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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

TRANSPORTATION DIVISION

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915 I STREET
SACRAMENTO, CA
95814-2608

916-449-5307

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

March 14, 1989

Transportation & Community Development Committee/
Budget & Finance Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: Schedule for Conversion of G and H Streets to Two-way
Operation, Establishment of New Capital Improvement
Project and Transfer of Funds

SUMMARY

Staff proposes that a new Capital Improvement Project be established for the conversion of G and H Streets from one-way to two-way operation and that \$50,000 dollars in Gas Tax funds be transferred from the Street Overlay Program to the project to begin design work. The total estimated project cost is \$455,000. An additional \$55,000 dollars will be proposed to be funded in the upcoming 1989-90 Capital Improvement Program (CIP) to continue the design effort. The remaining \$350,000 for construction will be programmed in the 1990-91 CIP.

BACKGROUND

This item was to be heard before the joint committee at their February 14th meeting. Prior to the committee meeting, staff met with residents of the G and H Street conversion area. Staff then withdrew the item and recommended to the committee that a new report be prepared which would establish a new Capital Improvement Project for the current fiscal year to begin design efforts for the conversion of these streets. Design efforts will continue with \$55,000 in Gas Tax funds being proposed for the 1989-90 CIP. Construction will be scheduled for 1990-91.

Also staff reported that, additional potential funding sources beyond those identified in the February 14th report would be explored. Specifically, the possibility of including Measure A funds as a funding source would be investigated.

The February 14th staff report is attached to provide additional background information.

FINANCIAL DATA

The estimated construction cost of the conversion of G and H Streets from one-way to two-way operation is \$350,000. In addition, design and engineering costs are estimated to be \$105,000 for a total project cost of \$455,000. It is proposed that a new Capital Improvement Project be established for the current fiscal year and the \$50,000 dollars of Gas Tax funds be transferred from the Street Overlay Program (RC01) to the G and H Streets conversion.

Through the adoption of the 1989-94 Capital Improvement Program it will be recommended that \$55,000 in additional engineering and design money be included in the 1989-90 fiscal year from Gas Tax funds and that construction funds be scheduled for 1990-91.

It was requested by the Committee to identify which project(s) would not be completed if Gas Tax funds were instead spent on the design of the conversion of G and H Streets. The following table identifies the costs associated with various street maintenance alternatives of different street types on a per mile basis.

STREET OVERLAY PROGRAM

MAINTENANCE COSTS PER MILE OF STREET

	Slurry Seal	2" Overlay	Major Rehab	Reconstruction
Arterial (64' Width)	\$15,000	\$105,000	\$225,000	\$675,000
Collector (40' Width)	\$ 9,500	\$ 66,000	\$141,000	\$420,000
Residential (30' Width)	\$ 7,000	\$ 50,000	\$106,000	\$317,000

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As the table shows, approximately 1 mile of residential will not receive a 2" overlay or approximately 3.5 miles of arterial will not receive a slurry seal if the funds are used to begin the design and environmental efforts for the conversions. Specific streets which will be excluded cannot be identified because the 1988-89 contract for overlays is still being assembled.

In the February 14th staff report it was identified that the nature of the conversion program and the restrictions on most of the funds used in Public Works projects limits the funding opportunities for this project. Three potential funding sources were identified.

They were:

- (1) General Fund
- (2) Assessment District
- (3) Gas Tax Funds

It was identified by parties interested in the conversion of G and H streets that Measure A funds may also be an appropriate method to fund this project. The expenditure program for the first 5 quarters of Measure A revenues has been approved by the Council and does not include the G and H Street conversion. During the development of the next expenditure plan for Measure A funds, staff will explore the possibilities of using this funding source to implement the G and H Street conversions.

POLICY CONSIDERATIONS

Please see the attached February 14th report for policy considerations for this program.

MBE/WBE

None.

RECOMMENDATION

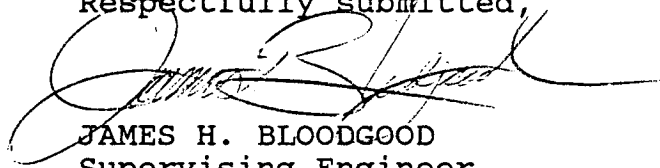
It is recommended that the committee forward the attached resolution to the Council which:

- (1) establishes a new Capital Improvement Program for Fiscal Year 1988-89 for the conversion of G and H Streets from one-way to two-way operation;

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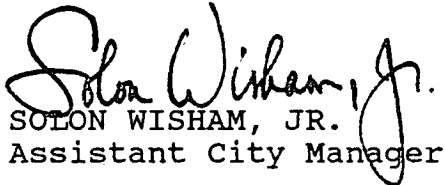
- (2) transfers \$50,000 in Gas Tax funds from the Street Overlay Program to the Gas Tax Contingency Reserve; and
- (3) appropriates \$50,000 from the Gas Tax Contingency Reserve to the G and H Street Conversion project.

Respectfully submitted,



JAMES H. BLOODGOOD
Supervising Engineer

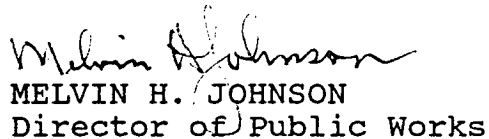
RECOMMENDATION APPROVED:



SOLON WISHAM, JR.
Assistant City Manager

JB:bd
CA7-67
03.0189

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

March 14, 1989
District No. 1

Attachment

Contact Persons to
Answer Questions:

JAMES BLOODGOOD, SUPERVISING ENGINEER or
MARILYN KUNTEMAYER, SENIOR ENGINEER
449-5307

RESOLUTION No.

Adopted by The Sacramento City Council on date of

RESOLUTION AMENDING THE CAPITAL IMPROVEMENT PROGRAM BY DEFUNDING \$50,000 FROM THE STREET OVERLAY PROGRAM RCO1, ESTABLISH A NEW CIP PROJECT AND APPROPRIATE FUNDS

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

1. The currently approved Street Overlay project (RCO1) is hereby amended by defunding \$50,000 of Gas Tax funds (202-500-RCO1-4820) and transferring this same amount to the Gas Tax Contingency Reserve (202-710-7012-4999).
2. The 1988-89 Capital Improvement Program be amended by the addition of the new G & H Street conversion project.
3. That the Capital Improvement Program is further amended by appropriating \$50,000 from Gas Tax Contingency Reserve funds (202-710-7012-4999) to the new G & H Street conversion project as follows:

202-500-xxxx-4880	-	\$20,000
202-500-xxxx-4881	-	\$ 8,000
202-500-xxxx-4831	-	<u>\$22,000</u>
Total		\$50,000

MAYOR

ATTEST:

CITY CLERK

JB:bd
CA7-67



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ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

February 14, 1989

Transportation & Community Development Committee/
Budget & Finance Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: Schedule for Conversion of G and H Streets to Two-way
Operation

SUMMARY

Staff proposes that the conversion of G and H Streets from one-way to two-way operation be budgeted and approved in the 1989-94 Capital Improvement Program adoption process. The total estimated project cost is \$455,000. Of this amount, \$105,000 will be proposed to be allocated from Gas Tax funds in the 1989-90 CIP for engineering design. The remaining \$350,000 for construction will be programmed from Gas Tax Funds in the 1990-91 CIP.

BACKGROUND

The Circulation Plan of the 1980 Central City Community Plan calls for the conversion of various streets from one-way to two-way operation. The E and F Street conversions from 7th Street to Alhambra Blvd were completed in 1986, and the S and T project from 3rd to 34th Street was completed in 1988. The conversion of I Street was included in the 1988-89 Capital Improvement Program and will be implemented as soon as weather permits.

Among the streets proposed for conversion from one-way to two-way operation were G and H Streets from 16th Street to Alhambra Blvd. The implementation of the Central City Community Plan called for monitoring the impacts of the conversions of E and F plus S and T Streets and conducting a major review of the Circulation Plan before the remainder of the conversions were implemented.

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The major review has not been presented to the Council, and Transportation Division staff have expressed reservations about proceeding with the G and H conversions until adequate evidence is presented which would allow the Council to make an informed decision. However, based on direction from the Committee, the conversion of G and H Streets to two-way operation is proposed to be included in the 1989-94 Capital Improvement Program without completion of the major review. Engineering and design will be proposed for the 1989-90 fiscal year. Construction will be proposed for the 1990-91 fiscal year.

FINANCIAL DATA

The estimated construction cost of the conversion of G & H Streets from one-way to two-way operation is \$350,000. In addition, design and engineering costs are estimated to be \$105,000 for a total project cost of \$455,000. Through the adoption of the 1989-94 Capital Improvement Program it will be recommended that engineering and design be included in 1989-90 and construction be scheduled for 1990-91.

Because of the nature of the conversion program and the restriction on most of the funds used in Public Works projects, there are limited opportunities to finance this project. However, staff have identified three potential funding sources.

- 1) General Fund. This funding source may not be appropriate in light of the anticipated deficits projected in the General Fund.
- 2) Assessment District. It would be possible to establish an assessment district for the conversion. This would allow property owners who would benefit from the project to pay for the project. The City would sell bonds to obtain the funding necessary. Property owners would then pay off the bonds and interest over time in the form of an additional charge to be collected with property taxes.
- 3) Gas Tax. This is the funding source used in the previous conversion projects and staff anticipates recommending Gas Tax as the funding source in the upcoming C.I.P. process for this project. The engineering and design costs of \$105,000 represents 5.6 percent of the estimated Gas Tax revenues of \$1.867 million for 1989-90. The construction costs of \$355,000 represents 18.9 percent of the estimated Gas Tax revenues of \$1.880 million for 1990-91.

Because of the shortfalls projected for the General Fund, it may be necessary for the Council to consider using Gas Tax revenues to fund Public Works operations rather than maintenance and capital projects in the 1989-90 budget. If this is the case, staff will recommend that the assessment district approach outlined in item 2 above be used to fund the project.

It has been requested by parties interested in the conversion that the 1988-93 C.I.P be amended to include engineering and design in the 1988-89 fiscal year and construction be programmed for 1989-90. It would be necessary to take funds from approved projects in the 1989-90 C.I.P. financed by the Gas Tax to achieve this. Projects funded by Gas Tax Revenues in the 1989-90 C.I.P. are:

- I Street Conversion
- Street Base Repair Program
- Street Overlay Program
- Street Seal Program
- Alley Replacement Program
- Miscellaneous Street Improvements & Signal Maintenance
- Arterial Street Light Upgrade Program
- Traffic Undulation Program
- H Street Bridge Replacement Study

Staff believes that these projects are important to retain and does not recommend this action.

POLICY CONSIDERATIONS

Conversion of G and H Streets is consistent with the Central City Community Plan adopted in 1980. It is also consistent with Goal B for the Central City transportation portion of the circulation element of the General Plan, adopted in 1988. This goal is to direct traffic away from residential neighborhoods to the extent feasible. Action A under this goal is to continue the program of converting portions of one-way streets in the Central City in two-way operation.

The conversions are inconsistent with policies in that the Central City Community Plan indicates that a major review of the impacts of previous conversions should be made prior to the conversion of G and H Streets. In addition, the overall goals of the circulation element of the General Plan are to create a safe and efficient surface transportation network for the movement of people and goods and to maintain a desirable quality of life including air quality while supporting planned land use and population growth.

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Conversion of these streets to two-way operation may create more surface street congestion which can lead to an increase in traffic accidents and energy consumption while degrading air quality. In addition, the increase in planned land use in the Central Business district and the population growth of the region may result in significant impacts to the transportation system which could be further reflected by the conversion of these streets.

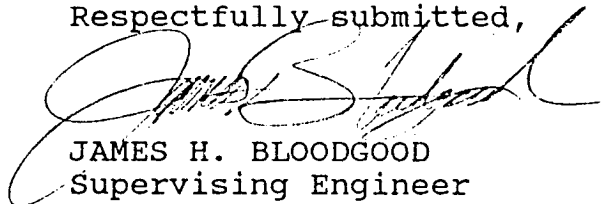
MBE/WBE

None.

RECOMMENDATION

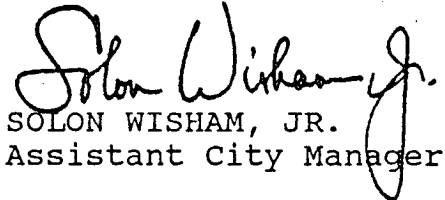
This report is provided for the Committees' information only. No action is required.

Respectfully submitted,



JAMES H. BLOODGOOD
Supervising Engineer

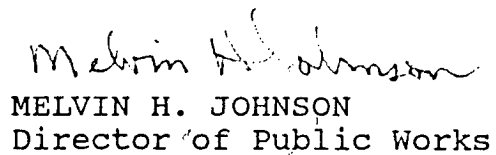
APPROVED FOR
COMMITTEE INFORMATION:



SOLON WISHAM, JR.
Assistant City Manager

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APPROVED:



MELVIN H. JOHNSON
Director of Public Works

February 14, 1989
District No. 1

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