



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Hans F. Larsen

**SUBJECT:** ROUTE 101/MABURY  
INTERCHANGE PROJECT

**DATE:** July 30, 2012

Approved

Date

8/7/12

**COUNCIL DISTRICT: 3 & 4**

## RECOMMENDATION

Approve an agreement with Mark Thomas & Company, Inc. for engineering consultant services for the Route 101/Mabury Road interchange project for a term from date of full execution to June 30, 2014, with the City's option to extend for up to two additional one year periods, and in the amount not to exceed \$1,604,420.

## OUTCOME

Approval of the agreement allows for the development of the initial project documentation required by Caltrans to construct a new freeway interchange at the Route 101 undercrossing of Mabury Road consistent with the Envision 2040 transportation plan. A primary goal is the timely implementation of the project to support traffic access and development opportunities in the Berryessa BART station area.

## BACKGROUND

The Route 101/Mabury Road interchange project was added to the City of San José General Plan in 1985. The purpose for developing this new interchange was to reduce existing traffic congestion at the 101/Oakland interchange and at the 101/Julian/McKee interchange, and to improve freeway accessibility for adjacent residential and industrial areas. A map of the project area is provided on Exhibit 1 (attached).

Subsequent project development work on the interchange project advanced to the point of securing Caltrans' approval of the Project Study Report (PSR) in 1990. The PSR is the first of a series of technical reports associated with the Caltrans project development process. However, due to other Citywide priorities and funding constraints, the project never advanced beyond the PSR stage of development.

Since 1990, the City has developed several policies that are linked to the development of the interchange project. These policies are discussed in the City's recently adopted General Plan update, *Envision 2040*, and include the *North San Jose Area Development Policy* (2005 and amended in 2010) and the *US-101/Oakland/Mabury Transportation Development Policy and Transportation Impact Fee* (2007). These policies facilitate the implementation of freeway improvements at the 101/Oakland Road and 101/Mabury Road interchanges by imposing a transportation impact fee on new development in the area.

From a regional perspective, it is noted that the interchange improvement project is listed in the Valley Transportation Plan (VTP) 2040. Further, as identified in the BART Final Environmental Impact Statement (2010), construction of the interchange project and its proximity to the future Berryessa BART Station would improve access to the station area. Passenger service for the BART extension is planned to begin in 2017.

In June 2012, the City Council approved an appropriation in the FY 2012-2013 budget to fund the preliminary engineering for the interchange project in the anticipated amount of \$2,240,000.

### ANALYSIS

A Request for Proposals (RFP) to provide engineering consultant services for the design of the freeway interchange at 101/Mabury was advertised on January 27, 2012. The City received proposals from six consulting firms, listed in alphabetical order: AECOM, Parsons, Mark Thomas & Company, T.Y. Lin International, URS, and WMH, Inc. Staff from DOT conducted an initial screening of the proposals in accordance with adopted City policies.

As a result of the screening, four firms were invited for interviews in April 2012 and were evaluated and ranked. The criteria employed to evaluate the proposals included: past experience with similar projects, knowledge of the project area, understanding of the owner (Caltrans) requirements for new facilities, previous customer satisfaction for similar projects, and presentation and approach to solve design, traffic, and environmental related issues. Preferences for local and small business enterprises (LBE/SBE) were also taken into account. Points were assigned as follows: proposer experience, 40%; project approach and presentation, 20%; customer satisfaction, 20%; cost, 10%; LBE, 5% and SBE, 5%. Through this process, Mark Thomas & Company, Inc. (MTCO) was the highest ranked proposer based on the criteria set forth in the RFP. No objections or protests were filed in the selection process.

MTCO will be the prime consultant for the project and has teamed with a series of subconsultant firms approved by the City to provide specialized services in the areas of environmental documentation, traffic engineering, community outreach, landscape design, geotechnical engineering and right of way. As the project lies within Caltrans jurisdiction, the scope of work follows the Caltrans *Project Development Procedures Manual* for preliminary engineering design and environmental clearance.

The planning and design for the project will consist of three phases. Phase 1 includes planning, analysis, technical reports and document preparation necessary for a Caltrans Project Initiation Document, Project Approval and Environmental Document (both CEQA and NEPA), public

outreach and preliminary engineering (35% Plans, Specifications & Cost Estimates). Phase 2 includes development of final construction documents, including 65%, 95% and final construction phases for Plans, Specifications & Cost Estimates, right of way engineering, bid support, and construction support services. Phase 3 includes advertisement of final Plans, Specifications & Cost Estimates, review of submitted construction bids, and assistance with award and administration of construction contract(s), and engineering support during construction phase. Currently, there is only sufficient funding to proceed with the first phase of the project. If additional funding is secured, staff will come back to Council to amend the agreement for subsequent phases.

The proposed agreement is for a total compensation of \$1,604,420. The consultant will be paid on a lump sum basis for deliverables completed and approved by the City. The proposed agreement compensation amount includes \$246,330 for optional services. For example, additional intersections and traffic studies may be required for Phase 1 of the project. In such event, the Director of Transportation would issue written notice to the consultant to authorize the optional services at an agreed upon amount. The term of the proposed agreement commences on the date of execution and continues through June 30, 2014. The City will have the option to extend the term for two one-year periods. At the conclusion of the proposed agreement, the Project Approval and Environmental Document (both CEQA and NEPA) and preliminary engineering (35% plans and specifications) should be completed which would allow the City to move forward, if sufficient funding is secured, with Phase 2 as described above.

It is the intent to complete this first phase of the project under this agreement within the specified timeframe so as to allow the City to pursue other funding sources for the construction of the project. The schedule goal is to have the construction of the project completed to generally align with the opening of BART service at the Berryessa Station in 2017. The estimated cost of the project is \$57,000,000. Cost estimates for each phase of work include \$2,240,000 for Phase 1, \$5,700,000 for Phase 2, and \$49,000,000 for Phase 3. Caltrans, VTA, and City are working together to secure funding for the project.

#### **EVALUATION AND FOLLOW-UP**

The status of the 101/Mabury interchange will be reported out to the Transportation and Environment Committee as part of the quarterly Regional Transportation Activities Report.

#### **PUBLIC OUTREACH/INTEREST**

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City.

- Criterion 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach.

This action meets criterion 1 above. The RFP was published in the City's Bid-Sync website. In addition, this memorandum will be posted on the City's website for the Council Agenda.

### **COORDINATION**

The agreement and memorandum were coordinated with the Departments of Planning, Building and Code Enforcement, Public Works, the City Attorney's Office and the City Manager's Budget Office.

### **FISCAL/POLICY ALIGNMENT**

The agreement with MTCO has been developed in accordance with Council adopted consultant selection process and the Local Business and Small Business Preference Ordinance.

The project is consistent with multiple City policies including Envision 2040, the North San Jose Area Development Policy (2005 and amended in 2010) and the US-101/Oakland/Mabury Transportation Development Policy and Transportation Impact Fee (2007).

### **COST SUMMARY/IMPLICATIONS**

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT: \$1,604,420
2. COST ELEMENTS OF AGREEMENT/CONTRACT: Consultant services are reimbursed based on an hourly rate schedule for the involved consultant personnel.
3. SOURCE OF FUNDING: Developer funded through the Building and Structure Construction Tax fund.
4. FISCAL IMPACT: Approval of the recommendation will have no significant adverse impact on the General Fund operating budget.

**BUDGET REFERENCE**

Fund #	Appn #	Appn. Name	RC #	Total Appn	Amt. for Contract	2012-2013 Proposed Capital Budget* (Page)	Last Budget Action (Date, Ord. No.)
429	7334	Route 101/Mabury Road Design	429-51-168323	\$2,240,000	\$1,604,420	V-673	6-19-2012 Ord. 29102

\* The funds appropriated for this project were rebudgeted from 2011-2012 to 2012-2013 as part of the Adopted Budget process. The 2012-2013 Adopted Budget will be published in fall 2012.

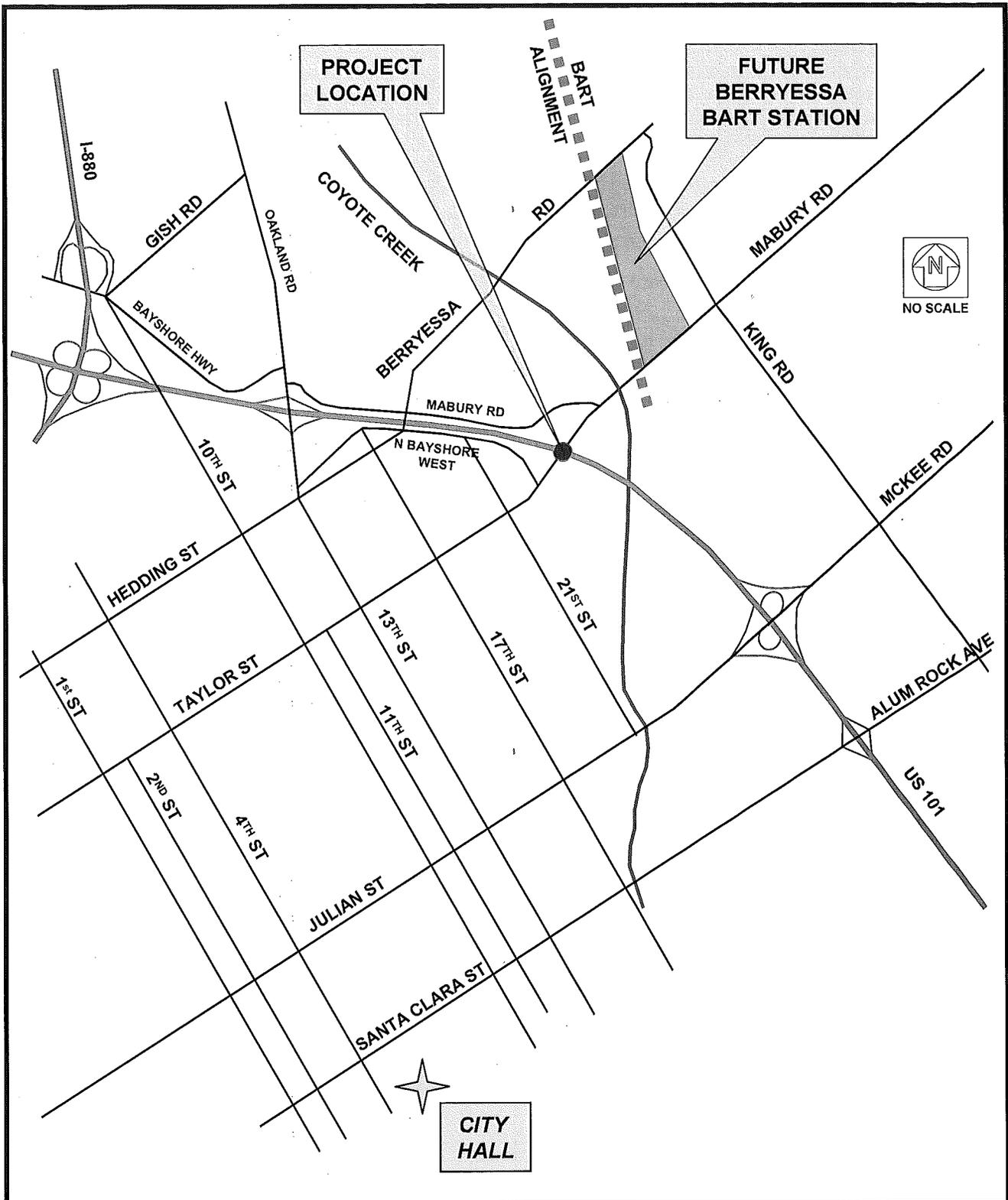
**CEQA**

Exempt, Public Project number PP10-066(d).

/s/  
 HANS F. LARSEN  
 Director of Transportation

For questions please contact Manuel Pineda, Deputy Director, at (408) 975-3295.

Attachment



**U.S. 101/MABURY ROAD  
FREEWAY INTERCHANGE  
DESIGN PROJECT**

PROJECT  
AREA

08/14/12

EXHIBIT 1