



DATE: March 20, 2023

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

FROM: Jeff Stutsman, PE – City Engineer, Public Works & Utilities (PW&U)
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SUBJECT: Resolution Accepting Completion of the Petaluma Boulevard South Road Diet Project C16101601 by Azul Works, Inc., Authorizing the Release of the 10% Retention, and Finding this Action is not a "Project" Pursuant to CEQA Guidelines Section 15301(c)

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution accepting completion of the Petaluma Boulevard South Road Diet Project C16101601 by Azul Works, Inc., authorizing the release of the 10% retention, and finding this action is not a "Project" pursuant to CEQA Guidelines Section 15301(c).

BACKGROUND

On November 18, 2015, the Metropolitan Transportation Commission (MTC) adopted the funding and policy framework for the second round of the One Bay Area Grant (OBAG) Program, which is projected to total approximately \$800 million to fund projects from FY 17/18 through FY 21/22. The Surface Transportation Program and the Congestion Mitigation and Air Quality Program, re-established in the new Federal Moving Ahead for Progress in the 21st Century (MAP-21), fund the program.

On December 19, 2016, the Petaluma City Council approved a resolution authorizing the submission of the applications for three separate projects: the Petaluma Boulevard South Road Diet Project, the Lakeville Street Paving Project, and the Payran Street Paving Project. The Petaluma Boulevard South Road Diet was determined to be the priority.

On December 13, 2017, MTC approved the Petaluma Boulevard South Road Diet Project funding. This Complete Streets project will be the third and final phase of the Road Diet projects on Petaluma Boulevard. Phase 1 was completed on Petaluma Boulevard North between Lakeville and Washington streets and subsequently, Phase 2 was completed on Petaluma Boulevard South

between E. Washington and B streets. This last phase will be constructed on the southernmost segment of Petaluma Boulevard South, a 1.1-mile stretch from D Street to the Crystal Lane Roundabout.

MTC is committed to the “Complete Streets” transportation policy and design approach. The Complete Streets Policy (MTC Resolution No. 3765) requires that all regionally funded projects consider the accommodation of people who walk, bike, and roll. In MTC’s words, “When streets are designed to include non-vehicular users, people are safer and get more physical activity. And cities get a break from greenhouse emissions.” The Petaluma Boulevard South Road Diet, as a federally funded Complete Streets project, has been designed to better meet the needs of all users, whether they walk, bike, drive or use public transit. It has been planned and designed to enable safe, convenient, and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

The scope of work included the complete rehabilitation of the roadway incorporating many bicycle, pedestrian, and transit improvements. Work included the installation of ADA curb ramps, curb bulb-outs, sidewalk and driveway reconstruction, installation of rectangular rapid flashing beacons (RRFB) at uncontrolled crosswalks, signal upgrades and modifications, and new pavement overlay and pavement striping. The new striping layout provides one through-lane in each direction, a center two-way left turn lane, and a Class IV bike lane between Crystal Lane and Mountain View; a Class II bike lane between Mountain View and H Street; and a Class III bike lane between H Street and E Street. New green markings at the conflict zone are installed along the bike route. Project information, updates, and graphics can be found on the City of Petaluma Public Works Capital Improvement Program (CIP) project webpage: <https://cityofpetaluma.org/pet-blvd-s-road-diet/>.

On February 22, 2019, the City received authorization from the California Department of Transportation (Caltrans) to proceed with preliminary engineering and commence design work. With design work complete, on August 6, 2021, the City received Right-of-Way Certification and on September 23, 2021, the City received Caltrans authorization to move forward with construction.

DISCUSSION

The final construction of this Petaluma Boulevard South Road Diet Project is \$3,681,948.68 including three change orders with quantity underruns and overruns totaling \$451,698.98. Change order #1 was for the installation of a new street light conduit and 6 new streetlights along the new sidewalk constructed along the southern end of Petaluma Boulevard South. Change order #2 was for the installation of new video detection cameras at D Street and Petaluma Boulevard to extend the paving up to the intersection as well as a new video detection camera at Mountain View Avenue to provide bicycle detection for crossing Petaluma Boulevard South to access the 5th Street Bike Boulevard. Change order #3 was for various time material work related to concrete work as well as the installation of a sidewalk on First Street from E to F streets.

Approximately 40% of the project cost was related to active transportation elements, which included:

- 39 accessible curb ramps including pedestrian bulb-outs / sidewalks.
- New bus stop at Petaluma Blvd S. and McNear Ave.
- New bus pad for future bus shelter provided by Golden Gate Transit at Petaluma Blvd S. and Mountain View.
- Sidewalk gap closure on Petaluma Blvd S. (Mountain View to Crystal Lane)
- Sidewalk gap closure on First St (E St to F St)
- Rectangular Rapid Flashing Beacons at four uncontrolled crosswalks.
- Striping for Class IV buffered bike lane and green conflict markings.
- New streetlights along the sidewalk gap closure on Petaluma Blvd S.
- Pedestrian signal upgrades at signalized intersections.
- Upgraded video detection cameras for improved bicycle detection.

The remaining 60% of the cost was associated with paving from D Street to Crystal Lane, including a signal interconnects conduit from D Street to Crystal Lane for communication to the traffic signals as well as future connection to the Caulfield extension bridge.

PUBLIC OUTREACH

On October 13, 2021, notices to owners and residents were mailed out, which included 1,000 addresses throughout the project corridor. These notices provided general information about the project, contact information, and timelines. Detailed project information is currently available on the City's website and City staff will be utilizing the City's social media platforms periodically for posting updates.

Listed on the following page are prior public outreach efforts related to this project:

March 21, 2019 – Petaluma Urban Chat 1, Road Diet Subcommittee
 April 4, 2019 – Pedestrian and Bicycle Advisory Committee, PBAC (Informational Item)
 May 1, 2019 – Pedestrian and Bicycle Advisory Committee, PBAC (Discussion Item)
 May 5, 2019 – Urban Chat 2, Primary Membership
 May 29, 2019 – Petaluma City Council (Caltrans Agreement & Survey PSA)
 June & July 2019 – Community Online Survey
 July 23, 2019 – Community meeting at Petaluma Veterans Building
 August 28, 2019 – Know Before You Grow PBS Road Diet Presentation
 September 2019 – Resident Survey (East Side between H and Mountain View)
 October 2, 2019 – Pedestrian and Bicycle Advisory Committee, PBAC (Design Recommendation)
 Nov. 18, 2019 – Petaluma City Council (Design Recommendation)

This agenda item appeared on the City's tentative agenda document on January 23, 2023, which was a publicly noticed meeting. This item was also noticed in compliance with the California Brown Act.

COUNCIL GOAL ALIGNMENT

The proposed action supports the following City Council Goals and Priorities as described in the following workplan items:

- Workplan Item 7: Leverage local, regional, and state programs and resources to maximize city revenues.
- Workplan Item 15: Identify funds and develop a plan to improve Petaluma's Streets and Roads.
- Workplan Item 18: Establish and improve paths, as useful transportation options, and make walking and biking easy, fun, and safe.
- Workplan Item 20: Better integrate multi-modal transportation with street design.

Additionally, the proposed action is consistent with the 2008 City of Petaluma Bicycle and Pedestrian Plan (An Appendix to the General Plan 2025): Create and maintain a safe, comprehensive, and integrated bicycle and pedestrian system throughout Petaluma that encourages bicycling and walking and is accessible to all.

- Bicycle Improvements Policy 1: Implement the bikeway system as outlined in the Bicycle and Pedestrian Plan and expand and improve the bikeway system wherever the opportunity arises.
- Bicycle Improvements Policy 5: All new and redesigned streets shall be bicycle and pedestrian friendly in design.

CLIMATE ACTION/SUSTAINABILITY EFFORTS

When streets are designed to include non-vehicular users, people are safer and get more physical activity. And cities get a break from greenhouse emissions. The improvements on this project promote active transportation, reduce greenhouse gas emissions, and improve safety for pedestrians, bicyclists, and motorists.

ENVIRONMENTAL REVIEW

When the contract was awarded, the City Council found this project was found categorically exempt from California Environmental Quality Act ("CEQA") requirements 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. This project rehabilitated the existing roadway incorporating bicycle, pedestrian, and transit improvements, the installation of ADA curb ramps, curb bulb-outs, sidewalk, and driveway reconstruction, installation of RRFB uncontrolled crosswalks, signal upgrades and modifications, and new pavement overlay and pavement striping. Bid alternate 1 and 2, sidewalk gap closure, and traffic single conduit for Caulfield Bridge are categorically exempt pursuant to CEQA Guidelines Section 15303, as they were each minor construction of existing facilities. Accordingly, there was negligible or no expansion of use beyond what currently exists and there were no cumulative impacts, unusual circumstances, or other factors that would make the exemption inapplicable pursuant to CEQA Guidelines section 15300.2.

This project utilizes federal funds and was required to have National Environmental Policy Act (NEPA) clearance. Caltrans determined the project is a categorical exclusion under 23 CFR 771.117 (c) and so approved on November 13, 2021.

FINANCIAL IMPACTS

Funding for the Petaluma Boulevard South Road Diet C16101601 Project is provided by the Federal Highway Administration through the One Bay Area Grant Cycle 2 (OBAG 2). The approved participating cost for construction activities is \$3,363,314 (\$2,916,000 is the federal participation and \$447,314 is the local match). The City will be eligible for a reimbursement rate not exceeding 86.7% of expenditures.

The following is a breakdown of the Adopted Project Budget for C16101601 and the proposed Revised Project budget.

The new project cost is \$4,005,488 as shown in the table below. A budget adjustment will be brought forward in conjunction with quarterly budget adjustments.

CIP C16101601 Petaluma Boulevard South Road Diet	Project Budget	Revised Project Budget
Planning and Environmental	\$ 2,000.00	\$ 2,000.00
Design (City Staff)	\$ 218,263.77	\$ 236,328.40
Legal Services	\$ -	\$ -
Administration	\$ 477	\$ 1,000
Construction Contract	\$ 3,230,250	\$ 3,230,250
Construction Management	\$ 80,000	\$ 62,000
Contingency	\$ 250,000	\$ 459,610
CIP Overheads	\$ 14,301	\$ 14,300
Total	\$ 3,795,291	\$ 4,005,488
Funding Source		
Street Maintenance	\$ 556,023.00	\$ 170,000.00
OBAG 2 Grant	\$ 2,916,000.00	\$ 2,916,000.00
Traffic Mitigation Funds	\$ 323,268	\$ 919,488
Total	\$ 3,795,291	\$ 4,005,488

ALTERNATIVES

The project was completed satisfactorily by the contractor. Not accepting completion would likely lead to a contractual dispute with the contractor.

ATTACHMENTS

1. Resolution
2. Project Map