

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: NANCY ADAMS
TRANSPORTATION AND PUBLIC WORKS
SUBJECT: REQUEST FOR AUTHORIZATION FOR SUBMITTAL OF ONE
BAY AREA GRANT 2 (OBAG 2) APPLICATIONS FOR THE
PAVEMENT REHABILITATION OF VARIOUS STREETS AND
THE DESIGN FOR THE HIGHWAY 101 BICYCLE AND
PEDESTRIAN BRIDGE

AGENDA ACTION: TWO RESOLUTIONS

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by two separate resolutions (one for each project): 1) authorize the filing of applications for federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) grants through the Metropolitan Transportation Commission (MTC) One Bay Area Grant Program 2 (OBAG 2) for the pavement rehabilitation of various streets and the design for the Highway 101 bicycle and pedestrian bridge; and 2) authorize the use of non-general funds (local utility impact fees, Capital Facilities Fees, Measure M funds, gas tax, and Transportation Development Act Article III funds) to match the federal funds being requested; and 3) provide assurances that the City will complete the projects and appropriate federal funds into the projects.

EXECUTIVE SUMMARY

The Sonoma County Transportation Authority (SCTA) approved the list of projects for OBAG2 funds programming on May 8, 2017 which included two (2) City of Santa Rosa projects – 1) pavement rehabilitation of various streets, and 2) the design phase for the Highway 101 bicycle and pedestrian bridge. The proposed actions are necessary to obtain funding under the grant program.

BACKGROUND

On November 18, 2015, MTC adopted the funding and policy framework for the second round of the One Bay Area Grant (OBAG) program. The program framework was revised on July 27, 2016 to distribute additional revenues and incorporate additional housing related program elements (including housing anti-displacement policies).

REQUEST FOR AUTHORIZATION FOR SUBMITTAL OF ONE BAY AREA GRANT 2 (OBAG 2) APPLICATIONS FOR THE PAVEMENT REHABILITATION OF VARIOUS STREETS AND THE DESIGN FOR THE HIGHWAY 101 BICYCLE AND PEDESTRIAN BRIDGE
PAGE 2 OF 4

On October 11, 2016, the City Council by motion authorized the Director of Transportation and Public Works to submit grant applications for the pavement rehabilitation project, the Highway 101 bicycle and pedestrian bridge design phase, and the bike and pedestrian gap closures citywide to the Sonoma County Transportation Authority (SCTA) for consideration in the OBAG 2 program.

On May 8, 2017, the SCTA approved the list of projects for the OBAG Cycle 2 federal transportation funds which included two City projects: 1) pavement rehabilitation of various streets, and 2) the design phase for the Highway 101 bicycle and pedestrian bridge.

On June 12, 2017, the SCTA authorized staff to reprogram funds from OBAG1 to the Santa Rosa pavement rehabilitation of various streets to resolve the OBAG2 programming overage that occurred on May 8, 2017.

Projects funded with STP and CMAQ require a non-federal local match. The current local match requirement for STP and CMAQ projects is 11.47% of the total project cost, with the Federal Highway Administration (FHWA) providing up to 88.53% of the total project cost.

PRIOR CITY COUNCIL REVIEW

On October 11, 2016, the City Council by motion authorized the Director of Transportation and Public Works to submit grant applications for the pavement rehabilitation project and the Highway 101 bicycle and pedestrian bridge design phase to the Sonoma County Transportation Authority (SCTA) for consideration in the OBAG 2 program.

On June 20, 2017, the City Council, by motion, approved and authorized the Mayor to execute project work order #A010019-2016-01, for the Project Approval and Environmental Document (PA&ED) phase for the US Highway 101 – bicycle and pedestrian bridge.

ANALYSIS

Based on the project evaluation and scoring, two of the three projects the City submitted were recommended for OBAG 2 funding. The two projects are:

Pavement Rehabilitation on various streets – This project includes overlaying the following:

- Hearn Avenue - Stony Point Road to Dutton Avenue (maintains existing Class II bike lanes)
- Range Avenue - 100 feet south of Guerneville Road to Bus stop at Coddington
- Range Avenue - Bus stop at Coddington to Edwards Avenue (adds Class II

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PAGE 3 OF 4

bike lanes)

- Range Avenue - Edwards Avenue to Jennings Avenue (adds Class II bike lanes)
- Range Avenue - Russell Avenue to Bicentennial Way (adds Class II bike lanes).

The cost estimate is \$2,127,300. The proposed funding is: \$1,654,500 (OBAG 2 – federal funds) and \$214,400 (local funds). There was \$25,000 of gas taxes approved in the Fiscal Year (FY) 17-18 Capital Improvement Program (CIP) for the initial phase of the project. Additional local matching funds (Utility Impact Fees (UIF), gas taxes and/or Measure M) will be requested in FY 18-19 and 19-20 to complete the design and construction phases of the project.

Highway 101 Bicycle and Pedestrian Bridge –

This project includes funding the design phase of the project. Funds for the Project Approval and Environmental Documentation (PA&ED) are budgeted in the Capital Improvement Program (CIP) FY 2016/2017.

The cost estimate for the design phase is \$2,012,500 developed by the City's Consultant responsible for completing the Project Initiation Document (PID). The proposed funding is: \$1,782,000 (OBAG 2 – federal funds) and \$230,500 (local match). Local matching funds (Capital Facilities Fees (CFF), gas taxes and/or Transportation Development Act Article 3 (TDA 3) will be requested in FY 18-19 to complete the design phase of the project.

The grant process requires the passage of a resolution by the local jurisdiction which authorizes filing an application, authorizes the local match (11.47% minimum) for the federally funded project and assures that the project will be delivered in accordance with MTC Resolution 3606. The City has a record of successfully delivering federal projects in accordance with MTC Resolution 3606.

This item supports City Council Goal 6: Commit to Making Santa Rosa a Healthy Community where People Feel Safe to Live, Work, and Play and Goal 3: Provide Leadership for Environmental Initiatives. In addition, the pavement rehabilitation project supports one of the Tier 1: Council priorities – 1.3 Create a plan to address infrastructure and deferred maintenance throughout the community.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund. The proposed sources of local match are non-general fund which include – UIF, gas taxes, CFF and TDA 3.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it

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PAGE 4 OF 4

is not a project at this time. It is anticipated that the pavement rehabilitation project will be exempt pursuant to title 14, section 15301 of the California Code of Regulations because the projects involve maintenance/restriping of existing facilities and title 14, section 15304 because the projects involve minor alteration of existing public facilities for the installation of bike lanes. Currently, the environmental phase is underway for the Highway 101 bicycle and pedestrian bridge.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On September 15, 2016, the Bicycle and Pedestrian Advisory Board supported the projects that staff is presenting to the City Council for their consideration.

NOTIFICATION

Not Applicable

ATTACHMENTS

- Resolution 1
- Resolution 2

CONTACT

Nancy Adams, nadams@srcity.org, 543.3910