

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: NANCY ADAMS, TRANSPORTATION PLANNER  
TRANSPORTATION AND PUBLIC WORKS  
SUBJECT: AUTHORIZATION TO SUBMIT GRANT APPLICATION FOR THE  
ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT  
PROGRAM

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, authorize the Assistant City Manager to submit a grant application to the California Transportation Commission and the Metropolitan Transportation Commission requesting Active Transportation Program Cycle 5 grant program funds for the right of way and construction phases of the Highway 101 Bicycle and Pedestrian Overcrossing, south of Steele Lane and north of College Avenue; and authorize the Assistant City Manager to negotiate and execute any master agreement, amendments thereto or other documents necessary to apply for and administer the grant funding, subject to approval as to form by the City Attorney.

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EXECUTIVE SUMMARY

Staff proposes applying for grant funding from the California Transportation Commission (CTC) and Metropolitan Transportation Commission (MTC) under the Active Transportation Program (ATP) to support the project to construct a Highway 101 Bicycle and Pedestrian Overcrossing is recommended as a First Phase Project in the Bicycle and Pedestrian Master Plan 2018. It leverages potential Active Transportation Program (ATP) funds with other outside grant sources supports the City Council Goal – Promote Environmental Sustainability. Enhancing our transportation system to reduce vehicle miles travelled and promote multi modal transportation supports the City Council Tier 1 priorities - to implement Climate Action Plan. This project is a critical link in an east/west route of the city's bicycle and pedestrian network and serves the Community's residents who choose to bike and walk as a form of transportation. In addition, the project supports the city's Silver Bicycle Friendly Community designation. Staff also recommends authorizing the Assistant City Manager to negotiate and execute any master agreement, amendments thereto or other documents necessary to apply for and administer the grant funding, subject to approval as to form by the City Attorney.

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BACKGROUND

The ATP was created by Senate Bill 99 (SB 99) and Assembly Bill 101 (AB 101) to encourage increased use of active modes, such as biking and walking. Senate Bill 1 (SB 1) increased the program's funding by stipulating that \$100 M of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the Active Transportation Program. Along with the Program's overall purpose of encouraging walking and biking, the Legislature also intended for the program to increase the share of walking and biking trips, increase comfort level and the mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health support existing and planned housing, especially affordable housing, ensure that disadvantaged communities fully share in the program benefits, and provide a broad spectrum of projects to benefit many types of users.

Since 2015, the ATP has funded over 800 active transportation projects across the state benefiting both urban and rural areas. In addition, each of the first four (4) cycles has seen more than 85% of the funds going towards projects that will benefit disadvantaged communities throughout the state.

ATP is a competitive statewide program created to provide funding to eligible applicants evaluated by the program scoring criteria. If awarded, the City of Santa Rosa is hoping to fund approximately 51% (\$12 M) of the \$23.4 M (cost estimated in current dollars) for the Highway 101 Bicycle and Pedestrian Overcrossing right of way and construction.

The Bicycle and Pedestrian Overcrossing project would construct a 17-foot wide bicycle/pedestrian Americans with Disabilities Act (ADA) compliant Class I shared-use crossing over Highway 101. Due to the involvement of constructing a city sponsored project within State owned property, the project is being developed in cooperation with Caltrans.

The Highway 101 Bicycle and Pedestrian Overcrossing is included in the First Phase Project list identified in the Bicycle and Pedestrian Master Plan Update 2018. The overcrossing is also included in the North Santa Rosa Station Area Specific Plan.

The overcrossing is a critical link in the city's planned east west bicycle and pedestrian network. It will establish a less challenging and more comfortable and accessible alternative for bicyclists and pedestrians crossing Highway 101 between College Avenue and Steele Lane.

The project will create a first and last mile connection to Sonoma Marin Area Rail Transit (SMART) and CityBus. The overcrossing will directly benefit disadvantaged surrounding neighborhoods. It also supports Bicycle and Pedestrian Master Plan Update 2018 policy to increase biking and walking to work and school reducing Single Occupancy Vehicles (SOV) trips and greenhouse gas emissions.

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PRIOR CITY COUNCIL REVIEW

On July 21, 2020, the City Council conducted a study session to receive information on the project draft environmental document and asked questions and provided feedback to the project team.

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 Overcrossing increasing the contract amount by \$379,344.00, for a total amount of \$1,286,903.00.

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 Overcrossing not to exceed amount of \$907,559.00.

ANALYSIS

Transportation and Public Works is preparing an application for the ATP grant to be submitted to the California Transportation Commission (CTC). The CTC requires applicants to submit the project application to the Metropolitan Transportation Commission (MTC). The application is due to both agencies by September 15, 2020. If the project application is not selected for funding in the statewide component, then the project application will be considered in the MTC regional component.

CTC is scheduled to adopt the statewide program in March 2021 and the regional program in June 2021.

Caltrans, the lead agency in partnership with the City, is expected to finalize the environmental compliance for both California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) by early Fall 2020.

The City is currently starting the process of working with Caltrans and hiring a consultant to prepare the plans, specifications, and estimates for the project. Those documents are estimated to be completed in the fall of 2021.

The City needs a large funding source, such as the ATP grant in order to secure sufficient funding for a project of this magnitude.

CTC encourages the leveraging of additional funds for a project in the evaluation criteria for large infrastructure projects, such as the Highway 101 Bicycle and Pedestrian Overcrossing, however, applicants are not required to provide local match. MTC rewards points to applicants that provide a local match.

### FISCAL IMPACT

Based on the Caltrans Project Report, the cost estimate in current dollars for the right of way and construction phase of the Highway 101 Bicycle and Pedestrian Overcrossing project is \$23.4 M. The amount of ATP grant requested is \$12.0 M. Anticipating awarding a construction contract in 2023, the City will continue to seek outside grant funding to fully fund the construction of the overcrossing. Potential revenue sources include but not limited to: One Bay Area Grant 3 (OBAG3), Regional Measure 3 (RM3), GoSonoma (extension of Measure M -transportation sales tax) and Transportation Development Act Article 3 (TDA3). In addition, local non-general funds, such as gas taxes and development fees will be used as matching funds to leverage with the ATP funds.

### ENVIRONMENTAL IMPACT

The submission of a grant application is exempt from the provisions of the California Environmental Quality Act (CEQA) under section 15061(b)(3) and 15378 in that there is no possibility that the implementation of this action may have significant effects on the environment, and no further environmental review is required.

### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On April 18, 2019, staff presented the two (2) alignment alternatives, the Edwards Avenue-Elliott Avenue alignment and the Range Avenue-Bear Cub Way alignment, with three (3) different types of overcrossing structures to the City's Design Review Board (DRB). The structure type options demonstrated the use of truss, cable-stayed, and arc bridges, which permits the avoidance of placing structure columns in the center of the Caltrans right of way, while implementing a thin deck. The objective was to receive constructive feedback on the aesthetics of the overcrossing structure types for both locations. The DRB expressed general support of the cable-stayed bridge structure with a tower to represent an aesthetics theme of a potential structure being "light" and non-dense. In addition, the DRB also requested a bridge design that represented a bold and modern statement. Further design exploration during the design phase will allow for a variety of different tower designs.

On February 14, 2019, the Planning Commission recommended adoption of the Bicycle and Pedestrian Master Plan Update 2018 and approval of a General Plan Amendment, consistent with the Bicycle and Pedestrian Master Plan which included the Highway 101 Bicycle and Pedestrian Overcrossing as a First Phase project.

On January 17, 2019, the Bicycle and Pedestrian Advisory Board, by motion, recommended that the City Council adopt Bicycle and Pedestrian Master Plan Update 2018 and approve the amending General Plan which included the Highway 101 Bicycle and Pedestrian Overcrossing as a First Phase project.

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NOTIFICATION

Not applicable.

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