

RESOLUTION NO. 2011-12

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
APPROVING THE FEDERAL FISCAL YEAR 2012 PROJECT FUNDING REQUESTS**

WHEREAS, each year the City of Elk Grove submits federal funding requests to its members of Congress for vital community and regional projects that have a federal nexus; and

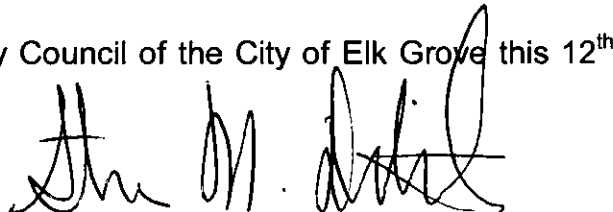
WHEREAS, the City of Elk Gove works very closely with its federal legislative advocates and other stakeholders to ensure that federal decision makers are educated about the critical importance of each project and the federal nexus that exists for each; and

WHEREAS, the City of Elk Grove ensures that federal decision makers are educated about the funding requests by all forms of communication, including in-person office visits and other briefings.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove hereby approves the Federal Fiscal Year 2012 funding requests as outlined in the attached Exhibit A.

BE IT FURTHER RESOLVED, that the City Council of the City of Elk Grove hereby directs staff, in close coordination with the City's federal advocates, to educate the City's representatives in Congress about these important project requests in an effort to secure funding through Congressionally-directed and other federal grant opportunities.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 12th day of January 2011.



STEVEN M. DETRICK, MAYOR of the
CITY OF ELK GROVE

ATTEST:


JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:


SUSAN COCHRAN, CITY ATTORNEY

Capital Southeast Connector - Grant Line Road Widening to Bradshaw (Phase 2)

\$1.0 million to work on the design phase. Due to the City of Elk Grove's physical location between the north-south corridors of I-5 and SR 99 in California, east-west travel is facilitated on local arterial roads. The result is heavy congestion on local roadways which simply were not built to accommodate the growing regional travel demands between the two major freeways. The project provides a parallel reliever to draw traffic from local roadways to an expressway facility.

This project involves widening the existing Grant Line Road to 4-lanes from Waterman Road to Bradshaw Road in the City of Elk Grove.

The project is a proposed segment, with independent utility, of a 37-mile regional transportation corridor called the Capital Southeast Connector. The Connector is overseen by a Joint Powers Authority made up of Sacramento County, El Dorado County, Elk Grove, Folsom and Rancho Cordova. The Connector project is needed to address insufficient transportation options for commuters and goods/freight movement to, from, and within Sacramento and El Dorado Counties, as well as to the San Francisco Bay Area. Additionally, the Connector will serve California to Nevada freight movement as it is an alternative to reach Highway 50 from Highway 99 or I-5.

Federal Nexus: This project is a critical component to the Capital Southeast Connector. If this segment is not widened, the 37-mile project will not function properly. Additionally, during regular commuting, the downtown area and surrounding communities experience daily bottlenecks and traffic congestion. In the event of a regional or localized emergency, it would become impossible to move people through the downtown or outlying areas in a timely or safe manner. This 37-mile regional corridor would become an evacuation route in the event of an emergency.

The Sacramento region is a Federal non-attainment area. Non-attainment areas are regions of the country that do not meet Federal air quality standards (National Ambient Air Quality Standards) for pollutants as required by the Clean Air Act. Emissions from idling vehicles as a result of severe traffic congestion are a leading cause of air pollution. The construction of the Connector will help to alleviate traffic congestion on Sacramento's existing major arteries. Reducing traffic congestion in the Sacramento region should result in less vehicle idling in the aggregate, which in turn would benefit the region's air quality. Federal highway officials have acknowledged that vehicle idling reduction is a strategy that non-attainment areas around the country should consider implementing to comply with National Ambient Air Quality Standards.

Capital Southeast Connector - Kammerer Road and I-5/Hood Franklin Phase

\$2.0 million to work on the right-of-way and construction phases. Due to the City of Elk Grove's physical location between the north-south corridors of I-5 and SR 99 in California, east-west travel is facilitated on local arterial roads. The result is heavy congestion on local roadways

which simply were not built to accommodate the growing regional travel demands between the two major freeways. The project provides a parallel reliever to draw traffic from local roadways to an expressway facility.

The project involves modifying the I-5/Hood-Franklin Interchange, construction of a railroad grade overcrossing at the Southern Pacific Railroad tracks and the construction of a new four-lane roadway, Kammerer Road extension, between Bruceville Road and I-5.

The project is a proposed segment, with independent utility, of a 37-mile regional transportation corridor called the Capital Southeast Connector. The Connector is overseen by a Joint Powers Authority made up of Sacramento County, El Dorado County, Elk Grove, Folsom and Rancho Cordova. The Connector project is needed to address insufficient transportation options for commuters and goods/freight movement to, from, and within Sacramento and El Dorado Counties, as well as to the San Francisco Bay Area. Additionally, the Connector will serve California to Nevada freight movement as it is an alternative to reach Highway 50 from Highway 99 or I-5.

Federal Nexus: This project would reconstruct an interchange on I-5 at Hood-Franklin. I-5 is a critical goods movement corridor for California and interstate commerce. The project includes a grade overcrossing and would further maximize the efficient and safe transport of goods by eliminating conflicts with rail and roadway traffic. Additionally, during regular commuting, the downtown area and surrounding communities experience daily bottlenecks and traffic congestion. In the event of a regional or localized emergency, it would become impossible to move people through the downtown or outlying areas in a timely or safe manner. This 37-mile regional corridor would become an evacuation route in the event of an emergency.

The Sacramento region is a Federal non-attainment area. Non-attainment areas are regions of the country that do not meet Federal air quality standards (National Ambient Air Quality Standards) for pollutants as required by the Clean Air Act. Emissions from idling vehicles as a result of severe traffic congestion are a leading cause of air pollution. The construction of the Connector will help to alleviate traffic congestion on Sacramento's existing major arteries. Reducing traffic congestion in the Sacramento region should result in less vehicle idling in the aggregate, which in turn would benefit the region's air quality. Federal highway officials have acknowledged that vehicle idling reduction is a strategy that non-attainment areas around the country should consider implementing to comply with National Ambient Air Quality Standards.

Elk Grove Multimodal Station

\$2.0 million to fund design and right-of-way phases of the project. California's intercity passenger rail system (Amtrak) carries millions of passengers per year between urban centers and interregional destinations. The proposed project would include the construction of a new rail stop along the existing Amtrak San Joaquin route, which passes through Elk Grove twice each day. The project will serve as a regional transit hub for possible future commuter rail serviced by Altamont Commuter Express.

This project would include the following primary features: passenger platform, designated parking areas, passenger and bus drop/off and loading zone, a new signalized intersection at Elk Grove-Florin Road, and a pedestrian/bicycle trail.

The project is designed to have the ability to accommodate future regional bus transit services as well as commuter rail service. Specifically, the parking lot can be expanded. There is room reserved to construct a building that would include restrooms, ticket counter, and passenger waiting areas.

Federal Nexus: This project would support alternative methods of transportation for both interregional travel and daily commute purposes. The Sacramento Region is a federal non-attainment area and struggles to meet federal air quality standards. Facilitating greater public transit service for south Sacramento County residents and the region is essential to relieving traffic congestion and addressing this air quality challenge, which has been identified as a national priority.

Compressed Natural Gas Bus Replacement (6 Buses)

\$2.4 million for the replacement of six (6) Compressed Natural Gas buses for the City's Commuter and Fixed Route service. The buses would be used to transport Elk Grove residents into downtown Sacramento for employment.

The City of Elk Grove's transit service, *e-tran*, is comprised of ADA service (e-van) and commuter and fixed route service (e-tran). The City began service in 2005 and since inception has seen a dramatic increase in ridership. When transit service began, the City had approximately 8 routes. Today, the City has 18 routes, 1.3 million annual passengers, and 51 buses (42 e-tran and 9 e-van). The City's transit system has been well received in the community and has won numerous awards including the prestigious American Public Transportation Association Award for Outstanding Public Transportation System in North America as well as the coveted Helen Putnam Award for Excellence.

To accommodate the increase in service the City acquired several used vehicles from other transit agencies across the nation to meet the immediate vehicle demand. The majority of the acquired vehicles present maintenance challenges, due to their age, which affect the reliability of the service. The six buses the City needs to replace are well beyond their federal useful life (12 years) and utilize diesel fuel. The City is committed to the use of alternative fuels and the replacement of these vehicles will allow the City to meet its goal of a 100% Alternative Fueled Fixed Route fleet. Additionally, the vehicles are needed to sustain the current service levels. Without replacement, the City will be faced with reducing our services to meet fleet demands on a system with standing room only capacity at peak hour.

The city has taken drastic steps in the last year to ensure the viability of our transit department, which include: raised fares, eliminated or reduced service, modified routes to ensure maximum

efficiency, acquired technology to improve effectiveness, began having regular and productive dialogues with Regional Transit and other regional partners, enhanced our public outreach efforts related to transit, and conducted an RFP for a new transit provider which introduced new technology and provided for increased performance monitoring while reducing the annual cost of service by approximately \$1 million annually (as compared to the previous contract).

Federal Nexus:

Due to the significant air quality challenges in the Sacramento Valley air basin, the ability to provide safe, reliable, convenient transit commute options not only reduces demand on the roadway infrastructure, but most notably offers a viable solution to air quality attainment by shifting hundreds of single occupancy car trips onto mass transportation. In general, commuter bus passengers are utilizing the service as a choice service and have a car option available.

Elk Grove Groundwater Recharge and Creek Enhancement Project

\$500,000 will assist with design and project implementation. The creeks and channels within the City of Elk Grove as well as neighboring jurisdictions flow to the 6,206-acre Stone Lakes National Wildlife Refuge, which is federally managed by the U.S. Fish and Wildlife Service. Some of these creeks and channels discharge untreated stormwater to the refuge. One creek in particular, Elk Grove Creek, which is located in the southeast portion of the City, is susceptible to flooding and, for the most part, offers no water quality benefit to downstream waters, including the Stone Lakes National Wildlife Refuge.

Feasibility Study for a multi-functional corridor for Elk Grove Creek

An initial model has been developed for the hydrology and hydraulics of the 100 flood year event within a segment of the Elk Grove Creek watershed. In this proposed project, the City plans to:

- Further develop the model of Elk Grove Creek to finalize the feasibility of creek modifications (widening, two-stage channel), floodplain enhancement and connectivity, and detention basin attenuation.
- Develop and design opportunities for improving current capacity constraints by the use of in-bank and out-of-bank retention areas and detention basins.
- Design aquatic and riparian planting plans to improve habitat and water quality.
- Develop a recreational trail system for the length of the creek through the City.
- Develop conceptual design drawings up to the 30% design and specifications stage.

Groundwater Recharge Feasibility Study

- The City of Elk Grove has 19 detention basins that have been preselected for demonstration tests due to ownership by the City in fee title. Detention basins are located in the eastern rural portion of Elk Grove and within urbanized communities.

- Each demonstration test site will initially have a test hole constructed to determine local hydro-geologic conditions, including transmissive intervals and their water quality.

Federal Nexus:

This project is regionally significant due to the fact that it addresses the need to reduce flood risk while restoring environmental conditions in the Elk Grove Creek watershed. The proposed project will constitute the first step in implementing a multi-objective flood risk management program for Elk Grove Creek. The goal of the final implementation of the project will be to reduce the potential of flooding; improve water quality in the creek and for a key receiving water body, the Stone Lakes National Wildlife Refuge; provide riparian and aquatic habitat for the creek; and provide a contiguous trail system linking the eastern and western portions of the City and feeding into the greater Laguna Creek Trail System.

In addition, the City of Elk Grove is located within the bounds of the Sacramento Central Groundwater Basin between the American River and Cosumnes River. Groundwater recharge through Aquifer Storage and Recovery (ASR) is a water-storage technology gaining acceptance by water-resource planners and scientists nationwide and worldwide. Essentially, ASR involves storage of available water through drywells that allows stormwater conveyance into the aquifer. Recovery of water stored could provide great benefits to environmental, agricultural, and urban users.

Laguna Creek Floodplain Preservation and Watershed Enhancement Project

\$950,000 will assist with the design and implementation of the project. The City of Elk Grove is located just upstream of the 6,206-acre Stone Lakes National Wildlife Refuge, which is federally managed by the U.S. Fish and Wildlife Service. The City of Elk Grove is surrounded by many creeks and channels with five major creeks traversing through the City. The largest creek, Laguna Creek, has a watershed that encompasses approximately 48 square miles.

The project has two major components, the first being enhancement to Laguna Creek and Whitehouse Creek and the second being retrofit of a detention basin.

The first component of the proposed project is to preserve and restore Laguna Creek and adjacent wetlands while at the same time improving flood storage capacity and linking two disconnected sections of the Laguna Creek trail system. The project area is located at the confluence of Laguna Creek and Whitehouse Creek. The project area will cover a portion of an 85 acre undeveloped area, a third of which lies within the 100 year floodplain. This reach of Laguna Creek connects an open space corridor to the North Laguna Creek Wildlife Area and the Beach Stone Lakes Wildlife Refuge. This reach serves as habitat for a diverse population of birds as well as aquatic life, including the federally endangered species of the Giant Garter Snake.

The proposed project will result in a plan to rehabilitate over 4,000 feet of heavily degraded creek channel and will restore and enhance the functions of the adjacent floodplain. This will

increase habitat for aquatic and terrestrial wildlife. Furthermore, the enhancements will improve water quality through biofiltration, native floodplain vegetation, and swales, and remove sediment through floodplain accretion. Since Laguna Creek drains into the Stone Lakes National Wildlife Refuge, this project will reduce the risk of contaminants entering the refuge. Further, it will provide an important link in the Laguna Creek trail system.

The second component is comprised of a retrofit of a 6.3 acre flood control detention basin. At the time that the detention basin was designed, the primary function of the basin was to manage stormwater runoff and relieve flood risks. Although the basin fulfills its original design intention, native vegetation is sparse in and around the basin and consequently provides poor habitat for native wildlife. There is a tremendous potential for the basin to provide multi-functional features that could provide not only flood storage, but also increase water quality benefits, enhance aquatic and upland habitat, recharge the groundwater, and provide recreational/aesthetic opportunities to the area. The basin will also provide an opportunity for science education for students at five schools within a two mile radius of the project site.

This basin will provide a valuable local enhancement project that could act as a template for future development within the City. Instead of being classified as a single function detention basin, the proposed retrofit project will dramatically improve water quality, provide habitat for birds and aquatic animals, provide a valuable recreational space for public use with trail systems during non-flood periods, and has the potential to enhance groundwater recharge.

Federal Nexus:

Due to the fact that the creeks and channels in the City of Elk Grove as well as neighboring jurisdictions flow to the 6,206-acre Stone lakes National Wildlife Refuge, and since the refuge was created to provide wetland conservation and a resting area for migrating bird species, it is the City's intent to continue to prevent pollutants from entering the waterways that eventually flow into the Stone Lakes National Wildlife Refuge. By implementing this project, the City will be providing numerous natural system benefits including, but not limited to; filtering of pollutants from stormwater runoff, the recharge of groundwater, reduction of erosion in the creek and channels, all of which will assist in providing habitat for species within the City of Elk Grove.

The City of Elk Grove is a member of the Sacramento Stormwater Quality Partnership (SSQP). The SSQP is covered by a National Pollutant Discharge Elimination System (NPDES) area-wide municipal separate storm sewer system (MS4) permit to discharge storm water runoff from storm drains within their jurisdictions. The SSQP is administered by the California Regional Water Quality Control Board, Central Valley Region. The Clean Water Act authorizes the U.S. Environmental Protection Agency (U.S. EPA) to permit a state to serve as the NPDES permitting authority in lieu of the U.S. EPA. The State of California has in-lieu authority for the NPDES program. The Porter-Cologne Water Quality Control Act or California Water Code (CWC) authorizes the State Water Resources Control Board (State Board) through the Regional Water Boards, to regulate and control the discharge of pollutants into waters of the State. On

September 22, 1989, the State Board entered into a memorandum of agreement with the U.S. EPA to administer the NPDES program governing discharges to water of the United States.

Regional Teen Resource Centers

\$200,000 to establish three Regional Teen Resource Centers in the City. The City created a ten member Youth Commission in 2008 to provide the perspective of young people to the City Council as it considers various programs and policies. Recently, the Commission held a Teen Town Hall Forum and identified a list of focus areas for their yearly strategic plan. The subject matters discussed fall heavily into the categories of bullying, substance abuse, other health and human services and career-building skills.

The establishment of three Regional Teen Resource centers would offer counseling for bullying, substance abuse, resume-building, interview techniques, job and scholarship opportunities, depression, violence, peer pressure, and more. District-wide cuts to counseling programs at local Middle and High Schools have created a deficiency in health services to Elk Grove youth. A \$1.5 million dollar budget cut and reduction of 20 counseling positions have left local teens with limited access to health resources and career-building skills that contribute to a healthy transition into adulthood.

Within the City of Elk Grove there are three mutually-exclusive operating teen facilities – the Wackford Teen Center (operated by the Cosumnes Community Services District) which is located on the west side of the city; the Elk Grove Teen Center (operated by Teen Center USA) which is located on the east side of the city, and the Elk Grove Police Activities League (EGPAL, managed by the Activities League) which is also located on the east side of the city.

Regional Teen Resource Centers in the City of Elk Grove would provide students with connections to the services and resources they need most. Each Center would be a welcoming place for students to visit and seek help in dealing with bullying, drugs, career building or health and human services. To make this project viable and sustainable, the Centers would be open between the hours of 3 p.m. to 6 p.m. Monday through Friday with a 24-hour resource hotline available 7 days a week. Each Center would also offer (2) part-time staff members to work in each facility. The entire program would be managed through the hiring of a Teen Resource Coordinator who would then organize a team of volunteers to operate the 24-hour hotline.

Federal Nexus:

Issues facing youth, such a bullying, are at the forefront of people's minds across the nation. Youth need counseling and hotline resources at their disposable when they are dealing with tough issues. These resource centers will benefit the entire Sacramento region because they are not exclusive to Elk Grove youth. They will be open to all youth throughout the greater Sacramento region. This is a much needed resource outlet that can be utilized by all interested parties.

Bus Rapid Transit (BRT)

\$10.0 million for the development of Bus Rapid Transit in the City of Elk Grove. The City has two identified corridors for the initial development of BRT services utilizing the local fixed route system. The first would tie the Promenade Mall to the new Civic Center and connect up to Consumnes River College. The second would tie off of the Mall/Civic Center line and service Laguna Boulevard connecting the retail segments along the corridor and terminating at the proposed Multi-Modal station. The request is for the purchase of 10 BRT style buses, benches, shelters and fare vending machines, as well as, capital construction funds to construct the level boarding platforms at each of the stops.

Federal Nexus:

Due to the significant air quality challenges in the Sacramento Valley air basin, the ability to provide safe, reliable, convenient transit commute options not only reduces demand on the roadway infrastructure, but most notably offers a viable solution to air quality attainment by shifting hundreds of single occupancy car trips onto mass transportation.

**CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2011-12**

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)


I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on January 12, 2011 by the following vote:

AYES : COUNCILMEMBERS: *Detrick, Cooper, Hume*

NOES: COUNCILMEMBERS: *None*

ABSTAIN : COUNCILMEMBERS: *None*

ABSENT: COUNCILMEMBERS: *Davis, Scherman*


**Jason Lindgren, City Clerk
City of Elk Grove, California**