date as the parties mutually agree upon. In no event shall it be effective after December 31, 1990, unless expressly extended by the consent of all parties to this Agreement.

Section 4. Creation of the Agency

There is hereby created the Sacramento Transit Development Agency as a public entity separate and apart from

CITY, COUNTY, DISTRICT and STATE, known as the SACRAMENTO TRANSIT DEVELOPMENT AGENCY. The governing board of the Agency shall consist of seven members appointed as follows:

(a) Two (2) members appointed by the Director of Transportation of the STATE.

(b) Two (2) members of the city council appointed in the manner provided by the charter of the CITY for the appointment of members of city boards, commissions and agencies.

(c) One (1) member of the COUNTY Board of Supervisors appointed by the COUNTY Board of Supervisors.

(d) One (1) member of the Board of Directors of the DISTRICT appointed by the Board of Directors of the DISTRICT.

(e) One (1) member selected by majority vote of the other members of the Agency.

Each member shall serve in his or her individual capacity, but at the pleasure of the party appointing him or her. An alternate may be selected for each member by his or her appointing authority. The CITY and COUNTY alternates must be council members or supervisors, respectively. The alternate for the member selected by the Agency shall also be selected by the Agency.

#### Section 5. Powers

The governing board shall be the policy making body of the Agency and shall have power to implement the Project.

The Agency is hereby authorized, in its own name, to do all acts it deems necessary or convenient for the exercise of



said power, including but not limited to any or all of the following:

To make and enter into contracts; to employ agents and employees, to lease, acquire, construct, manage, and maintain any land, buildings, works or improvements; to acquire by the powers of eminent domain, in the name of the Agency, by and through the DISTRICT (Pub. Util. Code, §§ 102240-102242) or otherwise, hold or dispose of property; to lease facilities to any person; to incur debts, liabilities or obligations which do not constitute a debt, liability or obligation of the STATE, CITY, COUNTY or the DISTRICT; and to sue and be sued in its own name.

Pursuant to Government Code section 6509, the power of the Agency is subject to the restrictions upon the manner of exercising the power of DISTRICT.

The Agency may apply for, receive, and utilize state, local and federal funding and funds from all other sources given to it for the purpose of accomplishing the Project.

Section 6. Meeting of the Agency

A. Regular and Special Meetings. The Agency shall hold at least one (1) regular meeting each year. The date upon which, and the hour and place at which, each such regular meeting shall be held shall be fixed by resolution of the Agency. The bylaws referred to in section 7 may provide for additional regular meetings and special meetings.

B. Conduct of Meetings. All meetings of the Agency shall be held subject to the provisions of section 54950 et seq. of the Government Code of the State of California.

C. Minutes. The secretary shall cause minutes of all meetings of the Agency to be kept and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each member of the Agency.

D. Quorum. A majority of the members of the Agency shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn from time to time. No action may be taken by the Agency except upon the affirmative vote of four or more members of the Agency.

Section 7. Bylaws

The Agency shall have the power to adopt such bylaws that it, in its sole discretion, may deem necessary or desirable for the conduct of the business of the Agency.

Section 8. Officers and Employees

A. The Agency shall elect a chairperson and a vice-chairperson from among its members, each to serve at the pleasure of the Agency. The Agency shall also appoint a secretary who may, but need not be, a member of the Agency. The Agency shall select independent legal counsel to provide general legal assistance relative to Agency matters.

B. The CITY Treasurer shall be the treasurer of the Agency and shall have custody of all the moneys of the Agency from whatever source and shall perform the function of treasurer and have all the powers, duties, and responsibilities as set forth in Government Code section 6505.5.

C. The CITY Finance Director shall act as controller of the Agency and shall perform the functions and have the powers, duties, and responsibilities set forth in Government

Code section 6505.5. The controller shall draw warrants to pay demands against the Agency when the demands have been approved by the Agency or the Project Manager pursuant to authorization of the Agency.

D. The chairperson of the Agency and the Executive Director are designated as the public officers or persons who have charge of handling, or have access to any property of the Agency.

Section 9. Staff Assistance

A. Executive Director. The Agency shall be served by an Executive Director, who shall be the chief executive officer of the Agency. The Executive Director shall be selected by the Agency, and shall serve at the pleasure of the Agency. The Executive Director shall be solely responsible to and report directly to the Agency on all matters relating to the Project. The Executive Director shall assume such other functions as directed by the Agency on matters related to the Project. The duties of the Executive Director may include, but need not be limited to, analyzing and making recommendations to the Agency on policy matters, obtaining necessary funding for the Project, and taking responsibility for necessary administrative services and public information.

B. Project Manager. The Agency shall be served by a Project Manager. The role of Project Manager shall be performed by STATE. The Project Manager shall report to the Agency through the Executive Director, and, subject to the provisions

of section 9C, shall have overall responsibility for development and delivery of the Project.

The work to be performed by the Project Manager shall be specified pursuant to the provisions of section 9C, and may include, but need not be limited to, project management; environmental planning; preliminary project planning and engineering; preparation of plans, specifications and estimates; surveying; geotechnical work; right-of-way acquisition; utility relocation; operational planning; equipment procurement; and contract administration.

STATE, subject to concurrence by the Agency, shall appoint an individual to serve as Project Director. STATE shall retain the right to replace the Project Director from time to time, subject to Agency concurrence with the STATE's replacement nominee. The Agency also may require the removal and replacement of a Project Director for cause. Cause shall include, but not be limited to, incompetence, neglect of duty and misconduct in office.

C. The details of the work and services to be performed by STATE and the cost of said work and services shall be determined by subsequent agreement or agreements between the Agency and STATE. Said agreement or agreements shall provide for submission by STATE to Agency of a master work plan defining the work to be performed, together with an operational procedure for revising and updating said plan. Such work plan, and any revisions and updates thereof, shall be subject to review and approval by the Agency. The decisions on which portions of the

work or services will be performed by outside consultants, or parties other than the STATE, shall be included as part of the work plan and shall be subject to mutual agreement by the STATE and Agency, provided that STATE shall not be authorized to proceed with portions of work or services which Agency wants to be performed by outside consultants or other persons until mutual agreement is reached.

D. The Agency may establish any advisory committees and employ whatever staff it deems necessary or appropriate to carry out its functions.

E. Prior to hiring outside consultants the Agency shall give first consideration to using employees of the parties to accomplish all elements of the Project.

Section 10. Federal Funds

The Agency shall apply for all funds made available under the Federal Interstate Substitution Program. The application shall be forwarded to the Federal Department of Transportation through the Sacramento Area Council of Governments and the Governor of the State of California.

Section 11. Project Funds

The parties agree that should any member agency still possess or obtain in the future any moneys specifically required to be expended for the Project from any source, that money shall be forwarded to the Agency.

Section 12. Zoning Responsibility

Nothing in this Agreement shall be construed as in any way removing or lessening any existing authority or responsibility of the CITY or COUNTY in zoning, community planning or redevelopment.

Section 13. Fares

To the extent that project development requires decisions on matters pertaining to fares, including details of fare collection methods and facilities, such decisions will be made by DISTRICT in cooperation with the Agency.

Section 14. Ownership and Operation of Facilities

If the Alternative to the Interstate 80 Bypass project chosen includes a light rail facility, and if said light rail facility is completed pursuant to the terms and conditions of this Joint Powers Agreement, the completed light rail facility shall be solely owned and operated by the DISTRICT.

Section 15. Withdrawal from Agency

Any party may withdraw from this Agreement upon ninety (90) days' prior written notice to the other parties, in which event the Agency shall nevertheless continue to exist, but with membership adjusted to reflect such omissions, providing, however, that if three or more of the parties to this Agreement withdraw, then this Agreement shall terminate upon expiration of the 90-day notice given by the third party to withdraw from the Agreement.

Section 16. Disposition of Property and Funds

At such time as this Agreement is terminated, any property interest remaining in the Agency following discharge of all obligations due by the Agency shall be disposed of and the proceeds or property shall be returned to the source from which funds or property were obtained.

Section 17. Accounts and Reports

The Agency shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of the Agency shall be open to inspection at all reasonable times to the parties to this Agreement and their representatives. The Agency, within one hundred twenty (120) days after the close of each fiscal year (which shall be the period from July 1 of each year to and including the following June 30), shall give a complete written report of all financial activities for such fiscal year to the parties. The Controller shall prepare and maintain such accounts and reports.

Section 18. Obligations of the Agency

The debts, liabilities and obligations of the Agency shall not be debts, liabilities and obligations of any of the parties to this Agreement unless and to the extent specifically provided by agreement in writing with any of such parties.

Section 19. Indemnification

The Agency shall acquire such insurance protection as is necessary to protect the interests of the Agency, the parties to this Agreement and the public. The Agency created by this Agreement shall assume the defense of and indemnify and save harmless each party to this Agreement and its respective officers, agents and employees, from all claims, losses, damages, costs, injury and liability of every kind, nature and description directly or indirectly arising from the performance of any of the activities of the Agency, or the activities undertaken pursuant to this Agreement.

Section 20. Amendments

This Agreement may be amended at any time by agreement of all of the parties.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their proper officers thereunder duly authorized as of the date below written.

STATE OF CALIFORNIA,  
Department of Transportation

CITY OF SACRAMENTO,  
a municipal corporation

By Adriano G. Ventura  
Director  
Department of Transportation

By \_\_\_\_\_

Date 3-12-81

Date \_\_\_\_\_

Approved as to Form and  
Legality

Approved as to Form and  
Legality

By T. Cavill  
Attorney  
Department of Transportation

By \_\_\_\_\_

Date 3/12/81

Date \_\_\_\_\_

COUNTY OF SACRAMENTO

SACRAMENTO REGIONAL  
TRANSIT DISTRICT

By \_\_\_\_\_

By [Signature]

Date \_\_\_\_\_

Date 3-23-81

Approved as to Form and  
Legality

Approved as to Form and  
Legality

By \_\_\_\_\_

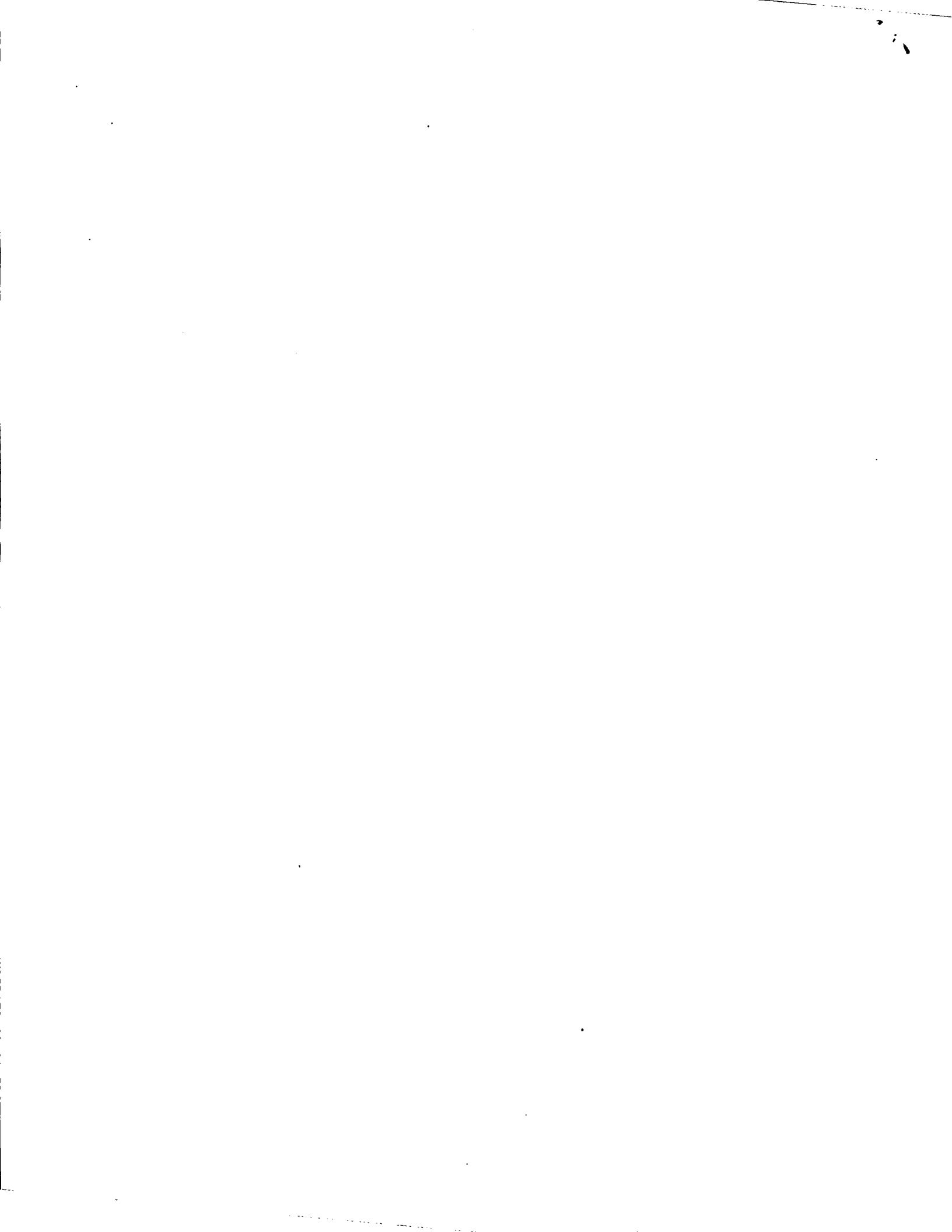
By [Signature]

Date \_\_\_\_\_

Date 3-24-81

FOR  
1.  
2.





RESOLUTION NO. 81- 730

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

March 23, 1981

APPROVING JOINT POWERS AGREEMENT  
FORMING THE SACRAMENTO TRANSIT  
DEVELOPMENT AGENCY

WHEREAS, in order to develop and implement an alternative to the Interstate 80 Bypass it will be necessary to draw upon the expertise of the State of California, City of Sacramento, County of Sacramento, and Sacramento Regional Transit District; and

WHEREAS, the above referenced entities are responsible for the planning and development of public transportation in the Sacramento area; and

WHEREAS, each of the above mentioned entities desires to enter into a Joint Powers Agreement pursuant to California Government Code Section 6500 etseq. in order to further the development and implementation of an alternative to the Interstate 80 Bypass Project; and

WHEREAS, the Joint Powers Agreement will create a separate public entity entitled the Sacramento Transit Development Agency with seven governing members, one of which is to be appointed by and from the RT Board of Directors; and

WHEREAS, the Sacramento Transit Development Agency shall be authorized to apply for all funding made available under the Federal Interstate Substitution Program and to receive any

funding for the alternative project that is obtained by a party to the Joint Powers Agreement; and

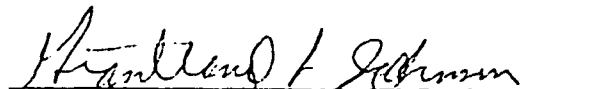
WHEREAS, the Sacramento Transit Development Agency will have the power to implement the project chosen as an alternative to the Interstate 80 Bypass, including all acts necessary and convenient for the exercise of said power.

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

THAT, the Joint Powers Agreement between the City of Sacramento, therein referred to as the "City", the County of Sacramento, therein referred to as "County", the Sacramento Regional Transit District, therein referred to as "District", and the State of California, acting by and through the Department of Transportation, therein referred to as "State", whereby the Sacramento Transit Development Agency is formed for the purpose and with the power to develop and implement the chosen alternative to the Interstate 80 Bypass is hereby approved.

THAT, the Chairman and General Manager are hereby authorized and directed to execute said agreement on behalf of the Sacramento Regional Transit District.

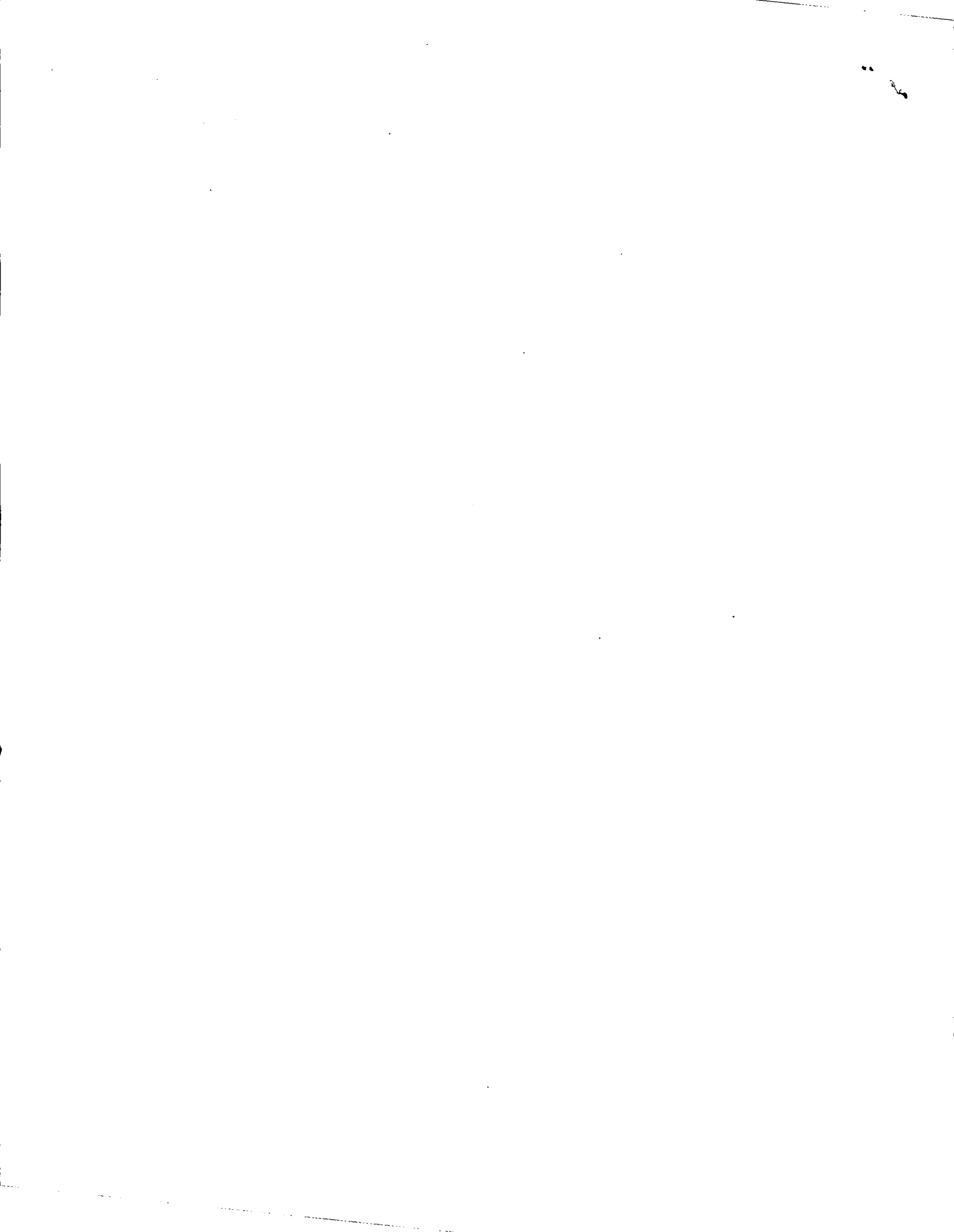
THAT, upon formation of the Sacramento Transit Development Agency, the General Manager is hereby authorized to transfer to said agency all unappropriated monies made available or to be made available to the District for the Interstate 80 alternatives analysis.

  
GRANTLAND L. JOHNSON, Chairman

A T T E S T:

ROBERT W. NELSON, Secretary

by   
JAMIE KHAN, Ass't Secretary



RESOLUTION NO. 81-730-A

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

March 23, 1981

EXPRESSING PREFERENCE WITH RESPECT TO REPRESENTATION ON THE BOARD OF DIRECTORS OF SACRAMENTO TRANSIT DEVELOPMENT AGENCY AND THE QUALIFICATIONS OF THE EXECUTIVE DIRECTOR

WHEREAS, the City of Sacramento, County of Sacramento, State of California, and the Sacramento Regional Transit District have entered into a Joint Powers Agreement for purposes of developing a Light Rail Transit or other freeway substitution project in the Sacramento region; and

WHEREAS, this Board is concerned that the Joint Powers Agency utilize Board members and staff with experience in the development of urban transit systems.

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

THAT, in entering into the Joint Powers Agreement this Board expresses its preference that the floating Board position on the agency to be selected by a majority vote of the other members of the agency be chosen from the Board of Directors of the Sacramento Regional Transit District.

FURTHER, THAT this Board expresses its preference that the Executive Director to be chosen by the Transit Development Agency be a person with expertise in Light Rail and Modern Transit Systems.

*Grantland L. Johnson*

GRANTLAND L. JOHNSON, Chairman

ATTEST:  
ROBERT W. NELSON, Secretary

By *Jamie Khan*  
JAMIE KHAN, Ass't. Secretary

