

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: DAVID MONTAGUE, SUPERVISING ENGINEER  
TRANSPORTATION AND PUBLIC WORKS  
SUBJECT: CALTRANS COOPERATIVE AGREEMENT NO. 04-2617  
APPROVAL - US HIGHWAY 101 – BICYCLE AND PEDESTRIAN  
BRIDGE  
AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that Council, by resolution, approve a no cost 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.

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EXECUTIVE SUMMARY

This proposed action will adopt a resolution approving Cooperative Agreement No.04-2617 between State of California and the City of Santa Rosa for the US Highway 101 – Bicycle and Pedestrian Bridge for independent quality control of the Project Approval and Environmental Documentation (PA&ED) phase.

The Cooperative Agreement provides details of the roles and responsibilities of each agency during the PA&ED phase. The PA&ED phase will identify the Caltrans approved alignment through preliminary engineering and meet environmental clearance requirements.

This resolution supports Council Goal 6: Commit to Making Santa Rosa a Healthy Community where People Feel Safe to Live, Work, and Play, Strategic Objective 5) Continue Design and Environmental Review to study possible implementation of bicycle and pedestrian bridge at Highway 101 crossing near Jennings to SRJC.

BACKGROUND

1. In November 2010, the Feasibility Study was accepted by Council that determined a planning concept and scope identifying the type of facility as well as others features relating to the location and length of the proposed crossing.

2. The Project Initial Document (PID) prepared by Steven Grover & Associates will be completed in September 2016. The PID evaluated design variations and developed project evaluation documentation for Caltrans' review and approval.
3. Once the PID phase is complete, a Cooperative Agreement with Caltrans for the Project Approval and Environmental Documentation (PA&ED) phase is required to continue project development activities. Caltrans would provide Independent Quality Assurance and be the lead for environmental clearance under this new Cooperative Agreement No 04-2617.
4. Upon completion of the PA&ED phase, expected by January 2018, a preferred alternative would be selected.

#### PRIOR CITY COUNCIL REVIEW

On May 12, 2008, the City Council, by Resolution No. 27078, approved the Cooperative Funding Agreement No. M71406 with SCTA to provide \$50,000 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. 28011, 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.

#### ANALYSIS

1. Caltrans would provide Independent Quality Assurance for the portion of work within existing and proposed State Highway System right-of-way. In addition,

Caltrans would perform its Quality Control/ Quality Assurance Program process review at no cost to the City.

2. Caltrans would be the lead agency for both CEQA (California Environmental Quality Act) and NEPA (National Environmental Policy Act). Once the requirements of CEQA and NEPA have been met, the City may proceed with grant applications for design/construction, and final design of improvements.

### FISCAL IMPACT

This action does not have a fiscal impact.

### ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

### BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

### NOTIFICATION

Not applicable.

### ATTACHMENTS

- Attachment 1 – Location Map
- Resolution/Exhibit A (Agreement)

### CONTACT

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