

APPROVED
BY THE CITY COUNCIL

JUN 29 1999

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CITY CLERK



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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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June 8, 1999

City Council
Sacramento, California

**SUBJECT: YEAR 1999 AND YEAR 2000 TRANSPORTATION PROGRAMMING GUIDE –
APPROVAL OF PROJECT SCORING CRITERIA**

LOCATION AND COUNCIL DISTRICT: Citywide

RECOMMENDATION:

This report recommends that the City Council approve scoring criteria for the following program areas of the Year 1999 and Year 2000 Transportation Programming Guide (TPG): Major Street Improvements, Street Maintenance, Street Reconstruction, Traffic Signals, Bikeways, and Bridge Replacement/Rehabilitation.

CONTACT PERSON: Theresa Arnold, Associate Engineer, 264-5514
Nicholas Theocharides, Senior Engineer, 264-5065

FOR COUNCIL MEETING OF: June 29, 1999

SUMMARY:

Attachment A shows the criteria which is recommended to be used to score and rank projects in the following program areas: Major Street Improvements, Street Maintenance, Street Reconstruction, Traffic Signals, Bikeways, and Bridge Replacement/Rehabilitation. These criteria were developed by City staff in conjunction with a Community Advisory Committee.

COMMITTEE/COMMISSION ACTION:

On May 20, 1999, an overview of the Year 1999 and Year 2000 TPG was presented to the Planning Commission.

BACKGROUND INFORMATION:

The TPG is a comprehensive document that outlines the City's current and future transportation needs. The TPG serves several purposes:

- it summarizes the City's transportation projects;
- it establishes project priorities; and
- it provides the City Council with information to make candidate project application decisions.

TPG Process

The TPG is developed by:

- developing ranking criteria for each program area;
- scoring and ranking projects; and
- writing the final text of the document, which includes the prioritized project listings for each program area and a section entitled "Development Driven Projects".

Public Works staff recently solicited project ideas through extensive public outreach for the first phasing of TEA-21 funding. In addition, the Community Advisory Committee is submitting project ideas to staff, with a due date of July 2, 1999. The scored and ranked project lists will be brought to Council in October for approval. The document will be finalized in November. This document represents the TPG for both Years 1999 & 2000. This will allow staff to shift the timing of publication of the TPG to January in subsequent years, so it will be more useful in the preparation of the CIP.

Changes to Year 1999 and Year 2000 TPG

Changes were made to criteria in order to give more weight to neighborhood and alternative mode considerations in the Major Street Improvement and Street Reconstruction Program areas. Changes were also made in certain criterion which had a tendency to award the same number of points to most projects. These criteria had a tendency to group projects together in the overall ranking. The criteria were changed, in general, by either prorating the available points or by awarding them in smaller increments based on a wider variety of factors.

- Major Street Improvements: Criteria 5, Deliverability/Readiness - The maximum points were reduced from 15 to 10. The ability for projects to receive points for "Estimated Project Delivery Time" was eliminated.

- Major Street Improvements: Criteria 7, Gap Closure - Freeway ramp addition projects will receive 2.5 points per directional movement added. Roadway extension projects will receive 6 points. An additional 2 points are available for extension projects that close a bicycle facility gap, and an additional 2 points are available for extension projects that will reduce vehicle travel in residential neighborhoods.
- Major Street Improvements: Criteria 8, Alternative Modes - This is a new ranking criteria this year. A project will be eligible for 2 points if the roadway is on the 2010 Bikeway Master Plan; 2 points if it is on a bus route; and 2 points if it will improve access to a LRT station. This criteria has a maximum of 5 points available.
- Street Reconstruction: Criteria 1, Cost Effectiveness - The maximum points available are increased from 65 to 70 points. The cost effectiveness will be a pro-rated score, with the highest cost effectiveness receiving 70 points. This will reduce the number of projects receiving the same score.
- Street Reconstruction: Criteria 2, Alternative Modes - This criteria is renamed from Bikeway. This criteria will now give 10 points for streets on an existing bus route and 10 points for streets that have an existing Class 2 or Class 3 bicycle facility.
- Street Reconstruction: Criteria 3, Economic Development - The maximum points available are reduced from 15 to 10 points. The question, "Can economic development be directly tied to this project?" was deleted. Staff found that none of the street reconstruction projects qualify for these points.
- Bikeways: Criteria 3, Traffic Characteristics - Points were developed for Class 2 & Class 3 on-street facilities depending on their traffic volumes and speeds.

This report asks for approval of the scoring criteria as presented in Attachment A.

FINANCIAL CONSIDERATIONS:

The TPG is not a financing document, but is a tool used to assist in identifying and prioritizing the City's transportation needs and the subsequent programming of transportation funds.

POLICY CONSIDERATIONS:

Approval of the proposed criteria is consistent with the City Council priorities of Economic Development, Neighborhood Revitalization and Enhancement, and Public Safety.

ENVIRONMENTAL CONSIDERATIONS:

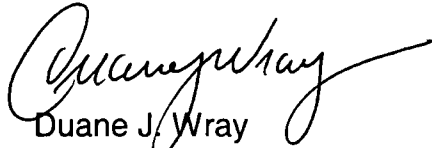
The TPG is not, in itself, a project. The subject of this report does not involve a project, which requires compliance with the California Environmental Quality Act (CEQA), inasmuch as it does not involve an activity which may cause a direct or indirect change in the environment (Public Resources Code Section 21065). Each project in the TPG will be subject to environmental analysis.

City Council
Year 1999 & Year 2000 TPG – Approval of Project Scoring Criteria
June 8, 1999

ESBD CONSIDERATIONS:

None, since no goods or services are being procured with this action.

Respectfully submitted,



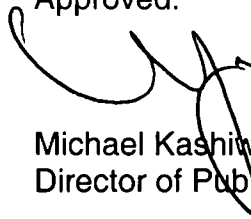
Duane J. Wray
Technical Services Manager

RECOMMENDATION APPROVED



ROBERT P. THOMAS
City Manager

Approved:



Michael Kashiwagi
Director of Public Works

s/ts/f&p/tpg/1999 tpg/Council approval of scoring criteria

ATTACHMENT A

MAJOR STREET IMPROVEMENTS SCORING CRITERIA

Eligible projects are scored and ranked using eight criteria: Public Safety, Congestion, Economic Development, Cost (to the City), Deliverability/Readiness, Volume, Gap Closure, and Alternative Modes. If the roadway segment or intersection has not yet been built, then the criteria are applied to the facility which will receive the most benefit from the project. The maximum possible score is 100 points, which are assigned for the eight criteria as described below.

1. Public Safety (Max. Points: 20)

The accident rate of the project is compared to the highest accident rate of all the Major Street projects being evaluated. The accident rate used is the average rate for the three latest years for which accident data is available. Points are assigned as follows:

$$\frac{\text{3 Year Average Accident Rate}^1 \text{ of Project}}{\text{Highest Accident Rate of Projects Considered}} \quad \times \quad 20 = \underline{\hspace{2cm}}$$

2. Congestion (Max. Points: 25)

Existing and future (Year 2015) congestions are determined for each project by calculating the volume to capacity ratio (V/C), which is the ratio of the average daily traffic (ADT) to the theoretical maximum ADT the facility can carry. The ratios are then compared to the highest V/C of all the Major Street projects being evaluated, as follows:

$$\frac{\text{Existing V/C of Project}}{\text{Highest Existing V/C of Projects Considered}} \quad \times \quad 15 = \underline{\hspace{2cm}}$$

$$\frac{\text{Year 2015 V/C of Project}}{\text{Highest Year 2015 V/C of Projects considered}} \quad \times \quad 10 = \underline{\hspace{2cm}}$$

3. Economic Development (Max. Points: 15)

Five points are given for each of the following conditions that apply to a particular project:

- Can development (residential or commercial) be directly tied to the project?
 Yes (5 points) No (0 points)
- Is the project in a Sacramento Housing and Redevelopment Agency redevelopment or community development block grant area?
 Yes (5 points) No (0 points)
- Is the project in a city-designated residential infill area?
 Yes (5 points) No (0 points)

4. Cost (Max Points: 5)

Points are assigned inversely proportionally to the cost of the project that will be borne by the City, as follows:

$$\frac{\text{Lowest Cost Project}}{\text{Project Cost}} \quad \times \quad 5 = \underline{\hspace{2cm}}$$

¹ The accident Rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = Accidents x 10 (/ADT segment miles x 265)

5. Deliverability/Readiness..... (Max. Points 10)

Projects are scored based on whether critical milestones have been completed, as detailed below:

- Has the Environmental Determination been approved?
_____ Yes (5 points) _____ No (0 points)
- Has a Project Study Report been approved?
_____ Yes (5 points) _____ No (0 points)
- Is the Preliminary Design (30%) complete?
_____ Yes (3 points) _____ No (0 points)
- Is Other Project Funding available?
_____ Yes (2 points) _____ No (0 points)

6. Volume (Max. Points: 10)

Existing volumes on the candidate roadways are evaluated, with the higher volume streets receiving more points:

$$\frac{\text{Existing ADT of Project}}{\text{Highest Existing ADT of Projects Considered}} \times 10 = \underline{\hspace{2cm}}$$

7. Gap Closure..... (Max Points: 10)

If a project will add freeway interchange ramp(s), 2.5 points are assigned per freeway movement added.

If a project will either close a gap or connect missing links in a route, 6 points are assigned. Additional points maybe assigned as follows:

- 2 points for projects that will close a bicycle facility gap
- 2 points for projects that will reduce vehicle travel through a residential neighborhood

8. Alternative Modes (Max Points: 5)

- 2 points given for streets that are identified as a designated Class 2 or 3 bikeway (existing or proposed) in the City/County bikeway Master Plan
- 2 points given if project is on a bus route
- 2 points given if project improves access to a LRT station for pedestrians, bicyclists, vehicles or buses

STREET MAINTENANCE SCORING CRITERIA

The ten- (10) year Needs list is assessed by the Street Division through the SuperPMS computer program. Streets compete with each other continuously.

- The SuperPMS generates the potential rehabilitation strategies for the streets (mill and overlay, overlay or seals). An assessment of the effectiveness of the strategy and the benefit/cost of the strategy are performed. From these processes, the list is subdivided into the different maintenance treatments thus forming the REHABILITATION-NEEDS list. Approximately 5 years of street maintenance projects are listed in order of the streets cost effectiveness.

The analytical routines unique to the new maintenance program allow the Division to better assess the whole street network objectively. The rehabilitation programs are capable of accepting several use-defined scenarios which can be utilized to improve the pavement network management.

STREET RECONSTRUCTION SCORING CRITERIA

The Street Reconstruction Needs list is assessed through the SuperPMS computer program. The SuperPMS maintains information on the streets' characteristics and condition. This information is used to determine the overall condition of the street and is assigned a Pavement Quality Index (PQI) score which gives an overall rating of the condition of the street (1 – poor condition, 10 – excellent condition). Streets annually compete with each other.

Street segments with a PQI of 4 or below are deemed beyond rehabilitation (mill and overlay, overlay or seal) and are prioritized for reconstruction. The maximum possible score is 100 points which are assigned for the three criteria as described below. Criteria used to prioritize reconstruction projects are as follows:

1. Cost Effectiveness (Max Points: 70)

The cost-effectiveness of the project is calculated by multiplying the average daily traffic (ADT) count of the segment by the length of the segment and dividing by the project cost. The cost-effectiveness scores are then compared to the highest cost-effectiveness of all the Street Reconstruction projects being evaluated, as follows:

$$\frac{\text{ADT} * \text{Length}}{\text{City Cost}^*} = \text{Cost Effectiveness}$$

$$\frac{\text{Cost Effectiveness of Project}}{\text{Highest Cost Effectiveness of Projects Considered}} \times 70 \text{ points} = \underline{\hspace{2cm}}$$

* Total project cost minus any outside funding (SHRA, State, Federal, Etc.)

2. Alternative Modes (Max Points: 20)

If the cost effectiveness score is 20 or larger, then the project may qualify for the following additional points:

- 10 points given for streets that have an existing Class 2 or Class 3 bicycle facility
- 10 points given for streets that are on a bus route

3. Economic Development (Max Points: 10)

Five points are given for each of the following conditions that apply to a particular project:

- Is the project in a Sacramento Housing and Redevelopment Agency redevelopment or community development block grant area?
 _____ Yes (5 points) _____ No (0 points)
- Is the project in a city-designated residential infill area?
 _____ Yes (5 points) _____ No (0 points)

TRAFFIC SIGNALS SCORING CRITERIA

Once a location is determined eligible for a traffic signal by meeting one or more of the Caltrans warrants, the following criteria are applied to rank the eligible locations (there is no maximum score):

1. Collisions..... (Max. Points: No limit)

Points are assigned for each reported collision that occurred at the intersection during the previous three years that was susceptible to correction by signalization, as follows:

<u>Type of Collision</u>	<u>Points per Occurrence</u>
Fatal	8
Injury	4
Property Damage Only	2

The total points for the previous three years are divided by three to determine a yearly average, which is then assigned to the proposed signal location.

2. Pedestrians/Bicycles (Max. Points: 30)

A maximum of ten pedestrian points are assigned for each of the following:

(A) Pedestrians (General)..... (Max. Points: 10)

Points are assigned based on the number of pedestrians crossing the higher volume street during the four highest traffic hours, as presented below:

<u>Pedestrians</u>	<u>Points</u>	<u>Pedestrians</u>	<u>Points</u>
100	10	40-49	4
90-99	9	30-39	3
80-89	8	20-29	2
70-79	7	10-19	1
60-69	6	0- 9	0
50-59	5		

(B) Pedestrians (Schools)..... (Max. Points: 10)

If the school warrant (Caltrans School Warrant #4) is met, 10 points are assigned.

(C) Bicycles (Max. Points: 10)

If the location is identified as a bikeway in the City/County Bikeway Master Plan, 10 points are assigned.

3. Average Daily Traffic (ADT) Volumes (Max. Points: 10)

Points are assigned based on a comparison of the average daily traffic (ADT) volumes on the intersecting streets, as presented below:

MAIN STREET ADT

SIDE STREET ADT	2,000	2,001-5,000	5,001-10,000	10,001-15,000	15,001-20,000	20,001+
2,000	0	1	2	3	4	5
2,001-5,000	1	2	3	4	5	6
5,001-10,000	2	3	4	5	6	7
10,001-15,000	3	4	5	6	7	8
15,001-20,000	4	5	6	7	8	9
20,001	5	6	7	8	9	10

4. Peak Hour Traffic Volumes(Max. Points: 10)

Points are assigned based on a comparison of side street traffic volume to main street traffic volume during the peak hour, as presented below:

MAIN STREET PEAK HOUR VOLUME	SIDE STREET PEAK HOUR VOLUME				
	100	101-200	201-300	301-400	401
400	0	0	1	2	3
401-600	0	1	2	3	4
601-800	1	2	3	4	5
801-1,000	2	3	4	5	6
1,001-1,200	3	4	5	6	7
1,201-1,400	4	5	6	7	8
1,401-1,600	5	6	7	8	9
1,601	6	7	8	9	10

5. Speed(Max. Points: 5)

Points are assigned in this category to account for the difficulty that motorists may have judging gaps in traffic on high-speed streets. More points are assigned for the higher-speed streets, as presented below:

<u>Posted Speed (mph)</u>	<u>Points</u>
50	5
40-49	4
35-39	3
30-34	2
25-29	1
<25	0

6. Special Conditions..... (Max. Points: 5)

Points are added based on special conditions related to the benefits or drawbacks of signaling an intersection as determined by the City Traffic Engineer. Although the sum of the three categories below may total more than five points for a candidate location, no more than five points are assigned.

(A) Activity Centers..... (Max. Points: 3)

One point is assigned for each of the following activity centers that generate pedestrian or emergency vehicle traffic and are within 1,000 feet of the candidate traffic signal location:

- School
- Park
- Library
- Employment Center
- Stadium
- Arena Complex
- Senior Center
- Commercial Center
- Fire Station
- Rail Line
- Hospital
- High Density Residential

(B) Rail Crossing.....(Max. Points: 2)

Up to two points may be assigned if a rail crossing that would benefit from adjacent traffic signal pre-empt operation is within 1,000 feet.

(C) Other Safety Concerns(Max. Points: 2)

Two points are assigned when restricted sight distance is a concern, or there is a favorable condition for signal coordination.

BIKEWAY SCORING CRITERIA

Eligible projects are scored and ranked using the eight criteria outlined below. The maximum score is 100 points.

1. Linkage to Activity Centers(Max. Points: 20)

Points are assigned for projects that are adjacent to, or provide access to, activity centers:

<u>Activity Center</u>	<u>Points</u>
Public Colleges/Universities	20 per use
Schools/Parks/Libraries/Community Centers	10 per use
Commercial Centers	5 per center
Employment Centers	5 per 100 employees
High Density Residential	5 per site

Note: **Commercial Centers** = Commercial sites containing a minimum of 40,000 square feet
Employment Centers = Non-residential sites containing a minimum of 100 employees
High Density Residential = A common project site containing 20 dwelling units per acre and a minimum of 100 dwelling units

2. Barrier Elimination(Max. Points: 15)

Points are assigned based on the reduced distance the cyclists would travel with the project in place.

<u>Distance (miles)</u>	<u>Points</u>
less than .25	0
.25 - .5	2
.6 - 1.0	4
1.1 - 1.5	6
1.6 - 2.0	10
more than 2.0	15

3. Traffic Characteristics(Max. Points: 15)

Bike Trails (Off-Street Bikeways)

Trails are separated from motorized traffic; therefore, they receive full 15 points.

Bike Lanes/Routes (On-Street Bikeways)

Points for Traffic Characteristics were given on the basis of whether the proposed project is a Class 2 or Class 3 facility using the point system below. Projects on major streets were classified as Class 2 facilities for scoring purposes only. The feasibility of the Class 2 facilities has not been evaluated and will be determined in the scoping/funding process.

Points are assigned based on existing curb lane width, average daily traffic (ADT) volume, and posted speed limit.

(A) Class 2

1)	<u>Curb Lane Width (feet)</u>	<u>Points</u>
	<12	5
	≥12	0

2)	Volume:	<u>ADT</u>	<u>Points</u>	
		>40,000	5	
		30,001 – 40,000	4	
		20,001 – 30,000	3	
		10,001 – 20,000	2	
		3,000 – 10,000	1	
		<3,000	0	(Class 3 Recommended)

3)	Speed:	<u>Speed</u>	<u>Points</u>
		≥50	5
		45	4
		40	3
		35	2
		30	1
		<30	0

3) High existing usage: Five points are assigned if bicycle counts on the candidate bikeway segment indicate 25 or more bikes per hour.

(B) Class 3

1)	<u>Curb Lane Width (feet)</u>	<u>Points</u>
	<12	5
	≥12	0

2)	Volume:	<u>ADT</u>	<u>Points</u>
		>20,000	0
		10,001-20,000	1
		5,001-10,000	2
		3,001-5,000	3
		1,001-3,000	4
		<1,000	5

3)	Speed:	<u>Speed</u>	<u>Points</u>
		>35	0
		35	1
		30	2
		25	3
		20	4
		≤15	5

4) High existing usage: Five points are assigned if bicycle counts on the candidate bikeway segment indicate 25 or more bikes per hour.

4. Right-of-Way/Cost (Max. Points: 15)

<u>Land Ownership Factors</u>		<u>Land Modification Factors</u>	
City Owned	7	Unused/Vacant Land	8
Public (non-City)	4	Relocatable Use	4
Private	0	Non-Relocatable	0

5. Linkage to Transportation System(Max. Points: 10)

(A) Links to other bikewaysMax. Points: 5

One point is assigned for each existing or planned bikeway to which the candidate bikeway will connect.

(B) Links to other modesMax. Points: 5

Five points are assigned for a connection with another transportation mode that accommodates bicycles by carrying them or providing secure parking. Other modes include light rail stations, busses with bike racks, AMTRAK station, Sacramento International Airport, and park and ride lots.

6. Riding Continuity(Max. Points: 10)

Points are assigned based on the number of stops per mile along the route.

<u>Stops Per Miles</u>	<u>Points</u>
0	10
1-4	7
5-9	5
>10	0

7. Geographic Distribution(Max. Points: 5)

Points are assigned based on the candidate bikeway's distance from the nearest parallel existing route at the closest point:

<u>Distance (miles)</u>	<u>Points</u>
0 - .5	1
.6 - 1.0	2
1.1 - 1.5	3
1.6 - 2.0	4
>2.0	5

8. Recreational Potential(Max. Points: 10)

	<u>Points</u>	
	<u>Yes</u>	<u>No</u>
(A) Does the bikeway have scenic views?	2	0
(B) Does the bikeway have shaded portions?	2	0
(C) Does the bikeway have low slopes?	2	0
(D) Is the bikeway greater than two miles long?	2	0
(E) Is there existing street lighting?	2	0

BRIDGE REPLACEMENT AND REHABILITATION SCORING CRITERIA

Eligible projects are ranked in order of priority based on a deficiency rating system. The higher the total deficiency points assigned to a candidate project, the higher the project is ranked on the list. The ranking consists of assigning deficiency points to each of three major categories. The three categories and their weighting with respect to a maximum deficiency point total of 100 are listed below:

1. Structural Deficiency.....(Max. Points: 50)

Points = 50 (If Structural Appraisal Rating \leq 3)
Points = 0 (If Structural Appraisal Rating \geq 4)

The structural deficiency of a bridge is determined through the results of the structural inspections and appraisals performed by Caltrans. The *structural appraisal rating* (Caltrans Item 67) is used by Caltrans to evaluate the overall structural condition of a bridge in relation to the level of service which it provides on the roadway system of which it is a part (level of service in this context is with respect to needed bridge improvements).

The structural appraisal rating compares the existing structure to a new one which meets current design standards. The rating is based on the *structural condition ratings* (Caltrans Items 58, 59, and 60) assigned for the superstructure and substructure, and on the structure's *inventory rating* (Caltrans Item 66). Structural condition ratings describe the existing in-place bridge as compared to the as-built condition, and are designed to assess the severity of any deterioration and disrepair, which the structure may be in. The inventory rating is a capacity rating which represents the load level for various vehicle types, which the structure can sustain for an indefinite period of time.

Structural appraisal ratings are assigned by Caltrans on a scale of 0 to 9, with 0 reflecting a closed bridge, and 9 reflecting a structure that is superior to present desirable criteria. The City's evaluation criteria assigns points to only those structures with a Caltrans appraisal rating code of 3 (reflecting intolerable conditions requiring high priority of corrective action) or less.

2. Service Deficiency.....(Max. Points: 20)

The service deficiency of a bridge is determined by comparing the type of facilities it provides to those which are desired. The three types of facilities considered are vehicular, bicycle, and pedestrian. The cumulative score in the service deficiency category has a range from 0 to 20, with 20 reflecting a high degree of deficiency.

Vehicular Facilities..... (Max. Points: 10)

Points = 10 (If $V/C > 0.8$ (below Level of Service C))
Points = 0 (If $V/C \leq 0.8$ (Level of Service C or better))

Service deficiencies in the vehicular facilities of a structure are determined by evaluating the volume to capacity ratio (V/C) of the roadway segment between the two intersections nearest to the structure.

Bicycle Facilities..... (Max. Points: 5)

Points = 5 (If Class 2 Bike Routes¹ have a gap across or are detoured around the bridge).

A gap across the structure exists when bike lanes on both the structure and its approaches are absent for an existing Class 2 Bike Route. The 2010 Bikeway Master Plan is used to determine whether or not a Class II Bike Route is detoured around the structure.

Pedestrian Facilities..... (Max. Points: 5)

Points = 5 (If there are sidewalk gaps across the bridge)

¹ A Class II Bike Route is an on-street route with striped bike lanes

A gap across the structure exists if there are sidewalks along the structure approaches, but not across the bridge.

3. Functional Deficiency (Max. Points: 30)

The functional deficiency of a bridge is determined by evaluating the adequacy of its facilities. The factors used to determine and rate functional deficiency are summarized below.

Accident Rate (Max. Points: 10)

- Points = 10 (If bridge segment accident rate > expected accident rate² for the most recent three years)
- Points = 5 (If bridge segment accident rate > expected accident rate for two of three most recent years)
- Points = 0 (If bridge segment accident rate > expected accident rate for one or none of three most recent years)

The accident rate deficiency is determined by comparing the number of reported accidents along the bridge and roadway segments between the nearest two intersections with the expected accident rate. The Traffic Engineering Division reports the expected accident rate on an annual basis in the Speed Survey Segment Accident Rate Report. For the 1998 Transportation Programming Guide, the most recent three reports are for 1992, 1993 and 1994.

Deck Geometry..... (Max. Points: 10)

The deck geometry adequacy is evaluated based on the geometric features of a structure with respect to minimum vehicle lane width, bike lane width, sidewalk width, and horizontal and vertical clearances. Deficiency points are assigned to a structure, which does not meet certain minimum criteria, as follows:

- 1 point per foot short for each vehicle lane width less than 11 feet
- 2 points per foot short for each bike lane less than 5 feet
- 2 points per foot short for each sidewalk width less than 4 feet
- 1 point per foot short of horizontal clearance³ less than 3 feet
- 1 point per inch short of overhead clearance less than 14 feet

Deficiency points are totaled for each structure and normalized, as follows:

$$\text{Points} = (\text{point total of project/highest point total of all candidate projects}) \times 10$$

Waterway Adequacy (Max. Points: 10)

- Points = 10 (If bridge has a score ≤ 3 for Caltrans Item Code 71)
- Points = 0 (If bridge has a score >3 for Caltrans Item Code 71)

The Waterway Adequacy (Caltrans Item Code 71) is based on the frequency of floodwater overtopping the structure and approaches, and the significance of the resulting traffic delays. The Waterway Adequacy appraisal rating is reported on a scale of 0 (bridge closed) to 9 (superior to present desirable criteria). The City's rating system assigns waterway adequacy points to only those structures with a code of 3 (requiring high priority of corrective action) or less.

²The Accident Rate is the annual number of accidents per 1 million vehicle miles.
Accident Rate = $\text{Accidents} \times 10^6 / (\text{ADT} \times \text{segment miles} \times 365)$

³Horizontal clearance is measured from the edge of the travel lane to the nearest obstruction, such as an abutment, column, or bridge rail.

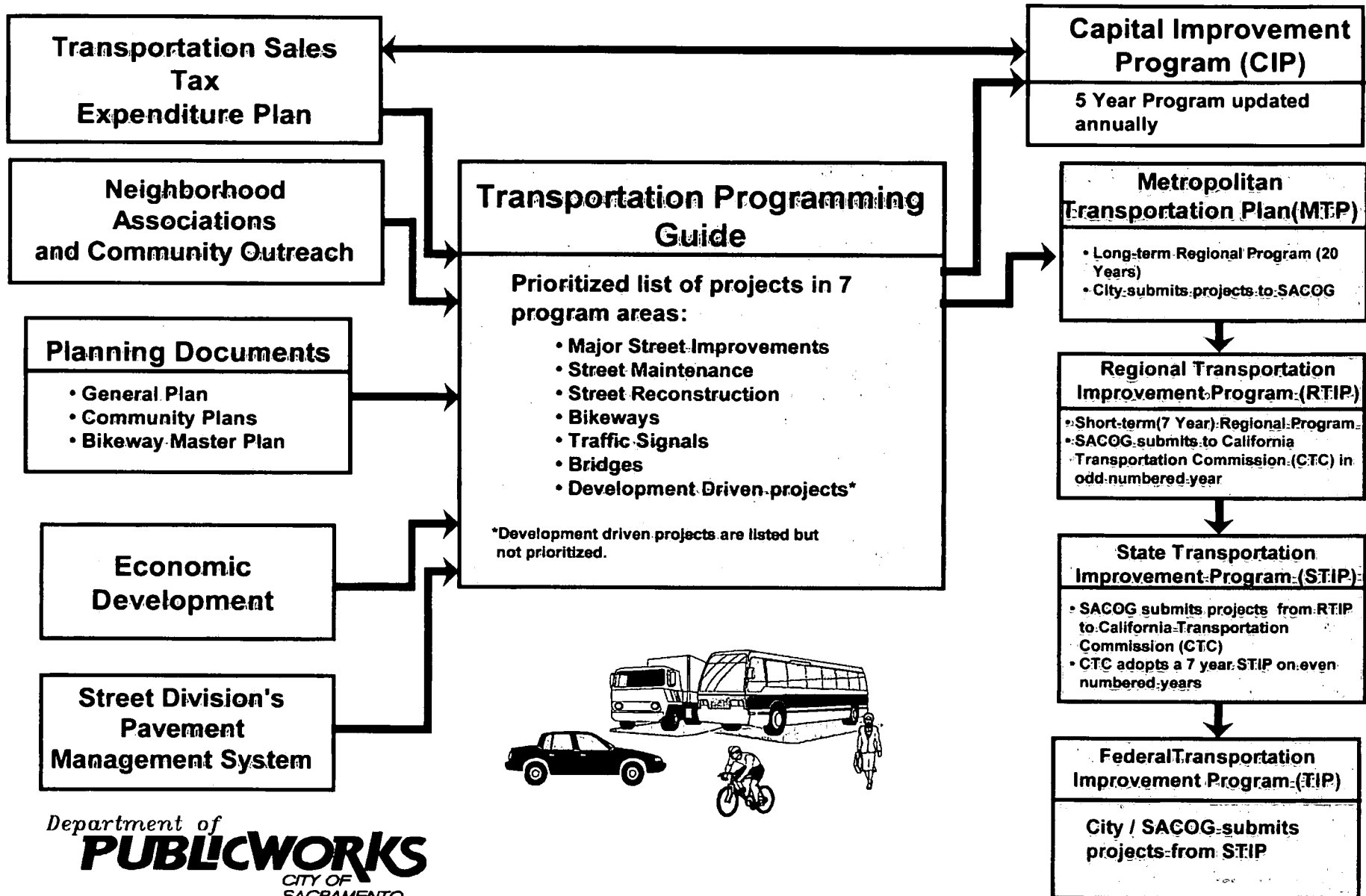


Transportation Programming Guide

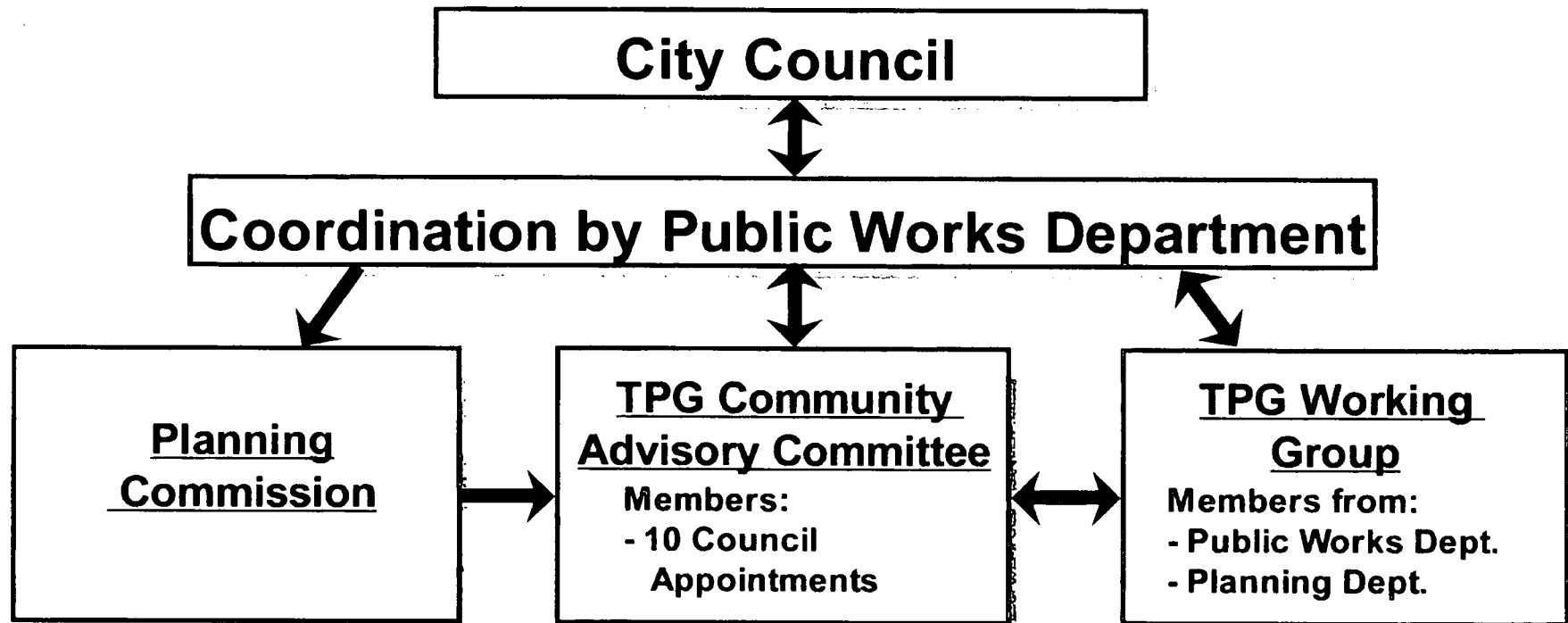
- Summarizes the City's transportation programs and projects.
- Establishes program and project priorities.
- Provides the City with information to make project funding decisions.

Transportation Programming Guide

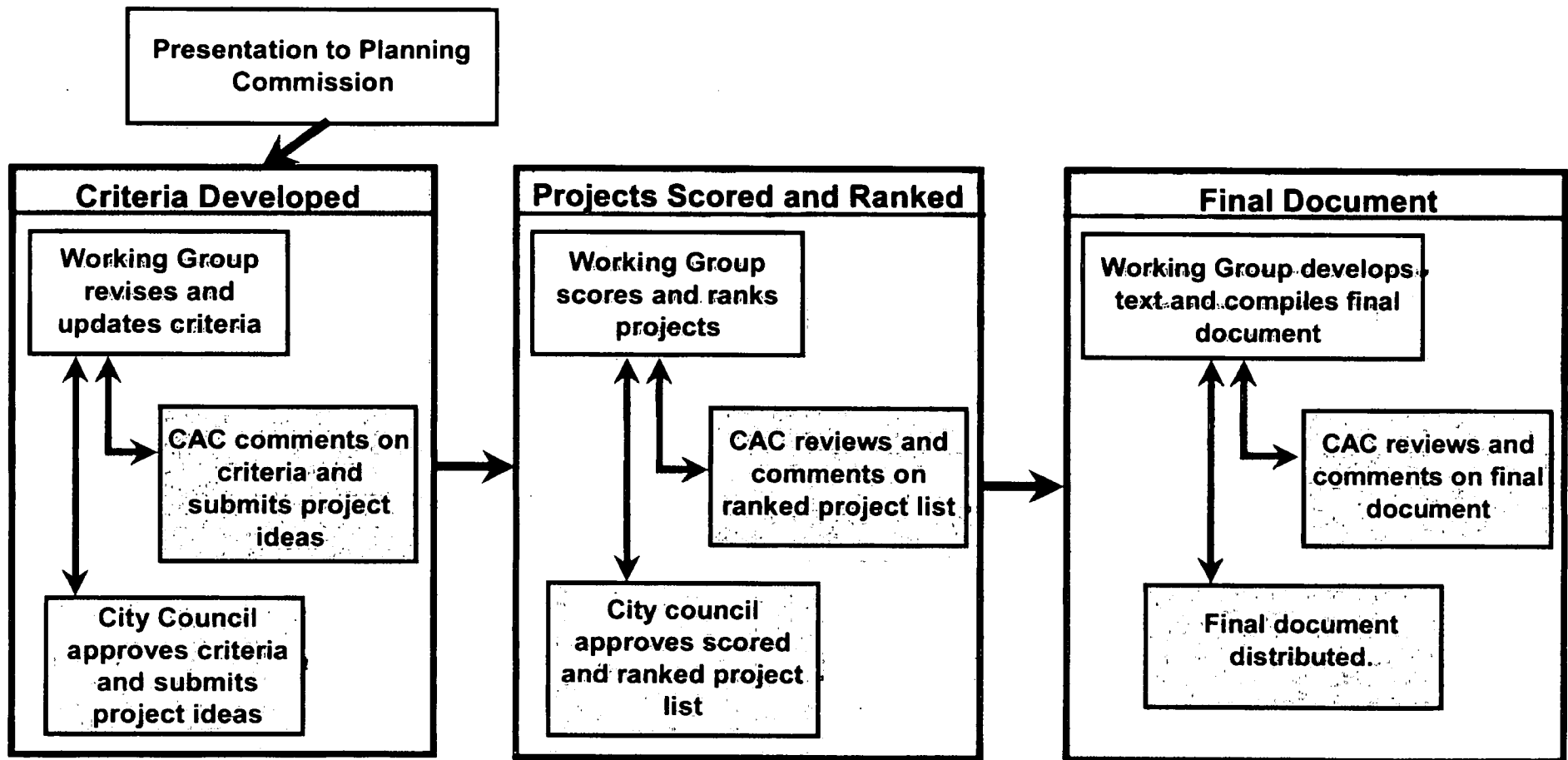
Relationship to Transportation Plans and Programs



Transportation Programming Guide Development Process



Transportation Programming Guide Development Process for 1999 & 2000



Transportation Programming Guide

Criteria Changes from the 1998 TPG

Major Street Improvements

- ▶ Deliverability/Readiness - Modified
- ▶ Gap Closure - Modified
- ▶ Alternative Modes - New

Transportation Programming Guide

Criteria Changes from the 1998 TPG

Street Reconstruction

- ▶ **Cost Effectiveness - Modified**
- ▶ **Alternative Modes - New**
- ▶ **Economic Development - Modified**

Transportation Programming Guide

Criteria Changes from the 1998 TPG

Bikeways

- ▶ **Traffic Characteristics - Modified**

CONTINUED
FROM 6/29/99
TO 8/5/99



10.2

DEPARTMENT OF
PUBLIC WORKS

TECHNICAL SERVICES
REAL ESTATE SERVICES

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June 17, 1999

City Council
City of Sacramento

Honorable Members in Session

**SUBJECT: RESOLUTION AUTHORIZING NEGOTIATION AND LEASING OF
PROPERTY DESCRIBED AS APN: 016-0010-039 TO CAPTAIN'S
TABLE HOTEL, LLC, WITHOUT COMPETITIVE BIDDING**

LOCATION/COUNCIL DISTRICT:

West side of Riverside Boulevard between 25th Avenue and Captain's Table Road in
Council District 4.

RECOMMENDATION:

This report recommends that City Council adopt the attached resolution to approve the
following actions:

- Give notice that the City of Sacramento intends to lease APN: 016-0010-039 without competitive bidding, pursuant to City Code Section 12.02.073.
- Direct the City Clerk to publish a notice of intention to lease without competitive bidding, pursuant to City Code Section 12.02.074.
- Find, in accordance with City Code Section 12.02.073, that special circumstances exist which make the use of the bid procedure inappropriate.
- Upon completion of the publication process pursuant to City Code Section 12.02.074, authorize the City Manager to execute a Ground Lease with Captain's Table Hotel, LLC, for APN: 016-0010-039.
- Approve the recovery of staff costs related to the lease from lease revenue.

CONTACT PERSONS:

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FOR THE COUNCIL MEETING OF: June 29, 1999