

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: GRANT BAILEY, SUPERVISING ENGINEER
TRANSPORTATION AND PUBLIC WORKS
SUBJECT: COOPERATIVE AGREEMENT BETWEEN THE STATE OF
CALIFORNIA AND THE CITY OF SANTA ROSA FOR THE RIGHT
OF WAY PHASE OF THE HIGHWAY 101 BICYCLE AND
PEDESTRIAN OVERCROSSING

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, approve Cooperative Agreement No. 04-2837 between the State of California, acting through its Department of Transportation (Caltrans), and the City of Santa Rosa authorizing Caltrans to provide quality management assessment for right of way support, right of way acquisition, and utility relocation activities for the Highway 101 Bicycle and Pedestrian Overcrossing project.

EXECUTIVE SUMMARY

This proposed action will approve Cooperative Agreement No.04-2837 between Caltrans and the City for independent quality management assessment of right of way (ROW) support, ROW acquisition, and third-party utility relocation activities for the Highway 101 Bicycle and Pedestrian Overcrossing project.

Under the Cooperative Agreement, the City will be the Implementing Agency for the ROW phase; however, Caltrans will be responsible for the Quality Management Assessment (QMA). Caltrans will not require payment for their oversight tasks from the City. Caltrans is responsible for the costs that they incur in performing work during this phase.

This resolution supports Council Goal 5 by building sustainable infrastructure. The bicycle & pedestrian overcrossing proposes to close a gap in east-west bicycle and pedestrian travel caused by US-101 in the Santa Rosa Junior College (SRJC) area. The bicycle & pedestrian overcrossing would be more inviting to bicyclist and pedestrians crossing over the US-101 while reducing vehicle and pedestrian conflict on College Avenue and Steele Lane.

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BACKGROUND

1. The Hwy 101 Bike and Pedestrian Overcrossing project completed the environmental phase when Caltrans certified an Initial Study/Mitigated Negative Declaration in March 2021. Completion of this phase established the overcrossing alignment between Edwards Ave to the west and Elliot Ave to the east, adjacent to Dick's Sporting Goods and Santa Rosa Junior College, respectively. Completion of the environmental phase also allowed the project to move into the design development and right of way engineering phase.
2. In April 2021, Council approved a professional services agreement with BKF Engineers to provide engineering and design services to develop project plans, specifications, and estimate, as well as provide right of way engineering services.
3. In June 2022, BKF Engineers submitted a 65% project design submittal to the City, which identified areas outside the City's right of way that the City must acquire to successfully complete the project.
4. Federal funds currently fund a portion the design phase for this project and a funding requirement is right of way activities, such as property acquisition and utility relocation, be subject to Caltrans quality management assessment oversight.
5. This Cooperative Agreement defines the roles and responsibilities of the two parties for ROW activities. Additionally, this Cooperative Agreement delegates authority to the City to be the Implementing Agency in the development of the ROW work.

PRIOR CITY COUNCIL REVIEW

On May 12, 2008, the City Council, by Resolution No. 27078, approved the Cooperative Funding Agreement No. M71406 with Sonoma County Transportation Authority (SCTA) to provide \$50,000 in funding to the City for the feasibility study of the Santa Rosa Bicycle and Pedestrian Bridge at Highway 101.

On November 30, 2010, the City Council, by Resolution No. 27774, accepted the Santa Rosa Bicycle and Pedestrian Bridge Feasibility Study prepared by Steven Grover & Associates.

On November 15, 2011, the City Council adopted Resolution No. 28013, approving the Cooperative Agreement between Caltrans and the City of Santa Rosa for completion of

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the Project Initiation Document for the Santa Rosa Junior College Pedestrian and Bicycle Bridge on US Highway 101.

On September 1, 2015, the City Council, by Resolution No. 28681, approved the first amendment to Cooperative Agreement M71406 between SCTA and the City of Santa Rosa making available a total of \$250,000 of Measure M funding for the proposed Bike-Pedestrian Access across Highway 101 project.

On June 15, 2016, the City Council, by Resolution No. 28801, approved the Budget for the City of Santa Rosa for Fiscal Year 2016-17, which included \$500,000 for the preparation of US Highway 101 – Bicycle and Pedestrian Bridge Project Approval and Environmental Documentation (PA&ED) phase.

On September 13, 2016, the City Council, by Resolution No. 28859, approved Cooperative Agreement No. 04-2617 between the State of California and the City of Santa Rosa authorizing Caltrans to provide Independent Quality Assurance for the Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Bridge.

On June 20, 2017, the City Council, by motion, approved Project Work Order A010019-2016-01 with BKF Engineers for the Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Bridge not to exceed amount of \$907,559.00.

On March 20, 2018, the City Council, by motion, approved Amendment No. 1 to Project Work Order with BKF Engineers to evaluate an additional project location, the Range Avenue-Bear Cub Way alignment, for the Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – Bicycle and Pedestrian Bridge increasing the contract amount by \$379,344.00, for a total amount of \$1,286,903.00.

On July 21, 2020, the City Council provided input on the draft environmental document for the Bicycle and Pedestrian Overcrossing.

On September 15, 2020, the City Council, by Resolution No. RES-2020-151, approved a cooperative agreement between Caltrans and the City of Santa Rosa for independent quality management assessment during the preparation of the project plans, specification, and estimate for the improvements to the Highway 101 Bicycle and Pedestrian Overcrossing.

On April 27, 2021, the City Council, by Resolution No. RES-2021-060, approved a professional services agreement to provide professional design and right of way services for the preliminary engineering phase of the overcrossing.

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On August 17, 2021, the City Council, by Resolution No. RES-2021-146, authorized the filing of an application for grant funding through the Metropolitan Transportation Commission (MTC) Active Transportation Program and authorized \$2.5M of SB1 funds and \$550,000 of Transportation Development Act (TDA) funds to match federal funds being request for construction.

On October 26, 2021, the City Council, by Resolution No. RES-2021-180, authorized the filing of an application for MTC State Transportation Improvement Program (STIP) funding in the amount of \$3.4M for construction.

On April 26, 2022, the City Council, by Resolution, requested MTC allocate \$600,000 of FY 22/23 TDA3 funds, increase appropriations by \$600,000 of TDA3 funds, and authorize submittal of the project to CTC in order to received FY22/23 apportionment of SB1 funds in the amount of \$3,914,094.00.

ANALYSIS

1. If the City enters into the Cooperative Agreement, then the project would utilize Caltrans resources to advance through the Right of Way phase.
2. Caltrans would provide independent quality management assessment (QMA) for ROW support, ROW acquisition, and third-party utility relocation activities associated with the Project at no cost to the City.
3. The Cooperative Agreement delegates the authority to the City to be the Implementing Agency for the Right of Way phase of the project.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

The Highway 101 Bicycle and Pedestrian Overcrossing Project has been reviewed in compliance with the California Environmental Quality Act (CEQA) and an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and distributed for the required 30-day public review period on June 22, 2020. The Project has also been reviewed pursuant to the National Environmental Policy Act (NEPA) and qualifies for a Categorical Exclusion. As the lead CEQA and NEPA agency for this project, Caltrans certified the final environmental documents and posted a Notice of Determination (NOD) to the State Clearinghouse Office of Planning and Research in March 2021.

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BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Location Map
- Resolution/Exhibit A

CONTACT

Grant Bailey, Supervising Engineer
gbailey@srcity.org, (707) 543-4508