

# Agenda Report

**TO:** CITY COUNCIL

**DATE:** NOVEMBER 24, 2003

**FROM:** CITY MANAGER

**SUBJECT:** AUTHORIZATION TO APPLY FOR AN EXTENSION OF THE EXPENDITURE DEADLINE FOR THE BICYCLE TRANSPORTATION ACCOUNT GRANT FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION

## **RECOMMENDATION**

It is recommended that the City Council authorize the City Manager to apply for an extension of the expenditure deadline for the Bicycle Transportation Account (BTA) grant from the California Department of Transportation (Caltrans) for the following two granted projects: (1) Bikeway Backbone Enhancement; and (2) The Restoration of Historical Flint Wash Trail Crossing.

## **BACKGROUND**

### **Bikeway Implementation Plan**

In November 2000, the Council adopted the Bicycle Master Plan (*Century of Bikes*), which envisions a well-connected bicycle network. In 2001, staff applied for the Caltrans Bicycle Transportation Account (BTA) grant FY01-02 and was awarded the amount of \$324,000. The Agreement between Caltrans and the City was executed on June 3, 2002. Normally recipients of the BTA grant have 36 months to expend the funds in accordance with the Scope of Work and submit the expenditures to Caltrans for reimbursement at the end of the funding cycle. For both of the City's projects, the City would have to expense all eligible expenditures by June 30, 2004. Due to Caltrans' delay in contract execution, the City has only 24 months to expense the grant. In order to avoid losing any unused portion of this grant, Caltrans staff has instructed the City to request a time extension.

Since the Agreement was signed, significant progress has been made in expanding the City's bikeway network. A 1.5-mile bike lane was installed on New York Drive.

Three miles of "enhanced" bike routes were installed on Sierra Madre Villa, Los Robles Avenue, and Rosemead Boulevard and on the eastern portion of Orange Grove Boulevard. These bike routes include an 8-foot parking edgeline and "Share the Road" signage. In addition to extending total bikeway mileage, the Department installed 100 new bike racks citywide.

Staff has also completed a review street segments, summarized the existing street configurations and the impacts of installing bike lanes on those streets. Citywide outreach meetings are being held to share this information and gain input from all stakeholders.

Under the current BTA grant all bikeway installations must be completed and requests must be submitted by June 30, 2004. Staff is requesting a three-year extension to June 2007.

#### Restoration of Flint Wash Trail Crossing

In July 2003, the Council approved the Flint Wash Trail/Bridge Crossing project of the Hahamongna Watershed Park Master Plan, which will restore a historic crossing over Flint Canyon. This project will construct a new bridge, repair and improve the roadway leading to the Devil's Gate Dam at the lower end of the Devil's Gate Reservoir. It will connect the west end of Devil's Gate Dam, at the southernmost end of Hahamongna Watershed Park, to the west side of the park and provide a much-needed multi-modal crossing at this critical juncture in the Arroyo Seco.

The new bridge will span approximately 150 feet and become an integral part of the recreational trail system planned for Hahamongna Watershed Park. It will also provide an alternative commute route to Oak Grove Drive for bicyclists traveling to the Jet Propulsion Laboratory and Hahamongna Water Shed Park. In September 2003, the Council adopted the Hahamongna Watershed Park Master Plan.

In 2001 staff submitted this project for funding under the FY 01-02 Caltrans Bicycle Account (BTA) grant and was successfully awarded \$300,000 for the project. The agreement between Caltrans and the City was entered on June 3, 2002. The BTA grant is one of six different funding sources that provide all the anticipated funding needed to complete this project estimated at \$1.5 million.


Since the signing of the Agreement, CEQA compliance has been completed and the project has been approved to proceed. The management of the project has been transferred over to the Engineering Division from the Parks and Natural Resources Division and the preliminary design phase, including NEPA compliance is in progress.

Due to the delay in adopting the Master Environmental Impact Report for the Arroyo Seco Master Plan, the City was not able to jump start any construction work defined in the BTA agreement. A three-year extension is also being requested for this project.

**FISCAL IMPACT:**

If a time extension is not pursued, additional funds would need to be provided to complete the projects as planned.

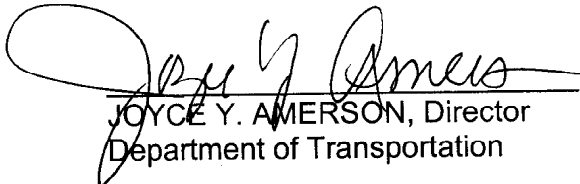
Respectfully submitted,

  
CYNTHIA J. KURTZ  
City Manager

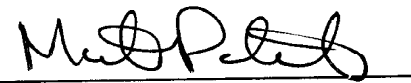
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