

CITY COUNCIL STAFF REPORT

DATE: April 23, 2019

TO: City Council/City Manager

FROM: Maria Fierner, Public Works Director
By: Robin Bartlett, Division Manager/District Engineer

SUBJECT: RESOLUTION NO. 2019-040 - Accepting a Center Pylon Cable Stayed Bridge as the Preferred Bridge Alternative for the Bollinger Canyon Road-Iron Horse Trail Bicycle Pedestrian Overcrossing Project (CIP 5530), Authorizing the City Manager to Enter into a Cooperative Agreement with the Contra Costa Transportation Authority to Manage Design and Construction of the Overcrossing, and Authorizing the City Manager to Enter into Agreements to Secure Financing and Grants to Fund the Overcrossing



EXECUTIVE SUMMARY

At the City Council Workshop held on March 26, 2019 to review design options for the proposed Bollinger Canyon Road/Iron Horse Trail Bicycle Pedestrian Overcrossing Project (CIP 5530), the Council expressed unanimous support for a cable stayed bridge design with a center pylon located in Bollinger Canyon Road. The Council also requested that staff pursue additional grant or other funding opportunities, and to the extent that additional funding is still required, to pursue other financing options. In addition, the Council requested that staff finalize an agreement with the Contra Costa Transportation Authority (CCTA) to manage the design and construction of the Project. The attached Resolution formalizes the decisions and authorizes the City Manager to take other necessary measures to enter into agreements to proceed with the Project.

RECOMMENDED ACTION

Staff recommends approval of this Resolution accepting a center pylon cable stayed bridge as the preferred bridge alternative for the Bollinger Canyon Road/Iron Horse Trail Bicycle Pedestrian Overcrossing Project, authorizing the City Manager to enter into a cooperative agreement with the Contra Costa Transportation Authority to manage design and construction of the Overcrossing, and authorizing the City Manager to enter into agreements to secure financing and grants to fund the Overcrossing.

BACKGROUND/DISCUSSION

Background

The City Council held a workshop on March 26, 2019 to review design options for the proposed Bollinger Canyon Road/Iron Horse Trail Bicycle Pedestrian Overcrossing Project (CIP 5530). During the Workshop, the Council expressed unanimous support for a cable stayed bridge design with a center pylon located in Bollinger Canyon Road. The current estimate for the total cost of this option is \$20.8M, which is \$6.5M over the currently identified funding. In order to fill the funding shortfall, the Council requested that staff pursue additional grant funding or other funding opportunities, and to the extent that additional funding is still required, to pursue financing options, which may be paid for over time by Measure J Return to Source funds, or other funds. In addition, in order to prevent further delays, the Council requested that staff finalize an agreement with the Contra Costa Transportation Authority (CCTA) to manage the design and construction of the Project, and take other necessary measures to proceed with the Project.

Grants, Financing, and Other Funding Opportunities

The current budget for the Project is \$14.3M as summarized below:

SOURCE	AMOUNT
City of San Ramon General Fund	\$2,000,000
Measure J Transportation for Livable Communities (TLC) 2017	\$2,511,000
Measure J TLC future years pre-commitment	\$4,989,000
OBAG2 (Federal Funding)	\$4,800,000
Total	\$14,300,000

Staff anticipates that the Project will require approximately \$6.5M in additional funding in order to complete.

In order to eliminate the shortfall, staff will seek additional funding from grants and other sources. Currently, the City is working with the East Bay Regional Parks District to pursue potential funding for bridge projects on the Iron Horse Trail with Federal Build Grants from the Department of Transportation. In addition, staff is exploring the possibilities of obtaining a grant from the Bay Area Air Quality Management District. However, at this time no grants have been received and it is unknown if the City will receive any funding from any other grant, or any other source.

In addition to seeking grants, the City can pursue options to finance the capital required to construct the bridge. The City can obtain loans backed by the City or by specific funding streams such as Measure J Return to Source Funds. Loans are expected to be available at an interest rate of about 3% and with an approximate annual payment of \$87,000 for 15 years per \$1M borrowed. Financing options will be discussed in detail at a future Finance Committee meeting.

Additional funding for the Project may also be available from specific dedicated funding sources such as the Citywide Landscaping and Lighting District, Zone 1 for lighting features, and the City Beautification Fund for elements that enhance the appearance of the bridge. Funding from these sources will be identified at a future date, as appropriate, and will be subject to individual appropriations authorized by the City Council.

Cooperative Agreement with CCTA

CCTA has a long history of undertaking major and unique transportation projects and much of the funding for the Overcrossing derives from funds administered by CCTA. The Iron Horse Trail is a Route of Regional Significance and an important element in regional transportation planning. In addition, in order to help reduce risks associated with certain options, the City may opt for unconventional procurement procedures such as design-build or construction manager-at risk. These options integrate the design, construction management, and construction elements to various degrees and can reduce overall risk; CCTA has expertise with these procedures. Therefore, it is of mutual benefit for the City and CCTA to work collaboratively to achieve a successful Project. Staff and the City Attorney have prepared a draft Cooperative Agreement with CCTA. Under the terms of the draft agreement, it is anticipated that CCTA will take the overall management of the design and construction, in consultation with the City, but that certain aspects such as procurement of right-of-way and remaining the lead agency on environmental aspects will remain the responsibility of the City.

NEXT STEPS

Following review and receipt of comments provided by the Council Workshop, as well as approval of the recommendations of this staff report, staff will:

1. Work with the CCTA and the City Attorney to finalize an agreement with CCTA for management of the design and construction of the Overcrossing.
2. Assess and pursue funding opportunities and work with other agencies, as appropriate, to submit grant applications to help fund the Project.
3. Evaluate and apply for financing of the additional funding required to complete the Project, as needed and appropriate.
4. Amend the IS/MND to reflect to preferred design and complete NEPA documents for the Project.
5. Keep the City Council informed of progress and developments related to all funding, financing, agreements, and progress of the Project.

RESOLUTION NO. 2019-040

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON ACCEPTING A CENTER PYLON CABLE STAYED BRIDGE AS THE PREFERRED BRIDGE ALTERNATIVE FOR THE BOLLINGER CANYON ROAD-IRON HORSE TRAIL BICYCLE PEDESTRIAN OVERCROSSING PROJECT (CIP 5530), AUTHORIZING THE CITY MANAGER TO ENTER INTO A COOPERATIVE AGREEMENT WITH THE CONTRA COSTA TRANSPORTATION AUTHORITY TO MANAGE DESIGN AND CONSTRUCTION OF THE OVERCROSSING, AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AGREEMENTS TO SECURE FINANCING AND GRANTS TO FUND THE OVERCROSSING

WHEREAS, the City Council approved an Initial Study/Mitigated Negative Declaration for Bollinger Canyon Road/Iron Horse Trail Bicycle Pedestrian Overcrossing Project (CIP 5530) on November 28, 2017; and

WHEREAS, preliminary analysis indicated a need to make revisions to the originally anticipated design and funding; and

WHEREAS, the City Council held a Workshop on March 26, 2019 to review bridge design, costs, and funding options; and

WHEREAS, additional funding is required to complete the preferred bridge type; and

WHEREAS, the City desires to move forward with the Project while continuing to pursue opportunities for grants; and

WHEREAS, the Contra Costa Transportation Authority has expertise in managing the design and construction of specialized and complex transportation infrastructure projects.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of San Ramon does hereby:

- 1) Accept a center pylon cable stayed bridge as the preferred bridge alternative for the Bollinger Canyon/Iron Horse Trail Bicycle Pedestrian Overcrossing Project;
- 2) Authorize the City Manager to enter into an agreement with the Contra Costa Transportation Authority to manage the design and construction of the Overcrossing; and
- 3) Authorize the City Manager to secure financing and grants, as required, to fund the design and construction of the Overcrossing.

PASSED, APPROVED AND ADOPTED at the meeting of April 23, 2019 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Bill Clarkson, Mayor

ATTEST:

Christina Franco, City Clerk