



Memorandum

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DATE: April 2, 2018

TO: Programs and Projects Committee

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000): Approval of Professional Services Agreement A18-0029 with HNTB Corporation for Project Initiation Document (PID) Phase Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A18-0029 with HNTB Corporation (HNTB) for a not-to-exceed amount of \$1.3 million to provide services for the PID Phase.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project located in the City of Fremont. Mission Boulevard is a major east-west connector that connects commuter and commercial traffic between Interstate 880 (I-880) and Interstate 680 (I-680). Travel demand creates recurring traffic congestion on Mission Boulevard throughout the day on weekdays and weekends impeding the economic vitality of the region. Project benefits include improved traffic operations on Mission Boulevard between I-880 and I-680 by reducing traffic congestion, enhances local and regional economic vitality and improves safety.

The Alameda CTC selection process to procure consultant services for the PID phase of the project began in April 2017 with Commission approval to release the request for proposals (RFP). The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning/Scoping phase.

RFP #18-0009 was released in November 2017. Proposals were received from one (1) firm. An independent selection panel comprised of representatives from the City of Fremont, Caltrans and Alameda CTC reviewed the lone proposal submitted by HNTB and concluded

that the HNTB team is qualified to complete the PID phase tasks. The selection panel further determined that an interview was not necessary and recommended proceeding with negotiations.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with the consultant, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to complete the required scope is 18 months.

HNTB is a certified local business enterprise (LBE) and their proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation. The Executive Director concurs with this recommendation.

Background

Alameda CTC is the implementing agency for the State Route 262 (Mission Boulevard) Cross Connector Project (PN 1472000). Mission Boulevard is a major east-west connector between I 680 and I 880 that serves significant regional/local commute traffic and freight movement. Due to its proximity to various manufacturing/information technology offices, Warm Springs/South Fremont BART station and Silicon Valley's Golden Triangle region, Mission Boulevard continues to experience recurring traffic congestion throughout the weekday and weekends that impedes the economic vitality of the surrounding business community.

Several studies have previously been conducted including a Conceptual Design Alternative Study, Traffic Forecast Report, Existing Conditions Report, I-680/I-880 Corridor Study, and Mission Boulevard (SR-262) Express Lane Project Feasibility Study. The RFP sought professional services to develop solutions, complete a comprehensive traffic study and obtain an approved PID for the Project as part of the Planning / Scoping phase. The next phase of the project is to obtain Project Approval for the Preliminary Engineering / Environmental phase.

The Alameda CTC selection process to procure consultant services for this phase of the project began in April 2017 with Commission approval to release the RFP. RFP #18-0009 was released in November 2017. A pre-proposal meeting was held on December 2017 and was attended by 23 firms. On January 4, 2018, Alameda CTC received one lone proposal from HNTB.

An independent selection panel comprised of representatives from the City of Fremont, Caltrans, and Alameda CTC reviewed the technical proposal and concluded that the proposed team is qualified to complete the PID phase tasks. The selection panel determined that an interview was not necessary and recommended that Alameda CTC proceed into negotiations with HNTB.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC met and negotiated the contract with HNTB, and reached agreement on hours anticipated to be required to conduct the work scope, fees, escalations, and other direct costs. HNTB Corporation is a well-established local firm, and its team is comprised of several certified local and small local firms. HNTB's proposal included a commitment to 100% local business enterprise (LBE) and 30% SLBE participation.

Staff has determined that the negotiated not-to-exceed amount of \$1.3 million is fair and reasonable to both the Alameda CTC and the consultant. The estimated duration to develop solutions, complete a comprehensive traffic study, and obtain an approved PID for the project is 18 months.

The Commission has programmed and allocated a total of \$9.0 million in Measure BB (TEP No. 040) towards the delivery of the project: \$1.5 million for Planning/Scoping, and \$7.5 million for Preliminary Engineering and Environmental.

Levine Act Statement: The HNTB Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$1.3 million in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2017-18 Capital Program Budget.

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