

Attachments:

1-Description/Analysis

2-Resolution

3-Supplemental Agreement

Description/Analysis

Issue Detail: 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 from the Sacramento Northern Bike Trail River Crossing near State Route (SR) 160 to Sutter's Landing Park; and (2) the easterly segment east of Sutter's Landing Park to H Street.

To complete the overall vision for the entire Two Rivers Trail Project consistent with the American River Parkway Plan and the City of Sacramento Bikeway Master Plan, the City proposes to complete Phase II as it will serve as an important connection between the Two Rivers Bike Trail Phase I (Tiscornia Park to SR-160) and the existing bike trail near the H Street Bridge. Completion of this segment of the Two Rivers Trail will result in a continuous southern trail alignment that links the downtown area of Sacramento to the residential neighborhoods near the eastern boundary of the City.

Early planning efforts for the trail alignment assumed a top of levee location along the river. In response to levee maintenance agency concerns to the proposed plan, a waterside lower bench alignment along the easterly segment has become an alternative to consider which comes with costs for evaluation, mitigation, and construction.

On June 10, 2016, the American River Flood Control District (ARFCD) Board approved the concept of the Two Rivers Trail contingent upon the features complying with ARFCD's Recreational Trails Policy which stipulates that trails should be located off the levee crown. The request to offset the alignment is due to ARFCD's concern for high pedestrian and bicycle use of the trail prohibiting or interfering with heavy maintenance trucks and equipment accessibility and operations. ARFCD's proposal to lower the trail alignment away from the top of levee to the lower waterside bench would separate the trail users from levee maintenance operations.

As part of the environmental review process, the City's consultant completed a draft Initial Study-Mitigated Negative Declaration. During the public review, comments were received which indicated increasing the scope of environmental document to an Environmental Impact Report (EIR) is appropriate. A contract supplement is needed for the consultant to prepare the additional environmental documentation.

Policy Considerations: The project is consistent with the City General Plan goals and key policies of promoting safety and enhancing livability, sustainability, and economic vitality. The project promotes the development of a connected network (General Plan ERC 2.1.2), connections to other trails (General Plan ERC 2.4.3), providing multi-modal choices (General Plan M 1.2.1), and providing a continuous bikeway network (General Plan M 5.1.3). The project is consistent with the Mobility Element to create a well-connected transportation network through integration of recreation and community facilities with other public spaces and rights-of-way that are easily accessible by alternative modes of transportation. The project would maintain existing and pursue new connections to local, regional, and state trails. The project is a short-term implementation priority in the Bikeway Master Plan.

Economic Impacts: None

Environmental Considerations:

California Environmental Quality Act (CEQA): Approving a supplemental agreement and transfer of funds are not subject to the provisions of 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 and National Environmental Policy Act (NEPA) review for the project will take place as part of project development process.

Sustainability: The project is consistent with the City's General Plan goals to help improve the health of residents by promoting walking and bicycling, and to create a healthier urban environment by constructing bike paths. The project will also reduce dependence on the private automobile, 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.

Commission/Committee Action: None

Rationale for Recommendation: As part of the environmental review process, the City's consultant completed a draft Initial Study-Mitigated Negative Declaration environmental document. During public review, comments were received which indicated increasing the scope of the environmental document to an Environmental Impact Report (EIR) is appropriate for the project. A contract supplement is needed for the consultant to prepare the additional environmental documentation. The approval of Supplemental Agreement No. 9 with GEI Consultants, Inc. in an amount not to exceed \$80,102 is needed to complete the draft and final EIR and NEPA certification. Additional funds are needed to execute the contract with GEI Consultants, Inc.

Financial Considerations: The completion of the environmental documentation for the Two Rivers Trail Phase II Project (K15125000) is estimated to cost \$1,676,673.

Upon approval of the transfer of \$125,000 (New Measure A Safety, Streetscape, Pedestrian and Bicycle Fund, Fund 2039) from the State and Federal Grant Match Program (T15007200), the project will have sufficient funds to execute Supplemental Agreement No. 9 with GEI Consultants, Inc. in an amount not to exceed \$80,102 to complete environmental documentation.

There are no General Funds planned or allocated for this project.

Local Business Enterprise (LBE): The Two Rivers Trail Phase II Project has federal funding and requires conformance with Disadvantaged Business Enterprise (DBE) requirements. Therefore, the City's LBE policy is held in abeyance.