



# Memorandum

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**DATE:** February 3, 2020

**TO:** Programs and Projects Committee

**FROM:** Trinity Nguyen, Director of Project Delivery

**SUBJECT:** Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project

## Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000 for a total not-to-exceed amount of \$10,220,000 to complete the design phase of the project which includes completing and obtaining approval of the final Plans, Specifications & Estimate (PS&E) package, obtaining Right-of-Way (R/W) certification, and providing bid support services during contract advertisement.

## Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project, a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. Additional project details are provided in Attachment A (Project Fact Sheet).

The total estimated project cost is \$61,724,000. In addition to the \$12,000,000 in Measure BB funds allocated by the Commission, Alameda CTC has received \$4,152,000 in funding for this project from the Metropolitan Transportation Commission (MTC) through its 2017 Regional Active Transportation Program (ATP) Augmentation and \$25,784,000 in 2018 State Transportation Improvement Program (STIP) funding from the California Transportation Commission (CTC). An additional \$15,445,000 in proposed 2020 STIP funding is pending CTC approval in March 2020. To secure these funds for the project, Alameda CTC must adhere to

the strict delivery deadlines and seek its construction allocation from the CTC by no later than August 2020.

In June 2015, PTG was selected by Alameda CTC to provide preliminary engineering, environmental studies in support of the Project Approval and Environmental Document (PA&ED) phase and final design services. Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact) in June 2019. The PS&E work is at 95% completion. Certification of R/W and Ready to List (RTL) approval by Caltrans is anticipated in June 2020. A project milestones schedule is provided in Attachment B.

Since the initiation of R/W activities in October 2018, two key scope changes have surfaced that were not originally anticipated; replacement of the Golden Gate Fields access and safety treatments at the Union Pacific Railroad crossing on Gilman Street. In addition, Caltrans guidelines for design and R/W have recently been revised and are required to be incorporated into the final design. Lastly, bid support budget was not included in the original agreement budget. The total estimated cost to address these changes is \$1,350,000.

Authorization of Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000, for a total not-to-exceed amount of \$10,220,000 will provide the resources necessary to complete the design phase of the project and comply with the construction funding delivery requirements.

## **Background**

Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the Project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class 1, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses. The total estimated project cost is \$61,724,000.

This project is a named capital project in the 2014 TEP and has an earmark of \$24,000,000 in Measure BB funds. To date, the Commission has approved a total allocation of \$12,000,000 of Measure BB funds for the PA&ED, PS&E, and R/W phases.

The total estimated project cost is \$61,724,000 and a total of \$47,057,000 in Federal, State, and other Local funds have been secured for the project. The majority of the construction

phase funds are from State sources, including \$4,152,000 of ATP and \$41,229,000 of STIP funding, and will require authorization by the CTC. The earliest funding deadline requires that Alameda CTC must obtain approval of the project construction allocation from the CTC by no later than August 2020.

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. A public open house was held in April 2016 and in January 2019 the draft environmental document for a refined single alternative was released. It was supported by the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Stroller and Rollers. On June 30, 2019, Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact). PTG completed the environmental phase services with a \$4.27 million budget. This is within the expected cost for a project of this size and complexity.

In July 2017, Alameda CTC submitted its project funding application to MTC's Cycle 3 ATP call for projects and in December 2017, was awarded \$4,152,000 in funding from the 2017 Regional ATP Augmentation. In order to accelerate the project schedule and minimize the risks associated with meeting the ATP funding delivery schedule, on December 7, 2017, the Commission authorized \$1,000,000 under Amendment No. 2 to the PTG contract to provide preliminary design services which included advancing the surveys and mapping work, preparing more detailed engineering design, and initiating R/W assessments that were supportable under all options in the environmental document. These tasks were completed within the additional budget.

In May 2018, the Commission authorized Amendment No. 3 for an additional budget of \$5,270,000 to perform concurrent design and maintain an aggressive delivery schedule. The estimated budget was based upon preliminary engineering which had been conceptually approved but not yet fully reviewed by permitting agencies and impacted stakeholders. Two project design elements that were not originally anticipated at the time of the amendment request included the replacement of the Golden Gate Fields access from the westbound Gilman Street offramp and additional safety treatments required by the Union Pacific Railroad at the railroad crossing on Gilman Street. These changes have resulted in a higher level of effort to prepare additional design elements, property assessments, permits and agreements. The Amendment No. 3 budget also could not account for recent modifications to the Caltrans design and R/W guidelines that must be included into the project plans. Lastly, the Amendment No. 3 budget purposely did not include any budget for bid support during the advertisement period as it was too early in the delivery process to assess the required level of effort.

The 95% PS&E was submitted in August 2019 and Caltrans' comments are being incorporated. The 100% PS&E is anticipated to be submitted in March 2020, with R/W certification in early June 2020 and RTL approval by Caltrans in late June 2020. A project milestones schedule is provided in Attachment B.

The estimated cost to complete the design phase, which includes completing and obtaining approval of the final PS&E package, obtaining R/W certification, and providing bid support services during contract advertisement is \$1,350,000. In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG is fair and reasonable to both Alameda CTC and PTG. With this additional budget, the total design phase budget is \$6.162 million or 15.6 percent of construction capital which is in line with industry standards for the project design type and R/W complexities.

The proposed amendment is for a total of \$1,350,000 for a contract total not-to-exceed amount of \$10,220,000 to provide the resources necessary to complete the Final Design/PS&E and bid support phase. The Project's funding plan includes budget from Measure BB funds for this effort. With the proposed modifications, the contract would continue to exceed the Disadvantaged Business Enterprise contract goal of 17 percent.

Staff anticipates that upon award of the construction contract, an amendment will be required for the budget and time necessary for PTG, as the Project Design Engineer of Record, to provide design support services through construction.

**Levine Act Statement:** The PTG team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$1,350,000 in previously allocated Measure BB funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2019-2020 Capital Program Budget.

**Attachments:**

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Project Milestones Schedule



# Interstate 80/Gilman Street 5.3A Interchange Improvement Project

JANUARY 2020

## PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street



## PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

## PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

## STATUS

**Implementing Agency:** Alameda CTC

**Current Phase:** Final Design - Plan, Specifications and Estimate Phase (PS&E).

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Weekly/monthly workshops with stakeholders
- Consensus on pedestrian overcrossing location and Active Transportation Program elements
- Final project approval and environmental document completed in June 2019
- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019

## PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

### COST ESTIMATE BY PHASE (\$ x 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$6,162
Right-of-Way/Utility	\$4,628
Construction	\$45,331
<b>Total Expenditures</b>	<b>\$61,724</b>

### FUNDING SOURCES (\$ x 1,000)

Measure BB	\$12,000
Federal	\$1,076
State (ATP) <sup>1</sup>	\$4,152
State (STIP) <sup>2, 3</sup>	\$41,229
Other (Local, State and EBMUD) <sup>4</sup>	\$345
TBD	\$2,922
<b>Total Revenues</b>	<b>\$61,724</b>

<sup>1</sup> State funding includes the Active Transportation Program (ATP).

<sup>2</sup> State funding includes the State Transportation Improvement Program (STIP).

<sup>3</sup> Includes STIP funding proposed for California Transportation Commission approval in March 2020.

<sup>4</sup> Other funding includes local, state and East Bay Municipal Utility District (EBMUD) funding.

### SCHEDULE BY PHASE<sup>5</sup>

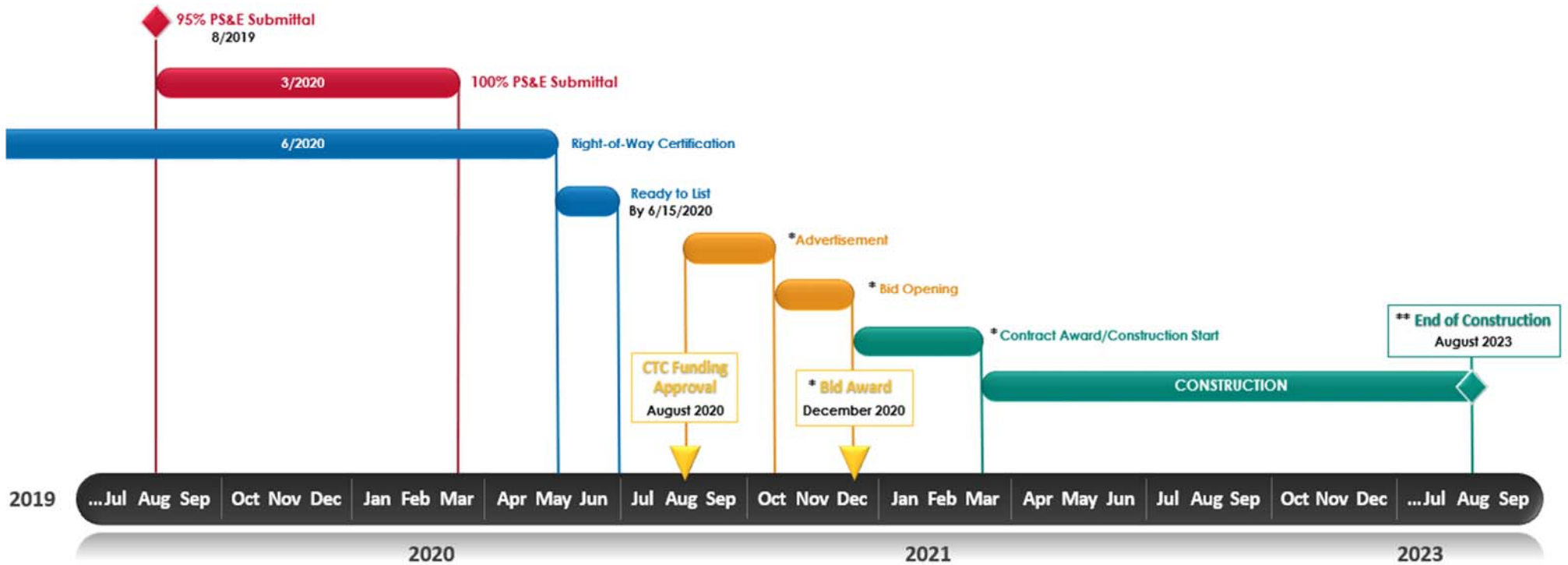
	Begin	End
Scoping	Spring 2012	Fall 2014
Preliminary Engineering/ Environmental	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020
Right-of-Way	Fall 2018	Summer 2020
Construction	Early 2021	Summer 2023

<sup>5</sup> Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.



# Interstate 80/Gilman Street Interchange Improvement Project Milestone Schedule



\*Dates subject to change based upon funding approval

\*\*Dates subject to change

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