

2014 TIGER Planning Grant Application

BROADWAY BRIDGE

SACRAMENTO, CALIFORNIA

APRIL 28, 2014



PROPOSED ACTIVITIES:

ENVIRONMENTAL ANALYSIS

APPLICANT/SPONSOR:

CITY OF WEST SACRAMENTO

TIGER FUNDING REQUEST:

\$1.5 MILLION

Table of Contents

| | | |
|------|--|----|
| I. | Project Description..... | 1 |
| II. | Project Parties | 5 |
| III. | Grant Funds and Sources/Uses of Project Funds..... | 6 |
| IV. | Selection Criteria | 7 |
| | A. Primary Selection Criteria..... | 7 |
| | 1. State of Good Repair..... | 7 |
| | 2. Economic Competitiveness..... | 8 |
| | 3. Quality of Life..... | 9 |
| | 4. Environmental Sustainability..... | 13 |
| | 5. Safety | 15 |
| | B. Secondary Selection Criteria..... | 15 |
| | 1. Innovation | 15 |
| | 2. Partnership | 16 |
| V. | Project Readiness | 17 |
| VI. | Federal Wage Rate Certification..... | 18 |

List of Exhibits

| | | |
|---|---|----|
| 1 | Existing Bridge Locations..... | 1 |
| 2 | Broadway Bridge Project Area | 3 |
| 3 | Broadway Bridge - Typical Cross Section..... | 4 |
| 4 | Sources of Project Planning Funds | 6 |
| 5 | Reduction in Traffic on U.S. 50 Interchanges | 7 |
| 6 | Sacramento Riverfront Master Plan..... | 9 |
| 7 | Future Streetcar Expansion Route | 10 |
| 8 | Upper Land Park/Broadway Assets and Opportunities | 12 |
| 9 | Environmental Documentation Schedule | 17 |

Appendices

| | |
|---|---|
| A | Sacramento River Crossings Alternatives Study (Executive Summary) |
| B | Letters of Support |
| C | Federal Wage Rate Certification |

I. Project Description

Significant levels of growth are projected to occur in the urban core of Sacramento and West Sacramento over the next 20 years. Working together, the cities are implementing a bold new vision for the riverfront focused on major urban infill projects including the Bridge District, Pioneer Bluff and the Docks. This level of development is a key component of the SACOG MTP/SCS that was approved in 2012. Currently, there is limited opportunity to cross the Sacramento River between Sacramento and West Sacramento. Within a five mile urbanized segment of the river, there are two local bridges, the Tower Bridge and the I Street Bridge (Exhibit 1). Local traffic, cyclists and pedestrians are served by the Tower Bridge, but the I Street Bridge is too narrow and steep to comfortably serve buses or bicyclists and it has a narrow sidewalk on one side only. A third bridge in the area, the U.S. 50/Pioneer Bridge (Exhibit 1), serves interregional trips. However, with limited crossings, many drivers choose to use the U.S. 50/Pioneer Bridge for local trips between Sacramento and West Sacramento. Serving these local trips on U.S. 50 increases mainline congestion and negatively impacts freeway operations on the U.S. 50/I-5 interchange ramps.

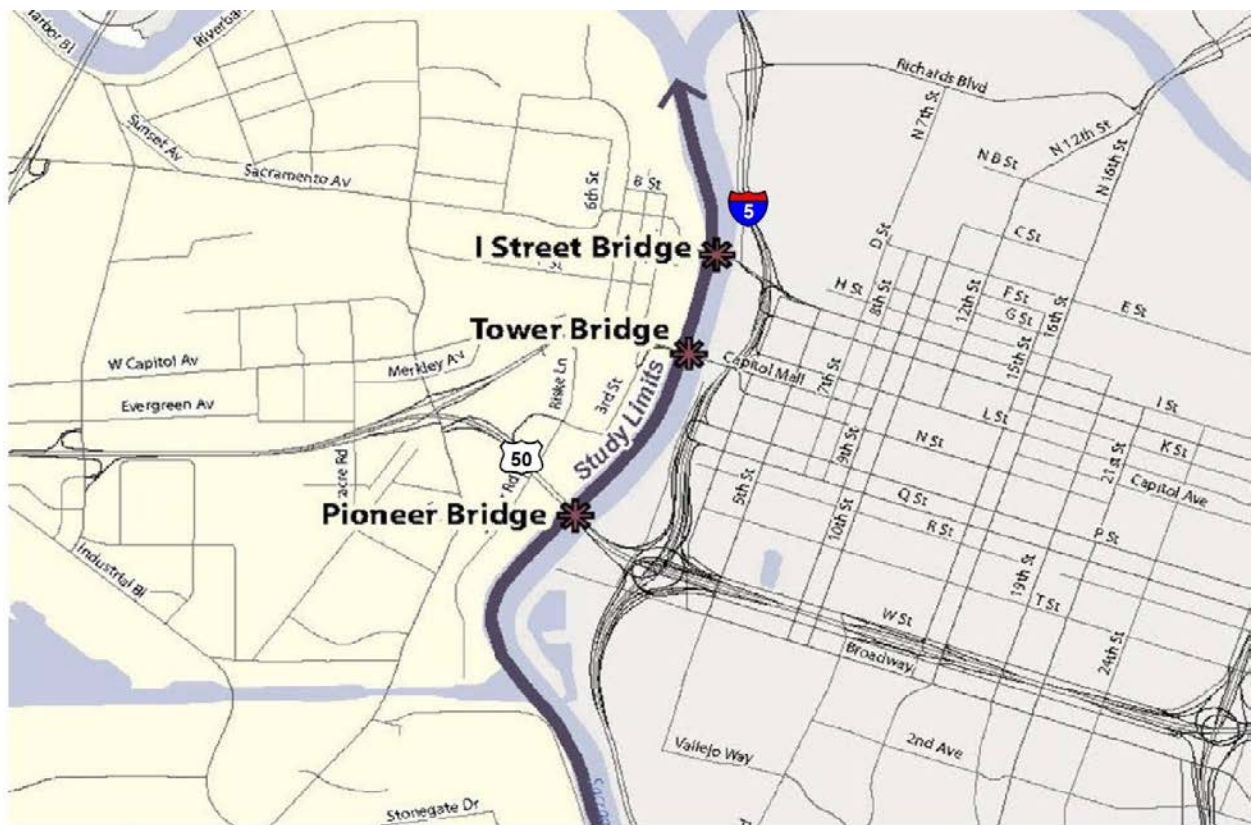


EXHIBIT 1
Existing Bridge Locations

Prior Studies

Completed in 2011, the Sacramento River Crossings Alternatives Study (Appendix A) identified potential new crossing locations and established a clear need for two new crossings of the Sacramento River including replacement of the I Street Bridge and the new Broadway Bridge south of the U.S. 50/ Pioneer Bridge. A critical implementation milestone was completed in 2013 with the successful application and funding for the I Street Bridge, which is currently in the environmental documentation phase. Beginning in May 2014, the City of West Sacramento will initiate the feasibility studies for the Broadway Bridge.

Project Objectives

The Broadway Bridge project (Project) is part of a comprehensive strategy that addresses the multi-modal transportation needs in the urban core, but also achieves the broader land use, economic development and livability objectives of the Cities including:

- ***Providing a suitable river crossing to fully develop the planned streetcar system:***
The Cities are jointly developing a streetcar system and the Broadway Bridge project would provide the opportunity to fully develop a loop system to better serve portions of the community with the highest need for transit options.
- ***Increasing economic activity and access to jobs:***
As documented by the chart in the Sacramento River Crossings Alternatives Study, the area within a half-mile radius of the Broadway Bridge site has the highest concentration of residents and employment of any potential bridge location along the Sacramento River.
- ***Improving the potential to achieve planned urban development and redevelopment:***
The Broadway Bridge would substantially improve access to and connectivity between urban infill opportunity areas on both sides of the Sacramento River, including the Bridge District, Pioneer Bluff, and Stone Lock areas in West Sacramento and the Docks and Miller Park redevelopment areas in Sacramento.
- ***Reducing trip lengths to make walking and bicycling viable across the Sacramento River:***
The project would reduce the trip length by two miles for pedestrians and bicyclists to get from either side of the river at the proposed bridge location.
- ***Reducing undesirable delays to automobiles, trucks, and public transit:***
Adding a roadway river crossing to the urban core where only two surface road connections and a highway bridge connection exist today will relieve traffic for vehicles and public transit.
- ***Increasing opportunities for public access to the riverfront for recreation:***
Both sides of the Sacramento River feature several recently constructed or improved bicycle and pedestrian facilities, recreational amenities, and entertainment venues such as Raley

Field and the planned Downtown Arena project. The Broadway Bridge will provide more direct access to these amenities for residents and workers in both cities.

- ***Improving travel safety and increasing evacuation alternatives during emergency situations:***

The inadequate amount of river crossings in the urban core is a serious limitation for emergency vehicles and poses a serious risk in evacuation scenarios. The Cities of Sacramento and West Sacramento share first response emergency services under an Automatic Aid Agreement. The Broadway Bridge will greatly enhance the ability of both agencies to avoid delays in responding to calls for service on both sides of the river.

Project Purpose

The Project will provide a new multi modal corridor connecting West Sacramento near 15th Street and Sacramento near Broadway Avenue, a distance of approximately 0.8 miles (Exhibit 2). The length of the proposed bridge is about 850 feet, composed of a central moveable span of 250 feet and two fixed span approach structures each with a length of about 300 feet.



EXHIBIT 2
Broadway Bridge Project Area

A low level, easily accessible movable bridge will encourage use by pedestrians and bicyclists in addition to vehicular traffic and future expansion of the planned streetcar system (Exhibit 3).

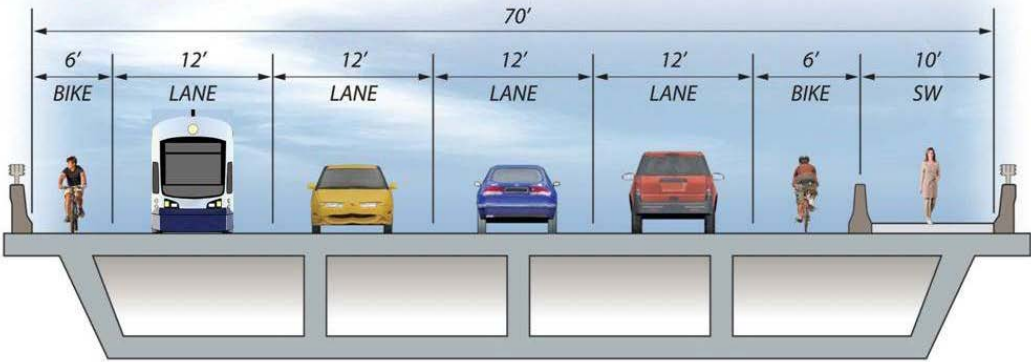


EXHIBIT 3
Broadway Bridge - Typical Cross Section

II. Project Parties

City of West Sacramento

The City of West Sacramento is the applicant for the TIGER planning grant funds and will be the California Environmental Quality Act (CEQA) lead agency/contract manager to complete the Broadway Bridge environmental phase.

City of Sacramento

The City of Sacramento is a co-developer of the Broadway Bridge project, and is a co-contributor, pledging \$750,000 in local matching funds for the TIGER grant.

Sacramento Area Council of Governments (SACOG)

SACOG is the Metropolitan Planning Organization (MPO) for the six-county Sacramento region, which includes the cities West Sacramento and Sacramento. SACOG is the administrator of the federal funds that support the Broadway Bridge's current feasibility phase and the lead entity advocating the Blueprint, an innovative approach to balance jobs and housing and address critical transportation and land use challenges in the region.

California Department of Transportation (Caltrans)

As the State Department of Transportation, Caltrans' mission is to *“Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.”* As the owner, operator and maintainer of the State Highway system, Caltrans has a keen interest in the Broadway Bridge project, which will provide significant benefits to Caltrans' interchanges and mainline facilities in the project area. Caltrans will serve as the NEPA lead agency during the environmental phase, and will be a key member of the Broadway Bridge's project development team.

III. Grant Funds and Sources/Uses of Project Funds

The City of West Sacramento is requesting \$1.5 million in TIGER planning grant funds to complete the environmental documentation phase for a new multimodal crossing of the Sacramento River. The TIGER funds will be matched 1:1 with local funds, to be split evenly between the Cities of West Sacramento and Sacramento (Exhibit 4).

EXHIBIT 4
Sources of Project Planning Funds

| Fund Source | Amount |
|-------------------------------|--------------------|
| <i>TIGER Planning Grant</i> | <i>\$1,500,000</i> |
| Local Funds (West Sacramento) | \$750,000 |
| Local Funds (Sacramento) | \$750,000 |
| Total | \$3,000,000 |

Previous federal funds provided to the project include \$442,650 programmed by SACOG to deliver the project's feasibility phase currently underway, and scheduled for completion in June 2015. The City of West Sacramento has committed the required 11.47 percent local match of \$57,350 for the feasibility study from its Traffic Improvement Fund.

IV. Selection Criteria

A. Primary Selection Criteria

1. State of Good Repair

Broadway Bridge is best investment to improve U.S. 50 operations

The majority of those living and working in the project area must use the Pioneer Bridge (U.S. 50) to cross over the Sacramento River to access jobs and housing. This route is not available to those choosing to use a bicycle or walk as neither are permitted on U.S. 50. These users must cross the Tower Bridge, which increases their trip length by as much as 2 miles. An estimated 20,000 vehicle trips per day utilize U.S. 50 for trips that would be better served by a local bridge south of the Pioneer Bridge. Diverting these local trips from U.S. 50 would improve safety and operations on U.S. 50 and the I-5 connector ramps immediately east of the project area.

Access to U.S. 50 is provided at Jefferson Blvd and at South River Road in West Sacramento (Exhibit 5). In 2008, the City of West Sacramento completed a Project Study Report that estimated the cost to improve the Jefferson Blvd. interchange and the ramps at South River Road would be approximately \$50 million. The Broadway Bridge would reduce the daily travel demand at these locations by as much as 25% and enable the city and its deliver partners to reduce or defer the cost and disruption to traffic to upgrade the U.S.50 interchanges and the mainline. It is estimated that a cost reduction of \$25 million could be better spent to partially fund the Broadway Bridge, which is a

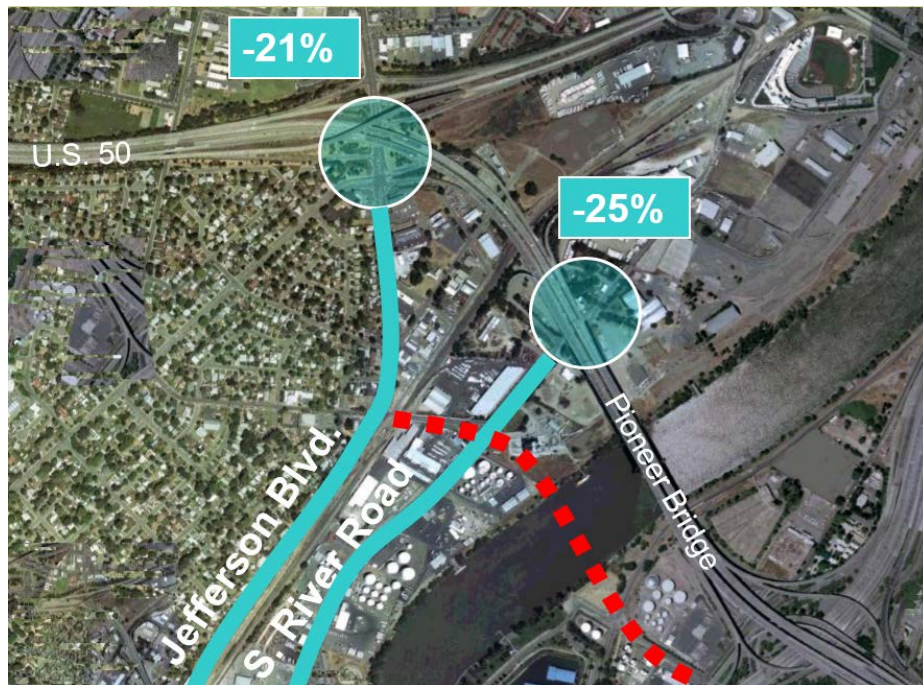


EXHIBIT 5
Reduction in Traffic on U.S. 50 Interchanges

better investment that would serve all modes of transportation.

Reduces Long Term Operations and Maintenance Costs

The Project will include a moveable span bridge to accommodate vessels on the Sacramento River. There are two existing moveable span crossings in the area at I Street and Tower Bridge each with an independent operator. The proposed planning study will include an analysis of life cycle costs of the bridge operation and maintenance and identify long term strategies including remote operation and the formation of a common operating structure to reduce the combined life cycle costs for all three bridges.

The proposed planning study will include an analysis of life cycle costs of the bridge operation and maintenance and identify long term strategies including remote operation and the formation of a common operating structure to reduce the combined life cycle costs for all three bridges.

Improves Resiliency of the Transportation Network

The project area is located immediately west of the crossroads of I-5 and U.S. 50, both of which serve as critical inter-regional evacuation routes in the event of an emergency. The proposed Broadway Bridge would increase the crossing capacity of the river and provide for local emergency traffic. In addition, the proposed crossing would provide a logical detour route during future maintenance and rehabilitation work on U.S. 50 and I-5.

2. Economic Competitiveness

Facilitate Goods Movement

Federal funding and authorization *Moving Ahead for Progress in the 21st Century Act* (MAP-21) passed in 2012 established freight movement and economic vitality as one of seven national goals for the Federal-aid highway program to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Most freight in the region is carried by truck, a trend likely to continue according to the SACOG MTP. Both I-5, linking the Sacramento region and Central Valley with southern California seaports, and I-80, linking the Bay Area, Sacramento, and areas east of the Sierra, are major truck freight routes through the region. The Broadway bridge project provides long-term economic benefit within the region, recognizing the importance of sustaining both the urban and rural economies, by removing local trips off of congested, critical freight movement routes and interchange connections at I-5 and I-80.

Supports Economic Connectivity

The Riverfront Master Plan (Exhibit 6) identifies the need for the Broadway Bridge to enable the riverfront districts in Sacramento and West Sacramento to reach their full potential in terms of public space, housing and jobs. The Broadway Bridge will improve access to the underutilized riverfront areas and enable them to develop as envisioned by both cities.

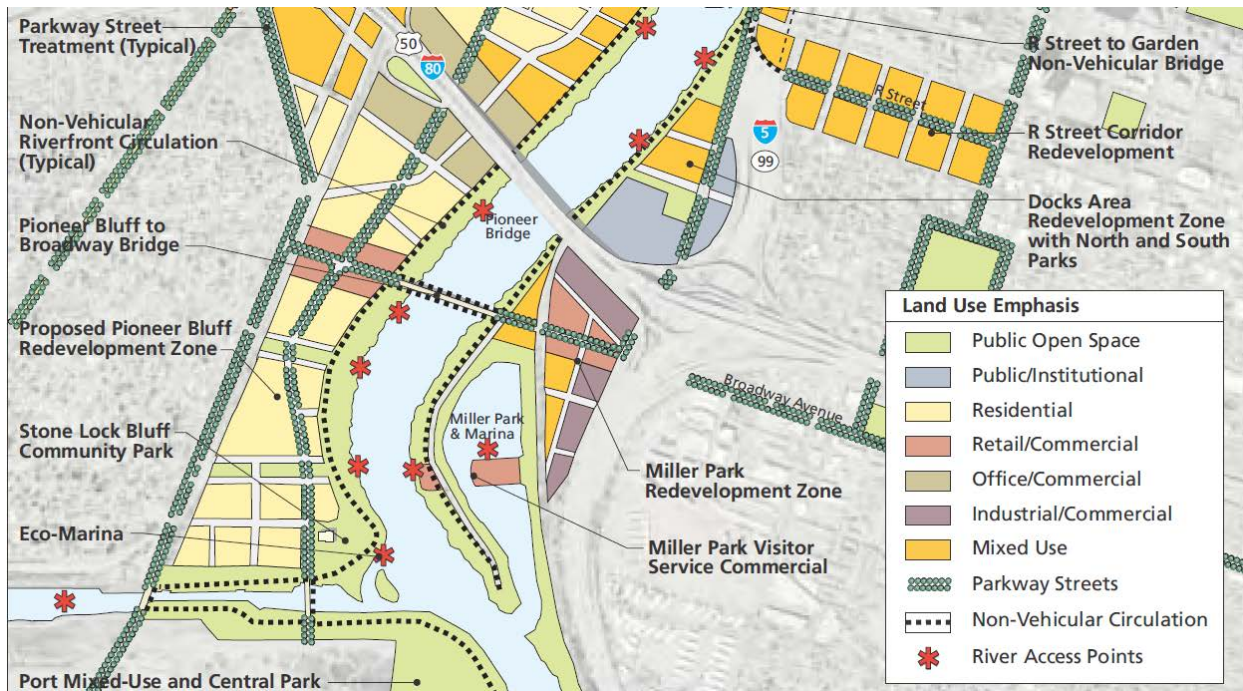


EXHIBIT 6
Sacramento Riverfront Master Plan

SACOG’s Employment Centers map identifies the Downtown Sacramento employment center as the area that essentially borders the north and east of the Broadway Bridge project area. In West Sacramento, planned infill development in the Bridge District, Pioneer Bluff, and Stone Lock will add thousands of housing units within close proximity to the Downtown employment center. The Broadway Bridge will support the Downtown Employment Center by creating a key connection for future residents of these infill areas to access jobs in the Downtown area, including by walking or biking to work.

Mixed-use plans in West Sacramento’s riverfront districts as well as Sacramento’s Docks and Miller Park redevelopment areas include a substantial amount of new retail and office development. This commercial development is projected to add thousands of new jobs to the urban core, effectively expanding the Downtown Employment Center. The project will support environmental justice by providing convenient access to these new jobs to existing lower-income and minority residents of the neighborhood near the Sacramento landing of the Broadway Bridge.

3. Quality of Life

Providing more transportation choices for all travelers

Enhance modal connectivity, increase number of modes, reduce congestion

While many alternative transportation facilities and networks exist in proximity to the Broadway Bridge site in both Sacramento and West Sacramento, they are not adequately inter-connected to promote an increase in alternative travel between the two cities. The availability of just a single bridge (Tower Bridge) in the project area as a safe and convenient river crossing for alternative modes limits the utility of these facilities and undermines the efforts of both cities in building effective alternative transportation networks. The Broadway Bridge would complete an important riverfront loop that provides for the future expansion of the Downtown/Riverfront Streetcar (Exhibit 7) and better connectivity to other regional transportation networks (RT Light Rail and Amtrak Capitol Corridor) for future residents and workers.

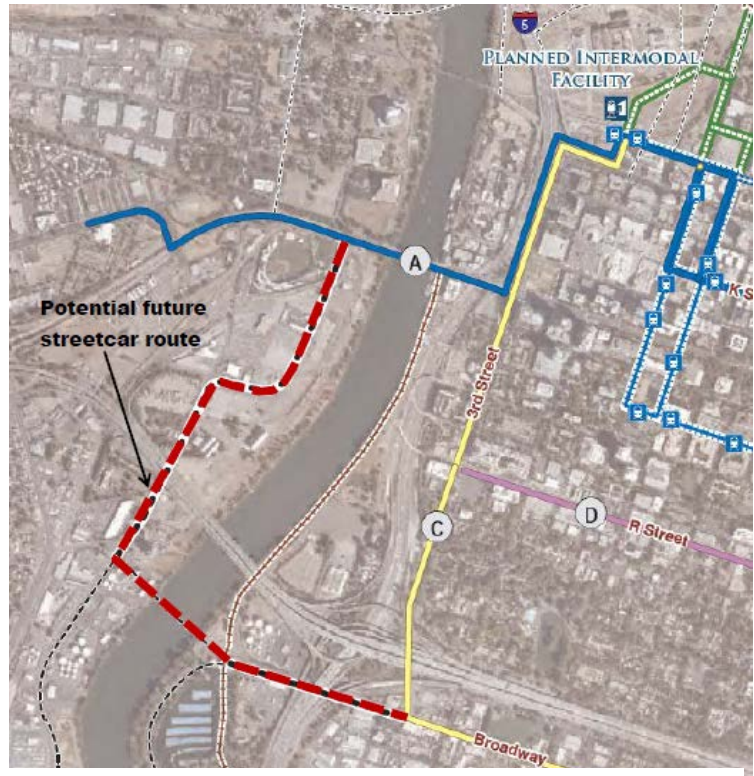


EXHIBIT 7
Future Streetcar Expansion Route

Promotes non-motorized travel choices and public health

In national surveys, Sacramento consistently ranks as one of the best locations for bicycle commuting among the largest U.S. cities. Great weather, level terrain and its core infrastructure make the bicycle a viable choice for many travelers. The popularity in riding to and from work, shopping, and other destinations has grown significantly, but more needs to be done to continue this trend. The needs are most critical at the Sacramento River where, in the four mile section of the river that includes the urban core, the Tower Bridge is the only crossing suitable for bicyclists and pedestrians.



Commuting on Tower Bridge

The Broadway Bridge will include dedicated bike lanes and sidewalks to complete a bicycle and pedestrian loop around the riverfront between the Tower Bridge and the Broadway Bridge. In

addition to being included in each city's bicycle master plans, the Class I pathway improvements leading to the Broadway Bridge are also identified in SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan. This project will complete the loop around Sacramento and West Sacramento and effectively support the reduction in local vehicle trips for residents and employees within and between the two cities, thus reducing greenhouse gas emissions and providing mode choices that promote public health and reduce user costs.

Improve air quality, reduce greenhouse gas emissions and promote public health.

The project will provide the opportunity to accommodate a future streetcar line running north-south along West Sacramento's waterfront, across the Broadway Bridge, and west-east along Broadway on Sacramento's side. This potential streetcar line has been identified in the Downtown/Riverfront Streetcar project, which is being developed under a regional partnership between the Cities of Sacramento, West Sacramento, Sacramento Regional Transit District, Yolo County Transportation District, and SACOG.

Promotes equitable, affordable housing.

On both sides of the Sacramento River, nearby neighborhoods include large populations of lower-income and minority residents based on 2010 Census data. Also, there are a large number of housing units with affordability restrictions within one mile of the project in both cities. Targeted outreach to these properties will be conducted to encourage participation from lower-income residents.

The key benefit of the project for lower-income residents will be more direct access to jobs, retail choices, and public amenities on both sides of the river with accessibility through multiple modes of transportation. There are no anticipated burdens of this project for lower-income and minority populations.

Enhances economic competitiveness of neighborhoods.

The Broadway Bridge will improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs, as well as expanded business and market opportunities. The project will spur economic activity by connecting riverfront development opportunity areas in West Sacramento to the existing Downtown Sacramento employment center. Also, by enabling planned mixed-use development surrounding the project, the Broadway Bridge supports the creation of new employment centers on both sides of the river. The project will also support environmental justice by providing convenient access to future employment opportunities created in West Sacramento's Bridge District for existing lower-income and minority residents of the neighborhood near the Sacramento landing of the Broadway Bridge.

Supports existing communities.

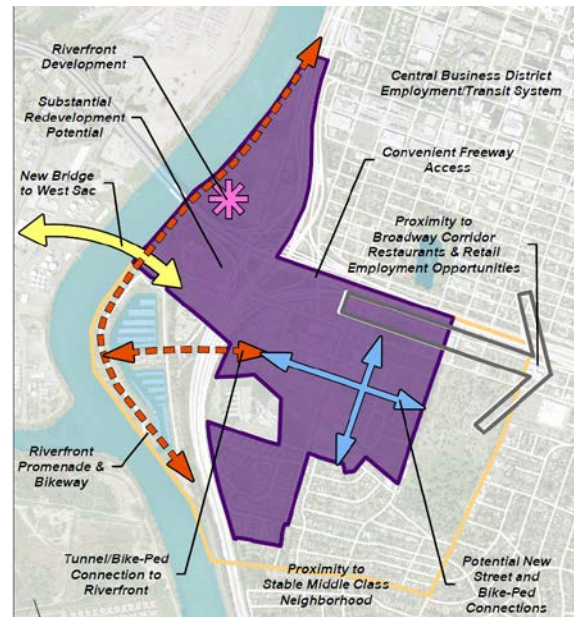
Existing communities adjacent to the proposed Broadway Bridge include areas having a high concentration of poverty and minority populations. This is particularly true on the Sacramento side of the crossing where the neighborhood consists of four disconnected sub-areas: a 29-acre underutilized former industrial riverfront property (Docks); a 32-acre former lumber processing and produce distribution hub (Northwest Land Park); the 40-acre Sacramento Marina/Miller Regional

Park offering off-river dockage; and the 68-acre Alder Grove and Marina Vista public housing sites. The City has a Specific Plan for the Docks, yet the community lacks connections to downtown and West Sacramento. Northwest Land Park has an approved Planned Unit Development, demonstrating strong private interest and investment, but has been slow getting started due to neighboring commercial and institutional uses and the distressed public housing. Miller Park, a strong community asset, is underutilized due to a lack of visibility and access.

In November 2013, the U. S. Department of Housing and Urban Development (HUD) awarded the Sacramento Housing and Redevelopment Agency a Choice Neighborhoods Planning Grant to assist in the development of a Neighborhood Transformation Plan for the revitalization of the Marina Vista and Alder Grove public housing communities. The proposed Plan would redevelop the existing fully occupied complexes to create 751 public housing replacement units in vibrant mixed-use and mixed-income communities serving households with a wide range of incomes.

The Upper Land Park/Broadway Community Needs Assessment completed in February 2014 identified the Broadway Bridge as a key component of the community transformation plan (Exhibit 8). The new crossing will support the community and the planned investment by connecting future jobs in new employment centers in West Sacramento within bicycling or walking distance for low - income residents of this area. The Bridge District is entitled for up to 7 million square feet of commercial space, including retail stores, restaurants, entertainment venues, offices, and hotels.

The Bridge District, in addition to other planned commercial development in the Pioneer Bluff and Stone Lock infill areas, will create thousands of new jobs in the vicinity of Northwest Land Park, increasing employment opportunities for lower-income and minority residents of nearby areas.



**EXHIBIT 8
Upper Land Park/Broadway Assets and Opportunities**



Marina Vista/Alder Grove Public Housing

Coordinates policies and leverage investment.

The Cities of Sacramento and West Sacramento have invested several millions of dollars over the past 15 years in planning and constructing promenades on their respective sides of the river, along with an additional significant investment in widening the Tower Bridge for safer use by bicyclists and pedestrians. In 1999, the City of West Sacramento completed the River Walk Park between the Tower Bridge and I Street Bridge. This promenade was expanded through the Bridge District in 2010. The City's Bicycle, Pedestrian, and Trails Master Plan (2013) calls for the promenade to be extended to the Pioneer Bluff area with a crossing to Sacramento at the Broadway Bridge. This project provides that linkage and ties into the current and planned investments along the riverfronts. The City of West Sacramento General Plan 2013-2021 Housing Element Update directs continued promotion of mixed-use residential/commercial development in the Bridge District, along West Capitol and Sacramento Avenues, in the Waterfront Zone, and in appropriate commercial zones.

Values communities and neighborhoods.

The Broadway Bridge will embrace and further refine the primary goals these communities have defined as "Neighborhood Friendly" principals for bridge projects between the two cities. The principals listed below reflect the communities' desire to create healthy, safe, and walkable neighborhoods.

- ✓ Primarily serve short local trips
- ✓ Multi modal options (bicycles, pedestrians, and transit)
- ✓ Architecturally and contextually appropriate
- ✓ Does not expand capacity of approach roadways
- ✓ Target speed equal or less than approach roadways
- ✓ Reduce growth in VMT
- ✓ No direct connection to residential streets

This project will work with the communities in Sacramento and West Sacramento to uniquely refine these principals and balance the infrastructure needs with the values of these communities. The desire to create options for travel and maintain a sense of place along the riverfront will drive solutions that support these values and align with the redevelopment planning efforts for both cities.

4. Environmental Sustainability

The Broadway Bridge multimodal connection would reduce congestion, VMT, associated greenhouse gas emissions, and improve air quality by:

Creating shorter trips for motorists, bicyclists, and pedestrians traveling between West Sacramento and Sacramento.

Currently, the travel distance between the bridge's landings in each city is about 1.9 miles by driving using the Pioneer Bridge freeway crossing and 2.3 miles by walking, biking, or driving on local streets using the Tower Bridge. The Broadway Bridge will reduce these travel distances to about 1/3-mile while providing a direct connection between existing neighborhoods and job centers, retail destinations, and recreational amenities on both sides of the Sacramento River. This change will

result in a reduction of VMT per household/per capita, associated reduction in emissions and improved air quality, and improved public health through increased physical activity.

Reducing Trip Lengths for Transit Priority Area Residents

The Broadway Bridge project area is also designated as a Transit Priority Area (TPA) by SACOG. According to SACOG's VMT per capita map, residential neighborhoods in West Sacramento located within this TPA to the west and south of the project site have per capita VMT rates of 14.5-19.3 miles per day. The Broadway Bridge will result in a reduction of these rates by reducing trip lengths to destinations in Sacramento for residents of these TPA neighborhoods.

Building the Future Streetcar Network

The Broadway Bridge project will be designed to accommodate a future streetcar line running north-south along West Sacramento's waterfront, across the Broadway Bridge, and west-east along Broadway on Sacramento's side (Exhibit 7) forming a potential streetcar line extension from the initial phase of the Downtown/Riverfront Streetcar project, which is being developed under a regional partnership between the Cities of Sacramento, West Sacramento, Sacramento Regional Transit District, Yolo County Transportation District, and SACOG. The



streetcar will provide commuters and visitors transportation alternatives to access the job centers and recreational destinations on both sides of the river. These choices will serve to reduce VMT, alleviate congestion, reduce greenhouse gas emissions, improve air quality, and reduce dependence on oil.

Improving Safety and Reducing Exposure to Hazardous Materials

The benefits of the Broadway Bridge project include dramatically changing the traffic mix in the area and being a catalyst for mixed use development. This shift, consistent with the policies adopted by the City's Pioneer Bluff Transition Plan, would help fulfill the ultimate goal of transferring the existing tank farms to a more appropriate location, and developing the adjacent brownfields. This would move hazardous materials away from the future mixed use center, providing travelers and visitors with a safer environment.

Reducing Traffic Congestion on U.S. 50

Currently, due to limited crossing opportunities, vehicles from West Sacramento's southern residential areas utilize the U.S. Highway 50 Pioneer Bridge to reach employment centers in Downtown Sacramento. This use of the freeway network for short, local trips creates significant congestion on the Pioneer Bridge, the U.S.50/Jefferson Boulevard interchange, and the U.S. 50/I-5 interchange ramps.

The U.S.50/Jefferson Boulevard interchange Project Study Report (PSR) noted that, by creating a more direct multimodal connection between West Sacramento residents and Sacramento employment centers, the Broadway Bridge project will remove 20,000 daily local trips from U.S. 50.

5. Safety

The majority of those living and working in the project area must use the Pioneer Bridge (U.S. 50) to cross over the Sacramento River to get to jobs and housing. Access to U.S. 50 is from interchanges at Jefferson Blvd and at South River Road in West Sacramento. The local interchanges include steep eastbound entrance ramps closely spaced with the I-5 connector ramps. The steep grades and relatively short merge section require slow moving vehicles to quickly merge with mainline traffic positioning for the northbound and southbound I-5 connector ramps. The accident history confirms that the section experiences elevated accident rates, particularly those involving trucks. An estimated 20,000 vehicle trips per day utilize U.S. 50 for trips that would be better served by a local bridge south of the Pioneer Bridge. Diverting these local trips from U.S. 50 would improve safety and operations on U.S. 50 and the I-5 connector ramps immediately east of the project area.

Resilience

The project area is located immediately west of the crossroads of I-5 and U.S. 50, both of which serve as critical inter-regional evacuation routes in the event of an emergency. The proposed Broadway Bridge would increase the crossing capacity of the river and provide for local emergency traffic. In addition, the proposed crossing would provide a logical detour route during future maintenance and rehabilitation work on U.S. 50 and I-5.

The inadequate number of local river crossings in the urban core is a serious limitation for emergency vehicles and poses a serious risk in evacuation scenarios. The Cities of Sacramento and West Sacramento share first response emergency services under an Automatic Aid Agreement. The Broadway Bridge will greatly enhance the ability of both agencies to avoid delays in responding to calls for service on both sides of the river.

B. Secondary Selection Criteria

1. Innovation

The project proposes a moveable span crossing to accommodate navigation on the Sacramento River. The project feasibility study will identify the innovative operating scenarios that minimize cost and operation of the bridge while still providing adequate service. The scenarios will generally define the available manual and semi-automated system technologies, their benefits, trade-offs and costs necessary to support early planning decisions. Another consideration is the long term staffing/training requirements and what entity might be best able to operate the bridge. The study will explore the benefits and feasibility of creating a common operator under a joint powers authority or cooperative agreement to operate and maintain the Broadway Bridge and the existing Tower Bridge now operated by Caltrans. At least one of these scenarios will include a integrated remote operating scheme that has the potential to reduce long term maintenance and operation costs for all of the moveable span bridges in the area.

2. Partnership

This is a joint-proposal project between the Cities of Sacramento and West Sacramento. The two cities previously collaborated on the completion of the Sacramento River Crossings Alternatives Study, and are currently completing a feasibility study for the Broadway Bridge project. The River Crossing Study included a robust outreach and planning process, which led to the development of a need and purpose statement and neighborhood friendly definition, adopted by both cities.

Requested funds for this phase will build on the findings and deliverables of the feasibility study. The cities jointly prepared the proposed scope of work and will coordinate on the selection of a consultant to complete the environmental phase.

The environmental phase will include preliminary design, engineering, and environmental work, a timeline for completing the project, an estimate of project costs, and an outreach effort that will build public support for the project in both cities. These products of this phase will encourage future coordination on the project between the two cities, Caltrans and SACOG, and inform regional decision-making around future federal funding priorities.

This regional collaboration has already proven successful on the Downtown/Riverfront Streetcar Project, where the two cities are co-sponsors and working collaboratively with SACOG, Caltrans, Sacramento Regional Transit, and the Yolo County Transportation District, to connect the two cities' via a streetcar network.

V. Project Readiness

Federal Planning and Programming

The Broadway Bridge project is included in SACOG’s current Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and programmed in the 2013/2016 Metropolitan Transportation Improvement program (MTIP). These regional and federal planning/programming activities facilitate an efficient transition from the feasibility phase to the environmental analysis phase, minimizing delays and setting up the regional support necessary to quickly transition through the environmental process.

The City of West Sacramento has demonstrated an exemplary track record for delivering complex, publicly-funded infrastructure projects and managing grants. In the past five years alone and solely within its riverfront districts, the City completed over \$70 million in infrastructure projects with over half of the funding from federal, state, and regional grant sources. West Sacramento staff have significant experience managing federal grants and federally-funded projects.

Project Schedule

The current feasibility phase will be completed within approximately 10 months, enabling the City to obligate the TIGER funds for the environmental phase by January 2015. Per the schedule shown in Exhibit 9, the timeframe to complete the environmental phase and expend the TIGER funds is 33 months, which will meet DOT’s requirement to expend all funds by September, 2021.

EXHIBIT 9
Environmental Documentation Schedule

| Notice to Proceed – January 2015 | | |
|----------------------------------|----------------|----------------|
| Task | Start Date | End Date |
| Alternative Analysis | January 2015 | April 2016 |
| Preliminary Engineering | September 2015 | June 2016 |
| Environmental Documentation | April 2015 | October 2017 |
| Project Approvals | June 2016 | September 2017 |

Stakeholder Support for the Project

The Broadway Bridge project is supported by a broad based coalition of public and private stakeholders. Selected letters of support are included in Appendix B.

VI. Federal Wage Rate Certification

The application will comply with the Federal wage rate requirements of Subchapter IV of Chapter 31 of Title 40, United States Code as required by the FY 2014 Continuing Appropriations Act. A federal rate certification is included in Appendix C.

APPENDIX A

**Sacramento River Crossings Alternatives Study
(Executive Summary)**

See Broadway Bridge Feasibility Study, Executive Summary, Appendix A for the Sacramento River Crossings Alternatives Study Summary Report (November 2010).

APPENDIX B

Letters of Support

RESOLUTION 14-16

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF WEST SACRAMENTO AUTHORIZING SUBMISSION OF GRANT
FUNDING APPLICATIONS FOR THE PROJECT APPROVAL AND ENVIRONMENTAL
DOCUMENT PHASE OF THE BROADWAY BRIDGE PROJECT**

WHEREAS, the Cities of Sacramento and West Sacramento wish to connect their respective communities through the construction of a new bridge crossings of the Sacramento River. This concept has been adopted as public policy by both Cities and the region as a whole in the Metropolitan Transportation Plan, the City of Sacramento General Plan, and the Sacramento River Need and Purpose Study; and

WHEREAS, the Broadway Bridge over the Sacramento River is eligible for federal aid under the Transportation Investment Generating Economic Recovery (TIGER) Program; and

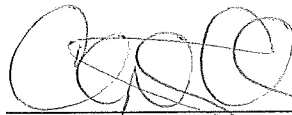
WHEREAS, recognizing that for the ultimate goals of neighborhood connectivity, economic development, and alternative mode as well as conventional mode circulation, an application for federal aid should be submitted for the Project Authorization and Environmental Document (PA/ED) phase of the Broadway Bridge project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of West Sacramento as follows:

1. The City Manager, or his designee, is authorized to submit a \$1.5 million grant application for TIGER funding to the US Department of Transportation to begin the project approval/environmental document phase of the Broadway Bridge replacement project.
2. The City Council hereby authorizes a commitment of \$750,000 as City of West Sacramento matching funds for the proposed project.

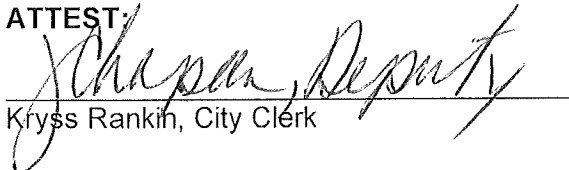
PASSED AND ADOPTED by the City Council of the City of West Sacramento this 16th day of April, 2014 by the following vote:

AYES: Johannessen, Kristoff, Sandeen, Cabaldon
NOES: None
ABSENT: Ledesma



Christopher L. Cabaldon, Mayor

ATTEST:



Kryss Rankin, City Clerk



DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

915 I STREET
ROOM 2000
SACRAMENTO, CA
95814-2604

OFFICE OF THE DIRECTOR

PH 916-808-7100
FAX 916-808-5573

April 23, 2014

U.S. Department of Transportation
Attn: TIGER Program
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Letter of Support – Broadway Bridge Feasibility Project

To Whom it May Concern:

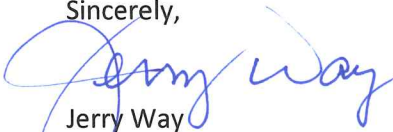
The Broadway Bridge is a key link between the Cities of Sacramento and West Sacramento. In 2003, both cities commissioned the Sacramento Riverfront Master Plan. One of the key aspects of this document approved by both City Councils was an analysis of the impediments to public access to one of America's most pristine riverfronts. The lack of connections between river districts on both sides of the river was determined to be the most pressing issue hampering economic development between the two cities.

In 2008, the two cities commissioned the Sacramento Riverfront Reconnections Study, funded by federal and state dollars that prioritized where new bridges should be implemented. Two bridges were selected for implementation, the I Street Bridge Replacement Project and the Broadway Bridge Project. Both projects were added to the Sacramento Region Metropolitan Transportation Program as two of the highest transportation priorities for the entire metropolitan area. The I Street Bridge Project was funded under the Highway Bridge Program and is currently in design.

The second project, the Broadway Bridge, will provide key access to the southern waterfront area of the two cities. It will open areas on both sides of the River for redevelopment including the Pioneer Bluff Area in West Sacramento and the Broadway Area in Sacramento. The Broadway Bridge will also reduce congestion on Interstate 5, one of the West's most important goods movement corridors, by allowing residents and businesses in the two cities to use a local bridge instead of the federally funded Interstate 5.

In terms of implementing the two bridge projects, the City of Sacramento is the lead agency and was the lead agency on the I Street Bridge Project. The City of West Sacramento is the lead agency on the Broadway Bridge Project. The City of Sacramento strongly supports the initiation of the Project Approval and Environmental Document (PA/ED) phase of the Broadway Bridge Project through a \$1.5 million request from the TIGER program. The City of Sacramento, like the City of West Sacramento will contribute 50% of the matching funds or \$750,000 towards the 1:1 match for this project.

Sincerely,



Jerry Way
Director of Public Works

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

April 25, 2014

The Honorable Anthony Foxx
Secretary
Office of the Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

The California Department of Transportation (Caltrans) supports the city of West Sacramento's "TIGER Discretionary Grants" Program (TIGER 2014) application for the Broadway Bridge Feasibility Project.

The Broadway Bridge is a key bridge connection between the cities of Sacramento and West Sacramento. The lack of connections between the two cities on both sides of the Sacramento River puts added pressure on already congested US Highway 50 and Interstate 5 to move people and goods between the two jurisdictions. The Broadway Bridge will therefore help reduce congestion on both US Highway 50 and Interstate 5, one of the West's most important goods movement corridors.

The city of West Sacramento and the city of Sacramento are jointly sponsoring this project. The city of West Sacramento is the lead agency on the Broadway Bridge Project. Caltrans strongly supports the initiation of the Project Approval and Environmental Document phase of the Broadway Bridge Project through a \$1.5 million request from the TIGER program.

Sincerely,

A handwritten signature in black ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

April 23, 2014

Anthony Foxx, Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

**Re: Support for TIGER VI Planning Grant for the City of West Sacramento
and City of Sacramento's Broadway Bridge Project (CA)**

Dear Secretary Foxx:

The Sacramento Area Council of Governments (SACOG) supports the cities of West Sacramento and Sacramento in their application for a TIGER VI planning grant to fund project development activities for the Broadway Bridge.

TIGER VI funding would be used to complete preliminary engineering and environmental review for a bridge between the cities of West Sacramento and Sacramento. The purpose of the project is to construct a 1/3-mile multi-modal roadway spanning the Sacramento River. The project has been identified as a regionally important investment in SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy. The recently completed Sacramento River Crossings Alternatives Study demonstrated the significant travel and economic benefits from a new river crossing in the Broadway Bridge area. The full project has the potential to reduce vehicle miles traveled and spur economic development within the cities of West Sacramento and Sacramento. TIGER funding would help capitalize on successful prior coordination and planning efforts between the two cities and SACOG by facilitating the completion of the next critical step in the project development process.

Thank you for your consideration of this significant regional project. SACOG looks forward to continued collaboration with the cities of West Sacramento and Sacramento on this important project.

Sincerely,



Mike McKeever
Chief Executive Officer

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

April 22, 2014



Martin Tuttle, City Manager
City of West Sacramento
1110 West Capitol Avenue
West Sacramento, CA 95691

Re: Support for Broadway Bridge TIGER Grant Application

Dear Mr. Tuttle:

I am pleased to provide this letter of support for the TIGER grant application for the Broadway Bridge submitted by the Cities of West Sacramento and Sacramento. Fulcrum Property is a major infill mixed-use developer with projects on both sides of the Sacramento River. In West Sacramento, Fulcrum is the majority landowner in the Bridge District, one of our region's most extraordinary infill development opportunities located along the riverfront just to the north of the Broadway Bridge site.

Many years of public-private collaboration between Fulcrum, other property owners, and the City of West Sacramento have set the stage for the creation of a modern city center embodying smart growth principles in the Bridge District. A major reason for our company's long-term investment in the Bridge District is the City's sustained commitment to connect the riverfront to create a cohesive urban environment that interacts with the natural setting of the Sacramento River. The Broadway Bridge will provide a critical piece of infrastructure to advance this effort by strengthening multi-modal connections between West Sacramento and Sacramento.

Sincerely,



Mark Friedman
President



April 22, 2014

Martin Tuttle, City Manager
City of West Sacramento
1110 West Capitol Avenue
West Sacramento, CA 95691

Re: Letter of Support for Broadway Bridge TIGER Grant Application

Dear Mr. Tuttle:

On behalf of the Ramos family, please accept this letter of support for the TIGER application for the Broadway Bridge submitted by the Cities of West Sacramento and Sacramento. As property owners, investors, and developers of sites within West Sacramento's riverfront areas including the Bridge District and Pioneer Bluff, we fully support the investment in critical infrastructure projects like the Broadway Bridge that connect our riverfront. This project will build on the investments already made in the Bridge District and Pioneer Bluff by the City of West Sacramento and property owners to promote additional infill development opportunities in the area near the Broadway Bridge.

Entities controlled by the Ramos family own over 30 acres of property within close proximity to the Broadway Bridge location. All of this property is zoned for high-density, mixed-use development. The Broadway Bridge will make the development of these properties more feasible by establishing a strong connection between the riverfront districts on both sides of the Sacramento River. The project will also create the opportunity for a future streetcar line across the bridge, further promoting higher-density development.

If I can be of any additional assistance, I can be reached at (916) 372-6170.

Sincerely,

A handwritten signature in blue ink that reads "Daniel F. Ramos". The signature is fluid and cursive.

Daniel F. Ramos

APPENDIX C

Federal Wage Rate Certification

Federal Wage Rate Requirement

Certification of Compliance with Title 40 USC, Chapter 31, Subchapter IV

As required by the FY 2014 Continuing Appropriations Act, the City of West Sacramento herewith certifies that it will comply with the requirements set forth in subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements) in relation to TIGER Planning Grant funds expended for the Broadway Bridge project.

04/25/14

Date



Denix Anbiah, P.E.
Director of Public Works
City of West Sacramento