



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Measure K Street Projects - Engineering Services

MEETING DATE: October 5, 1994

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council concur with staff efforts to obtain outside engineering services for two Measure K street projects: Lower Sacramento Road widening and Highway 12 widening under Highway 99.

BACKGROUND INFORMATION: Two major street improvement projects in Lodi were included in the San Joaquin County voter approved $\frac{1}{2}\%$ sales tax for transportation (Measure K). They are Lower Sacramento Road widening and Highway 12 widening under Highway 99. The Public Works Department wishes to pursue the use of outside engineering services to keep these projects on a reasonable schedule. Each project has specific problems and timing issues that are discussed below:

Lower Sacramento Road

The Measure K Strategic Plan prepared by the Council of Governments (COG) calls for the widening of Lower Sacramento Road between Kettleman Lane (Hwy. 12) and Turner Road in 1995/96. Preliminary engineering was to have started in 1994. This \$2.6 million dollar project is to be funded by Measure K funds and local street development impact fee program funds. The City presently has \$20,000 of impact fees appropriated for preliminary engineering. Other than some minor work on possible lane widths and preliminary research, no work has been done. This is primarily due to staff time limitations, but also due to concern that the street impact fee fund will not have sufficient funding available to do the project anyway.

The COG recently offered to its members a project advancement and loan opportunity which would solve the funding problem. However this does not solve the staff time problem. While COG staff has offered to obtain engineering services for the project, we would prefer to do this ourselves and retain more control over the project assuming the Council wishes to see the project move ahead in a timely manner. Alternatives would be to defer our other maintenance and capital projects and make this project a priority or to contract out other projects. Given funding constraints and the need for the other projects and the size of this project, these alternatives are not recommended.

If Council concurs, our plan is to issue a request for proposals and return to the Council for approval of the recommended proposal and engineering services contract and a Measure K agreement.

APPROVED

THOMAS A. PETERSON
City Manager



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Highway 12 at 99


This \$6 million dollar project will include the widening of Kettleman Lane (Highway 12) under the Highway 99 overcrossing to four through lanes plus turn lanes. The project may involve the adjacent ramps and replacement of the overcrossing. The Strategic Plan call for construction in 2000, however due to the long lead time for State Highway projects (over seven years if State funding is expected), it is important to start early. The first step in a project of this type is to prepare a "Project Study Report" (PSR) per State guidelines. This report would include more detailed engineering work and cost estimates.

The project is largely funded with local development impact mitigation fees and is the largest project in Lodi's program. Thus an accurate cost estimate is important to the program and the amount of the street fee. Over the past two years City staff has worked informally with Caltrans staff as we were under the impression that Caltrans was willing to proceed on the PSR. (City staff does not have the technical expertise to do the PSR.) We have now learned that with their focus on seismic retrofit projects, they will not be doing the PSR this year and cannot commit to when they might do the project.

Staff has discussed this matter with COG staff and their Measure K consultant, Will Kempton who has extensive experience with this type of project and Caltrans involvement. Their feeling, with which we concur, is that there are enough advantages to our proceeding with the PSR using Measure K and local impact fee funds that we should do so. We will have better control over the scope and timing of the PSR and there is a good possibility that if we obtain some state funding at a later date, we can get "credit" for the cost of this work. The cost of the PSR will be in the \$125,000 range and would be split between the City impact fee fund and Measure K. We have sufficient impact fee funds appropriated in the Capital Budget.

If Council concurs, our plan is to work the COG staff on a request for proposals and a Measure K agreement. They are willing to be the lead agency who would administer the engineering services and the agreement would come back to the Council for approval.

FUNDING: Measure K and Street Development Impact Mitigation Fee Program


for Jack L. Ronsko
Public Works Director

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JLR/RCP/pf