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CITY COUNCIL MEETING
AUGUST 4, 1982

Continued August 4, 1982

RES. ADOPTED
SUPPORTING S.J.
COUNTY PROJECTS
ON SIIP

Following introduction of the matter, and discussion, Council,
on motion of Mayor Reid, Olson second, adopted Resolution
No. 82-83 - Resolution Supporting California Transportation
Commission's adopted 1982 State Transportation Improvement
Program.

RES. NO. 82-83

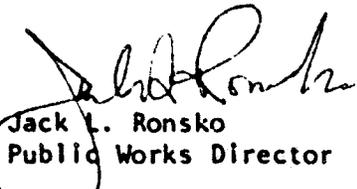
MEMORANDUM, City of Lodi, Public Works Department

TO: City Council
FROM: Public Works Director
DATE: July 29, 1982
SUBJECT: Support for the San Joaquin County Projects on the State
Transportation Improvement Program (STIP)

Attached is a COG Staff Report summarizing the California Transportation Commission's (CTC) action on the State Transportation Improvement Program (STIP). The adopted STIP includes projects of regional significance such as the widening of Route 99 bridge over the Mokelumne River, the widening of Route 4 through the Delta, the construction and inclusion of the Stockton Route 4 cross-town freeway on the Project Development list. The California Department of Transportation will be challenging these projects and others at the Highway Commission Appeal Hearings on August 5.

Also attached is a copy of a July 30, 1982 editorial by Earl Waters from the News Sentinel and a letter recently received from California Department of Transportation.

It is felt important that the Council support the adopted State Transportation Improvement Program by the adoption of the attached resolution.


Jack L. Ronsko
Public Works Director

Attachment

JLR/meq



1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 944-2233

SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

County BOS
July 21, 1982

COG STAFF REPORT

SUBJECT: California Transportation Commission Adoption of
the 1982-83 State Transportation Improvement Program

RECOMMENDATION: Information Only

DISCUSSION:

The California Transportation Commission (CTC) adopted the State Transportation Improvement Program (STIP) on Friday June 25. In so doing, the CTC made a departure from procedures followed in previous years. Changes were made in the recommendations submitted by the California Department of Transportation (Caltrans). In past years, the Regional TIPs were often given short shrift, but this year the plans proposed by the Regional agencies were in several cases accepted over the objections of Caltrans.

In San Joaquin County several projects were adopted over Caltrans' objections. This area's number one priority, the Stockton Route 4 Crosstown Freeway was added to the State's Project Development List. This does not guarantee construction of the project, but does commit Caltrans to begin preliminary work on the project in order to prepare it for construction. The Commission did stick to its previous stand that the project is too costly and that lower cost alternatives should be investigated.

Other additions made were the widening of the Route 99 north-bound Mokelumne River Bridge. This would be a \$2.2 million

K-6

project to address an area that has historically had a high accident rate and is presently below highway design standards. Caltrans claims the project is "not cost-effective."

Two additions were made on Route 4. One is the addition of \$300,000 to a reconstruction project just east of the Middle River Bridge to widen the roadway. The other project is a \$1.4 million project to widen Route 4 between the Old River Bridge and the Middle River Bridge. While the local district office considers this a good project, they are concerned that the widening and straightening of the approaches to the two bridges should come first to assure improved safety.

Caltrans has promised to appeal the addition of the Route 99 Mokelumne River Bridge widening and the Route 4 widening at the Commission's Appeals hearing, August 5 in Sacramento.

These two projects plus 29 others will be challenged by Caltrans. COG staff and CTC staff will have to be prepared to defend these projects before the Commission.

These projects were added as part of the Commission's policy of attempting to meet guaranteed county minimums with state cash. San Joaquin County was previously a deficit county to the tune of \$29.3 million over the next five years. The addition of these projects to the STIP only brings that deficit down to \$25.7 million. The Commission will therefore be attempting to bring that deficit down even more in ensuing years.

EARL G. WATERS

Gianturco the 'Turkey'

Apparently State Transportation Director Adriana Gianturco, whose tenure in office expires with the end of Governor Jerry Brown's term less than six months from now, is determined go out the same way she came in, blocking every high project she can.

The firebrand official, imported from Massachusetts by Brown, has been constantly under fire for her opposition to road construction projects throughout the state. Legislators have demanded her resignation and even cut her salary from the budget in attempts to compel Brown to replace her.

But the tough talking, embattled appointee has weathered the storms one another, indicating that, while her actions anger the public and the solons, she is pleasing the guy who gave her the job.



For her policies carry out the governor's "no-growth" and mass transit positions. In fact, she has done everything possible to steer money away from both highway construction and maintenance into long range plans or mass transit.

It was because of these policies that the Legislature created the California Transportation Commission with authority to decide which highway projects are to be undertaken, a power formerly held by the director.

Yet Gianturco, known among detractors as "The Giant Turkey", has been unwilling to accept their decisions and has become embroiled in attempts to block the projects they approve.

Her most recent rebellion involves the heavily travelled Routes 99 and 70 between

Sacramento and the cities of Yuba City and Marysville.

These routes, first authorized by the Legislature as early as 1925, have had a history of blockage by the bureaucratic state highway officials. In fact the routes, the most direct between the Capital and the two northern cities about 50 miles distant, weren't actually opened until many years after the Legislature had decreed them.

As soon as they were constructed the need for at least four lanes became more than evident. And that need has grown to the critical stage of being a matter of life and death. In the past four years alone, more than 40 accidents have resulted in seven deaths and 150 injuries.

Acting on that need, the commissioners last month authorized two dozen projects for the widening of the routes, an expenditure of some \$10 million, not a great sum compared to many other highway projects.

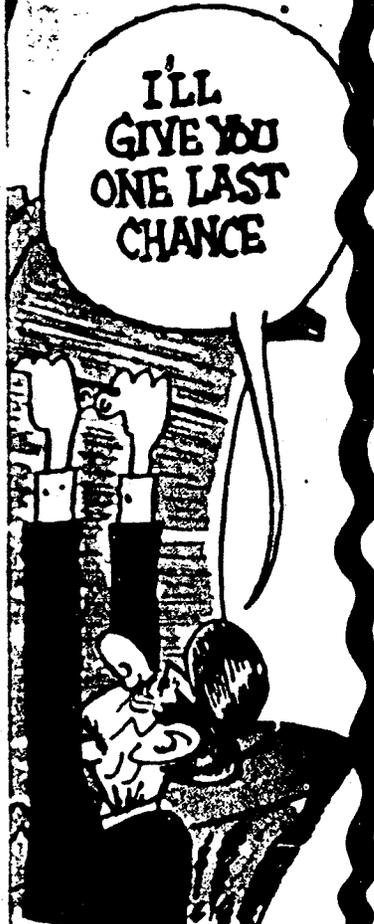
But Gianturco now has ordered that work not begin on the projects pending her appeal of the authorizations. The order has created a storm among thousands of residents as well as legislators and even congressmen.

Gianturco apparently remains adamant, refusing to discuss her reasons with reporters and accusing the press of inaccuracies and distortions "which have caused this furor".

So far, as he has in such cases in the past, the governor has refrained from entering the battle although appeals by civic groups and others have been made to him to overturn Gianturco's actions.

Whatever deaths and injuries which may result from this arbitrary delay in widening the highways inescapably will be blamed on her action.

7-30-82



er families

es have actually loosened their zone-
e proposed state law would make it
them to allow free action for
rs who want to carve new units out of
s.
posal by Democratic state Sen.
lo of Watsonville compels all local
nts to allow second units on at least
eir single-family lots
units adapt the existing housing
it primarily for large households, to
of current population trends." Mello
ey also help young households pur-
es and meet current interest rates.
it helps the housing market in many

Temper, director of the state Depart-
Housing and Community Develop-
is a housing solution that can be
wicky. There are no new land costs
the is cheaper than new units

Letters to the Editor

Too convenience oriented

Editor:
I would like to respond to the column written by Earl G. Waters on July 22.

His arguments against a deposit on beverage containers are way off target. He claims that "dirt and vermin" are attracted to the bottles when in storage. Aren't the same "dirt and vermin" attracted to a throw-away bottle as it sits in a garbage pail? Does he know what it means to rinse a bottle before storage?

He places the cost to consumers at \$300 million annually. Perhaps this is true. But he makes no mention of the fact that our present methods of disposal in landfill operations are inefficient and costly. We can not afford to continue wa-ting our valuable resources. Granted, a deposit on beverage containers would not put an end to litter, but if just one less bottle gets broken at my favorite beach, then I am in favor

Alternative to unionism

Editor:
This is an urgent message to all public school teachers.

Don't give up your freedom of choice by letting your union bargaining agent demand an agency shop agreement with your school board.

Agency shop is the Calif Teachers Association's highest priority because it allows CTA union officials to collect "agency" fees from teachers who do not belong

This practice is wrong because it allows a private organization to coerce non-members. Voluntarism and freedom of association are supposedly cornerstones of our Constitution, but union lobbies have succeeded in legalizing agency shop.

With the help of Professional Educators Group of California, I have been able to keep

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E CHARTER WAY)
STOCKTON, CALIFORNIA 95201

RECEIVED

1982 JUL 26 AM 9:20

ALICE M. REIMCHE
CITY CLERK
CITY OF LODI 1982City Council
City of Lodi
221 W. Pine Street
Lodi, CA 95240

Gentlemen:

Several weeks ago, the California Transportation Commission formally adopted a State Transportation Improvement Program (STIP) for the next 5 year period. In so doing, the Commission made a number of adjustments, augmenting certain program categories at the expense of others. The State Department of Transportation (Caltrans) has some serious concerns about some of the program reductions and plans to make a formal appeal at the appeal hearing on August 5.

In the period between now and August 5, we are trying to meet with as many organizations and individuals as possible to explain our concerns with the present STIP and why we are making an appeal. We realize we just won't have the time to meet with everyone we would like. The purpose of this letter is to provide a summary of our concerns in case we are unable to personally meet with you.

Our primary concern is that the Commission has severely cut four already small but important programs in order to provide more funds for additional highway capital outlay. The four programs cut are:

- . Roadside Rests. The Commission has reduced this program from our recommended 5 year level of \$44.2 million to \$17.0 million. This means four important roadside rests will not be constructed, one of which would have been in our area on I-5 between Sacramento and Stockton.
- . Park and Ride Program. The Commission has reduced this program from our recommended 5 year level of \$19 million to \$11.9 million. This cut will result in the elimination of 27 planned park and ride facilities throughout the State.
- . Bicycle Program. This program has been cut drastically by the Commission from our recommended level of \$15.7 million for the 5 year period to \$4.4 million. This will result in the elimination of 32 projects statewide. One of these eliminated projects in our District would be the addition of shoulder width for bicycle commuters on Route 49 in Tuolumne County between Sonora and the Columbia Wye.
- . Transit Guideways. This transit program would be reduced from a 5 year level of \$439 million to \$348 million by the Commission's actions. This would be a severe setback for the State's transit program.

July 23, 1982

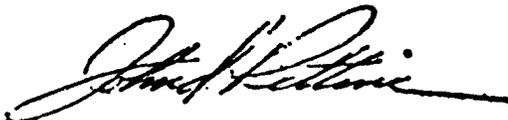
Overall, Caltrans does not believe that the adopted STIP is consistent with commonly held California Transportation Commission and Caltrans goals for a balanced transportation system in California. This inconsistency is best evidenced by the Commission severely cutting four programs that the Department believes are an important part in developing a balanced system. Even at the levels we originally proposed for these four programs, they represented collectively only about 10.9% of the total proposed capital outlay. The cuts made by the Commission are not going to allow us to deliver much of a program in these areas. We are charged with providing for all modes of transportation and we are convinced that if these cuts stand, we will not be fulfilling our obligations in these areas.

We have other concerns as well. It appears the STIP adopted by the Commission may be overprogrammed by about \$125 million. Also, the adopted STIP is about \$90 million overprogrammed for the northern counties and about \$40 million underprogrammed for the southern counties. This could mean we are raising false hopes in some areas. Unless this is resolved now, we may have to tell some communities at some future date that the money for their projects just isn't there.

This just highlights some of our concerns. I have enclosed some attachments that provide greater discussion and detail. The next step in the STIP program approval process is a public meeting on August 5 in Sacramento when the Commission will hear formal appeals. If you share any of our concerns, we urge you to make your thoughts known to the Commission members prior to that date.

Please feel free to contact me at (209) 948-7975 or call on any of my staff if you have any questions.

Very truly yours,



JOHN D. PETTINE
Acting District Director

Attachments

RESOLUTION NO. 82-83

RESOLUTION SUPPORTING CALIFORNIA
TRANSPORTATION COMMISSION'S ADOPTED

1982 STATE TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the California Transportation Commission adopted a 1982 5-year State Transportation Improvement Program on June 25, 1982, which maximizes the availability of Federal highway dollars, provides for a balanced state transportation system, and makes at least some attempt to meet guaranteed County Minimums adopted in SB 215, and

WHEREAS, the adopted State Transportation Improvement Program provides for the construction of several projects of regional significance such as the widening of the Route 99 northbound bridge over the Mokelumne River, the widening of Route 4 through the Delta, the construction of the Sonora Bypass, and the inclusion of the Stockton Route 4 Crosstown Freeway on the Project Development List, and

WHEREAS, the California Department of Transportation seeks to challenge these projects and others, and undo the efforts of the California Transportation Commission and its adopted State Transportation Improvement Program during the Commission's appeals process in August;

NOW THEREFORE BE IT RESOLVED that the City Council of the City of Lodi does go on record as supporting the 1982 adopted State Transportation Improvement Program approved by the California Transportation Commission on June 25, 1982, even though it does not fully meet all our areawide needs;

BE IT FURTHER RESOLVED that the City Council of the City of Lodi urges the rejection of the California Department of Transportation's appeals and the immediate implementation of the adopted 1982 State Transportation Improvement Program;

BE IT FURTHER RESOLVED that the City Clerk of the City of Lodi is directed to send certified copies of this resolution to the Honorable Jerry Brown, Governor of California; Chairman Ivan Hinderaker, California Transportation Commission; the Honorable John Garamendi, State Senator; the Honorable Norman Waters, State Assemblyman; the Honorable Patrick Johnston, State Assemblyman; Chairman Edmund Feichtmeir, San Joaquin County Council of Governments; and Director Adriana Gianturco, Department of Transportation.

Dated: August 4, 1982

I hereby certify that Resolution No. 82-83 was passed and adopted by the City Council of the City of Lodi in a regular meeting held by the following vote:

Ayes: Council Members - Olson, Snider, Pinkerton, Murphy and Reid

Noes: Council Members - None

Absent: Council Members - None

Alice M. Reimche
ALICE M. REIMCHE
City Clerk