

City of Sacramento  
**Active Transportation Commission Report**  
915 I Street Sacramento, CA 95814  
www.cityofsacramento.org

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**File ID:** 2024-01765

10/17/2024

**Discussion Item 3.**

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**Fiscal Year (FY) 2025/26 Caltrans Sustainable Transportation Planning Grant Applications**

File ID: 2024-01765

**Location:** Citywide

**Recommendation:** Pass a **Motion** to forward a recommendation to City Council for approval for the City of Sacramento to apply for the California Department of Transportation (Caltrans) Fiscal Year (FY) 2024/25 Sustainable Communities - Sustainable Transportation Planning Grant Program for the following projects: Transit Needs in Sacramento to meet Climate, Equity and Mobility Goals; and the Walking, Bicycling and Transit Access Wayfinding Project.

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**Presenter:** Jennifer Donlon Wyant, Transportation Planning Manager, (916) 808-5913, jdonlonwyant@cityofsacramento.org, Department of Public Works

**Attachments:**

1-Description/Analysis

**Issue Detail:** Caltrans will be issuing a call for projects for the FY2025/26 Sustainable Transportation Planning Grant Program in October 2024. Applications are expected to be due in January 2025. Individual projects have a maximum request of \$700,000.

City staff reviewed the 2040 General Plan, the Climate Action and Adaptation Plan, Transportation Priorities Plan priority projects, the Vision Zero Top 10 corridors, and selected recommended planning efforts that best meet the goals and purpose of these grant programs, City priorities, and prior experience. Staff recommend submittal of the following as the most competitive candidates for funding:

**1. Get on the Bus: Transit Needs in Sacramento to meet Climate, Equity and Mobility Goals**

The City's Climate Action and Adaptation Plan calls for reaching 11% of all trips to be made by transit by 2030 to meet the City's climate goals. The City's 2040 General Plan supports transit improvements through many policies outlined in the Policy Considerations in this staff report.

City policies also support equitable processes and outcomes.

The Plan will present the opportunity to identify existing travel patterns for all modes; geographic areas within the city where existing transit service could be improved; identify which non-transit trips are likely to be converted to transit; and identify what the City and SacRT can do to reach 11% transit mode share.

## 2. **Walking, Bicycling and Transit Access Wayfinding Project**

The Climate Action and Adaption Plan has a goal to achieve 6% active transportation mode share by 2030 and 12% by 2045; and to reach 11% transit mode share by 2030. To do that, educational and encouragement tools must be used. Wayfinding can encourage people to walk, bicycle and take transit by not only directing people to route with infrastructure but can direct people on routes that are lower stress.

The Walking, Bicycling, and Transit Access Wayfinding Project will promote walking and bicycling in Sacramento to neighborhood destinations, transit, retail districts and other key community destinations. Equity will be foundational to this effort and will include pilot wayfinding in up to 3 Senate Bill (SB) 535 disadvantaged community areas.

Typically, Caltrans will fund a maximum of one to two of the City's applications.

**Policy Considerations:** The submission of the projects is consistent with the City General Plan goals of promoting safety and enhancing livability, sustainability, and economic vitality. The recommendations in this report are in accordance with the following specific policies from the Sacramento 2040 General Plan:

**M-1.9 Equitable Processes and Outcomes.** The City shall ensure that the transportation system is planned and implemented with an equitable process to achieve equitable outcomes and investments so that all neighborhoods one day will have similar levels of transportation infrastructure such as sidewalks, marked low stress crossings, and bikeways.

**M-1.11 Increase Bicycling and Walking.** The City shall strive to increase bicycling and walking citywide so that it can meet its equity, reduced vehicle miles traveled, and sustainability goals.

**M-1.17 Improve Bicycling Connectivity.** The City shall plan and seek funding for a continuous, low-stress bikeway network consisting of bicycling-friendly facilities that connect neighborhoods with destinations and activity centers throughout the city.

**M-1.20 High-Frequency Transit Service.** The City shall collaborate with the Sacramento Regional Transit District (SacRT) to facilitate implementation of high-frequency transit service

on a network of interconnected corridors with characteristics that best support high-frequency transit service and those characteristics that meet City goals, managing corridor operations to provide for adequate transit vehicle speed and reliability.

**M-1.21 Extension of Transit Service.** The City shall coordinate with the Sacramento Regional Transit District (SacRT) to plan for the extension of frequent transit service and other related transit improvements that are comfortable, convenient, and interconnected from the Greater Land Park, North Natomas, Pocket/Greenhaven, South Area, and South Natomas Community Plan Areas to areas with concentrated employment. This may include frequent bus service provided by SacRT as an interim solution along routes ultimately planned for light rail service.

**M-1.22 Increase Transit Ridership.** The City shall support work to increase transit ridership citywide.

**M-2.1 Transportation Demand Management (TDM).** The City should promote the greater use of Transportation Demand Management strategies by employers and residents to reduce dependence on single-occupancy vehicles with the target that 17 percent of all trips are made by transit and active transportation modes by 2030 and 23 percent of all trips are made by transit and active transportation modes by 2045.

**Economic Impacts:** None.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The pursuit of grant funds is not subject to the provisions of the CEQA. Under Section 15061(b)(3) of the CEQA Guidelines, CEQA applies only to projects which have the potential for causing a significant effect on the environment. Applying for funding is an administrative action which will have no effect on the environment and is therefore not subject to CEQA review. Appropriate CEQA review for individual projects will take place as part of project development

**Sustainability:** The projects are consistent with sustainability goals of promoting walking by developing a universally accessible, safe, convenient, integrated, and well-connected transportation system. Transportation is also responsible for 57% of Sacramento's local greenhouse gas emissions, the single largest sector. Providing safe, walkable, and bikeable transportation alternatives helps to reduce single-occupant vehicle use and contribute towards Sacramento's climate change goals.

**Commission/Committee Action:** None.

**Rationale for Recommendation:** With limited available sources of local funding to meet the City's goals to advance transportation safety and mobility options, grant funding is essential to deliver projects. The granting agency requires that the City Council authorize the list of projects and that the City Manager or his designee sign the applications. After City staff review, the proposed projects best meet the grant program criteria, City policy and programming documents, and project delivery readiness.

**Financial Considerations:** Federal and State funding are the primary sources of funding for transportation projects in the City of Sacramento. Limited local funding is required to provide the required match to leverage state and federally funded projects and cover costs not eligible with grant funding. Unless other funding sources are identified and included in Capital Improvement Projects (CIPs), future match requirements are anticipated to come from future local transportation revenues or state, or other grants will be pursued to cover match costs. If sufficient local revenues are not available to meet all funding needs of projects that have been awarded grant funding, then projects will be postponed, reduced in scope, or cancelled. Funding for individual projects will be identified when setting up new CIPs and/or accepting grant funds.

**Local Business Enterprise (LBE):** Not applicable.