

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: NANCY ADAMS, TRANSPORTATION PLANNER
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: 2022 STATE TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION OF LOCAL SUPPORT - FOR 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: 1) authorize the filing of an application for federal Regional Discretionary grant funds through the Metropolitan Transportation Commission State Transportation Improvement Program for the Highway 101 Bicycle and Pedestrian Overcrossing project in the amount of \$3.4 M; 2) authorize the use of non-general funds to match the federal funds being requested; and 3) provide assurances that the City will complete the project and appropriate federal funds into the project.

EXECUTIVE SUMMARY

This resolution will 1) authorize the filing of an application for federal Regional Discretionary grant funds through the Metropolitan Transportation Commission (MTC) State Transportation Improvement Program (STIP) for the Highway 101 Bicycle and Pedestrian Overcrossing; 2) authorize the use of non-general funds (Transportation Development Act Article III funds and SB1 funds) to match the federal funds being requested; and 3) provide assurances that the City will complete the project and appropriate federal funds into the project.

This resolution supports Council Goal 5 by investing in and sustaining infrastructure and transportation. The bicycle & pedestrian overcrossing would close a gap in east-west bicycle and pedestrian travel in the Santa Rosa Junior College (SRJC) area caused by US-101 and improve accessibility to alternative transportation facilities, such as Sonoma Marin Area Rail Transit (SMART) and CityBus high frequency transit route on Mendocino Avenue.

BACKGROUND

1. In June 2021, the Sonoma County Transportation Authority (SCTA) recognized a number of transportation fund sources will be available in a compressed period of time and identified the need for the 2021 SCTA Funding Program call for projects to ensure resources are well-coordinated and directed to the highest priority projects in the county.
2. The initial programming focus is for the State Transportation Improvement Program (STIP) in order to meet the MTC and the California Transportation Commission (CTC) deadlines in September/October 2021; however, the call for projects asks project sponsors to identify the highest priorities in each jurisdiction in order for SCTA to strategically program the best projects within the various fund sources available.
3. On August 9, 2021, the SCTA released a call for projects. Applications were due to the SCTA on September 16, 2021. On October 11, 2021, the SCTA Board will review the submitted projects and priorities from each jurisdiction and award STIP funds to the recommended projects for the MTC consideration.
4. Commissioner/Council member Fleming has tentatively secured \$3.4M in STIP funding (originally slated to payback a loan that SCTA received for the Highway 101 Marin Sonoma Narrows (MSN) B2 project from MTC). MTC staff has agreed to the premise of deferring the loan payback to the 2024 STIP Cycle and allowing the Highway 101 Bicycle and Pedestrian Overcrossing project to be programmed with \$3.4M, contingent on Commission approval.
5. The Highway 101 Bicycle and Pedestrian Overcrossing is identified in the City's General Plan, the Bicycle and Pedestrian Master Plan 2010 and the Bicycle and Pedestrian Master Plan Update (2018), and the North Santa Rosa Station Area Specific Plan. The overcrossing also supports climate policies identified in the Climate Action Plan.

PRIOR CITY COUNCIL REVIEW

On May 12, 2008, the City Council, by Resolution No. 27078, approved Cooperative Funding Agreement No. M71406 with SCTA to provide \$50,000.00 in funding to the City for the feasibility study of the Santa Rosa Bicycle and Pedestrian Overcrossing 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 the Project Initiation Document for the Santa Rosa Junior College Pedestrian and Bicycle Overcrossing 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 \$250,000.00 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 \$500,000.00 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 Overcrossing.

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 SCTA for consideration in the One Bay Area Grant (OBAG) 2 program.

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

On July 18, 2017, the City Council, by Resolution No. 2017-137, approved 1) the filing of applications for federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) grants through the MTC OBAG 2 program for the pavement rehabilitation of various streets and the design for the Highway 101 bicycle and pedestrian bridge; and 2) authorized 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.

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 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-2021-60, approved a professional services agreement with BKF Engineers, of Santa Rosa, CA to provide professional design and right of way services for the preliminary engineering phase of the Highway 101 Bicycle and Pedestrian Overcrossing project.

On August 17, 2021, the City Council, by Resolution 2021-146, authorized filing an application for Regional Discretionary grant funds through the MTC Active Transportation Program (ATP), the local match for the federally funded project and assured that the project will be delivered in accordance with MTC Resolution 3606 (regional project delivery milestones).

On September 14, 2021, the City Council, by Resolution No. RES-2021-158, approved the list of project priorities and authorized the Assistant City Manager to submit project applications consistent with that list, including all required documents and agreements (subject to approval as to form by the City Attorney), to the SCTA for consideration in the 2021 Funding Program Call for Projects (FY 23 through FY 27).

ANALYSIS

1. On September 14, 2021, the Council approved the five priority projects for the SCTA 2021 Funding Program call for projects (FY 23 through FY 27). This list included the Highway 101 Bicycle and Pedestrian Overcrossing as the number one priority.
2. On October 11, 2021, the SCTA Board is scheduled to approve the list of recommended projects for the STIP funds which would include the \$3.4M for the Bicycle and Pedestrian Overcrossing.

3. Project financial plan shown in Table below for the construction phase of the overcrossing:

| Project Phase | Amount | Funding Source | Funding Status |
|----------------------|---------------------|---|-----------------------|
| Construction | \$12,000,000 | ATP (federal) | Secured |
| Construction | \$5,100,000 | SB1 Gas Tax (state) | Secured |
| Construction | \$600,000 | Transportation Development Act 3 (TDA3) (state) | Secured |
| Construction | \$3,400,000 | STIP (federal) | Expected |
| Total | \$21,100,000 | | |

4. Current construction estimates show construction phase costs of approximately \$21.1M. These costs are based on a preliminary design. Factors such as final design of structure, construction bid environment, and material prices at time of bid will determine final construction cost.
5. The project schedule for the construction phase is shown below:
June 2023 – Award Construction Contract
October 2023 – Begin Construction
December 2025 – End Construction
6. The grant process requires the passage of a resolution by the local jurisdiction which authorizes filing an application for Regional Discretionary grant funds through the MTC STIP, 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 (regional project delivery milestones).

FISCAL IMPACT

Expected/secured funding sources for the overcrossing are detailed in table under the analysis section. No general funds will be used to complete the project.

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. The Categorical Exclusion (CE) and the IS/MND for the project were certified in March 2021.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

On April 18, 2019, the Design Review Board (DRB) provided input on the preliminary overcrossing design elements.

Staff has provided the Bicycle and Pedestrian Advisory Board (BPAB) with ongoing updates on the Bicycle and Pedestrian Overcrossing.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Resolution

CONTACT

Nancy Adams, Transportation Planner, nadams@srcity.org