

City of Sacramento

Legislation Details (With Text)

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Title: Budgetary Adjustments and Contract Award: Franklin Boulevard Class IV Protected Bikeway Project (K15175000)

Sponsors:

Indexes:

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Attachments:

Date	Ver.	Action By	Action	Result
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Title:

Budgetary Adjustments and Contract Award: Franklin Boulevard Class IV Protected Bikeway Project (K15175000)

File ID: 2019-01596

Location: Districts 7 and 8

Recommendation:

Adopt a Resolution: 1) approving the Plans and Specifications for the Franklin Boulevard Class IV Protected Bikeway Project (K15175000); 2) authorizing the City Manager or City Manager's designee to execute the Cooperative Agreement with the City of Elk Grove; 3) authorizing the City Manager or City Manager's designee to increase the revenue and expenditure budgets in the Franklin Boulevard Class IV Protected Bikeway Project (K15175000) by \$200,000 (CIP Reimbursable Fund, Fund 3702); 4) authorizing the City Manager or City Manager's designee to transfer \$130,000 (Road Maintenance and Rehabilitation Fund, Fund 2036) from the expenditure budget in the FY2020 Transportation Corridor Program (R15200000) to the expenditure budget in the Franklin Boulevard Class IV Protected Bikeway Project (K15175000); 5) authorizing the City Manager or City Manager's designee to increase the revenue and expenditure budgets in the Franklin Boulevard Class IV Protected Bikeway Project (K15175000) by \$200,000 (Federal Capital Grants, Fund 3703); 6) authorizing the City Manager or City Manager's designee to increase the revenue and expenditure budgets in the Franklin Boulevard Class IV Protected Bikeway Project (K15175000) by \$500,000 (Other Capital Grants, Fund 3704); 7) awarding the construction contract for the Franklin Boulevard Class IV Protected Bikeway Project (K15175000) to VSS International, Inc. in an amount not to exceed \$999,881; and 8) authorizing the City Manager or City Manager's designee to execute the

construction contract for the Franklin Boulevard Class IV Protected Bikeway Project (K15175000).

Contact: Amber Castle-Keane, Associate Engineer (916) 808-8141; Judy Matsui-Drury, Supervising Engineer (916) 808-7610; Nader Kamal, Interim Engineering Services Manager (916) 808-5065, Department of Public Works

Presenter: None

Attachments:

- 1-Description/Analysis
- 2-Resolution
- 3-Cooperative Agreement
- 4-Project Plans
- 5-Construction Contract

Description/Analysis

Issue Detail: The City of Sacramento was awarded federal and state grant funds to implement a Class IV protected bikeway along Franklin Boulevard. The City of Elk Grove also received state funding for implementation of improvements along Franklin Boulevard in Elk Grove. The combined Franklin Boulevard Class IV Protected Bikeway Project therefore proposes to implement bikeway improvements along Franklin Boulevard, from Cosumnes River Boulevard to Big Horn Boulevard within the City of Elk Grove. In some areas of the project, half of the Franklin Boulevard roadway lies within the jurisdiction of the County of Sacramento.

Franklin Boulevard is a major north-south roadway that connects the City's central core to south Sacramento neighborhoods and the City of Elk Grove. Within the project limits, Franklin Boulevard is a four-lane arterial with a raised landscaped median and Class II bike lanes. In order to improve comfort and safety of bicyclists within the roadway, the project proposes to better utilize the wide outside travel lanes by reducing the lane width and installing directional north and south Class IV protected bikeways within the existing public right-of-way.

The City of Elk Grove received \$200,000 in State Solutions for Congested Corridors Program (SCCP) funds under Senate Bill 1 (SB1) for the implementation of a Class IV protected bikeway along Franklin Boulevard within Elk Grove. The City of Sacramento partnered with the City of Elk Grove to streamline the delivery of a Class IV protected Bikeway connecting the two cities and constructing it as one project.

Final design plans, specifications, and estimate (PS&E) for the Franklin Boulevard Class IV Protected Bikeway Project were completed in coordination with the City of Elk Grove and Sacramento County. The project is funded with a variety of federal, state, and local transportation funds. The City received

Caltrans authorization for \$200,000 in federal funds for construction funding on May 31, 2019. The City received California Transportation Commission authorization for \$500,000 of state funds for construction funding on June 27, 2019. A transfer of local funds in the amount of \$130,000 in local funds is required to fund the remainder of the construction contract, construction management, and staff indirect costs which are not reimbursable with federal or state funding.

Policy Considerations: The actions requested herein are consistent with the City's goals of improving and expanding public safety and enhancing livability.

M1.2.1 - The City shall develop an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit over time to increase travel choices and aid in achieving a more balanced transportation system and reducing air pollution and greenhouse gas emissions.

These improvements will accommodate cyclists of varying experience levels and abilities and increase overall ridership. This project is also consistent with the City's Vision Zero efforts, the goal of which is to eliminate traffic fatalities and serious injuries. A portion of Franklin Boulevard is on the High Injury Network. Narrowing the 18-foot wide lanes and introducing a protected bikeway is expected to reduce vehicular travel speeds - increasing safety.

Economic Impacts: This new infrastructure is expected to create 4 total jobs (2.3 direct jobs and 1.7 jobs through indirect and induced activities) and create \$617,361 in total economic output (\$389,127 of direct output and another \$228,234 of output through indirect and induced activities).

The indicated economic impacts are estimates calculated using a calculation tool developed by the Center for Strategic Economic Research (CSER). CSER utilized the IMPLAN input-output model (2009 coefficients) to quantify the economic impacts of a hypothetical \$1 million of spending in various construction categories within the City of Sacramento in an average one-year period. Actual impacts could differ significantly from the estimates and neither the City of Sacramento nor CSER shall be held responsible for consequences resulting from such differences.

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Environmental Considerations:

California Environmental Quality Act (CEQA): The Environmental Planning Services Manager has determined that the proposed improvements to implement Class IV bicycle lanes

is exempt from review under CEQA pursuant to Guidelines Section 15304(h) - which covers the creation of bicycle lanes on existing rights-of-way. There are no unusual circumstances that would result in a significant effect, and any cumulative effects of the project have been identified and evaluated in the City's Master Environmental Impact Report (EIR) that was certified in connection with adoption of the 2035 General Plan. In accordance with CEQA, the City approved the project and filed a notice of exemption in March 2018. No further CEQA review is required.

National Environment Policy Act (NEPA): The California Department of Transportation (Caltrans) is the lead agency for NEPA, as assigned by the Federal Highway Administration for these federal grant funds. Caltrans senior environmental planning staff reviewed the project and determined a finding of categorical exclusion under 23 CFR 771 activity (c) (3). Caltrans issued the determination in January of 2019.

Sustainability: The project improves enhancing alternative modes of travel by designing a pedestrian and bicycle-friendly corridor that provides improved accessibility to a wide range of users.

Commission/Committee Action: None

Rationale for Recommendation: The Franklin Boulevard Class IV Protected Bikeway Project will improve bicyclist safety by providing protected bikeways along Franklin Boulevard.

A Cooperative Agreement was developed in collaboration with the City of Elk Grove which defines Elk Grove's financial obligation for the construction of the project. The City of Elk Grove will be the Implementing Agency for the \$200,000 authorized SCCP funds under SB1 and responsible for the SB1 reporting.

The Franklin Boulevard Class IV Protected Bikeway Project was advertised for construction, and a total of one bid was received on September 25, 2019. The results of the bid are summarized below:

Contractor	Bid	DBE (15% Goal)
VSS International, Inc.	\$999,881	9.1%

The engineer's estimate was \$872,000.

The bidder met all required bid conditions. Staff recommends that the construction contract be awarded to the lowest responsive and responsible bidder, VSS International, Inc.

Construction is anticipated to begin March 2020 and be completed May 2020.

City Council approval is needed to proceed with the project.

Financial Considerations: The estimated total cost for design and completion of construction activities for the Franklin Boulevard Class IV Protected Bikeway Project (K15175000) is approximately \$1,545,000. With approval of \$200,000 (Federal Capital Grants, Fund 3703), \$500,000 (Other Capital Grants, Fund 3704), \$200,000 (CIP Reimbursable Fund, Fund 3702) and \$130,000 (Road Maintenance and Rehabilitation, Fund 2036) from the FY2020 Transportation Corridor Program (R15200000), there will be sufficient funding to award the construction contract to VSS International, Inc. for an amount not to exceed \$999,881 and cover the remaining construction management and all other project related costs.

There is sufficient funding within the FY2020 Transportation Corridor Program (R15200000) to support the transfer of \$130,000 (Road Maintenance and Rehabilitation, Fund 2036) to the Franklin Boulevard Class IV Protected Bikeway Project (K15175000).

Local Business Enterprise (LBE): The contract with VSS International is a federally funded contract and as a result Disadvantaged Business Enterprise (DBE) project participation requirements apply. LBE rules are held in abeyance. The DBE goal for this project is 12%. VSS International did not meet the goal by pledging 9.1%; however, they did fulfill the DBE Good Faith Effort requirement in lieu of the goal.