



## Legislation Details (With Text)

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**Title:** RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO RATIFYING THE SUSTAINABLE COMMUNITIES GRANT APPLICATION TO THE CALTRANS TRANSPORTATION PLANNING GRANT PROGRAM FOR \$295,500 TO ANALYZE A SELECTION OF CORRIDORS IDENTIFIED FOR FUTURE STUDY IN THE CITY OF SAN PABLO BICYCLE AND PEDESTRIAN MASTER PLAN

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**Attachments:** 1. RESO. 2019-007 SB1 CalTrans Grant App

Date	Ver.	Action By	Action	Result
1/23/2019	1	City Council	adopted	Pass

**PREPARED BY:** SARAH KOLARIK

**DATE OF MEETING:** 01/22/19

**SUBJECT:**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN PABLO RATIFYING THE SUSTAINABLE COMMUNITIES GRANT APPLICATION TO THE CALTRANS TRANSPORTATION PLANNING GRANT PROGRAM FOR \$295,500 TO ANALYZE A SELECTION OF CORRIDORS IDENTIFIED FOR FUTURE STUDY IN THE CITY OF SAN PABLO BICYCLE AND PEDESTRIAN MASTER PLAN

**CITY MANAGER RECOMMENDATION**

Adopt Resolution

**COMPLIANCE STATEMENTS**

Infrastructure - Admin/Operations - Develop Public Facilities for Active Living is an adopted policy item under the FY 2018-21 Council Priority Workplan, effective November 1, 2017.

**CEQA Compliance Statement**

Pursuant to CEQA Guidelines Section 15061 (b)(3), the adoption of a resolution authorizing the Public Works submittal of a grant application is exempt from CEQA requirements. Under Guidelines Section 15378, "project" does not include the creation of government funding mechanisms or other government fiscal activities, which do not involve any commitment to any specific project, which may result in a potentially significant physical impact on the environment. If grant funds are received, then staff will analyze whether the project requires further CEQA review.

**BACKGROUND**

On August 7, 2017, the City Council adopted (Resolution No. 2017-170) approving the City of San Pablo Bicycle and Pedestrian Master Plan (BPMP).

The BPMP identified 14 areas, comprising a total of 7.49 miles, which are in need of further study to assess the feasibility and tradeoffs of developing new bicycle and pedestrian infrastructure along constrained roadways and stream corridors. Eight of these identified “contentious” sections propose development of on-street bicycle corridors, for which the optimal bikeway facility class has yet to be determined, and six of these sections propose development of shared use path studies.

Senate Bill 1 funds include Sustainable Communities Grants to encourage local development of regional multimodal transportation in support of the region’s Regional Transportation Plan/Sustainable Communities Strategy. The Sustainable Community Grant will fund a consultant that will analyze ten of the 14 sections identified in the BPMP. The ten sections comprise 6.03 miles. These sections were identified for further review beyond the limited analysis conducted as part of the BPMP due to the technical expertise required to analyze the impacts of (A) eliminating on-street parking and/or center turning lanes, and/or (B) modifying the entry and exist points to the circulation routes for cyclists and pedestrians.

The selected consultant would provide a preferred concept design, multiple alternatives, cost estimates, and a report regarding limiting factors for each project area. Concept design development will be informed by an intensive community outreach effort, where multiple opportunities for public input will be provided.

#### **FISCAL IMPACT**

There is no fiscal impact at this time as this item is to ratify the grant application submitted in November 2018 for \$295,500 from the Caltrans Transportation Planning Grant Program for the study of the corridors identified in the BPMP.

If the City is awarded grant funding, then staff will return to City Council to accept the grant and request appropriation of the required match funding, which is expected to be approximately \$40,000.