
Authority Board **STAFF REPORT**

Meeting Date: December 15, 2021

Subject	NEW ITEM: Iron Horse Trail (IHT)/Bollinger Canyon Road Bicycle and Pedestrian Overcrossing (POC) (Project 120025) – Authorization to Execute Amendment No. 1 to Cooperative Agreement No. 12SW.05 with the City of San Ramon (City) for Environmental Documents, Plans, Specifications & Estimates (PS&E), Right-of-Way (ROW), Utility, and Construction Phase Services
Summary of Issues	<p>In July 2019, the Authority and City entered into Cooperative Agreement No. 12SW.05, allowing the Authority to manage the environmental documents, PS&E, ROW, utility, and construction phase services for the project on behalf of the City.</p> <p>In January 2021, the Authority and City entered into Fund Exchange Agreement No. 555 to request programming of State Transportation Improvement Program (STIP) funds for the project in exchange for Measure J funds.</p> <p>The 90% PS&E is underway, and the project is expected to be ready for construction in spring of 2022. This amendment updates the scope, cost, and funding for the project.</p>
Recommendations	Staff seeks authorization for the Chair to execute Amendment No. 1 to Cooperative Agreement No. 12SW.05 with the City in the amount of \$5,299,000, for a new total agreement value of \$22,719,000 <u>650</u> , to provide environmental documents, PS&E, ROW, utility, and construction phase services, and to allow the Executive Director or designee to make any non-substantive

	changes to the language.
Staff Contact	Ivan Ramirez
Financial Implications	The City will pay for 100% of all costs associated with the project including project management services.
Options	The Authority Board could elect to not approve the request; however, it would impact the needed project scope update and the necessary project financial commitment to fully fund the project.
Attachments	<p>A. Draft Amendment No. 1 to Cooperative Agreement No. 12SW.05</p> <p>B. Location Map</p>
Changes from Committee	N/A

Background

On April 23, 2019, the City adopted Resolution 2019-040 accepting a Center Pylon Cable Stayed Bridge for the IHT/Bollinger Canyon Road POC project.

In July 2019, the Authority Board entered into Cooperative Agreement No. 12SW.05 for the Authority to manage the environmental approval, PS&E, ROW, utility, and construction phases of the project. The project is funded by a number of Federal, State and local funds, including Measure J funds. Under the terms of the agreement, the City will reimburse the Authority for all project costs.

In November 2019, the Authority Board approved Resolution 19-59-P, which authorized the adoption of the Construction Manager/General Contractor delivery method for the project. Under this approach, the contractor is awarded a contract to perform pre-construction services during the design phase providing critical input on construction methods, materials, schedule, risk management strategies, and value engineering.

In January 2021, the Authority and City entered into Fund Exchange Agreement No. 555 to

request programming of STIP funds for the project in exchange for Measure J funds.

The 90% PS&E is underway, and the project is expected to be ready for construction in spring 2022. Authority staff and the City reviewed the current project scope, cost, and funding and intend to make the following changes:

- Scope – The construction scope is updated to reflect design changes and refinement, and to manage costs while reflecting the City’s priorities.
- Cost – The project cost has been updated to reflect the revised scope, design refinement, ROW, utility-related costs, and estimated construction cost.
- Funding – Whereas the cooperative agreement shows \$6.5 million of funding is yet to be determined, staff of the two agencies has identified committed funding sources to fully fund the project based on the current estimated costs.

Staff seeks authorization for the Chair to execute Amendment No. 1 to Cooperative Agreement No. 12SW.05 with the City in the amount of \$5,299,000, for a new total agreement value of \$22,719,000650, to provide environmental documents, PS&E, ROW, utility, and construction phase services, and to allow the Executive Director or designee to make any non-substantive changes to the language.

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**COOPERATIVE AGREEMENT NO. 12SW.05
BETWEEN
THE CONTRA COSTA TRANSPORTATION AUTHORITY
AND
CITY OF SAN RAMON
FOR
IRON HORSE TRAIL/BOLLINGER CANYON ROAD BICYCLE AND PEDESTRIAN OVERCROSSING
(POC) (PROJECT 120025)**

AMENDMENT No. 1

WHEREAS, the Contra Costa Transportation Authority (CCTA) and the City of San Ramon (CITY) entered into Cooperative Agreement No. 12SW.05 (AGREEMENT) to conduct the environmental documents, Plans, Specifications & Estimate (PS&E), Right-of-Way (ROW), utilities, and construction phases for the Iron Horse Trail/Bollinger Canyon Road POC project (PROJECT) on August 8, 2019; and

WHEREAS, CCTA and CITY entered into Agreement No. 555 (EXCHANGE AGREEMENT) for CCTA and CITY to receive and utilize State Transportation Improvement Program (STIP) funds for the PROJECT in exchange for the CITY's share of Cycle 3 and Cycle 4 of Measure J Transportation for Livable Communities and Local Streets Maintenance & Improvements – Programs 11 and 23, known as Return to Source, funds from CCTA totaling \$9,200,000 (TLC & RTS FUNDS); and

WHEREAS, CITY and the Bay Area Air Quality Management District entered into an Agreement (TFCA FUNDING AGREEMENT) to provide \$390,000 towards the implementation of the PROJECT; and

WHEREAS, CITY has identified \$1,000,000 from CITY Beautification Funds and \$400,000 from CITY Landscape and Lighting District Zone 1 Funds and wishes to use these funds for the PROJECT; and

WHEREAS, CCTA and CITY have determined that the cost estimate and funding for the PROJECT needs to be updated and amended to reflect scope changes, EXCHANGE AGREEMENT, TFCA FUNDING AGREEMENT, and other funding changes; and

WHEREAS, CCTA and CITY now wish to amend the AGREEMENT; therefore be it

MUTUALLY AGREED THAT:

- (1) The project will be designed and constructed in general accordance with the project description as presented in Attachment A (Amended).
- (2) CITY may replace \$1,000,000 of its \$2,000,000 CITY General Funds commitment with \$1,000,000 of CITY Beautification Funds.
- (3) CITY agrees to provide an additional \$2,899,000 in CITY 2019 Certificate of Participation Funds and \$400,000 in CITY Landscape and Lighting District Zone 1 Funds to the PROJECT.
- (4) Attachments B and C are amended as attached.
- (5) That all other items and conditions of the AGREEMENT shall remain in effect.

In witness whereof, the parties hereto have executed this Amendment No. 1 to Cooperative Agreement No. 12SW.05 effective as of the 15th day of December 2021.

CITY OF SAN RAMON

**CONTRA COSTA TRANSPORTATION
AUTHORITY**

Joe Gorton, City Manager

Teresa Gerringer, Chair

ATTEST:

ATTEST:

Christina Franco, City Clerk

Tarienne Grover, Clerk of the Board

Approved as to Form:

Approved as to Form:

Martin Lysons, City Attorney

David H. McCray, Authority Counsel

Maria Fierner, P.E., Public Works Director

Attachment A (Amended)

The project will consist of a cable stay bridge, approach ramps, right-of-way acquisition (as needed), utility relocation (as-needed) and all associated improvements necessary to construct a fully functional, aesthetically pleasing structure to carry bicycles and pedestrians using the Iron Horse Trail over Bollinger Canyon Road, as approved by the City Council. The bridge will have a central pylon constructed in the existing westbound Bollinger Canyon Road left turn lane to Bishop Ranch I located immediately adjacent to the Iron Horse Trail. The bridge will have a main span of approximately 200 feet with auxiliary spans on each side of up to 70 feet per side. The bridge will have a usable deck width of at least 16 feet. It is anticipated that the tower structure will be on the order of 64 feet above the existing road grade and will be configured to allow the bridge to be used by maintenance vehicles. Ramps will be provided to the bridge that will either be structurally supported or supported by retaining walls. The ramps will meet Americans with Disabilities Act of 1990 requirements. The retaining walls may be constructed of mechanically stabilized earth. Stairs may be provided to access the bridge from one side if the project budget and priorities permit. Landscaping and stormwater management features will be included with the project as close to the bridge as possible. The project will be constructed in accordance with all currently applicable codes and regulations. A rendering of the project is shown in this attachment.



Rendering of Project

December 15, 2021

Attachment B (Amended)

PROJECT COST ESTIMATE

ACTIVITIES	AMOUNT
PROJECT MANAGEMENT (CCTA) <i>(Including Caltrans Local Assistance coordination)</i>	\$460,000
STUDIES AND APPROVAL <i>(Including Feasibility & Preliminary Studies and National Environmental Policy Act approval)</i>	\$228,000 <u>650</u>
DESIGN <i>(Including Design & Construction Manager/General Contractor (CM/GC) pre-construction services)</i>	\$3,006,000
CONSTRUCTION <i>(Including CM/GC construction services, construction contingency, permitting, Right-of-Way, environmental mitigation, and utility relocation)</i>	\$16,270,000
CONSTRUCTION SUPPORT <i>(Including Design Support During Construction, Construction Management, and reserves)</i>	\$2,755,000
TOTAL PROJECT COST	\$22,719,000<u>650</u>

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Attachment C (Amended)

PROJECT FUNDING TABLE

FUNDING SOURCES	AMOUNT
City of San Ramon <i>General Funds or City Beautification Funds*</i> <i>2019 Certification of Participation (COP) Funds</i> <i>Lighting Funds</i> Total City Funds	 \$2,000,000 \$2,899,000 \$400,000 \$5,299,000
Measure J Transportation for Livable Communities (TLC) Cycles 1 and 2 <i>(Excludes funds for Iron Horse Trail Crossing at Crow Canyon Road)</i>	\$3,030,000 650
Statewide Transportation Improvement Program	\$9,200,000
Transportation Fund for Clean Air	\$390,000
One Bay Area Grant 2 (Federal Funding)	\$4,800,000
TOTAL	\$22,719,000 650

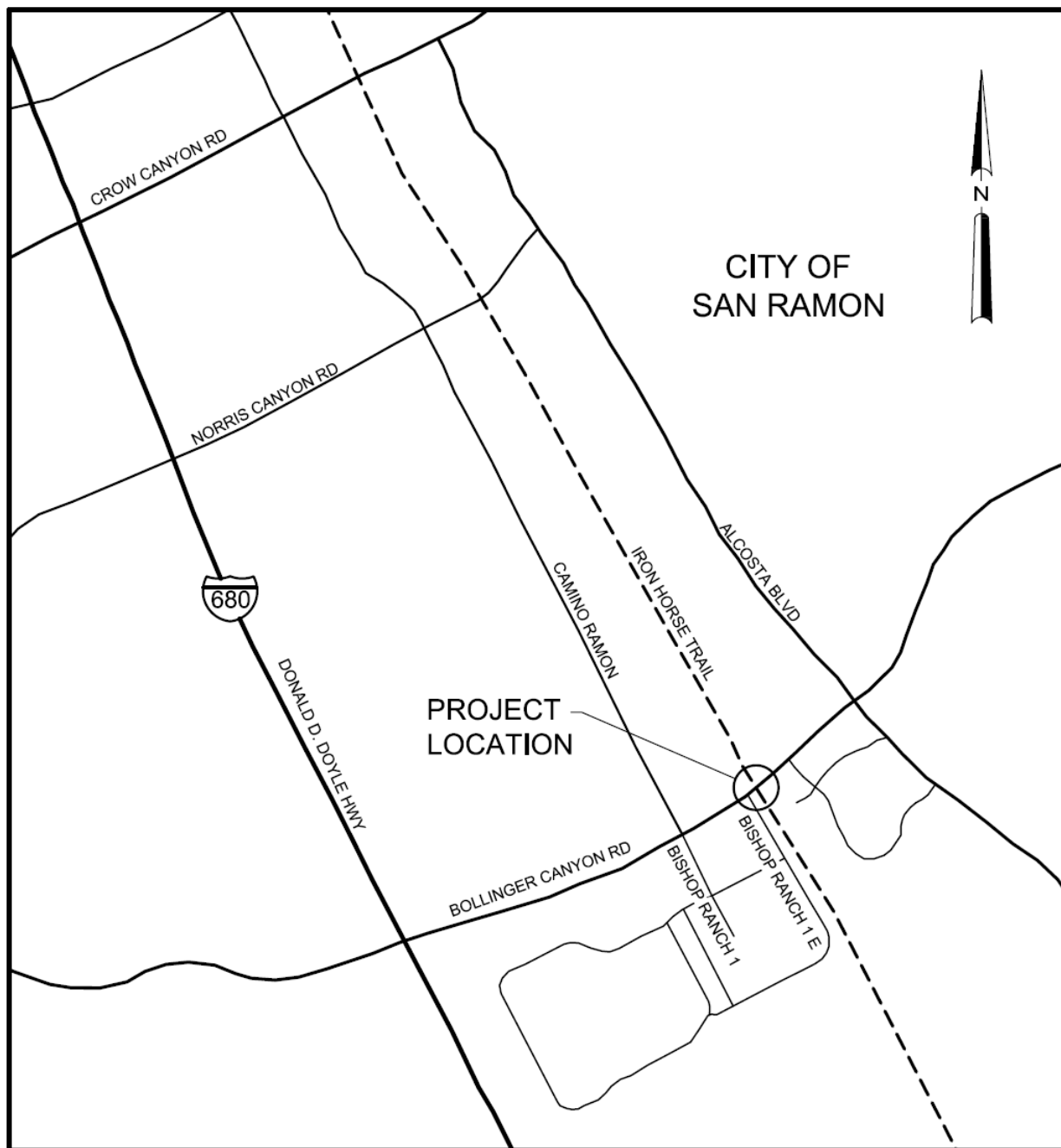
**Where possible and in compliance with State and Federal funding requirements, CCTA and CITY will prioritize the use of funds other than City General and Beautifications Funds.*

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LOCATION MAP



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