



DATE: July 21, 2020

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Adopt Resolutions Approving Plans and Specifications and Call for Bids and Authorizing the City Manager to execute an Amendment to the Professional Services Agreement with Mark Thomas & Company, in an amount not-to-exceed amount of \$150,000, for the Mission Boulevard Corridor Improvements Phase 3 Project

RECOMMENDATION

That Council adopts the attached Resolutions (Attachment II and III):

1. Approving the plans and specifications for the construction of the Mission Boulevard Corridor Improvements Phase 3 Project and calls for bids to be received pending receipt from utility companies of the final drawings for undergrounding of the overhead utilities and receipt of temporary construction easements from property owners; and
2. Authorizing the City Manager to execute an Amendment to the Professional Services Agreement with Mark Thomas & Company in an amount not-to-exceed \$150,000 for construction support during construction phase.

SUMMARY

Phase 3 of the Mission Boulevard Corridor Improvement Project, from A Street to the north City limit at Rose Street, is the last phase of the three-phase project to be constructed. The construction documents are nearly completed, and staff seeks Council approval of the plans and specifications. The construction documents will be fully completed once the undergrounding portion of the project receives approval from PG&E and Comcast and when temporary construction easements from affected properties are secured. Once these are obtained, the project will proceed with the call for bids.

BACKGROUND

Below is a list of major milestones for the Mission Boulevard Corridor Improvement project:

- November 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.
- May 2010: Local Area Transportation Improvement Program (LATIP) funds totaling \$30M were approved by the California Transportation Commission (CTC) for use on the project.
- August 2010: Construction of the Phase 1 project began.
- August 2013: CTC allocated \$8.1M of the total \$30M for the Route 238 Phase 1 expenses.
- January 2014: Construction of the Phase 1 project was completed.
- August 2014: CTC allocated \$2M of the total \$30M for the design of Phases 2 and 3.
- August 2017: Alameda County Transportation Commission (ACTC) obligated \$21.5M in Measure BB funds; \$10.6M for Phase 2 construction and \$10.9M for Phase 3 construction.
- October 2017: CTC allocated \$19.9M of the total \$30M for the construction of Phase 2.
- September 2017: Council approved plans and specifications and call for bids for the Phase 2 project.
- March 2018: Construction of the Phase 2 project began.
- August 2020: Anticipated completion of Phase 2 construction.

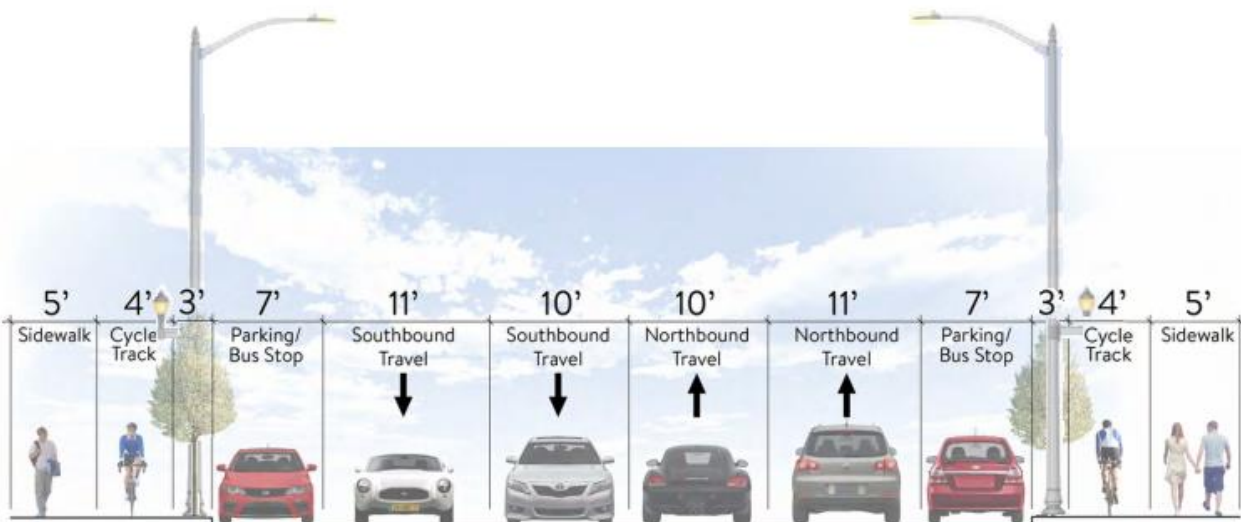
DISCUSSION

On April 11, 2017, Council approved an agreement with Mark Thomas & Company for professional services to complete the design for Phase 3 of the project. Several design alternatives were presented in meetings to the CIC and the community. In addition to bike lanes, the alternatives were as follows:

- Alternative 1: Reducing motorist travel lanes from two to one in each direction
- Alternative 2: Maintain 2-lanes motorist travel with 6-foot wide sidewalk
- Alternative 3: Maintain 2-lanes motorist travel with 8-foot wide sidewalk
- Alternative 4: Maintain 2-lanes motorist travel with 7-foot wide sidewalk

Each alternative had its advantages and disadvantages. Traffic studies performed for Alternative 1 indicated that traffic congestion levels would increase significantly. All alternatives accommodated bicyclists by including bike lanes between the outside travel lane and parking lane. Due to the narrow 80-foot right-of-way, there is not enough room in alternatives 2-4 for bike buffer zones which is not ideal for an arterial roadway with bus routes.

Based on a suggestion from Bike East Bay, a non-profit organization that works towards promoting bicycling as an everyday means of transportation and recreation, the final design includes a cycle track with shifts the bike lane between the parking lane and the sidewalk. The cycle track consists of a 5-foot wide sidewalk, a 4-foot wide cycle track, 3-foot wide section for trees/streetlights, 7-foot wide parking lane, 11-foot wide, and 10-foot wide lanes for motorists as shown below:



The concept was presented to the CIC and received the Committee's support.

Phase 3 improvements will include the following:

- Undergrounding of existing overhead utility lines
- Reconstruction of existing sidewalks, curbs and gutters, valley gutters, and driveways that are in poor condition or are deficient
- Adjust existing driveways to conform to the new sidewalks, curbs and gutters
- New bike lanes, i.e., cycle track between the parking lane and the sidewalk
- New street trees in between the curb and the cycle track
- Modify and add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay
- Upgrade intersections to comply with the latest Americans with Disabilities Act (ADA) accessibility standards
- Upgrade the 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
- Conduits for future fiber optic lines
- New LED and dimmable street lighting
- Improve crosswalks at uncontrolled crossings with bulb outs and flashing beacons
- New gateway entry features at Rose Street

Before completion of the final construction documents, final construction drawings by the utility companies for the undergrounding of the overhead utilities and temporary construction easements need to be secured.

Rule 20 Program

PG&E places underground of overhead electric facilities within their service area. This work is done under provisions of the company's Rule 20A, an electric tariff filed with the California Public Utilities Commission. Projects performed under Rule 20A are nominated by local agencies and discussed with PG&E, as well as other utility companies. The costs for undergrounding under Rule 20A are recovered through electric rates after the project is completed.

On December 14, 2010, in anticipation of Phases 2 and 3 of the Mission Boulevard Corridor Improvements project, Council adopted required 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 \$2.9M of Rule 20A funding will be available for the Phase 2 project. Phase 2 undergrounding was 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 forty-eight 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 assume additional cost responsibility for each service panel conversion as part of the total project cost.

While near final construction drawings have been completed, final construction documents need to include drawings from the utility companies and construction easements are needed in order for the project to be released to obtain construction bids.

Temporary Construction Easement (TCE)

Temporary construction easements are needed prior to the start of construction. TCEs allow construction on private property. While the majority of the improvements will be

within the City’s right-of-way, there are some improvements like the construction of sidewalks, driveways and driveway conforms where the contractor will need to have access on private properties.

There are approximately fifty-six TCEs needed for this project. TCE’s are secured before the start of construction eliminating any delay to the work. It is anticipated that the TCEs will be secured in September 2020.

Additional Services and Amendment to Professional Services Agreements

On April 11, 2017, Council approved an agreement with Mark Thomas & Company for professional services to complete the design for Phase 3 of the project. On May 21, 2019, Council approved an amendment to Mark Thomas & Company’s professional services agreement for additional design work in relation to the alternative designs and final cycle track design. The original contract did not include construction support services. An estimated \$150,000 is needed for construction support services during the construction phase, and staff recommends that Council approve increasing Mark Thomas & Company’s contract by this amount for the needed services.

ECONOMIC IMPACT

Completion of Phase 3 improvements would result in a complete street and positive economic benefits for businesses along the Mission Boulevard Corridor.

FISCAL IMPACT

The estimated project costs for Phase 3 are as follows:

	Estimated Cost
Design	\$1,500,000
Construction	\$9,600,000
Construction Contingency (ACO)	\$960,000
Estimated PG&E Contract for Undergrounding	\$1,800,000
Construction Admin, Inspection, Testing	\$1,500,000
Phase 3 Project Total	\$15,360,000

The total current budget is \$16M outlined in the FY21 adopted Capital Improvement Program in the Route 238 Corridor Improvement Fund. An updated cost estimate will be provided when PG&E provides the cost for the undergrounding of the utilities and the project receives construction bids.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project:

Project 7c: Complete design of Mission Boulevard Phase 3 and construction

SUSTAINABILITY FEATURES

This project incorporates sustainability features as they relate to water, energy, and the Environment. Additionally, improvements such as the cycle track and sidewalk will promote health through physical activity.

PUBLIC CONTACT

Community meetings were held on October 12, 2016, July 12, 2018, and February 20, 2019 at City Hall, to provide updates to the project with emphasis on the cycle track during the last community meeting.

SCHEDULE

The following is the tentative schedule:

Complete Design	August/September 2020
Call for Bids	September 2020 (contingent on receipt of utility drawings & TCEs)
Open Bids	October 2020
Award Construction Contract	November 2020
Begin Construction	January 2021
Complete Construction	Spring 2022

NEXT STEPS

After staff evaluates the bid results, staff will return to Council with the recommendation for award of construction contract.

Prepared by: Dave Hung, Senior Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager