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APPROVED
BY THE CITY COUNCIL

AUG 7 1997

OFFICE OF THE
CITY CLERK

A697-132

CITY OF SACRAMENTO
CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS

TECHNICAL SERVICES DIVISION
FUNDING AND PRIORITIES

927 10TH STREET
ROOM 100
SACRAMENTO, CA
95814-2702

July 30, 1997

916-264-8300
FAX 916-264-8357

City Council
Sacramento, California

Honorable Members in Session:

**SUBJECT: SOUTHEAST AREA TRANSPORTATION STUDY (PN:TS06) - APPROVAL OF
CONSULTANT SERVICES AGREEMENT**

LOCATION/ COUNCIL DISTRICT:

The study area is roughly bounded by Highway 50 on the north, the City limits on the south, the 65th Street Expressway on the west, and Watt Avenue on the east. Council District 6.

RECOMMENDATION:

This report recommends that the City Council adopt the resolution which approves a consultant agreement with Fehr and Peers Associates, Inc., in the amount of \$210,000, to perform the Southeast Area Transportation (SEAT) Study. The consultant will be authorized to complete tasks totalling \$138,500 in FY 97/98, with the remaining tasks totalling \$71,500 to be authorized in FY 98/99.

CONTACT PERSON:

Pelle Clarke, 264-7510

Fran Lee Halbakken, 264-7194

FOR COUNCIL MEETING OF: August 7, 1997

SUMMARY:

The Southeast Area Transportation Study was approved by Council on April 22, 1997, as part of the FY 96/97 Capital Improvement Program. Approval of this consultant services agreement will allow staff to begin working on the SEAT study, on a timeline that will coincide with the Year 2000 state funding cycle.

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BACKGROUND INFORMATION:

In the early 1990's, the City prepared a Project Study Report (PSR) to evaluate the feasibility of constructing a grade separated intersection at the Folsom/Howe/Power Inn junction. Caltrans reviewed the PSR and asked the City to consider other alternatives and to do a more comprehensive traffic analysis. In 1996, staff developed the concept of the SEAT study, envisioning a comprehensive study of transportation needs in the southeast area of Sacramento. In FY 96/97, Council included the SEAT study in the CIP program.

The combined Power Inn Road widening/Grade Separation project was prioritized as the City's Number 2 priority major street project, in the 1997 Transportation Programming Guide. The first phase of the SEAT study will focus on options to relieve congestion at the Folsom/Power Inn intersection. The second phase of the study will identify transportation infrastructure needed to support the next 20-plus years of development in the area.

A Request for Proposals was sent to 29 consultants. Five proposals were received and three teams were interviewed. The reviewers included City staff from the Department of Public Works and Council office and a consultant representing the Power Inn Transportation Management Association. The Fehr & Peers team was the unanimous choice of the panel.

FINANCIAL CONSIDERATIONS:

The total cost of this consultant agreement is \$210,000. An additional \$40,000 will be required for City staff costs for a total project cost of \$250,000. Funding for the study will be as follows:

\$125,000 FY 96/97
\$ 50,000 FY 97/98
\$ 75,000 FY 98/99
\$250,000 TOTAL FUNDING

Council has approved \$175,000 in FY 96/97 and FY 97/98 funding. This Phase 1 request is for \$138,500 for the consultant contract and \$30,000 for staff costs. The 1998/98 CIP budget will include \$75,000 for Phase 2 work of the consultant contract and staff costs.

ENVIRONMENTAL CONSIDERATIONS:

The approval of the consultant agreement is not considered a project as defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. The activity involves no physical construction and has no potential to cause a significant impact on the

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environment (CEQA Section 15061 (b)(3)). Any projects that may result from the SEAT study will be subject to environmental analysis.

POLICY CONSIDERATIONS:

The SEAT study will provide infrastructure information that the City can use in considering economic development of southeast Sacramento. The first phase of the study will help position the City to compete for state transportation funding. In order to obtain state funding for a congestion relief project at Folsom/Power Inn, staff anticipates the City will need to provide 30-40% of the costs from our local transportation sources.

MBE/WBE:

The MBE/WBE participation of the five responding teams is detailed below:

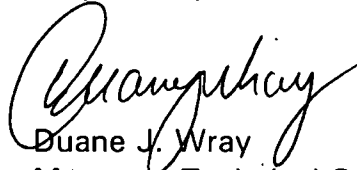
None of the five firms submitting proposals is a minority or woman-owned business enterprise. Four of the five teams met the goals of the City's M/WBE program (10.57% MBE and 9.5% WBE) through their teaming.

Lead Consultant	Certified M/WBE Sub-consultants	Met City goals
DKS Associates	California Traffic Data Hausrath Economics Group Landmark Associates Montoya Communications PAR Environmental Services	Yes
Fehr & Peers	PAR Environmental Services Pittman & Hames Associates Smith Associates	Yes
Korve Engineering	Montoya Communications Wiltec	Yes
Omni-Means	None	No
Parsons Brinckerhoff	CCS Planning and Engineering Design Styles Montoya Communications	Yes

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Of the total \$210,000 consultant services agreement with Fehr & Peers, 17.5% of the services will be provided by M/WBE-owned consultants.

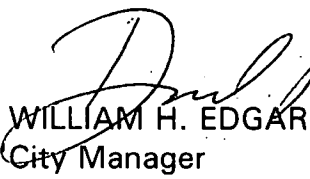
Respectfully submitted,



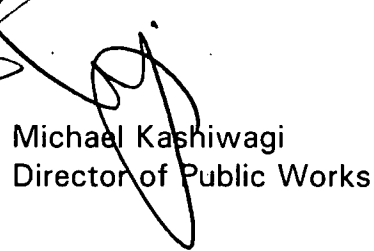
Duane J. Wray
Manager, Technical Services

RECOMMENDATION APPROVED:

Approved:



WILLIAM H. EDGAR
City Manager



Michael Kashiwagi
Director of Public Works

DJW:FH:jd
m:\adm\council\cc97-07

APPROVED
BY THE CITY COUNCIL

AUG 7 1997

OFFICE OF THE
CITY CLERK

RESOLUTION NO. **97-460**

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

A RESOLUTION APPROVING A CONSULTANT SERVICES AGREEMENT
WITH FEHR & PEERS ASSOCIATES FOR THE SOUTHEAST
AREA TRANSPORTATION STUDY (PN:TS06)

THE CITY COUNCIL OF THE CITY OF SACRAMENTO RESOLVES:

1. That the City Manager is hereby authorized to execute a Consultant Services Agreement with Fehr and Peers and Associates for the Southeast Area Transportation Study, for the amount of \$210,000.

Phase 1 of the study is being authorized at execution of the agreement, for an amount not to exceed \$138,500.

Phase 2 will be authorized in FY 98/99, for an amount not to exceed \$71,500.

MAYOR

ATTEST:

CITY CLERK

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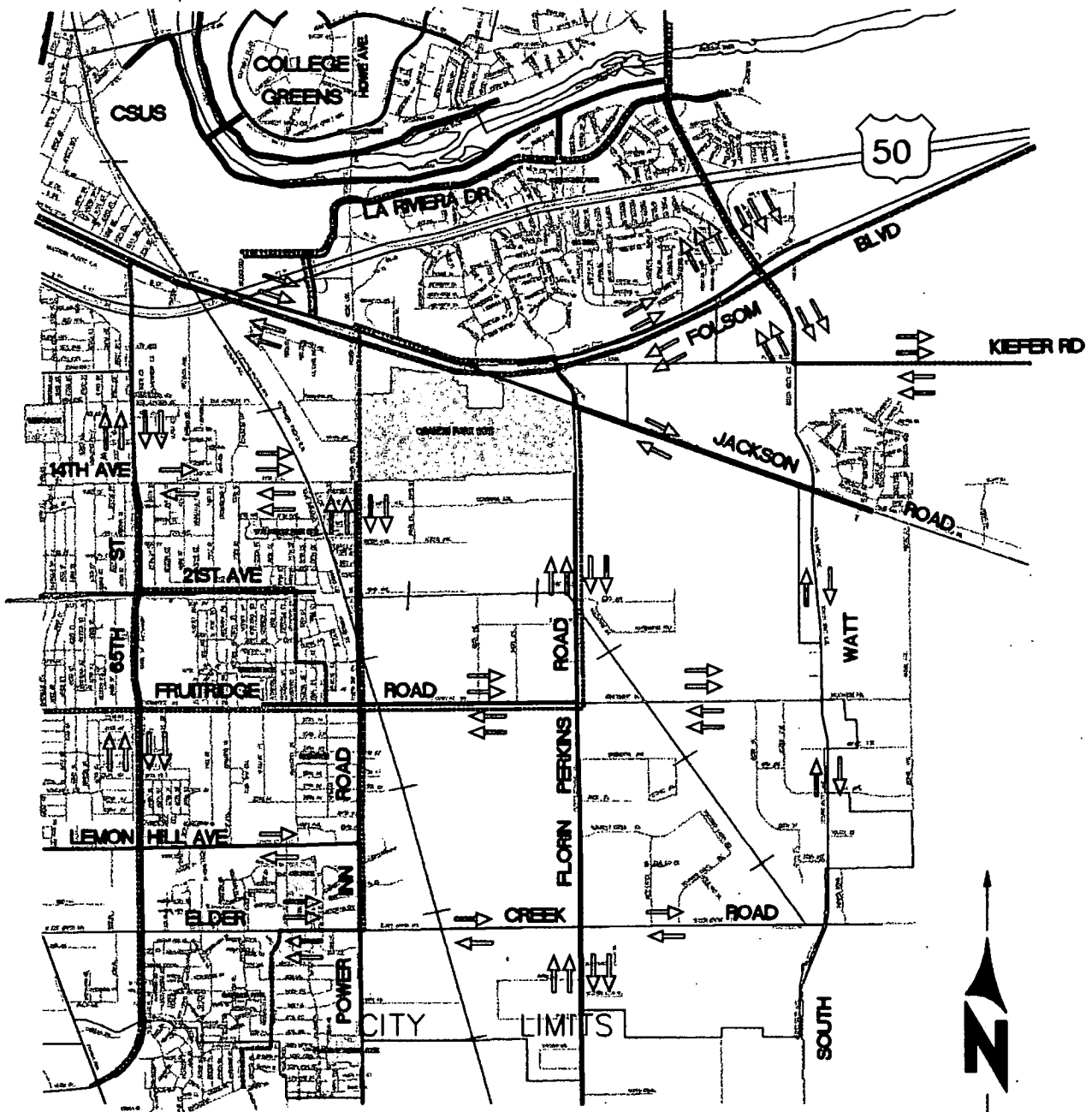
FOR CITY CLERK USE ONLY

RESOLUTION NO: _____

DATE ADOPTED: _____

SOUTHEAST AREA

EXISTING TRANSPORTATION INFRASTRUCTURE



LEGEND

- | | | | |
|--|------------------------|--|---------------------|
| | City Limits | | On-Street Bikeways |
| | Number of Travel Lanes | | Off-Street Bikeways |
| | | | RT Bus Lines |
| | | | RT Light Rail Lines |



N.T.S.

- Projects we're working on — p. 2 of report. 11.1
1. Gold Separation
 2. Lanthan area transp. study.

(we asking for a consultant services agreement approval [Item 11.2])

3. Hwy 50 Corridor Study

Q Payell - how much is contract for?

Answer: comments about not finding M/WBCE

Wendy White → Issue Director

Rep. 58 business -

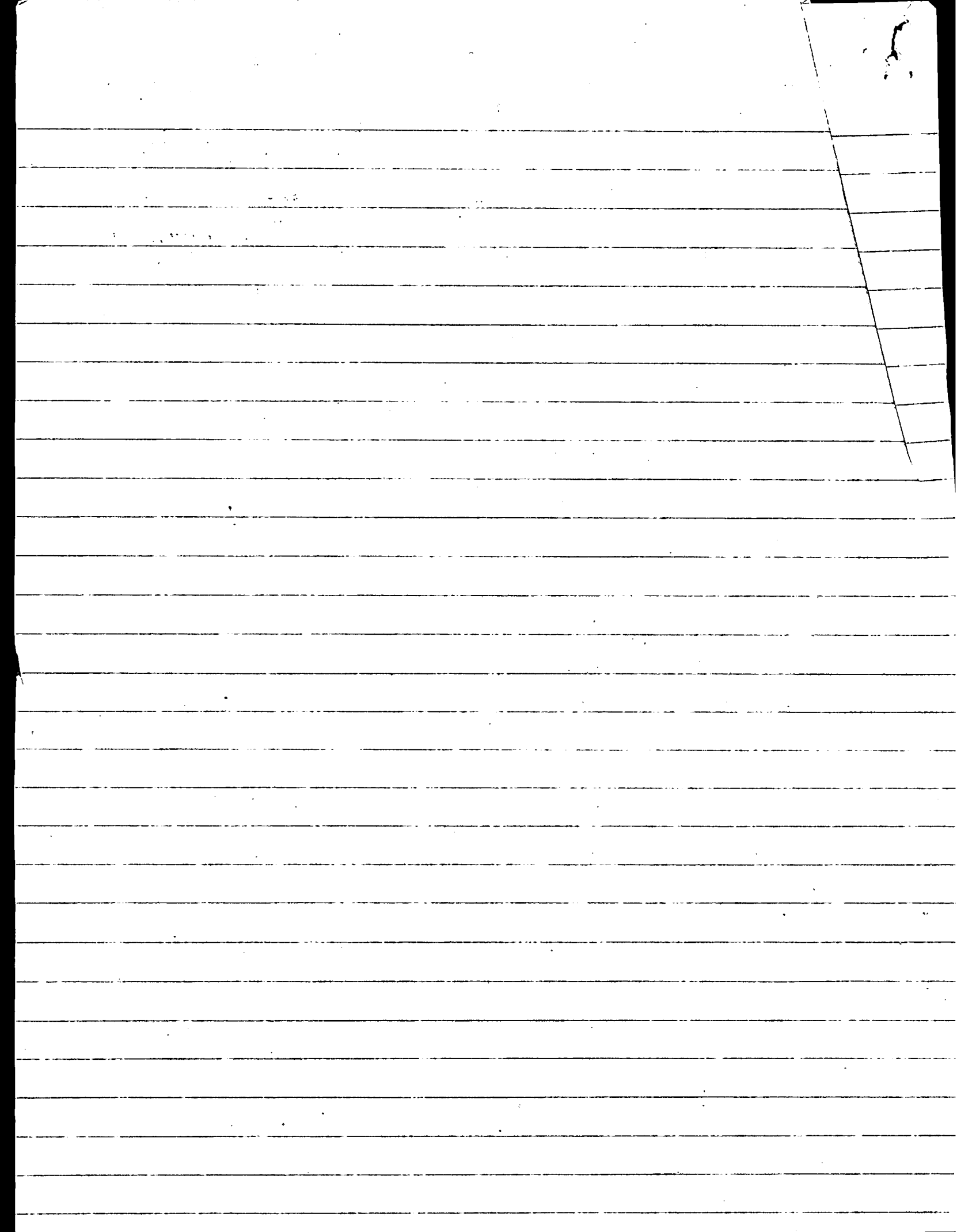
TMA formed to solve problems appropriated working w/ staff to solve problems.

Kran - both goals have been met

Stemberg - apprec the focus on this area; it's warranted.

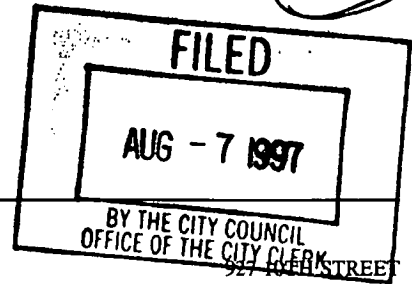
Thanked TMA.

ALMA Thanked TMA group.





11.1



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City Council
Sacramento, California

Honorable Members in Session:

**SUBJECT: POWER INN TRANSPORTATION MANAGEMENT ASSOCIATION AND
PROJECT STATUS REPORT**

LOCATION/COUNCIL DISTRICT:

A portion of Council District 6

RECOMMENDATION:

This report is for information only. No action is required.

CONTACT PERSON: Fran Lee Halbakken, 264-7194

FOR COUNCIL MEETING OF: August 7, 1997

SUMMARY:

This report provides a status of the Power Inn Transportation Management Association (TMA) and highlights on-going programs and projects.

BACKGROUND:

The southeast portion of the City of Sacramento is bounded by Highway 50 on the north, South Watt Avenue on the east, Elder Creek Road on the south, and 65th Street on the west. The development in the area is generally lower density and industrial in nature. The mixed use Granite Park project is in the earliest phase of development.

Traffic congestion has degraded to unacceptable levels at several roadways within the southeast area. The worst conditions occur during the evening peak period, causing significant delays at the intersection of Folsom/Howe/Power Inn, at the freeway ramps, and

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Power Inn Transportation Management Association
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the surrounding streets. In several locations, at-grade crossings of the Light Rail tracks cause congestion. Projected traffic levels for the year 2020, show that growth of the region will heavily impact the southeast Sacramento roadway system.

The following transportation projects are in progress in this area:

- **Grade Separation of Light Rail tracks on Power Inn Road**

In partnership with Regional Transit, staff is working on a design that will lower Power Inn Road, leaving the Light Rail tracks elevated above the roadway. This will allow both the transit and auto modes to operate more efficiently and reduce delays. Design and environmental review are in progress. Construction is scheduled to begin in 1998.

- **Southeast Area Transportation Study (SEAT)**

The SEAT is a study of transportation needs for the southeast area of Sacramento. It will be completed in two phases. The first phase will focus on the congestion around the Folsom/Howe/Power Inn intersection. This phase of the SEAT, the Project Study Report and environmental document will be complete by the end of 1998.

The second phase of the SEAT study will be a comprehensive study of the transportation needs over the next 20 years. This phase of the SEAT will also be complete by the end of 1998.

- **Major Investment Study (MIS) for Highway 50 Corridor**

A major investment study to address congestion in the U.S. 50 transportation corridor has been conducted by the Sacramento Area Council of Governments (SACOG) and its planning partners, over the last 3 years. The MIS covers a 27-mile corridor, linking downtown Sacramento with suburban areas in Sacramento and El Dorado Counties. The MIS takes a mid-to-long range view of the transportation future of the corridor. It sets priorities for projects over the next 25 years.

The Howe/Folsom/Power Inn Grade Separation project is included in the highest priority grouping, Tier 1, as the #6 project. Tier 1 projects are expected to be funded at least in part with regional or discretionary funding. In the City's Transportation Programming Guide, this is the #2 priority project.

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- **Transit Improvements**

In 1994, when the Power Inn TMA began operating, bus service was not available for the TMA's members. The TMA worked with Regional Transit for the installation of Route 8 bus service, which was implemented in September 1994.

The TMA was also instrumental in securing additional bus service, Route 15, with direct service to Packard Bell NEC. Route 15 actually drives onto Packard Bell property for pick up/drop off.

- **Railroad Crossings**

Several of the TMA's members complained about the condition of the railroad crossing on Power Inn Road. The TMA facilitated efforts to get the track surface smoothed over and create a safer riding surface. The TMA pulled together a letter writing campaign which has led to a promise by the City and Union Pacific Railroad to improve the condition of the crossing. Initial asphalt smoothing has already occurred and a longer term solution is being developed.

- **Power Inn Transportation Management Association**

The Power Inn TMA has completed its third year of providing services. The TMA represents 57 members, including over 12,000 employees, business owners, and neighborhood groups within an area bounded by Fair Oaks Boulevard, South Watt Avenue, Florin Road, and 65th Street.

The Power Inn TMA Mission Statement is to: *To promote the economic development, environmental health, and livability of our community by providing and improving transportation and air quality programs and services.*

The TMA's 1995 survey results indicated a 26% alternative mode split is being achieved. This success has been partly due to programs being provided by the TMA including:

- **Guaranteed Ride Home (GRH);**
- **Spare the Air Buck\$;**
- **Quarterly Newsletters;**
- **Public Forums/Transportation Fairs; and**
- **Project Coordination of Publicly funded Transportation Projects.**

Developers may receive credit towards meeting their 35% trip reduction goal for having TMA membership. The credit for the Power Inn TMA has just been increased from 4% to 8%, in recognition of the TMA's achievements in improved trip reduction.

City Council
Power Inn Transportation Management Association
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FINANCIAL CONSIDERATIONS:

None. This report does not involve funding of projects. The TMA is supported by the fees paid by its members.

ENVIRONMENTAL CONSIDERATIONS:

The Environmental Section of the Neighborhoods, Planning, and Development Department has reviewed the activity and has determined that it is not a project as defined in Section 15378 of the California Environmental Quality Act (CEQA) Guidelines, and is therefore exempt from the requirements of CEQA.

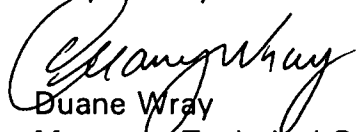
POLICY CONSIDERATIONS:

The Power Inn TMA has worked closely with the City in promoting economic development, neighborhood enhancement, public safety, and in building good "corporate neighbor" relationships.

MBE/WBE:

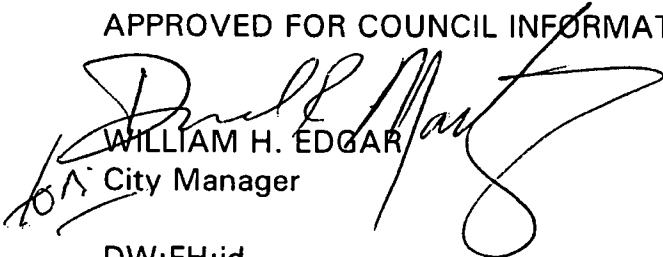
Not applicable.

Respectfully submitted,



Duane Wray
Manager, Technical Services

APPROVED FOR COUNCIL INFORMATION:



WILLIAM H. EDGAR
City Manager

DW:FH:jd
m:\adm\council\cc97-08

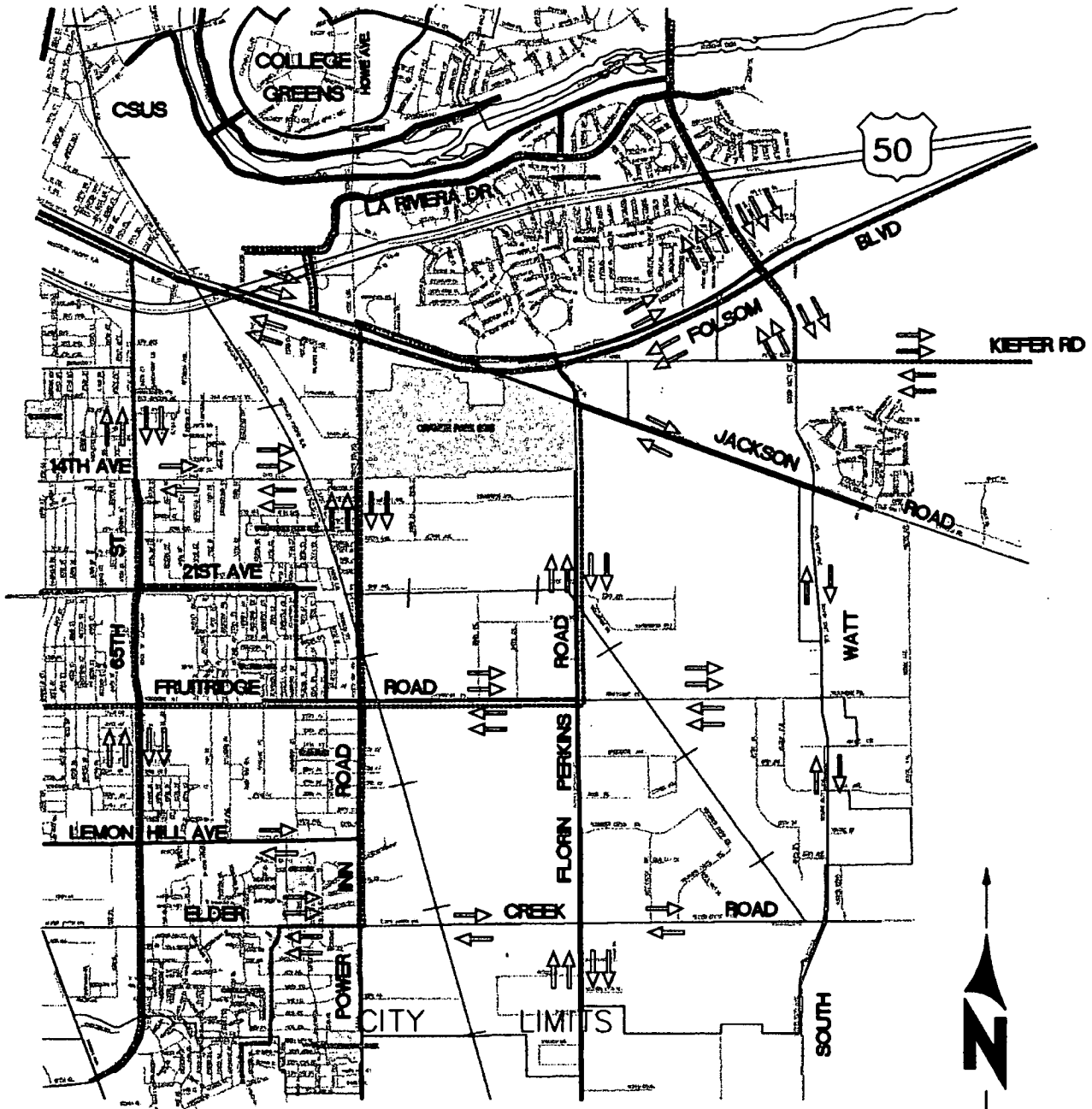
Approved:



Michael Kashiwagi
Director of Public Works

SOUTHEAST AREA

EXISTING TRANSPORTATION INFRASTRUCTURE



LEGEND

- | | | | |
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| | City Limits | | On-Street Bikeways |
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