

Meeting Date: 5/31/2016

Report Type: Consent

Report ID: 2016-00542

Title: Submission of the City's 2016 Project Grant Application List to Active Transportation Program (ATP) Call for Projects

Location: Districts 2, 3, 4, 5, 7, and 8

Recommendation: Pass a Resolution approving the submission of grant applications to the Active Transportation Program – (Cycle 3) call for projects for state and federal funding.

Contact: Jesse Gothan, Supervising Engineer (916) 808-6897; Nicholas Theocharides, Engineering Services Manager (916) 808-5065, Department of Public Works

Presenter: None

Department: Public Works Department

Division: Engineering Services Admin

Dept ID: 15001111

Attachments:

1-Description/Analysis

2-Background

3-Resolution

City Attorney Review

Approved as to Form
Gerald Hicks
5/20/2016 10:35:09 AM

Approvals/Acknowledgements

Department Director or Designee: Jerry Way - 5/13/2016 8:22:20 AM

Description/Analysis

Issue: The California Transportation Commission (CTC) has announced a call for projects for Cycle 3 of the Active Transportation Program (ATP). City staff has evaluated potential projects based on ATP criteria and other eligibility requirements. Applications are due for the statewide program on or before June 15, 2016, and for the regional program to the Sacramento Area Council of Governments (SACOG) July 8th, 2016. Funding for projects will be allocated in CTC fiscal programming years 2019/2020 and 2020/2021.

Policy Considerations: The submission of the projects is consistent with the City General Plan goals of promoting safety and enhancing livability, sustainability, and economic vitality.

Economic Impact: None

Environmental Considerations:

California Environmental Quality Act (CEQA): The pursuit of grant funds is not subject to the provisions of the CEQA. Under CEQA general rule 15061-B-3, CEQA applies only to projects which have the potential for causing a significant effect on the environment. These actions will have no effect on the environment and are therefore not subject to CEQA review. Appropriate CEQA review for individual projects will take place as part of project development.

Sustainability Considerations: The projects are consistent with the City's Sustainability Master Plan goals to help improve the health of residents by promoting walking and bicycling, and to create a healthier urban environment by constructing pedestrian bridges, bike paths, and bicycle parking. The projects will also reduce dependence on the private automobile, shorten long commutes, decrease the use of fossil fuels, and help meet air quality standards by providing an array of transportation choices near jobs for a balanced, healthy city.

Other: None.

Commission/Committee Action: None.

Rationale for Recommendation: The granting agency requires that the City Council approve the project list prior to grant applications being submitted. After City staff review, the proposed projects best meet the Active Transportation Program (ATP) criteria, City policy and programming documents, and at the same time leverage current efforts.

Financial Considerations: Federal and State funding is increasingly important for delivery of transportation projects as local funding is limited and often restricted. Local funding to provide required match and leverage state and federally funded projects is set-aside annually as part of the Capital Improvement Program. After the City receives grant funding decisions, staff will return to create specific Capital Improvement Projects as appropriate. Specific match funding will be determined after the State approves the City's applications and the specific federal and state funds are designated.

Local Business Enterprise (LBE): No goods or services are being procured with this action.

Background:

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

ATP legislation defines the purpose as encouraging increased use of active modes of transportation, such as biking and walking and defines the goals as:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals as established pursuant to Senate Bill 375 and Senate Bill 391.
- Enhance public health through the use of programs and projects.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The statewide call for projects is administered by Caltrans and the regional call for projects is administered by the Sacramento Area Council of Governments. Given the above considerations, staff is recommending the following projects for the state and regional Active Transportation Program (numbering does not set priority):

- 1.) Franklin Boulevard Cycle Track** – Franklin Boulevard between Cosumnes River Boulevard and Calvine Road is an ideal connection for bicycle travel and is a critical link in the South Sacramento Parkway. This segment links the Laguna Creek Class I Bikeway in Elk Grove to the newly developed Cosumnes River Boulevard extension project. Cosumnes River Boulevard is a major commercial and commuter corridor spanning I-5 and SR-99 and has Class I bicycle and pedestrian facilities to accommodate recreational and commuter travel from the south areas in Elk Grove and Sacramento into Downtown. A cycle track on Franklin Boulevard fills the missing link for recreational and commuter bicycle travel according to the City's Bikeway Master Plan. This project was awarded

\$315,000 in preliminary engineering funds in ATP Cycle 2; this request will be for the construction funding.

- 2.) Northwood Elementary ATP** - Northwood Elementary School is adjacent to Business 80 located in the Swanston Estates neighborhood. The school attendance boundary is bifurcated by El Camino Avenue which is a four lane major arterial that does not have an intersection traffic signal at the minor street connecting the school from the residential neighborhoods. Furthermore, the streets surrounding the schools have discontinuous sidewalks and limited walking accessibility to the schools. This project proposes to add sidewalks to improve accessibility for children and parents to walk and bike to their neighborhood schools. This project will build upon the signal project at Clay Street and El Camino Avenue being advanced this year.
- 3.) Two Rivers Trail** – The Two Rivers Trail (Phase II) project is located on the south side of the American River within the City of Sacramento. The trail alignment consists of two segments: (1) the westerly segment is from the Sacramento Northern Bike Trail River Crossing to Sutter’s Landing Park (SLP); and (2) the easterly segment is east of SLP to H Street. In 2009, the City received \$500,000 from SACOG’s Bicycle/Pedestrian Funding Program using federal funds for the preliminary engineering phase, including environmental documentation. In 2011, the City requested \$2,399,700 for construction of Phases II and III from the same funding program. The City received \$1,726,900 in federal funds to build Phase II: this involves constructing the eastern segment of the trail which connects American River Parkway at H Street to the trail at SLP. The construction of Phase III remains unfunded, which is the trail segment located west of 28th Street. Early planning efforts for the trail alignment assumed a top of levee location along the river, seemingly posing the least environmental impact to the parkway. In response to community and levee maintenance concerns, a waterside lower bench alignment along the easterly segment is a desirable alternative for consideration which comes with additional costs for mitigation and construction.
- 4.) The Meadowview Road Complete Street (Phase II)** – This project will build improvements along Meadowview Road between Coral Gables Court and Detroit Boulevard, by the RT Meadowview Station. The first phase of this project, currently in design, was funded for construction from 24th Street to Coral Gables through the Sacramento Area Council of Governments (SACOG) community design program. In 2013, the City received \$443,000 for preliminary engineering and in 2015, the City received \$2,475,000 from SACOG for construction of

Phase I (24th Street to Coral Gables Court). Additional funds are needed to construct Phase II.

- 5.) The Broadway Complete Streets Corridor** – The Broadway Complete Streets study corridor is made up of three districts: the Marina District, the Tower District and the Upper District. With \$284,000 of funds from a Caltrans planning grant, concepts were developed to design and vet a road diet and continuous buffered bike lanes through the full length of the study corridor; apply corridor concepts at three key intersections that need to consider right of way dimensions, lane configurations, traffic operations, pedestrian crossing and transit connectivity. Location specific recommendations have been developed for: Riverside Boulevard, South Land Park Drive/ 16th Street, and the Broadway Station light rail between 19th Street and 20th Street. . The environmental document phases for this project will be funded by Community Development Block Grant (CDBG) and Sacramento Area Council of Government (SACOG) funds. The request for this application will be for final design and construction for the Lower Broadway section from 3rd Street to 16th Street. This will also include the two-way conversion of 16th Street between Broadway and X Street, and the extension of 29th Street between Broadway and X Street.
- 6.) Old Sacramento Riverfront Bike Trail** - The Old Sacramento Riverfront Bike Trail project provides a class I trail connection along the Old Sacramento Riverfront from the boardwalk to I Street and connecting to the West Tunnel ramps sidewalk by the California State Railroad Museum parking lot. The project is a missing multi-use connection along the waterfront near the confluence of the Sacramento River and American River. This project would fill the gap for bicycle commuters and recreationalists traveling from south Sacramento to the Old Sacramento Riverfront Boardwalk to the Sacramento Valley Train Station and Railyards development in Downtown Sacramento. Local and interregional residents can easily access major destinations from the off-street bike trail network such as the Railyards Development, Old Sacramento, the Golden 1 Center, and major government employers and landmark locations.
- 7.) The Fourth Street Pedestrian Access** – This project proposes to implement a critical pedestrian friendly connection between I Street and J Street by designing a street-level pedestrian linkage over the depressed plaza area of the City-owned parking in the center of the Chinatown Neighborhood. This one block link is crucial to improving connectivity to the rehabilitated Sacramento Valley Station (SVS) and other developing areas of the Central City, including the Railyards, upcoming Golden 1 Center/K Street Mall and reconnecting the 1960-era

Chinatown community to downtown with the re-establishment of Fourth Street as a significant pedestrian linkage. The project also will address the current disability access deficiencies within the project area.

RESOLUTION NO. 2016-

Adopted by the Sacramento City Council

**APPROVAL OF THE 2016 ACTIVE TRANSPORTATION PROGRAM CYCLE 3
APPLICATION LIST FOR SUBMISSION TO THE STATE AND REGIONAL CALL
FOR PROJECTS**

BACKGROUND

- A. The purpose of Active Transportation Program (ATP) strives to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking, increasing safety for non-motorized users, ensuring disadvantaged communities fully share in benefits, and to enhance public health.

- B. The California Transportation Commission (CTC) has announced a call for projects for Cycle 3 of the Active Transportation Program (ATP). If not funded through the statewide program, these projects will also be submitted to the Sacramento Area Council of Governments (SACOG) for the ATP regional funding applications. City staff has evaluated potential projects based on ATP criteria and other eligibility requirements.

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

Section 1. The following list of projects is approved for submission to the State and to SACOG for state and/or federal funding. The cost estimates may change as staff further refines the estimates.

Project Name	Description	Estimated Fund Request
Franklin Boulevard Cycle Track	Construct a protected Class 4 protected bikeway along Franklin Boulevard between Cosumnes River Boulevard and Calvine Road.	\$2,000,000

Northwood Elementary ATP	Construct sidewalks along El Camino Avenue and the interior neighborhood streets to Northwood School and Swanston station.	\$2,000,000
Two Rivers Trail	Construct the eastern segment of the trail between the American River Parkway at H Street to the trail at Sutter's Landing Park.	\$2,000,000
The Meadowview Road Complete Street	Construct improvements along Meadowview Road between Coral Gables Court and Detroit Boulevard, near the Meadowview Light Rail Station.	\$2,500,000
The Broadway Complete Streets Corridor – Phase 1	Engineering and construction funds for the Lower Broadway section (Marina District) from 3rd Street to 16th Street.	\$2,500,000
Old Sacramento Riverfront Bike Trail	Preliminary engineering funds for a class I trail connection along the Old Sacramento Riverfront from the boardwalk to I Street and connecting to the West Tunnel ramps sidewalk adjacent to the California State Railroad Museum/Sacramento Valley Station parking lot.	\$450,000
The Fourth Street Pedestrian Access	Preliminary engineering funds for a pedestrian friendly connection between I Street and J Street by designing a street-level pedestrian linkage over the depressed plaza in the Chinatown Neighborhood.	\$450,000