



Council Agenda Report

Department Name: Public Works
Cost Center: 5010
For Agenda of: March 17, 2020
Placement: Consent Item
Estimated Time: N/A

FROM: Shelly Stanwyck, Assistant City Manager, Community Services
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SUBJECT: AUTHORIZATION TO ADVERTISE AND AWARD RAILROAD SAFETY TRAIL TAFT TO PEPPER PROJECT, SPECIFICATION NO. 91375

RECOMMENDATION

1. Approve plans and specifications for the Railroad Safety Trail Taft to Pepper Project (Project), Specification No. 91375 and authorize staff to formally advertise for bids; and
2. Authorize the City Manager to award the construction contract if the lowest responsible bid is within the publicly disclosed funding amount of \$5,070,600; and
3. Authorize the City Manager to award the construction management contract if the lowest responsible bid is within the publicly disclosed funding amount of \$603,750; and
4. Authorize the City Manager to award the railroad services contracts for flagging and permitting, not to exceed the publicly disclosed funding amount of \$110,000.

DISCUSSION

Background

The Railroad Safety Trail (RRST) has long been one of the highest-priority multimodal transportation projects in the City of San Luis Obispo (City)—a crosstown, dedicated facility for pedestrians and bicyclists connecting the southern City limits north to California Polytechnic State University (Cal Poly). Over the past two decades, approximately 40 percent of the total four-mile trail has been completed and existing portions of the trail are enjoyed by over 1,000 pedestrians and cyclists per day. This Project proposal includes construction of the next segment of the RRST from Taft Street to Pepper Street. It segment was included in the 2013 Bicycle Transportation Plan (Attachment A) and supports the current Major City Goal to improve Sustainable Transportation in the City.

The RRST extension from Taft Street to Pepper Street will encompass about 0.4 miles from the existing trail alignment on the west side of California Boulevard, near Taft Street, south along the existing bridge crossing over Highway 101, then shifting away from California Boulevard behind the California Highway Patrol (CHP) property to a new bicycle/pedestrian bridge crossing over the Union Pacific Railroad (UPRR) and connecting Phillips Lane to Pepper Street. A Project vicinity map and bridge rendering shown below (Figure 1 & 2).

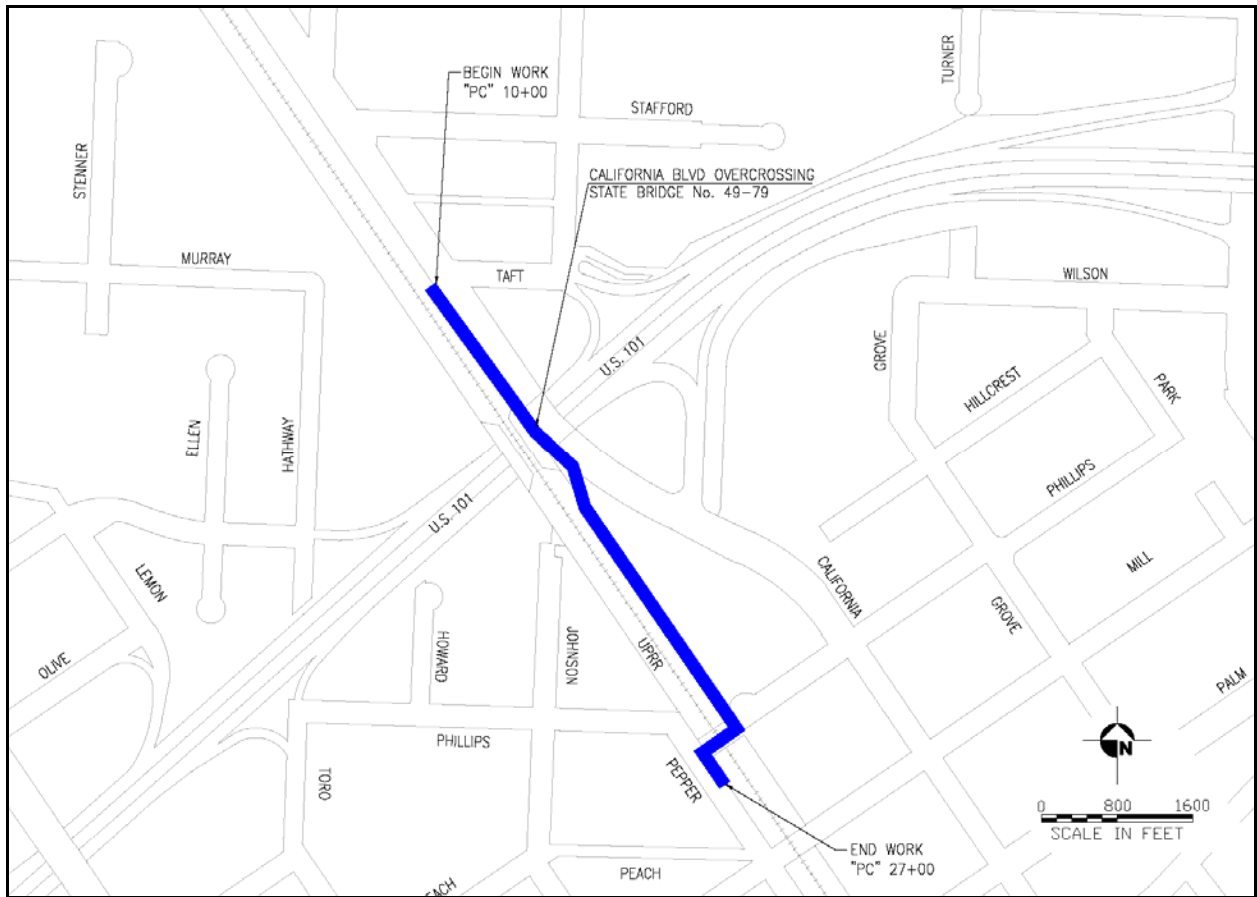


Figure 1: Study Area Map



Figure 2: Rendering of Railroad Safety Trail Bridge over UPRR Tracks between Phillips and Pepper

Caltrans Active Transportation Program Grant

In 2015, the City applied for a Caltrans Active Transportation Program (ATP) grant for the Project and was awarded \$3.24 million in funding towards Project construction. Over the past five plus years, the Project progressed with planning, design, environmental review, permitting and right-of-way acquisition to the current “shovel-ready” stage. After diligent negotiations with UPRR, the State, and a private property owner, all property acquisition necessary to construct the Project were completed in summer of 2019. At this time, staff has completed the Plans, Specifications and Estimates and the Project is ready to be advertised for construction.

Project Scope of Work

The construction package attached to this Report includes plans and specifications for construction of the RRST between Taft Street and Pepper Street. The designs include the following elements:

- a. **Taft Street to Highway 101 Overcrossing** – Separated Class I bicycle/pedestrian trail along the west side of California Boulevard from Taft Street to the Highway 101 overcrossing.
- b. **Highway 101 Overcrossing** – On-street Class IV protected two-way bikeway (“cycle track”) along the existing California Boulevard bridge crossing over Highway 101. A metal railing physically separates cyclists from motor vehicles and the existing sidewalk serves pedestrian travel along the bridge.
- c. **Highway 101 Overcrossing to Phillips Lane** – Separated Class I bicycle/pedestrian trail shifts behind the CHP headquarters connecting to the Phillips Lane cul-de-sac.
- d. **Phillips Lane to Pepper Street** – A new bicycle/pedestrian bridge connects Phillips Lane on the north side of the UPRR tracks south to Pepper Street.
- e. **Other Elements**
 1. ADA curb ramps and path-of-travel upgrades at the Highway 101 bridge.
 2. Widening of the Highway 101 offramp at California Boulevard to provide additional queue storage (a requirement for Caltrans approval)
 3. Resurfacing and re-striping along California Boulevard from Taft Street to the Northbound Hwy 101 On- and Off-ramps.
 4. Lighting system for the Class I trail.

Construction plans, specifications, and engineer’s estimate are provided as City Council Reading Files as Attachment B thru D.

Next Phases of the Railroad Safety Trail Project

Upon completion of the Project, several gaps will remain along the RRST, totaling approximately 1.5 miles. With completion of planned and pending development within the Orcutt Area, the segment of the RRST between Tank Farm Road and the Jennifer Street Bridge is anticipated to be fully connected within the next few years. This leaves about a one-mile gap between Pepper Street and the Jennifer Street Bridge to complete the four-mile continuous crosstown route. The preferred alignment and type of facility to complete this final RRST gap will be identified in the City’s Active Transportation Plan, which is currently being drafted, and is scheduled for completion later in 2020.

Public Engagement

This Project was vetted by the City's Bicycle Advisory Committee in 2011 and has continued to be identified as a top project priority each year by the Active Transportation Committee (ATC). The project was included in the 2013 Bicycle Transportation Plan and 2014 General Plan Circulation Element, each of which included several public engagement opportunities. During public outreach activities conducted in fall of 2019 for the upcoming Active Transportation Plan, completion of the RRSST was commonly expressed as one of the highest priority projects for community members.

Policy Consistency

This project is identified in the RRSST Plan, adopted in 2002, the General Plan Circulation Element, and the City's Bicycle Transportation Plan (BTP), adopted in 2013.

Construction of this RRSST segment furthers the adopted 2019-21 Major City Goal: Multi-Modal Transportation - Prioritize implementation of the Bicycle Master Plan, pedestrian safety, and the Short-Range Transit Plan.

CONCURRENCE

The Project has been reviewed by the ATC and is a top priority for the committee to achieve the City's Sustainable Transportation Major City Goal. Updates have been provided to the ATC throughout the project process.

The project came before City Council on August 20, 2019 to approve the transfer of funds from the Transportation Impact Fee Program to the project. The RRSST project was included in the Citywide Transportation Impact Fee (TIF) program, and staff requested the transfer of \$2,894,163 in total from the Citywide TIF account to the RRSST project account to fund the property acquisition (\$496,000) and construction funding shortfall (\$2,398,163).

ENVIRONMENTAL REVIEW

An initial study of this Project was conducted, and a Mitigated Negative Declaration (MND) was filed to the County of San Luis Obispo on May 19, 2017. All construction plans conform to those mitigations found in the MND.

FISCAL IMPACT

Budgeted: Yes

Budget Year: 2017-18

Funding Identified: Yes

Fiscal Analysis:

RRST- Taft to Pepper (91375)	
Project Costs	
Construction Costs	\$4,440,600
Construction Contingencies (15%)	\$630,000
Total Costs for this Construction Contract	\$5,070,600
Additional Items Outside Construction Contract (UPRR Items)	\$110,000
Construction Management & Materials Testing	\$603,750
Total for Construction	\$5,784,350
Project Funding	
State Funds (Caltrans ATP Grant & SHA Funds)	\$3,494,000
Local Funds (Citywide TIF & Local Revenue Measure)	\$2,516,108
Total Available Funds	\$6,010,108

Funding Sources	Current FY Cost	Annualized On-going Cost	Total Project Cost
General Fund (LRM)	\$117,108		
State (ATP Grant)	\$3,244,000		
State (SHA)	\$250,000		
Federal	\$0		
Fees	\$0		
Other: Citywide TIF	\$2,399,000		
Total			\$6,010,108

The total construction cost for this project is estimated at \$5,784,350, which includes construction costs and contingencies related to this bid package (\$5,070,600), construction management and materials testing (\$603,750) and related railroad flagging and permit review costs, (\$110,000). Construction Management support for this project will be procured via a Request for Proposals (RFP) process through the City's existing on-call construction management contracts.

To date, \$748,717 has been used or encumbered for property acquisition, environmental review and project design.

ALTERNATIVES

The Council may choose not to authorize advertising for construction at this time. However, this is not recommended because there is adequate funding for the project, the improvements will provide a much-desired expansion of the Railroad Safety Trail to Cal Poly for bicyclists and pedestrians, and this project will set up a critical link for the Railroad Safety Trail to connect with Downtown San Luis Obispo. Further, if a construction contract is not awarded by June 2020, the City would risk forfeiture of the \$3.24 million in Caltrans ATP grant funds.

Attachments:

a - Project Page from 2013 Bicycle Transportation Plan

b - COUNCIL READING FILE - Project Plans

c - COUNCIL READING FILE - Special Provisions

d - COUNCIL READING FILE - Project Estimate