

City of Sacramento

Legislation Details (With Text)

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On agenda:	8/13/2019	Final action:		12/31/2023	
Title:	Budgetary Adjustments and Contract Award: Highway Safety Improvement Project Pedestrian Islands and Beacons (T15165600)				
Sponsors:					
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Date	Ver.	Action By	Action	Result
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Title:

Budgetary Adjustments and Contract Award: Highway Safety Improvement Project Pedestrian Islands and Beacons (T15165600)

File ID: 2019-01047

Location: Districts 2, 3, 6, and 7

Recommendation:

Adopt a Resolution: 1) approving the Plans and Specifications for the Highway Safety Improvement Program (HSIP) Pedestrian Islands and Beacons Project (T15165600); 2) approving the removal of one City-owned tree, to be replaced with one new tree; 3) authorizing the City Manager or the City Manager's designee to transfer \$250,000 (New Measure A Safety, Streetscape, Pedestrian and Bicycle Fund, Fund 2039) from the expenditure budget in the State and Federal Grant Match Program (T15007200) to the expenditure budget in the HSIP Pedestrian Islands and Beacons Project (T15165600); 4) authorizing the City Manager or the City Manager's designee to transfer \$748,260 (Major Street Construction Fund, Fund 2007) from available fund balance to the expenditure budget in the HSIP Pedestrian Islands and Beacons Project (T15165600); 5) authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP Pedestrian Islands and Beacons Project (T15165600) by \$383,580 (Federal Capital Grants, Fund 3703) in HSIP Funding; 6) upon Caltrans approval of the additional federal funding authorization, authorizing the City Manager or the City Manager's designee to increase the revenue and expenditure budgets in the HSIP Pedestrian Islands and Beacons Project (T15165600) by \$748,260 (Federal Capital Grants, Fund 3703) in HSIP funding and to transfer \$748,260 (Major Street Construction Fund, Fund 2007) from the expenditure budget in the HSIP Pedestrian Islands and

Beacons Project (T15165600) to available fund balance; 7) awarding the construction contract for the HSIP Pedestrian Islands and Beacons Project (T15165600) to Sierra National Construction in an amount not to exceed \$999,469; and 8) authorizing the City Manager or the City Manager's designee to execute the construction contract for the HSIP Pedestrian Islands and Beacons Project (T15165600).

Contact: Adam Randolph, Senior Engineer (916) 808-7803; 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-Project Plans
- 4-Urban Forestry Letter
- 5-Construction Contract

Description/Analysis

Issue Detail: This is a federally-funded project to improve pedestrian and bicyclist safety by providing refuge islands and rectangular rapid flash beacons (RRFBs) at 11 uncontrolled pedestrian crosswalks in the City. When push buttons located at each crossing are activated, flashing beacons will turn on to warn motorists to stop for pedestrians and bicyclists crossing the street. Refuge islands also provide safer and more visible spaces where pedestrians and bicyclists may wait for safe crossings.

The following 11 locations were selected for these safety improvements based on their pedestrian and bicyclist collision histories:

1. Valley Hi Drive at Kentwal Drive (Council District 7)
2. San Juan Road at Bandon Way (Council District 3)
3. Havenside Drive at Los Positas Circle (Council District 7)
4. Grand Avenue at Altos Avenue (Council District 2)
5. Del Paso Boulevard at American River Trail (Council District 3)
6. Rush River Drive at Pocket Canal Parkway (Council District 7)
7. La Riviera Drive at Water Glen Circle (Council District 6)
8. La Riviera Drive at Moorbrook Way (Council District 6)
9. La Riviera Drive at Mediterranean Way (Council District 6)
10. La Riviera Drive at Lido Circle (Council District 6)

11. J Street at 35th Street (Council District 3)

In addition, the project will also construct ADA compliant curb ramps and improve on roadway striping as needed. One City-owned Crape Myrtle tree will need to be removed to allow for accessibility upgrades to a pedestrian ramp at Rush River Drive and Pocket Canal Parkway. This tree will be replaced with another tree.

The project is funded with federal Highway Safety Improvement Program (HSIP) funds and local transportation funds. The City received Caltrans authorization for the appropriation of \$383,580 that had been programmed for construction. Due to increases in project costs, Caltrans staff has agreed to support an additional \$748,260 that the City can request to be authorized for use after the project is awarded. In order to guarantee the contract, a transfer of local funds in the amount of \$998,260 is required to fund the remainder of the construction contract, construction management, and staff indirect costs which are not reimbursable with federal funding. Of this total, \$748,260 is expected to be reimbursed by the appropriated federal funds.

Policy Considerations: The project is consistent with the City General Plan goals and key policies of ensuring that all street projects support pedestrian and bicycle travel. Improvements are consistent with the pedestrian master plan and include installation of high-visibility pedestrian crossings. In addition, the project uses traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling.

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 \$617,107 in total economic output (\$389,967 of direct output and another \$227,140 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.

Environmental Considerations:

California Environmental Quality Act (CEQA): The City of Sacramento Environmental Planning Services has reviewed the proposed project and determined that it is exempt from the provisions of CEQA under the Categorical Exemption for the operation, repair or minor alteration of existing public facilities involving negligible or no expansion of use and for new construction or conversion of small facilities, including street improvements, set forth in Sections 15301(c) and 15303(d)(e) respectively.

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) (8).

Sustainability: The project is consistent with the City's General Plan goals by uses traffic calming measures to reduce vehicle speeds and volumes while also encouraging walking and bicycling.

Commission/Committee Action: None

Rationale for Recommendation: The HSIP Pedestrian Islands and Beacons (T15165600) will improve pedestrian and bicyclist safety by providing refuge islands and RRFBs at 11 uncontrolled pedestrian crosswalks in the City.

The HSIP Pedestrian Islands and Beacons Project (T15165600) was advertised for construction, and a total of two bids were received on June 19, 2019. The results of the bids are summarized below:

Contractor	Bid	DBE (15% Min)
Sierra National Construction	\$999,469	6.5%
FBD Vanguard Construction	\$1,740,396	3.7%

The engineer's estimate was \$810,000.

All bidders met all required bid conditions. Staff recommends that the construction contract be awarded to the lowest responsive and responsible bidder, Sierra National Construction.

Construction is anticipated to begin August 2019 and be completed December 2019.

Financial Considerations: The estimated total cost to complete design, right-of-way, and construction activities for the HSIP Pedestrian Islands and Beacons Project (T15165600) is approximately \$1,613,840. With the approval of \$383,580 (Federal Capital Grants, Fund 3703), the transfer of \$250,000 (New Measure A Safety, Streetscape, Pedestrian and Bicycle Fund, Fund 2039) from the State and Federal Grant Match Program (T15007200), and the transfer of \$748,260 (Major Street Construction Fund, Fund 2007) from available fund balance to the expenditure budget in the HSIP Pedestrian Islands and Beacons Project (T15165600), there will be sufficient funding to award the construction contract to Sierra National Construction for an amount not to exceed \$999,469 and cover the remaining construction management and all other project related costs.

Local funding in the amount of \$748,260 (Major Street Construction Fund, Fund 2007) will be replaced upon receipt of additional federal funding obligation by Caltrans, at which time the excess

local funds will be returned to the Major Street Construction available fund balance. In the event that the additional federal funding is not provided, the additional local funding will be needed and will remain in the project.

There is sufficient funding within the State and Federal Grant Match Program (T15007200) and within the Major Street Construction available fund balance to support the transfers to the HSIP Pedestrian Islands and Beacons (T15165600).

There are no General Funds planned or allocated for this project.

Local Business Enterprise (LBE): The contract with Sierra National Construction 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 was 15%. Sierra National Construction did not meet the goal by pledging 6.5%, however they did fulfill the DBE Good Faith Effort requirement in lieu of the goal.