



# JOINT REPORT

**DATE:** June 25, 2024

**CATEGORY:** Consent

**DEPT.:** Public Works

**TITLE:** **2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60—Various Actions**

## **RECOMMENDATION**

1. Adopt a Resolution of the City Council of the City of Mountain View Adopting the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, in Accordance with the California Environmental Quality Act, to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Transfer \$330,000 of the CIP Reserve funding from 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, back to the CIP Reserve Fund.
3. Acting in its capacity as Board of Directors of the Shoreline Regional Park Community, transfer and appropriate \$2,610,000 from the Shoreline Regional Park Community Fund to 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, increasing the total project budget to \$3,110,000, of which 100% is from the Shoreline Regional Park Community Fund.
4. Authorize the City Manager or designee to amend the professional services agreement with Biggs Cardosa Associates, Inc., a California corporation (Entity No. 1293239), for 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, to add \$144,000 for additional design services, for a total not-to-exceed amount of \$389,000.
5. Approve plans and specifications for 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, and authorize staff to advertise the project for bids.
6. Authorize the City Manager or designee to award the construction contract to the lowest responsive responsible bidder if the bid is within the project budget of \$3,110,000.

## **BACKGROUND**

The City of Mountain View maintains 105 public vehicle and pedestrian bridges—51 of them are inspected biennially in accordance with nationwide standards by the California Department of Transportation (Caltrans) at no cost to the City, and 54 are inspected by the City on a varying schedule between 24 and 48 months, depending on the condition of the bridge.

Shoreline at Mountain View Regional Park (Shoreline Park) is a 750-acre regional park that provides habitat for sensitive species and is the home of a golf course (Shoreline Golf Links). Two of the three structures located at Shoreline Golf Links have exceeded their service life and are recommended for replacement based on results of the inspection in 2018. One structure, City Structure No. 25, is an asphalt pathway over culverts that cross the pond, located between the Pro Shop and the first fairway. The second, City Structure No. 27, is the pedestrian bridge at the fifth fairway. The third pedestrian bridge located on the fourth fairway was replaced in 2008. All three bridge structures carry pedestrians and golf carts (see Figure 1).

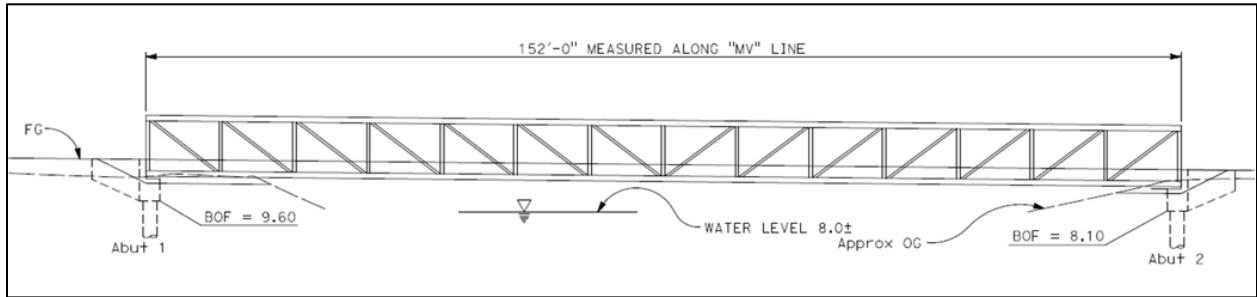
On [May 11, 2021](#), Council authorized a professional services agreement with Biggs Cardosa Associates, Inc. (BCA), for the amount of \$245,000 to prepare design documents for the replacement of City Structure Nos. 25 and 27 with new prefabricated steel-truss bridges at each location. On [April 25, 2023](#), Council authorized a professional services agreement with Moore Iacofano Goltsman, Inc. (MIG), for the amount of \$136,865 to provide environmental review, documentation, and permitting required to meet the standards of California Environmental Quality Act (CEQA) and other environmental regulations since the project site is in Shoreline Park, and work will occur in proximity to a water body.



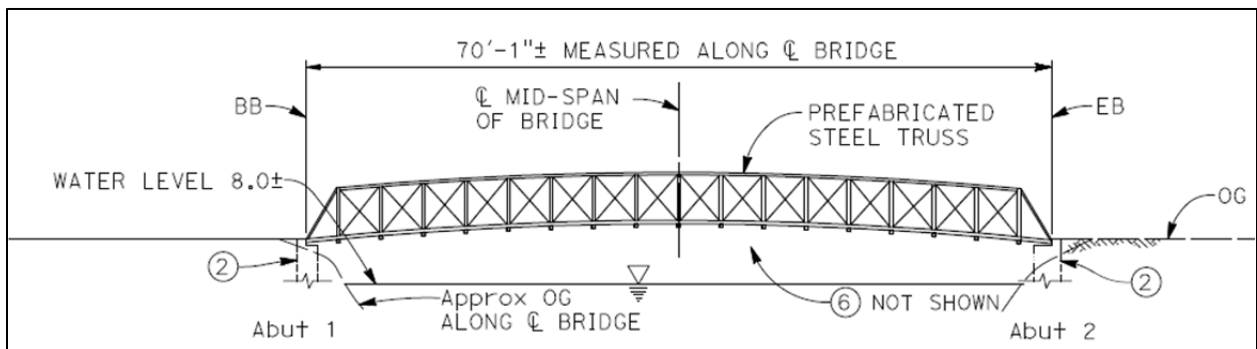
**Figure 1: Project Location**

## **ANALYSIS**

The project includes two new pedestrian bridges at Shoreline Golf Links. At the first location near the first fairway, a 152' long pedestrian bridge with an 8' wide concrete deck will be installed adjacent to City Structure No. 25 (see Figure 2). As part of the project, the asphalt pathway over City Structure No. 25 will be removed, the approach pathways will be adjusted, and the culverts will remain in place. For the second location at the fifth fairway, the existing bridge will be replaced with a 70' long pedestrian bridge with a 6.5' wide wood deck (see Figure 3).



**Figure 2: First Fairway Pedestrian Bridge**



**Figure 3: Fifth Fairway Pedestrian Bridge**

The current cost estimate for replacing these structures is \$3,110,000, which is significantly higher than the initial budget estimate of \$830,000. While the originally scoped project did identify the replacement of both structures, it may have assumed that the first fairway structure could have been replaced in kind, with replacement of just the asphalt pathway. After staff's evaluation, a new bridge was determined to be the best alternative for the long-term solution at this location. Construction within an environmentally sensitive area requires more extensive construction mitigation measures and limits times within the year for construction activities, extending the construction duration and increasing the construction costs. Additionally, costs continue to increase, impacting all capital projects due to the extraordinary inflationary pressures seen in the past few years, as well as demand of construction projects in both the public and private sectors. These elements contributed to the increase in project costs seen with this project.

The plans and specifications for the project are nearly complete, with staff expecting to advertise the project in July. With approval of the recommended actions and upon receiving a responsive responsible bid, construction is anticipated to begin in fall 2024 and be completed in fall 2025. This timeline includes the long material lead times for the two structures and limited construction operation dates allowed due to sensitive species in the area, such as burrowing owls.

### **Environmental Clearance**

In accordance with the requirements of CEQA, an Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for this project to determine if any potential environmental impacts could result from the project. With implementation of the project's mitigation measures described in Attachment 1, the project would have a less-than-significant impact.

The IS/MND was circulated for public review for 30 days from November 8, 2023 through December 8, 2023. No comments were received on the IS/MND.

Staff recommends that Council adopt the IS/MND (Exhibit A to Attachment 1).

### **Professional Services Amendment**

Through further evaluation of the design for the two bridges, staff determined additional services are needed to support the project through completion. This includes additional construction support services to provide geotechnical observation of installing the bridge abutments and piers, preparation of pedestrian and golf-cart detour plans, development of a dewatering plan, and supplemental project management and administration.

The fee for these additional design services is \$144,000. This fee is consistent with such services, and staff considers the fee to be fair and reasonable for the scope of work required. Staff recommends adding \$144,000 in additional services to the BCA professional services agreement for a total not-to-exceed amount of \$389,000.

### **FISCAL IMPACT**

2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, is currently funded with \$330,000 from the Capital Improvement Program (CIP) Reserve and \$500,000 from the Shoreline Regional Park Community Fund, for a total project budget of \$830,000. An increase in appropriation is being requested to fully fund the project.

The estimated total project cost is as follows:

Construction	\$2,000,000
Construction Contingency	200,000
Project Management	50,000
Consultant Services	525,600
Construction Inspection and Testing	70,000
Permits, Printing, and Miscellaneous	<u>74,400</u>
 Subtotal	 \$2,920,000
 City Administration	 <u>190,000</u>
 <b>Total Estimated Cost</b>	 <b><u>\$3,110,000</u></b>
 Project Budget	 <u>830,000</u>
 <b>Project Shortfall</b>	 <b>\$2,280,000</b>

The project shortfall is due to the increased scope for the replacement of these structures to provide for the best long-term solutions, the additional construction measures required for construction projects in the Shoreline Park area, and the increased inflation costs for labor and materials seen in the past few years.

The project is within the Shoreline Community, and funding expended to date has been used for efforts to replace these two bridges. The project is eligible to be funded 100% by the Shoreline Regional Park Community Fund, and the \$330,000 in CIP Reserve funding can be released and used for other capital projects that do not have a dedicated funding source.

An increase in appropriations of \$2,610,000 is requested to fully fund the construction and construction support efforts for the project, including exchanging the CIP Reserve funding. Staff recommends that Council transfer and appropriate \$2,610,000 from the Shoreline Regional Park Community Fund to 2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, and return the \$330,000 previously appropriated to Project 20-60 back to the CIP Reserve Fund. There is sufficient funding available in the Shoreline Regional Park Community Fund for the recommended actions.

If the recommended actions are approved, the project will be funded with \$3,110,000 from the Shoreline Regional Park Community Fund.

The professional services agreement fee with the inclusion of the recommended amendment is \$369,000 for basic services and reimbursable expenses, and a contingency of \$20,000 for additional services, for a total not-to-exceed amount of \$389,000.

## **CONCLUSION**

2019/20 City Bridges and Culverts Structural Inspection and Repairs, Project 20-60, will replace two bridge structures, City Structure Nos. 25 and 27, located within Shoreline Golf Links that have exceeded their service life. Two new bridge structures will be installed to replace the existing bridges. An IS/MND was prepared, circulated for public review, and no comments were received. The included mitigation measures reduce potentially significant project environmental impacts to a less-than-significant level. The project costs have increased and additional appropriations are recommended to fully fund the project. The project is eligible to use the Shoreline Regional Park Community Fund, and releasing the CIP Reserve funds allows these funds to be used for other projects. Lastly, an amendment with BCA will allow for final design elements and construction support throughout the project's construction duration, expected to be from fall 2024 to fall 2025.

## **ALTERNATIVES**

1. Do not adopt the Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program and direct staff to defer the project.
2. Do not appropriate \$2,610,000 from the Shoreline Regional Park Community Fund to the project, or transfer \$330,000 back to the CIP reserve, and direct staff to reduce the project scope.
3. Do not authorize the agreement amendment with BCA, approve the plans and specifications, and direct staff to defer the project.
4. Provide other direction.

**PUBLIC NOTICING**—Agenda posting.

Prepared by:

Marichrisse Hoang  
Associate Civil Engineer

Reviewed by:

Robert Gonzales  
Principal Civil Engineer

Edward Arango  
Assistant Public Works Director/  
City Engineer

MH-LL/1/CAM  
921-06-25-24CR  
204336

Attachment: 1. Resolution

Approved by:

Dawn S. Cameron  
Public Works Director

Audrey Seymour Ramberg  
Assistant City Manager