



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: May 19, 2015

TO: Mayor and Councilmembers

FROM: Engineering Division, Public Works Department

SUBJECT: Contract For Preliminary Design Of Las Positas Road Multiuse Path

RECOMMENDATION: That Council:

- A. Authorize the Public Works Director to execute a City Professional Services contract with RRM Design Group in the amount of \$938,426 for preliminary design services of the Las Positas Road Multiuse Path Project, and authorize the Public Works Director to approve expenditures of up to \$93,843 for extra services of RRM Design Group that may result from necessary changes in the scope of work; and
- B. Increase appropriations and estimated revenues related to the Active Transportation Program Grant by \$1,018,000 in the Fiscal Year 2015 Streets Grant Fund for the Las Positas Multiuse Path Project.

EXECUTIVE SUMMARY:

The Las Positas Road Multiuse Path Project (Project) includes the planning, environmental, and design phases for a separated pathway for bicyclists, runners, and pedestrians of all ages and abilities along Las Positas and Modoc Roads. The Project begins on Modoc Road at the western City limits and continues east for approximately 1 mile toward the intersection of Modoc and Las Positas Roads, then veers south for approximately 1.6 miles along Las Positas Road to Cliff Drive. The Project is funded primarily through Active Transportation Program (ATP) grant funds. Construction funding has not yet been identified for the Project.

DISCUSSION:

BACKGROUND

On September 27, 2014 the City was awarded \$1,372,000 in ATP funds for the planning, environmental, and design phases of the Project. The purpose of the ATP Program is to increase the proportion of trips accomplished by biking and walking,

increase the safety of non-motorized users, achieve greenhouse gas reduction goals, enhance public health, and benefit disadvantaged (minority and low income) communities.

Effective December 10, 2014, the California Transportation Commission (CTC) has given Caltrans approval to distribute the ATP funds. As part of the grant requirements, ATP funds must be appropriated within two years of CTC approval, with no more than a one-year extension for each phase. Final design of the Project is currently scheduled to be completed in 2017. Staff plans to pursue future grant opportunities to obtain construction funding for the Project, potentially in a phased approach, given the large scale of the Project.

PROJECT DESCRIPTION

The Project includes the planning, environmental, and design phases for a separated pathway for bicyclists, runners, and pedestrians of all ages and abilities along Las Positas and Modoc Roads. The Project begins on Modoc Road at the western City limits and continues east for approximately 1 mile toward the intersection of Modoc and Las Positas Roads, then veers south for approximately 1.6 miles along Las Positas Road to Cliff Drive.

The multiuse path will provide key connections between Santa Barbara's regional Crosstown and Coastal Bike Routes, the neighborhoods adjacent to the path, Elings Park, Arroyo Burro Beach and Park, and the Douglas Family Preserve. In addition to the multiuse path itself, the Project will include connection points to other bikeways and adjacent neighborhood sidewalks, which may include intersection improvements as necessary to enhance the multiuse path. With the likely upcoming transfer of ownership of the former Veronica Meadows property to the City, an alternative that includes a multiuse path through the property will be evaluated. This alternative would include a pedestrian/bicycle bridge crossing over Arroyo Burro Creek to provide a connection to the Alan Road cul-de-sac.

This Project is located in an area of the City that has long been planned for alternative transportation improvements, creek restoration, and expanded public open space and recreation. The Las Positas corridor provides significant opportunities, but also a range of constraints due to existing infrastructure, Las Positas and Arroyo Burro Creeks, and the surrounding native habitats and steep slopes. Staff acknowledges these constraints and the challenges faced with balancing various City policies related to each constraint. Public Works staff has worked with Parks and Recreation and Creeks Division staff to develop a scope of work that will analyze and evaluate various alternatives as a means of identifying key constraints and the tradeoffs associated with each alternative.

One of the key constraint areas is the section of Las Positas Road between Veronica Springs Road and Las Positas Place, where the Creeks Division is leading a concurrent City project to restore Las Positas Creek by removing the existing concrete channel. Public Works acknowledges that close coordination and collaboration will be needed with Creeks Division as both projects move forward with parallel design efforts. The

Project's scope of work includes coordination with Creeks Division staff for this reach as a distinct task to ensure that the two projects are closely coordinated.

DESIGN PHASE CONSULTANT ENGINEERING SERVICES

RRM Design Group (RRM) was selected as part of a Request for Qualifications process that followed strict Caltrans' Local Assistance Procedures Manual requirements. Consultants were rated based upon their qualifications and technical proposals. Six consultants submitted proposals, and three firms were selected for interviews. Based upon the proposals and interview, RRM was ranked as the most qualified consultant for this Project. RRM was asked to provide a cost proposal to perform the preliminary design and environmental documentation work. Negotiations with RRM produced a fair and reasonable price.

The contract amount of \$938,426 includes the preliminary design and environmental documentation phases of the Project, as well as optional services in the event that a full Environmental Impact Report (EIR) is required for environmental clearance. If an EIR is not required for this Project, these optional services will not be authorized by City staff. Staff recommends 10 percent, \$93,843, for potential extra services, for a total contract amount of \$1,032,269. A separate contract with RRM will be negotiated for the final design phase upon completion of the preliminary design.

COMMUNITY OUTREACH

The Project is identified in the City's Six-Year Capital Improvement Program for Fiscal Year 2014-2019, under the Bicycle Master Plan, and Pedestrian Master Plan. The Program and Plans have gone through extensive community-based participation. Since 2012, City staff has attended three neighborhood meetings regarding traffic conditions on Cliff Drive and Las Positas Roads. The community has expressed a strong desire for the City to move forward with this Project to improve commuting conditions and recreational opportunities.

A Project Development Team (PDT) will be assembled for the Project, consisting of the City Project Engineer and other City representatives, along with the Consultant Project Manager and Caltrans Local Assistance. The PDT will review and approve the Project through three distinct design phases: Conceptual, Preliminary, and Final. The level of environmental documentation will be based on National Environmental Policy Act requirements. The Project will continue through the City's community-based public participation process and will be reviewed by the Architectural Board of Review.

Additional public information will be disseminated throughout the Project in a timely manner, similar to what has been done for other recently completed bridge replacement projects. In addition, information will be available on the Public Works Department, Engineering Division's Interactive Map of Design and Construction Projects Map (santabarbaraca.gov/MajorProjectsMap).

FUNDING

The following summarizes all estimated total Project costs:

ESTIMATED TOTAL PROJECT COST

	City Share	ATP Share	Total
Preliminary Design & Environmental Services (by Contract)	\$0	\$1,032,269	\$1,032,269
City Staff Costs – Preliminary Design	150,000	0	150,000
Subtotal	\$150,000	\$1,032,269	\$1,182,269
Final Design Services (by future Contract)	\$232,269	\$267,731	\$500,000
City Staff Costs – Final Design	28,000	72,000	100,000
Subtotal	\$260,269	\$339,731	\$600,000
TOTAL DESIGN COSTS	\$410,269	\$1,372,000	\$1,782,269
Estimated Construction Contract w/Change Order Allowance	\$746,200	\$6,715,800*	\$7,462,000
Estimated Construction Management/Inspection	120,000	1,080,000	1,200,000
Estimated Other Construction Costs	17,500	157,500	175,000
TOTAL CONSTRUCTION COSTS	\$883,700	\$7,953,300	\$8,837,000
TOTAL PROJECT COST	\$1,293,969	\$9,325,300	\$10,619,269

*Construction funding has not yet been identified. Assumes future ATP grant funding for construction with a 10 percent City match.

ATP grant funds and the City's Streets Fund budget will cover the cost for the preliminary design and environmental services phase. In the first quarter of Fiscal Year 2015, \$354,000 of ATP grant funds were appropriated in the Streets Grant Fund for this Project. Staff recommends that the balance of \$1,018,000 of ATP grant funds for the design phase of this Project be appropriated in the Fiscal Year 2015 Streets Grant Fund, for the total grant amount of \$1,372,000.

The ATP grant requires a minimum 10 percent City match for this Project. The City committed \$178,000 in matching funds as part of the grant application and those funds were previously appropriated in the Streets Fund for this Project in the first quarter of Fiscal Year 2015. Due to the complexity of the Project and uncertainties related to the level of environmental clearance that will be required, staff is budgeting an additional

\$232,269 of City Streets Funds for the final design phase. Award of the final design contract is anticipated in Fiscal Year 2017.

Construction funding for this Project has not yet been identified, but future ATP Grant Funds may be a potential source for funding. Staff will pursue future grant opportunities in an effort to identify construction funding.

SUSTAINABILITY IMPACT:

The Project will improve safety and accessibility for pedestrians and cyclists and will contribute to the City's sustainability goals by encouraging more people to walk and bike, reducing energy consumption and air pollution.

ATTACHMENT(S): Las Positas Road Multiuse Path Design - Preliminary Plan

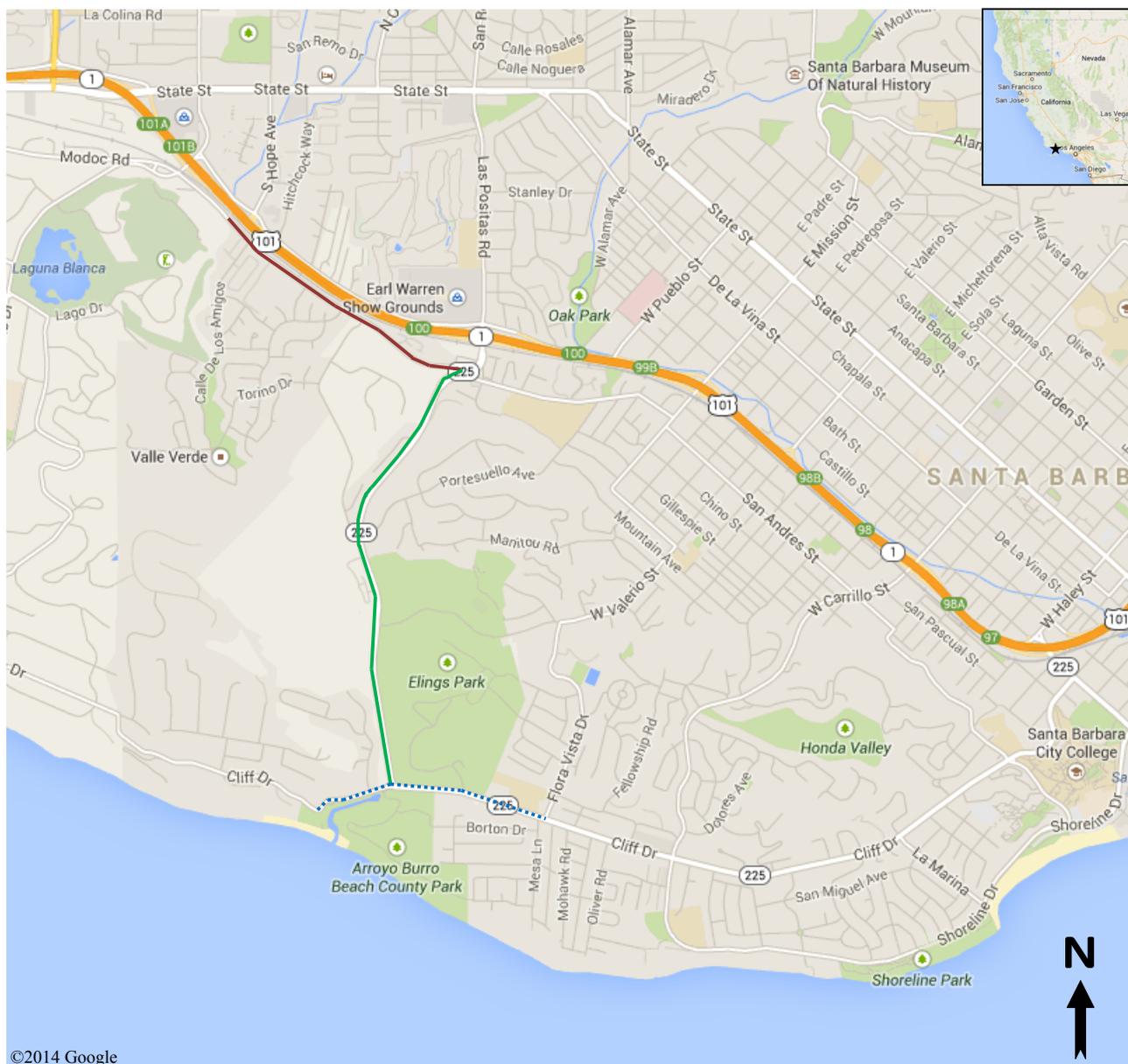
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SUBMITTED BY: Rebecca J. Bjork, Public Works Director

APPROVED BY: City Administrator's Office



City of Santa Barbara Las Positas Road Multiuse Path Design



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1" = 3000'

Preliminary Plan

Legend:

- New Modoc Road Class I Multiuse Path (~5300')
- New Las Positas Road Class I Multiuse Path (~8400')
- Currently being studied for a new Class I Multiuse Path