

Legislation Details (With Text)

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Title:	Resolution - Changes to the Scopes of Work for the Whitewater River Bike Trail Phase 1 and Phase 2 Projects				
Sponsors:					
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Attachments:	1. RESOLUTION AUTHORIZING SUBMITTAL OF A REQUEST FOR SCOPE OF WORK CHANGE				

Date	Ver.	Action By	Action	Result
7/22/2015	1	City Council	approved	Pass

City Council

MEETING DATE: 7/22/2015

TITLE:

Resolution - Changes to the Scopes of Work for the Whitewater River Bike Trail Phase 1 and Phase 2 Projects

FROM:

Pat Milos, Community Development Director

RECOMMENDATION:

Staff recommends the City Council approve Resolution 2015-__ authorizing the filing of requests for changes to the scope of work for the Whitewater Bike Trail Phase 1 and Phase 2 projects; and authorize the City Engineer to sign and submit the requests on behalf of the City Council

BACKGROUND:

Bicycle Transportation Account (BTA) Funds were allocated to Cathedral City by Local Agency - State Agreements No. BTA 08/09-08-RIV-01 and No. BTA 09/10-08-RIV-05 for the Bicycle Transportation Account projects defined as Whitewater River Bike Trail Phase 1 and Phase 2. The funds were allocated to the City in 2009 and 2010. The original goal of these projects was to help complete the City's section of the Coachella Valley Regional Bikeway and to create a safe and convenient route for commuter and recreational bicyclists traveling to and from work and school.

The original alignment for the bike trail was along the east levee of the Whitewater River between Vista Chino and Ramon Road. Planning for the Phase 1 project was underway when it was discovered that the underlying easement for maintenance access on the east levee excluded

recreational uses and would require new leases from tribal allottees. The alignment also generated considerable opposition from residents of Desert Princess. As a result, requests were made to Caltrans to move the bike trail to the west levee. Caltrans approved the requests and planning was ready to restart when CVAG unveiled the project now known as CV Link.

The CV Link project is a proposed multi-modal transportation facility along the same, west levee alignment. Since CV Link was originally scheduled to start construction in 2015, discussions were held with CVAG to use the Bicycle Transportation Account grants as part of the funding for CV Link. The BTA Grants contain reversion dates by which funds must be expended or the money returns to Caltrans. The reversion date for the 08/09 Grant is April 2016. As a result of delays in the CV Link schedule the City is required to spend the funds over the next ten months or lose them.

DISCUSSION:

CVAG was informed of the reversion date for the BTA Grant and indicated an interest in completing an "early" CV Link project on the west Whitewater River levee between Vista Chino and Ramon Road. This link would serve as a model for rest of the Valley to see what CV Link will provide. The BTA Grants are state funded. There is no federal money in the grants, so a project funded by these grants need only comply with CEQA for environmental clearance. CVAG has both federal and non-federal funds committed to CV Link and would use only non-federal funds for the "early" project.

In order to use the 08/09 grant for the "early" project, a change in scope request must be submitted to the State Bicycle Transportation Account. The change in scope would indicate that the 08/09 funds will be used to design the segment of the "early" project between Vista Chino and 30th Avenue. Because the CV Link multi-modal facility is so much more than just a bike trail, the funds remaining in the grant can be easily utilized for design and be expended by April 2016.

An additional change in the scope of work for the 09/10 BTA Grant will be made to utilize the funds for construction of the segment between 30th Avenue and Ramon Road. This will be a minor change request, as those funds are already designated for that segment, albeit, not for a CV Link magnitude project. The Bicycle Transportation Account staff has indicated that the requests for changes in the scopes of work would likely be approved and the "early" project design could be started in late summer.

FISCAL IMPACT:

Failure to combine the BTA Grants with the CV Link project would result in the grants exceeding the reversion date and the money going back to Caltrans. The 08/09 grant has \$194,000 remaining and the 09/10 Grant has \$405,000. Additionally, if the grants expire, the nearly \$100,000 previously received from the 08/09 grant would likely have to be repaid to the State.

ATTACHMENTS:

Resolution 2015-__