



DATE: April 11, 2017

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT Mission Boulevard Corridor Improvements Phase 3 Project – Authorization for the City Manager to Execute a Professional Services Agreement for Final Design

RECOMMENDATION

That Council adopts the attached resolution (Attachment II) authorizing the City Manager to execute a professional services agreement with Mark Thomas & Company for the preparation of final design plans of the Mission Boulevard Corridor Improvements Phase 3 Project in an amount not to exceed \$700,000.

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 these discussions, Caltrans agreed to relinquish, and the City to accept, most of the remaining state highways within the City boundaries upon completion of the Phase 1 project and after sufficient Local Area Transportation Improvement Program (LATIP) funding became available. 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 this project. The CTC allocated \$8.1 million of this amount for the Route 238 Phase 1 expenses and another \$2 million for the Phase 2 and 3 design effort.

Phases 2 and 3 are a continuation of the Phase 1 project (see Attachment III). Phase 2 (State Route 238) will improve Mission Boulevard from Industrial Parkway to the south City limit near Blanche Street, and Phase 3 (State Route 185) will improve Mission Boulevard from A Street to the north City limit at Rose Street, respectively (see Attachments IV and V). On October 28, 2014, Council approved an agreement with BKF Engineers (BKF) for professional services to begin design work for Phase 2 and preliminary design (35%) for Phase 3.

DISCUSSION

The current condition of the infrastructure in Phase 3 is deficient with several improvements needed, including:

- substandard sidewalks and curb ramps,
- upgrades to traffic signals and equipment needed,
- insufficient street lighting,
- no designated bike facilities, and
- poor pavement conditions.

Improvements along the Mission Boulevard corridor are designed to improve multi-modal access and better accommodate pedestrians, bicyclists, transit users, motorists, and commercial vehicles.

Phase 3 will improve existing and/or provide new sidewalks, curbs and gutters, valley gutters, driveways, median islands, trees and wells, storm drain inlets, asphalt pavement, ADA ramps, traffic signals and controls, signs and striping, fiber optic lines, street lighting, pedestrian and bicycle friendly improvements and gateway features.

California Public Utilities Commission (CPUC) Rule 20 Program

In 1968, the CPUC and utility companies established a program to “underground” utilities across the state. Pacific Gas and Electric (PG&E) considers Rule 20A allocations a tool to allow cities and counties to evaluate and prioritize undergrounding projects within their respective jurisdictions. These allocations accumulate until they are expended for undergrounding projects. PG&E uses its own funds to design and construct Rule 20A projects and once the projects are completed, the cost is recovered through incremental utility rate increases.

On December 14, 2010, in anticipation of Phases 2 and 3 of the Mission Boulevard Corridor Improvement 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 use Rule 20A funds allocated each year to the City by PG&E. Under Rule 20A, PG&E allocates funds, on a calendar year basis, to convert existing overhead electrical facilities to underground electrical facilities within the communities it serves. 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 may not be able to complete the undergrounding work in Phases 2 and 3 using only Rule 20A funds. However, staff has acquired Rule 20A allocations from the City of Corcoran and it is estimated that approximately \$2.4 million of Rule 20A funding will be available. On February 27, 2017, a CPUC Administrative Law Judge issued a proposed decision on PG&E’s General Rate Case for 2017. This proposed decision, expected to be confirmed on April 6, 2017, will require PG&E to increase Rule 20A allocation credits by approximately \$400,000 per year. Since PG&E allows agencies to allocate five years of future funds to current projects, staff anticipates that another \$2 million will be available for the undergrounding effort. Staff is currently working with PG&E to determine the limits of work

under the Rule 20A program. The remainder of the segments will be performed under Rule 20B where the project pays for most the undergrounding work.

Since design work began, BKF has completed various studies, concept drawings and 35% of design for Phase 3. A Request for Proposal (RFP) was released for the final design of Phase 3 and on January 20, 2017, the City received three proposals (BKF Engineers, Kimley-Horn and Associates, and Mark Thomas and Company). Staff recommends Mark Thomas and Company for this project, after a review of their qualifications, experience, project understanding and approach. Mark Thomas and Company provided the initial design and construction support for the Phase 1 project. The scope of work includes preparation of 100% plans for Phase 3, including specifications and engineer's estimates that will be used to advertise for Phase 3 construction.

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 funding breakdown is as follows:

FUNDING SOURCE	AMOUNT
LATIP	\$ 21,900,000
Measure BB	\$ 21,500,000
Rule 20A*	\$ 2,400,000
Total	\$45,800,000

**Estimate:* The Rule 20A and total amounts may increase by \$2 million if the Administrative Law Judge proposed ruling is confirmed.

The estimated project costs are as follows:

PHASE 2	ESTIMATED COST
Design	\$2,000,000
Utility Undergrounding	\$6,000,000
Construction	\$22,000,000
Construction Admin, Inspection, Testing	\$1,500,000
PLA/CWA	\$1,000,000
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

The \$1 million in Phase 3 design includes \$700,000 for consultant services and \$300,000 for staff time that will be funded by the Adopted FY17 CIP in Fund 212. Staff is working on obtaining additional funding to close the \$2.2 million shortfall. This action tonight by Council will only authorize the City Manager to negotiate and enter into a professional services agreement for design of Mission Blvd Improvement Phase 3 project, totaling \$700,000.

SUSTAINABILITY FEATURES

1. Water:

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

2. Environment:

This project will implement:

- 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 is complete.
- Permeable pavers to treat storm water runoff from the sidewalk, and filter pollution from the storm water before entering the San Francisco Bay.
- Cold In-place Recycling to rehabilitate the pavement. The CIR method reuses the existing pavement as base material thereby conserving on new raw material resources and reducing greenhouse gases with reduced fuel use for hauling materials from a plant to the project site.
- Bike and pedestrian facilities as an alternative to automobiles will contribute to a reduction of greenhouse emissions

3. Energy:

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

PUBLIC CONTACT

Staff held a community meeting for Phase 3 on October 12, 2016. Overall, the meeting attendees were receptive of the planned improvements; however, business owners preferred that little to no trees be planted because of concerns the trees may block business signs or make egress from their driveways difficult. The location of the new trees will take business signs and sight distances into consideration.

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:

Start Design	April 2017
Complete Design	October 2017
Begin Construction	January 2018
Complete Construction	November 2018

This construction schedule is highly dependent upon utility companies providing the necessary support for the undergrounding design effort in a timely fashion.

NEXT STEPS

If Council approves this request, the City Manager will execute the contract with Mark Thomas and Company for the design work to begin.

Prepared by: Yaw Owusu, Assistant City Engineer

Recommended by: Morad Fakhrai, Director of Public Works

Approved by:



Kelly McAdoo, City Manager