




Memorandum

Date: 02.15.17

RE: Citizens Advisory Committee
February 22, 2017

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project –

Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) to complete design support services for the I-80/YBI Ramps Phase 1 improvements.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that the ramps are open, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract change order documents, as-built plans and right-of-way and maintenance documents to transfer the

required improvements and associated maintenance responsibilities to Caltrans. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Transportation Authority's YBI Ramps Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. In addition, there are three significant items that have been added to the scope of the project which are 1) landscaping; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, staff plans to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge.

Funding for Phase 2: Southgate Road Realignment Improvements

Staff has been working with Caltrans, BATA and the California Transportation Commission to secure funding for these Phase 2 critical improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under "Special Case Roadway" criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 13% DBE participation from six sub-consultants: Asian Pacific-owned firms AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm Apex Civil Engineering; Hispanic-owned firm Cadre Design Group, Inc.; and women-owned firm Haygood and Associates Landscape Architects. AGS, Inc. and CHS Consulting Group are also based in San Francisco. In December 2011, AGS, Inc. was no

longer considered a DBE firm based on Caltrans' DBE requirements. In order to meet the DBE contract goal, AECOM allocated additional work to existing DBE firms on the consultant contract.

ALTERNATIVES

1. Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or clarification from staff.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program (HBP), State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Re-Evaluation of Quarters 10/ Building 267 for the National Register
of Historic Places

This amendment covers activities necessary for the re-evaluation of Quarters 10/Building 267 for the Nation Register of Historic Places to meet Stipulation II.C. of the Memorandum of Agreement Between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Yerba Buena Island I-80 Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

The following Tasks represent the work required to provide re-evaluation services for the project:

Task 401.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, and SHPO to ensure the re-evaluation intent is understood and issues and decisions relating to the re-evaluation are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the re-evaluation of Quarters 10 / Building 267. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 402.0 Quarters 10/Building 267 Re-Evaluation

An AECOM architectural historian will compile and review available previous documentation/recordation of Quarters 10 and Building 267 including DPR 523 forms prepared in 1998 and 2008, a FOE prepared in 2009 including HPSR with HRER attachments, a 2011 historic structure report, National Register of Historic Places nomination, Historic American Building Survey (HABS) reports, and any other relevant information to determine the character-defining features of the historical resource. An architectural historian, accompanied by a Senior CEQA/NEPA specialist, will conduct a site visit to photo document and take notes of the relocated buildings in their new setting and document previously called out character-defining features. From the site visit, a DPR 523 Update form will be created to record the buildings in their new location.

AECOM will prepare a memorandum summarizing the site visit, recordation, and re-evaluation of Quarters 10 and Building 267 for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) listing after the relocation of the buildings. On behalf of Caltrans, AECOM will draft a letter for SHPO concurrence of the re-evaluation findings and compile and submit a Draft Re-evaluation Package for Caltrans/SFCTA Review. The package will include the memorandum, letter and attachments. After receiving comments from Caltrans/SCFTA, AECOM will prepare a revised Re-evaluation Package for Caltrans/SFCTA Approval to submit to SHPO, and respond to any SHPO comments. The scope and budget assumes one round of review from Caltrans/SFCTA/SHPO.

Deliverables: Draft and Final Re-Evaluation Package (Summary Memorandum, Letter to SHPO, Attachments), Responses to Comments

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Right-of-Way Closeout and Transfer

This summary of tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe activities necessary for right of way closeout and transfer for the I-80/Yerba Buena Island Westbound Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. Amendment I was approved previously to provide continued, and additional Design Support During Construction during the Construction Phase of this project, and the new scope for development and design of the project's landscape plans..

The following tasks represent the work required to provide right of way support and coordination for closeout and transfer from TIDA to Caltrans, right of way documentation and right of way surveys:

Task 501.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, SFPUC, City of San Francisco Public Works, and TIDA SHPO to ensure the right of way transfer intent is understood and issues and decisions relating to the right of way closeout are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the right-of-way closeout and transfer. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 501.1 Right of Way Closeout, Transfer and Surveys

AECOM supported by Associated Right of Way Services (ARWS) and Towill, Inc. will provide support for the transfer of right of way from TIDA to Caltrans. This will require review of previous right of way documents, reviewing deeds, preparing utility Joint Use Agreements, utility legal descriptions, retaining wall footing easement legal descriptions, draft and final record of survey, draft

and final appraisal maps, preparing draft and final right of way record maps and processing transfer documents through Caltrans approval. It is assumed there will be revisions to the right of way to accommodate tolling equipment outside of Caltrans right of way.

Deliverables: Joint Use Agreements, Appraisal Maps (draft and final), utility legal descriptions (draft and final), Record of Survey (draft and final), Right of Way Record Maps (draft and final)

Scope of Work Assumptions and Exclusions

The following assumptions and exclusions are included with this amendment and apply to previous amendments as well:

- No additional environmental clearances are required
- Deeds will be prepared by others.