

BOARD OF SUPERVISORS
COUNTY OF SACRAMENTO


NOTICE IS HEREBY GIVEN that the Sacramento County Board of Supervisors and the Sacramento City Council will conduct joint public hearings at 2:00 p.m. on Wednesday, February 10, 1988, and at 2:00 p.m. on Wednesday, February 17, 1988 in the Chambers of the Board of Supervisors, County Administration Building, 700 "H" Street, Sacramento, California, to receive public comment concerning:

- a. A proposal to create the Sacramento Transportation Authority;
- b. The levy by the Transportation Authority, pursuant to voter approval at the June 7, 1988 election, of an increase in the sales tax to finance public road improvements and public vehicular transportation; and
- c. A County Transportation Expenditure Plan identifying how any sales tax increase approved by the voters would be expended.

Members of the public are invited to attend the public hearings and present their comments. Copies of documents relative to the foregoing are on file and subject to public inspection and copying in the Office of the Clerk of the Board of Supervisors at the above address.

Dated: January 29, 1988

Signed:


JIM STRENG, Chairman
Board of Supervisors

RECEIVED
CITY CLERKS OFFICE
CITY OF SACRAMENTO
JAN 28 2 15 PM '88

Sacramento Bee and Sacramento Union, run 1 time on Friday, January 29, 1988. Send 1 affidavit and 2 bills with clippings attached, PLUS 5 additional clippings.



DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

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

February 23, 1988

916-449-5307

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

ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

Honorable Members in Session:

SUBJECT: City Projects on City Streets and
City Projects on State Highways for the 1/2 Cent Sales Tax

SUMMARY

In order to meet the scheduled adoption by the Council and Board of Supervisors on the 1/2 cent sales tax allocation, the City Council must review and approve sales tax projects within the City. Attachment 'A' identifies the projects, the proposed timing for the construction of the projects and the estimated cost of each project. The staff recommends that the Joint Committees review and approve the attached list of projects for the 1/2 cent sales tax and forward the list to the Council for final adoption.

BACKGROUND

Over the past 18 months, City staff has been working on identifying and prioritizing Capital Improvement Projects on City streets and State highways in the City. The work on the highways portion of the projects have been in conjunction with the County and CalTrans District 03. The needs for street and freeway improvements greatly exceed the revenue generated by the 1/2 cent sales tax. The projects identified are in the City's General Plan/Community Plan, and these projects identified on the attached list represent our priorities.

To meet the Council's schedule of March 1, and the required deadlines for June 1988 election the Council must adopt a resolution which will include three major components:

1. Composition of the Local Transportation Authority.
2. Approval of the Transportation Authority Expenditure Plans.
3. Approval and signing of the Transportation Expenditure Agreement.

All of those items are attached for the Committees' review and approval. Staff's intent is to review with the Committees those projects recommended by the City for funding by the 1/2 cent sales tax.

February 23, 1988
B & F/T & CD
Page -2-

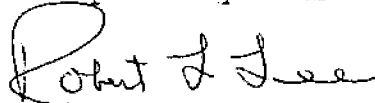
FINANCIAL

The projects will be financed through the 1/2 cent sales tax.

RECOMMENDATION

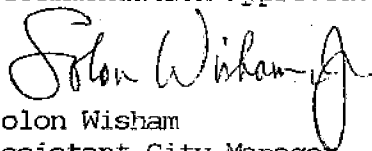
The Staff recommends that the list presented to the Joint Committee be approved and forwarded to the Council for approval on March 1, 1988.

Respectfully submitted,



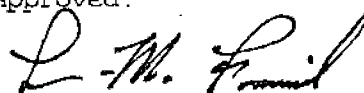
Robert L. Lee
Transportation Division Manager

Recommendation Approved:



Solon Wisnam
Assistant City Manager

Approved:



FOR

Melvin H. Johnson
Director of Public Works

attachments

February 23, 1988
All Districts

CITY PROJECTS
1/2 CENT SALES TAX (FIRST 5 YEARS)

1. Franklin Boulevard - Ehrhardt to City limits \$1.5 Million

Franklin Boulevard is a 4 lane divided road in the south area except for this portion. It is not congested at this time but it soon will be with the tremendous amount of development occurring in the Laguna Elk Grove area.

2. Franklin Boulevard - Sutterville Road to Fruitridge Road \$0.5 Million

This is the one remaining portion of Franklin Boulevard that does not have curb, gutter and sidewalk. It is planned to place the utilities (electric and telephone) underground as part of this project.

3. Cosumnes River Boulevard - Franklin to US 99 \$5.7 Million

This project is to provide the initial 2 lanes on this important new route. Ultimately, this road will be 6 lanes and connect I-5 and US 99. It will enhance circulation in the southern portion of the City and provide relief for traffic conditions on Mack Road.

4. Signal System Improvements \$4.5 Million

This project will upgrade and interconnect many traffic signals and provide for improved synchronization on major streets in the suburban areas. This will reduce delays and fuel consumption while assisting in improving air quality.

5. Norwood Avenue - Arcade Creek to I-80 \$1.0 Million

This project will widen Norwood Avenue to 4 lanes and provide frontage improvements on this north area street where traffic volumes are steadily increasing.

6. Arden-Garden Connector (Unfunded Portion) \$6.2 Million

This project will provide a badly needed east/west connector between South Natomas and North Sacramento. The primary existing route is a very congested 2 lane portion of El Camino Avenue which crosses the UPRR at grade. This project will be partly funded with Federal Aid Urban funds.

7. Garden Highway - Northgate to I-5 \$7.0 Million

Traffic volumes are rapidly increasing on this 2 lane, levee top roadway as development of the Natomas area continues. After the Arden-Garden connector is constructed, this will become a major constraint to traffic flow in this area if it is widened.

8. 7th & 8th Streets - Northerly Extension \$2.0 Million

This project will provide a new connection between downtown and the developing Richards Boulevard area. It will provide improved circulation and greatly enhance traffic movement in both areas. It will also assist in relieving congestion on I Street at I-5, J Street at I-5, Richards at I-5, 12th Street, 15th Street, and 16th Street.

9. Richards Boulevard - I-5 to SR 51 (Bus 80) \$2.6 Million

This project will provide funds for some widening of Richards Boulevard between I-5 and 12th Street, and for the first phase of extending Richards Boulevard from its present easterly terminus at 12th Street to SR 51 (Bus 80). This roadway will provide an alternate route for large volumes of traffic that are now using E, F, G, H, I, J, 12th and 16th Streets in the central area.

10. Small Safety Projects \$3.0 Million

These projects will consist of new traffic signals at 5 locations and intersection improvements at Freeport & Florin, Freeport & Fruitridge, and Franklin & Fruitridge. Some of the funds will be used for median improvements, left turn lanes and bike lanes at various locations.

11. SR 99 - Mack Road to South City Limits \$15.0 Million

This project is the City portion of a major transportation program to widen US 99 between Mack Road and Elk Grove Boulevard. This project also includes an interchange at Cosumnes River Boulevard (Calvine Road). This will enhance circulation and relieve congestion in the South Sacramento area and provide better traffic flow on our City street system.

12. SR 51 (Bus 80) - Operational Improvements \$9.0 Million

This is the initial stage of improvements to the most congested freeway in the metropolitan area. Funds will primarily be used for ramp modifications and auxiliary lanes where appropriate.

CITY PROJECTS
1/2 CENT SALES TAX (SECOND 5 YEARS)

1. Folsom Boulevard & Howe Avenue/Power Inn Road \$3.0 Million

This project will provide a grade separation for the heavy south bound to east bound left turn movement. By separating this large movement from the heavily travelled intersection, congestion will be relieved in all directions.

2. Fair Oaks Boulevard and Howe Avenue \$3.0 Million

This project will provide a grade separation for the heavy east bound to north bound left turn movement. By separating this movement, traffic flow will be improved in all directions.

3. Power Inn Road - Folsom Boulevard to Fruitridge Road \$4.0 Million

This road is rapidly becoming one of the most congested in the City with large truck movements serving a rapidly growing industrial area. This project will add 2 lanes to the 4 lane roadway, increasing the capacity by 50 percent.

4. Evergreen Street Extension to Arden Way \$1.0 Million

This project will improve north/south circulation in the North Sacramento community by connecting Rio Linda Boulevard and Evergreen with SR 160. This project may also ultimately connect with the proposed Exposition Boulevard Extension.

5. Cosumnes River Boulevard - Franklin Boulevard to I-5 \$11.0 Million

This is the second stage of a project started in the first 5 years. It will provide a continuous east/west thoroughfare from I-5 easterly to beyond US 99 and a vital link in the south Sacramento transportation system.

6. Main Avenue Bridge \$6.5 Million

This will replace an old wooden bridge on Main Avenue over the East Main Drain Canal. It will also eliminate an at-grade crossing of the Union Pacific Main Railroad line. This bridge will be similar to the one that was recently constructed on Silver Eagle Road.

7. Richards Boulevard - I-5 to SR 51 (Bus 80) \$3.5 Million

This is a continuation of the project described in the first 5 year section.

8. Safety Improvements \$3.0 Million

This will provide funding for new traffic signals at 5 additional locations and intersection improvements at Mack & Franklin, Stockton & Broadway, and Freeport & Meadowview. It will also provide funds for additional median islands, left turn lanes and bike lanes at various locations.

9. SR 99 - 12th Avenue to Oak Park Interchange \$4.0 Million

This project will provide ramp modifications and auxiliary lanes to improve safety and reduce congestion through this heavily travelled freeway to freeway interchange between US 99, US 50 and SR 51 (Bus 80).

10. I-5 at I and J Street Ramp Improvements \$9.0 Million

This project will make major improvements to the freeway interchange serving downtown Sacramento at I and J Streets.

11. SR 50 at Watt Avenue Interchange Improvements \$3.0 Million
(City Share)

The SR 50 and Watt Avenue interchange is half in the City and half in the County. This project is the City's share of the cost to upgrade this very congested interchange by providing ramp modifications and ramp widening.

12. SR 160 at Richards Boulevard Interchange \$6.0 Million

This will provide a more direct connection between SR 160 (12th & 16th Streets) and the redeveloping industrial area of the Richards Boulevard Corridor. The project also provides an improved northern route around the central City between I-5 and SR 160.

CITY PROJECTS
1/2 CENT SALES TAX (LAST 10 YEARS)

1. Raley Boulevard - Bell to City limits \$1.0 Million

This is a narrow north/south street carrying a high volume of traffic. The project would provide road widening to accommodate 4 lanes and shoulders.

2. American River Crossing between South Natomas and CBD \$57.0 Million

To accommodate anticipated future growth, additional vehicular capacity is required across the American River. This project would construct a new bridge approximately at the extension of Truxel Road from the Natomas area to the central business district. Current facilities cannot be widened or improved to carry the expected load.

3. Northgate Boulevard \$7.0 Million

Northgate Boulevard between SR 160 and Garden Highway is a 2 lane roadway built in the American River Floodplain. It is not uncommon for this road to be closed for long periods in the winter and early spring. Development pressures require improved and full time access to the South Natomas Community. This project would elevate and widen the road above the high water level so it can remain open at all times.

4. SR 160 (21st Street) at UPRR Crossing \$4.0 Million

This crossing is adjacent to the Union Pacific Railroad yard and trains frequently block northbound traffic on 21st Street just north of where it joins Freeport Boulevard. The tracks are elevated at this point and this project would provide a 2 lane underpass for northbound traffic.

5. SR 160 at Exposition Boulevard Extension \$9.0 Million

It is proposed to extend Exposition Boulevard under the Southern Pacific tracks near Tribute Road and provide a connection with SR 160 in the vicinity of the Woodlake Inn. This will greatly relieve congested traffic on Arden Way and provide improved circulation for Arden Fair, Point West and Cal Expo.

6. SR 160 Realignment at Freeport \$1.0 Million

As development of the south area continues increasing, this will provide a bypass so all of the SR 160 traffic will not have to travel through the town of Freeport. It will greatly improve the environment in this quaint river town.

7. I-80 and Truxel Road - New Interchange (City Share) \$1.5 Million

The North Natomas developers plan to pay \$4.5 Million toward this \$6 million dollar interchange on the basis that about 25 percent of the need is generated in South Natomas. This project represents the City's share (South Natomas share) of the total cost.

8. SR 160 at Northgate Boulevard \$6.0 Million

This project will provide interchange improvements to allow access to and from the east on SR 160. This will improve circulation between South Natomas and other communities in the east portion of Sacramento.

9. I-80 from I-5 to SR 51 (Bus 80) \$2.0 Million

This is a highway beautification program designed to enhance the appearance of this freeway corridor by providing freeway landscaping.

10. SR 51 (Bus 80) - E Street to Arden Way \$15.5 Million

This project provides major roadway widening and interchange improvements that will complement earlier achievements. The City contribution to the proposed Richards Extension Interchange is also included in this project.

February 11, 1988

CITY PROJECT SUMMARY
SALES TAX

	<u>1st 5 Years</u>	<u>2nd 5 Years</u>	<u>Last 10 Years</u>	<u>TOTAL</u>
<u>1/2 CENT SUMMARY</u>				
City Proj. on City Streets	\$34.0 Million	\$35.0 Million	\$ 65.0 Million	\$134.0 Million
City Proj. on State Routes	\$24.0 Million	\$22.0 Million	\$ 39.0 Million	\$ 85.0 Million
	<hr/>	<hr/>	<hr/>	<hr/>
	\$58.0 Million	\$57.0 Million	\$104.0 Million	\$219.0 Million

California Transit League

918 Q Street Sacramento, CA 95814 (916) 447-9639 February 17, 1988
Statement before the Sacramento City Council, Board of Supervisors, 2-17-88
Presented by Katharine Thompson, President.

Good afternoon. Thank you for the opportunity to speak. I am here today as president of the California Transit League, and am also authorized to speak for the Modern Transit of Sacramento.

The public participation through out--on drawing up this transportation financing ballot measure and on the previously convened Regional Transit Financing Task Force--was seriously deficient.

In this we agree completely with the statement of the president of the League of Women Voters before your combined group on January 11, 1988.

Over two years ago, midyear in the year that Roger Dickinson was Chair of RT's board, I was an MTS delegate to the before mentioned RT task force. RT's staff at first tried to get broad participation at these meetings, which lasted all morning and were held every two weeks for six months. The consultant Rusty Selix whom RT employed to head the meetings, the RT planning director, Jane Hagedorn, and Colette Johnson-Schultke were prominent on the steering committee which decided on meeting times and on the process.

We and the League of Women Voters member made several requests to this committee to have the meetings at night or on Saturdays, when people who were not being paid to attend, and indeed would otherwise miss work, might take part.

The report back by the leader, Rusty Selix, was that those who were being paid, i.e., whose employers had a private stake in the outcome and the public staff members did not want to meet at night.

Partly as a consequence of the conflicts, and partly as a result of a stern leadership style, attendance as the months dragged on dropped radically to a small handful of public interest group representatives, plus those who were paid to attend.

I, representing MTS as its president, was one faithful attendee.

The fruit of our work was to be in a report back to the RT Board. As the task force drew to a close, the majority of the group successfully passed a motion requiring developers to pay the cost of providing transit service to new areas.

At a later meeting, at the Metropolitan Chamber of Commerce, of the Lung Association's transportation coalition, rusty selix reported that his instructions, apparently from the board or its Chair, were to come up with a financing mechanism that would be pleasing to developers.

So the final report made no mention of the requirement that we passed that developers pay. Selix after that joined the staff of the City Attorney's office, where ECOS members tell me he is the negotiator for the City on North Natomas lawsuits.

Then the Task Force went into a second phase, in which most of the public interest groups were not allowed to take part, and which I conclude is the Citizens for Traffic Relief that prepared the proposals before you.

- A heavy majority of the Traffic Relief committee are developers or in the building industry, six or seven out of eleven., including Maurice Read for the speculators and stadium people in North Natomas. This committee has met at least twenty-two time with the car dealers. The voting public remembers that North Natomas was only opened on the promises of Gregg Lukenbill that there would be no cost to the public of letting North Natomas proceed.

Where are the rest of us voting public represented?

Looking at the make-up of that body, plus the adding in the influence being felt here of the car dealers, I can only wonder at the handing over to developers and car dealers such an important matter. Aren't leapfrog development and too many autos a major part of the problem?

Modern Transit, which after all has labored here on transit and light rail without recognition and without asking for personal rewards and favors for most of fourteen years, and the California Transit League, asks this assembly to put off this measure until you can come up with a more respectable public participation record, and with users' fee for roads and mini-freeways, that is, with a gas tax for the County, even tolls, if need be, and an adequate sales tax for RT.

Otherwise--in insisting on a heavy new subsidy for sprawl and for freeways--you will be trying hard to outdo the magnitude of the mistake Sacramento made forty years ago when it allowed General Motors, Firestone, and Standard Oil to rip up our rail system and other like it all over the United States.

California Transit League

218 Q Street Sacramento, CA 95814 (916) 447-9639

COMMITTEE FOR TRAFFIC RELIEF
JAMES ARLISS POLLACK, RADIOLOGIST
LARRY MC CONNELL, STATE LOBBYIST
BILL MEEHAN, BUILDING TRADES COUNCIL
JANE HAGEDORN, LASET
DWIGHT HANSEN, BUILDING INDUSTRY ASSOCIATION
COLETTE JOHNSON-SCHULTKE, SACRAMENTO BOARD OF REALTORS
MAURICE READ, SACRAMENTO SPORTS ASSOCIATION, LUKENBILL, ET AL
STEVE SANDERS, TRANSPORTATION COALITION
BOB BELL, WAS A. TSAKOPOULOS LAWYER, NOW FULL-TIME DEVELOPER
BILL MAZZA, RT BOARD, FULL TIME DEVELOPER
BILL DURANT, PARATRANSIT, INC.

February 16, 1988

The Honorable Jim Streng, Chairman
Board of Supervisors
Sacramento County
700 H Street
Sacramento, CA 95814

Re: Sacramento Transportation Authority


Dear Chairman Streng:

The Board of Directors of the Rancho Murieta Community Services District supports the creation of the Sacramento Transportation Authority, and has endorsed that concept to LAFCo and Citizens for Traffic Relief.

The Board supports the increase in sales tax of one cent, rather than one-half cent. We realize that there are many transportation improvements which are critical, and that improving Highway 16 is one of them. Limiting the amount of increase to a half cent obviously will delay making these improvements.

The residents and voters of Rancho Murieta are dedicated to improving the safety on Highway 16.

Sincerely,


Richard E. Brandt
President



Rancho Murieta Community Services District

7248 MURIETA DRIVE, SUITE B-8 • P.O. BOX 1050 • RANCHO MURIETA, CA 95683 • (916) 354-2428 985-3481



COUNTY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

COUNTY ADMINISTRATION BUILDING • ROOM 304 • 827 SEVENTH STREET
SACRAMENTO, CALIFORNIA 95814 TELEPHONE: (916) 440-6581

February 17, 1988
2:00 p.m., Item #1

Honorable Board of Supervisors
County of Sacramento
State of California

Members in Session:

I recommend the attached list of projects to be considered in the meeting of February 17, 1988 for the 1/2¢ Sales Tax Expenditure Plan. All projects are on the County General Plan for Streets and Highways.

In addition, I strongly recommend that three additional projects be actively pursued for additions to the General Plan.

1. A bridge crossing the American River between Watt and Sunrise.
2. An Urban Interchange at Watt and Folsom.
3. A freeway along State Route 148 and 65 from I-5 to I-80 in the eastern part of the County.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Douglas M. Fraleigh", is written over the typed name.

Douglas M. Fraleigh
Director of Public Works

DMF:JCR:mes
Attachments

PRESENTATION - 1/2¢ SALES TAX

February 17, 1988

I. Proposed Funding Sources for New Road Construction

A. 1/2¢ at 68 1/3% equals \$750 million equals \$37 million annually

B. Developer fee equals \$83 million equals \$10 million annually

(Important to emphasize both are needed to complete proposed network in 20 years.)

C. Federal Aid Urban

Total \$3 million/year County gets \$1 million/year

D. Federal Aid Secondary County gets \$300,000/year

E. State Funds

Present 5 year STIP Projects (1 on State 16)

II. Congested Areas

A. State - 99 South, I-80 North, 16 East, Route 51 in City

B. Watt 81,000 vehicles @ American River

Sunrise 65,000 vehicles @ American River

Hazel 33,000 vehicles @ American River

Greenback 40,000 vehicles @ I-80

Elkhorn 16,000 vehicles @ Watt

Elk Grove-Florin 8,000 vehicles @ Jackson Road

C. Many small left turns and signals

III. Projects Proposed

- A. State Routes
- B. County Major Streets
- C. County Small Safety Projects
- D. New Projects to add to General Plan
- E. I also propose \$400,000/year for TSM

IV. Funding Summary

City Projects on City Streets (2/4/88)	\$132 million
City Projects on State Routes	85 million
County Projects on County Roads	102 million
County Projects on State Routes	121 million
County Projects not on General Plan	46 million
Beltway	<u>264 million*</u>
Total	\$750 million

* Estimates	I-5 - Route 99	\$140 million
	- Routes 99 - 50	\$231 million
	Route 50 - I-80	\$365 million

DEPARTMENT OF PUBLIC WORKS
PROPOSED SALES TAX (1/2 ¢ LIST)
STATE HIGHWAYS PROJECTS

February 9, 1988

<u>First Five Years</u>	<u>Total Est. Cost in \$1,000's</u>
1. Route 99--Elk Grove Blvd. to: Mack Road--Widen Add Interchange at Calvine Road Reconstruct Interchanges at Elk Grove Blvd. and Sheldon Road	\$36,000 *
2. Route 50--Soundwalls	4,000
3. Route 50--Mayhew Overcrossing, Widen	4,000
4. I-80--Madison Ave. to Placer County Line, Widen	16,000
<u>Second Five Years</u>	
5. Route 16--Treeview Rd. to Rancho Murieta Improve to Standard Two Lanes	25,000 *
6. Route 50--Sunrise Blvd. to Folsom Blvd., Widen and Improve Interchanges	23,000 2
7. Route 99--Elverta Road, Construct Interchange	8,000
8. Route 80--Antelope Interchange, Improve	2,000
9. Route 50--Watt Avenue, Improve Interchange (Also on City list)	<u>3,000</u>
TOTAL	\$121,000

* This program assumes some developer and some state participation.

DEPARTMENT OF PUBLIC WORKS
1/2¢ SALES TAX SUMMARY

County Roads--First Five Years

Construction
Cost in \$1,000's
Inc. Contingency
PIE & CIE

Major Projects

Howe Ave.--Hurley Way to Arden Way--Widen to 6 lanes	600
South Watt Ave.--Alderson Dr. to Route 16--Widen to 4 lanes	600
Watchtel Way--Oak Avenue to Old Auburn Rd.--Widen to 4 lanes	2,400
Hood Franklin--east of Old S.P. to Hood--improve 2-lane road	1,800
Kiefer Blvd.--Florin Perkins Rd. to South Watt Ave.--Widen to 4 lanes	3,000
Antelope Rd.--Railroad Overcrossing at So. Pacific Co. tracks Elkhorn Blvd.	600
Phase I--30th Street to Watt Avenue--Widen to 4 lanes D	2,400
Phase II--Dry Creek to 30th Street--Widen to 4 lanes D	2,600
Elk Grove Florin Road	
Phase I--Bond Rd. to Calvine Rd.--Widen to 4 lanes D	<u>6,000</u>
MAJOR PROJECTS TOTAL	\$20,000

Small Safety Projects

Left Turn Lanes	\$3,500
Fair Oaks Blvd., Hazel Ave., La Riviera Dr. Greenback Ln., Walnut Ave., Folsom Blvd. San Juan Ave., Arden Way, Dewey Drive	
Intersection Improvements	3,500
Florin/Stockton, Stockton Blvd. coop. w/City, Fulton/Marconi, Coloma/Sunrise, Marconi/Watt, Arden/Fulton, Fair Oaks/Walnut	
Traffic Signals--10 locations & coordinate systems	2,500
Bridge Replacement--20 locations	5,000
Bike Lanes/Pedestrian Walkways	2,000
Watt Ave., Elk Grove-Florin Rd., Illinois Ave., Van Alstine Ave. & Rio Linda Blvd.	
Curb/Gutter and Drainage Improvements	<u>500</u>
SMALL PROJECTS TOTAL	\$17,000

County Roads--2nd Five Years

Old Auburn Rd.--Fair Oaks Blvd. to Placer Co. Line	\$2,500
Widen to 4 lanes	
Sunrise Blvd.--Antelope Rd. to Placer County Line	2,500
Widen to 6 lanes	
Elkhorn Blvd.	
Phase III--6th Street to Dry Creek Rd.	7,200
Phase IV--Watt Ave. to Walerga Rd.	1,400
Elk Grove--Florin Road	
Phase II--Calvine Rd. to Route 16--Widen to 4 lanes D	12,000
Antelope Rd.--I/80 to Auburn Blvd.--Widen to 6 lanes D	4,000
Greenback Ln.--Fair Oaks Blvd. to Hazel Ave.--Widen to 6 lns. D	9,000
Madison Ave.--Air Base Drive to I/80--Widen to 6 lns.	<u>1,400</u>
MAJOR PROJECT TOTAL	\$40,000

Small Safety Projects

Left Turn Lanes--None	0
Intersections	
El Camino and Fulton	\$600
Auburn and Winding Way	
Signals--10 locations and	
Coordinate System	2,000
Bridges--5 locations	1,000
Bike Lanes/Pedestrian Walkways	1,500
Stevenson Ave., Marshall, Grant, Hollister	
Curb, Gutter and Drainage Improvements	<u>900</u>
SMALL PROJECT TOTAL	\$6,000

County Roads--Last 10 Years

Oak Ave.--Sunrise Blvd. to Folsom City Limits--Widen to 4 lanes	10,000
16th St.--City Limits to Elkhorn Blvd.--Widen to 4 lanes	5,000
Interchange at Fair Oaks Blvd./Watt Avenue	11,000
Small Safety Projects	5,000
TOTAL	\$19,000
COUNTY ROADS TOTAL 20 YEARS	\$102,000

PROPOSED TRAFFIC SIGNALS

Supervisory
District No.

Location

5	Huntsman and Kiefer Blvd.
3	Howe Avenue and Wyda Way
2	Del Norte/42nd Street and Fruitridge Road
3	Hurley Way and Morse Ave.
4	Fair Oaks Blvd. and Sunrise East
5	Dawes and Folsom Blvd.
4	Greenback Lane and Filbert
4	San Juan and Sperry
4	Stollwood/Zelinda and Winding Way
3	Ethan and Hurley Way
4	Fair Oaks Blvd. and Treecrest
3	Bell and Northrop
3	College Oak and Winding Way
4	Greenback Lane and Trajan
5	Aramon and Folsom Blvd.
1	Elkhorn Blvd. and Sprig
4	Auburn Blvd. and San Tomas
3	Bell and Cottage
4	Antelope Road and Rosswood

CITIZENS
FOR TRAFFIC
RELIEF

431
J Street
Fourth
Floor

Sacto.,
CA 95814
916.447.
8868

February 10, 1988

TO: Sacramento County Board of Supervisors
Sacramento City Council

FROM: Executive Committee
Citizens for Traffic Relief

RE: Sales Tax/Sales Tax Revenue Split
(Special meeting February 10, 1988, at 2:00 p.m.)

The Executive Committee of the Citizens for Traffic Relief has voted to make the following recommendations to the Sacramento County Board of Supervisors and the Sacramento City Council:

1. Request that the Transportation Authority support a 1/2¢ increase in the sales tax for transportation improvements.
2. Support a modified split of sales tax revenues that provides 70% for road improvements, 28.33% for Regional Transit, and 1/67% for E.H.T.

Based on the evaluation of the Executive Committee, the campaign consultants, and research into the successful and unsuccessful efforts of other California counties, we have concluded that a 1/2¢ sales tax with the modified split provides us with the best and most realistic opportunity for success.

In every county where the proponents of a sales tax increase faced major opposition, they were unsuccessful. A well-financed opposition, such as the auto dealers, has the capacity to defeat this measure.

With this in mind, representatives of our Executive Committee have been meeting with representatives of the Sacramento County Taxpayers' League and the Greater Sacramento New Car Dealers Association in an effort to gain their support for this measure.

The negotiations have moved from the auto dealers' position of absolute opposition to either a 1/2¢ or 1¢ increase in the sales tax and their insistence on all revenues generated going to road improvements to their current support of a 1/2¢ increase in the sales tax with the modified split of revenue.

Their support would significantly enhance our chances to be successful and add another important group to our broad-based coalition of supporters which already includes business organizations, labor, environmental organizations, elected officials, builders, community leaders, civic organizations, etc.

Without any major opposition, we will be able to conduct the campaign in a positive manner which informs the voters of Sacramento County of the transportation problems we are facing and provides solutions in a clear and concise manner.

Your support of these two requests will be very helpful in gaining voter approval of the sales tax increase and allow us to begin to move forward to meet our transportation needs.