

City Council Report

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Sacramento, CA 95814

www.cityofsacramento.org

File ID: 2018-01519

November 20, 2018

Consent Item 06

**Title: Fiscal Year (FY) 2019-20 California Department of Transportation (Caltrans)
Transportation Planning Grant Applications**

Location: Citywide

Recommendation: Adopt a Resolution: 1) approving the Traffic Safety Data Project and the Crosswalk Inventory and Analysis Project for submission to the California Department of Transportation (Caltrans) FY 2019-20 Sustainable Communities Grant within the Transportation Planning Grant Program for \$250,000 and \$275,000 respectively; 2) authorizing the City Manager or the City Manager's designee to submit any related documents necessary to support the grant applications; and 3) upon award of the Sustainable Transportation Planning grants, the City Manager or the City Manager's designee is authorized to execute the grant agreements and any related grant documents.

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Presenter: None

Attachments:

1-Description/Analysis

2-Resolution

3-Exhibit A - Caltrans Sustainable Transportation Planning Grant Objectives

Description/Analysis

Issue Detail: Caltrans has issued a call for projects for the Fiscal Year (FY) 2019-20 Transportation Planning Grants. Applications are due November 30, 2018. Staff considered several projects that meet the goals and purpose of this grant program (See Attachment 3-Exhibit A) for which the City is eligible to apply. Based upon the stated goals of the grant programs, City priorities, and prior experience, staff recommends submittal of two projects, the Crosswalk Inventory and Analysis Project and the Traffic Safety Data Project, as the most competitive candidates for funding.

Policy Considerations: The following Sacramento 2035 General Plan policies support the analysis proposed to be completed by the recommendation:

M 1.1.1 Right-of-Ways - The City shall preserve and manage rights-of-way consistent with: the circulation diagram, the City Street Design Standards, the goal to provide Complete Streets as described in Goal M 4.2, and the modal priorities for each street segment and intersection established in Policy M4.4.1: Roadway Network Development, Street Typology System.

M 1.2.1 Multimodal choices - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

M 1.3.2 Eliminate Gaps - The City shall eliminate “gaps” in roadways, bikeways, and pedestrian networks.

M 2.1.3 Streetscape Design - The City shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures; way finding signage; integrated transit shelters; public art; and other amenities.

M 2.1.7 Safe Pedestrian Crossings - The City shall improve pedestrian safety at appropriate intersections and mid- block locations by providing safe pedestrian crossings.

M 4.1.2 Balancing Community, Social, Environmental, and Economic Goals - The City shall evaluate and strive to address community, environmental, and citywide economic

development goals when adding or modifying streets, roads, bridges, and other public rights-of-way. (MPSP/PSR)

M 4.1.3 Community Outreach - The City shall conduct public outreach to community organizations and members of the general public in corridor planning early in the project development process to identify feasible opportunities to provide community benefits and to lessen any potential impacts of modifications to local streets and roadways.

M 4.2.5 Multi-Modal Corridors - Consistent with the Roadway Network and Street Typologies established in this General Plan, the City shall designate multi-modal corridors in the Central City, within and between urban centers, along major transit lines, and/or along commercial corridors appropriate for comprehensive multimodal corridor planning and targeted investment in transit, bikeway, and pedestrian path improvements if discretionary funds become available.

M 4.2.6 Identify and Fill Gaps in Complete Streets - The City shall identify streets that can be made “complete” either through a reduction in the number or width of travel lanes or through two-way conversions, with consideration for emergency vehicle operations. The City shall consider including new bikeways, sidewalks, on-street parking, and exclusive transit lanes on these streets by re-arranging and/or re-allocating how the available space within the public right of way issued. All new street configurations shall provide for adequate emergency vehicle operation.

M 5.1.5 Motorists, Bicyclists, and Pedestrian Conflicts - The City shall develop safe and convenient bikeways, streets, roadways, and intersections that reduce conflicts between bicyclists and motor vehicles on streets, between bicyclists and pedestrians on multi-use trails and sidewalks, and between all users at intersections.

The action requested herein is consistent with the City’s Strategic Plan goals of improving and diversifying the transportation system and supporting economic vitality by investing in infrastructure development. The action is also consistent with the adopted Vision Zero goal to work collaboratively in a data-driven effort to eliminate traffic fatalities and serious injuries by 2027. Finally, leveraging local funds with state funding is consistent with Council priorities of fiscal soundness.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): Under the California Environmental Quality Act (CEQA) guidelines, continuing administrative activities do not constitute a project and are therefore exempt from review.

Sustainability Considerations: Attaining funding to plan for multimodal improvements furthers the City's commitment to sustainability by laying the groundwork to significantly reduce the use of fossil fuels, to encourage less driving and engage in clean air practices, to reduce dependence on the private automobile by working with community partners to provide efficient and accessible public transit and transit supportive land uses, and to foster behavioral change throughout the City.

Committee/Commission Action: None.

Rationale for Recommendation: As part of the Vision Zero program, City Council adopted an ambitious, yet important goal of zero traffic-related deaths and serious injuries by 2027. More recently City Council adopted the Vision Zero Action Plan with over 40 actions. The actions in the plan were developed based on a data-driven process, however better data, and a clearer understanding of how to use that data, are critical elements to fulfill many of the actions in the plan. Staff has reviewed the Caltrans guidelines for the Sustainable Communities Grant and found that these projects both meet the grant criteria and help the City capture the needed data to make strides toward the Vision Zero goal.

Financial Considerations: Projects selected for Caltrans Sustainable Transportation Planning Grant funding require a minimum 11.47% local match from non-State and non-Federal fund revenues, third party in-kind contributions, or a combination of the two. If selected, the minimum local match for the requested \$525,000 in grant funds would be \$60,218 from a combination of third-party in-kind services and local funding. If the Transportation Planning Grants are awarded, staff will return to City Council to establish the projects and make necessary budgetary adjustments for the City's share of the local match requirement.

Local Business Enterprise (LBE): Not applicable.

Background: On January 19, 2017, City Council adopted Vision Zero, a traffic safety philosophy, and a goal to eliminate traffic fatalities and serious injuries by 2027. The Vision Zero Action Plan, adopted in August 2018, identifies the High Injury Network (HIN) and over 40 action by which to reach the Vision Zero goal. A data-driven process informed the Action Plan, however more data is needed to systematically improve traffic safety in the City. That important data will be collected through these two projects:

Traffic Safety Data Project – This project will examine and consolidate of existing and available data; synthesis of that data into a useful data dashboard that shows traffic safety trends in the city; and identify specific sets of data needed in the future to systematically apply countermeasures to our High Injury Network (HIN). This type of data science has proven useful in other cities.

The City of Sacramento has access to additional data sets from internal sources such as traffic signals as well as through public/private partnerships such as with Waze that were not incorporated in the analysis used to create the Vision Zero Action Plan. As an increasing amount of data becomes available, the City can use this data to enhance our understanding of traffic safety and use the resulting Traffic Safety Data Tool to achieve the Vision Zero goal.

The funding request for this project is \$250,000.

Crosswalk Inventory and Analysis Project – This project will inventory our existing uncontrolled crosswalks; assess the appropriate treatment based on established city and national guidelines; and conduct community outreach in in the process. There are over 4,900 marked crosswalks throughout the city many of which are at uncontrolled locations. The current inventory is outdated and incomplete and there are marked uncontrolled crosswalks that do not meet city standards for appropriate treatments. The Vision Zero Action Plan found that pedestrians, especially those over the age of 60, are the most vulnerable road user. This project will result in a clear plan forward to enhance the safety and mobility of pedestrians throughout the city.

The funding request for this project is \$275,000.

RESOLUTION NO.

Adopted by the Sacramento City Council

November 20, 2018

FISCAL YEAR 2019-20 CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) TRANSPORTATION PLANNING GRANT APPLICATIONS

BACKGROUND

- A. The California Department of Transportation (Caltrans) has issued a call for projects for the Fiscal Year (FY) 2019-20 Transportation Planning Grants. Applications for the Sustainable Communities Grant are due November 30, 2018.
- B. On January 19, 2017, City Council adopted Vision Zero, a traffic safety philosophy, and a goal to eliminate traffic fatalities and serious injuries by 2027.
- C. On August 14, 2018, City Council adopted the Vision Zero Action Plan, which identifies the High Injury Network (HIN) and over 40 actions by which to reach the Vision Zero goal.
- D. Staff has reviewed the Caltrans guidelines for the Sustainable Communities Grant, considered necessary steps to achieve the Vision Zero goal of zero traffic deaths and serious injury by 2027, and proposes two projects that would be most competitive for this funding source, the Traffic Safety Data Project and the Crosswalk Inventory and Analysis Project.
- E. Projects selected for the Caltrans Sustainable Transportation Planning Grant funding require a minimum 11.47% local match. If the Transportation Planning Grants are awarded, staff will return to City Council to establish the projects and to make the necessary budgetary adjustments for the City's share of the local match requirement.

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

- Section 1. The Traffic Safety Data Project and the Crosswalk Inventory and Analysis Project are approved for submission to the Caltrans FY 2019-20

Sustainable Communities Grant within the Transportation Planning Grant Program for \$250,000 and \$275,000, respectively.

Section 2. The City Manager or the City Manager's designee is authorized to submit any related documents necessary to support the grant applications.

Section 3. Upon award of the Sustainable Transportation Planning grants, the City Manager or the City Manager's designee is authorized to execute the grant agreements and any related grant documents.

Sustainable Communities – Grant Specific Objectives

Competitive Grants

The grant specific objectives of the Sustainable Communities Competitive Grants are to encourage local and regional multimodal transportation and land use planning that furthers the region's RTP SCS (where applicable), contributes to the State's GHG reduction targets and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives (See Page 4).

Applicants should demonstrate how the proposed effort would:

- Integrate Grant Program Considerations (See Pages 4-14)
- Advance transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- Identify and address deficiencies in the multimodal transportation system, including the needs of environmental justice and disadvantaged communities, including Native American Tribal Governments and rural communities
- Encourage stakeholder collaboration
- Involve active community engagement
- Coordinate transportation, housing, and land use planning
- Promote the region's RTP SCS (where applicable), State planning priorities (Government Code Section 65041.1, and climate adaptation goals (Safeguarding California)
- Result in funded and programmed multimodal transportation system improvements

Formula Grants

The grant specific objectives, eligibility requirements, and performance considerations for the Sustainable Communities Formula Grants awarded to MPOs are consistent with the Sustainable Communities Competitive Grants. The intent of the Sustainable Communities Formula Grants is to carry out the objectives of the region's RTP SCS (where applicable) and the RTP Guidelines Appendices K and L. In addition, MPOs are strongly encouraged to administer Sustainable Communities Formula funding in a transparent manner and maintain non-profit eligibility, consistent with the legislative intent of SB 1 - The Road Repair and Accountability Act of 2017. MPOs should meet the following minimum eligibility criteria to apply for Sustainable Communities Formula Grants:

- Consolidated Planning Grant Carryover is at, or below 100 percent of the annual FHWA PL allocation
- Have an RTP SCS that meets the SB 375 GHG reduction targets
- Meet civil rights and environmental justice obligations, as summarized in Section 4.2 of the RTP Guidelines

If an MPO does not meet the minimum eligibility criteria listed above, their allocation will be redistributed to the remaining MPOs that are eligible and apply for the Sustainable Communities Formula Grants.

MPOs have flexibility for how the Formula Grant allocation is administered. For example, MPOs may use these funds for a regional competitive grant program, integrated land use and transportation planning activities related to developing their SCS, carrying out the best practices cited in the RTP Guidelines, or a combination thereof.

If an MPO uses Formula Grant funds to administer a regional grant program, the MPO must submit their grant program criteria and list of eligible applicants and sub-applicants to the Caltrans district

and Caltrans Office of Regional Planning (ORP). This step is to ensure the MPO's grant program aligns with the Caltrans Sustainable Communities Competitive Grants, including city and county housing element compliance. MPOs will also submit a list of awarded grants to the Caltrans district and ORP. MPOs should coordinate the submittal of this information with the Caltrans district and ORP to avoid delays for releasing the call-for-projects and grant awards.

Sustainable Communities Formula Grants are part of the annual draft Overall Work Program (OWP) development and approval process. The draft OWP process includes meaningful consultation with Caltrans district staff and ORP. MPOs are responsible for including a draft Work Element(s) for Sustainable Communities Formula Grant funds in the draft FY 2019-20 OWP no later than March 1, 2019. Draft OWPs are submitted to the District Regional Planning Liaison who will coordinate with ORP. The draft Work Element(s) should include an explanation of how the project supports the Grant Specific Objective of the Sustainable Communities Grants, and provide the same level of detail as included in the grant application scope of work and project timeline for the Sustainable Communities Competitive Grants. However, the competitive grant application, scope of work and timeline templates are not required.

The following funding table estimates how formula funds may be distributed to each MPO, contingent upon meeting the minimum eligibility criteria:

MPO	Total Allocation
Tahoe Metropolitan Planning Organization	\$160,750
Madera County Transportation Commission	\$164,209
Kings County Association of Governments	\$162,943
Shasta Regional Transportation Agency	\$163,172
Butte County Association of Governments	\$180,569
Merced County Association of Governments	\$197,424
San Luis Obispo Council of Governments	\$195,962
Tulare County Association of Governments	\$246,944
Santa Barbara County Association of Governments	\$224,579
Stanislaus Council of Governments	\$291,053
San Joaquin Council of Governments	\$341,671
Kern Council of Governments	\$374,899
Association of Monterey Bay Area Governments	\$315,267
Fresno Council of Governments	\$407,484
Sacramento Area Council of Governments	\$774,991
San Diego Association of Governments	\$1,021,553
Metropolitan Transportation Commission	\$2,106,140
Southern California Association of Governments	\$5,170,390
Total	\$12,500,000

Example Sustainable Communities Grant Project Types

These examples include projects that plan for reductions in GHG and VMT, and/or integrate Land Use and Transportation planning.

- Studies, plans or planning methods that advance a community's effort to reduce single occupancy vehicle trips and transportation related GHG through strategies including, but not limited to, advancing mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use
- Studies, plans or planning methods that assist transportation agencies in creating sustainable communities and transit oriented development
- SCS development
- Long range transportation plans for tribal governments
- Community to school studies or safe routes to school plans
- Studies, plans, or outreach for school public transit, school pool ridesharing

- Community Needs Assessments
- Studies, plans or planning methods that advance a community's effort to address the impacts of climate change, such as sea level rise, flooding, wildfires, and mudslides, which may include the use of natural infrastructure to reduce the impacts of climate change
- Studies that promote greater access between affordable housing and job centers
- Context-sensitive streetscapes or town center plans
- Complete street plans
- Active transportation plans, including bicycle, pedestrian and trail master plans
- Bike and pedestrian plans with a safety enhancement focus, including Vision Zero plans
- Plans for bike parking facilities
- Educational outreach for mode shifts to electric forms of transportation
- Traffic calming and safety enhancement plans
- Corridor enhancement studies
- Health and transportation studies, including health equity transportation studies and other plans that incorporate health into transportation planning
- Climate change adaptation plans for transportation facilities
- Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure
- Studies that evaluate accessibility and connectivity of the multimodal transportation network
- Studies to improve access to social services and other community destinations for disadvantaged communities
- Transit planning studies related to accessible transit, paratransit, mobility management, etc.
- Rural planning studies or plans that provide rural counties the ability to develop active transportation plans with a rural context-sensitive focus and allow for rural regions to contribute to the State's GHG reduction targets
- Studies and plans that can help to quantify and highlight the value and importance of the rural State transportation system with connects large urban centers to rural open space, State and federal lands, and recreation and agriculture hubs.
- Studies and plans to mitigate for impacts to the rural transportation system due to increased interregional tourism and visitor traffic
- Studies, plans or planning methods that address environmental justice issues in a transportation related context
- Station area planning
- Community outreach plans for park-and-ride lots
- Student internships for rural agencies and/or disadvantaged communities
- First Mile/Last Mile project development planning
- Planning for zero or near zero emission vehicles
- Electric vehicle charging infrastructure network planning
- Transit planning for zero emission bus fleets
- Planning for autonomous vehicles
- Integration of transportation and environmental planning
- Shared mobility services planning studies
- Road or parking pricing studies
- Transportation Demand Management studies
- Congestion pricing studies including plans that enhance social equity and avoid inequitable cost burdens
- Commute trip reduction studies and plans
- Planning to remove or reduce barriers created by transportation infrastructure such as highways, overpasses and underpasses, that create disconnected communities

- Studies or plans to ensure that infill and transit-oriented development benefits existing residents and businesses, low-income and disadvantaged communities, and minimizes displacement
- Transportation modeling studies that address active transportation, emerging technology, public health, VMT and other impacts
- Data collection/data sharing initiatives
- Strategies to increase transit ridership
- Integration of transit, new emerging technologies, and shared mobility services
- Studies or plans that include a temporary built environment demonstration, e.g., tactical urbanism
- Studies or plans related to zero emissions vehicle goods movement

Land use planning activities ***in coordination with a transportation project***. Examples include:

- An update to a general plan land use element or zoning code that increases development opportunities around key transportation corridors or nodes
- Creation of a Transit-Oriented Development overlay zone or other special zoning district around key transportation corridors or nodes
- Studies, plans, and policies that address land use conflicts with major transportation corridors such as major highways, ports, shipping and freight corridors, etc. that are near sensitive land uses such as homes, schools, parks, etc. or potentially impacted by climate change

Eligible Activities and Expenses

Eligible activities must have a transportation nexus per the California Constitution, Article XIX Section 2 and 3. Please consult with Caltrans district staff for more information on whether costs are eligible for funding. Some examples of eligible costs include:

- Data gathering and analysis
- Planning consultants
- Conceptual drawings and design
- Community surveys, meetings, charrettes, focus groups
- Bilingual services for interpreting and/or translation services for meetings
- Community/stakeholder advisory groups
- Project administration (up to 5% of the grant is allowed, e.g., quarterly reports, invoicing, project management)

Ineligible Activities and Expenses

Some activities, tasks, project components, etc. are not eligible under these grant programs. If an application has any of the following elements, it will be disqualified. Ineligible activities and expenses include:

- Environmental studies, plans, or documents normally required for project development under the National Environmental Policy Act or the California Environmental Quality Act
- Engineering plans and design specification work
- Project Initiation Documents
- RTPs or updates to the RTP, excluding SCS development
- Construction projects, capital costs, such as the building of a facility, or maintenance
- Office furniture purchases, or other capital expenditures
- Decorations, e.g., for public workshop events
- Acquisition of vehicles or shuttle programs
- Organizational membership fees
- Incentives for public participation may be ineligible, subject to Caltrans approval
- Charges passed on to sub-recipient for oversight of awarded grant funds
- Other items unrelated to the project