

REPORT TO CITY COUNCIL

DATE: SEPTEMBER 27, 2011

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: GREG RAMIREZ, CITY MANAGER

BY: RAMIRO ADEVA, CITY ENGINEER

SUBJECT: AUTHORIZATION TO SOLICIT REQUEST FOR PROPOSALS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE ROADSIDE DRIVE BRIDGE WIDENING PROJECT

In July 2010, staff was notified by the California Department of Transportation (Caltrans) that applications were being accepted for the Highway Bridge Program (HBP). The program is authorized by the Federal Transportation Equity Act for the 21st Century (otherwise known as TEA21) with \$240 million available annually to local agencies. The purpose of this program is replace or rehabilitate public highway bridges when the State and Federal Highway Administration (FHWA) determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. The federal reimbursement rate for this program is 88.53%, with the other 11.47% being the local agency's portion of costs.

On July 21, 2010, Caltrans issued a memorandum stating agencies could use toll-credits in lieu of the 11.47% local match per Section 1111(c) of the TEA21. This allows states to use certain toll revenue expenditures as a credit towards the non-federal matching share. During Fiscal Year 1992 through 2006, California collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State was approved by the FHWA for approximately \$5.7 billion in toll credits from investments during this time period, and do not lapse until used by the State. It should be noted that the use of toll credits is merely used to meet the non-federal match requirement, and does not generate any additional federal funding.

With the understanding a project could be fully funded, staff reviewed the City's bridge inspection reports and determined the Roadside Drive Bridge would qualify under this type of program. While structurally sound, the main deficiency is the narrowness of the two-lane bridge in comparison to the width of Roadside Drive, along with, a narrow sidewalk that is not sufficient by today's standards. The application submitted by staff proposed to widen the bridge on the south side to match the existing width of the road, in addition to, constructing a new sidewalk west of the bridge to Roadside Lumber. Currently, pedestrians are forced to walk on the side of the road in this section.

On July 21, 2011, \$150,000 was obligated to this project for the preliminary engineering phase by FHWA, and subsequently received the notice to proceed from Caltrans on July, 25, 2011.

On August 30, 2011, staff met with the Public Works subcommittee and they are supportive of this project. With Council approval, staff will solicit proposals and conduct the review process. Staff anticipates awarding the contract for the professional engineering services in December 2011.

RECOMMENDATION

Staff respectfully recommends the City Council authorize staff to solicit Request for Proposals for professional engineering services for the Roadside Drive Bridge Widening Project.