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CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION
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CITY MANAGER'S OFFICE
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February 10, 1981

City Council
Sacramento, California

Honorable Members in Session

SUBJECT: Applications for P.U.C. funds to construct Railroad Grade Separations on Arden Way, Arcade/Marconi and El Camino Avenue.

SUMMARY

The Engineering staff has prepared nominations to the Public Utilities Commission for placement on the statewide priority list for funding to construct railroad grade separations at the Southern Pacific Main Line Crossings on Arden Way, Arcade/Marconi and El Camino Avenue. This report is to inform the Council about this matter and obtain authorization to attend a Public Utilities Commission Hearing.

BACKGROUND INFORMATION

In 1967, the City of Sacramento and the State of California entered into a freeway agreement for the construction of the Interstate 80 Freeway known as I-80 Bypass. Part of the agreement was for the State to construct railroad grade separations at Arden Way and Arcade/Marconi and to improve the grade separation at El Camino Avenue. If the freeway had been constructed as originally agreed, three of the City's worst traffic problems would have been corrected by the State with Federal Interstate funds.

When the steering committee was considering the withdrawal of the I-80 Freeway there was discussion about the railroad grade separations. Leo Trombatore, Caltrans District Engineer, reported that "other funds" were available for these projects. He was referring to Public Utilities Commission funds.

The procedure for obtaining Public Utilities Commission grade separation funds is to nominate crossings for the statewide priority list. When the crossings are high enough on the list to be reached with available funding, the Public Utilities Commission will pay 80% of the cost. The remaining 20% is to be split between the railroad and the local agency.

APPROVED
BY THE CITY COUNCIL

FEB 24 1981

OFFICE OF THE
CITY CLERK

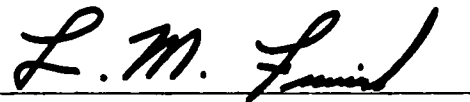
FINANCIAL DATA

The estimated cost of these three crossings is \$14,428,000, so the local share and the railroad share will each be about \$1,443,000. We have a letter from Caltrans stating I-80 substitution funds can be used to pay the 10% City share. Staff will be recommending substitution funds be used for the local share when the time comes to move ahead on the projects.

RECOMMENDATION

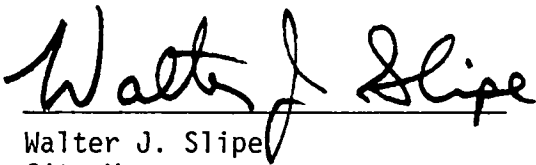
It is recommended that staff be authorized to attend a Public Utilities Commission Hearing on March 24, 1981, to present the applications.

Respectfully submitted,



L. M. Frink
Traffic Engineer

Approved:



Walter J. Slipe
City Manager

LMF/vmp

Districts 1 and 2
February 24, 1981