



CITY COUNCIL STAFF REPORT

ITEM NO. 6.3

DATE: July 27, 2026

TO: Honorable Mayor and City Council

FROM: Brent Smith, Community Development Director

SUBJECT: Resolution authorizing reappropriations totaling \$1,700,000 to the Sidewalk Repair Project SM202502 from various roadway funds and authorizing execution of a second amendment to the agreement with Precision Emprise, LLC, dba Precision Concrete Cutting, for on-call concrete cutting services, increasing the not-to-exceed contract amount from \$1,000,000 to \$4,000,000 and extending the term of the agreement to December 30, 2030.

RECOMMENDED ACTION

Staff recommends the City Council adopt a resolution:

1. Authorizing the following reappropriations totaling \$1,700,000 to the Sidewalk Repair Project SM202502:
 - a. \$500,000 of State Gas Tax Fund 560 from Bluebell Drive Bridge Repair at Altamont Creek Project SM201721;
 - b. \$450,000 of County Measure BB - Local Streets & Roads Fund 552 from Bluebell Drive Bridge Repair at Altamont Creek Project SM201721;
 - c. \$750,000 of County Measure F - Vehicle Registration Fee Fund 553 from Downtown Sidewalk and Miscellaneous ADA Improvements Project DR201959; and
2. Authorizing the City Manager to execute the second amendment to the agreement with Precision Emprise, LLC, dba Precision Concrete Cutting (Precision), for on-call concrete cutting services, increasing the not-to-exceed contract amount from \$1,000,000 to \$4,000,000 and extending the term of the agreement to December 30, 2030.

SUMMARY

The City of Livermore (City) has identified approximately 16,000 sidewalk deflections located adjacent to approximately 11,000 properties throughout the public sidewalk network through recent sidewalk condition assessments completed as part of the City's Asset Management Program. Staff evaluated several methods to address these deficiencies and determined that sidewalk slicing is the most cost-effective approach for correcting approximately 15,000 sidewalk deflections, while approximately 1,000 locations will require full sidewalk repair or replacement because they are not suitable candidates for concrete slicing. The total cost to complete the slicing work is \$2,500,000. Slicing these deflections will

improve pedestrian safety, connectivity and ADA accessibility while significantly reducing the need for full sidewalk replacement. The concrete slicing work will correct over 90% of Livermore's sidewalk hazards and significantly reduce costly trip-and-fall liability exposure.

Staff recommends reappropriating a total \$1,700,000 of various roadway funds to the Sidewalk Repair Project SM202502. Together with the existing \$800,000 budget for this project, this will provide the required \$2,500,000 to complete the citywide concrete slicing. The work is planned to start in the summer of 2026 and is expected to be completed by spring of 2027, as shown in the attached Project Schedule (Attachment 1). This work is intended to address the current backlog of identified sidewalk deficiencies with offsets less than 2-inches and is not intended to establish an ongoing maintenance program or modify the maintenance responsibilities of adjacent property owners established by applicable law and the Livermore Municipal Code.

Staff also recommends approving a second amendment to the existing agreement with Precision Emprise, LLC, dba Precision Concrete Cutting (Precision), increasing the contract amount from \$1,000,000 to \$4,000,000 and extending the agreement term through December 30, 2030, to complete the proposed work. Since execution of the original agreement in 2023, Precision has successfully corrected approximately 8,329 sidewalk deflections throughout the City at a cost of approximately \$986,486. Based on the contractor's demonstrated performance, staff recommends continuing to utilize the existing agreement to implement a one-time citywide sidewalk deflection mitigation project.

DISCUSSION

On March 1, 2023, the City entered into an agreement with Precision to provide on-call concrete cutting services. On June 24, 2024, the City Council approved a first amendment increasing the contract amount from \$500,000 to \$1,000,000 and extending the agreement term to December 30, 2027. Since execution of the agreement, Precision has successfully completed 8,329 repairs throughout Livermore at a cost of \$986,486, demonstrating the ability to efficiently perform large-scale sidewalk deflection remediation.

Sidewalk slicing is a proprietary repair method performed by a limited number of qualified contractors using specialized equipment to cut raised sidewalk edges and create smoother transitions between panels. Compared to full sidewalk replacement, slicing can correct sidewalk deflections more efficiently, with less disruption to pedestrians and adjacent properties.

As part of the City's Asset Management Program, staff reviewed approximately 16,000 sidewalk deflection locations identified through recent sidewalk condition assessments. The identified sidewalk deflections create barriers to pedestrian travel and accessibility throughout the community. Vertical sidewalk displacements can impede mobility for pedestrians, seniors, persons with disabilities, and individuals using mobility devices. Staff evaluated multiple approaches for addressing these deflections, including traditional enforcement, full sidewalk replacement, and sidewalk slicing. Based on this evaluation, staff determined that sidewalk slicing can address approximately 15,000 locations, representing more than 90 percent of identified sidewalk deflections, at a significantly lower cost than full sidewalk replacement.

In addition to providing a cost-effective repair method, implementing the proposed sidewalk slicing work as a coordinated citywide capital improvement project provides significant operational efficiencies compared to the City's traditional sidewalk repair process. Under the existing process, staff must identify sidewalk deflections, notify adjacent property owners, administer encroachment permits, review permit

applications, coordinate inspections, conduct follow-up with non-responsive property owners, and perform compliance and enforcement activities. Based on the City's recent pilot program, this process requires approximately 30 minutes of staff time per property, excluding lien processing and other administrative activities.

Based on the current inventory, implementing sidewalk repairs through the traditional property-owner process would require coordinating repairs for approximately 15,000 sidewalk deflections located adjacent to approximately 11,000 properties is estimated to require approximately 10,000 staff hours and more than 17 years to complete.

Completing the work through one coordinated project accelerates accessibility improvements throughout the City and reduces the City's exposure to future trip-and-fall claims associated with known sidewalk deflections. Over the past ten years, the City has incurred approximately \$1.25 million in sidewalk-related settlements. Reducing the existing inventory of sidewalk deflections is expected to improve pedestrian safety while reducing long-term liability exposure.

Following completion of the one-time sidewalk slicing project, approximately 1,000 sidewalk deflections will remain that require full repair or replacement because they are not suitable candidates for concrete slicing. At that point, staff will be able to focus available resources on this substantially smaller inventory using the City's existing sidewalk maintenance and enforcement procedures. The proposed project will eliminate the backlog of sliceable sidewalk deflections while preserving the City's existing maintenance responsibilities under the Livermore Municipal Code.

The proposed sidewalk slicing project is intended as a one-time sidewalk deflection mitigation and accessibility improvement initiative. Nothing in the proposed project is intended to alter the maintenance responsibilities of adjacent property owners established by applicable law or the Livermore Municipal Code. The City retains the authority to require repair or replacement of sidewalk facilities.

Completing the slicing work as a City project also eliminates the immediate financial burden of correcting sliceable sidewalk deflections for adjacent property owners while allowing the City to address the existing backlog before implementing the proposed sidewalk ordinance.

Because slicing will be performed within public right-of-way areas, staff has determined that separate right-of-entry agreements from adjacent property owners are not required.

To implement the proposed Sidewalk Slicing Repair Project, staff recommends increasing Precision's agreement by \$3,000,000 and extending the agreement term through December 30, 2030. The increased contract authority reflects the estimated cost to address the City's remaining inventory of approximately 15,000 sidewalk deflections with less than a 2-inch vertical offset using the contractor's established unit pricing under the existing competitively procured agreement. Extending the agreement term and increasing the contract amount at this time allows the City to continue utilizing the contractor's existing pricing and avoids the need for future procurements or additional contract amendments should additional work be identified and authorized during the contract term. Increasing the contract amount does not obligate the City to expend the full contract amount; expenditures will occur only as authorized through available appropriations.

The original agreement with Precision was procured through The Interlocal Purchasing System (TIPS) cooperative purchasing program, TIPS RCSP 200602. TIPS is a government purchasing cooperative

that provides competitively procured contracts for educational institutions and local government agencies. Prior to execution of the original agreement, City staff reviewed the TIPS procurement process and determined it to be consistent with the City's Purchasing Policy and Procedures. As a TIPS member, the City may utilize the TIPS solicitation documents as its own legal procurement.

Livermore Municipal Code Section 2.68.370 authorizes the use of cooperative purchasing agreements when the underlying procurement process utilizes quotation or bid procedures at least as restrictive as the City's requirements. Staff previously determined that the TIPS procurement satisfies these requirements. Continued use of the existing agreement allows the City to expand an already successful program while maintaining established unit pricing and avoiding unnecessary delays associated with a new procurement. Sidewalk slicing is performed by a limited number of qualified contractors using proprietary equipment and methods. Staff determined that continuing to utilize the existing competitively procured agreement provides the most efficient method of implementing the proposed project while maintaining established unit pricing and contractor familiarity with the City's sidewalk inventory.

Staff also reviewed procurement practices utilized by other public agencies for similar sidewalk slicing services. Public agencies throughout California utilize both competitively procured cooperative purchasing agreements and independently procured solicitations to obtain these specialized services. For example, the Cities of Alameda and Richmond recently utilized cooperative purchasing agreements through the Keystone Purchasing Network (KPN) for sidewalk cutting services exceeding \$2 million. Similarly, the City and County of San Francisco has utilized both a TIPS cooperative purchasing agreement for sidewalk assessment services and an independently competitively procured agreement with Precision for sidewalk slicing services. The County of San Francisco competitively procured its own agreement with Precision to provide sidewalk slicing services through its StreetTreeSF program rather than utilizing a cooperative purchasing agreement. These examples demonstrate that agencies employ a variety of competitive procurement methods consistent with their respective purchasing policies to obtain this specialized work. Similar to Livermore, San Francisco determined that sidewalk slicing performed by Precision provides a cost-effective method for correcting sidewalk deflections while minimizing disruption to the public. Public agencies utilize both independently procured and competitively procured cooperative purchasing agreements to obtain these specialized services depending on their procurement policies and operational needs.

The proposed project is intended as a one-time capital improvement initiative to reduce the City's existing backlog of sidewalk deflections identified through the Asset Management Program. Nothing in the proposed project is intended to establish an ongoing maintenance program, commit the City to future appropriations for sidewalk slicing, or modify the maintenance responsibilities of adjacent property owners established by applicable law or the Livermore Municipal Code. Any future sidewalk slicing work beyond completion of this project will require separate City Council authorization through the Capital Improvement Plan and annual budget process.

FISCAL AND ADMINISTRATIVE IMPACTS

Staff recommends authorizing the following reappropriations totaling \$1,700,000 to the Sidewalk Repair Project SM202502:

1. \$500,000 of State Gas Tax Fund 560 from Bluebell Drive Bridge Repair at Altamont Creek Project SM201721;
2. \$450,000 of County Measure BB - Local Streets & Roads Fund 552 from Bluebell Drive Bridge Repair at Altamont Creek Project SM201721; and

3. \$750,000 of County Measure F - Vehicle Registration Fee Fund 553 from Downtown Sidewalk and Miscellaneous ADA Improvements Project DR201959.

Sidewalk Repair Project SM202502 currently has a budget of \$800,000 in the 2025-30 Capital Improvement Plan. The funding source is Gas Tax Fund 560. Together, the reappropriations of \$1,700,000 and the existing budget of \$800,000 will provide the required \$2,500,000 to complete the citywide concrete slicing.

The reappropriations are from two projects that are still in the design phase: Bluebell Drive Bridge Repair at Altamont Creek Project SM201721 and Downtown Sidewalk and Miscellaneous ADA Improvements Project DR202959. Work is not anticipated to start on these projects until 2028. Funds will be appropriated to these projects in the 2027-2032 Capital Improvement Plan. Reappropriating these funds will better align expenditures with funding in the Capital Improvement Plan.

The proposed Second Amendment will increase the not-to-exceed amount of the Precision agreement from \$1,000,000 to \$4,000,000 and extend the agreement term through December 30, 2030. Funding for services performed under the agreement will be provided from the Sidewalk Repair Project SM202502 and other Council-approved sidewalk-related capital improvement projects, as authorized by the City Council.

Although the proposed amendment increases the contract authority by \$3,000,000, staff is requesting appropriations of \$2,500,000, which is estimated to be sufficient to complete the currently anticipated sidewalk slicing work. The additional contract authority provides flexibility should future City Council appropriations be authorized and allows the City to continue utilizing the contractor's existing competitively procured unit pricing without requiring another contract amendment or procurement.

The Project is not anticipated to result in additional ongoing operation and maintenance costs. Adjacent property owners will continue to be responsible for sidewalk maintenance and repair in accordance with applicable law and the Livermore Municipal Code.

COMMUNITY PILLAR

1: A Safe Community That Thrives

GOAL

10: Work to maintain a safe and efficient local transportation network and address safety concerns

ATTACHMENTS

1. [Project Schedule](#)
2. [Resolution](#)
3. [Exhibit A - Second Amendment](#)

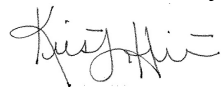
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