



DATE: April 8, 2024

TO: Honorable Mayor and Members of the City Council through City Manager

FROM: Jeff Stutsman, PE, TE – Deputy Director of Operations, PW&U
Gina Benedetti-Petnic, PE – Interim Director of PW&U

SUBJECT: Resolution Authorizing Award of Contract for the FY 2023-24 City-Wide On-Call Striping and Signage to Bayside Stripe & Seal

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution Authorizing the Award of Contract for the FY 2023-24 City-Wide On-Call Striping and Signage to Bayside Stripe & Seal, Inc.

BACKGROUND

This contract will create an annual program to help maintain and/or modify roadway markings (“striping”), signage, and other surface-mounted street elements in support of the City’s safe streets and street operations efforts.

In recent years, the City of Petaluma has placed growing emphasis on safe streets in an effort to eliminate severe and fatal collisions by 2030 (“Vision Zero”) and improve mobility options to reduce car dependency and the associated greenhouse gas emissions. Concurrently, many cities, including Petaluma, have begun to implement “quick-build” safe streets improvements that are made using striping, signage, and other surface-mounted street elements that can be designed and implemented in far less time and at lower costs than longer-lasting road improvements involving excavation, grading, utilities, concrete/pavement work, etc.

In late 2023, staff launched the City’s Safe Streets Nomination Program and Safe Routes to School Task Force, which have generated a significant volume of community requests for quick-build safe streets and traffic calming improvements. As of mid-February 2024, the Safe Streets Nomination Program received 537 requests spanning 236 unique locations. Additionally, the City has prioritized quick-build pilot projects on Rainier Avenue, D Street, and 5th Street.

Traditionally, implementing these smaller-scale projects would require 1) bundling several to exceed the City’s bidding threshold (currently \$33,346) and bidding them together, or 2) ensuring

they do not exceed the bidding threshold and awarding minor construction contracts. However, both methods—especially bidding—can be time-intensive and at odds with the intent of “quick-build.”

In previous CIP budgets, the City had a project for citywide striping that was primarily used by operations to refresh lane lines and markings on busier arterials and collectors. These roadways require large amounts of thermoplastic striping, which City crews do not currently implement due to staffing and equipment needs.

The on-call striping project was put out to bid with a menu of bid items that the City envisions using for quick-build and operational efforts. The bid was set up as a one-year contract, with optional one-year extensions of up to four years. Several of the City’s capital improvement projects (CIP) and operations functions would be able to utilize the preset prices on an as-needed basis, allowing the City to be nimbler and more responsive to needs. Additionally, there will be efficiencies associated with building a relationship with and training a contractor who becomes more familiar with the City’s approach to street design, traffic control, and other areas where a high degree of oversight and direction is typically needed with new contractors.

DISCUSSION

Engineering staff and consultants prepared the construction plans and specifications. A Notice Inviting Bids was advertised on February 23, 2024. One bid was received on March 14, 2024, and recorded, as shown below.

<u>Name of Bidder</u>	<u>Total Bid</u>
Bayside Stripe & Seal	\$826,925.00

The lowest responsible and responsive bidder, Bayside Stripe & Seal has completed similar work in the Bay Area. Bayside Stripe & Seal has a valid Class C32 California Contractor’s License, #883985 that qualifies them to perform the work. There have been no bid protests, and the time to protest the bids has lapsed. Accordingly, it is recommended that the Council adopt the resolution awarding the contract to Bayside Stripe & Seal for the lowest bid of \$826,925.00 and for a maximum contract of \$600,000.

The Total Bid Cost was used solely to determine the low bidder. The maximum contract value is set at \$600,000. The actual cost of each project will be measured and billed to the CIP project or operating fund.

PUBLIC OUTREACH

This agenda item appeared on the city’s tentative agenda document on March 18th, 2024, which was a publicly noticed meeting. No public comments have been received as of posting. Dedicated community engagement efforts will be implemented as specific projects are designed and installed.

COUNCIL GOAL ALIGNMENT

This project supports the City Council’s Safe Mobility and Connectivity / Safe Streets Goal, a top ten priority for fiscal years 2021-23, as well as the following Council Workplan items: • 15: Identify funds and develop plans to improve Petaluma’s streets and roads. • 18: Establish and improve paths as useful transportation options, and make walking and biking easy, fun, and safe. • 20: Better integrate multi-modal transportation with street designs. • 84: Enhance pavement management program to improve the safety and serviceability of our roads and to protect drivers, cyclists, and pedestrians. • 85: Implement City Vision Zero plan with a focus on pedestrian and cyclist safety with improvements to uncontrolled crosswalks, curb ramps, sidewalks, and bicycle infrastructure.

CLIMATE ACTION/SUSTAINABILITY EFFORTS

Many of the striping efforts implemented through this contract will seek to improve safety and accessibility for people using active transportation, thereby reducing car dependency and the associated greenhouse gas emissions. Transportation is the leading source of greenhouse gas emissions in Petaluma, at 66.6 percent. ¹

ENVIRONMENTAL REVIEW

This project is categorically exempt pursuant to the California Environmental Quality Act (“CEQA”) pursuant to Article 19, Section 15301(c), of Title 14 of the California Code of Regulations (“CEQA Guidelines”), because the project consists of the repair, maintenance, and minor alteration of existing public facilities involving negligible or no expansion of existing or former use. The improvements will refresh existing striping or improve safety and encourage active transportation. Accordingly, there is negligible or no expansion of use beyond what currently exists, and there are no cumulative impacts, unusual circumstances, or other factors that would make the exemption inapplicable pursuant to CEQA Guidelines Section 15300.2. If adopted, a Notice of Exemption will be filed in April 2024 with the County of Sonoma for the Project.

FINANCIAL IMPACTS

The on-call striping contract has a maximum contract value of \$600,000 per year but does not have a budget associated with the contract, as individual CIP projects or operational budgets would be charged for the associated work. The capital project or operational budgets that would utilize this contract would have sufficient funds to cover the work. No additional budget is requested for this contract.

ALTERNATIVES

If Bayside Stripe and Seal is not awarded this project, it will be rebid, and construction will be delayed by approximately four months.

¹ Sonoma County Greenhouse Gas Inventory 2020 Update, Regional Climate Protection Authority

ATTACHMENTS

1. Resolution