



# Folsom City Council Staff Report

<b>MEETING DATE:</b>	5/10/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10847 - A Resolution Authorizing the City Manager to Execute a Contract Change Order for the Pedestrian/Bike Trail with Goodfellow Brothers, LLC (Contract No. 174-21 20-060) for the Capital SouthEast Connector Segment D3(A), Project No. PW1607, Federal Project No. 5288(046)
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10847 - A Resolution Authorizing the City Manager to Execute a Contract Change Order for the Pedestrian/Bike Trail with Goodfellow Brothers, LLC (Contract No. 174-21 20-060) for the Capital SouthEast Connector Segment D3(A), Project No. PW1607, Federal Project No. 5288(046).

### **BACKGROUND / ISSUE**

The planned Capital SouthEast Connector is a 34-mile limited access roadway spanning from U.S. 50 at Silva Valley Parkway interchange in El Dorado County to Interstate 5 at the Hood-Franklin Interchange in Elk Grove. The Connector is planned to be constructed in segments as funding and priorities allow. Segment D3 includes the length of the Connector that borders the City of Folsom and Sacramento County from Prairie City Road to the El Dorado County Line. Segment E1 is the El Dorado County Segment that Segment D3 ties into.

Segment D3 has been further segmented into two additional segments: D3(A) and D3(B). Segment D3(A) will upgrade the existing White Rock Road to a four-lane expressway beginning near the intersection of Prairie City Road and continuing through the intersection of East Bidwell Street. The project involves constructing four lanes between these two major intersections, including a bridge over Alder Creek. The bridge also serves as a “wildlife crossing,” as contemplated in the South Sacramento Habitat Conservation Plan.

The project is a complete reconstruction that will create a new alignment of White Rock Road adjacent to and immediately south of the existing White Rock Road. The existing White Rock Road will remain open to traffic during construction.

The City of Folsom is leading the construction of this project on behalf of the Capital SouthEast Connector Joint Powers Authority (JPA) and in collaboration with Sacramento County.

The City has secured the State Transportation Block Grant Program (STBG) and SB1 funding from the Sacramento Area Council of Governments (SACOG) in partnership with the JPA. A request for authorization to proceed with construction was submitted to Caltrans on May 15, 2020. The Authorization to Proceed (E-76) was received on June 25, 2020, and the subsequent Supplemental Agreement was received on August 8, 2020.

The project was initially designed to include a Class 1 Bike Trail and interconnection between traffic signals. These two items of work were removed from the project due to funding constraints, with an intent to construct them in a later phase. Funding for completion of the Pedestrian/Bike bridge and trail has been supplemented by Amendment No. 2 with the SouthEast Connector Joint Powers Authority.

### **POLICY / RULE**

Section 2.36.080 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

### **ANALYSIS**

This project was publicly advertised on July 13, 2020, and bids were opened publicly on September 9, 2020, at 2:00 p.m. in the City Council Chamber.

Six bids were received with Goodfellow Brothers, LLC being the lowest responsive responsible bid as follows:

Contractor	Ranking	Bid Amount
Goodfellow Brothers, LLC	Lowest Responsive Responsible Bid	\$22,368,765.00

The lowest responsive responsible bid proposal provided by Goodfellow Brothers, LLC was reviewed by staff and found to be in good order.

## FINANCIAL IMPACT

The Capital SouthEast Connector Segment D3(A) is eligible to receive funds from FAST Act funding based on a SACOG Regional Surface Transportation Program Grant and SB-1 Funding. Funding for construction and construction engineering is shown below:

Fund	Fund Type	Amount
FAST Act	Surface Transportation Block Grant to match SB-1 Funding 1 to 1 at \$10,000,000	\$15,000,000
SB1	Competitive	\$10,000,000
Local Transportation Fund (446)	To match Surface Transportation Block Grant of \$15,000,000 at 11.47%	\$1,720,500
Local Transportation Fund (446)	To Cover Balance of Project Funding	\$1,195,147
Local Transportation Fund (446)	SouthEast Connector Joint Powers Authority to provide funding for Pedestrian/Bike Trail through Invoicing	\$400,000
	Project Budget for Construction	\$28,315,396

The FAST Act funding requires a local match of 11.47%. The Transportation Fund (Fund 446) will be utilized to meet the required match of \$1,720,500. The SB1 funding requires a 100% match, of which \$10,000,000 of the FAST Act funding will be utilized as the match.

The agreement with Goodfellow previously approved is for \$22,368,765 with a budgeted contingency of \$2,236,876.50 (10%) for a total contract budget amount of \$24,605,641.50.

The contract costs for construction and construction management have been previously approved by City Council in separate resolutions as follows:

Company	Description	Cost
Goodfellow Brothers, LLC	Construction	\$22,368,765.00
	10% Contingency for Construction	\$2,236,876.50
	Additional Contingency Funded by SouthEast Connector Joint Powers Authority	\$400,000
Salaber Associates, Inc.	Construction Engineering, Inspection and Materials Testing	\$2,992,848.00
Dokken Engineering, Inc.	Design Support and Environmental Services	\$317,157.28
	Project Budget for Construction	\$28,315,646.78

The Contract Change Order for the Pedestrian/Bike Trail will utilize the existing contingency in the amount of \$285,802 and \$400,000 which has been appropriated through Amendment 2 of the Memorandum of Understanding with the SouthEast Connector Joint Powers Authority. The total cost of the Pedestrian/Bike Trail is \$685,802. The current project budget is \$28,443,000. No additional City of Folsom funding is needed.

### **ENVIRONMENTAL REVIEW**

In 2016 the Capital SouthEast Connector JPA approved a California Environmental Quality Act (CEQA) Tiered Initial Study with Mitigated Negative Declaration for the Capital SouthEast Connector Segment D3/E1.

Caltrans approved the National Environmental Policy Act (NEPA) Categorical Exclusion for Segment D3/E1.

The project is not located in an environmentally sensitive area and would not result in potential impacts to the environment, including traffic, noise, air quality and water quality.

### **ATTACHMENT**

Resolution No. 10847 - A Resolution Authorizing the City Manager to Execute a Contract Change Order for the Pedestrian/Bike Trail with Goodfellow Brothers, LLC (Contract No. 174-21 20-060) for the Capital SouthEast Connector Segment D3(A), Project No. PW1607, Federal Project No. 5288(046)

Submitted,

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Mark Rackovan, PUBLIC WORKS DIRECTOR

**RESOLUTION NO. 10847**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT CHANGE ORDER FOR THE PEDESTRIAN/BIKE TRAIL WITH GOODFELLOW BROTHERS, LLC (CONTRACT NO. 174-21 20-060) FOR THE CAPITAL SOUTHEAST CONNECTOR SEGMENT D3(A), PROJECT NO. PW1607, FEDERAL PROJECT NO. 5288(046)**

**WHEREAS**, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project; and

**WHEREAS**, the City of Folsom is a Member Jurisdiction of the Capital SouthEast Connector Joint Powers Authority and will implement the Project; and

**WHEREAS**, the Capital SouthEast Connector Project has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters; and

**WHEREAS**, the Capital SouthEast Connector Project has established a program development budget that requires the use of Federal and State funds to advance the project towards timely construction; and

**WHEREAS**, the City of Folsom desires to construct the Capital SouthEast Connector Project Segment D3(A) along the City's border to four lanes with two eight-foot shoulders; and

**WHEREAS**, the City of Folsom received Surface Transportation Block Grant Program funding, and is eligible for federal reimbursement, up to \$15,000,000; and

**WHEREAS**, the City of Folsom received SB-1 funding, and is eligible for state reimbursement up to \$10,000,000; and

**WHEREAS**, this project was publicly advertised on July 13, 2020, with six bids received on September 9, 2020, with Goodfellow Brothers, LLC being the lowest responsive responsible bidder; and

**WHEREAS**, the City of Folsom entered into a contract with Goodfellow Brothers, LLC for construction, of the Capital SouthEast Connector Segment D3(A); and

**WHEREAS**, a Contract Change Order will be utilized to add a pedestrian/bike trail; and

**WHEREAS**, the cost of completion for the Pedestrian/Bike Trail is \$685,801.96; and

**WHEREAS**, the City of Folsom received \$400,000 from the SouthEast Connector Joint Powers Authority through Amendment Two of the Memorandum of Understanding to construct the Class 1 Bike Trail; and

**WHEREAS**, the \$400,000 received from the SouthEast Connector Joint Powers Authority is to be added to the project contingency budget; and

**WHEREAS**, the balance needed of \$285,801.96 is within the existing project budget contingency; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to Execute a Contract Change Order for the Pedestrian/Bike Trail with Goodfellow Brothers, LLC (Contract No. 174-21 20-060) for the Capital SouthEast Connector Segment D3(A), Project No. PW1607, Federal Project No. 5288(046), in the amount of \$685,801.96.

**PASSED AND ADOPTED** this 10<sup>th</sup> day of May 2022, by the following roll-call vote:

**AYES:** Councilmember(s):  
**NOES:** Councilmember(s):  
**ABSENT:** Councilmember(s):  
**ABSTAIN:** Councilmember(s):

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Kerri M. Howell, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK