




AGENDA REPORT

TO: Edward D. Reiskin
City Administrator

FROM: Ryan Russo
Director, DOT

SUBJECT: Project Delivery Agreement for
Leimert Bridge Retrofit Project

DATE: June 29, 2020

City Administrator Approval 

Date: Jul 21, 2020

RECOMMENDATION

Staff Recommends That The City Council Adopt A Resolution Authorizing The City Administrator, Or Designee, To Execute A Project Delivery Agreement (PDA) And Any Amendments Thereto With The California Department Of Transportation (Caltrans) For The Completion Of The Leimert Boulevard Bridge Seismic Retrofit Project In Accordance With The Scope, Cost And Development Schedule As Delineated In The Project Delivery Agreement.

EXECUTIVE SUMMARY

Adoption of the proposed Reslution will authorize the City Administrator or designee to enter a Project Delivery Agreement (PDA) And Any Amendments Thereto with Caltrans (see **Attachment A**) to complete the Leimert Bridge Seismic Retrofit Project. Through the PDA, Caltrans will provide the City with \$1,727,664 of Federal Highway Administration (FHWA) grant funds for the right-of-way and construction phases of the Project.

The work is in Council District 4.

BACKGROUND / LEGISLATIVE HISTORY

The Leimert Bridge is located on Leimert Boulevard over Sausal Creek between Park Boulevard and Clemand Road. After the Loma Prieta Earthquake, the California Department of Transportation (Caltrans) selected a list of structurally deficient bridges requiring seismic retrofitting and providing funding assistance for the work. Leimert Boulevard Bridge was selected as one of the bridges for seismic retrofitting.

The City accepted Federal Highway Administration (FHWA) grant funds under the Highway Bridge Program (HBP) for the seismic retrofit design of the Leimert Bridge in 2015, Resolution No. 85917 C.M.S.

City Council
July 28, 2020

ANALYSIS AND POLICY ALTERNATIVES

The State of California Transportation Commission (CTC) adopted new 1B Local Bridge Seismic Retrofit Account Guidelines on October 9, 2019. The Guidelines stipulate that for all projects that did not advance to the construction phase by December 31, 2019, the California Department of Transportation (Caltrans) and the local agency responsible for the delivery of the local seismic retrofit project are required to execute a project delivery agreement, which shall supersede existing baseline agreements and which will set forth the project scope, cost and delivery schedule. These project delivery agreements must be adopted by the governing board responsible for approval of projects for the local agency. Executed project delivery agreements must be delivered to CTC by August 31, 2020.

The CTC's new guidelines require local agencies to deliver their project in the Federal Fiscal Year programmed or earlier. Local Agencies also must provide a project status update to Caltrans on a semi-annual basis. Agencies that fail to meet a milestone in an executed project delivery agreement will be deemed ineligible to receive new funding obligations in the Highway Bridge Program (HBP) until the conditions of the project delivery agreement are met. Additionally, agencies may be required to repay any Federal funding expended on preliminary engineering in accordance with Federal Highway Administration Order 5020.1A.

The seismic retrofit design work for the Liemert Boulevard Seismic Retrofit Project is currently underway, and environmental clearance for the project has been obtained. The project is currently in the right-of-way phase, which involves securing temporary construction easements or rights of entry to parcels adjacent to the project and coordinating with utility companies. Upon completion of the design and right-of-way phases, the project will advance to the construction phase in according with the dates shown in the PDA.

Adoption of the proposed Resolution will allow the access to the FHWA grant funds that are necessary for the completion of the project. If the proposed Resolution is not adopted, the City will be will be ineligible to receive new obligations in the Highway Bridge Program (HBP) since execution of a PDA is a condition for receiving FHWA grant funds.

FISCAL IMPACT

The total cost to implement the remaining phases of the project is \$2,607,238. The Federal Funding provides \$ 1,727,664 of this amount, the remainder, \$879,574 is funded with local matching funds. The source of local funds is Measure B Local Match for Federal Fund Projects (2211); Engineering Design: Streets & Structures Organization (92246); Street Construction Account (57411); Project 1000819.

PUBLIC OUTREACH / INTEREST

Staff will continue with extensive outreach to the neighboring community, including the Oakmore Homes Association. The retrofit of the project will require full and partial closure of the bridge depending on the stage of construction, thus requiring significant coordination with the community. The City has been publishing information on the project on the City of Oakland web site and will continue to do so.

COORDINATION

Oakland Public Works Bureau of Engineering and Construction, Department of Park and Recreation and Youth Development, Department of Building and Planning, Engineering Design and right-of-Way Management and Infrastructure Maintenance were consulted on this project. The Office of City Attorney and Budget Bureau have also participated in the review of this report.

Coordination with City's Creek Protection Department and other State, Federal and local Agencies will be conducted during this phase and are on-going.

SUSTAINABLE OPPORTUNITIES

Economic: This project will provide a safe structure and allow traffic to continue to use the bridge following an earthquake, which is critical to rapid recovery. The retrofit of the bridge will also reduce maintenance costs.

Environmental: The contractor will be required to make every effort to reuse clean fill materials and use recyclable concrete product. Best Management Practices for the protection of storm water runoff during construction will be required.

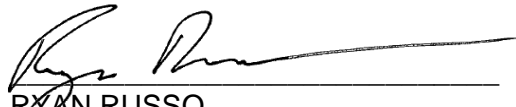
Race and Equity: The project is located in an area of the city that is of low concern. However, the project scope is to ensure that the bridge meets current seismic safety standards since it was determined to be structurally deficient.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution authorizing the City Administrator or her designee to enter a Project Delivery Agreement (PDA) and any amendments thereto with the California Department of Transportation (Caltrans) for the completion of Leimert Boulevard Seismic Retrofit Project.

For questions regarding this report, please contact Mohamed Alaoui, P.E., Department of Transportation, Great Streets Delivery Division Manager, at (510) 238-3469.

Respectfully submitted,



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Director, Department of Transportation

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Attachment:

A: City of Oakland - Caltrans Project Delivery Agreement