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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

TRANSPORTATION DIVISION

July 12, 1988

CITY HALL
ROOM 304
915 I STREET
SACRAMENTO, CA
95814-2608

Transportation and Community Development Committee
Sacramento, California

916-449-5307

Honorable Members In Session:

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

SUBJECT: Recommendations from the City of Sacramento for the 1988 Regional
Transportation Improvement Program

SUMMARY

The Sacramento Area Council of Governments (SACOG) has requested that the City nominate projects for inclusion in the 1988 Regional Transportation Improvement Program (RTIP). This report describes projects that the City recommends for the RTIP and a resolution is attached for forwarding these nominations to SACOG. This item is scheduled to be heard by the City Council this evening.

BACKGROUND

The list of nominated projects and background information are included in the attached report to the City Council.

RECOMMENDATION

It is recommended that the Transportation and Community Development Committee forward the attached resolution, which nominates candidate projects for the TRIP process, to the full City Council for approval.

Respectfully submitted,

ROBERT L. LEE
Deputy Director of Public Works

RECOMMENDATION APPROVED:

DAVID R. MARTINEZ
Deputy City Manager

APPROVED:

MELVIN H. JOHNSON
Director of Public Works

MK:ls
CA1-10.L
07.0188

July 12, 1988
All Districts

RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION FOR ESTABLISHING CITY OF SACRAMENTO 1988 NOMINATIONS AND PRIORITIES FOR THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF SACRAMENTO:

Recommends the following priority for projects to be included in the 1988 Regional Transportation Improvement Program for the State/Interstate Highway System:

<u>PRIORITY</u>	<u>PROJECT</u>	<u>PROPOSED FUNDING SOURCE</u>
1.	S.R. 51 (Business 80) - Widen to 8 lanes from E Street to S.R. 160/Arden	100% State.
2.	S.R. 51 (Business 80) - Operational Improvements from I-80 to S.R. 160	100% State
3.	I-5 at Pocket Rd./Meadowview Rd. - Signalize Ramp Intersections	100% State/Federal
4.	S.R. 160 at Richards Blvd. - Construct new interchange	50% Local 50% State
5.	I-80 at Norwood Avenue - Signalize Ramp Intersections	100% State/Federal
6.	S.R. 99 at Mack Road - Install traffic signal and landscape interchange area	100% State/Federal
7.	I-80 from I-5 to Watt Avenue - Add one travel lane in each direction	100% State/Federal
8.	S.R. 160 West of the S.P.R.R. Overcrossing - Construct new interchange	100% Local

<u>PRIORITY</u>	<u>PROJECT</u>	<u>PROPOSED FUNDING SOURCE</u>
9.	I-5 - Construct 3 overcrossings; One between S.R. 99 and Del Paso, One between Del Paso and North Market; and One between North Market and I-80	100% Local
10.	I-80 at Northgate Boulevard - Provide dual westbound off-ramp	100% Local
11.	I-5 from I-80 to Metro Airport - add one travel lane in each direction	100% State/Federal

MAYOR

ATTEST:

CITY CLERK

CA1-10.L



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TRANSPORTATION DIVISION

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July 12, 1988

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

City Council
Sacramento, California

Honorable Members In Session:

SUBJECT: Recommendations from the City of Sacramento for the 1988 Regional
Transportation Improvement Program

SUMMARY

The Sacramento Area Council of Governments (SACOG) has requested that the City nominate projects for inclusion in the 1988 Regional Transportation Improvement Program (RTIP). This report describes projects that the City recommends for the RTIP and a resolution is attached for forwarding these nominations to SACOG. This item was heard by the Transportation and Community Development Committee this afternoon.

BACKGROUND

Each year SACOG requests that the City nominate projects for the RTIP. Local agencies are asked to propose projects that will ultimately be considered by the California Transportation Commission (CTC) for inclusion in the five year State Transportation Improvement Program (STIP). The schedule for this annual process is somewhat delayed this year due to a March 24, 1988 decision by the CTC to change the date for adoption of the STIP to September 30, 1988 (See attached letter from SACOG in Exhibit 1).

At this time, it is still uncertain whether or not the CTC will have funds available from SB140 signed by Governor Deukmejian on March 11, 1988. The current direction from SACOG is to nominate projects assuming that the CTC will have funds to award for projects on the state/interstate highway system.

Staff recommends that the following projects be nominated for inclusion in the 1988 RTIP for the state/interstate highway and listed in order of their priority:

Priority #1:

State Route 51 (Business 80) from E Street to S.R. 160/Arden Interchange - Widen the Roadway to Eight Lanes.

This project would tie in to the recently approved addition to the STIP of the Richards Boulevard interchange with Business 80. S.R. 51 is one of the most congested travel corridors in the City, and this project will improve traffic flow. Staff recommends that this project be proposed for 100% State funding.

Priority #2:

State Route 51 (Business 80) from I-80 to S.R. 160 - Operational Improvements.

Traffic operations on S.R. 51 are among the most congested in the City, and operational improvements would relieve congestion at certain points. Types of operational improvements to be considered are auxillary ramps and ramp metering.

Priority #3:

I-5 at the Interchange with Pocket Road/Meadowview Road - Install Traffic Signals at Ramp Intersections.

During peak hours of travel, vehicles waiting on the ramps at stop signs often cannot find gaps to turn onto Pocket/Meadowview. Installation of traffic signals would relieve this operational problem.

Priority #4:

State Route 160 at Richards Boulevard - New Interchange.

S.R. 160 is also one of the most congested travel corridors in the City, and the proposed double-tracking of light rail will not improve operations for southbound travel. A new interchange will improve operations for existing traffic as well as future demand. Although definite funding has not been committed, staff proposes that the City pursue local funding for 50% of the cost and request 50% State assistance from the CTC.

Priority #5:

I-80 at Norwood Avenue Interchange - Install Traffic Signals at Ramp Intersections.

Installation of traffic signals at the ramp intersections with Norwood Avenue would help relieve current traffic operation problems.

Priority #6:

State Route 99 at Mack Road - Install Traffic Signal and Landscaping.

This project would signalize the southbound to westbound ramp from S.R. 99 at Mack Road and landscape the freeway around the interchange.

Priority #7:

I-80 from I-5 to Watt Avenue - Widen the Roadway One Lane in Each Direction.

Staff recommends that this project be proposed for 100% funding from State and/or Federal sources.

Priority #8:

State Route 160 West of the Southern Pacific Railroad Overcrossing-
Construct a New Interchange.

This project would construct a new interchange with S.R. 160 in conjunction with the proposed extension of Exposition Boulevard. Although funding is not committed, staff proposes that arrangements for 100% local funding be pursued.

Priority #9:

I-5 Between S.R. 99 and I-80 - Construct Three Overcrossings.

Although this will be three separate projects, staff recommends that they all be given the same priority. These three overcrossings are an integral part of the proposed North Natomas roadway system and local funding will be committed to their construction.

Priority #10:

I-80 at Northgate Boulevard - Provide Dual Westbound Off-ramp.

This project has been proposed as part of the North Natomas roadway system to improve traffic operations at the intersection and funding commitments will be pursued for 100% local funding.

Priority #11:

I-5 from I-80 to Metro Airport - Add One Travel Lane in Each Direction.

This project has been proposed in consideration of future travel demand in the corridor. Staff recommends that the project be nominated for 100% State and/or Federal funding.

July 12, 1988
City Council
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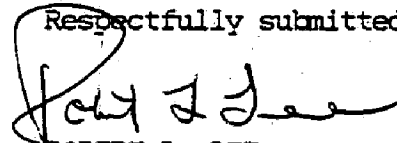
FINANCIAL

There is no direct financial impact to the City of Sacramento at this time. However, if the CTC approves projects for inclusion in the STIP with local funding commitments, staff time will be needed to work out funding arrangements.

RECOMMENDATION

It is recommended that the attached resolution, which nominates candidate projects for the RTIP process, be approved.

Respectfully submitted,



ROBERT L. LEE
Deputy Director of Public Works

RECOMMENDATION APPROVED:

APPROVED:

DAVID MARTINEZ
Deputy City Manager

MELVIN H. JOHNSON
Director of Public Works

MK:ls
CA1-10.L
07.0188

July 12, 1988
All Districts



May 5, 1988

**Sacramento Area
Council of Governments**

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TO: CITY AND COUNTY CHIEF EXECUTIVE OFFICERS

SUBJECT: REVISED TRANSPORTATION IMPROVEMENT PROGRAM SCHEDULE

BACKGROUND

The original schedule for preparation of the 1988 Regional Transportation Improvement Program (Regional TIP) called for adoption of the state highway and local assistance portions of the Regional TIP in April. This schedule was based on the California Transportation Commission (CTC) deadline of May 1, 1988 for submission of Regional TIP's to the CTC. Regional TIP activities for 1988 have also been based on the December 1987 CTC decision not to include a "bid pot" of funding for new projects on the state and interstate highway systems for this year.

At its meeting on March 24, 1988, the CTC took action to rescind its previous State TIP adoption schedule and set September 30, 1988 as the new date for adoption of the 1988 State TIP pending legislation authorizing them to do so. The CTC also directed their staff to prepare a new fund estimate including a 1988 "bid pot" for CTC adoption.

Because of these changes, SACOG and its members cities and counties must begin a new regional TIP process.

DISCUSSION

CTC's action to delay State TIP adoption, prepare a new fund estimate and make a "bid pot" available for the programming of new projects in the 1988 State TIP was based on the signing into law of SB 140 (Chapter 20, Statutes of 1988) by Governor Deukmejian on March 11, 1988. SB 140 places a \$1 billion bond issue for transportation improvements before the voters in June and directs the Governor to budget \$1 billion annually in new capacity increasing projects on the state and interstate highway system. The CTC, in turn, has decided to include this \$1 billion in their annual fund estimate used in determining the "bid pot" of funds available for programming new projects in the State TIP. CTC estimates that as much as \$1.7 billion may be made available for new projects when the fund estimate and "bid pot" are adopted by the CTC in June.

Although we will not receive formal notification of the amount of the "bid pot" available for the SACOG region until the June 23, 1988 CTC meeting, we currently estimate that we will receive a regional "bid pot" of approximately \$249.5

EXHIBIT 1

million. As in past TIP cycles, each SACOG jurisdiction will be allowed to nominate projects on the state highway system up to the total regional "bid pot."

A schedule of events and dates leading to submission of your local project nominations to SACOG by June 1, 1988 and the Regional TIP to the CTC by August 1, 1988 is as follows.

<u>DATE</u>	<u>EVENT</u>
May	Meetings to be held with local jurisdictions, Caltrans and SACOG staff to discuss the revised TIP process and projects for nominations.
May	Local jurisdictions prepare 1988 Regional TIP project lists (including approval by the governing board or council).
June 1, 1988	Project nominations for inclusion in the Regional TIP are due to SACOG from the cities and counties. Because of the sales tax initiative on the June 7th ballot in Sacramento County, Sacramento County local jurisdictions may delay forwarding project nominations to SACOG until after their governing bodies have had their first meeting after the election. We would appreciate, however, receiving preliminary project listings from these jurisdictions by the June 1st deadline if possible.
June 16, 1988	The SACOG Board of Directors holds a workshop on the Regional TIP with SACOG's Comprehensive Transportation Advisory Board (CTAB). A draft Regional TIP is prepared for review in July 1988.
July 8 & 14, 1988	TCC and CTAB, respectively, review draft Regional TIP and recommend action.
July 21, 1988	SACOG holds public hearing and adopts a Regional TIP.
August 1, 1988	SACOG transmits the adopted Regional TIP to the CTC.
August 11, 1988	CTC holds Northern California State TIP hearing. SACOG presents its Regional TIP to the CTC with the support and appearance of local, state and federal officials.
Sept. 29-30, 1988	CTC holds final deliberations and adopts the 1988 State TIP.

A note of caution: if the June 7 election results in defeat of the \$1 billion bond act or the Gann II initiative there is a strong possibility that the CTC will change course again and forego development of a 1988 State TIP. Nevertheless, we urge you to nominate projects for the state highway system for the 1900-91, 1991-92 and 1992-93 program years as if funding were assured.

Guidelines for preparing your revised list of projects for consideration in the 1988 Regional TIP are as follows:

- Each jurisdiction may nominate up to \$249.5 million in new projects (right-of way and construction costs only, preliminary engineering costs are part of Caltrans annual budget once projects are included in the State TIP).
- Projects must be on the state/interstate highway system.
- Projects may be nominated to be programmed and built using 100 percent local funds. These projects must have documentation of approval in concept by Caltrans, be accompanied by a written commitment from the local governing agency for local funding, and be scheduled in the Regional TIP on a reasonable time line for delivery within the five-year time period of the 1988 State TIP.
- Projects can be nominated as trades against projects programmed in the 1987 State TIP, consistent across fund types, north/south balance, fiscal year balance, and agreement among the regions involved, but not to include Caltrans' rehabilitation (HA) or safety (HB1) projects without Caltrans agreement.
- A limited amount of funds may be made available for FY's 1990-91 and 1991-92, but major funding will be in the fifth year of the State TIP, FY 1992-93.
- We anticipate that the CTC will allow nominations for addition to the "long lead time" list. Candidates for the "long lead time" list are projects that:
 - 1) Do not yet have a route adoption study completed by Caltrans.
 - 2) Are anticipated to have long and difficult environmental reviews that will take longer than the five-year period of the TIP.

The purpose of the "long lead time" list is to provide a place on the State TIP for projects that will take longer than the five-year period of the TIP to develop. This allows Caltrans to work on projects. Projects on the "long lead time" list must have an estimate of the total project cost. The inclusion of a project on the "long lead time" list does not guarantee ultimate CTC funding of the total project, but it is a good start for projects that fit into this category.

NOMINATING HIGHWAY PROJECTS

For any projects which you wish to nominate for inclusion in the highway element of the 1988 Regional TIP, please provide us with the following information:

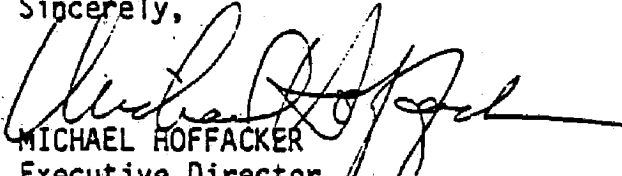
1. State or Interstate route number: (I-80)
2. Description of location: (W. El Camino to I-5)
3. Project description: (Widen shoulders)
4. Project cost by project year:

	Fiscal Year				
	88-89	89-90	90-91	91-92	92-93
Right of Way Construction		\$		\$	
Total Cost	_____	\$	_____	\$	_____

5. For project trades: Information covering items 1-4 above, plus a description of the trade being proposed.
6. Resolution or minute order from your board or council adopting the project listing.

Project nominations for the 1988 Regional TIP Highways Element may be provided in narrative or chart form, as long as the information requested above is included. Please return your project nominations, and documentation indicating Caltrans concurrence or local funding commitment where required to SACOG (Attn: Gary Keill) no later than June 1, 1988. Should any questions arise, please contact Gary Keill of my staff at 441-5930.

Sincerely,



MICHAEL HOFFACKER
Executive Director

MH:GK:bb
0714p

cc: Public Works Directors
Planning Directors
Richard Rogers