



# Rumrill Boulevard Complete Green Street Project



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City of San Pablo

**Regional Roundtable**  
March 28, 2017

# Outline

- Project overview
- Information on the process
- Project obstacles
- Current status & suggestions moving forward

# Project Overview



In 2015 the City was awarded a \$4.3M Complete Streets Active Transportation Program (ATP) Grant

- Green Infrastructure (GI) that is non-functional landscaping and not regulated through the NPDES permit, is an ineligible cost item beyond the 5% eligibility for decorative landscaping

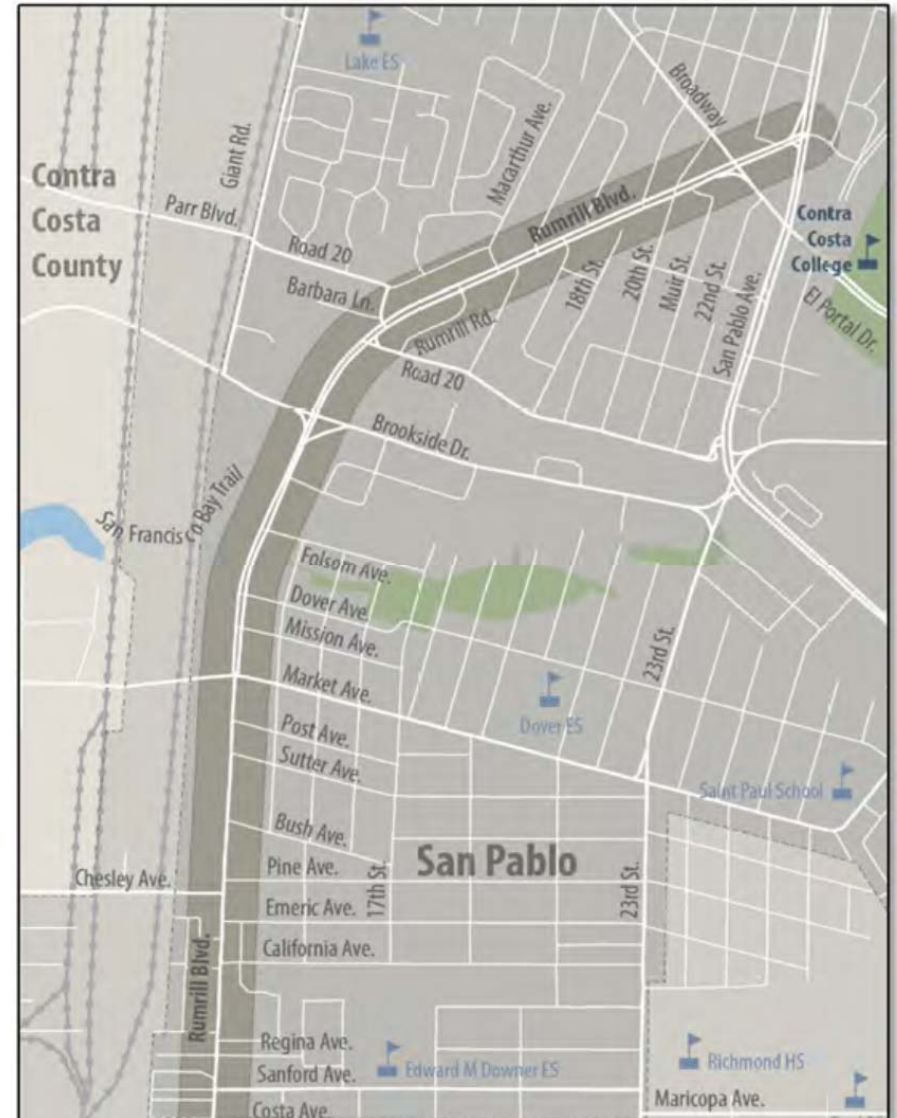


In 2016 the City was awarded a \$864K EPA San Francisco Bay Water Quality Improvement Fund Grant

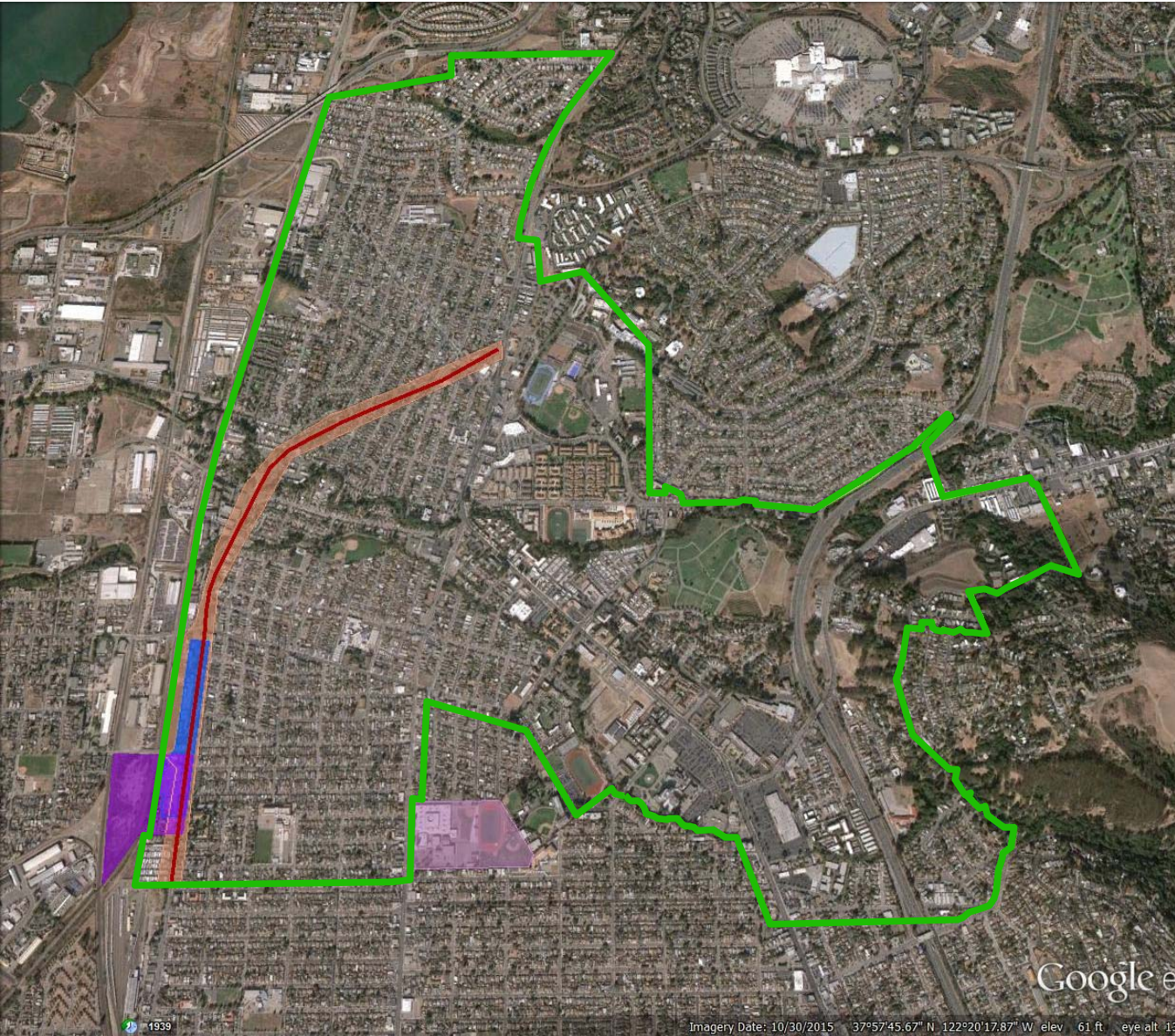
- Stormwater treatment, trash evaluations and public outreach
- Match \$872K







# ATP Project Overview

- Overhaul ~2 mile corridor with goals to:
  - Encourages bike and pedestrian modes of transportation
  - Increase safety
  - Increase the economic vitality
  - Encourage active living
  - Improve water quality by including Green Infrastructure (GI)







-  Rumrill Boulevard Complete Streets Project Area
-  Area for Green Infrastructure
-  Trash Assessment Area
-  Area of PCB Concern
-  Richmond High School
-  San Pablo City Limits



# Project Vision



# Combining Projects

- Teleconferences with Caltrans, MTC and CTC individually and together to discuss scope change
- City submitted draft Scope Change Application
  - Explained proposed scope change
  - Explained the reason for the change
  - Showed the impact of requested change (cost, pedestrians, cyclists, safety, timeline)



**CITY OF SAN PABLO**  
Public Works and Engineering Services

REQUEST FOR PROJECT SCOPE CHANGE  
(LOCAL ATP PROJECTS)

To: Sylvia Fung  
District Local Assistance Engineer  
Caltrans, Office of Local Assistance  
111 Grand Ave. MS 108,  
Oakland, CA 94612

Date: January 11, 2017  
PPNO: 21228  
Federal Project #: Unknown  
TIP ID #: CC-150017

**Project Name (As Submitted in Application):**  
City of San Pablo - Ranzell Boulevard Complete Streets Improvements

**Approved Project Description (As submitted in Application):**  
Complete Streets improvements along Ranzell Boulevard in the City of San Pablo, providing directional cycletracks, sidewalk and crossing improvements, street trees, landscaping, lighting and transit shelters along the length of the corridor.

**Approved Project Limits (As submitted in Application):**  
Along Ranzell Boulevard between San Pablo Avenue to the North and Costa Avenue South.

**For Federally Funded Projects:**  
**Current FTD/FSTIP Description:**  
In San Pablo, Along Ranzell Boulevard between San Pablo Avenue to the North and Costa Avenue to the South, Complete Streets Improvements and road diet.

**Current FTD/FSTIP Limits:**  
Ranzell Boulevard from San Pablo Avenue to the south city limits (approximately Costa Avenue).

# Scope Change Request

1. Convert the landscape buffers to green infrastructure.
2. Convert \$700,000 of federal funds to state funds to act as a match to the EPA grant.
3. Eliminate PG&E delays by removing the PG&E Rule 20A undergrounding aspect from the Project so that it can occur prior to Project construction.





# Funding Details

Current & Approved Project Budget		
Funding Source	Amount	Requested Funding Source
ATP Funds	\$ 4,309,749	Combined State/Federal Funds
City of San Pablo Match	\$ 600,000	San Pablo General Fund
PG&E Match	\$ 700,000	PG&E Rule 20A Funds
<b>Project Total</b>	<b>\$ 5,609,749</b>	

Proposed Project Budget		
Funding Source	Amount	Requested Funding Source
ATP Funds	\$ 4,309,749	\$700,000 in State Funds and \$3,609,749 in Federal Funds
City of San Pablo Match	\$ 600,002	San Pablo General Fund
EPA SFBWQIF Match	\$ 714,227	USEPA Federal Grant Funds
<b>Project Total</b>	<b>\$ 5,623,978</b>	

# Scope Change Communication

Caltrans Requirements	City's Eligible Costs
<p><b>Green Infrastructure is an eligible cost item if:</b></p> <ul style="list-style-type: none"><li>• NPDES regulated project<ul style="list-style-type: none"><li>○ Some situations still not an eligible cost</li></ul></li><li>• Deemed as functional landscaping<ul style="list-style-type: none"><li>○ Example: Safety barrier to protect cyclists or pedestrians</li><li>○ See Chapter 22.5 &amp; 22.6 in Caltrans ATP Guidelines</li></ul></li><li>• 5% decorative landscaping</li></ul>	<p><b>Rumrill Project Eligibility:</b></p> <ul style="list-style-type: none"><li>• Use the 5% decorative landscaping eligibility. No other decorative landscaping would be covered by ATP.</li><li>• Some landscape strips that are “functional” have potential of funding eligibility</li><li>• If the cycling lanes require regrading that surpasses the 10,000 SF of contiguous impervious surface area</li></ul>

# Environmental Communication

Caltrans Response/Request	City Response/ Request
Caltrans requested evidence of PCB sampling in the area	Results and reports from sampling were supplied
Caltrans requested a Phase I environmental assessment of the area for NEPA clearance	City supplied Phase I and Phase II of the property adjacent to the area with elevated PCB sampling results
Caltrans requested Phase I for the entire 2 mile corridor, depending on results a Phase II may be required	City requested that the scope of the Phase I was limited to a smaller segment (i.e. where green infrastructure was proposed)

## Project Status

- Working on RFP for Environmental and changes to the Scope Change
- Costs for a Phase 1 assessment are unknown
- These complications have the potential to cause project delays
- If Phase I (and potential Phase II) show the need for green infrastructure they may become an eligible cost item



# Obstacles & Potential Solutions

Obstacle	Suggestion
Ineligible Cost Items:	Develop criteria beyond C.3.b. to fund Green Infrastructure: <ul style="list-style-type: none"><li>- Green Infrastructure is required through multiple mechanisms in the NPDES permit (C.3.J. and C.11/C.12)</li><li>- Caltrans has an “acres treated” requirement in their permit</li><li>- Score cost effectiveness</li></ul>
Costs of Phase I/II Assessments:	Develop guidelines for segments for Phase I/II assessments for long corridors
Grant Administration & Auditing:	Funding agencies coordinate- Allow joint reporting, simplify funding requirements and coordinate funding cycles.
Clarity:	Provide more clarity to agencies regarding the process for eligible costs, scope changes, environmental reviews etc.