



DATE: January 24, 2018

TO: Council Infrastructure Committee

FROM: Interim Director of Public Works

SUBJECT: Mission Boulevard Corridor Improvements Phase 3 Project Update

RECOMMENDATION

That Council reviews this report and comments on the design and program plan for the Mission Boulevard Corridor Improvements Phase 3 Project.

BACKGROUND

On November 27, 2007, Council approved Phase 1 of the Route 238 Corridor Improvement Project, which covered roadway and street improvements on Mission Boulevard (from A Street to Industrial Parkway) and Foothill Boulevard (from Mission Boulevard to Apple Avenue) and certified the Final Environmental Impact Report (FEIR) for the project. Subsequently, Caltrans relinquished portions of State Routes 92, 185 and 238 to the City within the Phase 1 project limits. During relinquishment discussions, the City and Caltrans agreed that Caltrans would relinquish, and the City would accept, a majority of the remaining state highways within the City boundaries after the Phase 1 project was completed and after sufficient Local Area Transportation Improvement Program (LATIP) funding became available to improve these additional highway segments. Construction of the Phase 1 project was completed in January 2014. LATIP funds totaling \$30 million were approved by the California Transportation Commission (CTC) for use on this project. The CTC allocated \$8.1 million of this amount for the Route 238 Phase 1 expenses and subsequently \$2 million for the design of Phase 2 and 3. At the CTC meeting on October 19, 2017, the remaining \$19.9 million was allocated for the construction of Phase 2 and for Adaptive Signal Timing on Jackson Street. At that meeting, CTC relinquished the remaining portions of State Routes 238 (Mission Boulevard from Industrial Parkway to south City limit), 92 (Jackson Street from Atherton Street to Santa Clara Street), and 185 (Mission Boulevard from A Street to north City limit).

Phases 2 and 3 are a continuation of the Phase 1 project (see Attachment II). Phases 2 and 3 will improve Mission Boulevard from Industrial Parkway to the south City limit near Blanche Street, and from A Street to the north City limit at Rose Street, respectively. On October 28, 2014, Council approved an agreement with BKF Engineers for professional services to begin design work for Phase 2 and initiate preliminary designs for Phase 3. The design of Phases 2 and 3 incorporates the Council's Complete Streets policy with infrastructure to make safe and convenient travel along and across Mission Boulevard for all users, including pedestrians, bicyclists, transit users, motorists, and trucks.

DISCUSSION

Since design work began, the project has proceeded through several phases including design completion and bid documents preparation for Phase 2 and 35% design completion for Phase 3 by BKF Engineers. On January 16, 2018, Council awarded the construction contract for Phase 2 to DeSilva Gates Construction. On April 11, 2017, Council approved an agreement with Mark Thomas & Company for professional services to complete the design for Phase 3. This report focuses on the Phase 3 Improvement project. Currently, plans for the project are at a 65% complete stage.

The current condition of the infrastructure in Phase 3 is generally poor. There are substandard sidewalks and curb ramps. The existing traffic signal and equipment at Sunset Boulevard need upgrades. Furthermore, street lighting is insufficient, there are no designated bike facilities, and the pavement is also in poor condition. Improvements along the Mission Boulevard corridor include multi-modal access improvements to accommodate pedestrians, bicyclists, transit users, motorists and trucks.

Specifically, Phase 3 improvements will include the following:

- Reconstruction of existing sidewalks, curbs and gutters, valley gutters and driveways that are in poor condition or deficient
- New street trees in-between the curb and sidewalk
- Adjust existing driveways to conform to the new sidewalks, curbs, and gutters
- Adjust pavement, modify and add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay (CIR method reuses the existing pavement as base material thereby conserving new raw material resources and reducing greenhouse gases with reduced hauling)
- Upgrade intersections to comply with the latest ADA accessibility standards
- Upgrade existing traffic signal at Sunset Boulevard with Adaptive Traffic Management System technology to improve signal timing by adapting to traffic conditions in real time
- New signage and relocation of bus stops
- New fiber optic lines within the project limits
- New LED and dimmable street lighting
- Undergrounding of existing overhead utility lines
- Lane widening for shared use with bicyclists
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street

California Public Utilities Commission Rule 20 Program

On December 14, 2010, in anticipation of Phases 2 and 3 of the Mission Boulevard Corridor project, Council adopted Ordinances to form Underground District No. 29 (Mission Boulevard from A Street to the north City limit) and Underground District No. 30 (Mission Boulevard from Arrowhead Way to the south City limit) to facilitate use of the Rule 20A funds allocated

each year to the City by PG&E to replace existing overhead utility facilities with underground facilities. Due to higher than anticipated costs for recently completed undergrounding projects and because the California Public Utilities Commission (CPUC) reduced local agency Rule 20A allocations, the City cannot complete the undergrounding work in Phases 2 and 3 using only Rule 20A funds. Staff is working on a five year borrow plan on the City's Rule 20A allocations, which allows cities to borrow up to five years' worth of future credits for the current project. Additionally, staff acquired Rule 20A allocations from the City of Corcoran. It is estimated that approximately \$2.9 million of Rule 20A funding will be available for this project. Phase 2 undergrounding will be performed under both Rule 20A and Rule 20B while Phase 3 will be performed under Rule 20B where the project pays for the majority of the undergrounding work. Undergrounding District No. 29 in Phase 3 includes electrical service panel conversion work on sixty-one private properties and as part of the Rule 20A program, PG&E allows up to \$1,500 from the allocation allowance for each service entrance. Since Phase 3 will be performed under Rule 20B, the City will be responsible for the \$1,500 maximum per each service panel conversion. Property owners will be responsible for the cost of the conversion in excess of the \$1,500.

STRATEGIC INITIATIVES

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets initiative is to build streets that are safe, comfortable, and convenient for everyone regardless of age or ability, including motorists, pedestrians, bicyclists and public transportation riders. This item supports the following goals and objectives:

Goal 1: Prioritize safety for all modes of travel.

Objective 3: Ensure that roadway construction include complete streets elements.

Goal 2: Provide Complete Streets that balance the diverse needs of users of the public right-of-way.

Objective 1: Increase walking, biking, transit usage, carpooling and other sustainable modes of transportation by designing and retrofitting streets to accommodate all modes.

FISCAL IMPACT

Phases 2 and 3 will be funded by LATIP funds, matching funds from Measure BB and Rule 20A allocations for Underground District Nos. 29 and 30. The estimated funding breakdown is as follows:

Funding Source	Amount
LATIP	\$21,900,000
Measure BB	\$19,500,000
Rule 20A	\$1,580,000 ¹
Total	\$42,980,000

The estimated project costs are as follows:

Phase 2	Estimated Cost
Design	\$2,557,384
Utility Undergrounding	\$2,000,000
Construction (including ACO & PLA/CWA)	\$24,942,616
Construction Admin, Inspection, Testing	\$3,000,000
Phase 2 Project Total	\$32,500,000

Phase 3	Estimated Cost
Design	\$1,000,000
Utility Undergrounding	\$5,000,000
Construction	\$8,000,000
Construction Admin, Inspection, Testing	\$1,000,000
PLA/CWA	\$500,000
Phase 3 Project Total	\$15,500,000

Phase 2 and 3 Project Total	\$48,000,000
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An updated cost estimate will be provided for Phase 3 with the next phase of design and ultimately when the Phase 3 project receives construction bids.

SUSTAINABILITY FEATURES

1. Water:

The project includes the installation of drought tolerant plants to reduce water usage.

¹ * The City's current Rule 20A allocation is \$2,900,000. An estimated 50% of this allocation is available for City costs to construct the joint utility trench with conduit and utility boxes. An estimated 50% will be used by PG&E for the wire, transformers and other equipment costs for materials and installation. Another estimated \$130,000 will be contributed by Comcast for their share of the joint trench cost.

2. Environment:

This project has implemented Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the median islands and sidewalk planters. The project will be reviewed for Bay-Friendly certification after the project design is complete. Permeable pavers will also be used to treat storm water runoff from the sidewalk and filter pollution from the storm water before entering the San Francisco Bay. This project will use Cold In-place Recycling (CIR) to rehabilitate the pavement.

3. Energy:

This project will install street lights with energy efficient LED lighting and dimming features to provide electricity and maintenance cost savings.

PUBLIC CONTACT

A community meeting for Phase 3 was held on October 12, 2016. Flyers were sent to the Downtown and Prospect Hill neighborhoods inviting the community to attend this project update meeting. A few business owners preferred that little to no trees be planted because they may block their business signs or make egress from their businesses difficult. The location of the new trees will take business signs and sight distances into consideration.

COMPLETE STREETS

The project will include features to accommodate pedestrians, bicyclists, transit riders and motorists. Pedestrians will benefit from new sidewalks and new curb ramps. Bicyclists will have sharrow lanes in Phase 3. For transit users, the existing bus stops will be relocated after the intersections along with lighting for future bus shelters as identified by AC Transit for improvements. For motorists, new pavement, intersection improvement, and traffic signal upgrades with Adaptive Traffic Management System will improve congestion. These proposed improvements are consistent with the City's Complete Streets Policy.

A dedicated [web page](#) to share the information about the project is available on the City's website.

SCHEDULE

The following is the tentative schedule for this project:

Phase 3

Complete Design	July 2018
Begin Construction	November 2018
Complete Construction	September 2019

This schedule may be overly optimistic and highly dependent on the responsiveness of the utility companies, such as PG&E and AT&T to provide the necessary support in a timely

fashion since Rule 20B undergrounding design is performed by the utility companies. A more realistic schedule could be:

Complete Design	January 2019
Begin Construction	July 2019
Complete Construction	May 2020

This schedule would also mean advertising the project during the winter when it is more likely to receive better bids when contractors are less busy.

NEXT STEPS

Following this work session, staff will incorporate Council's comments and return for the approval of plans and specifications and call for construction bids.

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Recommended by: Alex Ameri, Interim Director of Public Works

Approved by:



Kelly McAdoo, City Manager