

INTRODUCTION

This section of the CIP summarizes the planning policies, major development projects, and planned public improvements within the City's shovel-ready areas.

In October 2009, the City Council approved using the Shovel-Ready Sites Program's Tier 1 and Tier 2 priority areas to align programming guide criteria and CIP funding to focus on new infrastructure projects in priority shovel-ready areas (Resolution 2009-629).

In addition to identifying opportunities of growth, the *2030 General Plan* also includes goals and policies dedicated to the preservation and enhancement of existing neighborhoods. Therefore, it is important to balance the City's investment in shovel-ready areas with the maintenance of established communities. Planning staff continues to work with CIP coordinators to assist in the transition from the "New Growth & Infill" approach to the Shovel-Ready Sites Program's Tier priority areas in order to identify eligible projects in the defined shovel-ready areas.

In October 2012, the City initiated a five-year update to the General Plan. This five-year update is necessary to keep the general plan relevant and informative to future planning endeavors. Completion of this project will support citywide economic development by:

- Streamlining development project review and approval (including compliance with the California Environmental Quality Act (CEQA));
- Focusing infrastructure investments by including an Infrastructure Financing Strategy for the Shovel-Ready Sites Tier priority areas. The outcome will be a comprehensive list of the key infrastructure improvement investments that could be made by the City in order to foster private sector development.
- Simplifying General Plan implementation and monitoring; and
- Conforming to minimum state and federal requirements.

Planning staff provide a consistency analysis on the new CIPs to the Planning Commission each year. This analysis determines the consistency of the CIP with the *2030 General Plan's* goals and policies and uses the Shovel-Ready Sites Program Tier 1 and Tier 2 priority areas to gauge consistency with the City's investments in opportunity areas.

SHOVEL-READY SITES PROGRAM

Introduction

The Shovel-Ready Sites Program was established in FY2004/05 with the intent of encouraging economic development at key locations in the city. The goal of the program is to promote economic development by leveraging and attracting private investment. Specifically the program seeks to:

- Make available sites to advance the City's economic development objectives and opportunities;
- Foster public-private partnerships to achieve economic development goals; and
- Spur private investment in the city, especially by businesses.

The program works to address and provide solutions to infrastructure, transportation, planning, and environmental challenges. City costs may be recaptured over time through assessment districts, fees, or other financing mechanisms, as well as through increased property and sales tax revenue associated with new development.

The lists below identify the shovel-ready opportunity areas identified as either Tier 1 or Tier 2.

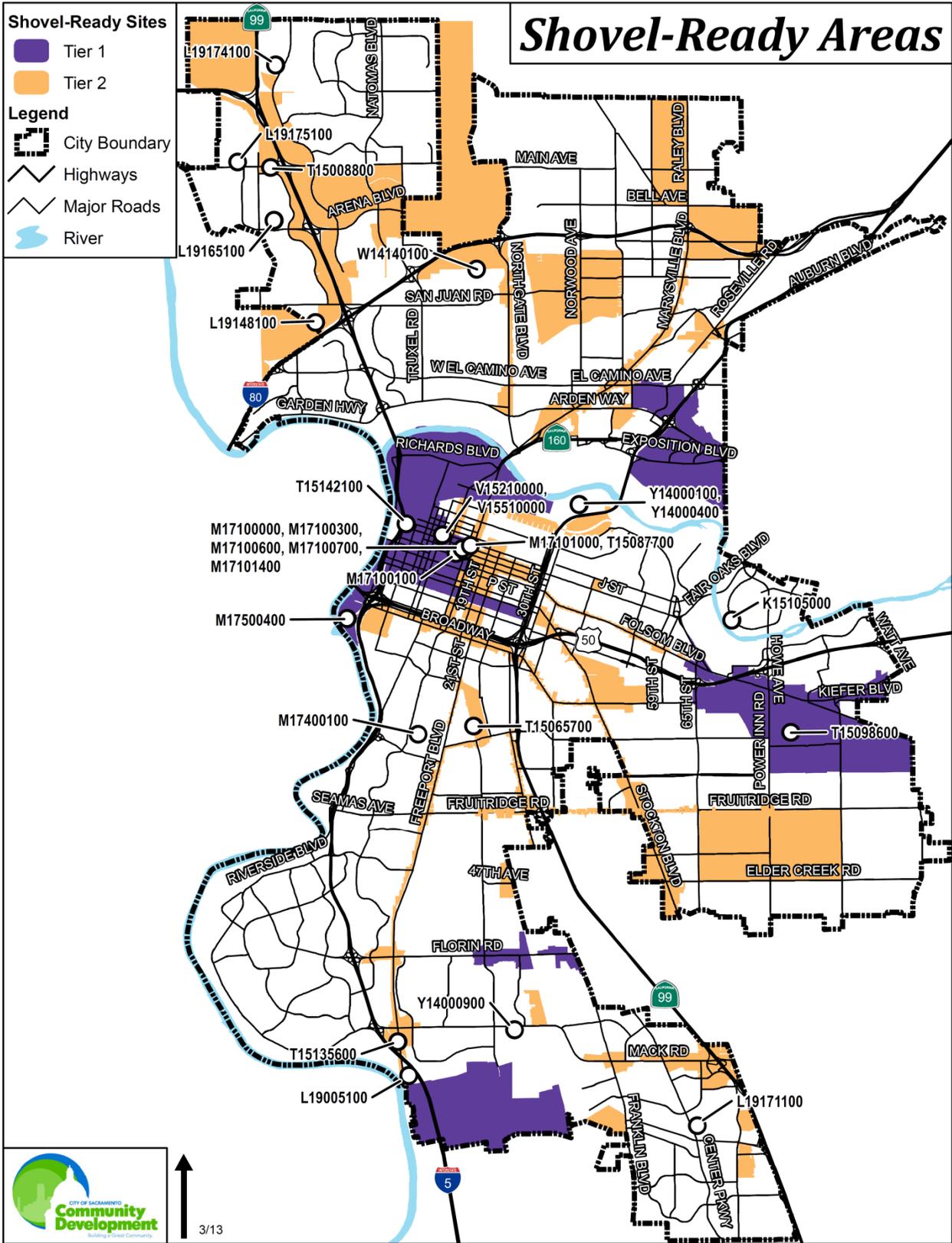
Tier 1 Sites (highest priority)

- Swanston Station, Arden Fair, Point West, Cal Expo
- Central City
- 65th Street/University Village, Innovation & Technology Village, Granite Regional Park
- Florin Road
- Delta Shores

Tier 2 Sites

- North Natomas, Panhandle, Greenbriar
- North Sacramento, Robla, McClellan/Parker Homes
- Power Inn Area
- Other Infill Areas (Corridors and Transit Station Areas)

The following geographic areas represent the Council-approved Shovel-Ready Sites Program's Tier 1 and Tier 2 priority areas. A number of projects or programs which are located in the tiered areas may be seen on the map following the area described; details on them may be found in their corresponding program section.



Funding Allocated to Tier 1 Planning Efforts

In 2008 and 2009, the City Council demonstrated the City's commitment to the Shovel-Ready program by allocating funding to key planning efforts in high priority shovel-ready areas (Tier 1 areas) to prepare these areas for development as the economy recovers. Most of these funds have been expended, but some residual balance remains. Specific efforts include the following:

- **River District Specific Plan:** A comprehensive development and finance plan for the 750-acre River District, which is an aging industrial area north of Downtown adjacent to the American River with many underdeveloped parcels and incompatible adjacent uses, is being used to establish policy direction and guidance on how the River District will develop in the future. The River District Specific Plan was approved by Council in February 2011. Greyhound opened for business in the River District in August 2011. The Green Line extension and Township 9 station opened in the spring of 2012. Richards Boulevard's I-5 Interchange Interim Project was completed in June 2012. Township 9 Cannery Place Apartment Project broke ground on January 16, 2013.
- **Sacramento Center for Innovation Specific Plan:** The plan is a comprehensive development and finance plan for the area south of Highway 50 near 65th Street and east of the railroad tracks. Working in conjunction with the Power Inn Alliance, property owners, Sacramento Municipal Utility District (SMUD), and California State University, Sacramento (CSUS), this effort is focused on preparing a large under-utilized infill area for future development to serve as a center for green and bio-technology as well as other research and development related businesses.
- **Florin Auto Dealership Master Plan:** Most of the auto dealers in both the city and unincorporated portions of Florin Road have closed or are likely to cease operations in the near future. This has resulted in the loss of sales tax dollars and quality jobs in a key part of the South Area Community Plan Area. This effort has involved planning, economic, transportation, infrastructure financing, environmental, and marketing studies designed to help attract developers to this area and foster redevelopment of the sites. The Florin Road Corridor Plan was approved by Council in October 2010. Phase II environmental assessment work was completed in January 2012, identifying remediation requirements on eight sites with minor contamination.
- **Downtown Development Strategy:** Development in the downtown area often faces unknown obstacles such as hidden infrastructure improvement costs. The City completed an infrastructure study in September 2011; the study analyzed infrastructure issues at key catalyst sites in the Central Business District (CBD). If the City can reduce the uncertainty and expedite the approval process for infill projects in this area, it will be well-positioned for growth as the economy improves.

SHOVEL-READY SITES PROGRAM – TIER 1 PRIORITY AREAS**Swanston/Arden Fair/Point West/Cal Expo**

The Swanston/Arden Fair/Point West/Cal Expo opportunity area is split by Business 80. To the west of Business 80 is the Swanston light rail train station and the Swanston Estates neighborhood, including single and multi-family residential, retail, commercial, and industrial. To the east of Business 80 are the Point West, Arden Fair, and Cal Expo areas.

Arden Fair Mall, located on Arden Way, is Sacramento's largest regional retail center and tax generator in the city. Cal Expo, the home to the California State Fair since 1968, is located on 350-acres adjacent to the American River. Cal Expo is currently considering new plans predicated on a strong desire to pursue opportunities which would provide the resources for the facility improvements needed for the State Fair and today's consumer and tradeshow environment. Point West, located between Arden Fair and Cal Expo, complements the surrounding land uses with professional offices, hotels, and multi-family residential.

The Point West area will be planned to complement the Arden Fair Mall and Cal Expo plans. Future development may include continued growth of retail, multi-family residential, and employment uses. This center can provide close-in employment opportunities for surrounding residential areas to reduce commute distances and provide employment opportunities in housing rich communities. A major component of the area will be to promote development that fosters accessibility and connectivity with adjacent transit centers to safely and efficiently accommodate a mixture of cars, transit, bicyclists, and pedestrians.

Central City

Tier 1 priority areas in the Central City include the Downtown Railyards new growth area, the River District, the J-K-L Central Business District area, the R Street corridor, the Waterfront area, and portions of the Alkali Flat neighborhood.

Funding

The City has been awarded funding from Propositions 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act) and 1C (Housing and Emergency Shelter Trust Fund Act), approved by the California voters in November 2006, that will be used to support major infrastructure projects such as the track relocation for the Railyards and transportation and utility infrastructure for the Township 9 project in the River District.

Downtown Infrastructure Study

Significant investment in infrastructure will be necessary to support additional higher density infill development. Funded by the Shovel-Ready Sites program (D21001300), the Downtown Infrastructure Study covered 54 city blocks from I Street to Capitol Avenue, 3rd to 17th Streets, encompassing 12 proposed projects and 19 opportunity sites having development or redevelopment potential totaling 3.3 million square feet and over 1,100 residential units. The study was completed in September 2011. The study will help promote development by removing the unknowns about the condition of infrastructure and any existing utility capacity to support anticipated growth in the downtown.

Downtown Railyards

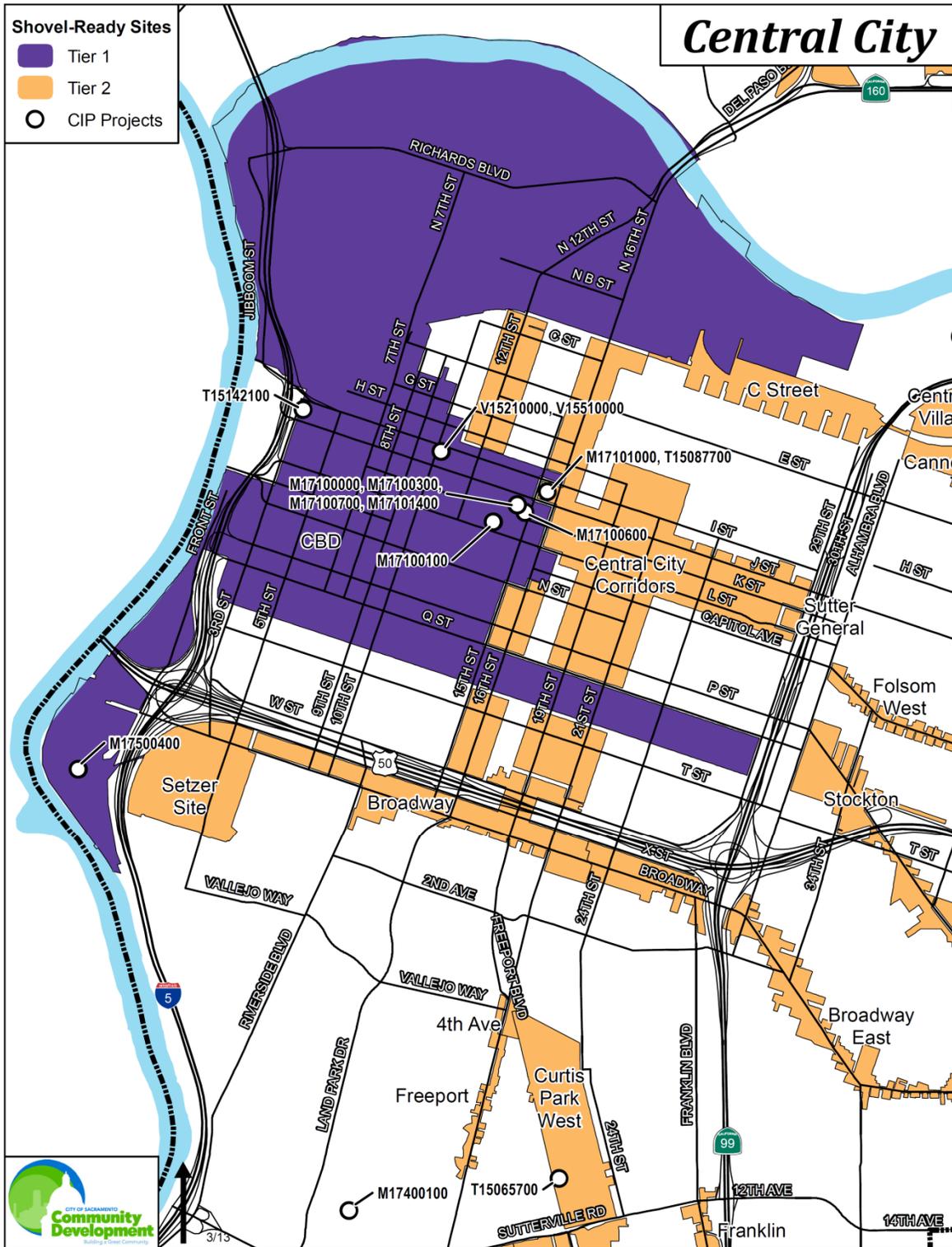
The City Council approved entitlements for the Downtown Railyards in December 2007. Several funding and infrastructure efforts have taken place since this action:

- Richards I-5 Interchange Interim Project (T15028200) was completed in June 2012; this project widened off-ramps and the Richards Boulevard underpass and extended Bercut Drive to the northern portion of the Railyards site.
- On December 1, 2009, the City secured \$20 million in federal stimulus money to be applied toward the approximately \$60 million cost of constructing new railroad tracks (T15029005).
- Most of the remainder of the funding was also confirmed in December 2009 when the City secured more than \$25 million in state Proposition 1B dollars. Together with the \$15 million acquired through a variety of other sources, the \$60 million project track relocation and bridge construction project is fully funded.
- Moving and realigning the railroad tracks 500 feet north cleared the way for the housing, shops, museums and entertainment venues at the Railyards being developed by Inland American and for future expansion of the depot into a world-class regional multimodal transportation center. In the immediate future, service and safety upgrades will include new passenger platforms and grade-separated access to passenger trains and across the rail corridor.
- Construction of bridges (T15098800) over the future new railroad tracks started in June 2010 and was finished in March 2011. The construction contract for the upgrade to 6th Street, (T15116200) from southern terminus to Railyards Boulevard, was awarded in December 2012 with completion expected by end of 2014. The construction award for 5th Street, from southern terminus to Railyards Boulevard, and Railyards Boulevard, from 7th Street to Bercut Drive, is anticipated in spring 2013 with completion by spring 2015. The North 7th Street project is being prepared for construction bid.
- On April 28, 2011, the City and its partner I.A. Sacramento Holdings, LLC, a subsidiary of Inland American Real Estate Trust, Inc., broke ground on the Track Relocation Project - Phase 1 of the future Intermodal Transportation Facility (T15029000) that will connect the Railyards to the rest of downtown. The multi-modal project moved another step closer to reality in June when the U.S. Department of Transportation awarded a \$15 million grant to the City toward a \$30 million renovation of the historic 86 year-old depot. The early 20th century building sees a 21st century passenger volume of 1.2 million travelers per year. Construction will start next summer to rehabilitate the historic building, which will include renovation of the waiting room and bathrooms, addition of office and retail space and new wiring, plumbing, and fixtures. Reinforcing the structure to withstand earthquakes is already underway as a separate contract and will be completed by next summer.

R Street Corridor

In past years, the City completed an infrastructure assessment of the R Street Corridor and directed grant funds for improvement of the combined sewer system (CSS) to support additional development. Grant funds were also used to acquire a park site to support existing and future residential development in the R Street Corridor. In 2006 the City, in collaboration with the Capitol Area Development Authority (CADA), prepared the R Street Streetscape Master Plan, identifying a variety of improvements on the R Street Corridor between 10th and 18th Streets which would reinvent the corridor as a high density in-fill development opportunity site which would ultimately provide live/work opportunities and a thriving retail district. The first phase of the project designed and constructed improvements on R Street between 10th and 13th Streets. Phase II has nearly finished final design for the segment of R Street between 16th and 18th Streets. In February 2013, the City Council approved the R Street Streetscape Phase III

Project (T15135900) as a new CIP.



65th Street, University Village, Granite Regional Park

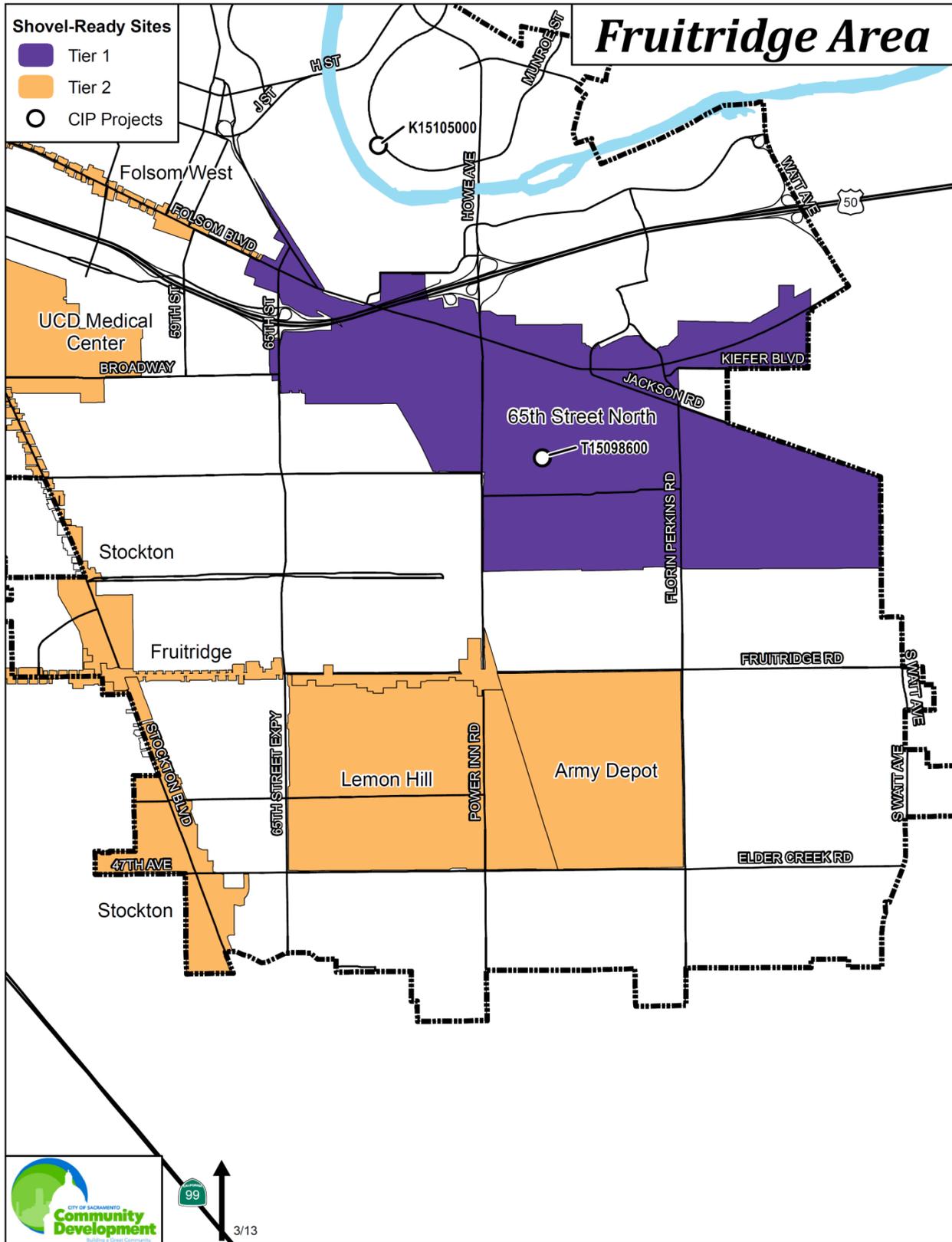
The Sacramento Center for Innovation Specific Plan Area is the area bounded by U.S. Highway 50 on the north, Union Pacific Railroad (UPRR) on the west, UPRR crossing at Power Inn Road and Power Inn Road on the east. It is located to the south of CSUS and to the west of the Granite Regional Park development area.

Currently, the area south of the existing Regional Transit light rail tracks, the Ramona Avenue area, is primarily heavy commercial, light industrial, and industrial uses. The *2030 General Plan* identified the area as an Opportunity Area, changed the land use designation from Industrial to Employment Center, and recommended further land use refinement.

The Specific Plan is anticipated to be completed in late 2013. It will provide a clear focus for the urban design, development standards, design guidelines, public facilities, utility capacity, and circulation that is proposed in the Specific Plan area.

The 65th Street/University Village Opportunity Area is poised to evolve into a vibrant and innovative campus-centered community that will provide a physical, social, and psychological connection to CSUS and the surrounding development and communities. The focus for this area will be on people, workforce development, education, jobs, and transit. CSUS will continue to attract innovative and creative students and faculty, and will continue to prepare students for a highly competitive workforce aligned with our economy's needs today and in the future. The Opportunity Area will create an environment that fosters the exchange of technical knowledge and expertise between CSUS students and faculty and private and public sector business enterprises. Companies located in this area will benefit from the availability of a student workforce and opportunities to collaborate with faculty. CSUS will benefit from faculty recruitment and retention and the real-world internship and educational opportunities for students.

The Granite Regional Office Park (120-acres) is partially built out with total development to include over three million square feet of office space with supporting retail and light industrial development. As a portion of the Clean Tech Zone (formerly the Florin-Perkins Enterprise Zone), the area is home to Sacramento's newest clean and green technology enterprises.



Florin Road Corridor

The Florin Road Corridor Plan is a joint planning effort between the City and the County of Sacramento (County) to promote coordinated planning and economic revitalization along the corridor. The boundaries extend along Florin Road between Tamoshanter Way in the city and Stockton Boulevard in the County. The plan area covers three miles of Florin Road. The City portion is approximately 1.42 miles between Tamoshanter Way and Franklin Boulevard.

In order to implement the City's new *2030 General Plan* as well as the County's new General Plan, the City has partnered with the County to promote coordinated planning and economic revitalization along the corridor. The City Council approved specific actions on October 19, 2010, including rezones, creation of a design review district, South Area Community Plan, and *2030 General Plan* amendments. A few remaining pieces of the Florin Road Corridor Plan including the Streetscape Master Plan update, mobility study, and infrastructure analysis will be presented to Council for acceptance following completion of review by the County.

Delta Shores

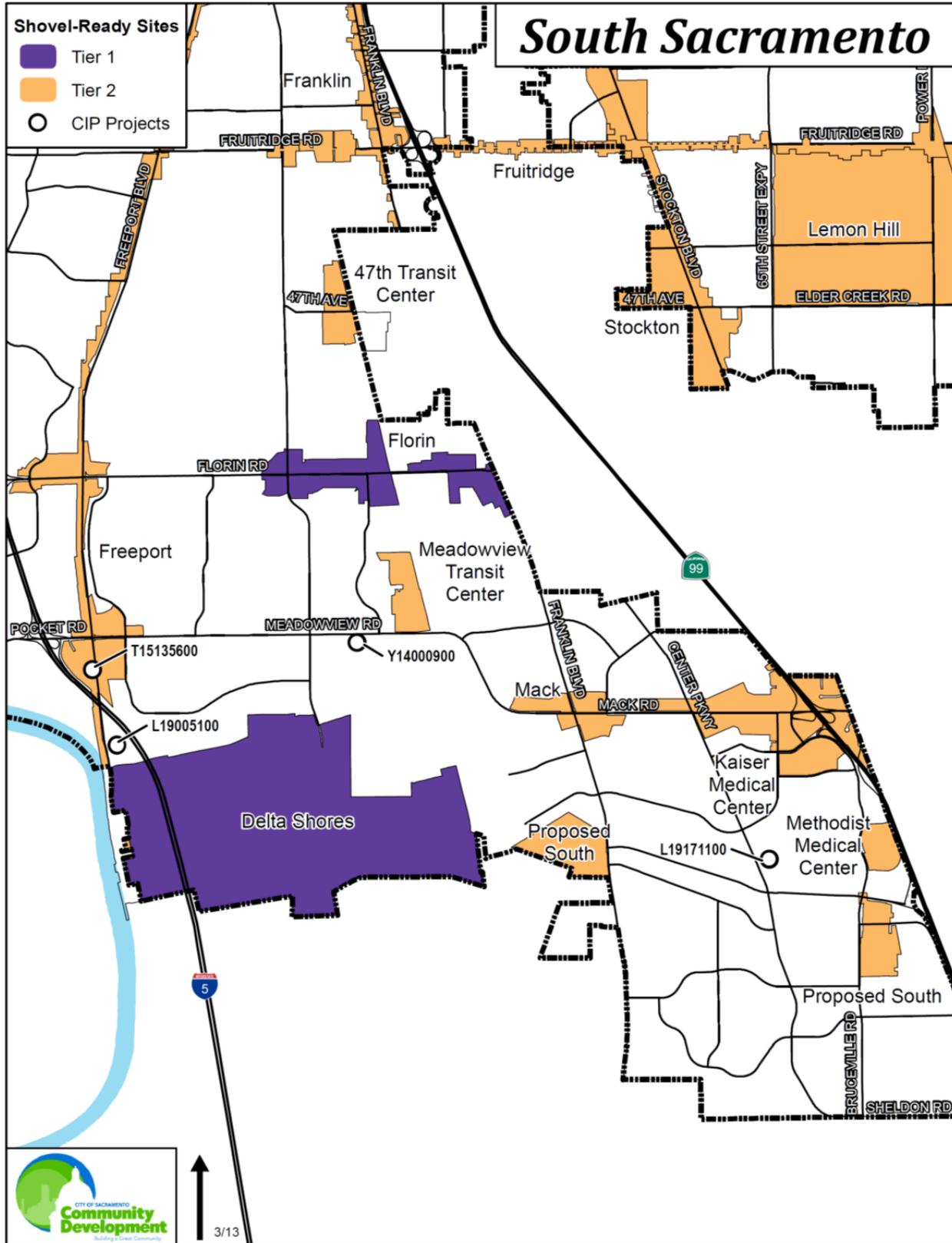
Delta Shores is located within the South Area Community Plan Area, updated in March 2009. The plan evaluates the land uses and need for infrastructure, schools, and other community facilities and services required to address new growth in the area.

This new growth area has experienced relatively high levels of recent population growth, and this trend is expected to continue. This community's potential growth is mostly associated with the Delta Shores area, build out of the Jacinto Creek Planning Area, and development along the existing light rail transit line and future extension of the south line transit corridor.

Future development includes the approved College Square mixed-use project near Cosumnes River College and the future development of the Delta Shores area in the south. Delta Shores is one of the last major undeveloped areas within the city. The Delta Shores area is generally located east of Freeport Boulevard, south of the existing Meadowview neighborhood, north of the Sacramento Regional County Sanitation District Wastewater Treatment Plant, and east of the Morrison Creek levee. The site is approximately 800-acres and will contribute to meeting the City's future housing and commercial needs. The planning entitlements and financing plan were approved by the City Council in January 2009.

Major public improvements proposed to serve planned new growth in the Delta Shores area include:

- Cosumnes Boulevard Extension and Interchange (T15018000). (On December 13, 2011, City Council authorized a cost sharing agreement with the Delta Shores developer to construct the I-5 Interchange and Cosumnes River Boulevard extension, and on January 31, 2012, City Council approved wetlands mitigation funding.) On January 8, 2013, the City Council approved the Project plans and specifications and awarded the construction contract to Teichert Construction (Resolution No. 2013-0009); work is expected to commence in early 2013.
- Phase 2 extension of light rail transit from Meadowview to Calvine Road.
- Construction of the Sacramento Regional County Sanitation District interceptor line.
- Construction of the new Freeport Regional Water Authority intake and pipeline from the Sacramento River to the Folsom South Canal.



SHOVEL-READY SITES PROGRAM – TIER 2 PRIORITY AREAS**North Natomas**

Although North Natomas presents great potential for growth, it is designated a Tier 2 priority area because the temporary construction moratorium placed on this area to address flood concerns does not allow near-future development.

North Natomas is designated as a major growth area in the city for new housing and employment opportunities. In recent years, North Natomas accounted for 47 percent of the development in the city. Based on *2030 General Plan* land use designations, North Natomas is projected to account for approximately 24 percent of new housing and 36 percent of new jobs in the city. Since 2005, more than 14,000 dwelling units have been built in North Natomas; the area is now about two-thirds built-out for residential uses. Office employment, however, is only partially developed with approximately 3 million square feet built and 7 million square feet authorized but not yet built.

North Natomas includes a well-integrated mixture of residential, employment, commercial, and civic uses, interdependent on quality transit service, surrounding a town center. An elementary school serves as the focal point of each of the fourteen proposed neighborhoods. Employment centers, located at the light rail train stations and along the freeways, are mixed-use centers consisting of primary employment generators and secondary retail, industrial, and residential uses serving the employees and employers of the center.

The North Natomas New Growth Area is bounded by Interstate 80 on the south, Elkhorn Boulevard on the north, and city limits on the east and the west. North Natomas includes the Panhandle area (595-vacant acres proposed for annexation) and Greenbriar (a 577-acre vacant parcel annexed in May 2008).

Development in the North Natomas area is currently restricted by the Federal Emergency Management Agency's (FEMA's) new maps, which were released for public view on December 8, 2008. No new construction is permitted in the Natomas Basin until such time that the area has at least 100-year flood protection (or A99 designation).

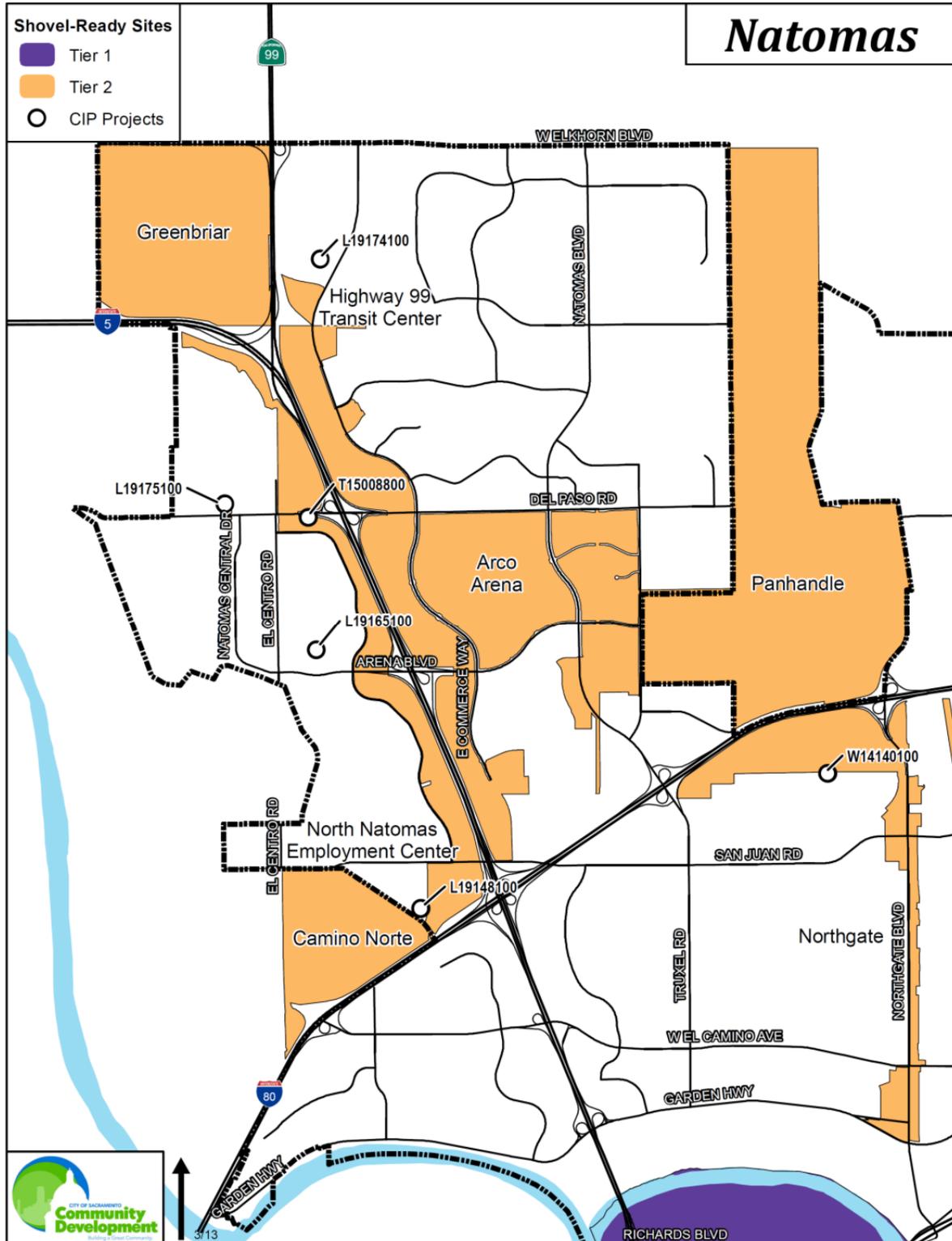
On January 27, 2009, the City Council adopted Resolution 2009-007 which extends the timeline for certain land use entitlements and building permits in the Natomas Basin while the area has an AE designation (high risk of flood) on FEMA's Flood Insurance Rate Maps (FIRMs). In other words, special permits, tentative maps, and building permits that were properly approved prior to December 8, 2008, have an "extended shelf life."

The improvement projects in North Natomas are funded as part of the 2013-2018 CIP or are built by private landowners. Infrastructure and draft finance plans were recently adopted for Greenbriar and proposed for the Panhandle. Project information for specific projects is listed in the appropriate section of this CIP document. The major infrastructure improvements are financed from the following fees – based upon development impact fees and Mello-Roos Community Facilities Districts – and are generally due at the time a building permit is issued:

- Quimby Act (Fund 2508) – dedication of land for parks;
- North Natomas Public Facilities Fee (Fund 3201) – backbone infrastructure;

- Park Development Impact Fee (Fund 3204) – park development; and
- Mello-Roos (pay-as-you-go) Community Facilities Districts and bond districts.

Details on these funds are provided in the Description of Major Funding Sources (K) section.



2013-2018 CAPITAL IMPROVEMENT PROGRAM

North Sacramento, Robla, and McClellan Parker Homes

The lack of adequate water, drainage, and sewer improvements has hindered development in the area – especially between Dry Creek Road and Raley Boulevard. As individual subdivisions are developed, the corresponding local infrastructure and limited off-site infrastructure is constructed, although subdivisions prior to annexation were often approved without provisions for backbone infrastructure.

The *2030 General Plan* was recently amended to redesignate the eastern portion of the Robla opportunity area from Suburban Residential Low-Density to Employment Center Low Rise to reflect existing and likely near-future development in that area.

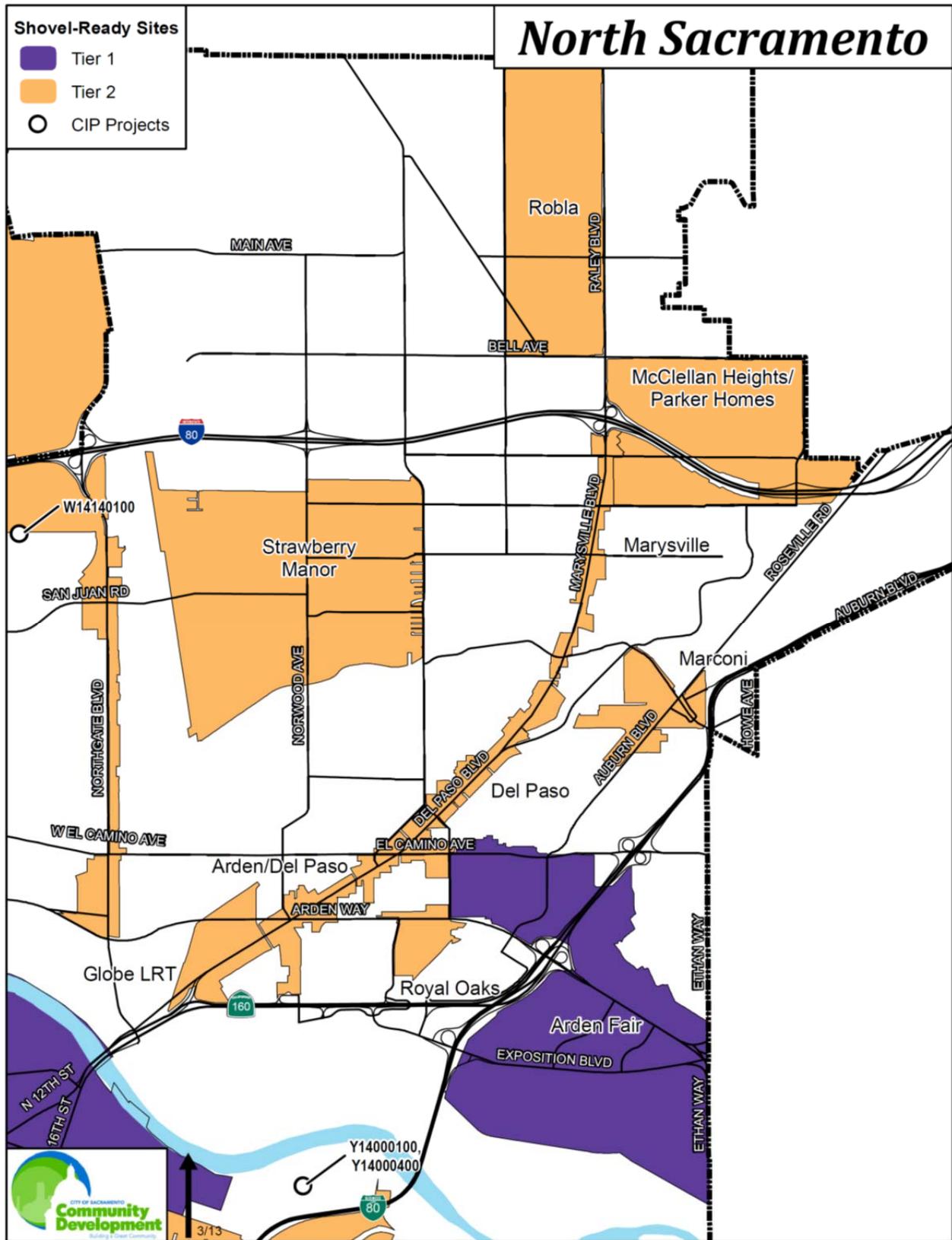
The City worked jointly with Sacramento Housing and Redevelopment Agency and a team of consultants to develop the McClellan Heights and Parker Homes Plan. The plan assesses and prioritizes infrastructure and housing needs for both the Parker Homes and McClellan Heights neighborhoods. Additionally staff developed land use and zoning recommendations to encourage residential development and neighborhood serving amenities while allowing existing businesses to continue operating.

The McClellan Heights/Parker Home Plan, located just east of McClellan Business Park, was approved by Council in 2007. The plan area is generally bounded on the north by Bell Avenue, the east by Winters Street, the south by Interstate 80, and the west by Raley Boulevard. The plan was adopted by City Council on November 27, 2007, and provides the following:

- An infrastructure plan for existing and new development;
- A land use and zoning plan to facilitate the development of new housing, neighborhood serving commercial and other compatible uses; and
- A housing needs assessment for the existing housing in Parker Homes and McClellan Heights.

Northeast Line Implementation Plan

This planning effort promotes reinvestment, redevelopment, and revitalization along the light rail corridor that includes the Globe, Arden/Del Paso, and Royal Oaks Stations. The Plan includes land use changes to better streamline uses that support an active and safe commercial corridor such as mixed-use and mixed-density housing as well as office and general commercial uses. Additionally, the Plan (adopted on March 15, 2011) has recommended infrastructure improvements that focus on key areas along the light rail corridor to encourage catalyst and near term development in the area.



Power Inn Area

The Power Inn Area is part of the larger Fruitridge/Broadway community, which includes Sacramento's manufacturing and warehousing district and the Granite Regional Office Park. Increased mixed-use development opportunities will be realized in proximity to light rail transit along Folsom Boulevard (e.g., 65th Street, Power Inn Road, and Watt/Manlove light rail train stations). Higher intensity uses will take advantage of light rail transit and freeway (U.S. 50) access, which should attract housing, office development, and other employee and resident-serving uses.

Aspen 1/Rock Creek/New Brighton is a proposed 232-acre project (P09-038) from Stonebridge (Teichert Land Company) located south of Jackson Highway on the west side of South Watt Avenue. The Sacramento Area Local Agency Formation Commission (LAFCo) approved an amendment to the City's Sphere of Influence to include a 28-acre sliver of previously unincorporated vacant land as part of this project site. Development entitlements are anticipated to be approved in late 2013.

Infrastructure improvements in the Power Inn area include:

- Light rail train bridge over Watt Avenue to eliminate light rail train station/auto conflicts;
- South Watt Avenue widening (County project);
- Completion of the Redding Avenue improvements (T15118000) (widen road and add sidewalks, curb and gutter, and bike lanes and new striping); and
- Funding for the Ramona Avenue extension (T15018400).

Transit Station Areas

The City's Infill Program identifies areas around existing city light rail stations as areas for new infill development and redevelopment. Some of the light rail train station areas are located wholly or partly within redevelopment areas. Many of the targeted stations require additional planning entitlements and zoning changes and require infrastructure upgrades to support additional development.

The 65th Street Transit Village Plan area is included within a redevelopment area, offering additional opportunities to fund necessary infrastructure. In past years, the City devoted some state grant funds to support streetscape enhancements on 65th Street. Additional analysis is being conducted to identify funding needs for infrastructure to support planned development. The City recently completed a circulation plan for the area and is now in the process of developing a finance plan to identify funding sources for the utility and transportation infrastructure improvements that would support job creation and additional development in the area.

The City recently completed infrastructure studies for the Florin, Meadowview, and Swanston light rail station areas that would serve as the first step in identifying needed capital improvements and financing options for those areas. The Florin and Meadowview studies were completed in 2009. The Draft Environmental Impact Report for the Swanston Transit Village Station was released in February 2009 and was adopted in April 12, 2011. The Northeast Line Implementation Plan – addressing the Globe, Arden/Del Paso, and Royal Oaks light rail stations – was adopted in March 2011.

Commercial Corridors

Commercial corridors are identified in the City's Infill and Economic Development Programs as target investment areas. These areas are primarily provided support indirectly through streetscape design

planning that had been funded through the Public Works Department. The City has identified infrastructure improvements as part of the Florin Road Corridor Plan, which is a joint City-County effort for that corridor. The plan was completed in the fall of 2010.

Target Residential Neighborhoods

While not identified by the Shovel-Ready Program, the City's Infill Program targets residential neighborhoods that include a substantial number of vacant lots and infill opportunities.

- Most of the assistance in these areas is through fee reduction (e.g., sewer credits administered through the Economic Development Department) and waiver programs.
- The City has also updated its pre-approved Infill House Plan Program which offers low-cost, pre-approved house plans to residents, property owners, and developers to encourage well-designed housing development on the many vacant lots located in these neighborhoods.

SOURCES OF CIP FUNDING

This overview summarizes the CIPs that contribute toward the infill development goals and policies. Funding is provided from a variety of sources depending on the nature of, and funding available for, the improvement. Many projects supportive of the City's Infill Program are initiated by City's Utilities, Public Works, and Economic Development Departments. Funding sources include the City's General and Utility Funds, various transportation funds, Workforce Housing Reward Program grants, and other local, state, and federal grant funds.

The Infill Program also includes a number of fee waiver and reduction programs and other programs funded through the General Fund and grants.

Federal, State, and Local Grant Funds

Several infrastructure projects supportive of infill development were programmed in prior years and are underway. Funding has been provided through state, federal, and local grants in addition to matching City funds. The City has received federal grant funds and Sacramento Area Council of Governments (SACOG) funds to fund improvements in several infill areas in the City including the R Street Corridor and several light rail train station areas. Descriptions of the major funding sources of the City's CIPs may be found in section K of this book.

In addition to the aforementioned grant programs, the City has also pursued and received state grants, including the Jobs-Housing Balance Program (JHB) and the Workforce Housing (WFH) Reward Program, which have been used to support infrastructure projects. Over the life of this WFH program, the City has received over \$6.7 million from these grant funds. While these grants have been discontinued by the State Housing & Community Development (HCD) Department, HCD has created the Housing Related Parks Program. Planning staff, along with Parks, is pursuing funding through that program. The program is very similar to the WFH program except that grant funds can only be used for parks.

The City has also successfully pursued grant funding in the first round of funding for the State's 2006 Proposition 1C (also known as the Housing and Emergency Shelter Trust Fund Act of 2006) bond programs including the Transit-Oriented Development (TOD) Program, the Infill Infrastructure Grant Program, and CALReUSE Remediation Program. As a result of City efforts, the City directly received \$31 million and supported developer applications which received another \$25 million. Projects benefiting from the first round of Proposition 1C program funding include:

- Downtown Railyards,
- Township 9, and
- Curtis Park Village.

These funds are slated to assist with major infrastructure projects or Brownfield remediation associated with the developments.

In 2010, the City also applied to the California Sustainable Strategies Pilot Program on behalf of these same developments in order to have them designated as Catalyst Projects. This designation will give the City higher priority for future state and federal grant funding. During August 2010, Township 9 was designated "Gold" as a model sustainable community that would:

“...enable the State to support local innovation, develop projects that integrate environmental, economic, transportation and housing goals and test strategies for broad implementation throughout California. The designated projects must remove barriers to development of transformative projects, demonstrate a high level of transferability, promote effective jobs and housing relationships, enhance multi-modal transportation options, integrate sustainability and economic development plans, demonstrate significant resource, economic, and environmental benefits, and provide opportunities for community engagement and cross-sector collaboration.”

As a result of being designated a Catalyst Project in the pilot program, Township 9 secured approximately \$1 million for housing development which began construction in January 2013.

CIP OPERATING BUDGET IMPACT

Depending upon the specific department, the CIP projects may or may not create a direct operating budget impact. When an improvement creates a new facility such as a community center, the possibility exists for increased maintenance costs. However, a sewer improvement might result in no operational impact or even a decrease based upon improved performance of the asset. The assumption is that departments are planning appropriately for possible increased operational costs as a consequence of the capital improvements.