



**DATE:** September 19, 2017

**TO:** Mayor and City Council

**FROM:** Director of Public Works

**SUBJECT** Mission Boulevard Corridor Improvements Phase 2 Project – Approval of Plans and Specifications and Call for Bids

### **RECOMMENDATION**

That Council adopts the attached resolution (Attachment II) approving the plans and specifications for the Mission Boulevard Corridor Improvements Phase 2 Project and calls for bids to be received on October 31, 2017.

### **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 the 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 \$2.0 million for the design of Mission Boulevard Phase 2 (State Route 238, from Industrial Parkway to the South City limit) and 35% design of Mission Boulevard Phase 3 (State Route 185, from A Street to the North City limit).

Phase 2 is a continuation of the Phase 1 project that will improve Mission Boulevard from Industrial Parkway to the south City limit near Blanche Street (see Attachments III). On October 28, 2014, Council approved an agreement with BKF Engineers for professional services to begin design work for Phase 2.

At the CTC meeting to be held on October 19, 2017, the remaining \$19.9 million will be considered for allocation for the construction of Phase 2 and for Adaptive Signal Timing on Jackson Street. At this meeting, CTC will also consider the relinquishment of the remaining portions of State Routes 238 (Mission Boulevard), 92 (Jackson Street), and 185 (Mission Boulevard).

## **DISCUSSION**

### Project Plans and Specifications

The current condition of the infrastructure is generally poor. There are missing or substandard sidewalks, curb ramps, and street lighting. The existing traffic signals and equipment need upgrades. There are no designated bike facilities and the pavement condition is poor. BKF Engineers has completed the plans and specifications and an updated cost estimate for construction. The Mission Boulevard Phase 2 project has been designed to improve multi-modal access and will include the following:

- Repair or reconstruct existing sidewalks, curbs and gutters, median islands, valley gutters, and driveways that are in poor condition or deficient
- Add new curb, gutter, and sidewalk in sections with missing sidewalk
- Remove existing trees in poor health or impacted by improvement
- Add new street trees near the back of sidewalks
- Add new storm drain inlets to improve drainage
- Rehabilitate existing pavement using Cold In-place Recycling (CIR) and a new pavement overlay; the CIR method reuses the existing pavement as base material
- Upgrade intersections to comply with the latest ADA accessibility standards
- Upgrade existing traffic signals to include Adaptive Traffic Management System technology, which will improve signal timing by adapting to the traffic conditions in real time. This upgrade also includes intersections on portions of Jackson Street.
- Add new signage and modifications to bus stops
- Add new fiber optic lines within the project limits, including a link to Fire Station #3 and spare conduits for future fiber optic lines
- Add new dimmable LED street lighting
- Underground of existing overhead utility lines
- Add new protected bike lanes, including buffered divider planter strips
- Add new landscaping in the median islands and divider planter strips
- Add new traffic signal at the Mission Boulevard/Rousseau Street and a full traffic signal at Mission Boulevard/Blanche Street. The HAWK signal (pedestrian only activated) was recently installed at Mission Boulevard and Blanche Street to provide safe pedestrian crossing prior to the start of the school year. The Phase 2 project will make further improvement by using most of the HAWK signal equipment and convert it to a full signalized intersection.
- Add new gateway entry features at Blanche Street
- Add new metal fence along existing residential wood fence on the west side

The bid documents also include add alternatives for improvements that may be included in the project, depending upon the bids received. These add alternatives include:

- Alternate wood fence instead of metal fence
- Replacement of Fairway Park signs
- Update of Corrine Street entry wall
- Replacement of irrigation system on the east side greenway park
- Replacement of irrigation on the west side along the golf course

#### California Public Utilities Commission Rule 20 Program

On December 14, 2010, in anticipation of Phase 2 of the Mission Boulevard Corridor project, Council adopted an Ordinance to form Underground District No. 30 and use 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 PG&E convinced the CPUC to reduce local agency Rule 20A allocations, the City cannot complete the undergrounding work in Phase 2 using only Rule 20A funds. It is estimated that approximately \$2.9 million of Rule 20A funding will be available from the work credit balance and five year borrow on the City's Rule 20A allocations. The remainder of the work will be performed under Rule 20B where the project pays the full cost of the undergrounding.

The City has been working with the CPUC and other local agencies to modify Pacific Gas and Electric Company's (PG&E) 2017 General Rate Case recommendations for the Rule 20A program. Staff was unable to convince the CPUC Board to agree to the Administrative Law Judge's recommendations to reinstate the pre-2011 Rule 20A allocation levels. However, staff was able to convince them to create a dedicated Rule 20A fund and perform an overall audit of the Rule 20A Program and PG&E's management practices. Staff was also successful in obtaining an additional one-time Rule 20A allocation of \$496,000 through the CPUC complaint process. Negotiations with other local agencies to borrow or purchase their Rule 20A credits are ongoing. To date, the City has acquired \$1.1 million of credits from one other local agency.

#### Right of Way Acquisition

The project does not require the acquisition of property in fee. Public Utility Easements (PUE) for utility boxes, vaults, transformer pads and trenches have been identified where these facilities cannot be located in the sidewalk or street. Right-Of-Entry (ROE) needs have been identified for temporary access to construct driveway and sidewalk conforms and other miscellaneous work required along property frontages. These ROEs are also required by the utility companies for the service trench and panel work required to underground the overhead utility lines. Acquisition of easements and rights-of-entry is on schedule to be completed before award of the construction contract.

Request to California Transportation Commission (CTC) for LATIP Funding and Relinquishment of State Routes 92, 185 and 238

As noted above in Background section, and below under Fiscal Impact section, LATIP funding is one of the funding sources for this project. CTC has already allocated \$10.1 million of the \$30 million LATIP funding. \$8.1 million was for the construction of Phase 1 and \$2 million for the complete design of Phase 2 and 35% design of Phase 3. At CTC's meeting to be held on October 19, 2017, the remaining \$19.9 million will be considered for allocation for the construction of Phase 2 and for Adaptive Signal Timing on Jackson Street. LATIP funding alone is not enough to complete the project. Measure BB as noted below is the other funding source for the remaining balance of Phase 2 and Phase 3.

**STRATEGIC PRIORITIES**

This agenda item supports the Complete Streets Strategic Initiative. The purpose of the Complete Streets strategy is to build streets that are safe, comfortable, and convenient for travel 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 are as follows:

<b>Funding Source</b>	<b>Amount</b>
LATIP	\$21,900,000
Measure BB	\$21,500,000
Rule 20A	\$2,900,000
<b>Total</b>	<b>\$46,300,000</b>

The estimated project costs are as follows:

<b>Phase 2</b>	<b>Estimated Cost</b>
Design	\$2,035,000
Utility Undergrounding	\$6,500,000
Construction (includes bid alternatives)	\$22,000,000
Construction Admin, Inspection, Testing	\$1,500,000
PLA/CWA	\$465,000
<b>Phase 2 Project Total</b>	<b>\$32,500,000</b>

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

<b>Phase 2 and 3 Project Total</b>	<b>\$48,000,000</b>
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The estimated cost for the bid alternatives is approximately \$800,000 which can be removed or included in the contract depending on the total bid amount. Depending on actual bids received, and if needed, staff will identify and propose additional funds to complete the projects for Council consideration and approval.

### **SUSTAINABILITY FEATURES**

1. Water:  
The project includes the installation of drought tolerant plants to reduce the amount of water usage.
2. Environment:  
This project has implemented Bay-Friendly Landscaping techniques to use native plants and climate appropriate plants for the median islands and sidewalk planters. The project will be reviewed for Bay-Friendly certification after the project is complete. Permeable pavers will also be used to treat storm water runoff from the sidewalk and to filter pollution from the storm water before it enters the San Francisco Bay. This project will use Cold In-place Recycling to rehabilitate the pavement. The CIR method reuses the existing pavement as base material conserves on new raw material resources and reduces greenhouse gas emission because of reduced hauling.
3. Energy:  
This project will install street lights with energy efficient LED lighting and dimming features to provide electricity and maintenance cost savings.

This project is categorically exempt from environmental review pursuant to Section 15301(c) of the CEQA Guidelines in that it is a project consisting of repair, maintenance or minor alteration of existing structures or facilities and involves negligible or no expansion of the existing use.

## **PUBLIC CONTACT**

Staff held two well-attended community meetings for Phase 2 on November 12, 2015 and October 20, 2016. Overall, the meeting attendees were supportive of the planned improvements. In these meetings, residents generally liked the overall design and wanted to see more trees planted. Some community members expressed their desire for replacement of the Fairway Park signs and updates to the entry way feature at Corrine Street. The plans include improvements to both entry ways; however, these will be included as add alternatives that may be added depending on the bid results.

A dedicated web page to share information about the project is available on the City's website: <http://bit.ly/2wMfccl>.

## **SCHEDULE**

The following is the tentative schedule for this project:

Receive bids	October 31, 2017
Council award of construction contract	December 5, 2017
Begin Construction	January 8, 2018
Complete Construction	September 2019

*Prepared by:* Kevin Briggs, Acting Deputy Director of Public Works

*Recommended by:* Morad Fakhrai, Director of Public Works

Approved by:



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Kelly McAdoo, City Manager