

DRAFT 1280.

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CITY OF SACRAMENTO

TRAFFIC ENGINEERING DIVISION
1023 J STREET - SUITE 202 SACRAMENTO, CALIF. 95814

CITY MANAGER'S OFFICE
RECEIVED
FEB 21 1980

TELEPHONES (916)
TRAFFIC ENGINEERING 449-5307
OFF-STREET PARKING 449-5354
ON-STREET PARKING 449-5644

February 21, 1980

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Interstate 80 Bypass Study

APPROVED
BY THE CITY COUNCIL

FEB 26 1980

OFFICE OF THE
CITY CLERK

SUMMARY

In response to the City's application for Proposition 5 Transit Guideway funds, Caltrans has requested we submit an amendment that will enlarge the study to include the Folsom Corridor. This will result in considerable delay to the project and could lead to diverting funds improperly.

BACKGROUND INFORMATION

The attached letter appears to indicate an interest in considering use of I-80 Bypass Corridor Funds for the Folsom Corridor Light Rail System.

The agreement dated October 18, 1979, entered into between Caltrans, the City of Sacramento and SRAPC did not contemplate the use of the I-80 Bypass funds for such a purpose. Under the agreement, SRAPC is the agency which has authority to initiate and pursue "the selection of the substitute project..." Page three of the Agreement sets forth the standards to be considered for the substitution project. Paragraph 2(c) requires SRAPC to include in the Transportation Improvement Program a substitution project from funds generated by or resulting from withdrawal of the I-80 Bypass, which:

- "(1) Substantially benefits the City of Sacramento,
- (2) Provides for the expansion of transit to meet the transportation needs of residents living in north and northeast Sacramento, and
- (3) Relieves traffic congestion on Interstate 80."

Between August 28th, when the Council voted to withdraw the freeway, and December 14th, considerable effort was expended convincing UMTA staff that because of completed and ongoing studies we should be allowed to go directly to Phase II of the Alternatives Analysis. We succeeded and all work since December 14th has been aimed in this direction. The letter received from Caltrans on February 15th in effect puts us back to where we were last August and requires the equivalent of the Phase I Alternatives Analysis.

February 21, 1980

We have developed the budget, timetable, work program, applications for funds, and requests for proposals. In fact, we have received proposals, interviewed consultants and made a selection. Representatives of Caltrans have participated in this whole process including staff work and voting with the Steering Committee. Throughout this period, Caltrans indicated they would cooperate in every way with this joint effort.

In retrospect, there may have been a hint that something was amiss starting February 6 after we submitted the application for Proposition 5 funds in plenty of time to make the February 29th agenda for the California Transportation Commission. We were told that Caltrans wanted to hold the application for the March meeting of the CTC but we were not told why.

There are several issues that must be addressed in this matter. Time and cost are immediate concerns.

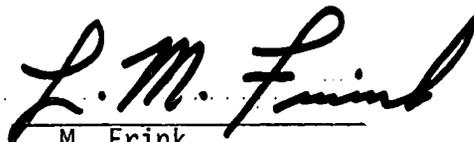
The whole time schedule is aimed at key dates for approvals in Washington. Delaying the CTC approval 'til March will probably put us one month off schedule. If we agree to include the Folsom Corridor as requested by Caltrans, several months will have to be added to the schedule.

The budget has been established to include \$150,000 of Proposition 5 funds. If we decide to "go it alone," at least \$40,000 will have to be found to match the federal funds. If we agree to include the Folsom Corridor as requested by Caltrans, the scope of work and, therefore, the funding will have to be expanded.

RECOMMENDATION

It is recommended that the Council oppose this untimely proposal to alter the scope of the Alternatives Analysis. It is further recommended that the Mayor and Council members contact Caltrans administration, members of the California Transportation Commission and our State Representatives to get this matter back on the track it has been following so smoothly until now.

Respectfully submitted,


L. M. Frink
Traffic Engineer

Recommendation Approved:


Walter J. Slize
City Manager

LMF/mf
Attachment

February 26, 1980
All Districts

DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION
1120 N STREET
SACRAMENTO, CALIFORNIA 95814
(916) 322-4836



CITY MANAGER'S OFFICE
RECEIVED
FEB 15 1980

February 15, 1980

Mr. Walter J. Slipe
City Manager
City of Sacramento
City Hall
915 "I" Street
Sacramento, CA 95814

Dear Mr. Slipe:

Our staff is now reviewing the City's application of February 6, 1980, for Article XIX public mass transit guideway funding for the Interstate 80 Bypass Corridor Phase II Alternatives Analysis/ Environmental Impact Statement.

That review has raised some questions concerning the relationship between this proposed study and the Folsom Corridor Rail Feasibility Study.

Therefore, we are requesting the City to prepare and submit an amendment to its application in order to clarify that relationship. In order that we may present our recommendation on the application to the California Transportation Commission at its meeting in March, we should receive the amendment no later than March 3, 1980. The amendment to your application should be in the form of a letter or a revised application addressed to Mr. Leo J. Trombatore, District Director of Transportation, with a copy to me. We suggest that the amendment be prepared in consultation with the Sacramento Area Regional Planning Commission.

In May, 1979, the California Transportation Commission allocated \$141,000 to the Sacramento Regional Transit District for the Folsom Corridor Rail Transit Feasibility Study. The allocation was made subject to the following condition:

The study shall be coordinated with and, as appropriate, incorporate the findings of the Interstate 80 Corridor Study and the Sacramento Countywide Transportation Study for the purpose of selecting promising alternatives to be used in preparing a subsequent detailed analysis and environmental impact report.

Mr. Walter J. Slipe
Page two
February 15, 1980

The City's application, however, does not indicate that this coordination is or will be taking place.

The City's application states that the proposed Phase II Alternative Analysis would "focus on the I-80 Bypass Corridor right-of-way." This suggests that the Bypass Corridor has been identified and designated as the region's priority corridor to be evaluated in detail for initial implementation in advance of completion of the Folsom Corridor Rail Transit Feasibility Study. Such designation appears to be premature; and we believe it could preclude the funding of further evaluation of the Folsom Corridor, or other potential rail corridors in the Sacramento urbanized area, until the necessary funds have been committed to the implementation of rail in the I-80 Bypass Corridor.

We ask that your amendment to the City's application describe and explain the coordination of the I-80 Corridor Study and the Folsom Corridor Rail Feasibility Study. We ask also that you describe the selection process leading to the designation of regional priorities with respect to the use of Article XIX guideway funds and other funds available for guideway development.

Sincerely,



Victor Weisser
Deputy Chief

cc: James Barnes, SRAPC
Michael Hoffacker, SRAPC
Charles Thomas, RT
John Schumann, RT

February 27, 1980

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DRAFT

Walter Slipe
City Manager
City of Sacramento
915 I Street
Sacramento, CA 95814

Mr. Leo J. Trombatore
District Director of Transportation
District 3, CALTRANS
P.O. Box 911
Marysville, California 95901

RE: CITY OF SACRAMENTO APPLICATION FOR ARTICLE XIX FUNDS

Dear Mr. Trombatore:

The Council of the City of Sacramento requests that you amend its application for \$150,000 in Article XIX Guideway funds to make that application consistent with the I-80 Alternatives Analysis scope of work as it has been negotiated with the Sacramento Regional Area Planning Commission and the Urban Mass Transportation Administration.

In particular, the City would like to assure the State that during the definition of alternatives for the Alternatives Analysis/Environmental Assessment (Impact Report) Phase II Study, the Folsom Corridor Light Rail Feasibility Study will be concluded and the relationship between the Folsom Corridor and the I-80 Corridor will be determined. Also a determination will be made as to the relative priority of the Folsom (US 50) Corridor by the Study Steering Committee, the City of Sacramento, and the Sacramento Regional Area Planning Commission. In our February 6, 1980 application appendix B2 "Project Description" a similar reference is provided in an excerpt from the Sacramento Regional Area Planning Commission work program.

Also, subsequent to our submittal on February 6, 1980, a consultant has been selected and a detailed scope of work for consultant services has been prepared. This scope of work should replace the more general consultant scope of work in our application.

We trust that this amendment to our application will enable favorable consideration on our request at the California Transportation Commission's March meeting.

Sincerely,

WALT SLIPE
City Manager

WS:MH:lr
Attachment

cc: Michael P. Evanhoe
Ivan Hinderaker
Ron Hollis

~~DRAFT~~**RESOLUTION NO. 20-119**

Adopted by The Sacramento City Council on date of

A RESOLUTION PLEDGING THE AMOUNT OF \$40,000
TO MATCH, IN PART, A GRANT FROM THE
URBAN MASS TRANSPORTATION ADMINISTRATION

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

WHEREAS, the Sacramento City Council has previously requested that the Sacramento Regional Area Planning Commission initiate a study to enable selection of an alternative project or alternative projects to the I-80 Bypass freeway; and,

WHEREAS, the City Council has requested that a Draft Environmental Impact Statement (Report) be prepared by September 1, 1980 as a result of such a study; and,

WHEREAS, the City Council has requested that the Sacramento Regional Area Planning Commission make application to the Urban Mass Transportation Administration (UMTA) for Section 8 Planning Assistance to support such a study; and,

WHEREAS, the City Council has authorized an application for \$150,000 in State Article XIX funds to assist in matching the federal UMTA planning assistance and to otherwise augment the study; and,

WHEREAS, the State Department of Transportation (CALTRANS) has indicated that the City of Sacramento's application cannot be considered by the California Transportation Commission until late in March; and,

WHEREAS, the imminent approval of UMTA Section 8 planning assistance requires the immediate commitment of at least \$40,000 in local matching funds which were expected to be derived from the State's allocation of Article XIX funds; and,

WHEREAS, failure to assure local matching funds will result in possible delays to the Alternatives Analysis study

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO AS FOLLOWS:

In the event that the State of California fails to provide Article XIX funds in an amount sufficient to fully match Urban Mass Transportation Administration (Section 8) planning assistance, the City of Sacramento will provide \$40,000 to fully match such federal funding for this study.

BE IT FURTHER RESOLVED THAT, upon approval of the City of Sacramento's request for Article XIX funds and upon allocation of such funds to the City by the California Transportation Commission, such funds are to be first used to reimburse the City for its \$40,000 advance. The remaining funds shall be applied in accordance with the work program and budget established for the I-80 Alternatives Analysis project.

ATTEST:

 CITY CLERK

MAYOR

APPROVED
BY THE CITY COUNCIL

FEB 26 1980

 OFFICE OF THE
CITY CLERK

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APPROVED
BY THE CITY COUNCIL

FEB 26 1980

OFFICE OF THE
CITY CLERK

RESOLUTION NO. 80-119

Adopted by The Sacramento City Council on date of

FEB 26 1980

A RESOLUTION PLEDGING THE AMOUNT OF \$40,000
TO MATCH, IN PART, A GRANT FROM THE
URBAN MASS TRANSPORTATION ADMINISTRATION

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ATTEST:

CITY CLERK (ACTING)

MAYOR

APPROVED
BY THE CITY COUNCIL

FEB 26 1980

OFFICE OF THE
CITY CLERK



CITY OF SACRAMENTO

OFFICE OF THE CITY CLERK

915 I STREET
CITY HALL ROOM 203

SACRAMENTO, CALIFORNIA 95814
TELEPHONE (916) 449-5428

LORRAINE MAGANA
CITY CLERK

February 28, 1980

M. Hoffacker
Sacramento Regional Area Planning Commission
800 H Street
Sacramento, CA 95814

Dear Mr. Hoffacker:

On February 26, 1980, the City Council adopted the enclosed certified resolution pledging the amount of \$40,000 to match, in part, a grant from the Urban Mass Transportation Administration.

Sincerely,


Jaci Pappas
Acting City Clerk

JP:HO'

Encl.

cc: L. J. Trombatore, CALTRANS
City Manager
City Engineer
Traffic Engineer

Item No. 51