

## SACRAMENTO INTERMODAL PHASE 3

Application Pin No. 26992 for  
Sustainable Communities Planning Grant and Incentives Program  
(Round 3, Strategic Growth Council)

February 28, 2014

## **SACRAMENTO INTERMODAL PHASE 3 – Proposal Summary Statement**

### **Overview**

The City of Sacramento is seeking a \$550,000 Sustainable Communities grant to master plan future phases of the Sacramento Intermodal Transportation Facility (Intermodal). Located at the center of the region within a Transit Priority Area (TPA), the Intermodal district is served by multiple modes of passenger transport and presents unique opportunities for compact, high-density development. It also offers a key chance to plan for future high speed rail as well as expand the region's transportation hub. The grant proposal, Sacramento Intermodal Phase 3 (SI-3), will act on these opportunities by taking a two-pronged approach of planning improved transportation facilities and intensive land uses to create a sustainable community achieving significant greenhouse gas reductions.

### **Problem**

There is a short window of opportunity to create an overall site plan that includes optimized footprints for the expanded multimodal station, for upcoming transportation projects and for enhancements and connectivity. It is critically important to have this plan in place to pursue and guide future land uses. Development momentum is accelerating in downtown Sacramento. Real estate proposals on the city-owned property have been received and new proposals are certain, yet all are premature before transportation planning is in place. Additionally, transportation projects that impact the site also are commencing: Sacramento Regional Transit's (RT) Green Line Light Rail Transit (LRT) extension to the airport; California High Speed Rail (CalHSR) studies of the Merced to Sacramento segment; the Downtown/Riverfront streetcar project; Capitol Corridor and San Joaquin Corridor upgrades; and other circulation network changes.

If this planning does not occur, it is likely that certain transportation projects may either be precluded from occurring or may not be as optimally-designed and located as possible, which may affect their success and decrease city and regional sustainability targets for the TPA and regional network. This would be pertinent to CalHSR, which is proposing its northern system terminal adjacent to the Intermodal in downtown Sacramento. Also, it could also affect the viability of the capacity and service improvements planned for the San Joaquin Corridor, which is based at this station and will serve the first phase of CalHSR.

The future of the Intermodal and the undeveloped areas of the district call out for attention. Ridership projections anticipate multifold increases in future years. Existing transit facilities have deficiencies and cannot expand; connections among modes and to the city are not optimal. Passenger facilities are needed closer to the mainline tracks. Light rail must shift on-site to become a through-station to serve the LRT system extension. Intercity and local bus berth areas are undersized. Site circulation and amenities need upgrades to improve the passenger experience. Better connections must be designed with adjacent areas and among all modes, including the coming street car system and high speed rail.

### **Characteristics**

The 40-acre Intermodal district is situated on the northwest edge of downtown in the vicinity of 5<sup>th</sup> and H Streets, at the crossroads of national rail and highway corridors. It includes the existing Sacramento Valley Station, which is the 7<sup>th</sup> busiest rail station in the

nation and the 2<sup>nd</sup> busiest in California serving over 1.7 million passengers annually. The station is currently served by Amtrak, Capitol Corridor and San Joaquin Corridor Rail, LRT, and intercity and local buses with accommodations for pedestrians, cyclists and automobiles. Surrounding the transportation facilities is a station area that is largely underutilized but possesses great potential to become a vibrant city center in conjunction with its high level of transportation. Since a major portion of this area is city-owned, it presents a singular opportunity to shape and catalyze development.

The initial phases of the Intermodal project include Track Relocation (Phase 1), which focused on realigning and modernizing rail and passenger facilities, and Improvements to the Depot (Phase 2), which focuses on revitalizing the station's historic passenger terminal and expanding its transportation, commercial and civic spaces. Phase 1 was completed in 2013 and Phase 2 is underway. SI-3 (Phase 3) will build on these improvements and will leverage the state and federal investment beyond current greenhouse gas modeling predictions by including CalHSR in this plan. This site is strategically placed to optimize all regional and statewide rail and transit investments.

### **Impact on Community**

The Intermodal site is ideally placed and primed to be one of the country's outstanding examples of transit-oriented development with full intermodal connections, intensive land use and highly walkable adjacencies to residences, employment, recreation, and cultural institutions. By facilitating compact infill development at this central destination, more housing and jobs will be provided. With increased walking, biking and transit, fewer vehicle miles will be traveled, resulting in reductions to greenhouse gases and improved air quality. The benefits to users of all economic levels will be increased and result in mobility choices and higher quality urban livability to attract a greater share of people to infill development areas.

By integrating transportation and land use, the master planning of the Intermodal's future will play an essential role in attaining targets set in Sacramento's Metropolitan Transportation Plan/Sustainable Community Strategy 2035 (MTP/SCS) for greenhouse gas emissions reductions in accordance with AB32 and SB375. Throughout this endeavor, there will be extensive public outreach and stakeholder participation, including transit operators and interested partners. Further, this project's steps, recommendations and implementation measures will have broader applicability for similar proposals statewide.

In short, building upon the foundations of the previous phases, planning for the Intermodal district must continue: to meet regional transportation and growth needs; to add travel modes, such as high speed rail, streetcar and regional rail; to spur transit-oriented development; to achieve regional sustainability targets; and, to create visually and spatially exciting destinations. Also, the master planning will allow public and private projects to be readied for funding, environmental review, design and implementation.

For all the above reasons, the future planning of the Sacramento Intermodal would be a project that aligns with the Sustainable Communities grant program objectives and would be a significant advancement for the transportation, land use and sustainability goals of the region and state.

## Print Application

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**Pin No: 26992 - Sacramento Intermodal Phase 3 - SUBMITTED**

### Application Overview

**Title:**

**Submitting Organization:** City of Sacramento

**Organization:**

**Submitting Organization:** Department of Public Works

**Organization:**

**Division:**

**Project Title:** Sacramento Intermodal Phase 3

**Project Description:** The Sacramento Intermodal Phase 3 Project (SI-3) integrates transportation and land use to transform the existing station area in downtown Sacramento into an expanded multimodal district that meets the region's 21st century transportation needs; incorporates new modes including high speed rail; and creates a vibrant, compact, connected center that is a gateway and catalyst for transit-oriented development. In the grant proposal, SI-3's transit and destination development will be planned and designed so that all components work well together, now and future, and foster non-vehicular travel. SI-3 will result in mobility, livability, climate and sustainability benefits that lead to greenhouse gas reductions in the region. Currently there is increasing momentum to develop in this area of downtown. This grant allows the City to take advantage of a short window of opportunity to master plan the Intermodal district to create a great urban center that achieves sustainability targets.

### APPLICANT DETAILS

**Applicant Organization:** City of Sacramento

**Organization:**

**Applicant Organization:** Department of Public Works

**Organization:**

**Division:**

**Applicant Address:** 915 I Street, Room 2000 , Sacramento , CA - 95814

**Address:**

### PROJECT LOCATION

**Latitude :** 38.3507

**Longitude:** -121.2958

**Watershed:** Sacramento River

**County:** Sacramento

**Responsible Regional Water Board:** 5S Central Valley Sacramento Regional Water Board

### PROJECT BUDGET

**Funds Requested(\$):** 500,000.00

**Local Cost Match(\$):** 50,000.00

**Total Budget(\$):** 550,000.00

Funding Program	Applied	Amount Recommended by State Water Board
Sustainable Communities Planning Grant and Incentives Program	Yes	\$0.00

Project Management Role	First Name	Last Name	Phone	Fax	Email
<b>Project Director: Authorized Representative</b>	Jerry	Way	916-808-6381	916-808-5573	jway@cityofsacramento.org
<b>Project Manager: Day to day contact</b>	Hinda	Chandler	916-808-8422	916-808-5573	hchandler@cityofsacramento.org

**Applicant Information**

**Name:** City of Sacramento  
**Division:** Department of Public Works  
**Address:** 915 I Street, Room 2000 Sacramento, CA , 95814  
**Federal Tax ID:** 946000410      **DUNS Number:** 827814299

**Person Submitting Information**

**Submitter Name:** Hinda Chandler  
**Submitter Phone:** 916-808-8422  
**Submitter Fax:** 916-808-5573  
**Submitter Email:** hchandler@cityofsacramento.org

Legislative Information	Primary	Additional District(s)
Senate District	06	06,
<a href="#">Assembly District</a>	07	07,
US Congressional District	06	

Cooperating Entities	Role	Name	Phone	Email
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**There are no COOPERATING ENTITIES to display.**

Pre Submission Attachment Title	Phase	Submission Period	Date & Time
<a href="#">Letters of Support - Caltrans</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:54:01 PM
<a href="#">Letters of Support - Capitol Corridor</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:54:17 PM
<a href="#">Letters of Support - Darrell Steinberg</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:54:35 PM
<a href="#">Letters of Support - Doris Matsui</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:54:51 PM
<a href="#">Letters of Support - Regional Transit</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:55:05 PM
<a href="#">Letters of Support - Roger Dickinson</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:55:19 PM
<a href="#">Letters of Support - SACOG</a>	PHASE1	PRE	2/26/2014 4:55:34

		SUBMISSION	PM
<a href="#">Letters of Support - San Joaquin JPA</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:55:51 PM
<a href="#">Letters of Support - The River District</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:53:33 PM
<a href="#">Sacramento Intermodal Phase 3 - Proposal Summary Statement</a>	PHASE1	PRE SUBMISSION	2/28/2014 1:11:19 PM
<a href="#">Sacramento Intermodal Phase 3 Project Budget</a>	PHASE1	PRE SUBMISSION	2/27/2014 2:00:08 PM
<a href="#">Sacramento Intermodal Phase 3 Project Indicators</a>	PHASE1	PRE SUBMISSION	2/27/2014 2:04:19 PM
<a href="#">Sacramento Intermodal Phase 3 Project Workplan</a>	PHASE1	PRE SUBMISSION	2/27/2014 2:02:38 PM
<a href="#">Signed Resolution</a>	PHASE1	PRE SUBMISSION	2/26/2014 4:56:27 PM

[Download all Pre Submission Attachments](#)



Questionnaire - Phase1

### APPLICATION ATTACHMENTS

The following attachments are required and should be uploaded in the Attachments tab:

- [Budget](#)
- [Workplan](#)
- [Indicators](#)
- [Signed Resolution](#) from Governing Board
- Proposal Summary Statement.

In addition, the following attachments may be required depending on the focus area. Please refer to the Guidelines for more information:

- Collaboration Requirement Letter(s); and
- Environmental Justice Community Documentation through [CalEnviroScreen](#).

Note: FAAST will not allow a PIN to be submitted if a required attachment is missing. In order for FAAST to recognize the document uploaded as one of the required ones, please select from the Attachment Category drop-down menu on the Attachments tab.

### APPLICANT INFORMATION

The following questions relate to the Applicant Organization(s).

- 1 Have you entered the Authorized Representative's name and contact information in the Project Management tab?

This information is REQUIRED.

Answer: I Yes.

- 2 Have you entered the Day to Day Contact's name and information on the Project Management tab? Note: The Day to Day Contact can be the same person as the Authorized Representative.

This information is REQUIRED.

Answer: I Yes.

- 3 The following are considered eligible applicants per the California Public Resources Code section 75127.

Select one or more Applicant Type(s).

- a. City
- b. County
- c. Metropolitan Planning Organization (MPO)
- d. Joint Powers Authority (JPA)
- e. Regional Transportation Planning Agencies (RTPA)
- f. Councils of Governments (COG)

Answer:  a. City

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## FOCUS AREA

Please select a focus area from the list below.

- Focus Area #1: Innovative Incentives for Sustainable Development Implementation
- Focus Area #2: Sustainable Community Planning in Transit Priority Areas
- Focus Area #3: Collaborative Community Planning in Preparation for High-Speed Rail (HSR)

Answer:  Focus Area #2

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## PROJECT DURATION

What is the proposed Project Duration? Please enter the number of months in the field below.

Answer: 30

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## STEP 1: THRESHOLD REQUIREMENTS

Clearly address all of the following questions relating to Threshold Requirements as described in the [Sustainable Communities Planning Grant and Incentives Grant Program Guidelines](#). Click [HERE](#) to view the [Sustainable Communities Planning Grant and Incentives Grant Program Guidelines](#).

- 1 Describe how the work program is consistent with the State's Planning Priorities (Section 65041.1 of the Government Code) including how it accomplishes the following:

*a. Promotes infill development and equity by rehabilitating, maintaining, and improving existing infrastructure.*

Answer: This grant proposal, Sacramento Intermodal Phase 3 (SI-3) involves developing a master plan for the multimodal transportation center, high-speed rail facility and the surrounding district that will allow the City of Sacramento to adequately prepare for infill development at the densities and intensities anticipated for the 240 acre Railyards Specific Plan (RSP) that was adopted in 2007.

Located in the northwest corner of the Central City Community Planning Area, the RSP area includes the Intermodal District with its transportation facilities, the transcontinental railway era Central Shops Historic District and undeveloped land that has been entitled for

mixed-use, commercial and residential development. It has been identified as the largest infill redevelopment site in the country. To implement the RSP, infrastructure for wet utilities (water, sewer, and drainage) and the backbone transportation network either exists, has been recently installed or, is currently under construction in the RSP area. For example, recently 5th and 6th Streets have been extended from downtown along the side of the transportation center, over the relocated rail corridor into the RSP area north of the tracks. The master plan of SI-3 would connect with and utilize this infrastructure foundation.

Master planning would also result in infrastructure benefits to existing adjacent neighborhoods. The historic Alkali and Mansion Flats Historic Neighborhood lies immediately to the east of the area considered for the future high-speed rail station. This is the oldest area in the City of Sacramento that still provides housing for residents across a wide range of income levels. Several recent affordable housing complexes have been constructed here. Addition of the high-speed rail facility will require improvements to the existing infrastructure that will also support continued viability of this 160 year-old neighborhood.

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***b. Protects, preserves, and enhances environmental and agricultural lands, and natural and recreational resources.***

Answer: The multimodal transportation center, high-speed rail facility and the surrounding district provide the opportunities for inward growth exactly called for by both the Sacramento Area Council of Governments (SAGOG) in the Metropolitan Transportation Plan/Sustainable Communities Strategy 2035 (MTP/SCS) adopted in 2012 as well as the Sacramento 2030 General Plan and Climate Action Plan (CAP) The Railyards site is the prime location to capture a large share of the City's anticipated 200,000 additional residents and 140,000 jobs forecasted to be added citywide between 2010 and 2030. It is a former industrial site that has been through extensive brownfield remediation. Completing the facility plan and district plan will ensure that the Railyards area is prepared to absorb a significant share of growth anticipated in the City thereby reducing pressures for suburban expansion and preserving the existing agricultural and natural lands on the fringes and in neighboring rural and agricultural areas that might otherwise develop without this opportunity.

The Railyards redevelopment area, which contains the SI-3 and potential high speed rail sites, is bordered to the north by the American River and to the west by the Sacramento River. Both river corridors include extensive bike paths for recreational and commuter cycling. The American River Parkway is a 23-mile stretch of class Class 1 bicycle and equestrian trails that serves nearly 5 million visitors annually. The Sacramento River Parkway is the focus of extensive attention to consolidate access from the Sacramento River Delta to beyond the Central City. Completion of the facility and area plan will encourage the intensity of development necessary to enhance the safety of both parkways by providing eyes on the trails. Development will also provide the finance plan contributions necessary to enhance existing infrastructure.

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***c. Encourages location and resource efficient development.***

Answer: Location and resource efficient development is closely related to the regional Blueprint and General Plan smart growth principles that form the basis for future improvements in Sacramento and specifically the Central City and the Railyards. The Railyards is situated in the center of the Sacramento metropolitan area and the center of the City of Sacramento. Existing services connect to the plan area from every direction. More

detailed planning for the Intermodal site as well as the larger Railyards area will allow the City of Sacramento to grow without the need for costly extensions of services as would be required for green field development on the fringe of the City.

The proximity of the Intermodal site to the existing job base in the Central City also allows for dense residential development with the potential to require fewer resources to access those jobs. The Central City area is served by an extensive network of bus and light rail transit with streetcars anticipated in 2017. Sacramento is extremely flat with just over 20" of rain annually and has a dense mature canopy for the hot summer weather, which creates a wonderful option for walking and biking for both commuting and recreation.

More concentrated development in the Intermodal district will encourage people to commute without using a car (i.e. walk, bike, take transit) because the last leg of their trip can be easily made. This is not the case in the suburbs (limited transit, housing rich/job poor areas) and more people would be required to drive. Additionally, developing at the intensities consistent with a well-planned multimodal transportation facility and surrounding areas will create the economies of scale necessary to build more sustainable support systems for the buildings within the area.

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- 2 Describe how the work program will reduce, on as permanent a basis as is feasible, greenhouse gas emissions consistent with California's Global Warming Solutions Act of 2006 and any applicable regional plan?**

**These responses will be the basis for awarding up to 15 points for "substantial reduction in greenhouse gas emissions." (see Section VI, Scoring Criteria in the [Guidelines](#))**

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***a. How will the proposed work reduce greenhouse gas emissions to further the goals of Assembly Bill (AB) 32?***

**Answer:** The SI-3 project will play a major role in helping to achieve permanent local and regional greenhouse gas (GHG) emission reductions through integrated transportation and land use planning. These reductions are consistent with the CAP, as well as SACOG's MTP/SCS. The CAP established communitywide GHG emission reduction measures to meet a GHG emission reduction target of 15% below 2005 levels by 2020, consistent with AB 32 goals. These include specific sustainable land use and transportation measures to reduce vehicle miles traveled (VMT) and improve energy efficiency of compact infill development in growth opportunity areas identified in the City's 2030 General Plan.

The SI-3 project would be consistent with CAP Measure 1.1 (Promote Sustainable Growth Patterns and Infill Development) by: increasing densities and promoting a diverse mix of land uses near one of the busiest transit centers in the nation; ensuring quality of design and safe, convenient pedestrian and bicycle access for active transportation connections; and improving local and regional destination accessibility to Old Sacramento and Downtown Sacramento, along with future development in the Railyards District and the Entertainment and Sports Center.

The SI-3 project is also consistent with CAP Measure 2.4 (Increased Transit Mode Share), which states that the City will work with transit operators and community partners to increase transit service above and beyond what is already planned in the MTP/SCS by 5 percent in 2020 and 10 percent in 2030. The SI-3 project would facilitate both new local light rail and bus facilities and service, expanded intercity rail service, and could exceed the planned investments assumed in the current MTP/SCS through 2035. In addition, the

SI-3 project would also serve to facilitate the expansion of high speed rail service to Sacramento beyond 2035.

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***b. Provide estimated new/additional greenhouse gas emission reductions for the proposed work, including the basis for these estimates and the methods used to measure the estimated reductions. How significant are the resulting greenhouse gas reductions in relation to the emissions within the applicant's jurisdiction, particularly relative to the size, scope, and cost of the work program? In relation to the emissions statewide?***

Answer: The SI-3 project is both consistent with, and centrally important to, the implementation of a number of the GHG reduction measures in the City's CAP, as well as the planned land uses and transportation investments in the MTP/SCS. SACOG provided estimated VMT per capita reductions for the MTP/SCS Transit Priority Area (TPA) covering Downtown west of 16th Street and the RSP, including the SI-3 area. The estimates were generated by the SACSIM travel demand model, based on assumed implementation of planned land uses and transportation investments in the MTP/SCS for the TPA area. The model shows that residential VMT per capita and associated GHG emissions within the TPA would be reduced approximately 68 percent in 2035, compared to the region-wide average in the MTP/SCS baseline year of 2008. The City's CAP did not include specific GHG emission reduction estimates for the SI-3 project area; however, as noted in the SACOG data above, the SI-3 project will provide a substantial contribution in helping to achieve local and regional GHG emission reductions associated with the CAP's sustainable land use and mobility strategies.

CAP Measure 1.1 (Promote Sustainable Growth Patterns and Infill Development) is expected to reduce communitywide VMT per capita by approximately 29 percent below 2009 statewide averages by 2020, resulting in annual GHG reductions of over 50,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, and increasing to 70,000 MTCO<sub>2e</sub> by 2030. Similarly, CAP Measure 2.4 (Increased Transit Mode Share) would result in a net communitywide VMT reduction of 2.5 to 5 percent compared to the 2005 GHG emissions inventory baseline, with associated annual GHG emission reductions of over 50,000 MTCO<sub>2e</sub> by 2020, increasing to 115,000 MTCO<sub>2e</sub> by 2030. The GHG emission reductions in CAP Measure 2.4 are considered reductions additional to, or exceeding, the reductions achieved through implementation of the adopted MTP/SCS.

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***c. Cite any applicable regional plan(s).***

Answer: The SACOG MTP/SCS is the primary applicable regional plan that addresses GHG emission reductions. Other applicable regional plans that address related topics such as expanding rail or transit services, but may not directly address GHG emission reductions, include: the Capitol Corridor Joint Powers Authority (CCJPA) Vision Plan, the California High Speed Rail Authority (CalHSR) Business Plan, and the Sacramento Regional Transit District (RT) Transit Action Master Plan.

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***d. Describe how the work program will be consistent with the greenhouse gas emission reduction strategies in the applicable regional plan(s).***

Answer: The SI-3 project is consistent with the GHG emission reduction goals in the MTP/SCS because it is consistent with the MTP/SCS proposed land uses and transportation investments. The SI-3 workplan will design and program transportation facilities with maximum functionality and connectivity and enable the area, which by virtue of being at the center of the region is the optimal location for infill, to have compact, intense development. It will therefore contribute to meeting SACOG's regional GHG emission

reduction targets for 2020 and 2035 under SB 375. See sections a. and b. above for further detail on how the project will achieve these GHG emission reductions. The other related regional plans cited in section c. above may contain planned expansions in transit or intercity rail service that would be accommodated by the SI-3 project and that are consistent with the MTP/SCS. In the case of high speed rail, additional GHG emissions reductions would be achieved when Phase 2 of the high speed rail system is completed, and thus the SI-3 project will also play a critical in facilitating these important statewide GHG emission reductions over the long-term.

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**3 Connect state policies or programs, regional planning, and local plans through coordination and collaboration.**

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***a. If the primary applicant is a city or county, how does the work program support the region's goals and planning documents and align with or complement any approved, adopted, or proposed Regional Transportation Plan/Sustainable Communities Strategy? A letter from the regional agency concurring with this explanation is required.***

Answer: The SI-3 project will result in substantial improvements to public transit and intercity passenger rail services and facilities which, when combined with synergistic development and programming of transit-supportive land uses at both the Intermodal facility itself, the adjacent Railyards, and in other adjacent Downtown areas, will substantially bolster the goals of SACOG's MTP/SCS. These include increasing the use of alternative modes, supporting infill, livable, compact communities and transit-oriented development. Please also refer to SACOG's support letter in the attachments. See responses in question 2 above with respect to how the SI-3 project itself would reduce GHG emission reductions.

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***b. If the primary applicant is a regional agency, what local action or implementation can be reasonably expected to follow from this work program? How will the applicant work with cities and counties or other organizations to ensure local support for the work program? A letter from the implementing local agency concurring that it has the capacity and intent to realize the resulting plan is required.***

Answer:

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**4 Describe how the proposal uses State of California best practices for climate change vulnerability assessment, resilience planning, and adaptation to the effects of climate change on the proposed project. (see Appendix M, Climate Adaption Resources for Local Governments)**

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***a. Identify the potential climate change impacts to the population or natural systems most vulnerable to those impacts within the planning area.***

Answer: According to the City's Climate Action Plan and the Cal-Adapt tool, climate change is expected to result in a number of impacts in the Sacramento region. More variable and severe winter storms and associated catastrophic flooding are possible, and there could be upstream effects of sea-level rise in the Sacramento-San Joaquin Delta. However, the most relevant climate-related impacts to the SI-3 project are heat-related. Increasing average daytime and nighttime temperatures, extended and more frequent and severe heat waves, and worsening urban heat islands will all adversely affect existing future residents of urban development as well as transportation infrastructure. Hotter and drier conditions will further exacerbate risks to water supplies during drought conditions. The frequency and severity of heat waves will adversely affect human health due to increased heat stress, as well as increase electricity demand for summer cooling during peak events, placing increased stress on the grid and local and regional energy supplies. Hotter temperatures and stagnant air conditions will have a worsening effect on air quality, which directly affects human health and those with chronic respiratory diseases.

Sacramento's population contains a relatively high concentration of at-risk segments of the population, including lower-income and minority children and elderly, and many of the increased risks described here are likely to adversely affect these persons the most. Studies show that these disadvantaged persons tend to live in older, less efficient rental housing and in neighborhoods lacking sufficient green space and transportation choices, and thus they are more at risk to adverse heat-related health effects. Finally, climate change will have adverse effects on infrastructure, including highways, streets, railroads, and bridges. Heat-related stresses on infrastructure include rail buckling, increased thermal expansion of bridges, and pavement rutting and buckling.

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***b. How does the proposed work use best practices to address adaptation to these impacts?***

Answer: The SI-3 project will incorporate sustainable planning and design principles to mitigate the impacts of climate change wherever feasible, and to protect community health and resilience in the face of increased risk. Many of the climate-related impacts that would affect the proposed project are related to hotter and drier conditions. Therefore, key strategies will be employed to increase energy and water efficiency, reduce heat exposure, and reduce the site's contribution to the urban heat island effect.

The City's green building policy requires that all new municipally-owned public facilities be designed to meet or exceed the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standard or better, and to exceed minimum Title 24 building energy efficiency standards by at least 20 percent. Site and building designs will facilitate installation of solar, photovoltaic (PV) or other renewables and consider the State's zero net energy (ZNE) goals. Sacramento is known as the "City of Trees", and thus site design will emphasize the use of shade trees and drought-tolerant landscaping in outdoor spaces, and the use of cool pavements, cool roofs, or green roofs, in outdoor spaces.

Potential water conservation strategies include on-site reuse of gray-water for landscaping irrigation, along with indoor plumbing strategies that drastically reduce the use of potable water such as low-flow or waterless urinals and toilets. Appropriate design techniques will also be incorporated to minimize direct heat-related damage to paved surfaces, rails, platforms, walkways, bridges, and other structures in the station area through appropriate shading, orientation, materials selection, and use of green infrastructure. All of these strategies will have the co-benefit of reducing GHG emissions while at the same time addressing climate adaptation and resiliency.

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- 5 Include a minimum ten percent (10%) local match. At least five percent (5%) of the requested grant amount must be a cash match, the balance may be in kind.**

**This requirement is waived for a proposal that qualifies for the Environmental Justice set aside. (For more information about the Environmental Justice set aside, please see pages 5-6 in the [Guidelines](#)).**

**Enter percent match below.**

Answer: 41

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***a. In your Initial Budget Proposal (see Appendix E, Sample Initial Budget Proposal), identify funding sources and the amount already committed to the proposed work and***

***expected timing of funds. Detail whether funds are in the form of cash contributions, in-kind services, volunteer effort, donated labor or materials, technical expertise, etc.***

Answer: The funding sources committed to the SI-3 proposal, as shown on the Budget attachment, are summed up as follows: \$500,000 of Sustainable Communities grant, primarily for consultant costs; \$50,000 of Sacramento County Measure A Sales Tax funds allocated to the Intermodal for reimbursable costs (such as those budgeted for supplies, meetings and travel); and, nearly \$300,000 in staff in-kind service contributions. Sacramento County Measure A Sales Tax for transportation improvements has been a constant source of matching funds for prior design and implementation work in Intermodal Phase 1 and Phase 2 and will be available in SI-3. In fact, another allocation is anticipated in FY 2017. This local funding and in-kind services demonstrate City commitment to the grant.

To leverage funds for this extensive undertaking, additional sources of planning funds are actively being pursued, including CalHSR (see response to Step 3, Question 4). The City reserves the right to backfill portions of the budget with other funding than currently shown should it become available during the course of the grant term. Also, Walk Sacramento, a local 401(c)3 non-profit organization focusing on walkable communities, will provide limited free consultation during the design process focusing on safe pedestrian streets and health opportunities in design.

Please note that while the budget and funding amounts provided in the grant submittal are the best estimates as of the submittal date, they are preliminary and subject to change.

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#### ENVIRONMENTAL JUSTICE SET ASIDE

If applying for the Environmental Justice set aside, provide the following documentation and responses to the following criteria:

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***a. Proposed plan area must include all or part of at least one community that receives a score in the top ten percent (10%) of statewide scores using the latest published version of Cal/EPA's [CalEnviroScreen](#) tool as of the release date of this grant solicitation.***

1. Create a PDF "printout from the line [CalEnviroScreen](#) map viewer that displays the proposed plan area and upload the "printout" on the Attachments tab in FAAST.
2. Explain what part of the proposed plan area overlaps with the high scoring communities indicated on the map.

Answer:

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***b. Proposal must specifically target, and directly benefit, those vulnerable communities identified in (a), demonstrating how the proposed work addresses the needs of the most vulnerable residents in the community. (Your community's relative ranking on the Population Characteristic indicators used in the latest version of [CalEnviroScreen](#) can be referenced, as well as other applicant-defined, meaningful characteristics.)***

1. Describe the challenges faced by the Environmental Justice Community that this proposal seeks to serve.
2. How will the proposed work directly benefit the most vulnerable residents in the community? How have they been, and will be, engaged in the development of the proposal and the execution of the proposed work? If funds for community

engagement are not included in the budget, please explain why they are not needed for the proposed work.

Answer:

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***c. Proposals that apply for the Environmental Justice set-aside must select "Promote Equity" as one of its three Primary Objectives (See Step 2, Question #2). Is "Promote Equity" one of the three Primary Objectives?***

For more information about [CalEnviroScreen](http://oehha.ca.gov/ej/ces11.html) and its methodology, see <http://oehha.ca.gov/ej/ces11.html>.

**NOTE:** If a proposal applies for the Environmental Justice set aside but is deemed by the grant review committee to not meet the requirements of the set aside, the proposal will be considered in the primary funding pool if and only if it meets all the Threshold Requirements, including the local match requirement.

**Does this project promote equity?**

Answer: |

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## **STEP 2 - PROGRAM GOALS, OBJECTIVES, AND FOCUS AREA (*Up to 60 Points*)**

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Clearly address all of the following questions.

- 1 Potential for substantial reduction in greenhouse gas emissions relative to the size and scope of the proposed work. (15 POINTS)**

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***a. Points for this program goal will be based on the response to the evaluation questions for Threshold Requirement #2. Applicants may cut and paste the same answer.***

Answer: As noted in Threshold Requirement #2, the SI-3 project is both consistent with, and centrally important to, the implementation of GHG reduction measures in the City's CAP and planned land uses and transportation investments in the MTP/SCS. SACOG's modeled VMT per capita reductions show that for the TPA that includes the SI-3 area the residential VMT per capita and associated GHG emissions would be reduced about 68 percent in 2035, compared to the region-wide average in the MTP/SCS baseline year of 2008. Although the TPA is somewhat larger, the SI-3 project will provide a substantial contribution in achieving local and regional GHG emission reductions by virtue of being situated in the heart of the TPA where intensive uses and transportation services are greatest; by further increasing densities and promoting diverse uses; by facilitating non-vehicular modes and connectivity; and by facilitating improved, expanded transit services.

The SI-3 project will help implement CAP Measure 1.1 (Promote Sustainable Growth Patterns and Infill Development), which is expected to reduce communitywide VMT per capita by about 29 percent below 2009 statewide averages by 2020, resulting in annual GHG reductions of over 50,000 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>) by 2020, and increasing to 70,000 MTCO<sub>2e</sub> by 2030. The SI-3 project will also help to implement CAP Measure 2.4 (Increased Transit Mode Share), to result in a net communitywide VMT reduction of 2.5 to 5 percent compared to the 2005 GHG emissions inventory baseline, with associated annual GHG emission reductions of over 50,000 MTCO<sub>2e</sub> by 2020, increasing to 115,000 MTCO<sub>2e</sub> by 2030. The GHG emission

reductions in CAP Measure 2.4 are considered reductions additional to, or exceeding, the reductions achieved through implementation of the adopted MTP/SCS.

Thus, the SI-3 project will play a major role in helping to achieve permanent local and regional GHG emission reductions.

## 2 Extent to which the proposed work achieves Primary Objectives. (15 POINTS)

Identify no more than three of the twelve Program Objectives (see Section I) that are the proposal's Primary Objectives and address each Objective with equal emphasis. If applying for the Environmental Justice set aside, applicants must select "Promote equity" as one of the Primary Objectives.

For each of the proposal's Primary Objectives, answer the following questions.

*a. How will the proposed work achieve the objective?*

*b. What strategies will be used to ensure that the proposed work meets the objectives?*

Answer: The SI-3 proposal's primary objectives and major strategies are:

Promote infill and compact development-SI-3 planning would lead to compact, infill development by increasing densities and promoting a diverse mix of land uses close to an upgraded, expanded multimodal hub.

Revitalize urban and community centers-The project would foster transit-oriented development with quality urban design, walking, biking and transit, and improved links to regional destinations.

Reduce automobile usage and fuel consumption-SI-3 land use patterns would integrate with transportation. Adjacent housing, jobs and destinations support non-vehicular modes. Improved transit facilities increase ridership. Planning CalHSR to be well-linked to the transportation center and the city reduces future auto usage.

To meet these objectives a principal strategy will be to utilize city-owned property as the catalyst to provide multimodal transportation facilities in the heart of the downtown. It is imperative to prioritize the planning of the transportation infrastructure and overlay the development component. By taking this lead, the City will forestall proposals that would constrain delivering the best transportation facilities for future growth. It would enable the "Transit Village" designation for this site to be met and surpassed.

A related strategy is to fund a comprehensive planning effort with transportation as the cornerstone and development as a partner. Then the integrated transportation and land use approach would be able to carry forward, and likely supersede, the goals established by SACOG and the City's planning objectives for this area.

Related to reducing automobile usage, another long term strategy is to integrate CalHSR within the transportation district. It is key to plan for incremental growth of the facility while initiating a mechanism to retain the financial viability of land selected for the terminal until the time when CalHSR arrives.

## 3 Extent to which the proposed work achieves additional co-benefits and identifies potential

unintended impacts resulting from the plan. (8 POINTS)

Identify an additional subset of the twelve Project Objectives (see Section I) that are co-benefits of the proposal. These are important positive outcomes that will result from the proposed program of work, but that are neither the primary rationale for the proposal nor the primary measure of the proposal's success. For the set of co-benefits, answer the following questions:

*a. How will the proposed work program achieve these co-benefits?*

*b. What strategies will be used to maximize these co-benefits?*

For any Program Objectives that are neither identified as Primary Objectives nor co-benefits, describe potential unintended impacts the proposed work will have on those objectives, and how they will be anticipated, addressed, and minimized.

Answer: The SI-3 proposal achieves 9 co-benefits as noted below with no unintended impacts:

Air/Water Quality-Due to reduced driving, denser development and less urban area runoff, air and water quality will improve and will work toward CAP goals.

Health-With densities and upgraded access making increased use of non-vehicular modes easier, people will use more active modes for trips and be healthier. Also, SI-3 policies will include networks of bike trails and walkable streets.

Equity-The transportation services plan will improve equity and mobility access for all to central city jobs and provide multimodal transfers to other regional carriers, significantly reducing automobile use.

Housing-The Railyards infrastructure grants require affordable housing. Residents in these future affordable units at the station area will benefit from increased mobility access from SI-3 planning.

Resources-Urban infill and transit-focused development reduces growth demands on outlying natural and agricultural areas.

Infrastructure-A central hub facilitating all-modes transfers and direct access to rail and air networks will bring efficiency to transportation infrastructure, along with utilities services efficiently accommodating existing higher use sectors.

Water Conservation-SI-3 will continue city policies for high density land use, water-conserving plantings and green construction measures, including greywater for irrigation of public open space.

Energy-The SI-3 plan will include sustainability and energy-efficient policies for building systems and site orientation. By example, the city's Intermodal Phase 2 (SVS-2) mechanical design will integrate a district heating/cooling system for this site and it would be usable in SI-3.

Economy-Economic benefits are: reduction in auto use costs, improved commute patterns and in-transit work opportunities. Local road maintenance, traffic management and emergency response cost are co-benefits to non-vehicular transportation improvements.

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#### 4 Extent to which work program achieves the intent of the applicable Focus Area. (12 POINTS)

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*a. Review the "intent" of the applicable Focus Area as described in Section III of this document. How does the proposed work program achieve this intent?*

Answer: This proposal is applying under Focus Area #2: Sustainable Community Planning for Transit Priority Areas. The SI-3 area is a TPA as identified in SACOG's MTP/SCS. The proposal plans a multimodal transportation center and compact infill development in the heart of region, which embodies sustainable community objectives. Previous planning

work conducted as part of the RSP and the early Intermodal studies for the SI-3 area was conceptual. It did not address the design, program, operational and locational aspects of a fully-functional transit center. The proposed master planning will do that at this critical juncture as transit services are expanding and the station area is poised to develop.

In addition, the Sacramento Intermodal has conducted program level National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) review for Phase 3 and is well positioned to benefit from recent State Senate legislation for additional CEQA streamlining going forward to project level environmental review. This site is also within the RSP Plan area that has a certified EIR (SB 743 benefits) and the Sacramento City Council has passed a resolution identifying it as a Transit Village site (SB 375 benefits). The 2007 Railyards Plan land use plan and 2030 General Plan provide land uses and densities directly aligned with SB 226 and SB 743 thresholds for waiving further CEQA review. VMT reductions are targeted below the metropolitan average without consideration in the modeling for CalHSR at this site.

Additionally, the Intermodal District has historic register-listed resources and the Sacramento Southern Pacific Depot Historic District, which is focused on the 1926 Depot. In earlier environmental work, all historic assessments for the Intermodal site were completed and therefore the culmination of this planning work will put this project in a strong position for streamlined CEQA review and in good position for federal NEPA review.

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**5 Extent to which proposal includes clear, reportable measures of progress toward achievement of Primary Objectives and the intent of the applicable Focus Area. (10 POINTS)**

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***a. For each Primary Objective, how will the applicant measure progress toward achieving that objective?***

Answer: Promote infill and compact development-The City will track: (1) development in the Railyards Area by building type utilizing SACOG data; (2) new dwelling units within a ¼ mile of the station area as monitored in the annual City General Plan Livability Index; and (3) parking ratios by development type utilizing geocoded parking and building data from City Parking and SACOG respectively.

Revitalize urban and community centers-The City will monitor (1) job growth in the project area through estimated jobs generated from non-residential development in shovel ready areas from data in the City's Livability Index; (2) restaurant sales tax revenue reported by the City Revenue Division from data in the Livability Index; and (3) the number of development applications for the project area entered in the City's Community Development database.

Reduce automobile usage and fuel consumption-For future Railyards residents, the City will monitor: (1) greenhouse gas emissions per capita and (2) vehicles miles traveled per capita using SACOG MTP/SCS forecasts from the SACSIM regional travel demand model. Also, transit ridership will be tracked from CCJPA and RT ridership data for intercity and local service respectively.

See also the attached Indicator charts for more detail.

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***b. What reliable and consistent quantifiable or qualitative data and information, and standardized methods are incorporated into the measurements identified? Describe the methods, data, relevant facts and evidence used.***

Answer: As noted above, the City will use data from existing City databases and development tracking and from SACOG that consists of actual counts (ridership, built dwelling units, parking surveys), reported receipts (sales tax revenue), or estimates derived directly from real data based on standardized calculations (jobs generated by building area type). Indicators that are derived on modeling estimates are based on established and well-accepted methodologies. Many of the indicators, including the regional models, have planned updates at regular intervals or annual data gathering. Both SACOG and the City have analysts on-staff specializing in modeling and statistics. SACOG develops and conducts regional transportation and land use models as part of their core work. The indicator charts in the attachments should be referenced for more specifics. It is recognized that it is difficult to isolate impacts in the relatively small plan area or to separate contributing variables. However, tracking several different indicators over time should result in the collective ability to see trends.

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***c. How will these measurements be used to track the progress of the proposed work program, integrate meaning and values to the process, and generate action toward the project's goals?***

Answer: The selected measurements are for the most part relatively simple indicators that are already tracked at regular intervals or cycles. Also, the development of the transportation facilities and the desired land uses will be an incremental and long term process. In that regard, the measurement intervals of several years would correlate to the timing of the project endeavors. Therefore, over several cycles, trends should emerge.

If the master planning and its measures are working as anticipated to achieve the project's objectives (such as in producing residences and jobs at or near the station; more transit/cycling/walking compared to using and parking single-occupant vehicles, and more restaurant business and other development), then the indicators should show the corresponding trends over the cycles or measured intervals.

But, since the results will take some time to occur and then to show or be measurable, it is extremely important that planning commences during the current timeframe and that the proposed land uses are planned as desired to be compact, intensive, interconnected, offer choices and quality environments and that facilities be designed to be functional, interrelated and passenger-friendly. Then reduced vehicle miles traveled and reduced greenhouse gas emissions can be attained and sustainable, livable communities can sooner be achieved.

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***STEP 3 - PRIORITY CONSIDERATIONS (Up to 20 Points)***

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Address the following points, if applicable to the proposal.

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- 1 Does the proposal add or enhance elements of a regional plan that are not funded by federal dollars? (5 POINTS)

Answer: I Yes.

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***a. Is the proposed work funded with federal dollars?***

Answer: I No.

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***b. Cite the applicable regional plan and describe the elements of the plan the proposed work will be implementing.***

Answer: As noted in responses above, the MTP/SCS contains strategies to enable the region to

achieve greenhouse gas emissions reductions in accordance with AB32 and SB375. It proposes an integrated approach to transportation and land use planning through guiding principles that address smart land use, environmental quality and sustainability, financial stewardship, economic vitality, access and mobility and equity and choice. Policy elements that the proposed SI-3 work will be implementing are described above in the response to Step 1, Question 2.

The MTP/SCS also includes a list of proposed long-range transportation projects, including studies, transportation services and constructed improvements, that implement the MTP/SCS goals. Although some projects on this list may not yet have funding identified, they do represent the transportation investments that the region would require to achieve land use, mobility, air quality and sustainability objectives. Further, particular projects on this list are elements that SI-3 will help to implement. The SI-3 Project will benefit, support and contribute to the success of these projects. For example, developing the SI-3 Project's master plan will be instrumental for Regional Transit's Green Line LRT extension. By having SI-3 determine the footprint of the transit facility in conjunction with the site's other transportation, circulation and land uses, it will enable light rail passengers to will have better access, amenities and transfers.

Similarly, the SI-3 work will contribute to planning determinations or improvements to MTC/SCS projects such as Downtown Transportation Study, Railyards Streets, Sacramento Intermodal Circulation, Streetcar Study, Transportation Demand Management, Railroad Technology Museum, UP Third Track, Sacramento Layover and Maintenance Facility and Sacramento River Crossing.

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- 2 Does the proposal demonstrate ongoing collaboration with various levels of government (including federal, state, regional, local and school and special districts), internal coordination among applicant departments, and collaboration with diverse external stakeholder groups such as businesses, NGOs, and community members? (5 POINTS)**

Answer: |

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***a. What innovative partnerships have been established in the proposed work, and how will those partners contribute to and support the proposed work? Partners may include organizations such as local governments, regional agencies, state agencies, federal agencies, tribal governments, special districts, education institutions, nonprofits, and private stakeholders.***

Answer: Among many Intermodal project partnerships (see response below), the City and RT have had an innovative, farsighted multiyear partnership to design, fund and construct the Intermodal's transit (LRT and bus) improvements. In the early 2000's, during initial planning for the Intermodal, Railyards and Green Line LRT, it was recognized that LRT routing north out of the station was required for mutual benefit of these projects and the circulation network.

By strategically taking advantage of each agency's separate roles and capabilities to fund and construct projects, it was envisioned that individual steps linked together would result in the transit center improvements and in multiple combined benefits. Notable steps included: in 2005-06, RT acquired LRT right of way and constructed the LRT station. In 2007-09, with City support, RT constructed needed bus and access improvements on the north side of the Depot. From 2009-13, the City acquired the overall Intermodal site and proceeded with Track Relocation, which removed physical barriers to enable the LRT

service to head north.

Currently both agencies are collaborating on the design and seeking state connectivity funds (Proposition 1A) for construction of the relocated LRT station and bus berths on the Intermodal's east side. RT is taking the lead on this as part of the Green Line extension's engineering and environmental work. However, prior to placing any new transit facilities, the development of the overall Intermodal site needs to be designed to have all footprints maximize functionality, to best connect to the City and high speed rail and to create areas of transit-oriented development. Since RT's funding of the Green Line must be focused on transit, the Sustainable Communities Grant would be critical to enable this master planning to occur before the transit station design is completed. Given the long-standing partnership between the City and RT, both would be able to cooperate to master plan the SI-3.

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***b. Of these partners, identify those partners which provide an active role in the proposal. In the Initial Work Plan, describe tasks undertaken by all participating entities.***

Answer: During early concept phases of the Intermodal in 2003-04, the City of Sacramento recognized the value to have input and feedback from others with stakes in the facility due to their own operations, interests or investments in areas impacted by the project. Therefore, the City established productive stakeholder working groups with the transportation operators and agencies and with the community. During the SI-3 phase, stakeholder groups will be organized along similar lines and will be engaged to take active roles and provide input.

As part of the information gathering task, transportation operators will be asked to provide current and projected service information and ridership data throughout the project as well as expertise on service. As part of the programming tasks, they will be consulted regarding criteria, requirements and ideas for service facilities, spatial relationships and proximities, circulation and access, passenger experience, support services, expansion, etc. During conceptual planning and development of the preferred plan, they will participate in the alternatives development and evaluation.

Community stakeholders will also participate in the same stages, providing particular insight and feedback on the visioning, goals and objectives, pathways and connections, open space and urban design aspects, and types and intensities of development to be recommended in the broader district.

Transportation stakeholders include: SACOG, RT, Amtrak, CCJPA, San Joaquin Joint Powers Authority, Caltrans Rail, California State Railroad Museum, etc.

Community stakeholders include: Friends of Light Rail and Transit, Sacramento Area Bicycle Association, Walk Sacramento, Environmental Council of Sacramento, Downtown Partnership, etc.

Within the City, it is a given that collaboration will be extensive between Planning and Public Works staffs as well as other departments on planning, design and implementation.

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***c. Describe the purpose and extent of stakeholder and public engagement opportunities that will be provided by the proposed work program. How will these engagement opportunities target specific groups or populations?***

Answer: Public engagement will be focused to share project information and progress, solicit

program and design input for transit and development needs and to build a political constituency for carrying the planning effort forward to later implementation. The project will target two primary constituencies: transportation-oriented organizations and downtown and special interest groups, such as professional organizations, environmental groups and business improvement districts. Stakeholder group involvement is discussed in the above response.

Local pro-transit organizations spanning bike and walking advocates and rail commuter organizations, such as Friends of Light Rail, CC Riders and the local National Association of Rail Passengers (NARP), will play a crucial role in developing user needs and critiquing design alternatives.

The Sacramento chapter of the Urban Land Institute (ULI) has been highly engaged as a resource to guide development priorities, and has been a partner with the City in reviewing urban development initiatives including three recent study missions focused on the Railyards which garnered credence from local business organizations. ULI engagement will be critical to the success of this project.

Additional targeted public outreach would educate and inform towards the broader regional and local benefits of the project. Adjacent neighborhoods such as Alkali Flats and Midtown that would benefit but may have concerns over perceived impacts from increased development, will be involved. Local environmental organizations such as the Environmental Council of Sacramento and the Planning and Conservation League would be engaged to support the broad goals of land conservation through transit-oriented infill development and improved air quality with reduced GHG impacts that derive from this project.

Outreach would be conducted through various formats and means: meetings, personal contact, websites, media, handouts, displays, etc.

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**3 Does the proposal demonstrate strategies or outcomes that can serve as best practices for communities across the state? (5 POINTS)**

**Note: Funded proposals and final work products may be posted on the Strategic Growth Council's website.**

Answer: |

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***a. Does the proposal include tools or processes that could easily be accessed and used by other government agencies to develop plans or strategies for sustainable communities?***

Answer: The SI-3 project, with its complexity of modes, functions, transportation planning, land use goals, sustainability targets, partners and engagement, will result in planning processes, approaches, policies and measures that many jurisdictions, agencies, professionals or interested parties could look to for guidance. In dealing with such factors, valuable tools or lessons learned will be acquired that would be relevant and could be adapted by others.

Several of these potential best practices would likely include: share priorities and expectations with all; maintain a long range strategic perspective; view public projects as anchors and catalysts for development to achieve project goals; propose joint development that aims for ultimate goals in an RFQ to get developer proposals; adopt

focused area plans, design guidelines, etc. to direct and maintain desired quality levels and development patterns; propose implementation policies that are creative, but pragmatic; provide for interim productive uses on sites to reserve/land bank for the future; incorporate green construction and energy-saving measures in design and construction on-site; strategize environmental processes to get project level clearances; and, utilize tactics to have projects eligible for state, federal and the widest range of funding.

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***b. How will the applicant and its partners promote and share the work program's information, tools or processes?***

Answer: The SI-3 planning process itself will be direct, inclusive and transparent. The tasks of public engagement, information gathering and analysis, facility and area planning, and adoption will be presented and documented in manners that allow for easy replication and understanding. Meeting agendas, minutes, and deliverables will be available on the project website, which will also be used as a tool to receive input and questions.

Presentations made to the Sacramento City Council and commissions offer live video and audio streaming as well as retrieval of archived streams. This tool makes it simple for other jurisdictions to not only read the documents, maps, and plans associated with SI-3 but to also watch and hear dialogue at the decision-making levels.

The City of Sacramento also has close ties with chapters of professional design and planning organizations and state and regional agencies and often presents projects, studies and research at meetings and conferences. A sampling of such groups includes: Urban Land Institute (ULI), the American Planning Association (APA), the American Public Works Association (APWA), the American Institute of Architects (AIA), the Association of Environmental Professionals, and the CA Governor's Office of Planning and Research (OPR).

Additionally, the City sees opportunities to share its project experiences by submitting cutting-edge work for awards recognition. Since the Intermodal is a high profile project and plans for SI-3 will undoubtedly be groundbreaking, the master planning process and its resulting design, strategies and policies would be of high interest to many and noteworthy of recognition.

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**4 Does the proposal leverage additional resources? (5 POINTS)**

Answer: I Yes.

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***a. Citing the Initial Budget Proposal, what resources does the proposal leverage beyond the minimum local match requirements?***

Answer: In conjunction with the budget and workplan tasks shown in Tasks 7, 9 and 10 (see attachments), the project will be able to leverage the work performed by Regional Transit to conceptually plan and design the relocation of light rail and bus facilities. This work began in 2014 as part of RT's engineering work on the Green Line Extension, which is being conducted by a consultant team with City and RT collaboration. It will identify alternatives for the LRT and bus circulation, access and configuration on-site as well as programmatic needs. Having this portion of the station design done through a parallel, but coordinated work effort means the Sustainable Communities grant funds can be directed to other tasks and more can be done overall. This is leveraged, efficient use of resources and expertise.

The City would also seek other funding opportunities for leverage. Preliminary discussions

have been held with CalHSR regarding their Station Area Planning Program. It may be possible to secure unused station area planning funds for master planning the Intermodal. The rationale is that while the location of a station is always critical for the high speed system, it is even more urgent in a city that is experiencing development pressure, which is Sacramento's situation. It is imperative to locate the future Sacramento station, which will be the northern terminus of the line, so that it is in the "right place" operationally as well as within the center of the urban city to have supportive land uses around it and passenger access. By planning for the high speed rail station as part of the SI-3, sites can be identified and land banked or "reserved" while used in the interim. Nearby transit facilities would be designed to interconnect. Also, the intensive station environment that is critical for the support, ridership and viability of high speed rail would be fostered. Feasible sites would not be lost or precluded before high speed rail arrives.

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***b. How do these additional resources increase the impact and value of the proposed work program?***

Answer: The RSP and early Intermodal planning was conceptual in nature; it did not look at facility operations, engineering requirements nor consider different layouts of uses on site and how they would function and interrelate. This focused type of site planning must be done in SI-3 because it is critical to develop an Intermodal District plan that optimally accommodates all proposed uses. The relocation of the transit functions and long distance rail improvements must fit and function within the framework of the entire area. In turn, footprints for other transportation facilities (new, reuse or expanded), residential or commercial development, historic resource preservation, civic uses or open space also warrant master planning so that all parts of the district work well together, now and in the future, in order for a great urban place to take shape. All work should proceed in collaboration.

Since the transit station planning is already underway, the impact and value of the proposed SI-3 program under this grant is increased because the smaller transit component should not be done without considering the potential of the larger Intermodal station district. While the Green Line work does assist the Intermodal District master planning, it also underscores the imminent need to have the master planning of the site and transportation uses occur in collaboration and that can be done through the means of this grant.

Also, if there is an ultimate vision, implementation of public and private projects can more easily proceed and be compatible with the overall plan. Master planning the district will enable subsequent projects to be sized, sequenced or framed in individual different ways or in response to funding or development opportunities, in accordance with long range targets. Identified projects can be advanced to obtain environmental clearance and have plans prepared to be "shovel ready".

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***c. How do these additional resources demonstrate the organization's or partners' commitment to the proposed work program?***

Answer: The additional resources provided under the Green Line Project's transit station planning and design at the Intermodal site demonstrate that both the City and RT are committed to developing the transportation center for the benefit of the region as well as to improve their own areas and facilities. See also the response to Step 3, Question 2.a. above.

Both RT and the City recognize by working cooperatively they can look for a variety of ways and a series of steps to implement their separate, but mutually-beneficial, projects.

For example, the transit station relocation improvements, which are master planned through the SI-3 project, but designed through the Green Line extension, can be implemented. The transit station relocation will be constructed with funding from the California Prop 1A Connectivity Program and thus the SI-3 plan is implemented. The on-site connectivity designed in the SI-3 master plan will also serve the high speed rail line as well as the rail feeder system that precedes it and serves the first CalHSR phase.

Prop 1A funding has been programmed for the Sacramento Intermodal Connectivity Project improvements as follows: planning and environmental work in FY13-14 (\$1.7 million); final design (plans, specifications and estimates) in FY16-17 (\$770,000 in state funds) and construction in FY17-18 (\$22.7 million in state funds). And, as noted in the above responses, rather than a piece-meal approach, the master planning of the entire site must be done to achieve the highest and best uses, the vibrant densities and a setting that results in success for transit and high speed rail.

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#### **STEP 4 - ORGANIZATIONAL CAPACITY (Up to 20 Points)**

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Answer: |

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**1 Organization demonstrates the capacity to successfully execute proposed work on time and within budget. (10 POINTS)**

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***a. What is the applicant's experience and successful track record relevant to the proposed work? Is the expertise for the successful executive for the proposed work in house? If not, how does the applicant plan to build capacity within the organization?***

Answer: Drawing upon its vast experience managing state and federal transportation grants for planning, engineering and construction projects, the City's Department of Public Works (PW) has the capability and capacity to administer the grant. As of February 2014, PW is successfully managing over 200 projects with over \$250 million in obligated state and federal funds.

The PW team is fully trained in funding agency processes and procedures, and has staff dedicated to project development, scoping, estimating, design, construction management, funding and financial oversight, grant and regulatory compliance, contracts, business enterprise programs, invoicing, quality assurance and project reporting.

The City also has the financial capacity to handle the project's cash flow on a reimbursement basis. Additional city units can provide specialized expertise as needed, such as the City Attorney's Office, General Services and Community Development Departments. In statewide benchmarking that compares public works procedures among cities in California, the City consistently is at, or near, the top, in efficiency and has low costs for services provided in-house.

For this project, the City's Intermodal team has extensive professional experience managing complex architectural, planning and transportation projects. The team includes: an architect who managed the early concept design and planning of the overall Intermodal project, coordinated the architectural design and construction of Phase 1, is handling the project development work on Phase 3 and is responsible for station management for the City; and, an architect who is managing the design and construction of Phase 2, is formerly the Urban Design Manager for the City and has long had a private architectural practice.

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***b. How will the proposed work be kept on schedule and within budget? If the proposed work goes over budget, what is the contingency plan to cover the cost?***

Answer: The proposal will be kept within schedule and budget by regular monitoring of tasks compared to milestones and hours spent. Staying within scope is viewed as equally significant. Other aspects of project management that are important are to be proactive and to look ahead for issues, to minimize risks and to bring up items before they become significant or large. A corollary to this is that issues are often better handled when they first come up rather than later.

If the proposed work goes over budget, the City would consider a range of contingencies that maintain the key objectives of the master planning but make adjustments. The adjustments might involve who performs the work (such as performing more work with in-house staff), reducing non-essential tasks, deferring some tasks that could occur later, etc. Also, the City would seek additional funding sources, such as CalHSR station area planning funds as mentioned earlier, or would request transportation operator partners to contribute toward the work that particularly benefits them, or would consider utilizing local funds to a greater degree.

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**2 Organization and its partners demonstrate readiness and capacity to implement proposed work. (10 POINTS)**

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***a. How have the applicant and its partners:***

- 1. Acquired the appropriate technical expertise?**
- 2. Generated the political will?**
- 3. Gathered and incorporated community feedback to successfully implement the proposed work?**

Answer: a.1. To assist in-house staff on technical work and logistics, the City will utilize a consultant team that will be assembled to possess the required skills and experience. The consultant will be selected through a qualifications process and during the job their work will be reviewed and guided by City project managers. To gain the benefit of the expertise of the transportation operators and City Community Development (Planning and Building) Department, work products will also be shared for review. Skills anticipated to be needed are in transportation and civil engineering, architecture, landscape design, environmental planning, public outreach, real estate, etc.

a.2. The Intermodal Project is a top priority project for the region and has generated strong political support. Please refer to the attached letters of support from operators, partners, community leaders and elected officials. Excerpts include: "The project is of critical importance to the ... region as it will guide sustainable development decisions and reinforce the goals of the MTP/SCS." (Mike McKeever, SACOG CEO); "I support additional funding for the Intermodal Station which will allow the project to fully realize its goal of creating a sustainable community and revitalizing downtown." (Congresswoman Doris O. Matsui); and, "This planning ... will revitalize the district ... consistent with the vision of my SB375 and the voters' intent in Proposition 84." (Darrell Steinberg, California State Senate).

a.3. As noted in the workplan, stated in above responses, and learned in past Intermodal phases, the project will include a strong community outreach program. Outreach planning and formation of stakeholders groups will occur early in the project before consultants are selected. The City will ask for a draft outreach plan as part of the consultant selection. Above all, the City values public input and feedback and is responsive to comments.

***b. What additional steps will be necessary for implementation (lead applicant, co-applicants, and other partners), and who is responsible for managing the implementation?***

***Have funding sources for implementation been identified? Please select from the drop-down menu below.***

Answer: I No.

Answer: Implementation of the proposed SI-3 master plan will be the City PW's responsibility, but work will be coordinated with transportation and community partners, other agencies and city departments. The City will take tactical and strategic approaches by identifying series of projects (short, mid and long range) across a range of implementation measures and funding sources. Additional considerations will include timing, sequencing, implementation likelihood, public support and return on investment.

For large-scale public works projects, such as transportation facilities, the City would establish capital improvement projects, fund, design and construct them. However, with scarcer funding now for major projects, the City would look at a variety of implementation measures and timing.

Shorter range implementation measures or steps to advance projects may include: preparing design guidelines; considering air rights, massing, land banking, etc.; studying reuse of Depot, former platforms, leasing, development potential, etc.; completing project level environmental reviews; examining opportunities for CEQA streamlining and categorical NEPA or CEQA projects with no or minimal impacts; readying project plans for final design and for construction; assessing infrastructure needs; installing infrastructure; early implementation of urban design improvements (bicycle trails, historic interpretation); preserving view corridor and historic resources; considering joint development for City-owned property (developer RFQ); developing planning policies that offer incentives to private development; adopting special area plans and policies; hosting interim or non-permanent projects (pop-ups) or special events to enliven the district; branding the station or area to give it an identity; etc.

As noted previously, the Intermodal transit station (LRT and bus relocations) has funding identified. Other implementation measures do not have funding yet.

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***c. For past Strategic Growth Council applicants or grantees only: Please note Strategic Growth Council grants applied for in the past, and if a grant recipient, please briefly describe the current implementation status of the plan.***

Answer: In a previous grant round, development of a green zoning code was proposed by the City of Sacramento's Community Development Department of the City, but was not funded.

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### **Certification And Submission Statement**

**Please read before signing and submitting application.**

I - certify under penalty of perjury:

- The information entered on behalf of Applicant Organization is true and complete to the best of my knowledge;
- I am an employee of or a consultant for the Applicant Organization authorized to submit the application on behalf of the Applicant Organization; and

- I understand that any false, incomplete or incorrect statements may result in the disqualification of this application.

By signing this application, I waive any and all rights to privacy and confidentiality of the proposal on behalf of the applicant, to the extent provided in this RFP.

**Submission By:** sacintermodal

**Submitter Initials:** HC  
2/28/2014 2:06:04 PM

**Submission Date:**

**WORK PLAN - Sacramento Intermodal Phase 3 (SI-3)**  
 STRATEGIC GROWTH COUNCIL/Department of Conservation- Sustainable Communities Planning Grant Award

Grantee: City of Sacramento

Grant Number: \_\_\_\_\_

Jurisdiction: City of Sacramento

Department/Office: Public Works, Office of the Director

Project Title: Sacramento Intermodal Phase 3 (SI-3)

High Level Activities/ Milestones/Tasks	Deliverables	Indicators	Responsible Parties	Months of Work
<b>Task 1 Project Administration</b>				
Finalize agreement and accept grant	Grant Agreement accepted by City Council		City Staff	
highlight major points of Sustainable Communities planning grant and proposal for common understanding. Note that planning the Sacramento Intermodal transportation facilities and station area in alignment with sustainability strategies will result in green-house gas reductions, climate resiliency and sustainable, viable communities.	Guideline and clear explanation of overall project purpose and strategy; list of sustainability measures; starts project off right and applies throughout		City Staff	Month 1
Verify City Team and Project Team members	Project Team Organization Chart		City Staff	Month 1
Confirm initial scoping work and budget	Outline scope plan, outcomes		City Staff	Month 1
Establish project website	Website, informational content, etc.		City Staff	Month 2
Establish and conduct on-going partnerships and stakeholder working groups with operators, advisory groups. Assume 2 sets of stakeholders for meetings: transportation partners and community partners	Set up stakeholder groups, advisory committees, etc.; meetings, feedback, etc.		City Staff, consultants, stakeholders	Months 2-30
Administer grant and project, including reporting on budget, progress, planning, issues and risk controls	Financial, schedule, topical project reports, etc. as regularly required and as needed		City Staff	Months 1-30
Closeout project; final reporting, receive final work products	Final project report; final work products		City Staff	Months 25-30
<b>Task 2 Consultant Selection Process</b>				
Determine project specific, funding-required items and submittal requirements for RFP/RFQ; outreach expectations, business enterprise goals	Scope of work; outreach program outline; business enterprise worksheets		City Staff	Month 1
Determine scoring criteria	Selection criteria		City Staff	Month 2
Identify Consultant Review Panel	Panel list		City Staff	Month 1-2
Release RFQ/RFI	Write and distribute RFP		City Staff	Month 2
Review submittals, interviews and select most qualified team	Evaluation sheets		City Staff	Month 2
Negotiate and finalize work plan, organization, schedule, deliverables, City Council Approval	Agreement, work plan, schedule		City Staff	Month 3-4
Set up teams, organization and management; reporting; invoicing; kick-off	Common understanding of major objectives, desired outcomes, roles, etc.		City Staff	Month 4-5
<b>Task 3 Public Outreach</b>				
Prepare easy-to-understand materials and graphics describing project story	Prepare materials, graphics, etc. for meetings, downloading, handouts, etc.		Consultants	Month 4
Plan engagement of public through meetings, websites, social media, focus groups, open houses, e-mail exchanges and notices, personal contact, etc.	Plan meetings, maintain websites and contact lists, etc.		City staff/Consultants	Months 4-5
On-going engagement, meeting logistics, follow-up.	Hold meetings, address comments, follow-up		City staff/Consultants	Months 18-24
<b>Task 4 Information Gathering and Analysis</b>				
Obtain current and projected transit service, ridership data, etc.	Assembly and assessment of project info	Transit Ridership-Intercity / Transit Ridership-Local	Consultants	Month 4
Obtain site conditions and data (aerials, survey info, services, existing improvements, area features, etc.) of project area, Railyards, CBD, modal travel paths, etc.	Mapping; assembly of project info; assessment of information	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type	Consultants	Month 6
Review and evaluate all existing planning work; review MTP/SCS, City CAP, 2030 General Plan, Transit Action Plan, CCPA plans, CAHSR plans, etc.	Overview of policies, measures, relevances, trends, objectives, etc.	GHG per Capita for future Railyards area residents in Transit Priority Area / VMT per Capita for future Railyards area residents in Transit Priority Area	City staff/Consultants	Month 6
Provide GIS data	Map (GIS) current land uses;	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type / Job Growth in Project Area / Restaurant Sales Tax Revenue / Development Applications	City to Consultants	Month 6
Obtain existing transportation modeling data	Extract selected SCS modeling data		SACOG to Consultants	Month 6
Collaborate with concurrent studies and projects (Streetcar, Green Line LRT, HSR Engineering, Downtown Transportation Study, etc.)	On-going meetings, feedback, etc.		Consultants	Month 6
Identify case studies of stations, TOD/smart growth, energy/resource-saving measures, green construction techniques from other places/projects, etc.	Summaries of relevant info		Consultants	Month 6
<b>Task 5 Develop Goals, Objectives &amp; Evaluation Criteria for Intermodal District Plan</b>				
Develop goals and objectives, evaluation criteria, including sustainability measures	Statements of goals and objectives; list of guidelines; evaluation criteria	Transit Ridership-Intercity / Transit Ridership-Local	City staff/Consultants	Months 7-8
Develop purpose and needs statement	Purpose and needs statement		Consultants	Month 8
<b>Task 6 Sustainable Communities Strategies at Sacramento Intermodal District</b>				
Identify sustainable strategies, green building practices, LEED program and targets, etc.	Feasibility studies and recommendations		Consultants	Months 8-9
Identify climate resiliency strategies and measures, green infrastructure and site design, etc.	Reports and recommendations	GHG per Capita for future Railyards area residents in Transit Priority Area / VMT per Capita for future Railyards area residents in Transit Priority Area	Consultants	Months 8-9
<b>Task 7 Transportation Facilities Program</b>				
Develop transportation design criteria (for modes, operations, facilities, expansion, support areas, amenities, circulation, connections, etc.)	Criteria; categories considered; analyses	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type	Consultants	Months 9-11
Identify potential sites for HSR	Site selection matrix		Consultants	Months 12-15
Identify opportunities and constraints for transportation and other elements on site	Analysis with respect to factors		Consultants	Months 13-14
Plan reuse of existing facilities, historic depot	Technical reports		Consultants	Month 15
Plan for future expansion, flexibility, adaptations	Feasibility studies	Transit Ridership-Intercity / Transit Ridership-Local	Consultants	Months 15-17
Plan for drainage, services, etc. and phasing	Drainage studies; wet/dry utility studies		Consultants	Months 18-19
Compare site to other areas for development potential, adaptive reuse, etc.	Real estate analyses; other special studies	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type	Consultants	Month 10
Consider area-wide approaches for heat, electricity, geothermal, water-saving, drainage, etc.	Feasibility studies		Consultants	Month 17
<b>Task 8 District Development Program</b>				
Organize station area land use program elements, include land uses types, SF's, DU's, densities, massing, compact form, etc.	Propose land uses types, SF's, DU's, densities, massing, compact form	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type / Job Growth in Project Area / Restaurant Sales Tax Revenue / Development Applications	Consultants	Months 17-18
Develop urban design program, include measures for connectivity, way-finding, materials, themes, open space, etc.	Reports; proposed program showing applications on site		Consultants	Months 17-18
<b>Schedule Break #1 - City Review all Program Assumptions with Stakeholders</b>	Program Document		City staff	Six Weeks
<b>Task 9 Conceptual Planning and Design of Transit Facility and District Area</b>				
Develop 3 alternatives for facility and development area	Plans for land use, circulation plan, site plan; program alternatives; report back on sustainability strategies		Consultants	Months 20-23
Prepare planning-level cost estimates	Cost estimates		Consultants	Months 21-23
Develop strategies for sustainability and climate resiliency, etc.	Strategies report	GHG per Capita for future Railyards area residents in Transit Priority Area / VMT per Capita for future Railyards area residents in Transit Priority Area	Consultants	Months 20-22
Prepare design guidelines	Design guidelines		Consultants	Months 20-23
<b>Task 10 Preferred Plan for Transportation Facility and District Area &amp; Implementation Steps</b>				
Evaluate alternatives with respect to goals and objectives, purpose and need and evaluation criteria	Critique and evaluation	Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type	City staff/Consultants	Months 23-24
Prepare phasing alternatives; identify short-mid-long range projects	Phasing, sequencing and alternatives		Consultants	Months 23-24
<b>Schedule Break #2 (Intentional) - City to Review Alternatives</b>	White Paper #1 - Preferred Facility & District Area Implementation Steps		City Staff	
Recommend plan for implementation	Prepare recommended alternative		City staff/Consultants	Months 23-24
Recommend policy and strategy changes for planning, building and community areas	Amended city plans and policies	Transit Ridership-Intercity / Transit Ridership-Local / Development in Railyards Area / Development within 1/4 mile of light rail station in Project Area / Parking Ratios per Development Type / GHG per Capita for future Railyards area residents in Transit Priority Area / VMT per Capita for future Railyards area residents in Transit Priority Area	City staff/Consultants	Months 23-24
<b>Schedule Break #3 (Intentional) - City to Review Final with Stakeholders</b>	White Paper #2 - Recommended Policies and Strategies for Sacramento Intermodal Phase 3		City Staff	
Identify opportunities for advancing and funding projects, moving through engineering, environmental, construction, etc.	Report on project development and implementation recommendations		City staff/Consultants	Months 23-24



Grantee Name: CITY OF SACRAMENTO Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #: 7.50 Person-Months

Task 2 Consultant Selection Process

City of Sacramento PERSONNEL							Funding Sources		
PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	DOC Grant	Cash	In-Kind
City Staff	Supervisor	\$ 54.00	52	\$ 2,808.00	\$ 17.24	\$ 3,704.48			\$ 3,704.48
City Staff	Project Manager	\$ 48.00	325	\$ 15,600.00	\$ 16.59	\$ 20,991.75			\$ 20,991.75
City Staff	Senior Planner	\$ 42.00	26	\$ 1,092.00	\$ 13.53	\$ 1,443.78			\$ 1,443.78
City Staff	Associate Planner	\$ 40.00	0	\$ -	\$ 13.25	\$ -			\$ -
City Staff	GIS Technician	\$ 40.00	0	\$ -	\$ 13.43	\$ -			\$ -
City Staff	Communications	\$ 40.00	0	\$ -	\$ 13.24	\$ -			\$ -
City Staff	Administration Supervisor	\$ 48.00	0	\$ -	\$ 19.16	\$ -			\$ -
City Staff	Grant Administrator	\$ 48.00	13	\$ 624.00	\$ 21.14	\$ 898.82			\$ 898.82
City Staff	Accounts Supervisor	\$ 34.00	0	\$ -	\$ 11.30	\$ -			\$ -
City Staff	Accounting Tech	\$ 25.00	0	\$ -	\$ 7.40	\$ -			\$ -
<b>Total</b>									<b>\$ 27,038.83</b>
<b>CONSULTANTS</b>									
Show the job title/classification, hourly rate of the consultants, and estimation of time									
Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>									
	Principal		105	\$ 3,150.00	165%	\$ 5,197.50			
	Project Manager		53	\$ 424.00	165%	\$ 699.60			
	Transit Planner I		45	\$ -	165%	\$ -			
	Transit Planner II		35	\$ -	165%	\$ -			
	Designer		25	\$ -	165%	\$ -			
	CAD Technician I		30	\$ -	165%	\$ -			
	CAD Technician II		23	\$ -	165%	\$ -			
	Clerical		22	\$ -	165%	\$ -			
<b>Architecture/Urban Design</b>									
	Principal		105	\$ 840.00	165%	\$ 1,386.00			
	Project Architect		45	\$ -	165%	\$ -			
	Designer		35	\$ -	165%	\$ -			
	Urban Designer		47	\$ -	165%	\$ -			
	Landscape Arch		46	\$ -	165%	\$ -			
	CAD		25	\$ -	165%	\$ -			
<b>Development Economics</b>									
	Principal		110	\$ -	165%	\$ -			
	Economic Analyst		75	\$ -	165%	\$ -			
	Market Research Specialist		65	\$ -	165%	\$ -			
<b>Sustainability / GHG Measures</b>									
	Principal		110	\$ -	165%	\$ -			
	Environmental Engineer		85	\$ -	165%	\$ -			
	Project Assistant		45	\$ -	165%	\$ -			
<b>Public Outreach</b>									
	Principal		95	\$ 1,235.00	165%	\$ 2,037.75			
	Project Manager		50	\$ -	165%	\$ -			
	Media Technician		35	\$ -	165%	\$ -			
<b>Totals</b>									<b>\$ 4,643.10</b>
<b>SUPPLIES</b>									
Such as but not limited to: mailing, postage, printing (show how arrived at amount)									
estimated from prior jobs 10% of labor costs \$ 464.31									
<b>Totals</b>									<b>\$ 464.31</b>
<b>MEETINGS, WORKSHOPS</b>									
Such as but not limited to: rent, rentals, supplies (show how arrived at amount)									
N/A									
<b>Totals</b>									<b>\$ -</b>
<b>OTHER</b>									
Such as but not limited to: software (show how arrived at amount)									
<b>Totals</b>									<b>\$ -</b>
<b>TRAVEL</b>									
Mileage is calculated at .565/mile									
Costs vary with consultant location-estimated only									
	Regional Travel by Vehicle	\$ 0.565	300	\$ 169.50		\$ 169.50			
	Distance Travel by Air	\$ 350.00	0	\$ -	r/t	\$ -			
	Lodging-assuming distance travel	\$ 95.00	0	\$ -		\$ -			
	meals per day per person	\$ 75.00	1	\$ 75.00		\$ 75.00			
<b>Totals</b>									<b>\$ 244.50</b>
<b>REIMBURSIBLES TOTAL</b>									<b>\$ 708.81</b>
<b>Totals</b>									<b>\$ 32,390.74</b>
							<b>\$ -</b>	<b>\$ 708.81</b>	<b>\$ 27,038.83</b>

Grantee Name: CITY OF SACRAMENTO

Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #:

**Task 3 Public Outreach**

26.50 Person-Months

City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	Funding Sources		
							DOC Grant	Cash	In-Kind
City Staff	Supervisor	\$ 54.00	91.9	\$ 4,960.80	\$ 17.24	\$ 6,544.58			\$ 6,544.58
City Staff	Project Manager	\$ 48.00	137.8	\$ 6,614.40	\$ 16.59	\$ 8,900.50			\$ 8,900.50
City Staff	Senior Planner	\$ 42.00	0.0	\$ -	\$ 13.53	\$ -			\$ -
City Staff	Associate Planner	\$ 40.00	0.0	\$ -	\$ 13.25	\$ -			\$ -
City Staff	GIS Technician	\$ 40.00	0.0	\$ -	\$ 13.43	\$ -			\$ -
City Staff	Communications	\$ 40.00	137.8	\$ 5,512.00	\$ 13.24	\$ 7,336.47			\$ 7,336.47
City Staff	Administration Supervisor	\$ 48.00	0.0	\$ -	\$ 19.16	\$ -			\$ -
City Staff	Grant Administrator	\$ 48.00	0.0	\$ -	\$ 21.14	\$ -			\$ -
City Staff	Accounts Supervisor	\$ 34.00	0.0	\$ -	\$ 11.30	\$ -			\$ -
City Staff	Accounting Tech	\$ 25.00	0.0	\$ -	\$ 7.40	\$ -			\$ -
<b>Total</b>						<b>\$ 22,781.56</b>			<b>\$ 22,781.56</b>
<b>CONSULTANTS</b>	Show the job title/classification, hourly rate of the consultants, and estimation of time Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate								
<b>Project Lead-Transportation Planning</b>									
	Principal		105	0.0	\$ -	165%	\$ -		
	Project Manager		53	23.0	\$ 1,217.23	165%	\$ 2,008.44		
	Transit Planner I		45	0.0	\$ -	165%	\$ -		
	Transit Planner II		35	0.0	\$ -	165%	\$ -		
	Designer		25	0.0	\$ -	165%	\$ -		
	CAD Technician I		30	0.0	\$ -	165%	\$ -		
	CAD Technician II		23	0.0	\$ -	165%	\$ -		
	Clerical		22	0.0	\$ -	165%	\$ -		
<b>Architecture/Urban Design</b>									
	Principal		105	0.0	\$ -	165%	\$ -		
	Project Architect		45	23.0	\$ 1,033.50	165%	\$ 1,705.28		
	Designer		35	0.0	\$ -	165%	\$ -		
	Urban Designer		47	0.0	\$ -	165%	\$ -		
	Landscape Arch		46	0.0	\$ -	165%	\$ -		
	CAD		25	0.0	\$ -	165%	\$ -		
<b>Development Economics</b>									
	Principal		110	0.0	\$ -	165%	\$ -		
	Economic Analyst		75	23.0	\$ 1,722.50	165%	\$ 2,842.13		
	Market Research Specialist		65	0.0	\$ -	165%	\$ -		
<b>Sustainability / GHG Measures</b>									
	Principal		110	0.0	\$ -	165%	\$ -		
	Environmental Engineer		85	0.0	\$ -	165%	\$ -		
	Project Assistant		45	0.0	\$ -	165%	\$ -		
<b>Public Outreach</b>									
	Principal		95	137.8	\$ 13,091.00	165%	\$ 21,600.15		
	Project Manager		50	367.5	\$ 18,373.33	165%	\$ 30,316.00		
	Media Technician		35	252.6	\$ 8,842.17	165%	\$ 14,589.58		
	<b>Totals</b>						\$ 73,061.56		
<b>SUPPLIES</b>	Such as but not limited to: mailing, postage, printing (show how arrived at amount) estimated from prior jobs 5% of labor costs \$ 3,653.08								
	<b>Totals</b>						\$ 3,653.08		
<b>MEETINGS, WORKSHOPS</b>	Such as but not limited to: rent, rentals, supplies (show how arrived at amount) Miscellaneous stationary supplies for meetings 1.3% \$ 952.77								
	<b>Totals</b>						\$ 952.77		
<b>OTHER</b>	Such as but not limited to: software (show how arrived at amount) website fees \$ 120.00								
	<b>Totals</b>						\$ 120.00		
<b>TRAVEL</b>	Mileage is calculated at .565/mile Costs vary with consultant location-estimated only								
	Regional Travel by Vehicle	\$	0.565		0 local consult	\$	-		
	Distance Travel by Air	\$	350.00		1 Proj Manager	\$	350.00		
	Lodging-assuming distance travel	\$	95.00		1	\$	95.00		
	meals per day per person	\$	75.00		2	\$	150.00		
	<b>Totals</b>					\$	595.00		
<b>REIMBURSIBLES TOTAL</b>							\$ 5,320.85		
	<b>Totals</b>						\$ 101,163.96		
							\$ -	\$ 5,320.85	\$ 22,781.56

Grantee Name: CITY OF SACRAMENTO Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #:

**Task 4 Information Gathering and Analysis**

5.00 Person-Months

City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	Funding Sources			
							DOC Grant	Cash	In-Kind	
City Staff	Supervisor	\$ 54.00	34.7	\$ 1,872.00	\$ 17.24	\$ 2,469.65			\$ 2,469.65	
City Staff	Project Manager	\$ 48.00	173.3	\$ 8,320.00	\$ 16.59	\$ 11,195.60			\$ 11,195.60	
City Staff	Senior Planner	\$ 42.00	173.3	\$ 7,280.00	\$ 13.53	\$ 9,625.20			\$ 9,625.20	
City Staff	Associate Planner	\$ 40.00	43.3	\$ 1,733.33	\$ 13.25	\$ 2,307.50			\$ 2,307.50	
City Staff	GIS Technician	\$ 40.00	69.3	\$ 2,773.33	\$ 13.43	\$ 3,704.48			\$ 3,704.48	
City Staff	Communications	\$ 40.00	0.0	\$ -	\$ 13.24	\$ -			\$ -	
City Staff	Administration Supervisor	\$ 48.00	0.0	\$ -	\$ 19.16	\$ -			\$ -	
City Staff	Grant Administrator	\$ 48.00	0.0	\$ -	\$ 21.14	\$ -			\$ -	
City Staff	Accounts Supervisor	\$ 34.00	0.0	\$ -	\$ 11.30	\$ -			\$ -	
City Staff	Accounting Tech	\$ 25.00	0.0	\$ -	\$ 7.40	\$ -			\$ -	
<b>Total</b>						<b>\$ 29,302.43</b>			<b>\$ 29,302.43</b>	
<b>CONSULTANTS</b>	Show the job title/classification, hourly rate of the consultants, and estimation of time Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>										
	Principal		105	8.7	\$ 910.00	165%	\$ 1,501.50			
	Project Manager		53	26.0	\$ 1,378.00	165%	\$ 2,273.70			
	Transit Planner I		45	17.3	\$ 780.00	165%	\$ 1,287.00			
	Transit Planner II		35	8.7	\$ 303.33	165%	\$ 500.50			
	Designer		25	0.0	\$ -	165%	\$ -			
	CAD Technician I		30	86.7	\$ 2,600.00	165%	\$ 4,290.00			
	CAD Technician II		23	104.0	\$ 2,392.00	165%	\$ 3,946.80			
	Clerical		22	0.0	\$ -	165%	\$ -			
<b>Architecture/Urban Design</b>										
	Principal		105	8.7	\$ 910.00	165%	\$ 1,501.50			
	Project Architect		45	17.3	\$ 780.00	165%	\$ 1,287.00			
	Designer		35	17.3	\$ 606.67	165%	\$ 1,001.00			
	Urban Designer		47	0.0	\$ -	165%	\$ -			
	Landscape Arch		46	0.0	\$ -	165%	\$ -			
	CAD		25	17.3	\$ 433.33	165%	\$ 715.00			
<b>Development Economics</b>										
	Principal		110	8.7	\$ 953.33	165%	\$ 1,573.00			
	Economic Analyst		75	17.3	\$ 1,300.00	165%	\$ 2,145.00			
	Market Research Specialist		65	17.3	\$ 1,126.67	165%	\$ 1,859.00			
<b>Sustainability / GHG Measures</b>										
	Principal		110	17.3	\$ 1,906.67	165%	\$ 3,146.00			
	Environmental Engineer		85	17.3	\$ 1,473.33	165%	\$ 2,431.00			
	Project Assistant		45	17.3	\$ 780.00	165%	\$ 1,287.00			
<b>Public Outreach</b>										
	Principal		95	0.0	\$ -	165%	\$ -			
	Project Manager		50	0.0	\$ -	165%	\$ -			
	Media Technician		35	0.0	\$ -	165%	\$ -			
	<b>Totals</b>					\$ 30,745.00			\$ -	
<b>SUPPLIES</b>	Such as but not limited to: mailing, postage, printing (show how arrived at amount) estimated from prior jobs 5% of labor costs						\$ 1,537.25			\$ -
	<b>Totals</b>					\$ 1,537.25			\$ 1,537.25	
<b>MEETINGS, WORKSHOPS</b>	Such as but not limited to: rent, rentals, supplies (show how arrived at amount) Estimated Costs Included in Public Outreach									\$ -
	<b>Totals</b>					\$ -			\$ -	
<b>OTHER</b>	Such as but not limited to: software (show how arrived at amount)									\$ -
	<b>Totals</b>					\$ -			\$ -	
<b>TRAVEL</b>	Mileage is calculated at .565/mile Costs vary with consultant location-estimated only									\$ -
	Regional Travel by Vehicle	\$	0.565	600		\$	339.00			
	Distance Travel by Air	\$	350.00	3	r/t	\$	1,050.00			
	Lodging-assuming distance travel	\$	95.00	3		\$	285.00			
	meals per day per person	\$	75.00	6		\$	450.00			
	<b>Totals</b>					\$	2,124.00		\$ 2,124.00	
<b>REIMBURSIBLES TOTAL</b>						\$	3,661.25		\$ 3,661.25	
<b>Totals</b>						\$	63,708.68		\$ 29,302.43	

Task 5

Develop Goals, Objectives & Evaluation Criteria for Intermodal District Plan

2.50 Person-Months

City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	Funding Sources			
							DOC Grant	Cash	In-Kind	
City Staff	Supervisor	\$ 54.00	43.3	\$ 2,340.00	\$ 17.24	\$ 3,087.07			\$ 3,087.07	
City Staff	Project Manager	\$ 48.00	86.7	\$ 4,160.00	\$ 16.59	\$ 5,597.80			\$ 5,597.80	
City Staff	Senior Planner	\$ 42.00	86.7	\$ 3,640.00	\$ 13.53	\$ 4,812.60			\$ 4,812.60	
City Staff	Associate Planner	\$ 40.00	21.7	\$ 866.67	\$ 13.25	\$ 1,153.75			\$ 1,153.75	
City Staff	GIS Technician	\$ 40.00	0.0	\$ -	\$ 13.43	\$ -			\$ -	
City Staff	Communications	\$ 40.00	0.0	\$ -	\$ 13.24	\$ -			\$ -	
City Staff	Administration Supervisor	\$ 48.00	0.0	\$ -	\$ 19.16	\$ -			\$ -	
City Staff	Grant Administrator	\$ 48.00	0.0	\$ -	\$ 21.14	\$ -			\$ -	
City Staff	Accounts Supervisor	\$ 34.00	0.0	\$ -	\$ 11.30	\$ -			\$ -	
City Staff	Accounting Tech	\$ 25.00	0.0	\$ -	\$ 7.40	\$ -			\$ -	
<b>Total</b>						<b>\$ 14,651.22</b>			<b>\$ 14,651.22</b>	
<b>CONSULTANTS</b>	Show the job title/classification, hourly rate of the consultants, and estimation of time Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>										
	Principal		105	4.3	\$ 455.00	165%	\$ 750.75			
	Project Manager		53	65.0	\$ 3,445.00	165%	\$ 5,684.25			
	Transit Planner I		45	43.3	\$ 1,950.00	165%	\$ 3,217.50			
	Transit Planner II		35	13.0	\$ 455.00	165%	\$ 750.75			
	Designer		25	0.0	\$ -	165%	\$ -			
	CAD Technician I		30	0.0	\$ -	165%	\$ -			
	CAD Technician II		23	0.0	\$ -	165%	\$ -			
	Clerical		22	0.0	\$ -	165%	\$ -			
<b>Architecture/Urban Design</b>										
	Principal		105	4.3	\$ 455.00	165%	\$ 750.75			
	Project Architect		45	60.7	\$ 2,730.00	165%	\$ 4,504.50			
	Designer		35	17.3	\$ 606.67	165%	\$ 1,001.00			
	Urban Designer		47	30.3	\$ 1,425.67	165%	\$ 2,352.35			
	Landscape Arch		46	13.0	\$ 598.00	165%	\$ 986.70			
	CAD		25	4.3	\$ 108.33	165%	\$ 178.75			
<b>Development Economics</b>										
	Principal		110	4.3	\$ 476.67	165%	\$ 786.50			
	Economic Analyst		75	4.3	\$ 325.00	165%	\$ 536.25			
	Market Research Specialist		65	17.3	\$ 1,126.67	165%	\$ 1,859.00			
<b>Sustainability / GHG Measures</b>										
	Principal		110	4.3	\$ 476.67	165%	\$ 786.50			
	Environmental Engineer		85	13.0	\$ 1,105.00	165%	\$ 1,823.25			
	Project Assistant		45	26.0	\$ 1,170.00	165%	\$ 1,930.50			
<b>Public Outreach</b>										
	Principal		95	0.0	\$ -	165%	\$ -			
	Project Manager		50	0.0	\$ -	165%	\$ -			
	Media Technician		35	0.0	\$ -	165%	\$ -			
	<b>Totals</b>						<b>\$ 27,899.30</b>			
<b>SUPPLIES</b>	Such as but not limited to: mailing, postage, printing estimated from prior jobs						(show how arrived at amount)			
				5%	of labor costs		\$ 1,394.97			
							<b>Totals</b>	\$ 1,394.97		
<b>MEETINGS, WORKSHOPS</b>	Such as but not limited to: rent, rentals, supplies Estimated Costs Included in Public Outreach						(show how arrived at amount)			
							<b>Totals</b>	\$ -		
<b>OTHER</b>	Such as but not limited to: software						(show how arrived at amount)			
							<b>Totals</b>	\$ -		
<b>TRAVEL</b>	Mileage is calculated at .565/mile Costs vary with consultant location-estimated only									
	Regional Travel by Vehicle	\$	0.565	600		\$	339.00			
	Distance Travel by Air	\$	350.00	2	r/t	\$	700.00			
	Lodging-assuming distance travel	\$	95.00	2		\$	190.00			
	meals per day per person	\$	75.00	4		\$	300.00			
						<b>Totals</b>	\$ 1,529.00			
<b>REIMBURSIBLES TOTAL</b>							<b>\$ 2,923.97</b>			
							<b>Totals</b>	\$ 45,474.48		
								\$ -	\$ 2,923.97	\$ 14,651.22

Grantee Name: CITY OF SACRAMENTO Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #: 3.50 Person-Months

**Task 6 Sustainable Communities Strategies at Sacramento Intermodal District**

City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours)		Benefits Rate/Hr	(Salary+Benefits) Total	Funding Sources			
				Salary				DOC Grant	Cash	In-Kind	
City Staff	Supervisor	\$ 54.00	12.1	\$ 655.20		\$ 17.24	\$ 864.38			\$ 864.38	
City Staff	Project Manager	\$ 48.00	121.3	\$ 5,824.00		\$ 16.59	\$ 7,836.92			\$ 7,836.92	
City Staff	Senior Planner	\$ 42.00	91.0	\$ 3,822.00		\$ 13.53	\$ 5,053.23			\$ 5,053.23	
City Staff	Associate Planner	\$ 40.00	30.3	\$ 1,213.33		\$ 13.25	\$ 1,615.25			\$ 1,615.25	
City Staff	GIS Technician	\$ 40.00	0.0	\$ -		\$ 13.43	\$ -			\$ -	
City Staff	Communications	\$ 40.00	0.0	\$ -		\$ 13.24	\$ -			\$ -	
City Staff	Administration Supervisor	\$ 48.00	0.0	\$ -		\$ 19.16	\$ -			\$ -	
City Staff	Grant Administrator	\$ 48.00	0.0	\$ -		\$ 21.14	\$ -			\$ -	
City Staff	Accounts Supervisor	\$ 34.00	0.0	\$ -		\$ 11.30	\$ -			\$ -	
City Staff	Accounting Tech	\$ 25.00	0.0	\$ -		\$ 7.40	\$ -			\$ -	
<b>Total</b>							\$ 15,369.78	\$ -	\$ -	\$ 15,369.78	
<b>CONSULTANTS</b>		Show the job title/classification, hourly rate of the consultants, and estimation of time Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>											
	Principal		105	6.1	\$ 637.00	165%	\$ 1,051.05				
	Project Manager		53	30.3	\$ 1,607.67	165%	\$ 2,652.65				
	Transit Planner I		45	12.1	\$ 546.00	165%	\$ 900.90				
	Transit Planner II		35	6.1	\$ 212.33	165%	\$ 350.35				
	Designer		25	0.0	\$ -	165%	\$ -				
	CAD Technician I		30	0.0	\$ -	165%	\$ -				
	CAD Technician II		23	0.0	\$ -	165%	\$ -				
	Clerical		22	0.0	\$ -	165%	\$ -				
<b>Architecture/Urban Design</b>											
	Principal		105	6.1	\$ 637.00	165%	\$ 1,051.05				
	Project Architect		45	30.3	\$ 1,365.00	165%	\$ 2,252.25				
	Designer		35	42.5	\$ 1,486.33	165%	\$ 2,452.45				
	Urban Designer		47	30.3	\$ 1,425.67	165%	\$ 2,352.35				
	Landscape Arch		46	18.2	\$ 837.20	165%	\$ 1,381.38				
	CAD		25	30.3	\$ 758.33	165%	\$ 1,251.25				
<b>Development Economics</b>											
	Principal		110	6.1	\$ 667.33	165%	\$ 1,101.10				
	Economic Analyst		75	12.1	\$ 910.00	165%	\$ 1,501.50				
	Market Research Specialist		65	18.2	\$ 1,183.00	165%	\$ 1,951.95				
<b>Sustainability / GHG Measures</b>											
	Principal		110	30.3	\$ 3,336.67	165%	\$ 5,505.50				
	Environmental Engineer		85	48.5	\$ 4,125.33	165%	\$ 6,806.80				
	Project Assistant		45	72.8	\$ 3,276.00	165%	\$ 5,405.40				
<b>Public Outreach</b>											
	Principal		95	0.0	\$ -	165%	\$ -				
	Project Manager		50	0.0	\$ -	165%	\$ -				
	Media Technician		35	0.0	\$ -	165%	\$ -				
<b>Totals</b>							\$ 37,967.93	\$ -	\$ -	\$ -	
<b>SUPPLIES</b>		Such as but not limited to: mailing, postage, printing (show how arrived at amount) estimated from prior jobs 5% of labor costs						\$ 1,898.40			
<b>Totals</b>							\$ 1,898.40	\$ -	\$ 1,898.40	\$ -	
<b>MEETINGS, WORKSHOPS</b>		Such as but not limited to: rent, rentals, supplies (show how arrived at amount) Estimated Costs Included in Public Outreach									
<b>Totals</b>							\$ -	\$ -	\$ -	\$ -	
<b>OTHER</b>		Such as but not limited to: software (show how arrived at amount)									
<b>Totals</b>							\$ -	\$ -	\$ -	\$ -	
<b>TRAVEL</b>		Mileage is calculated at .565/mile Costs vary with consultant location-estimated only									
	Regional Travel by Vehicle	\$	0.565	1000		\$	565.00				
	Distance Travel by Air	\$	350.00	1		\$	350.00				
	Lodging-assuming distance travel	\$	95.00	1		\$	95.00				
	meals per day per person	\$	75.00	2		\$	150.00				
<b>Totals</b>							\$ 1,160.00	\$ -	\$ 1,160.00	\$ -	
<b>REIMBURSIBLES TOTAL</b>							\$ 3,058.40	\$ -	\$ 3,058.40	\$ 15,369.78	
<b>Totals</b>							\$ 56,396.11	\$ -	\$ 3,058.40	\$ 15,369.78	

Grantee Name: CITY OF SACRAMENTO Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #:

Task 7 Transportation Facilities Program							15.00 Person-Months		
City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	DOC Grant	Cash	In-Kind
City Staff	Supervisor	\$ 54.00	52.0	\$ 2,808.00	\$ 17.24	\$ 3,704.48			\$ 3,704.48
City Staff	Project Manager	\$ 48.00	208.0	\$ 9,984.00	\$ 16.59	\$ 13,434.72			\$ 13,434.72
City Staff	Senior Planner	\$ 42.00	78.0	\$ 3,276.00	\$ 13.53	\$ 4,331.34			\$ 4,331.34
City Staff	Associate Planner	\$ 40.00	0	\$ -	\$ 13.25	\$ -			\$ -
City Staff	GIS Technician	\$ 40.00	0	\$ -	\$ 13.43	\$ -			\$ -
City Staff	Communications	\$ 40.00	0	\$ -	\$ 13.24	\$ -			\$ -
City Staff	Administration Supervisor	\$ 48.00	0	\$ -	\$ 19.16	\$ -			\$ -
City Staff	Grant Administrator	\$ 48.00	0	\$ -	\$ 21.14	\$ -			\$ -
City Staff	Accounts Supervisor	\$ 34.00	0	\$ -	\$ 11.30	\$ -			\$ -
City Staff	Accounting Tech	\$ 25.00	0	\$ -	\$ 7.40	\$ -			\$ -
<b>Total</b>						<b>\$ 21,470.54</b>			<b>\$ 21,470.54</b>
<b>CONSULTANTS</b> Show the job title/classification, hourly rate of the consultants, and estimation of time Per Diem and travel expenses are wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>									
	Principal		105	52.0 \$ 5,460.00	165%	\$ 9,009.00			
	Project Manager		53	130.0 \$ 6,890.00	165%	\$ 11,368.50			
	Transit Planner I		45	130.0 \$ 5,850.00	165%	\$ 9,652.50			
	Transit Planner II		35	104.0 \$ 3,640.00	165%	\$ 6,006.00			
	Designer		25	52.0 \$ 1,300.00	165%	\$ 2,145.00			
	CAD Technician I		30	52.0 \$ 1,560.00	165%	\$ 2,574.00			
	CAD Technician II		23	26.0 \$ 598.00	165%	\$ 986.70			
	Clerical		22	0.0 \$ -	165%	\$ -			
<b>Architecture/Urban Design</b>									
	Principal		105	7.8 \$ 819.00	165%	\$ 1,351.35			
	Project Architect		45	78.0 \$ 3,510.00	165%	\$ 5,791.50			
	Designer		35	104.0 \$ 3,640.00	165%	\$ 6,006.00			
	Urban Designer		47	104.0 \$ 4,888.00	165%	\$ 8,065.20			
	Landscape Arch		46	26.0 \$ 1,196.00	165%	\$ 1,973.40			
	CAD		25	39.0 \$ 975.00	165%	\$ 1,608.75			
<b>Development Economics</b>									
	Principal		110	26.0 \$ 2,860.00	165%	\$ 4,719.00			
	Economic Analyst		75	52.0 \$ 3,900.00	165%	\$ 6,435.00			
	Market Research Specialist		65	52.0 \$ 3,380.00	165%	\$ 5,577.00			
<b>Sustainability / GHG Measures</b>									
	Principal		110	0.0 \$ -	165%	\$ -			
	Environmental Engineer		85	26.0 \$ 2,210.00	165%	\$ 3,646.50			
	Project Assistant		45	26.0 \$ 1,170.00	165%	\$ 1,930.50			
<b>Public Outreach</b>									
	Principal		95	0.0 \$ -	165%	\$ -			
	Project Manager		50	0.0 \$ -	165%	\$ -			
	Media Technician		35	0.0 \$ -	165%	\$ -			
	<b>Totals</b>					<b>\$ 88,845.90</b>			
<b>SUPPLIES</b> Such as but not limited to: mailing, postage, printing (show how arrived at amount) estimated from prior jobs 5% of labor costs \$ 4,442.30									
	<b>Totals</b>					<b>\$ 4,442.30</b>		\$ 4,442.30	
<b>MEETINGS, WORKSHOPS</b> Such as but not limited to: rent, rentals, supplies (show how arrived at amount) Estimated Costs Included in Public Outreach									
	<b>Totals</b>					<b>\$ -</b>		\$ -	
<b>OTHER</b> Such as but not limited to: software (show how arrived at amount)									
	<b>Totals</b>					<b>\$ -</b>		\$ -	
<b>TRAVEL</b> Mileage is calculated at .565/mile Costs vary with consultant location-estimated only									
	Regional Travel by Vehicle	\$	0.565	600		\$ 339.00			
	Distance Travel by Air	\$	350.00	4		\$ 1,400.00			
	Lodging-assuming distance travel	\$	95.00	4		\$ 380.00			
	meals per day per person	\$	75.00	8		\$ 600.00			
	<b>Totals</b>					<b>\$ 2,719.00</b>		\$ 2,719.00	
<b>REIMBURSIBLES TOTAL</b>									
	<b>Totals</b>					<b>\$ 7,161.30</b>			
	<b>Totals</b>					<b>\$ 117,477.74</b>		\$ 7,161.30	\$ 21,470.54

Grantee Name: CITY OF SACRAMENTO

Estimates of Labor & Costs subject to change, preliminary estimates only

Grant #:

Task 8		District Development Program					4.00 Person-Months		
City of Sacramento PERSONNEL	Title	Hourly Rate	# of Hours	(hourly*hours) Salary	Benefits Rate/Hr	(Salary+Benefits) Total	DOC Grant	Cash	In-Kind
City Staff	Supervisor	\$ 54.00	69.3	\$ 3,744.00	\$ 17.24	\$ 4,939.31			\$ 4,939.31
City Staff	Project Manager	\$ 48.00	138.7	\$ 6,656.00	\$ 16.59	\$ 8,956.48			\$ 8,956.48
City Staff	Senior Planner	\$ 42.00	69.3	\$ 2,912.00	\$ 13.53	\$ 3,850.08			\$ 3,850.08
City Staff	Associate Planner	\$ 40.00	138.7	\$ 5,546.67	\$ 13.25	\$ 7,384.00			\$ 7,384.00
City Staff	GIS Technician	\$ 40.00	0.0	\$ -	\$ 13.43	\$ -			\$ -
City Staff	Communications	\$ 40.00	0.0	\$ -	\$ 13.24	\$ -			\$ -
City Staff	Administration Supervisor	\$ 48.00	0.0	\$ -	\$ 19.16	\$ -			\$ -
City Staff	Grant Administrator	\$ 48.00	0.0	\$ -	\$ 21.14	\$ -			\$ -
City Staff	Accounts Supervisor	\$ 34.00	0.0	\$ -	\$ 11.30	\$ -			\$ -
City Staff	Accounting Tech	\$ 25.00	0.0	\$ -	\$ 7.40	\$ -			\$ -
<b>Total</b>						<b>\$ 25,129.87</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 25,129.87</b>
<b>CONSULTANTS</b>									
Show the job title/classification, hourly rate of the consultants, and estimation of time									
Per Diem and travel expenses are to be wrapped in to the consultant's hourly rate									
<b>Project Lead-Transportation Planning</b>									
	Principal		105	6.9	\$ 728.00	165%			\$ 1,201.20
	Project Manager		53	34.7	\$ 1,837.33	165%			\$ 3,031.60
	Transit Planner I		45	6.9	\$ 312.00	165%			\$ 514.80
	Transit Planner II		35	0.0	\$ -	165%			\$ -
	Designer		25	0.0	\$ -	165%			\$ -
	CAD Technician I		30	0.0	\$ -	165%			\$ -
	CAD Technician II		23	0.0	\$ -	165%			\$ -
	Clerical		22	0.0	\$ -	165%			\$ -
<b>Architecture/Urban Design</b>									
	Principal		105	20.8	\$ 2,184.00	165%			\$ 3,603.60
	Project Architect		45	90.1	\$ 4,056.00	165%			\$ 6,692.40
	Designer		35	83.2	\$ 2,912.00	165%			\$ 4,804.80
	Urban Designer		47	69.3	\$ 3,258.67	165%			\$ 5,376.80
	Landscape Arch		46	34.7	\$ 1,594.67	165%			\$ 2,631.20
	CAD		25	69.3	\$ 1,733.33	165%			\$ 2,860.00
<b>Development Economics</b>									
	Principal		110	69.3	\$ 7,626.67	165%			\$ 12,584.00
	Economic Analyst		75	83.2	\$ 6,240.00	165%			\$ 10,296.00
	Market Research Specialist		65	69.3	\$ 4,506.67	165%			\$ 7,436.00
<b>Sustainability / GHG Measures</b>									
	Principal		110	6.9	\$ 762.67	165%			\$ 1,258.40
	Environmental Engineer		85	17.3	\$ 1,473.33	165%			\$ 2,431.00
	Project Assistant		45	22.5	\$ 1,014.00	165%			\$ 1,673.10
<b>Public Outreach</b>									
	Principal		95	0.0	\$ -	165%			\$ -
	Project Manager		50	0.0	\$ -	165%			\$ -
	Media Technician		35	0.0	\$ -	165%			\$ -
<b>Totals</b>						<b>\$ 66,394.90</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SUPPLIES</b>									
Such as but not limited to: mailing, postage, printing (show how arrived at amount)									
estimated from prior jobs 5% of labor costs \$ 3,319.75									
<b>Totals</b>						<b>\$ 3,319.75</b>	<b>\$ -</b>	<b>\$ 3,319.75</b>	<b>\$ -</b>
<b>MEETINGS, WORKSHOPS</b>									
Such as but not limited to: rent, rentals, supplies (show how arrived at amount)									
Estimated Costs Included in Public Outreach									
<b>Totals</b>						<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>OTHER</b>									
Such as but not limited to: software (show how arrived at amount)									
<b>Totals</b>						<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TRAVEL</b>									
Mileage is calculated at .565/mile									
Costs vary with consultant location-estimated only									
	Regional Travel by Vehicle	\$	0.565	400		\$	226.00		
	Distance Travel by Air	\$	350.00	3		\$	1,050.00		
	Lodging-assuming distance travel	\$	95.00	3		\$	285.00		
	meals per day per person	\$	75.00	6		\$	450.00		
<b>Totals</b>						<b>\$ 2,011.00</b>	<b>\$ -</b>	<b>\$ 2,011.00</b>	<b>\$ -</b>
<b>REIMBURSIBLES TOTAL</b>						<b>\$ 5,330.75</b>	<b>\$ -</b>	<b>\$ 5,330.75</b>	<b>\$ -</b>
<b>Totals</b>						<b>\$ 96,855.51</b>	<b>\$ -</b>	<b>\$ 5,330.75</b>	<b>\$ 25,129.87</b>







**Primary Objective: Increase Infill and Compact Development**

INDICATOR MEASURED	DATA SOURCE	INDICATOR BASELINE	GRANT TERM MILESTONES (3 YEARS)	IMPLEMENTATION MILESTONES (3 YEARS)	EXPECTED OUTCOME
Development in Railyards Area	SACOG Base Year Update Estimates (4 year cycle of updates) /1/	2012 Base Year Estimates	2016 Base Year update	2020 Base Year updates and beyond	Upward trends of dwelling units constructed, acres of non-residential uses constructed, Amount of development trending upwards. /2/
Development within 1/4 mile of light rail station in Project Area	City of Sacramento Livability Index, new dwelling unit count from Community Development Department data	2013 Base Year Counts	Annual update	Annual update	Trend will show annual increase in number of units. /2/
Parking Ratios per Development Type	Geocoded parking from City of Sacramento Parking Services correlated with development data by land use type by location from SACOG /1/	2014 Base Year Counts	3 year update	3 year update	Trend will show annual decline in parking ratios per gross building square footage. Data for parking is not developed per land use type. /2/

Notes: Indicators and outcomes are subject to change.

/1/ SACOG prepares at parcel level estimates of developed land uses, updated on a 4-year cycle. These estimates are used for updates of the long range transportation plan, and are provided to local agencies in support of their planning projects and studies.

/2/ Estimates may vary year to year due to many factors, but anticipate seeing a trend develop over years.

**Primary Objective: Revitalize Urban and Community Centers**

INDICATOR MEASURED	DATA SOURCE	INDICATOR BASELINE	GRANT TERM MILESTONES (1-3 years)	IMPLEMENTATION MILESTONES (3+ years)	EXPECTED OUTCOME
Job Growth in Project Area	City of Sacramento Livability Index, Community Development Dept., job estimate based on non-residential square feet developed in shovel ready areas, calculated by sector type (commercial, industrial, office, etc.)	2014 Base Year Estimates	2016 Base Year update	2020 Base Year updates and beyond	Trend will show annual increase in number of jobs; trend will show greater job growth than citywide figure /1/
Restaurant Sales Tax Revenue	City of Sacramento Livability Index, Revenue Division data	2014 Base Year Estimates	Annual update	Annual update	Trend will show annual increase in sales tax revenue in area; trend will be greater than citywide figure /1/
Development Applications	Community Development Dept. database, number of permit applications, development proposals, plan amendments	2014 Base Year Estimates	Annual update	Annual update	Trend will show annual increase in number of applications that indicate new development; trend will show greater development than citywide figure /1/

Notes: Indicators and outcomes are subject to change.  
 /1/ Estimates may vary year to year due to many factors, but anticipate seeing a trend develop over years.

**Primary Objective: Reduce automobile usage and passenger vehicle GHG emissions**

INDICATOR MEASURED	DATA SOURCE	INDICATOR BASELINE	GRANT TERM MILESTONES (1-3 years)	IMPLEMENTATION MILESTONES (3+ yrs)	EXPECTED OUTCOME
GHG per Capita for future Railyards area residents in Transit Priority Area	SACOG MTP/SCS Forecasts /1/	SB375 Baseline (Yr.2005 regional passenger vehicle GHG per capita--22.6 lbs per person per weekday)	Unlikely to change in years 1-3. Development and new residents in Railyards station area likely to come after year 3 of grant.	Some development in Railyards area may happen in year 4 and after.	68 percent reduction from baseline /2/
VMT per Capita for future Railyards area residents in Transit Priority Area	SACOG MTP/SCS Forecasts /1/	Year 2008 regional average VMT per capita (19.3 miles per person per weekday)	Unlikely to change in years 1-3. Development and new residents in Railyards station area likely to come after year 3 of grant.	Some development in Railyards area may happen in year 4 and after.	68 percent reduction from baseline /2/
Transit Ridership--Intercity	Capital Corridor JPA ridership data	Year 2012 passenger boardings at Sacramento Valley Station (906,067 annual origins+destinations) /3/	Year-by-year changes in years 1-3 are possible due to factors unrelated to development in the Railyards area.	In years 4 and after, development in the Railyards area	Unknown increase in Capital Corridor ridership at Sacramento Valley Station, driven by new residents in the Railyards area.
Transit Ridership--Local	Sacramento Regional Transit District ridership data	Year 2012 passenger boardings at SVS LRT station (750 average daily passenger ons + offs) /4/	Year-by-year changes in years 1-3 are possible due to factors unrelated to development in the Railyards area.	In years 4 and after, development in the Railyards area	Unknown increase in SRTD ridership at Sacramento Valley Station, driven by new residents in the Railyards area.

Notes: Indicators and outcomes are subject to change.

- /1/ Regional travel forecasts prepared by SACOG for the 2012 Metropolitan Transportation Plan / Sustainable Community Strategy, using SACOG's "SACSIM" regional travel demand model.
- /2/ Estimate of percentage reduction based on average for residents in the area of Downtown Sacramento west of 16th street, including the Railyards SP area. Percent reduction calculated comparing Percent reduction computed from Year 2035 forecasts from the SACOG MTP/SCS for this area, compared to the SB375 baseline.
- /3/ Passenger origin/destination data tabulated by SACOG, using data provided by the Capital Corridor Joint Powers Authority.
- /4/ Data provided by Sacramento Regional Transit District (James Drake) for FY 2012/13.

DORIS O. MATSUI  
9TH DISTRICT, CALIFORNIA  
COMMITTEE ON ENERGY  
AND COMMERCE

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0506

WASHINGTON OFFICE:  
2434 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-0506  
(202) 225-7163

DISTRICT OFFICE:  
ROBERT T. MATSUI U.S. COURTHOUSE  
501 I STREET, SUITE 12-600  
SACRAMENTO, CA 95814  
(916) 498-8600  
<http://matsui.house.gov>

February 14, 2014

Mr. Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

**Re: Sacramento Intermodal Grant Application under  
Sustainable Communities Planning Grant Program: Focus area "Sustainable Community  
Planning for Transit Priority Areas"**

Dear Mr. Way:

I am writing to offer my support of the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, to the Sacramento Intermodal Project.

The Sacramento Intermodal Project is an expanding transportation center located in the heart of downtown Sacramento. This project is designed to reduce greenhouse gas emissions, create sustainable communities, improve local air quality and promote alternative forms of transportation. Eventually, the Sacramento Railyards will be transformed into a community combining retail, housing, waterfront, office, and entertainment venues. The Intermodal Transportation Facility will be a key part of this new community and will allow for fast and convenient transportation around the city and region.

As downtown Sacramento undergoes further development, including a new arena two blocks to the south, there is an opportunity to imagine and plan a bold new Intermodal district. In collaboration with regional partners, the Intermodal Project will revitalize downtown Sacramento and will foster the development of a sustainable, livable and vibrant community. I support additional funding for the Intermodal Station which will allow the project to fully realize its goal of creating a sustainable community and revitalizing downtown. When complete, the Intermodal facility will offer seamless connections to and from Sacramento's downtown to adjacent neighbors. This project will add density to the downtown core, reduce vehicle miles travelled and support additional transit options.

Again, I am pleased to support the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant.

Sincerely,



DORIS O. MATSUI  
Member of Congress

STATE CAPITOL  
ROOM 205  
SACRAMENTO, CA 95814  
TEL (916) 651-4006  
FAX (916) 323-2263

DISTRICT OFFICE  
1020 N STREET, ROOM 576  
SACRAMENTO, CA 95814  
TEL (916) 651-1529  
FAX (916) 327-8754

# California State Senate

SENATOR  
**DARRELL STEINBERG**  
PRESIDENT PRO TEMPORE  
SIXTH SENATE DISTRICT

STANDING COMMITTEES:  
SENATE RULES  
CHAIR  
APPROPRIATIONS  
PUBLIC SAFETY



Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

Re: Sacramento Intermodal Grant Application under Sustainable Communities Planning Grant

Dear Mr. Way:

As the author of Senate Bill 375 of 2008, which established the Sustainable Communities Planning program for transit oriented land use in California and your representative in the California State Senate, I write in strong support of the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal protection Bond Act of 2006.

The Sacramento Intermodal Project is an expanded multi-modal transportation center situated in the heart of downtown Sacramento adjacent to the proposed northern terminus of the California High Speed Rail line, with surrounding area poised for development. The project will implement state, regional and local plans that have been adopted to attain greenhouse gas reductions, to create sustainable communities, to improve air quality and to promote transportation alternatives.

This is an exciting time for Sacramento's downtown as development begins to resurge amidst long abandoned areas surrounding the Sacramento Railyards and surrounding the nearby proposed downtown arena, creating a window of opportunity to envision and plan our Intermodal area. This planning, which will be done in collaboration with regional and local partners, will revitalize the district to become an expanded regional transportation hub and a transit-oriented, sustainable, livable, and vibrant infill community, consistent with the vision of my SB 375 and the voters' intent in Proposition 84.

This grant will be critical to enabling the Intermodal Project to achieve greenhouse gas reduction goals and to foster mutual benefits for High Speed Rail and Sacramento's exiting new downtown infill projects. Thank you for your thoughtful consideration of the City of Sacramento's grant application.

Sincerely,

A handwritten signature in black ink that reads "Darrell Steinberg".

**DARRELL STEINBERG**  
President pro Tempore

DS:kd

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0007  
(916) 319-2007  
FAX (916) 319-2107

DISTRICT OFFICE  
915 L STREET, SUITE #110  
SACRAMENTO, CA 95814  
(916) 324-4676  
FAX (916) 327-3338

# Assembly California Legislature



**ROGER DICKINSON**  
ASSEMBLYMEMBER, SEVENTH DISTRICT

**COMMITTEES**  
CHAIR, BANKING AND FINANCE  
BUDGET  
BUSINESS, PROFESSIONS AND  
CONSUMER PROTECTION  
JUDICIARY

**SUBCOMMITTEES**  
BUDGET SUBCOMMITTEE #1,  
HEALTH AND HUMAN SERVICES

**SELECT COMMITTEE**  
CHAIR: DELINQUENCY PREVENTION  
AND YOUTH DEVELOPMENT

January 31, 2014

Mr. Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

Re: Sacramento Intermodal Grant Application under Sustainable Communities Planning Grant Program

Dear Mr. Way:

I support the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and the Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.

The Sacramento Intermodal Project is an expanding multi-modal transportation center situated in the heart of downtown Sacramento adjacent to the proposed northern terminus of the California High-Speed Rail line, with surrounding area poised for development. The project will implement state, regional and local plans that have been adopted to attain greenhouse gas reductions, create sustainable communities, improve our region's air quality, and promote transportation alternatives.

As Sacramento's downtown development begins to gather momentum, there currently is a window of opportunity to envision and plan this intermodal center. This planning, which will be done in collaboration with regional and local partners, will revitalize our downtown district to become an expanded regional transportation hub and a transit-oriented, vibrant, and livable infill community.

By advancing the intermodal project, the Sustainable Communities grant will represent a critical step towards enabling a project that will result in significant greenhouse gas reductions, establish sustainable local communities, and will foster mutual benefits for California's planned High-Speed Rail system and the City of Sacramento.

For the reasons noted above, I support the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant.

Sincerely,

A handwritten signature in black ink that reads "Roger Dickinson".

**Roger Dickinson**  
California State Assemblymember, Seventh District

RD:ht



**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY 711  
www.dot.ca.gov



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January 29, 2014

Mr. Jerry Way  
City of Sacramento  
Department of Public Works  
915 I Street  
Sacramento, CA 95814

Dear Mr. Way:

The California Department of Transportation (Caltrans) fully supports the City of Sacramento's (City) application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 for the Sacramento Transportation Intermodal Station. The Project is to develop future phases that will expand the multi-modal transportation center situated in the heart of downtown Sacramento adjacent to the proposed northern terminus of the California High-Speed Rail line with surrounding area poised for development.

In advancing this project, the City will enhance existing transportation facilities and improve operations for more efficient service consistent with state, regional and local plans that have been adopted to attain greenhouse gas reductions, to create sustainable communities, to improve air quality and to promote transportation alternatives. As Sacramento's downtown development begins to resurge, this is a window of opportunity to provide a vision and plan the Intermodal Station area, which is the second busiest in California and the seventh busiest in the nation. In addition, this project is an integral component of one of the largest urban infill developments in the nation.

For the reasons noted above, Caltrans supports the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant.

Sincerely,

A handwritten signature in blue ink that reads "Jody Jones".

JODY JONES  
District 3 Director



February 14, 2014

**Re: City of Sacramento Intermodal Transportation Facility**

To Whom It May Concern:

On behalf of the Sacramento Area Council of Governments (SACOG), I am offering support for the City of Sacramento's proposal on the Intermodal Transportation Facility to California Strategic Growth Council's Sustainable Communities Planning Grant and Initiatives Program. In addition, SACOG believes that this project's proposed work program supports the region's goals aligns with and complements SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy.

This project is of critical importance to the City of Sacramento and the region as it will guide sustainable development decisions and reinforce the goals of MTP/SCS. The MTP/SCS encourages local jurisdictions to apply principles of smart growth and sustainable development to future land use and transportation planning in order to link transportation and land use development more closely.

The Intermodal is a multi-modal transportation center and destination at the heart of the Sacramento region. Future phases of the project will focus on transportation expansion and creating compatible, synergistic development in adjacent areas, since the mainline tracks and platforms are relocated (Phase 1) and the historic depot improvements are starting construction (Phase 2). Overall, the Intermodal implements state, regional and local plans and guidelines that have been adopted to increase use of alternative transportation, to improve air quality, to reduce greenhouse gas emissions and to develop transit-oriented, infill, livable, compact communities.

The Sacramento Intermodal Transportation Facility is consistent with the MTP/SCS and I urge your consideration of its funding request. If you have any questions, please feel free to contact me at (916) 321-9000.

Sincerely,

Mike McKeever  
Chief Executive Officer

- Auburn*
- Glenn Heights*
- Colfax*
- Davis*
- El Dorado County*
- Elk Grove*
- Folsom*
- Galt*
- Grass Valley*
- Lincoln*
- Live Oak*
- Loomis*
- Marysville*
- Placer County*
- Placerville*
- Rancho Cordova*
- Rocklin*
- Roseville*
- Sacramento*
- Sacramento County*
- Sutter County*
- West Sacramento*
- Woodland*
- Woodland Hills*
- Woodland*
- Yuba County*
- Yuba City*
- Yuba County*



## Regional Transit

Sacramento Regional  
Transit District  
A Public Transit Agency  
and Equal Opportunity Employer

**Mailing Address:**

P.O. Box 2110  
Sacramento, CA 95812-2110

**Administrative Office:**

1400 29th Street  
Sacramento, CA 95816  
(916) 321-2800  
(29th St. Light Rail Station/  
Bus 36,38,50,67,68)

**Light Rail Office:**

2700 Academy Way  
Sacramento, CA 95815  
(916) 648-8400

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February 10, 2014

Mr. Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

Re: Sacramento Intermodal Grant Application under Sustainable Communities  
Planning Grant Program

Dear Mr. Way:

Sacramento Regional Transit supports the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.

The Sacramento Intermodal Project is an expanding multi-modal transportation center situated in the heart of downtown Sacramento adjacent to the proposed northern terminus of the California High-Speed Rail line, with surrounding area poised for development. The project will implement state, regional and local plans that have been adopted to attain greenhouse gas reductions, to create sustainable communities, to improve air quality and to promote transportation alternatives.

As Sacramento's downtown development begins to resurge, there currently is a window of opportunity to envision and plan the Intermodal area. This planning, which will be done in collaboration with regional and local partners, will revitalize the district to become an expanded regional transportation hub and a transit-oriented, sustainable, livable, vibrant infill community.

By advancing the Intermodal project, the Sustainable Communities grant will be critical to enable the project to result in greenhouse gas reductions, to establish sustainable communities and to foster mutual benefits for High-Speed Rail and Sacramento.

For the reasons noted above, Sacramento Regional Transit supports the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant.

Sincerely,

Michael R. Wiley  
General Manager/CEO



February 3, 2014

Mr. Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

Subject - Sacramento Intermodal Grant Application - Sustainable Communities  
Planning Grant Program

Dear Mr. Way: *Jerry*

With this letter the Capitol Corridor Joint Powers Authority (CCJPA) extends its support to the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.

The Sacramento Valley Station is the 7<sup>th</sup> busiest intercity passenger railroad station in the nation, providing a gateway to destinations throughout California and across the nation to over a million passengers each year. As the Capitol Corridor trains are the primary rail service serving the Sacramento Valley Station, the CCJPA recognizes that improvements are needed now to upgrade transportation access at this location in order to ensure long-term success of the Capitol Corridor and other public transportation providers serving the station.

The Intermodal Project, for which the City is applying for a Sustainable Communities grant, will augment the functionality and efficiency of the Sacramento Valley Station by creating a multi-modal transportation center. These improvements will provide new connections to intercity rail and connecting bus services that serve all of California. Reducing distances between connecting transportation services and improving passengers' access time through the station are important elements that will enhance the desirability of public transportation services in Sacramento.

That being said, the CCJPA's support for this planning grant is contingent upon the City including the CCJPA and other key transportation stakeholders in the planning and design for the construction of the transportation-related facilities affiliated with this planning grant. This assurance from the City provides the CCJPA with the confidence that the technical specifications needed to support intermodal connectivity between high-performance public transportation services at the station will be met in future years.

**BOARD OF DIRECTORS**

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**CAPITOL CORRIDOR  
JOINT POWERS AUTHORITY**  
300 LAKESIDE DRIVE  
14<sup>TH</sup> FLOOR EAST  
OAKLAND, CA 94612  
(V) 510.464.6995  
(F) 510.464.6901  
www.capitolcorridor.org

Jerry Way  
February 3, 2014  
Page 2

For the reasons noted above, the CCJPA supports the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant and looks forward to working with the City and other transportation agencies in improving access to the Sacramento Valley Station.

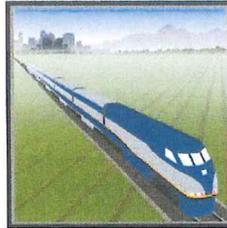
Sincerely,

A handwritten signature in blue ink, appearing to read 'D.B. Kutrosky', with a large, stylized flourish at the end.

David B. Kutrosky  
Managing Director

cc: The Honorable Steve Cohn, Councilmember, City of Sacramento, CCJPA Board Director

Supervisor John Pedrozo, Chair, *Merced County*  
 Supervisor Henry Perea, Vice-Chair, *Fresno County*  
 Councilmember Steve Cohn, Vice-Chair, *City of Sacramento*  
 Supervisor Vito Chiesa, *Stanislaus County*  
 Supervisor Scott Haggerty, *Alameda County*  
 Supervisor Allen Ishida, *Tulare County*  
 Councilmember Bob Johnson, *City of Lodi*  
 Councilmember Don Talzin, *City of Lafayette*  
 Supervisor Doug Verboon, *Kings County*  
 Supervisor Tom Wheeler, *Madera County*



**San Joaquin**  
**Joint Powers Authority**

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 Alternate Lynne Ashbeck, *City of Clovis*  
 Alternate Patrick Hume, *City of Elk Grove*  
 Alternate Garrad Marsh, *City of Modesto*  
 Alternate Tom Blalock, *BART*  
 Alternate Bob Link, *City of Visalia*  
 Alternate John Harris, *City of Manteca*  
 Alternate Federal Glover, *Contra Costa County*  
 Alternate Russ Curry, *City of Hanford*  
 Alternate Gary Svanda, *City of Madera*

February 7, 2014

Mike McCoy  
 Executive Director  
 Strategic Growth Council  
 1400 Tenth Street  
 Sacramento, CA 95814

Dear Mr. McCoy:

**Re: Proposition 84 – City of Sacramento Round 3 Planning Grant Application**

Please accept this letter of support from the San Joaquin Joint Powers Authority (SJIPA) in relation to the Sustainable Communities Round 3 Planning Grant application being submitted by the City of Sacramento.

There are great benefits to enhancing development patterns and increasing development densities near rail stations. In addition to potential benefits from minimizing land consumption needs for new growth, increased dense development near rail stations concentrates activity conveniently located to these stations. This promotes increased use of the passenger rail services, generating additional ridership and revenue to benefit the state. It also accommodates new growth on a smaller footprint. Reducing the land needed for new growth should reduce pressure for new development on nearby habitat areas, in environmentally fragile or hazardous areas, and on agricultural lands. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities as well as provide access to and egress from rail stations. Potential benefits also include relief from traffic congestion, improved air quality, more affordable housing, promotion of job opportunities, reduction in energy consumption, and better use of public infrastructure.

The Sacramento Amtrak rail station is a multi-modal transportation hub and is located in the traditional city center of Sacramento. The SJIPA look forward to working with the City of Sacramento to best promote improved connectivity and transit oriented development around the Sacramento Amtrak rail station.

We greatly appreciate your sincere consideration for awarding Round 3 Planning Grant funds to the City of Sacramento for station area development planning.

Respectfully,

John Pedrozo, Chairperson

San Joaquin Joint Powers Authority

MEMBER AGENCIES

Alameda County - Contra Costa County Transportation Authority - Fresno Council of Governments - Kings County Association of Governments - Madera County Transportation Commission  
 Merced County Association of Governments - Sacramento Regional Transit - San Joaquin Regional Rail Commission - Stanislaus Council of Governments - Tulare County Association of Governments



February 6, 2014

Mr. Jerry Way  
Director of Public Works  
City of Sacramento  
915 I Street, Room 2000  
Sacramento, CA 95814

**RE: Sacramento Intermodal Grant Application under Sustainable Communities Planning Grant Program**

Dear Mr. Way:

The River District supports the City of Sacramento's application for a planning grant funded by the Sustainable Communities Planning Grant and Incentives Program under Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006.

The Sacramento Intermodal Project is an expanding multi-modal transportation center situated in the heart of downtown Sacramento adjacent to the proposed northern terminus of the California High-Speed Rail line, with surrounding area poised for development. The project will implement state, regional and local plans that have been adopted to attain greenhouse gas reductions, to create sustainable communities, to improve air quality and to promote transportation alternatives.

As Sacramento's downtown development begins to resurge, there currently is a window of opportunity to envision and plan the Intermodal area. This planning, which will be done in collaboration with regional and local partners, will revitalize the district to become an expanded regional transportation hub and a transit-oriented, sustainable, livable, vibrant infill community.

By advancing the Intermodal project, the Sustainable Communities grant will be critical to enable the project to result in greenhouse gas reductions, to establish sustainable communities and to foster mutual benefits for High-Speed Rail and Sacramento.

For the reasons noted above, The River District supports the City of Sacramento's Intermodal Project grant application for the Sustainable Communities Planning Grant.

Sincerely,

A handwritten signature in blue ink that reads "Patty Kleinknecht".

Patty Kleinknecht  
Executive Director

## **RESOLUTION NO. 2014-0043**

Adopted by the Sacramento City Council

February 18, 2014

### **APPROVING THE APPLICATION FOR GRANT FUNDS FOR THE SUSTAINABLE COMMUNITIES PLANNING GRANT AND INCENTIVES PROGRAM UNDER THE SAFE DRINKING WATER, WATER QUALITY AND SUPPLY, FLOOD CONTROL, RIVER AND COASTAL PROTECTION BOND ACT OF 2006 (PROPOSITION 84)**

#### **BACKGROUND**

- A. The Legislature and Governor of the State of California have provided funds for the program shown above.
- B. The Strategic Growth Council has been delegated the responsibility for the administration of this grant program, establishing necessary procedures.
- C. Said procedures established by the Strategic Growth Council require a resolution certifying the approval of application(s) by the Applicants governing board before submission of said application(s) to the State.
- D. The City of Sacramento, if selected, will enter into an agreement with the State of California to carry out the development of the proposal.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The City Manager is directed to submit an application for the Sacramento Intermodal Transportation Facility Future Planning under the Sustainable Communities Planning Grant and Incentives Program in order to become a sustainable community.
- Section 2. The City Council certifies that it understands the assurances and certification in the application.
- Section 3. The City of Sacramento certifies that it will have sufficient funds to develop the Proposal or will secure the resources to do so.
- Section 4. The City of Sacramento certifies that the Proposal will comply with any applicable laws and regulations.

Section 5. The City Manager or designee, is authorized to accept the award of grant funding and to act as agent to conduct all negotiations, execute and submit all documents including, but not limited to applications, agreements, and payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

**Table of Contents:**

Exhibit A - Grant Application Guide - Fiscal Year 2013-2014

Adopted by the City of Sacramento City Council on February 18, 2014, by the following vote:

Ayes: Members Ashby, Cohn, Fong, Hansen, McCarty, Pannell, Schenirer, Warren and Mayor Johnson

Noes: None

Abstain: None

Absent: None

Attest:

**Shirley A. Concolino**

Digitally signed by Shirley A. Concolino  
DN: cn=Shirley A. Concolino, o=City of Sacramento, ou=City  
Clerk, email=sconcolino@cityofsacramento.org, c=US  
Date: 2014.02.21 10:06:36 -08'00'

---

Shirley Concolino, City Clerk