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**Joint Meeting of the City Councils of
the City of Sacramento and
the City of West Sacramento
August 17, 1999
7:00 P.M.**



July 29, 1999

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: STATE ROUTE 275 RELINQUISHMENT – STATUS REPORT

LOCATION AND COUNCIL DISTRICT:

State Route 275 (Capitol Mall) Council District 1 (City of Sacramento)

RECOMMENDATION:

This report provides a status of the State Route 275 Relinquishment. No action is required.

CONTACT PERSONS: *City of West Sacramento, Caroline Quinn, City Engineer, 373-5854*
City of Sacramento, Fran Lee Halbakken, Funding & Priorities
Manager, 264-7194

FOR JOINT CITY COUNCIL MEETING OF: August 17, 1999

SUMMARY:

The purpose of this report is to provide information from staff of both cities concerning the status of the State Route 275 (SR 275) relinquishment, from state control to local control, in each jurisdiction.

COMMITTEE/COMMISSION:

None

BACKGROUND:

State facilities that cut through our cities greatly affect our ability to realize the goals defined in our planning documents, and also constrain our ability to be responsive to community needs in day-to-day development and land use entitlement activities. Proposals with local, community focus are subjected to State standards that have an entirely different focus reflecting different priorities.

There are also high costs associated with efforts of both city staff and private developers grappling with the State process as projects are proposed, and encroachment permits required from the State for virtually any improvement - private or public - proposed along a state-owned right-of-way. As the State has grown and developed, and larger interstate freeways have been built, some state-owned transportation facilities that once served an interregional purpose, now serve local uses. ✓

In the early 1990's, Caltrans recognized that control of and responsibility for those facilities rightly belongs with the local agencies in which they are located. This shift in State policy occurred at a time when both the City of West Sacramento and the City of Sacramento were attempting to implement plans that would provide better connections within the cities and create pedestrian-friendly environments to foster a greater sense of vitality and community-oriented activities. ✓

The City of West Sacramento had recently completed its Triangle Specific Plan and was pursuing the conversion of SR 275 from a highway/expressway facility with grade-separated connections to the intersecting streets, to a city boulevard with at-grade connections. Similarly, the City of Sacramento was developing plans for a riverfront hotel on the south side of Capital Mall, which envisioned providing better pedestrian connections across Capital Mall, near the Tower bridge, to Old Sacramento and the riverfront. Both cities met barriers in implementing their plans due to Caltrans' standards and policies. ✓

Relinquishment Terms

Currently, staff of both cities are engaged in discussions with Caltrans to define the terms for relinquishment of the SR275 right-of-way to the respective cities in which the right-of-way is located. Some fundamental differences have required considerable time and effort. One such issue was ownership of the Tower Bridge, which the State wanted to revert to the cities. There now appears to be agreement on basic concepts and the focus is on ironing out the finer points. ✓

The California Streets and Highways Code provides that relinquished facilities be in a state of good repair. Also proposed are transitional costs for reverting maintenance responsibilities to the cities. Together, these two elements will determine the financial terms of the relinquishment. Other issues will include maintenance responsibilities for elements that require continued coordination between the local agencies and Caltrans.

There is a sharp contrast in the route on each side of the Sacramento River. The route west of the river presents as a traditional highway facility and functions as a long ramp connecting the Tower Bridge to US50. There are a few substandard, grade-separated connections, no traffic signals, and no provisions for pedestrians.

The route east of the river presents as a traditional urban city street mall with signalized intersections, crosswalk and sidewalks. This section has been subjected to more utility trenching and more severe traffic loads than the west section. While the basic premise for determining the financial package is the same for both sections, it is expected that the relinquishment agreements will reflect these differences.

Status

City of West Sacramento staff have requested that Caltrans proceed with preparation of the agreement to formalize the terms of the transfer. The agreement will then be presented to the City Council for their consideration and approval. Process milestones, which were provided by Caltrans, are outlined below:

STATE ROUTE 275 RELINQUISHMENT MILESTONES

<i>MILESTONE</i>	<i>MONTH</i>
PSSR and other supporting documents completed	August 1999
City and Caltrans review of Cooperative and Maintenance Agreements	August 1999
City Council Consideration of Relinquishment	September 1999
Caltrans Headquarters' placement of Package on California Transportation Commission (CTC) Agenda	October 1999
CTC Consideration and Approval	December 1999
Relinquishment Completed	January 2000

City of Sacramento staff continue to discuss with Caltrans the basic financial terms that must be resolved prior to proceeding with the agreement. However, the City also hopes to seek CTC consideration and approval in December 1999 with relinquishment occurring in January 2000. The above milestone dates are based upon a fairly aggressive schedule and represent a "best case" scenario.

FINANCIAL CONSIDERATIONS:

While no action is proposed at this time, some of the financial considerations associated with the relinquishment action when taken will include:

- Additional staffing and funding requirements for maintenance activities. *The State's proposed compensation package may only partially offset costs associated with maintenance activities, and funding will only be provided by the State for a limited period.*
- State of good repair funding. *This funding may, or may not, offset costs of improvements the respective jurisdictions desire to ultimately implement regardless of the relinquishment.*
- Reduced costs associated with entitlement processing and public improvement projects. *Less coordination and paperwork should result in a nominal reduction in staff time required for these activities.*

ENVIRONMENTAL DETERMINATION:

There are no environmental considerations associated with this informational item. The relinquishment action will be subject to the provisions of the California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA).

POLICY CONSIDERATIONS:

The transfer of this right-of-way to City authority will enable both cities to exercise their discretion in matters concerning the right-of-way in a manner consistent with City policies and standards.

ESBD CONSIDERATIONS:

There are no goods or services being purchased relative to this status report on the SR 275 relinquishment.

City of West Sacramento

City of Sacramento:

RECOMMENDATION APPROVED:

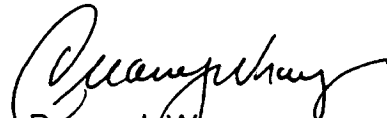
City of West Sacramento:

City of Sacramento:

Respectfully submitted,

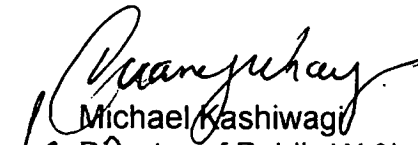


Stephen Patek
Director of Community Development

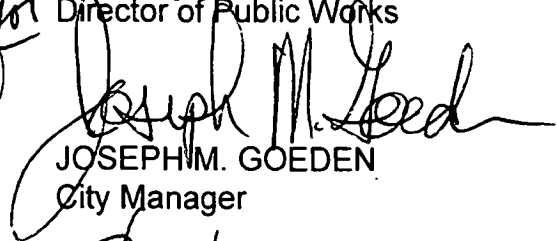


Duane J. Wray
Technical Services Manager

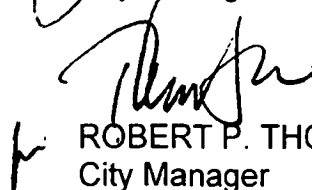
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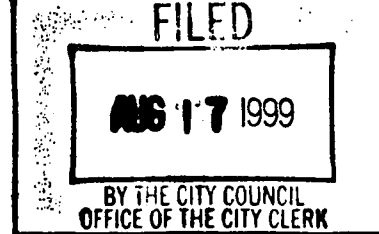
Michael Kashiwagi
Director of Public Works



JOSEPH M. GOEDEN
City Manager



ROBERT P. THOMAS
City Manager



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City of West Sacramento

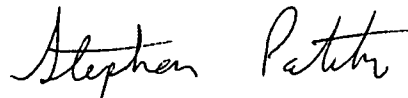
City of Sacramento:

RECOMMENDATION APPROVED:

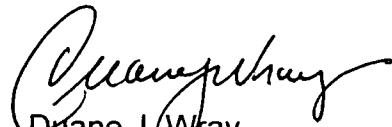
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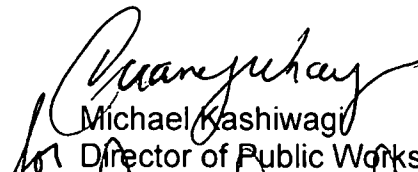


Stephen Patek
Director of Community Development

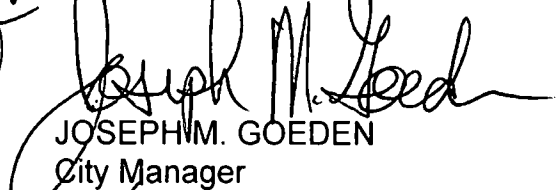


Duane J. Wray
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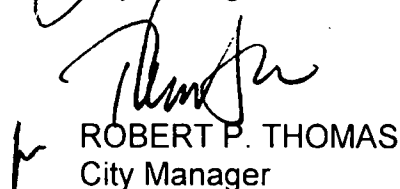
Approved:



for Michael Kashiwagi
Director of Public Works



JOSEPH M. GOEDEN
City Manager



ROBERT P. THOMAS
City Manager