

# City of Sacramento

## Legislation Details (With Text)

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**Type:** Consent Item    **Status:** Agenda Ready  
**File created:** 12/17/2019    **In control:** City Council - 5PM  
**On agenda:** 1/28/2020    **Final action:** 12/31/2023  
**Title:** Supplemental Agreement: Downtown Mobility Project (T15195000)  
**Sponsors:**  
**Indexes:**  
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**Attachments:**

Date	Ver.	Action By	Action	Result
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**Title:**  
**Supplemental Agreement: Downtown Mobility Project (T15195000)**

File ID: 2019-01846

**Location:** Central City, District 4

**Recommendation:**

Pass a Motion: 1) approving Supplemental Agreement No. 3 to City Agreement No. 2019-0290 with Mark Thomas & Company, Inc. in an amount not to exceed \$170,996; 2) authorizing the City Manager or the City Manager's designee to execute Supplemental Agreement No. 3 to City Agreement No. 2019-0290 with Mark Thomas & Company, Inc. in an amount not to exceed \$170,996, for a new total not-to-exceed amount of \$974,468; and 3) resetting the City Manager's authority to issue supplemental agreements for City Agreement No. 2019-0290.

**Contact:** Elizabeth Weeks, Associate Civil Engineer, (916) 808-2330; Judith 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-Consultant Supplemental Agreement

## Description/Analysis

**Issue Detail:** The purpose of the Downtown Mobility Project is to implement bikeway and roadway modifications consistent with the Grid 3.0 Plan and Central City Specific Plan. The City was awarded construction funding through the State Local Partnership Program (Senate Bill 1) to extend the bikeway improvements on P Street, Q Street, and 10<sup>th</sup> Street, implement new Class IV protected bikeways on 9<sup>th</sup> Street between H Street and Q Street, and to convert segments of I Street and 5<sup>th</sup> Street to two-way traffic, which will improve bi-directional mobility, calm vehicular speeds, and improve bicycle access. The project will also repair pavement in critical condition and apply preventative maintenance treatments to extend the useful life of fair-performing pavement.

Additionally, the Downtown Mobility Project will implement the Midtown Protected Bikeway Mobility Project as described in a memorandum of understanding with the San Joaquin Regional Rail Commission (SJRRRC). SJRRRC was awarded funding through the Senate Bill 1 (SB1) Transit and Intercity Rail Capital Program (TIRCP) for their Valley Rail project to introduce passenger rail service between Sacramento, Fresno and San Jose using Union Pacific Railroad's tracks. The SJRRRC is proposing a passenger station near the intersection of Q Street and 19<sup>th</sup> Street. In coordination with the City, SJRRRC has identified specific protected bikeway improvements which serve their proposed Midtown Station. The Midtown Protected Bikeways will implement parking protected bikeways on 19<sup>th</sup> Street and 21<sup>st</sup> Street, between H Street and Broadway.

An Affordable Housing and Sustainable Communities (AHSC) Cap and Trade Grant has also been awarded to the Sacramento Housing and Redevelopment Agency (SHRA) to fund construction activities on P Street, Q Street, 19<sup>th</sup> Street and 21<sup>st</sup> Street.

A professional services agreement with Mark Thomas and Company, Inc. was executed in 2019 to support public outreach and design services for the Downtown Mobility Project. The scope of design services in the original professional services agreement encompassed the two-way conversion of 5<sup>th</sup> Street and I Street. The original design scope did not include design services along P, Q, 9<sup>th</sup>, 10<sup>th</sup>, 19<sup>th</sup>, and 21<sup>st</sup> Streets as this effort was going to be performed by City staff. Due to City staff workload and a constrained delivery schedule, a supplemental agreement to expand design services to include P Street, Q Street, 9<sup>th</sup> Street, 10<sup>th</sup> Street, 19<sup>th</sup> Street and 21<sup>st</sup> Street with the consultant is necessary to deliver the project on a timeline consistent with the grant funding requirements.

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

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, will improve pedestrian safety, and may calm traffic speeds. This project is also consistent with the City's Vision Zero efforts, the goal of which is to eliminate traffic fatalities and serious injuries (Resolution No. 2017-0032). These streets are on the High Injury Network, and in addition to installing bicycle facilities, the project will also improve visibility to pedestrians and bicyclists at intersections.

The recommendation in this report is in accordance with the provisions of City Code Chapter 3.64.

**Economic Impacts:** None

**Environmental Considerations:** The activities associated with the Downtown Mobility Project, including the supplemental agreement, implements roadway modifications consistent with those identified within Grid 3.0 Plan and the Central City Specific Plan (CCSP) as evaluated in the environmental impact report (EIR) certified for the CCSP by City Council on April 19, 2018 (Resolution No. 2018-0129). None of the circumstances in CEQA Guidelines Section 15162 or 15163 are present that would require the preparation of a subsequent EIR or a supplement to an EIR. No further environmental review is required.

**Sustainability:** The strategy under development supports City Council's sustainability priorities. The transportation sector accounts for 48% of community-wide greenhouse gas emissions, the largest single sector in the community. The City's Climate Action Plan includes several implementation measures to reduce vehicle trips. The project would increase active transportation, reduce vehicular trips, and help ensure more efficient vehicular flow. These actions will reduce greenhouse gas emissions and help improve local air quality.

**Commission/Committee Action:** None

**Rationale for Recommendation:** Approval of Supplemental Agreement No. 3 with Mark Thomas & Company, Inc. will enable the City to complete the design of the Downtown Mobility Project in the timeline required by the grant funds awarded to the project.

**Financial Considerations:** The completion of design for the Downtown Mobility Project (T15195000) is estimated to cost \$2.2 million. Sufficient funding is available in the Downtown Mobility Project (T15195000) to execute Supplemental Agreement No. 3 with Mark Thomas and Company, Inc. in an amount not to exceed \$170,996, and complete final design.

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

**Local Business Enterprise (LBE):** Mark Thomas and Company, Inc. is an LBE.