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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

927 10TH STREET
SACRAMENTO, CA
95814-2702

TECHNICAL SERVICES
DIVISION

July 7, 2001

REJECTED

JUL 24 2001

OFFICE OF THE
CITY CLERK

PH 916-264-8300
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City Council
Sacramento, CA

Honorable Members in Session:

SUBJECT: HIGHWAY 50 HIGH OCCUPANCY VEHICLE (HOV) LANE PROJECT

LOCATION AND COUNCIL DISTRICT:

Highway 50 from Interstate 5 to eastern city limits and surrounding area.
Council Districts 1,3,4,5 & 6

RECOMMENDATION:

Staff recommends that the City Council join the County of Sacramento and the State of California, Department of Transportation (Caltrans) in requesting \$2.5 million of regional State Transportation Improvement Program funds for the U.S. Highway 50 HOV Lane/Community Improvements project.

CONTACT PERSON: Fran Lee Halbakken, Project Delivery Manager, 264-7194

FOR COUNCIL MEETING OF: July 24, 2001

SUMMARY:

This report describes the U.S. 50 HOV Lane/Community Improvements project and the project approach being proposed by agency staff from the City of Sacramento, County of Sacramento, Caltrans, and the Sacramento Area Council of Governments (SACOG). The report also includes cost estimates and a funding strategy for the next phase of the project.

COMMITTEE/COMMISSION ACTION: None.

BACKGROUND INFORMATION:

In 1994, SACOG began working with local agencies and transportation providers to develop a regional long-term strategy for improving transportation in the U.S. 50 corridor. The strategy was included in the Major Investment Study (MIS) for the Highway 50 corridor and described new light rail extensions, HOV lanes, interchange projects, local street projects, and bicycle and pedestrian facilities. The U.S. 50 Corridor Major Investment Study was adopted by the SACOG Board on December 18, 1997. The City Council formally endorsed the MIS prior to SACOG Board adoption.

Project Description

The proposed project will add high occupancy vehicle lanes in the median of Route 50 in Sacramento County and the City of Sacramento, and identify specific strategies and projects to improve the downtown Sacramento street system and other communities along the corridor so as to enhance neighborhood livability.

In 1999, the Highway 50 HOV Lane project was included in the SACOG Board's Regional Priority Project list. Caltrans began preparing a Project Study Report for the project to explore alternatives. Caltrans also partnered with the City of Sacramento and County of Sacramento to complete a community outreach and consensus building process for the project. Six public workshops, an interactive website, numerous interest group meetings, and elected official briefings were contained in the consensus building process. Construction is already underway for the first phase of the HOV project, from El Dorado County to Sunrise Boulevard, which will be operational in 2003.

Earlier this year, the SACOG Board again approved the Highway 50 HOV Lane project as one of its Regional Priority Projects, but placed the following requirement on the project: "During this year, staff from SACOG, Caltrans, the City of Sacramento, and County of Sacramento and others are to work together to develop a consensus on whether to and under what parameters to undertake environmental study of the segment from Sunrise Boulevard to Sacramento."

For the last three months, agency staff has been meeting to discuss how to proceed with the Highway 50 HOV Lane project. We have agreed that the approach to the project needs to be different than what Caltrans has used in the past in delivering projects on the State Highway system. The consensus staff proposal is to develop the project scope and design utilizing an inclusive approach that integrates and balances community, aesthetic, and environmental values with traditional transportation safety and performance goals. This phase of work will consist of formation of a Community Advisory Committee and Technical Advisory Committee, traffic analysis, environmental studies, and public outreach. This phase is anticipated to provide the technical information needed to assist in reaching a decision point about whether or not to proceed with design and construction of the Sacramento portion of the HOV lane project.

Staff has developed a project management structure, purpose and need statement, and draft project schedule. The completed Project Study Report outlines six key alternatives for the

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project. Caltrans has agreed to include up to six additional alternatives that will be defined with input of both the Community Advisory Committee and Technical Advisory Committee.

The cost of these elements is estimated at \$5 million. It is being proposed that the interregional portion of the State Transportation Improvement Program (STIP) provide \$2.5 million, with the remaining \$2.5 million to be funded by the regional portion of the STIP. This phase is not expected to be completed until late 2005/early 2006.

Staff recommends that the City Council approve the attached resolution which sets the following conditions:

1. This project shall be considered a countywide project jointly. The \$2.5 million proposed from the regional share of the STIP for this project shall not be allocated to the City of Sacramento.
2. The project needs to identify and address the impacts of adding High Occupancy Vehicle lanes to U.S. 50 on the surrounding community and include community improvements such as:
 - Traffic management improvements for local streets that experience spillover traffic;
 - Bicycle and pedestrian circulation improvements;
 - On-street parking impacts;
 - Transit enhancements on identified transit corridors; and
 - Areas that need streetscaping improvements.

The project will be jointly submitted by the City of Sacramento, County of Sacramento, and Caltrans.

FINANCIAL CONSIDERATIONS:

No direct impact on the City of Sacramento. The available funds for 2002 STIP projects will be reduced by \$2.5 million countywide if the Highway 50 HOV Lane project is approved for funding. In addition, Caltrans will provide \$2.5 million from the state interregional source to supplement the countywide funds.

ENVIRONMENTAL CONSIDERATIONS:

The subject of this report does not involve a project that requires compliance with the California Environmental Quality Act (CEQA), as it does not involve an activity that may cause a direct or indirect change in the environment (Public Resources Code Section 21065). The Highway 50 HOV Lane project will undergo CEQA and federal environmental study if the STIP funding is approved.

POLICY CONSIDERATIONS:

The information produced by the traffic analysis and environmental study will support the City's interest in ensuring the HOV project will address neighborhood livability and quality of life impacts and improvements.

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ESBD CONSIDERATIONS:

The actions contained in this report are not subject to the City's ESBD requirements.

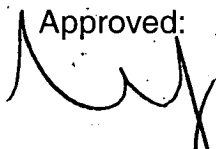
Respectively submitted,


Francesca Lee Halbakken
Project Delivery Manager

RECOMMENDATION APPROVED:

Approved:


ROBERT P. THOMAS
City Manager


Michael Kashiwagi
Director of Public Works

S/TSWrkGrp/F&PServ/Transportation Studies/Highway 50 HOV Lane Proj

REJECTED

JUL 24 2001

OFFICE OF THE
CITY CLERK

RESOLUTION NO.

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A JOINT APPLICATION WITH CALTRANS AND THE COUNTY OF SACRAMENTO FOR THE US-50 HOV LANES & COMMUNITY TRANSPORTATION PLAN TO THE SACRAMENTO TRANSPORTATION AUTHORITY FOR STIP FUNDING

THE CITY COUNCIL OF THE CITY OF SACRAMENTO RESOLVES THAT:

The City of Sacramento supports the submission of a joint application with Caltrans and the County of Sacramento for the US-50 HOV Lanes & Community Transportation Plan project subject to the following conditions:

1. This project shall be considered a countywide project. The \$2.5 million proposed from the regional share of the STIP for this project shall not be allocated to the City of Sacramento.
2. That this project identifies and addresses the impact of the adding HOV lanes to US 50 on the surrounding community. To include:
 - Traffic management improvements for local streets that experience spillover traffic.
 - Bicycle and pedestrian circulation improvements.
 - On-street parking impacts.
 - Transit enhancements on identified transit corridors.
 - Areas that need streetscaping improvements.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____