



# REPORT TO COUNCIL AND REDEVELOPMENT AGENCY City of Sacramento

4

915 I Street, Sacramento, CA 95814-2671

Consent  
August 17, 2010

Honorable Mayor and Members of the City Council  
Honorable Chair and Members of the Redevelopment Agency

**Title: Construction and Funding for the Greyhound Terminal Project (B18420000)**

**Location/Council District:** 420 Richards Boulevard; Council District 1; River District

**Recommendation:**

1) Adopt a **City Resolution** a) authorizing the City Manager to enter into an Individual Project Agreement (IPA) with the Redevelopment Agency for the construction of the Greyhound Terminal Project with \$4 million in Sheraton Hotel Sale Proceeds and \$500,000 in River District Redevelopment Taxable Bond Proceeds; b) amending the FY2010/11 Capital Improvement Program (CIP) budget by transferring \$900,000 in Richards Boulevard Development Impact Fee Contingency Funds (Fund 3202); and c) increasing the revenue and expenditure budget by \$5,400,000 (Fund 3701 and Fund 3202) for these funding sources for the project.

2) Adopt a **City Resolution** a) authorizing the City Manager or the City Manager's designee to execute Supplemental Agreement No. 5 with Mogavero Notestine and Associates for a not to exceed amount of \$28,000; b) establishing and authorizing the guaranteed maximum price (GMP) for the project with Rudolph & Sletten, Inc. in an amount not to exceed \$5,409,489; and c) restoring the City Manager's signature authority.

3) Adopt a **Redevelopment Agency Resolution** a) authorizing the Executive Director or her designee to enter into an Individual Project Agreement with the City for the Greyhound Terminal Project with \$4 million in Sheraton Hotel Sale Proceeds and up to \$500,000 in River District Redevelopment Taxable Bond Proceeds; and b) making related findings.

**Contact:** Rachel Hazlewood, Senior Project Manager, Economic Development Department, 808-8645; Kirk Thompson, Associate Architect, Department of General Services, 808-8431

**Presenters:** NA

**Departments:** Economic Development and General Services

**Division:** Redevelopment; Facilities and Real Property Management

**Organization No:** 18001021 and 13001561

**Description/Analysis:**

**Issue:** On February 24, 2009, the City Council entered into a lease with Greyhound Lines, Inc. for the proposed Bus Terminal to be located at 420 Richards Boulevard. The project was later expanded to include Sequoia Pacific Boulevard between Richards Boulevard and Bannon Street, and the related intersection at Bannon Street (Project). The construction costs for the Project have been received and the Guaranteed Maximum Price (GMP) with Rudolph & Sletten, Inc. is \$5,409,489. Approval of the GMP is requested in this report.

The Sequoia Pacific Boulevard extension to Bannon Street is an eligible expense to be paid from Richards Boulevard Development Impact Fees and funding in the amount of \$900,000 is available for the improvement. Additionally, the use of Sheraton Hotel Sale Proceeds in the amount of \$4 million was approved by City Council on February 24, 2009 in Resolution 2009-116 for the Greyhound project. Funds need to be transferred by an IPA approved by the Redevelopment Agency and the City in order to be available to the Project.

The total project costs for the building, site and public improvements including the extension of Sequoia Pacific Boulevard to Bannon Street exceed the available project budget by approximately \$500,000. This shortfall is due principally to the existing conditions at the infill site, utility requirements, the added cost of the construction of the roadway segment and intersection exceeding the available \$900,000, and additional fencing requirements to the south of the site. Funding to cover the shortfall has been identified from the River District Redevelopment Project. Allocating up to \$500,000 from River District Redevelopment Taxable Bond Proceeds will provide the necessary funding to complete this construction project. The City Council has already agreed to invest a portion of the future Greyhound lease payments in new River District Redevelopment projects through a Memorandum of Understanding with the Downtown Sacramento Revitalization Corporation, and those future funds will benefit the project area and compensate the District for the use of Redevelopment funds in this project.

**Policy Considerations:** The recommendations in this report are consistent with: 1) the City's Strategic Plan goals of improving sustainability and livability, and expanding economic development by improving the transportation system; 2) City Code Section 3.64.040(A) requiring City Council approval for supplemental agreements in excess of \$25,000 for agreements originally executed for a price of less than \$250,000; 3) the River District Redevelopment Plan and its Implementation Plan goal to eliminate blight including infrastructure deficiencies such as substandard streets and circulation systems and allow for additional redevelopment opportunities; 5) the Richards Boulevard Facilities Plan regarding the construction of Sequoia Pacific Boulevard as an allowed expense, and 6) the

Richards Boulevard Area Plan, the current community plan for the River District, by supporting the development of transit improvements in the River District.

### **Environmental Considerations:**

**California Environmental Quality Act (CEQA):** On February 24, 2009, the City Council approved the Greyhound Terminal Relocation Mitigated Negative Declaration (MND) and Mitigation Monitoring Plan by Resolution 2009-115. Following adoption of the MND, the project was modified to extend Sequoia Pacific Boulevard south to intersect with Bannon Street. A Subsequent Mitigated Negative Declaration was prepared according to Section 15162 of the CEQA Guidelines and circulated for a 30-day public review period from April 21, 2010 to May 10, 2010. On May 27, 2010, the Planning Commission determined that the Subsequent MND constitutes an adequate, accurate, objective and complete review of the environmental effects of the proposed project and approved the Subsequent MND.

Section 15162 of the CEQA Guidelines provides that an additional Negative Declaration need not be prepared unless subsequent changes are proposed in the project, substantial changes occur with respect to the project circumstances, or new information of substantial importance to the project becomes known or available. The actions of approving funds for the project does not constitute new information for CEQA purposes and the project as approved by the Planning Commission remains unchanged; therefore, additional environmental review is not required.

In compliance with Section 15070 of the CEQA Guidelines, mandatory mitigation measures have been incorporated into the project plans to avoid identified impacts or to mitigate such impacts to a point where clearly no significant impacts will occur. These mitigation measures address Transportation, Seismicity, Soils, and Geology, Air Quality and Cultural Resources.

As required by State CEQA Guidelines § 15096(f), the Redevelopment Agency has considered the environmental effects of the proposed project as shown in the Subsequent MND. Because the actions requested of the Redevelopment Agency, which constitute funding authorizations for this project, do not add any new information of substantial importance nor any substantial changes with respect to the circumstances under which the project will be undertaken that would require preparation of supplemental environmental documentation, these recommended actions do not require further environmental review per State CEQA Guidelines §§ 15162 or 15163.

There is no federal funding or any other federal action associated with this action; therefore, the National Environmental Policy Act (NEPA) does not apply.

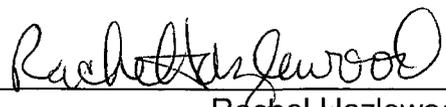
**Sustainability Considerations:** Construction of the Project is consistent with the Sustainability Master Plan goals to reduce the use of fossil fuels and engage in clean air practices by reducing idling times that buses currently experience

from traffic congestion and inefficient access at the Downtown terminal. Furthermore, the new facility will meet LEED silver standards.

**Rationale for Recommendation:** Both Supplemental Agreement No. 5 to City Agreement No. 2009-0786 with Mogavero Notestine Associates and award of the GMP to Rudolph & Sletten, Inc. are necessary to complete the design and construction of the Project including the bus terminal, site and adjacent street. Transferring the Sheraton Hotel Sale Proceeds previously allocated to the Agency for Downtown-related projects to the City through an IPA; approving the use of Richards Boulevard Development Impact Fees for the construction of Sequoia Pacific Boulevard and related intersection; and approving the additional River District Redevelopment Taxable Bond Proceeds will provide the funding necessary to complete the project's design and construction.

**Financial Considerations:** Project funds come from the following sources: \$4 million in Sheraton Hotel Sale Proceeds approved on April 30, 2009; \$2 million in High Priority General Fund revenues approved on May 20, 2008; \$900,000 in Richards Boulevard Development Impact Fee contingency funds to be approved in this Council report; \$180,000 in River District Redevelopment Tax Increment Funds approved on May 18, 2010 for the design of the roadway improvement; and up to \$500,000 in River District Taxable Bond Proceeds to be approved in this report. The total project budget for construction of the Greyhound Terminal building, the new Sequoia Pacific Boulevard with the Bannon Street intersection, modification to the existing 300 Richards Boulevard parking lot to accommodate the new roadway, fencing, utility improvements with fees, permits, public art, and a project contingency is \$7,580,000.

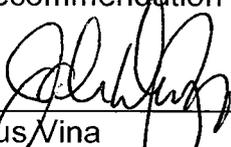
**Emerging Small Business Development (ESBD):** Mogavero Notestine Associates is certified as a small business enterprise. Rudolph & Sletten, Inc. is not certified as a small business enterprise. However, the selection of the contractor for this project followed City established guidelines for inclusion of ESBD firms. The contractor has committed to achieve or exceed the 20% ESBD participation required.

Respectfully Submitted by:   
Rachel Hazlewood  
Senior Project Manager

Approved by:   
James R. Rinehart  
Director, Economic Development

Approved by:   
Reina J. Schwartz  
Director, Department of General Services

Recommendation Approved:

  
Gus Vina  
Interim City Manager

**Table of Contents**

Report	Pg 1
<b>Attachments</b>	
1 Background	Pg. 6
2 Map	Pg. 8
3 City Council Resolution	Pg. 9
5 City Council Resolution	Pg. 12
6 Redevelopment Agency Resolution	Pg. 13

**Attachment 1****Background**

On December 12, 2006, City Council adopted Resolution No. 2006-928 authorizing the purchase of 300 Richards Boulevard, which included several adjacent vacant parcels, including the 420 Richards Boulevard site. City staff approached Greyhound to determine if the Richards Boulevard site was feasible for its needs until the Sacramento Intermodal Transportation Facility is ready for occupancy. Greyhound's review determined that the site would adequately accommodate its operations.

- On May 20, 2008, City Council adopted Resolution No. 2008-318 authorizing a capital improvement project for site and public improvements at 420 Richards Boulevard, and transferring \$2 million to the project.
- On February 24, 2009, City Council adopted Resolution No. 2009-115 approving the mitigated negative declaration and mitigation monitoring plan for the Greyhound Terminal Project and adopted Resolution No. 2009-116 approving the lease agreement with Greyhound Lines, Inc. for 420 Richards Boulevard. The City Council also approved a Memorandum of Understanding with the Downtown Sacramento Revitalization Corporation for the ongoing property management of the Greyhound facility for the term of the lease.
- On April 30, 2009, in Resolution 2009-242, City Council approved using \$4 million in proceeds from the sale of the Sheraton Hotel for the construction of the Greyhound Terminal at 420 Richards Boulevard.
- On July 28, 2009, City Council adopted Resolution No. 2009-492 suspending competitive bidding and authorizing the design-assist project delivery method for the Greyhound Terminal project.
- On August 17, 2009, the City Manager awarded a professional services agreement (2009-0786) in the amount of \$48,000 to Mogavero Notestine Associates for design services. On March 2, 2010, City Council adopted Resolution No. 2010-116 authorizing Supplemental Agreement No. 3 to this agreement in an amount not to exceed \$278,000.
- On February 18, 2010, the City Manager awarded a professional services agreement (2010-0146) in the amount of \$96,673 to Rudolph & Sletten, Inc. for pre-construction design-assist services.
- On May 18, 2010, the Redevelopment Agency Board adopted Resolution No. 2010-022 and the City Council adopted Resolution No. 2010-257, which authorized the transfer of \$180,000 from River District Tax Increment Funds (Fund 3701) for the design of the Sequoia Pacific Boulevard extension to Bannon Street and authorized Supplemental Agreement No. 4 to City Agreement 2009-0786 in the amount of \$58,000 with Mogavero Notestine Associates to design the Sequoia Pacific

Boulevard extension to Bannon Street and authorized Supplemental Agreement No.1 to City Agreement 2010-0146 in the amount of \$58,919 with Rudolph & Sletten, Inc. to design select portions of the project; and restored the City Manager's signature authority for this project.

- On May 27, 2010, the Planning Commission approved the Subsequent Mitigated Negative Declaration and the project entitlements and adopted the Mitigation Monitoring Plan.

The following tables provide a summary of the contracts with Mogavero Notestine Associates, and Rudolph Sletten, Inc.

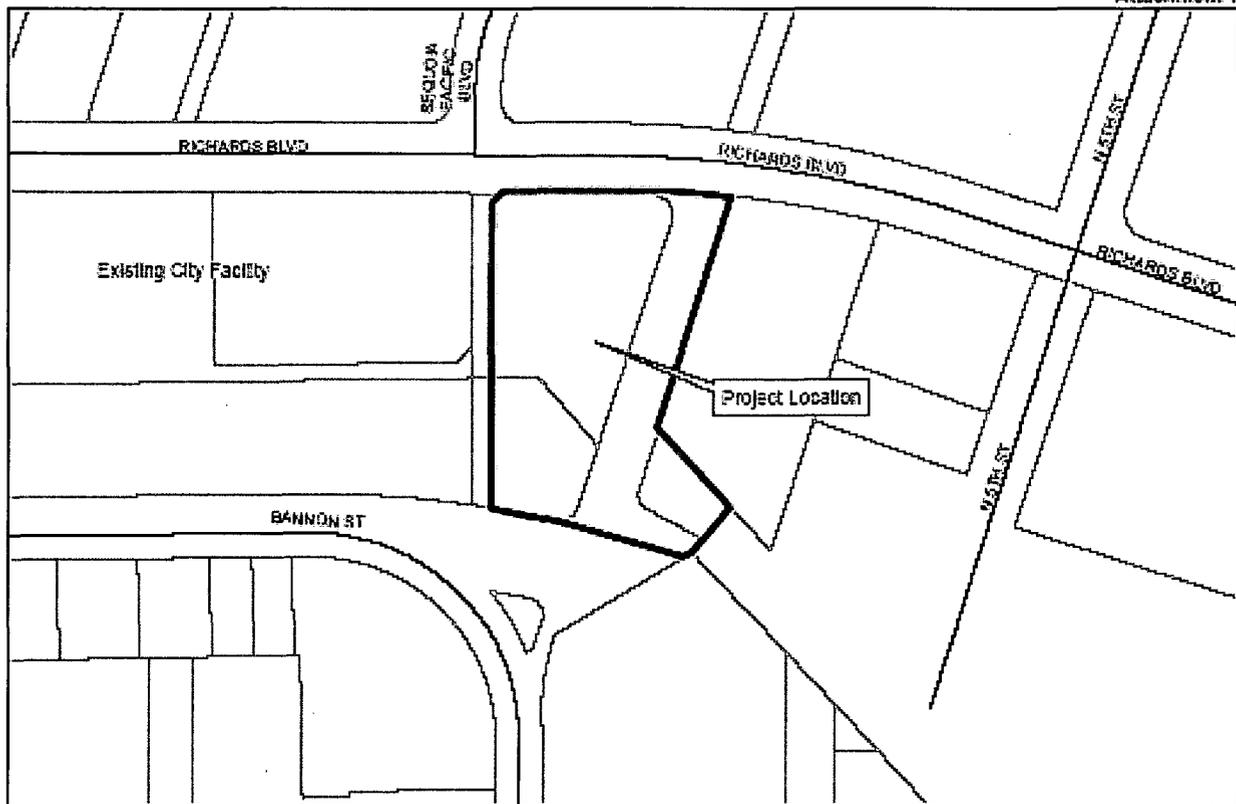
**Supplemental Agreement Log for Mogavero Notestine Associates**

Agreements	Amount	Scope of Work
2009-0786	\$48,000	Original agreement
1	\$24,950	Include schematic design and extend the completion date for the scope of work to February 26, 2010
2	\$0	Extend the completion date for the schematic design & project entitlements to June 30, 2010
3	\$278,000	To complete the project design and construction administration of the project
4	\$58,000	Design street extension to Bannon Street
5	\$28,000	Meet LEED silver standards

**Supplemental Agreement Log for Rudolph & Sletten, Inc.**

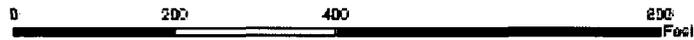
Agreements	Amount	Scope of Work
2010-0146	\$96,673	Original agreement for Design Assist
1	\$58,919	Design-build services for portions of the project

Work is anticipated to begin on site in August 2010 with completion in 2011.



Map Contact: B. Wilson  
DT/Central GIS Unit

Proposed Greyhound Bus Terminal Location



Date: June, 2009

### GREYHOUND TERMINAL - LOCATION MAP

**RESOLUTION NO. 2010- \_\_\_\_\_**

**Adopted by the Sacramento City Council**

**August 17, 2010**

**APPROVING AN INDIVIDUAL PROJECT AGREEMENT WITH THE REDEVELOPMENT AGENCY FOR THE GREYHOUND TERMINAL PROJECT TO TRANSFER \$4 MILLION IN SHERATON HOTEL SALE PROCEEDS AND \$500,000 IN RIVER DISTRICT REDEVELOPMENT TAXABLE BOND PROCEEDS TO THE CITY FOR PROJECT CONSTRUCTION; AMENDING THE FY2010/11 CAPITAL IMPROVEMENT PROGRAM BUDGET TO TRANSFER RICHARDS BOULEVARD DEVELOPMENT IMPACT FEES (FUND 3202); AND INCREASING THE REVENUE AND EXPENDITURE BUDGET BY \$5,400,000 (FUND 3701 AND FUND 3202) FOR THE PROJECT**

**BACKGROUND**

- A. On May 20, 2008, City Council adopted Resolution No. 2008-318 authorizing the Greyhound Terminal capital improvement project at 420 Richards Boulevard. Upon project completion, the new Greyhound Terminal at 420 Richards Boulevard will replace the existing L Street Terminal and provide improved bus and taxi circulation, and passenger loading.
- B. The project has been amended to include the extension of Sequoia Pacific Boulevard between Richards Boulevard and Bannon Street, and related intersection.
- C. The connection between Bannon Street and Richards Boulevard was originally planned to occur to the east of the current planned extension; however the street was moved to its current location at Sequoia Pacific Boulevard in order to provide greater connectivity by locating where it can connect to a street both to the north and to the south and to the future river crossing on Sequoia Pacific Boulevard.
- D. The Facility Element of the Richards Boulevard Area Plan identified this connection as important for the River District, and the Finance Plan identified it as a project eligible for Development Impact Fees funding. Therefore, the cost to construct the extension of Sequoia Pacific Boulevard and the Sequoia Pacific Boulevard/Bannon Street intersection can be funded by transferring \$900,000 from Richards Boulevard Development Impact Fee Contingency Funds (fund 3202).
- E. On April 30, 2009, in Resolution 2009-242, City Council approved using \$4 million in proceeds from the sale of the Sheraton Hotel for the construction of the Greyhound Terminal at 420 Richards Boulevard. Since these funds were allocated originally to the Redevelopment Agency, the funds require the City and the

Redevelopment Agency to execute an Individual Project Agreement to transfer the funds to the City.

- F. The cost estimates to construct the Project and related roadway and other public improvements require additional funds of up to \$500,000, which funds are available in the River District Redevelopment Project Area.
- G. The infrastructure and utility improvements necessary to develop this site for commercial use are necessary to effectuate the purposes of the River District Redevelopment Plan.
- H. On February 24, 2009, City Council adopted Resolution 2009-115, which approved the Mitigated Negative Declaration and Monitoring Plan for the Greyhound project. The project was revised to include the extension of Sequoia Pacific Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site. A Subsequent Mitigated Negative-Declaration was prepared and circulated that examined the impacts of the extension of Sequoia Pacific Boulevard to Bannon Street. The Planning Commission reviewed and approved the Subsequent Mitigated Negative Declaration and adopted the Mitigation Monitoring Plan on May 27, 2010. The actions of approving funds for the project do not constitute new information for CEQA purposes and the project as approved by the Planning Commission remains unchanged; therefore, additional environmental review is not required under Section 15162 of the CEQA Guidelines.

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

- Section 1. After due consideration of the facts presented, the findings, including the foregoing recitals and the environmental findings regarding this action, as stated in this Resolution are approved and adopted.
- Section 2. In accordance with the California Community Redevelopment Law Section 33445, the City of Sacramento finds and determines that:
  - (a) The proposed action, allocating \$500,000 of River District Taxable Bond Proceeds in an Individual Project Agreement (IPA) with the City of Sacramento to construct specific infrastructure, roadway, fencing, and enhancement of utility capacity to support the development of a bus terminal, in addition to permitting the redevelopment of adjacent properties is great benefit to the River District Redevelopment Project Area.
  - (b) There are no other reasonable financial resources available to the community to finance this infrastructure, roadway, fencing and utility enhancement.
  - (c) The proposed action furthers the goals of the River District Redevelopment Area and its Five-Year Implementation Plan, as adopted, by assisting elimination of the blighting influences of inadequate, under capacity, and dilapidated infrastructure inside the Project Area, providing

fencing to reduce illegal camping and crime and roadway improvements to enable the redevelopment of vacant lots.

- Section 3. The City Manager or the City Manager's designee is authorized to execute the IPA with the Redevelopment Agency for construction costs of the Greyhound Terminal at 420 Richards Boulevard and adjacent Sequoia Pacific Boulevard to Bannon Street and related site improvements in the amount of \$4 million in Sheraton Hotel Sale proceeds and up to \$500,000 in River District Redevelopment Taxable Bond Proceeds.
- Section 4. The FY2010/11 Capital Improvement Program (CIP) budget is amended by transferring \$900,000 in Richards Boulevard Development Impact Fee Contingency Funds (Fund 3202) to the Greyhound Terminal Project to fund the costs to construct the extension of Sequoia Pacific Boulevard and the Sequoia Pacific Boulevard/Bannon Street intersection.
- Section 5. Staff is authorized to increase the revenue and expense budgets for the Greyhound Terminal Project by the amount of \$5,400,000, which consists of \$4 million in Sheraton Hotel Sale Proceeds, \$900,000 in Richards Boulevard Development Impact Fees, and up to \$500,000 in River District Redevelopment Taxable Bond Proceeds.

**RESOLUTION NO. 2010- \_\_\_\_\_**

**Adopted by the Sacramento City Council**

**August 17, 2010**

**APPROVE SUPPLEMENTAL AGREEMENT NO. 5 WITH MOGAVERO NOTESTINE AND ASSOCIATES AND ESTABLISH THE GUARANTEED MAXIMUM PRICE (GMP) WITH RUDOLPH & SLETTEN, INC. FOR THE GREYHOUND TERMINAL PROJECT**

**BACKGROUND**

- A. On May 20, 2008, City Council adopted Resolution No. 2008-318 authorizing the Greyhound Terminal capital improvement project at 420 Richards Boulevard. Upon project completion, the new Greyhound Terminal at 420 Richards Boulevard will replace the existing L Street Terminal and provide improved bus and taxi circulation, and passenger loading.
- B. Supplemental Agreement No. 5 to City Agreement No. 2009-0786 with Mogavero Notestine Associates will provide for LEED design services for the new Greyhound Terminal for a not exceed amount of \$28,000.
- C. Establishing the guaranteed maximum price with Rudolph & Sletten, Inc. for the project in an amount not to exceed \$5,409,489 is necessary to construct the project.
- D. The Greyhound Terminal Project budget was amended under a separate resolution and there are sufficient funds to approve the proposed actions.

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

- Section 1. The City Manager or the City Manager's designee is authorized to execute Supplemental Agreement No. 5 to City Agreement No. 2009-0786 with Mogavero Notestine Associates in an amount not to exceed \$28,000 and restore the City Manager's signature authority.
- Section 2. The guaranteed maximum price for construction of the Greyhound Terminal Project under the contract with Rudolph & Sletten, Inc. is hereby set in an amount not to exceed \$5,409,489.

**RESOLUTION NO. 2010-\_\_\_\_\_**

**Adopted by the Redevelopment Agency of the City of Sacramento**

**August 17, 2010**

**APPROVAL OF FINANCING FOR THE CONSTRUCTION OF THE GREYHOUND  
TERMINAL PROJECT, AUTHORIZATION TO ENTER INTO AN INDIVIDUAL  
PROJECT AGREEMENT WITH THE CITY AND RELATED BUDGET AMENDMENT  
FOR \$4 MILLION IN SHERATON HOTEL SALE PROCEEDS AND UP TO \$500,000  
IN RIVER DISTRICT REDEVELOPMENT TAXABLE BOND PROCEEDS  
FOR CERTAIN INFRASTRUCTURE IMPROVEMENTS**

**BACKGROUND**

- A. The new Greyhound Terminal, to be constructed at 420 Richards Boulevard in the River District Redevelopment Project Area, will benefit the project area by removing blight by eliminating inadequate and obsolete infrastructure including the water, sewer and street lighting; establishing a new street connection on Sequoia Pacific Boulevard between Bannon Street and Richards Boulevard; and eliminating a vacant, underutilized parcel and replacing with a private-sector business providing jobs and long distance transit services to area residents.
- B. The Greyhound Terminal Project meets the River District Redevelopment goal of eliminating blight, encouraging new private sector investment, developing areas which are stagnant and eliminating structural deficiencies such as inadequate circulation, water and sewer systems.
- C. The Greyhound Terminal Project also implements the River District Redevelopment Implementation Strategy to improve circulation, provide enhanced community facilities and strengthen infrastructure supporting development.
- D. The Greyhound Terminal at 420 Richards Boulevard will be publicly owned and will be leased to Greyhound for a term of up to 20 years or until the Sacramento Intermodal Transportation Facility is ready for occupancy by Greyhound.
- E. The cost estimates for the project require additional funds of up to \$500,000 to complete the public improvements including utility lines to the project, additional public infrastructure, fencing and other site improvements and such funds are available in the River District Redevelopment Project.
- F. A portion of the Greyhound lease revenues will be invested in redevelopment projects in the River District through the Downtown Sacramento Revitalization Corporation, which will provide additional benefit to the Redevelopment Project Area.

- G. On February 24, 2009, City Council adopted Resolution 2009-115, which approved the Mitigated Negative Declaration and Monitoring Plan for the Greyhound project. The project was revised to include the extension of Sequoia Pacific Boulevard southerly to Bannon Street and make minor changes in internal traffic circulation on the project site. A Subsequent Mitigated Negative Declaration (MND) was prepared and circulated that examined the impacts of the extension of Sequoia Pacific Boulevard to Bannon Street. The Planning Commission reviewed and approved the Subsequent Mitigated Negative Declaration on May 27, 2010.
- H. As required by State CEQA Guidelines § 15096(f), the Redevelopment Agency has considered the environmental effects of the proposed project as shown in the Subsequent MND. Because the actions requested of the Redevelopment Agency, do not add any new information of substantial importance nor any substantial changes with respect to the circumstances under which the project will be undertaken that would require preparation of supplemental environmental documentation, these recommended actions do not require further environmental review per State CEQA Guidelines §§ 15162 or 15163.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE REDEVELOPMENT AGENCY RESOLVES AS FOLLOWS:**

- Section 1. After due consideration of the facts presented, the findings, including the foregoing recitals and the environmental findings regarding this action, as stated in this Resolution are approved and adopted.
- Section 2. Executive Director is authorized to amend the Agency budget for the Greyhound Terminal Project by appropriating \$4 million in Sheraton Hotel Sale Proceeds and up to \$500,000 in River District Redevelopment taxable bond proceeds.
- Section 3. In accordance with the California Community Redevelopment Law Section 33445, the Redevelopment Agency of the City of Sacramento finds and determines that:
- (a) The proposed action, allocating \$500,000 of River District taxable bond proceeds for the project in an Individual Project Agreement (IPA) with the City of Sacramento to construct specific infrastructure, fencing, and enhancement of utility capacity to support the development of an interim bus transportation terminal in addition to permitting the redevelopment of adjacent properties is of great benefit to the River District Redevelopment Project Area.
  - (b) There are no other reasonable financial resources available to the community to finance this infrastructure, fencing and utility enhancement.
  - (c) The proposed action furthers the goals of the River District Redevelopment Project Area and its Five-Year Implementation Plan,

as adopted, by assisting in the elimination of the blighting influences of inadequate, under capacity, and dilapidated infrastructure inside the Project Area, providing fencing to reduce illegal camping and crime and streetscape improvements to enable the redevelopment of vacant lots.

Section 4. The Executive Director, or her designee, is authorized to execute an IPA with the City of Sacramento in the amount of \$4,500,000 for construction of the Greyhound Terminal Project and roadway improvements.