



Council Agenda Report

From: Ditas Esperanza, Capital Projects Engineer

Subject: Approval of a Resolution Authorizing the City Manager to Enter Into a Public Highway Overpass Agreement with Union Pacific Railroad (UPRR) for 24th Street Bridge Project

CEQA Determination: In 2021 the City adopted a Mitigated Negative Declaration for the 24th Street Bridge Replacement Project.

NEPA Determination: Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following: 23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is Categorical Exclusion under 23 CFR 771.117(c): activity (c)(28).

Date: April 21, 2026

Facts

1. In 1959, the 24th Street Bridge over the Union Pacific Railroad (UPRR) track was constructed with two lanes of traffic (one for each direction), and a narrow sidewalk on the south side, with no bike lanes.
2. In November 2015, Caltrans awarded the City a Federal Highway Bridge Program (HBP) grant for designing an upgraded and expanded bridge to improve safety and throughput.
3. In April 2021, Caltrans allocated a grant for the right-of-way acquisition phase for the bridge project, which included the costs associated with negotiating an agreement with Union Pacific Railroad (UPRR) to construct the bridge over the existing railroad tracks.
4. After many months of negotiations, UPRR has drafted a Public Highway Overpass Agreement (Exhibit A), which requires the City Manager's approval.

Options

1. Take no action;
2. Authorize the City Manager to enter into a Public Highway Overpass Agreement with Union Pacific Railroad (UPRR) for the 24th Street Bridge Project; or
3. Provide an alternative direction to the staff.

Analysis and Conclusions

The 24th Street Bridge project has progressed through multiple phases since its original construction in 1959, when the bridge was built with two vehicular lanes and a narrow sidewalk on the south side, without dedicated bicycle facilities. Recognizing the need to modernize and expand the structure to meet current

transportation demands, the City secured a federal grant in 2015 to fund preliminary engineering efforts. Environmental clearance for the project was subsequently obtained in 2021, and the Federal Highway Administration (FHWA) has since authorized initiation of the Right-of-Way phase, which is currently underway.

In parallel, the City received a grant from Caltrans to support the design, expansion, and rehabilitation of the bridge. The City's design team has coordinated extensively with Union Pacific Railroad (UPRR) to develop a bridge design that meets the railroad's requirements for construction over its active tracks. These efforts have culminated in UPRR's agreement to allow the project to proceed, contingent upon the City entering into a Public Highway Overpass Agreement. The proposed agreement has been reviewed by the City's legal team, which recommends that the City Council authorize the City Manager to execute the agreement on behalf of the City.

The FHWA has recently notified the City of its intent to provide funding for the construction phase of the project. Securing this funding is dependent on the City's timely completion of key pre-construction requirements, including acquisition of necessary right-of-way and execution of required agreements and authorizations. Advancement of these efforts is critical to maintaining project eligibility and ensuring that this important transportation improvement can proceed to construction as planned. Upon completion of the right-of-way phase and full project funding authorization, construction is anticipated to take approximately two to three years, with at least one lane of the bridge remaining open at all times to maintain traffic circulation.

Fiscal Impact

The City is required to pay UPRR an estimated total amount of \$150,000 to allow the City to construct the bridge over their right of way. A Federal Highway Administration (FHWA) Grant will reimburse the City approximately 88% of these costs. The project is included in the City's adopted Capital Improvement Budget, and no other action is required.

CEQA

In 2021 the City adopted a Mitigated Negative Declaration for the 24th Street Bridge Replacement Project.

NEPA

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following: 23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is Categorical Exclusion under 23 CFR 771.117(c): activity (c)(28).

Recommendation (Option 2)

Approve Resolution 26-XXX, authorizing the City Manager to enter into a Public Highway Overpass Agreement with Union Pacific Railroad (UPRR) for the 24th Street Bridge Project

Attachments

1. Resolution 26-XXX – Public Highway Overpass Agreement UPRR
2. Public Highway Overpass Agreement
3. Project Simulation Exhibit