



## City of Sacramento City Council

915 I Street, Sacramento, CA, 95814  
[www.CityofSacramento.org](http://www.CityofSacramento.org)

**Meeting Date:** 2/12/2013

**Report Type:** Consent

**Title:** Sacramento River Crossings Grant Applications

**Report ID:** 2013-00110

**Location:** District 4

**Recommendation:** Pass a Resolution: 1) retroactively authorizing the City Manager to submit a grant application to Caltrans for federal funds for the preliminary engineering phase of a new bridge across the Sacramento River, just north of the existing I Street crossing, 2) establishing the I Street Bridge replacement project as a new Capital Improvement Project T15136000, 3) amending the FY12/13 Capital Improvement program by transferring \$500,000 in Measure A sales tax revenue from the Major Street Improvement Project (T15138000) (Fund 2001) to the I Street Bridge Replacement Project (T15136000), and 4) directing the City Manager to submit a grant application to the Sacramento Area Council of Governments (SACOG) for a new Sacramento River crossing, immediately south of the existing Pioneer Bridge.

**Contact:** Jerry Way, Director of Public Works, (916) 808-6381, Department of Public Works

**Presenter:** None

**Department:** Public Works Department

**Division:** Office Of The Director

**Dept ID:** 15001011

### **Attachments:**

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1-Description/Analysis

2-Background Information

3-Resolution

4-Exhibit A - Locations Map

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### **City Attorney Review**

Approved as to Form  
 Gerald Hicks  
 1/30/2013 5:21:07 PM

### **City Treasurer Review**

Reviewed for Impact on Cash and Debt  
 Russell Fehr  
 1/24/2013 8:46:51 AM

### **Approvals/Acknowledgements**

Department Director or Designee: Jerry Way - 1/28/2013 4:41:38 PM

## Description/Analysis

**Issue:** Submittal of Grant Applications is typically preceded by City Council authorization. Due to the deadline for submission of federal grant packages for the Highway Bridge Program (HBP) in federal fiscal year 2011/12, staff has submitted an application to Caltrans for funding to begin preliminary engineering for a Sacramento River crossing project prior to City Council authorization of the application submittal. The application is for a new bridge immediately north of the existing I Street Bridge.

In order to best meet regional transportation goals and also best leverage resources, the City Manager is recommending that an application also be submitted to SACOG during their 2013 call for projects to fund the preliminary engineering phase of a second new crossing project. The second project would be located immediately south of the Pioneer Bridge.

**Policy Considerations:** The City of Sacramento General Plan, as well as the Metropolitan Transportation Plan (MTP), includes two additional Sacramento River crossings.

**Economic Impacts:** None.

### **Environmental Considerations:**

**California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA):** The actions recommended herein are not subject to CEQA review. Both projects will ultimately be implemented using federal transportation funds. As such, the projects will be subject to environmental evaluation under CEQA guidelines and NEPA requirements.

**Sustainability Considerations:** These projects support the City of Sacramento's sustainability goals to improve and optimize the transportation infrastructure. Additionally, because future crossings will include accommodation for public transit and enhanced bicycle/pedestrian facilities, the projects will help to limit the growth of dependence on the private automobile and encourage the use of alternative modes of transportation.

**Rationale for Recommendation:** The I Street Bridge over the Sacramento River and the associated approach structures have been identified as eligible for federal funding for bridge replacement. An application was necessary to program federal funding, however the deadline for the applications did not allow time to obtain City Council authorization prior to the deadline.

A multitude of policy documentation, including the City of Sacramento general plan, the MTP, and the Sacramento River Crossing Need & Purpose Study indicate a need to for two new bridges over the Sacramento River, without specifying which one would be a priority. Both crossings are equally vital for circulation and economic development in the region. It is therefore appropriate to apply for federal funds for both bridges, rather than just one. The most

appropriate source of funds for a second Sacramento River crossing is the bi-annual programming of federal funds through SACOG, which will issue a call for projects in the first half of calendar year 2013.

Establishment of a new Capital Improvement Project and transfer of funds are necessary to move forward with the project.

**Financial Considerations:** With the exception of a nominal amount of staff labor cost, the actions specified in this staff report (i.e. grant applications) do not explicitly require financial transactions.

The federal grant opportunities (HBP and various SACOG programs) for which applications will be made require a local match of 11.47%, which is typical of most federal aid transportation programs. While no exact estimates are currently available for total project costs, the first phase for both projects (environmental clearance) is likely to be between \$2,000,000 and \$4,000,000 per bridge, thereby incurring a local match requirement of between \$230,000 and \$460,000 per bridge. \$500,000 in local funding is being budgeted at this time to cover local match and federally non-participating project costs.

The application for HBP funds on the I Street Bridge which was submitted in 2012 requested \$2,000,000 in funding for environmental clearance and preliminary engineering, with the understanding that this amount may change as the magnitude of the level of effort of environmental clearance becomes clearer.

Once federal funds are formally programmed, staff will return to Council to appropriate federal funds and transfer an additional sum of local transportation funds to cover local match and any anticipated federally non-participating costs.

No general funds are programmed or planned for use on the Sacramento River Crossing projects.

The Major Street Improvement Project (T15138000) has a total budget of \$3,089,668, consisting of local transportation funds. As of January 15, 2013 the unobligated balance is \$3,089,668 which is sufficient to complete the transfer of \$500,000 (Fund 2001) to the I Street Bridge Replacement Project (T15136000) and fund the remaining requirements of the Major Street Improvement Project (T15138000).

**Disadvantaged Business Enterprise (DBE):** Not applicable as no goods or services are being procured through these actions.

**Background:**

On October 18, 2011, the City Council accepted the Need and Purpose study for new bridges across the Sacramento River as well as the definition of a “Neighborhood Friendly Bridge.” Council then directed staff to proceed with a study to examine the feasibility of new river crossings in all of the locations identified in the Need and Purpose Study, with the exception of the Sutterville Road/Linden Road location, which was eliminated from further consideration.

At that time, staff was aware that one of the locations identified for further study, the I Street (Sacramento)/ C Street (West Sacramento) location, presented an opportunity for funding through the Federal Highway Bridge Program (HBP). HBP is a safety program which provides federal aid for eligible projects which propose to rehabilitate or replace public bridge structures which are at or near the end of their useful lives. The I Street Bridge as well as the approach structures on both sides of the river are eligible for federal aid under HBP. It was envisioned that the location could be evaluated for HBP funding through the Feasibility Study.

On July 5, 2012, the federal government signed into law the first new federal transportation funding bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), since the passage of SAFETEA-LU in 2005. While local agencies are still awaiting guidance from the Federal Highway Administration (FHWA) on the specifics of MAP-21, the initial indication was that the Highway Bridge Program would be eliminated in favor of new discretionary programs. This possibility would potentially mean that no new HBP projects could be programmed for federal funds past the end of Federal Fiscal Year 2011/12, which ended on September 30, 2012. The last day for submission of programming requests was August 6, 2012.

After consulting with staff and leadership from both Cities, the determination was made that the opportunity to apply for HBP funds was worthwhile and neither agency was willing to let the deadline pass and possibly miss the opportunity to take advantage of the use of HBP for a new Sacramento River crossing. Subsequently, an application was prepared and submitted to Caltrans.

While the application for a single finite bridge project may seem premature when considered against the impending feasibility study, staff feels that benefits of the I Street/C Street location are self-evident to the extent that a feasibility study for northern market locations may be an ill-advised use of substantial public funds. The single largest hurdle to any new river crossing is the availability of funds for design and construction. The possibility of a dedicated funding source (HBP) for the I Street/C Street location alone justifies pursuit of a project at that location. However, funding considerations aside, the benefits associated with riverfront development, alternative modes connectivity, emergency access, and Railyards access, among other factors, all point to significant advantages to pursuit of the I Street/C Street location when compared to other northern market locations.

Another, and possibly greater advantage to the use of HBP funding on the I Street/C Street location is that it relieves the pressure in the MTP of two competing river crossings. The HBP program can only be employed at the I Street/C Street location

because that is the only location where a bridge can be replaced (i.e. the existing I Street bridge) which is a fundamental premise of the HBP program. This leaves only the southern bridge to be funded through the MTP. Because all policy documentation (the MTP, the City General Plan, and the Need & Purpose Study) indicate that two new crossings are warranted and are equally important, it is recommended that an application also be made for a southern crossing as soon as possible. Therefore, in collaboration with the City of West Sacramento, the City of Sacramento will apply for federal funding to begin the preliminary engineering/environmental phase on a new bridge structure in the southern market during SACOG's 2013 normal bi-annual federal programming round.

The application will identify a new bridge crossing between 15<sup>th</sup> Street in the City of West Sacramento and the W Street / X Street couplet in the City of Sacramento as the candidate project.

Both north and south projects will enter the CEQA/NEPA phase as a next step. In both markets, the previously adopted Need & Purpose and the Neighborhood Friendly Bridge definition will form the basis for environmental engineering and final design.

## **RESOLUTION NO.**

Adopted by the Sacramento City Council

### **SACRAMENTO RIVER CROSSINGS GRANT APPLICATIONS**

#### **BACKGROUND**

- A. The Cities of Sacramento and West Sacramento wish to connect their respective communities through the construction of new bridge crossings of the Sacramento River. This concept has been adopted as public policy by both Cities and the region as a whole in the Metropolitan Transportation Plan, the City of Sacramento General Plan, and the Sacramento River Need and Purpose Study.
- B. The I Street Bridge over the Sacramento River and its associated approach structures on both sides of the Sacramento River are eligible for federal aid under the Highway Bridge Program.
- C. In order to ensure that an opportunity to procure federal funds was not missed with the sunset of the federal SAFETEA-LU legislation, an application was submitted on behalf of both Cities for federal funds to begin preliminary and environmental engineering for a new river crossing immediately north of the existing I Street Bridge.
- D. Recognizing that for the ultimate goals of neighborhood connectivity, economic development, and alternative mode as well as conventional mode circulation, both a northern market crossing and a southern market crossing are priorities for both Cities. Consequently, an application for federal aid should be submitted as soon as possible to begin preliminary/environmental engineering for a southern market bridge.

#### **BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

- Section 1. The City Manager is retroactively authorized to submit an application for HBP funds to begin the preliminary/environmental phase of work on the I Street Bridge Replacement Project (T15136000).
- Section 2. The I Street Bridge Replacement Project (T15136000) is established as a new Capital Improvement Project.
- Section 3. The FY12/13 Capital Improvement Program is amended by transferring \$500,000 (Fund 2001) from the Major Street Improvement Project (T15138000) to the I Street Bridge Replacement Project (T15136000).

Section 4. The City Manager is directed to collaborate with the City of West Sacramento to apply to SACOG for federal funds for a new crossing at 15<sup>th</sup> Street / W and X Streets through the bi-annual federal programming round in 2013.

Section 5. Exhibit A is attached and is part of this Resolution.

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Exhibit A – Locations Map

# EXHIBIT A

## Location Map for SACRAMENTO RIVER CROSSINGS GRANT APPLICATION

