Agenda Item #13.3
For Council Meeting of: September 30, 2025

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: DAN HENNESSEY, DIRECTOR, TRANSPORTATION AND PUBLIC WORKS DEPARTMENT
SUBJECT: APPROVAL OF PROFESSIONAL SERVICES AGREEMENT – DESIGN ENGINEERING SERVICES FOR HIGHWAY 101 HEARN AVENUE MULTI-USE PATHWAY AND PAVEMENT REHABILITATION

AGENDA ACTION: MOTION

RECOMMENDATION

The Transportation and Public Works Department recommends that the Council, by motion: 1) approve a Professional Services Agreement with BKF Engineers, Oakland, California, to provide professional design engineering services for the preliminary engineering phase of the Highway 101 Hearn Avenue Multi-Use Pathway and Pavement Rehabilitation project (STPL-5028(088) in an amount not to exceed $380,898.63; and 2) authorize the Director of Transportation and Public Works or delegate to make non-substantive changes to the Agreement, subject to approval by the City Attorney, and execute the Agreement. This item has no impact on current fiscal year budget.

EXECUTIVE SUMMARY

This motion will approve a Professional Services Agreement (PSA) to provide professional design engineering services for the preliminary engineering (PE) phase of the Highway 101 Hearn Avenue Multi-Use Pathway and Pavement Rehabilitation project. This project is largely funded by a competitive grant from the federal One Bay Area Grant (OBAG) program. The multi-use pathway (MUP) would ultimately connect the Sonoma-Marin Area Rail Transit multi-use pathway (SMART MUP) to the east side of Santa Rosa and the Taylor Mountain Regional Park Trail in accordance with the City of Santa Rosa Active Transportation Plan.

GOAL

This item relates to Council Goal #2 - Invest in the Development and Maintenance of the City's Infrastructure by improving the bicycle and pedestrian facilities and repairing the adjacent existing pavement.

BACKGROUND/PRIOR COUNCIL REVIEW

This project would install a class 1 pathway on the south side of Hearn Avenue that would connect to the SMART MUP, the Hearn Interchange for a separated bikeway, and in the future, Taylor Mountain Regional Park. The project would also repave the segment of Hearn Avenue between Whitewood Drive and Corby Avenue.

1. In December 2015, the City Council, by Resolution No. 28727, adopted the Complete Streets Policy which is a requirement of the OBAG 3 program.

2. In April 2021, the City Council, by Resolution No. RES-2021-061, adopted the California Department of Transportation (Caltrans) Local Assistance Procedures Manual (LAPM) Chapter 10 policies.

3. In September 2021, the City Council, by Resolution No. RES-2021-158, designated the list of five priority projects to be considered in the 2021 SCTA funding program call for projects (Fiscal Year 23 through Fiscal Year 27).

4. In April 2023, the City Council, by Resolution No. RES-2023-065, authorized the filing of an application for funding assigned to Metropolitan Transportation Commission, authorized the Chief Financial Officer to increase appropriations in JL Key 17671 – Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab (OBAG 3) by $1,321,000 of federal STP funds and committed any necessary matching funds and stating assurance to complete the project.

ANALYSIS

Caltrans Department of Transportation (Caltrans) Authorization / Agreement Summary for Preliminary Engineering (E-76) was received on March 11, 2024.

Caltrans Program Supplemental F046 to administering agency-state agreement for Federal-Aid Projects No. 04-5028F15 was executed on May 31, 2024.

Caltrans is the National Environmental Protection Agency (NEPA) Lead Agency for the project. Caltrans provided NEPA Categorical Exclusion determination on 10/11/2024.

The request for proposals (RFP) was released on April 30, 2025, to six hundred and thirty-four (634) professional firms, and there were forty-one (41) prospective bidders. One (1) proposal was received on May 29, 2025. In June 2025, the City, in collaboration with Caltrans, completed Exhibit 12-F, the Non-Competitive Determination for A&E Contracts form. Based on the high level of interest exhibited, Exhibit 12-F established that re-advertising the request for proposals would not be cost effective nor in the public's best interest. Proceeding with the one proposal received is the most cost-

effective approach and, in the public's best interest. The City proceeded with the evaluation, selection, and negotiation process.

Staff found BKF Engineers and their subconsultant team to possess the required technical expertise, relevant project experience, and understanding of the work to be done to successfully deliver the Preliminary Engineering (PE) phase of this project. The contract amount is $380,898.63, approximately 21% greater than the staff-estimated preliminary engineering costs of $315,000.00. The estimated design completion is February 2026.

Through this PSA, BKF will deliver:

- preliminary engineering and technical reports
- project plans, specifications and estimate (PS&E)
- bid phase assistance
- construction administration assistance
- project management for all subconsultant tasks

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund. A portion of the PE phase is funded through the federal OBAG program, administered by Caltrans. To ensure project phase reimbursement, this procurement was carried out in accordance with City Council Policy 600-01, City Code Chapter 3-08, Caltrans LAPM Chapter 10, and all applicable federal regulations. Funds for this phase were appropriated in the fiscal year 2025-26, Capital Improvement Program budget.

ENVIRONMENTAL IMPACT

The City has determined the project is exempt pursuant to CEQA Guidelines Section 15301 and 15304 in that the Project involves the minor alteration to existing public facilities, including street and bicycle and pedestrian shared trail improvements, and creation of bicycle lanes, involving negligible or no expansion of use beyond the existing at the time of determination. In addition, pursuant to CEQA Guidelines Section 15378(b)(5), the recommended action does not constitute a "project" under CEQA because it involves administrative activities of government that will not result in direct or indirect physical changes in the environment. Additionally, Caltrans has determined the project has a NEPA categorical exclusion pursuant to Section 23 USC 326, 23 CFR 771.117, activity (c)(3). Caltrans is serving as the Lead Agency under the National Environmental Policy Act (NEPA) and issued a Categorical Exclusion determination on October 11, 2024.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Attachment 1 – Location Map
- Attachment 2 – Professional Services Agreement

PRESENTER(S)

Dan Hennessey, Director of Transportation and Public Works
Lisa Welsh, Supervising Engineer
Dezire Perez Barbante, Associate Civil Engineer