



REPORT TO COUNCIL City of Sacramento

27

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REGIONAL ISSUES
April 4, 2006

Honorable Mayor and
Members of the City Council

Subject: Highway 50 High Occupancy Vehicle Lanes – City Enhancements

Location/Council District:

U.S. 50 from Riverside Boulevard to the eastern city limits and surrounding area – Council Districts 1, 3, 4, 5 & 6 (see Resolution Exhibit A for location map)

Recommendation:

Adopt a resolution: 1) opposing the Highway 50 High Occupancy Vehicle Lane (HOV) Project, and 2) establishing a prioritized list of community enhancements that the City of Sacramento will request be included as part of the Highway 50 High Occupancy Vehicle (HOV) Lane plus Community Enhancements Project.

Contact: Fran Halbakken, Interim Director, 808-7194

Presenters: Fran Halbakken, Interim Director

Department: Transportation

Division: Office of the Director

Organization No: 3411

Summary:

The State of California Department of Transportation (Caltrans) has requested that the City of Sacramento submit a prioritized list of community enhancements for inclusion in the Highway 50 Occupancy Vehicle Lane (HOV) Project. The City Council has consistently opposed the Highway 50 HOV Lane Project.

Committee/Commission Action: None

Background Information:

Caltrans sent the City of Sacramento a letter dated January 9, 2006 (see Attachment 1) asking for a list of prioritized community enhancements that the City wants included in the project. Enhancements are defined as those beyond the mitigations and improvements normally expected as part of a highway project. The letter suggested the list total

approximately \$5 million. The deadline for submission was March 15, 2006, which was later extended to April 12, 2006 at the request of City staff.

The Highway 50 HOV Project is included in the Metropolitan Transportation Plan approved by the Sacramento Area Council of Governments and in the Measure A Transportation Sales Tax Expenditure Plan, which was approved by Sacramento County voters in 2004.

On July 24, 2001, Council voiced their opposition to the Highway 50 HOV Project. Subsequently, staff developed a list of prioritized projects. The City of Sacramento community still has issues and concerns about the Highway 50 HOV Project.

The following information is being presented for Council discussion and consideration:

Criteria for prioritization

There are five suggested criteria, shown with weighting factor (see Attachment 2):

1. Public safety, 20 point weights
2. Linkage to activity centers and infill areas, 30 points
3. Barrier elimination, 20 points
4. Impact on residential neighborhoods, 20 points
5. Proximity to Highway 50, 10 points

Prioritized project list

Exhibit C lists three categories of projects. Page 1 shows community mitigation enhancements, which are defined as beyond mitigation normally expected as part of the project. These are the projects described in the Caltrans letter (Attachment B). The City of Sacramento would have four projects, with a total request of \$19.75 million.

Pages 2 through 4 show project mitigations, which are defined as projects expected to be completed as normal mitigation of impacts caused by the project. The cost of these projects should not be counted against the funding identified for the City of Sacramento's enhancement projects.

Page 5 shows good neighbor items that the City of Sacramento expects from our partnership with Caltrans.

Map with projects

On Exhibit B community mitigation enhancements are designated by a priority ranking noted in a blue circle. Project mitigations are designated by a priority ranking noted in a green circle.

Staff is requesting that City Council approve the attached resolution approving a prioritized list of enhancement projects for inclusion in the Highway 50 HOV lane project. The list will be provided to Caltrans by April 12, 2006. Caltrans anticipates that the draft environmental

document will be circulated in Fall 2006 for review. City staff recommends that City Council request that the environmental review period be extended to a minimum of 90 days to ensure adequate time for staff and public review.

Financial Considerations:

There are no financial obligations associated with this report.

Environmental Considerations:

This activity of developing a City of Sacramento prioritized list of enhancements is not considered a project as defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. The activity involves no physical construction and has no potential to cause a significant impact on the environment (CEQA Section 15061 (b)(3)).

The Highway 50 HOV Lane plus Community Enhancements project will comply with CEQA and National Environmental Protection Act (NEPA) requirements.

Policy Considerations:

The inclusion of community enhancements for the City of Sacramento will help address neighborhood livability and quality-of-life impacts and improvements.

Emerging Small Business Development (ESBD):

The actions contained in this report are not subject to the City's ESBD requirements.

Respectfully Submitted and Approved by: 
Francesca Halbakken
Interim Director of Transportation

Recommendation Approved:

Jan

RAY KERRIDGE
City Manager

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APR 13 2006

Department of Transportation
Office of the Director

January 9, 2006

Mr. Ray Kerridge
Interim City Manager
City of Sacramento
915 I Street
Sacramento, CA 95814

Dear Mr. Kerridge:

Re: Highway 50 Bus/Carpool Lane and Community Enhancements Project

The California Department of Transportation (Caltrans) has the responsibility for delivering the Highway 50 Bus/Carpool Lane and Community Enhancements Project for the region and needs your agency's assistance to ensure the project is scoped optimally. Please submit a prioritized list of discrete community enhancements for your jurisdiction that you would like to have included in the project by March 15, 2006.

I am extending this request to each of the three jurisdictions that the project traverses (City of Sacramento, County of Sacramento, and City of Rancho Cordova) with the expectation that the community enhancements will be distributed equitably along the corridor. Ultimately, funding agencies like the Sacramento Area Council of Governments (SACOG), the Sacramento Transportation Authority (STA), and possibly the California Transportation Commission (CTC) will decide the final project scope, but Caltrans anticipates that approximately 10 percent of the total capital cost of the project will be devoted to additional community enhancements beyond the mitigations and improvements that normally could be expected as part of the highway project. With that in mind, I suggest that you compile your prioritized list assuming that approximately \$5 million will be available for community enhancements within your jurisdiction.

While the draft environmental document is scheduled for circulation in fall of 2006 and that deadline cannot be met unless all aspects of the alternatives are defined for study in the next few months. The alternatives for direct highway improvements have already been narrowed and defined sufficiently for study, but discrete community enhancements that can be implemented as part of the project have not been, even after several years of public outreach. The Bus/Carpool project is a critical component of the Metropolitan

Mr. Ray Kerridge
January 9, 2006
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Transportation Plan (MTP) and essential for implementation of the SACOG's Blueprint preferred scenario and Community Enhancements have been part of the programmed scope of the project since 2001, so Caltrans feels a sense of urgency to keep the project moving forward on schedule to ensure all of us can keep our collective commitment to the public. We cannot do that unless the individual studies currently underway (traffic, air, noise, etc.) take into account all the potential scope of the project, including the Community Enhancements. To maintain the schedule, we have to make decisions on what enhancements will be studied as soon as possible and that is why I have requested your input no later than March 15, 2006 so it can be considered appropriately. Your proposed enhancements must have well defined scopes that can be incorporated quickly into the environmental studies. The public does not understand why such a straightforward project should take six years to become environmentally clear. They may accept that the project schedule had to be delayed by State funding problems, but it is doubtful they will understand the slow progress since the project's inclusion in the *New Measure A* allowed us to restart the environmental process. To maintain the schedule of the project and demonstrate good faith to the voters that approved the *New Measure A*, we should have had all of the community enhancements defined by now, so your submittal of proposed enhancements by March 15, 2006 is critical.

Caltrans has been working with numerous stakeholders along the Highway 50 corridor for several years to obtain input on the scope of the environmental document and identify opportunities for community enhancements to better integrate and balance community and transportation goals, but there has been a tendency to nominate concepts rather than discrete implementable improvements with clearly defined scopes that can be completed as part of the larger corridor improvement project. I have enclosed a summary of the final report from the Corridor Advisory Committee (CAC) that met for a year in facilitated discussions involving representatives from the neighborhoods all along the corridor for you to consider as you prepare your prioritized list of discrete enhancements. It is important to note that the CAC was not able to reach a consensus on what the community enhancements should entail and that most of the ideas are not specific enough to study in the environmental document. That is why we are seeking specifics from you now. We have to proceed with the studies in any case, but want the scope arrived at collaboratively.

We have an extraordinary opportunity to set the stage for future residents of the region to have a higher quality of life if we can ensure that appropriate transportation improvements accompany the explosive growth expected in the region's population and economy. This project is our opportunity to establish efficient and productive ways to work together collaboratively so all of the improvements identified in the MTP can be delivered successfully. This is just one component of a comprehensive strategy to deliver an

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integrated, multi-modal transportation network for future generations, so we must be successful with it if we hope to complete the entire network with components that will be increasingly interrelated and dependent on each other.

Please submit your prioritized list of proposed community enhancements to the attention of Steve Hetland, the new project manager for the Highway 50 Bus/Carpool Lane and Community Enhancements Project no later than March 15, 2006.

We look forward to working cooperatively with you and all our local partners to improve our project delivery process, meet mobility needs and make our local communities better places to live, travel and work. Please contact Steve Hetland at (916) 274-0549 or me at (530) 741-4233 if you have questions or if we can be of assistance in fulfilling this request for your assistance.

Sincerely,



JODY JONES
District Director

Attachment

c: Fran Halbakken, Interim Director DOT, City of Sacramento

DRAFT Highway 50 Bus/Carpool Lane Community Enhancement Project Prioritization Criteria

Public Safety

(Max. Points: 20)

The accident rate of the project is compared to the highest accident rate of all the 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:

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

Linkage to Activity Centers and Infill Areas

(Max. Points: 30)

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

<u>Activity Center</u>	<u>Points (Max. Points: 20)</u>
Light Rail Station	10
Public Colleges/Universities	8 per facility
Schools/Parks/Libraries/Community Centers	5 per facility
Commercial Centers	2 per center
Employment Centers	2 per center
High Density Residential	2 per site

10 points are assigned if the project is located in one of the following "infill" areas as defined by the City of Sacramento Infill Strategy adopted on May 14, 2002:

- Target Residential Areas
- Central City Areas
- Commercial Corridors
- Transit Areas

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

¹ The accident Rate is the annual number of accidents per 1 million vehicle miles. Accident Rate = Accidents x 10⁹ / (ADT x segment miles x 365)

Barrier Elimination

(Max. Points: 20)

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

<u>Distance (miles)</u>	<u>Points</u>
No Distance Reduction	0
Less than 0.25	5
0.25 - 0.5	10
.6 - 1.0	15
More than 1.0	20

Benefit to Impacted Residential Neighborhoods

(Max. Points: 20)

- 20 points are given to projects where greater than 50% of the area of the parcels within a 400' radius of the project is residential, and where one or more of those residential parcels are less than 150' from the freeway (Highway 50) centerline.
- 8 points are given to projects where greater than 50% of the area of the parcels within a 400' radius of the project is residential, but where none of those residential parcels are less than 150' of the freeway (Highway 50) centerline.
- 0 points are given to projects where less than 50% of the area of the parcels within a 400' radius of the project is residential.

Proximity to Freeway (Highway 50)

(Max. Points: 10)

Points are assigned based on the distance that the centroid of the project area is from Highway 50.

<u>Distance (miles)</u>	<u>Points</u>
No Distance (Over/Undercrossing)	10
0 - 0.25	7.5
0.26 - 0.5	5
.51 - 1.0	2.5
Greater than 1.0 mile	0

RESOLUTION NO.

Adopted by the Sacramento City Council

April 4, 2006

RESOLUTION OPPOSING THE HIGHWAY 50 HOV LANE PROJECT AND ESTABLISHING A PRIORITIZED LIST OF COMMUNITY ENHANCEMENTS THAT THE CITY OF SACRAMENTO WILL REQUEST BE INCLUDED AS PART OF THE HIGHWAY 50 HIGH OCCUPANCY VEHICLE (HOV) LANE PLUS COMMUNITY ENHANCEMENTS PROJECT.

BACKGROUND

- A. The State of California Department of Transportation (Caltrans) sent the City of Sacramento a letter dated January 9, 2006 asking for a list of prioritized community enhancements that the City of Sacramento wants included in Highway 50 High Occupancy Vehicle (HOV) Lane plus Community Enhancements Project. Enhancements were defined as beyond the mitigations and improvements normally expected as part of a highway project. The letter suggested the list total approximately \$5 million.
- B. The Highway 50 HOV Lane Project is included in the Metropolitan Transportation Plan approved by the Sacramento Area Council of Governments and in the Measure A Transportation Sales Tax Expenditure Plan, which was approved by Sacramento County voters in 2004.
- C. On July 24, 2001 Council voiced their opposition to the Highway 50 HOV Project.
- D. A list of prioritized enhancement projects has been developed. The City of Sacramento community still has issues and concerns about the Highway 50 HOV Project

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The Sacramento City Council opposes the Highway 50 High Occupancy Vehicle Lane Project. The project has been consistently opposed by the Sacramento City Council and they have raised issues of community concern. We underscore the negative effect of the Highway 50 High Occupancy Vehicle Lane Project on communities within the City of Sacramento.

- Section 2. The Prioritized List of Community Enhancements that the City of Sacramento will request be included as part of the Highway 50 High Occupancy Vehicle (HOV) Lane plus Community Enhancements Project is approved.
- Section 3. Staff is directed to respond to the Caltrans letter dated January 9, 2006 and include the approved Prioritized List of Community Enhancements.
- Section 4. Staff is directed to request the environmental review period be extended to a minimum of 90 days to ensure adequate time for staff and public review.

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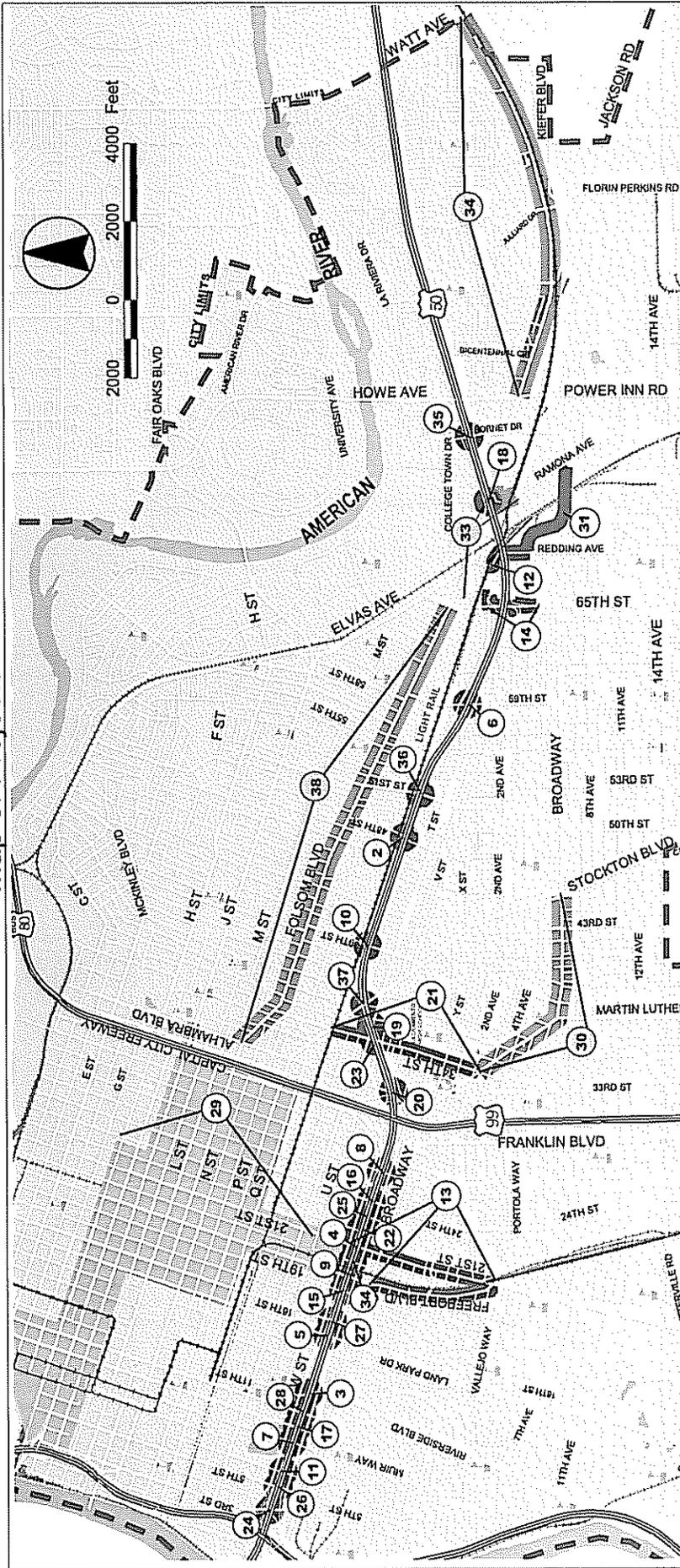
Exhibit A - Location Map

Exhibit B - Map of Prioritized Project List of Community Enhancements

Exhibit C - Prioritized Project List of Community Enhancements

HIGHWAY 50 BUS/CARPOOL LANE AND COMMUNITY MITIGATION AND ENHANCEMENTS PROJECT

Map of Projects



COMMUNITY MITIGATION ENHANCEMENT

- 7 US 50 - 8th Street under crossing
- 8 US 50 - 26th Street over crossing
- 9 US 50 - 19th Street under crossing
- 10 US 50 - 39th Street under crossing
- 11 US 50 - 6th Street under crossing
- 12 Reconstruct Redding Avenue between 4th Avenue and Q Street
- 13 Freport / 21st Conversion Project
- 14 US 50 and 65th Street Interchange
- 15 US 50 - 18th Street under crossing
- 16 US 50 - 24th Street under crossing
- 30 Broadway Streetscape Improvements
- 33 Folsom Boulevard Streetscape (Medians Only)
- 34 Folsom Blvd Improvements Project
- 38 Folsom Blvd Accessibility Improvements

PROJECT MITIGATION

- 1 Soundwalls - not shown on map
- 2 US 50 - 48th Street over crossing
- 3 US 50 - 11th Street under crossing
- 4 US 50 - 21st Street under crossing
- 5 US 50 - 15th Street under crossing
- 6 US 50 - 59th Street under crossing.

- 17 US 50 - 8th Street under crossing
- 18 US 50 - Folsom Boulevard under crossing
- 19 US 50 - 35th Street under crossing
- 20 US 50 Alhambra Blvd over crossing
- 21 34th Street Streetscape Improvements
- 22 US 50 - 22nd Street under crossing
- 23 US 50 - 34th Street under crossing
- 24 US 50 - 3rd Street under crossing
- 25 US 50 - 23rd Street under crossing
- 26 US 50 - 5th Street under crossing
- 27 US 50 - 16th Street under crossing
- 28 US 50 - 10th Street under crossing
- 29 Central City Conversion Project
- 31 Bike/Ped Access from Redding Avenue to Ramona
- 32 US 50 - 20th Street under crossing
- 35 US 50 - Homet Drive interchange
- 36 US 50 - 51st Street over crossing
- 37 US 50 / Stockton Boulevard Interchange



Map Contact: St. John
Map Date: March, 2006

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

COMMUNITY MITIGATION ENHANCEMENT

City of Sacramento wants to participate in all decisions to be made throughout the development and implementation of the HOV Lanes project

Rank	Project	Description	Preliminary Cost	Requested Amount	Notes
30	Broadway Streetscape Improvements	Provide streetscape improvements and lighting on Broadway within City Right of Way between 34 th Street to Stockton.	\$4.5 million	\$2.25 million	
33	Folsom Blvd Improvements Project	Extend Ramona Avenue from Folsom Boulevard to Brighton Avenue. Also, provide roadway infrastructure Needs for the 65 th Street University Transit Village	\$18.0 million	\$9.0 million	Proposed changes to the Circulation Plan for the 65th Street Transit Village will likely fundamentally the estimates
34	Folsom Boulevard Streetscape	Provide streetscape improvements on Folsom Boulevard between Howe Avenue and Watt Avenue, including medians, lighting, improved crossings and crosswalks, and others.	\$13.0 million	\$6.5 million	
38	Folsom Boulevard	Phase 1 will provide accessibility improvements on Folsom Boulevard from Alhambra Boulevard to 65 th Street.	\$4.0 million	\$2 million	

Total \$39.5 million \$19.75 million

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

PROJECT MITIGATION

City of Sacramento wants to participate in all decisions to be made throughout the development and implementation of the HOV Lanes project

Rank	Project	Description	Preliminary Total Cost	Requested Amount	Notes
1	Soundwalls	Provide soundwalls where missing along Highway 50.	-	To be constructed by Caltrans	To be estimated by Caltrans
2	Bike/Ped/ADA Lighting Improvements	PSR: US 50 – 48 th Street over crossing including over crossing widening.	\$0.60 million	\$0.60 million	Cost for PSR
3	Bike/Ped/ADA Lighting Improvements	US 50 – 11 th Street under crossing.	\$0.30 million	\$0.30 million	
4	Bike/Ped/ADA Lighting Improvements	US 50 – 21 st Street under crossing.	\$0.31 million	\$0.31 million	
5	Bike/Ped/ADA Lighting Improvements	US 50 – 15 th Street under crossing.	\$0.50 million	\$0.50 million	
6	Bike/Ped/ADA Lighting Improvements	PSR: US 50 - 59 th Street over crossing including structure widening.	\$0.60 million	\$0.60 million	Cost for PSR
7	Bike/Ped/ADA Lighting Improvements	US 50 – 8 th Street under crossing.	\$0.50 million	\$0.50 million	
8	Bike/Ped/ADA Lighting Improvements	US 50 – 26 th Street over crossing.	\$0.15 million	\$0.15 million	
9	Bike/Ped/ADA Lighting Improvements	US 50 – 19 th Street under crossing.	\$0.31 million	\$0.31 million	

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

10	Bike/Ped/ADA Lighting Improvements	US 50 – 39 th Street under crossing.	\$0.05 million	\$0.05 million	
11	Bike/Ped/ADA Lighting Improvements	US 50 – 6 th Street under crossing.	\$0.18 million	\$0.18 million	
12	Reconstruct Redding Avenue for Ped and Bike Improvements	Reconstruct Redding Avenue between 4th Avenue and Q Street including providing pedestrian and bicycle improvements.	\$3.0 million	\$3.0 million	
13	Freeport 21 st Conversion Project	Convert Freeport Boulevard between Broadway and 4 th Avenue and 21 st Street between 4 th Avenue and W Street from 1-Way to 2-Way roadways.	\$3.1 million	\$2.1 million	Project in design now
14	Interchange Improvements for Pedestrians and Bike Improvements	US50 and 65th Street Interchange Pedestrian and Bicycle improvements. Improvements along the ramps and 65 th Street.	\$4.8 million	\$2.4 million	
15	Bike/Ped/ADA Lighting Improvements	US 50 – 18 th Street under crossing.	\$0.20 million	\$0.20 million	
16	Bike/Ped/ADA Lighting Improvements	US 50 – 24 th Street under crossing.	\$0.16 million	\$0.16 million	
17	Bike/Ped/ADA Lighting Improvements	US 50 – 9 th Street under crossing.	\$0.16 million	\$0.16 million	
18	Bike/Ped/ADA Lighting Improvements	US 50 - Folsom Boulevard under crossing.	\$0.45 million	\$0.45 million	

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

19	Bike/Ped/ADA Lighting Improvements	US 50 – 35 th Street under crossing (35 th and T curb ramps).	\$0.03 million	\$0.03 million	
20	Bike/Ped/ADA Lighting Improvements	US 50 Alhambra Blvd over crossing.	\$0.40 million	\$0.40 million	
21	34 th Street Streetscape Improvements	Provide improved sidewalks, landscaping, and lighting on 34 th Street between Broadway to R Street.	\$2.0 million	\$2.0 million	Actual improvements are not identified at this time and cost estimates might change. Medians are not assumed.
22	Bike/Ped/ADA Lighting Improvements	US 50 – 22 nd Street under crossing.	\$0.16 million	\$0.16 million	
23	Bike/Ped/ADA Lighting Improvements	US 50 – 34 th Street under crossing.	\$0.30 million	\$0.30 million	
24	Bike/Ped/ADA Lighting Improvements	US 50 – 3 rd Street under crossing.	\$0.15 million	\$0.15 million	
25	Bike/Ped/ADA Lighting Improvements	US 50 – 23 rd Street under crossing.	\$0.16 million	\$0.16 million	
26	Bike/Ped/ADA Lighting Improvements	US 50 – 5 th Street under crossing.	\$0.30 million	\$0.30 million	
27	Bike/Ped/ADA Lighting Improvements	US 50 – 16 th Street under crossing.	\$0.50 million	\$0.50 million	
28	Bike/Ped/ADA Lighting Improvements	US 50 – 10 th Street under crossing.	\$0.15 million	\$0.15 million	
29	Central City Conversion	Convert Several Streets from one-way to 2-Way and enhance operations in the Central	\$13.4 million	\$6.7 million	

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

Project	City Central City Conversion Project Alternative 1.			
31	Bike/Ped Access from Redding Avenue to Ramona	Feasibility Study for Bike/Ped crossing over the railroad tracks.	\$0.10 million	\$0.10 million
32	Bike/Ped/ADA Lighting Improvements	US 50 -- 20 th Street under crossing.	\$0.18 million	\$0.18 million
35	Bike/Ped/ADA Lighting Improvements	Feasibility study: US 50 - Hornet Drive interchange including ramp reconfiguration to improve pedestrians/bicycle access and lighting.	\$0.15 million	\$0.15 million
36	Bike/Ped/ADA Lighting Improvements	US 50 - 51 st Street over crossing.	\$0.12 million	\$0.12 million
37	Bike/Ped/ADA Lighting Improvements	US 50 Stockton Boulevard interchange.	\$0.30 million	\$0.30 million
				Cost for study

Total \$33.77 million \$23.67 million

DRAFT Highway 50 Bus/Carpool Lane and Community Mitigation and Enhancements Project

GOOD NEIGHBOR

City of Sacramento wants to participate in all decisions to be made throughout the development and implementation of the HOV Lanes project

Project	Description	Preliminary Cost	Requested Amount	Notes
Maintenance of Freeway Landscaping	Provide continuous improved maintenance for all existing landscaping on State Highway system within the City of Sacramento.	-	-	Cost TBD by Caltrans
State Parking Pricing	Commit to align State parking pricing within the City of Sacramento with City of Sacramento parking pricing.	-	-	Cost TBD by Caltrans
State Parking Use	Open additional State parking lots on evenings and weekends for public use.	-	-	Cost TBD by Caltrans
Storm Drain Systems	Correct any flooding issues as a result of State Highway draining into City streets through open pipes or any other form	-	-	Cost TBD by Caltrans
Caltrans Storage Area at Stockton Boulevard Entrance and Exist Ramps	Screen Caltrans Storage Area at Stockton Boulevard entrance/exist Ramps.	-	-	Cost TBD by Caltrans
Caltrans Storage Area at 34 th Street Entrance /Exist Ramp	Screen Caltrans Storage Area at 34 th Street entrance/exist ramps.	-	-	Cost TBD by Caltrans
RAC Resurfacing of Highway 50	Add Rubberized Asphalt Concrete the next time Highway 50 is resurfaced.	-	-	Cost TBD by Caltrans