Folsom City Council
Staff Report

MEETING DATE:	7/8/2025
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 11421 – A Resolution Authorizing the City Manager to Execute an Agreement with Kimley Horn and Associates, Inc. for Design Consulting Services for $242,580 from the Light Rail Impact Fee Fund (Fund 451) for the Traffic Signal Timing and Logic Statements for Light Rail Preemption Project, Project No. 8084, and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11421 – A Resolution Authorizing the City Manager to Execute an Agreement with Kimley Horn and Associates, Inc. for Design Consulting Services for $242,580 from the Light Rail Impact Fee Fund (Fund 451) for the Traffic Signal Timing and Logic Statements for Light Rail Preemption Project, Project No. 8084, and Appropriation of Funds.

BACKGROUND / ISSUE

Folsom Boulevard serves as a key north-south arterial route within the City of Folsom. Multiple intersections along this corridor are equipped with traffic signals that are regularly affected by light rail preemption due to the Sacramento Regional Transit (SacRT) Gold Line that runs parallel to the roadway. These preemption events disrupt signal timing coordination along the corridor, contributing to increased vehicular delay and reduced operational efficiency.

To address these issues, the City issued a Request for Proposals (RFP) to secure qualified traffic engineering services aimed at improving traffic signal coordination and functionality along Folsom Boulevard from Iron Point Road to Natoma Street. The project's objectives include reviewing existing timing plans, developing updated signal coordination strategies, and preparing logic statements that define signal controller behavior under preemption events. The consultant will also

conduct simulation modeling to evaluate proposed changes, assist with field implementation, and deliver final documentation including timing sheets, logic diagrams, and performance evaluations.

POLICY / RULE

This project aligns with the City's goals to improve traffic efficiency, reduce vehicle delay, and enhance multimodal coordination. The updates are consistent with the City's adopted traffic engineering practices and support regional transportation strategies that promote effective integration of vehicular and transit operations, and the City's General Plan Policy M4.1.3 which states that "the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety."

ANALYSIS

On March 19, 2025, Public Works staff prepared and released a Request for Proposal (RFP) from firms pre-selected on the City's Engineering list. Two proposals were received in response to the RFP. A review panel consisting of City engineering staff separately evaluated and scored the received proposals based on criteria including relevant experience, qualifications of the proposed team, understanding of the project scope, and approach to the work. The methods of analysis are consistent with Chapter 10 of the Caltrans Local Assistance Project Manual requirements for consultant selection.

Kimley-Horn and Associates, Inc. received the highest overall score. Their proposal demonstrated superior qualifications in signal timing optimization, extensive experience with light rail preemption strategies, and a well-rounded team with strong technical expertise and past performance on similar projects. As a result, staff recommends awarding the contract to Kimley-Horn and Associates, Inc.

In accordance with California Public Contract Code § 4526, which mandates a qualifications-based selection process for professional services such as engineering and construction management, the City is prohibited from opening or considering sealed cost proposals during the evaluation phase, except for the firm ranked highest based on qualifications. Although Interwest Consulting Group voluntarily included their cost proposal in their submittal, the City did not request, open, or evaluate this information while assessing qualifications, in full compliance with state law. Only after Kimley-Horn was identified as the top-ranked proposer was cost considered during negotiations. For transparency, it is noted that Interwest's proposed fee of $210,000 is approximately 13.4% lower than Kimley-Horn's; however, cost played no role in the qualifications evaluation or ranking process.

Firm Name	Total Average Score
Kimley-Horn and Associates, Inc.	95
Interwest	73

Staff will use the City's standard agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The contract with Kimley-Horn and Associates, Inc. would be authorized in the amount of $242,580.

Light Rail Project, Project 8084, is included in the FY 2025-26 Capital Improvement Plan, with a total project budget of $200,000 funded through the Light Rail Impact Fee Fund (Fund 451). Staff is requesting an appropriation in the amount of $42,580 from the Light Rail Impact Fee Fund (Fund 451) for this contract. Sufficient funds are available in the Light Rail Impact Fee Fund (Fune 451) to cover the requested appropriation.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), Section 15301 – Existing Facilities. The work involves minor alterations to existing traffic signal systems with no expansion of existing use, and all activities will occur within existing public rights-of-way.

ATTACHMENTS

1. Resolution No. 11421 – A Resolution Authorizing the City Manager to Execute an Agreement with Kimley Horn and Associates, Inc. for Design Consulting Services for $242,580 from the Light Rail Impact Fee Fund (Fund 451) for the Traffic Signal Timing and Logic Statements for Light Rail Preemption Project

2. Scope of Work – Folsom Boulevard Traffic Signal Timing Updates and Logic Statements for Light Rail Preemption

Submitted,

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Marcus Yasutake, Interim Public Works Director