





Memorandum

Date: 10.13.15 **RE:** Finance Committee
October 20, 2015

To: Finance Committee: Commissioners Avalos (Chair), Mar (Vice Chair), Campos, Cohen, Kim and Wiener (Ex Officio)

From: Eric Cordoba – Deputy Director for Capital Projects 

Through: Tilly Chang – Executive Director 

Subject: **ACTION** – Recommend Increasing the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$1,000,000, to a Total Amount Not to Exceed \$16,935,000 to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project, and Authorizing 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 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. The project is currently in the construction phase approximately 69% complete and progressing satisfactorily, however, overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection and support efforts beyond what was anticipated in the original scope. Construction completion is anticipated by August 2016. This consultant contract amendment will be 100% 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. Execution of this contract amendment is contingent on the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA.

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 is currently working with the Transportation Authority in securing all approvals for the project. TIDA asked 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 I-80/YBI Interchange Improvement 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 I-80/YBI Interchange Improvement Project includes two major components: 1) The I-80/YBI Ramps Improvement Project, which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB); and 2) seismic retrofit of the existing YBI Bridge Structures on the west side of the island a critical component of island traffic circulation leading to and from SFOBB.

Over the last seven years, the Transportation Authority I-80/YBI Ramps Improvement Project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement, 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, was approved in December 2011. 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 \$49,305,345.50 for the project and authorized the Executive Director to execute the construction contract and all other supporting documents, and authorize a construction allotment of \$63,874,686.

DISCUSSION

The purpose of this memorandum is to recommend increasing the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) by \$1,000,000 to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project.

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 October 2009, through Resolution 10-21, the Transportation Authority authorized the execution of Caltrans Cooperative Agreements to allow for reimbursement of Caltrans estimated capital and support costs by temporarily shifting funds from the AECOM professional services contract line item and thereby reduced the AECOM contract by \$1,465,000 to a not to exceed amount of \$6,735,000. In June 2010, through Resolution 10-72, the Transportation Authority approved increasing the consultant contract by \$9,200,000 for an amount not to exceed \$15,935,000 to complete preliminary engineering and design.

The project is currently in the construction phase approximately 69% complete and progressing satisfactorily. Construction completion is anticipated by August 2016. The construction of the Transportation Authority's I-80/YBI Ramps Improvement 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. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the original scope. Examples include nesting birds which resulted in delays and additional monitoring and stage construction changes; re-staging of traffic and detour roads to accommodate United States Coast Guard requirements, Caltrans SFOBB contract staging changes, and contractor's preferred work sequencing; bridge seismic joint revisions; on-going coordination with utility companies for relocation and tie-ins; differing site conditions; unidentified utilities and other buried objects; and extensive coordination with Caltrans Design and Construction Oversight in review of submittals and contract change orders.

Since a portion of this contract is anticipated to be 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 10% 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.

Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. In July 2013, through Resolution 14-01, the Transportation Authority and TIDA entered into a Memorandum of Agreement for the construction phase of the project that established the terms and conditions of each party's roles and responsibilities.

ALTERNATIVES

1. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its September 30, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This consultant contract amendment will be 100% reimbursed by a combination of Federal Highway Bridge Program (HBP) and State Prop 1B Seismic Retrofit funds. Funds for this contract amendment are coming from the overall existing construction contingency allocation included in the construction phase budget for the project, approved through Resolution 14-37. Execution of this contract amendment is contingent on the approval of the shifting of previously allocated federal and state funds, from construction capital contingency to construction engineering support and is anticipated to be approved by Caltrans in November 2015. Any costs not reimbursed by federal or state funds will be reimbursed by TIDA. A portion of the proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.

RECOMMENDATION

Recommend increasing the amount of the professional services contract with AECOM by \$1,000,000, to a total amount not to exceed \$16,935,000 to complete design support services for the I-80/YBI

Ramps Improvement Project, and authorizing the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1: Appendix A
Services to be provided by Contractor
I-80/Yerba Buena Island Westbound Ramps Project
Tasks Required for Design Support During Construction (Amendment I)

This Summary of Tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe the remaining effort required to prepare the required final construction contract advertisement documentation including preparation of bid ready final Plans, Specifications, and Estimates (PS&E) and associated Right of Way documentation for the I-80/Yerba Buena Island Westbound Ramps Project.

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. This Amendment I covers unforeseen design support during construction activities including additional tree surveys for birds, weekly Caltrans OSD review support, CCSF/TIDA coordination, and substantially more RFIs/CCOs due to differing site and as-built conditions, changes by Caltrans and contractor methods.

The following tasks represent the work required to provide continued and additional Design Support During Construction during the Construction Phase of this project, and the development and design of the projects landscape plan:

Task 301.0 Project Management, QA/QC

Project Management activities will continue to the completion of the project and include coordination with SFCTA and the Construction Management team on a regular basis to ensure the design intent is understood and issues and decisions relating to historical decisions are maintained.

Agency and Adjacent Project Coordination:

Continuous coordination with Federal, State, and Local agencies is required to ensure requirements of all are met. Coordination with the multiple projects that comprise the SFOBB East Span Seismic Safety Project is a fundamental responsibility of this project. There will be design and construction overlap with the YBITS1, YBITS2 and YBI Westside Viaducts projects. Also, the Treasure Island Yerba Buena Island Redevelopment project will tie directly into this project. Coordination includes traffic circulation, construction staging, access, bicycle/pedestrian, etc

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 302.0 Roadway/General Design Support During Construction

The Roadway/Civil and General design support includes all work related to the roadway design, drainage, utilities, electrical, lighting, construction traffic control and staging, and building relocation site work. This work is a key component of the overall project and critical path schedule. Many of these elements have milestone dates and liquidated damages associated with the work and it is important that any requests for information (RFI's) related to the design are addressed quickly and any contract change orders (CCO's) are developed and issued in time so as not to delay the project. Additionally these tasks include addressing final comments from the Construction Management (CM) Team on the Ready To List (RTL) PS&E package, and providing advertisement support to SFCTA and the CM Team.

Task 302.03 Meetings - Weekly Coordination and Other Various Coordination Meetings

The design team will attend meetings to support the construction phase as necessary. It was assumed the design team's involvement in weekly coordination meetings be more frequent in the early part of the project (first six months) and taper off as the construction progresses. Complexity of the construction and heavy Caltrans oversight has required weekly design team involvement beyond the six months. The design team will continue attending weekly meetings for an additional six (6) months and taper off to bi-weekly and then bi-monthly construction meetings. The construction coordination meetings will be on Yerba Buena Island at CM team office. Additionally, the design team will attend meetings with TIDA redevelopment, Caltrans, and CCSF SFPUC as necessary to support the project.

Deliverables: Meeting Notes, Action Item Responses

Task 302.04 Construction Support - RFI responses and CCO preparation

The design team will continue to respond to RFI's passed on from the CM team related to roadway and civil design elements. The design team will provide an initial response within 24 hours of receiving the RFI. RFI response documentation could include email response, technical memorandum response, hand sketches, calculation backup, or CAD drawings. When necessary a CCO plan or specification will be prepared. For this scope of work it is assumed there will be an additional five (5) CCO's beyond the original five (5) CCO's related to the roadway design, construction traffic control and staging, utilities, electrical or drainage elements.

Deliverables: RFI Response Documentation, CCO Plan/Specifications

Task 302.06 Building Relocation/Section 106 Oversight and Reviews

During the construction phase of the project the design team will provide technical oversight to the CM team on all historical elements (Officers Historic District buildings) and the relocation of historic Quarters 10/Building 267. With this amendment this work include any revalidation work related to the historic resources. This will include reviewing all submittals related to the relocation and rehabilitation of the historic buildings, providing comments and suggestions. The design team will be on site to provide general oversight during the building relocation in coordination with the CM team. It is assumed the CM team will provide inspection of the building relocation. The design team will provide oversight on the preservation of the buildings in the Officers Historic District in the form of reviewing photo documentation, observing monitoring instrumentation installation, reviewing monitoring status reports, and reviewing and commenting on protection plans. The design team in this oversight role will be available to review/inspect any damage to the historic structures and providing comments and repair suggestions to the CM team and SFCTA.

Deliverables: Submittal Comments, Technical Memorandums

Task 302.07 Building Relocation Site Construction Support

The design team will provide support to the CM team related to the building site plans and construction. The building site includes the relocated Q10/B267, new Restrooms, and general site improvements. The design team will address RFI's related to the buildings and prepare any necessary CCO plan/specifications. It is assumed there will be an additional three (3) CCO's beyond the original three (3) CCO's related to the building site will be prepared. The design team will review required submittals related to design intent (materials, colors, styles, structural), and provide comments. It is assumed the CM team will review submittals related to construction methods, provide all inspection, including special inspections. The design team will review all submittals related to the historic buildings Q10/B267.

Deliverables: Revised Plans, Submittal Comments, RFI Responses, CCO preparations

Task 302.08 Environmental Resources Support

The design team will provide pre-construction biological resource support in the form of pre-construction bird surveys, and limited support as necessary during construction related to bird issues. The design team will complete two preconstruction bird surveys, one in late August, and a second two weeks prior to construction start. The bird surveys include biologist's field surveys of the project site and trees identified for removal and technical memorandum summarizing the findings and adherence to the final Environmental Document requirements. The second bird survey will include a bat survey of the trees and buildings. Bird surveys are multiple day field reviews and monitoring. The bat survey will include both visual field reviews and an acoustical night time bird survey.

The design team will provide as needed archeological and paleontological monitoring and oversight. An archeological monitoring plan will be developed for work near the archeological site previously excavated by Caltrans. During excavation for the two foundations near this site the design team's archeological lead will be on site to monitor excavation. For this scope the design team will have a paleontologist on retainer for any potential response needs. It is assumed that no paleontological issues will be discovered during construction.

Deliverables: Technical Memorandums, Archeological Monitoring Plan, Meeting Notes

Task 303.0 Structures Design Support During Construction

The complex nature of this project and involvement of Caltrans oversight has created significant RFI's and changes to the design, beyond the original anticipated level of Design Support During Construction. The design team recognizes this is a complex project and requires significant design support in order to ensure all questions from each party are addressed and the project can be constructed in a quality manner.

Task 303.02 Structures A, C & D Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure C and D will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will review and prepare CCO plan and specification changes as necessary. It is assumed there will be an additional ten (10) CCO's beyond the original five (5) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.03 Structures A, C & D Meetings

The design team structural engineer responsible for structures A, C, and D will attend weekly meetings in-person with Caltrans Structures Design Oversight until all Caltrans OSD submittals are approved. The design team structural engineer will then be available to attend meetings on an as-needed basis.

Deliverables: Action Item Responses, Meeting Notes

Task 303.06 Structures B & E Construction Support

The level of design support for structures B&E in terms of responding to RFI's, working through submittal comments from Caltrans, gaining Caltrans approvals for CCO's and coordinating and discussing design issues with Caltrans has been way beyond the original scope of work. The number of RFI's to respond to and the amount of back and forth between Caltrans, the Contractor and the CM Team has been beyond the normal design support for a bridge project. The RFI's have been on the order of 5-10 times more than anticipated, in particular on structures B&E the use of GFRC panels has resulted in substantial RFI responses. The design team recognizes this is a complex project and requires significant design support during construction.

The design team will continue to review shop drawings and provide comments to the CM team. It is assumed that one additional shop drawings for each structure B, and E will be required. Shop drawings will be returned within five days. Shop drawing comments will be provided in a matrix format. It is assumed no shop drawings for reinforcement will be reviewed, and the CM team will cover all false work shop drawings reviews/approvals.

The design team will continue to respond to RFI's in the form of emails, letters, sketches, calculations, technical memorandums, or CAD drawings. The design team will prepare CCO plan and specification changes as necessary. It is assumed an additional ten (10) CCO's beyond the original four (4) CCO's will be required for structures B and E.

Deliverables: Shop Drawing Comments, RFI Response Documentation, CCO Plans/Specifications

Task 303.07 Structures B & E Meetings

The design team lead structural engineer will attend select meetings and conference calls as necessary. These will include the GFRC presentation, up to 2 additional in person meetings, and teleconferences with Caltrans as necessary. The lead structures engineer is available to attend weekly meetings as necessary via teleconference.

Deliverables: Action Item Responses, Meeting Notes

Task 304.0 YBI Ramps Landscape Plan and Specifications

The scope and administration of an accompanying landscape plan for this project has been discussed but details have not been finalized with Caltrans on the development and construction of landscaping. AECOM supported by Haygood and Associates will initiate the development of a landscape concept plan, consulting with TIDA and Caltrans on current plan concepts on the Island. The plan will be developed within the framework of the SHPO MOA requirements for the Historic Landscape Plan. Once the concept plan is agreed to final PS&E will be developed for the landscape plans, planting and irrigation plans..

Task 303.02 YBI Landscape Plans and Specifications

The development of the landscape plan concept and PS&E general scope of services includes preparation of PS&E landscape documents for submittals at 35%, 65%, 95%, 100%, final and ready to list. Also included are bid support services, construction support services, inspections at completion of plant establishment period and preparation of as-builts. Haygood and Associates will review available Caltrans, TIDA and historic landscape reports to develop a conceptual landscape plan within the YBI Ramps project area. This conceptual plan will be presented and discussed at a meeting with representative agencies. The conceptual plan will be a rendered color diagram exhibit. The plan will include requirements of the SHPO MOA, concepts for planters at Clipper Cove, and under and around the new YBI Ramps. No landscape plans will be developed for detour road areas. Upon agreement of the general concept, 65%, 90%, and final PS&E plans including landscape plans, planting plans, irrigation plans and full special project specifications will be completed for advertisement within YBITS3 or CCO into the current construction contract. Haygood will provide limited inspection, and design support services during implementation of the landscape plan.