



City of Rialto

Legislation Text

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For City Council Meeting [April 10, 2018]

TO: Honorable Mayor and City Council

APPROVAL: Robb R. Steel, Interim City Administrator

FROM: Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer

Request City Council to Approve the Infrastructure Prioritization Report of the Safe Route to School Plan.

(ACTION) POWERPOINT

BACKGROUND:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the Federal Transportation Alternatives Program, State Bicycle Transportation Account, and Federal and State Safe Routes to School (SRTS) programs into a single program.

On May 21, 2014, the City of Rialto (City) submitted a grant application to the California Department of Transportation (Caltrans) proposing to work with Rialto Unified School District (RUSD) to develop a City-wide SRTS plan.

On September 27, 2014, Caltrans notified the City that its application was selected for funding. On June 25, 2015, Caltrans approved the Plan for the City's Non-Infrastructure project. On August 25, 2015, the City Council accepted the Active Transportation Program grant funds for \$1,450,000. On August 27, 2015, the CTC approved the request for funding allocation. On November 10, 2015, the City Council authorized release of Request for Proposals No. 16-037 (the "RFP").

On February 23, 2016, City Council awarded a Professional Service Agreement (PSA) with Alta Planning + Design (Alta) in the amount of \$1,121,420 for the development of the Active Transportation Program, SRTS Program Plan.

ANALYSIS/DISCUSSION:

Alta and project sub-consultants have completed an academic year and a half of SRTS education, encouragement, enforcement, evaluation, and engineering tasks at the 29 project schools throughout the City of Rialto. A SRTS Task Force initiated for the duration of the project meets monthly and includes members of the Transportation Commission, City staff, RUSD personnel, and project team members.

One of the project deliverables is the Segment Prioritization Memorandum Report. This report provides an overview of the segment prioritization process and incorporates the proposed

engineering recommendations developed as a part of the City's SRTS program. The process began at the school level with field assessments around each school. Best practice recommendations were then tailored to the City of Rialto, followed by discussion with and guidance from the City of Rialto, Rialto Unified School District, and the SRTS Task Force, the latter being an ad hoc stakeholder group.

Determining the most cost-effective use of limited infrastructure funds is challenging. It is especially difficult when considering the number of schools that are located in the City of Rialto that are eligible for SRTS project funds through the Caltrans Active Transportation Program, or other funding programs.

The report included as **Attachment 1** provides the following information:

1. Analysis of thirty-four street segments totaling 36.68 miles and categorizing them into one of three "Priority Levels" identified as High, Medium, and Low.
2. A detail map for each of the 29 schools, including callouts of recommended improvements.
3. A preliminary detailed cost estimate of the identified improvements for each of the 29 schools.

The intent is to establish construction-funding priorities, as funding becomes available, based upon the proposed engineering recommendations. Implementation of the identified SRTS improvements will depend upon available funding, priority levels, and City of Rialto preferences.

On March 7, 2018, staff presented the Infrastructure Prioritization Report of the Safe Route to School Plan to the Transportation Commission. The Commission suggested that the report include estimated percentage of soft cost (design, right of way, construction management, and inspection) and unanimously recommended the report for City Council approval.

On March 28, 2018, staff presented the Infrastructure Prioritization Report of the Safe Route to School Plan to the Economic Development Committee (EDC). The EDC recommended the report for City Council approval.

ENVIRONMENTAL IMPACT:

The approval of the Infrastructure Prioritization Reports is not a "Project" as defined by the California Environmental Quality Act (CEQA). Pursuant to Section 15378(a), a "Project" means the whole of an action, 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. According to Section 15378(b), a Project does not include: (5) Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

GENERAL PLAN CONSISTENCY:

This action is consistent with Guiding Principle 3A in the General Plan:

Our City government will lead by example, and will operate in an open, transparent, and responsive manner that meets the needs of the citizens and is a good place to do business.

Approval of this action also complies with the City of Rialto General Plan Goal and Policies:

Goal 3-11: Provide community facilities that adequately support established programs, can

accommodate future needs, and are accessible to all members of the community.

Goal 3-11.1: Allocate resources for the maintenance and operations of City facilities; explore alternative funding options for maintenance and operational costs of new facilities.

LEGAL REVIEW:

The City Attorney has reviewed and approved this staff report.

FINANCIAL IMPACT:

The Active Transportation Plan Grant - Safe Routes to School Plan in the Special Grant Fund Account No. 223-500-4427-2011-160809 award budgeted for \$1,450,000. The **Table 1** below details the funding for the project:

Table 1 - Sources and Uses of Funds

SOURCES OF FUNDS	Fund, Account No	Budget	Expended/ Encumbered to Date
SRTS ATP Grant		1,450,000	1,390,044
TOTAL SOURCES OF FUNDS		1,450,000	1,390,044
USES OF FUNDS			
PLAN	223-500-4427-2011-160809-01	1,371,800	1,371,708
ADMINISTRATION	223-500-4427-1000-160809-04	78,200	18,336
TOTAL USES OF FUNDS		1,450,000	1,390,044

LICENSING

The approval of the Infrastructure Prioritization Report of the Safe Route to School Plan will not require a Business license application.

OPERATING BUDGET IMPACT

The Safe Route to School Plan, Infrastructure Prioritization Report is a planning tool that itemizes street improvements needed within the vicinity of the schools in the Rialto Unified School District. The development of the plan will not add operating maintenance requirement upon the City.

CAPITAL IMPROVEMENT BUDGET IMPACT

The Safe Route to School Plan, Infrastructure Prioritization Report identifies street improvements that will require capital improvement budget in order to design and construct. The planning report will help the city apply for grant funding as alternative sources of funding the prioritize list of capital improvements.

The SRTS plan identifies infrastructure improvements at an estimated cost of \$17,292,130. The \$17 million estimate includes the estimated construction costs and anticipated soft costs (design, environmental, inspection and contingencies).

RECOMMENDATION:

Staff recommends that the City Council:

- Approve the Infrastructure Prioritization Report of the Safe Route to School Plan as recommended by the Transportation Commission and the Economic Development Committee, and
- Authorize the release of request for proposals No. 18-081 for grant writing consulting services for the ATP-Cycle 4 grant application.