METROPOLITAN
TRANSPORTATION
COMMISSION

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Agenda Item 3b

Memorandum

TO: Operations Committee DATE: April 6, 2018

FR: Executive Director W.I. 1237

RE: Contract Amendment – Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. ($250,000)

This memorandum requests Committee approval for a contract amendment with Kimley-Horn & Associates, Inc. to provide additional technical support to MTC to perform an alternatives analysis as part of the State Route 37 (SR 37) Design Alternative Assessment in an amount not to exceed $250,000.

Partnerships
MTC is partnering with Caltrans and the four North Bay Congestion Management Agencies to analyze potential corridor improvements for SR 37 from SR 121 to Mare Island: Napa Valley Transportation Authority (NVTA), Solano Transportation Authority (STA), Sonoma County Transportation Authority (SCTA), and Transportation Authority of Marin (TAM).

Procurements
In June 2016, the Operations Committee approved a competitively-procured, pre-qualified panel of consultants to provide on-call transportation engineering and planning services under the various service categories on an as-needed basis. In January 2017, after a competitive procurement process with the pre-qualified consultants, the Operations Committee authorized the Executive Director to negotiate and enter into a contract with Kimley-Horn & Associates, Inc., to provide transportation engineering, design and traffic analysis for the SR 37 Design Alternative Assessment (DAA) project.

Project Status
MTC staff and the consultant team lead by Kimley-Horn & Associates, Inc. have completed the first phase of the DAA work, which included a corridor plan that identified Segment B from SR 37 to SR 121 to Mare Island as the highest-priority segment for operational/capacity improvements. Staff is working on the second phase of the DAA to develop a range of design options for Segment B. This second phase of the work involves the transitioning of the DAA work completed to date into a Caltrans-required engineering document called a Project Initiation Document that describes the project's purpose and need, alternatives assessment, cost and risks.

MTC staff seeks technical support from the Kimley-Horn & Associates, Inc. team to conduct an alternatives analysis of a range of design options. Given that past Caltrans studies have considered new alignment options (e.g., tunnel, co-alignment with SR 12/121/116), staff had not originally scoped the alternatives assessment to include analysis of new alignments in the DAA. However, our SR 37 outreach with the environmental community and the Resilient by Design effort have resulted in renewed interest to consider new alignments that offer an inland retreat option or a bridge option to better adapt the corridor to anticipated sea level rise. Design options to be studied in this next phase of work may include various 3-lane or 4-lane configurations within the current roadway alignment; a 4-lane configuration on an entirely new inland alignment further north of the current alignment; and a 4-lane configuration on a new bridge in the Bay. Upon the completion of the alternatives analysis, staff expects to identify at least two design options that should be advanced for further evaluation in the Project Approval & Environmental Document phase.

Attachment A includes a summary of Kimley Horn & Associates, Inc. and its subcontractors' Small Business Enterprise and Disadvantaged Business Enterprise status.

Recommendation
Staff recommends that the Committee authorize the Executive Director or his designated representative to negotiate and enter into a contract amendment with Kimley-Horn & Associates, Inc. in an amount not to exceed $250,000 for the above-described work.

Steve Heminger

Attachment:

- Attachment A: Kimley-Horn & Associates, Inc. Team Small Business Enterprise and Disadvantaged Business Enterprise Status

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Kimley-Horn & Associates Inc. Team
Small Business Enterprise and
Disadvantaged Business Enterprise Status

		DBE* Firm			SBE** Firm		
Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Kimley-Horn & Associates, Inc.	Project Management, Alternatives Development			X			X
AECOM (Subcontractor)	Sea Level Rise and Environmental Analysis, Alternative Development and Structures Design			X			X
Chaudhary & Associates (Subcontractor)	Right-of-Way Mapping, Ground Surveys, Topo Mapping	X	#3110		X	#14927	
San Francisco Estuary Institute (Subcontractor)	Technical Support for Environmental Workshops and Working Groups			X			X
Wiltec (Subcontractor)	Data Collection	X	#8440				X
Kittelson & Associates (Subcontractor)	Highway Safety Analysis			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendment

Work Item No.:	1237
Contractor:	Kimley-Horn & Associates, Inc. Pleasanton, CA
Work Project Title:	SR 37 Design Alternative Assessment
Purpose of Project:	Provide On-Call Transportation Engineering and Planning Services for the State Route 37 (SR 37) Design Alternative Assessment. Evaluate a range of improvement strategies for SR 37 to help improve both regional mobility and impacts due to sea level rise.
Brief Scope of Work:	Perform an alternative alignment analysis of the SR 37 corridor.
Project Cost Not to Exceed:	$250,000 (this amendment) Total Contract before this amendment: $2,137,400 Total Authorized Contract after this amendment: $2,387,400
Funding Source:	STP/CMAQ
Fiscal Impact:	Funding is included in the FY 2017-18 MTC Budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with Kimley-Horn & Associates, Inc. to provide on-call transportation engineering and planning services as described above and in the Executive Director's memorandum dated April 6, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of $250,000 for such amendment.
Operations Committee:	_____ Dave Cortese, Chair
Approved:	Date: April 13, 2018

RESILIENTSR37

Integrating Transportation, Ecology, and Sea Level Rise Adaptation into One Design

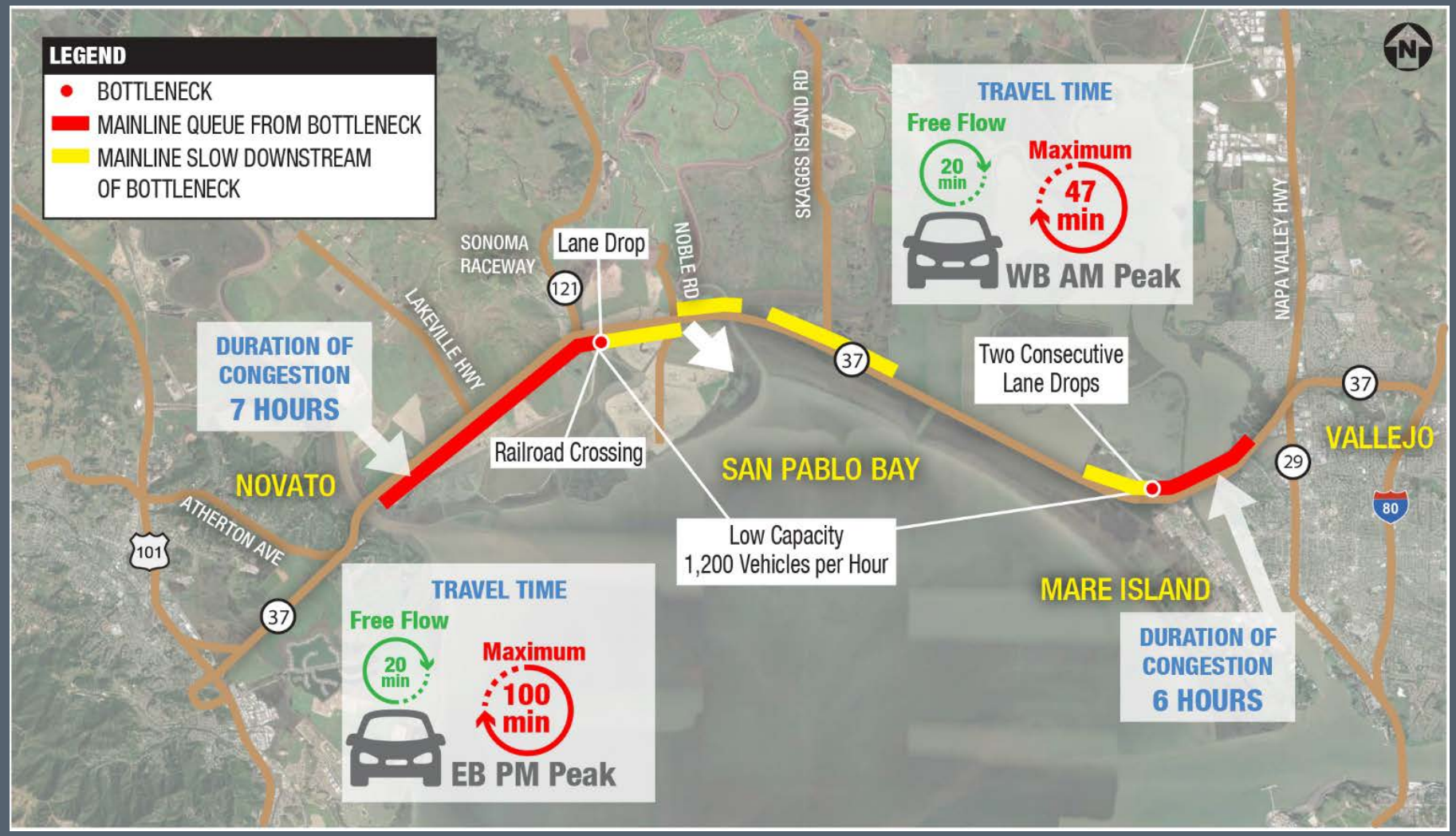
MTC Operations Committee

April 13, 2018

SR 37 Corridor – Regional Focus is Segment B

RESILIENTSR37

Challenge #1:
100 Minutes to Travel Home to Solano Co. Every Day



Source: Kimley-Horn, 2017

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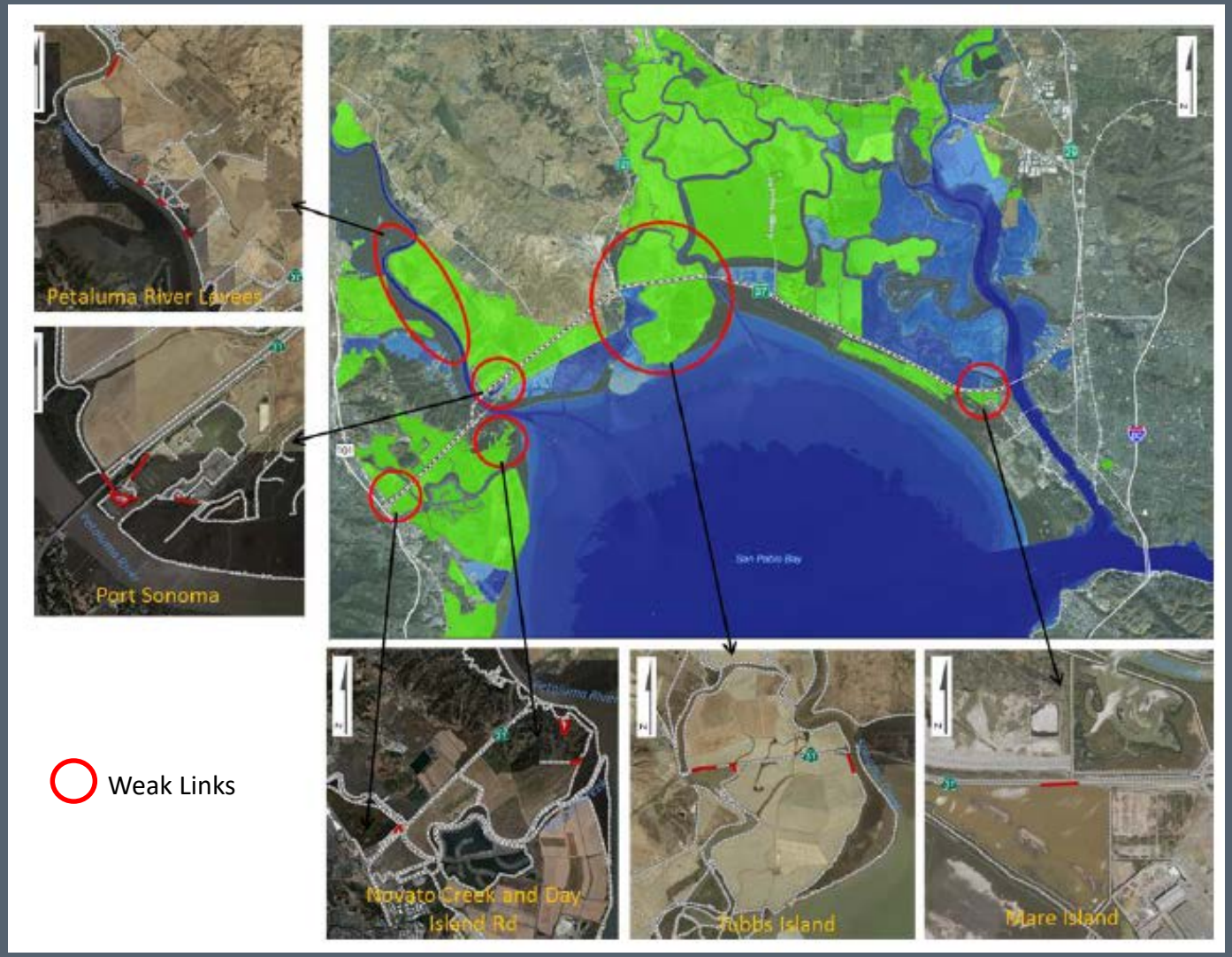
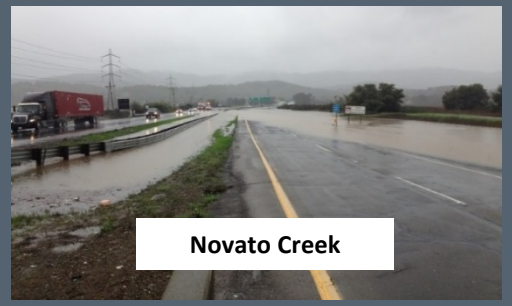
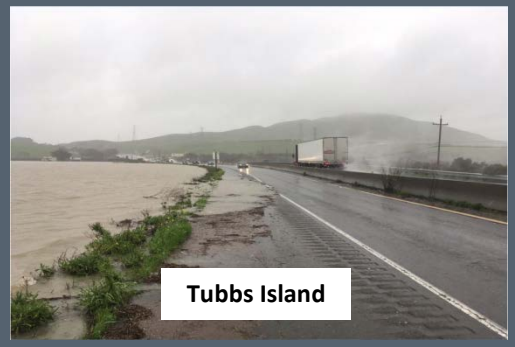
Challenge #2:
6 Known Weak Links, Some Flooded in 2017 Storms



Source: AECOM, 2017

Spring 2017 Floods





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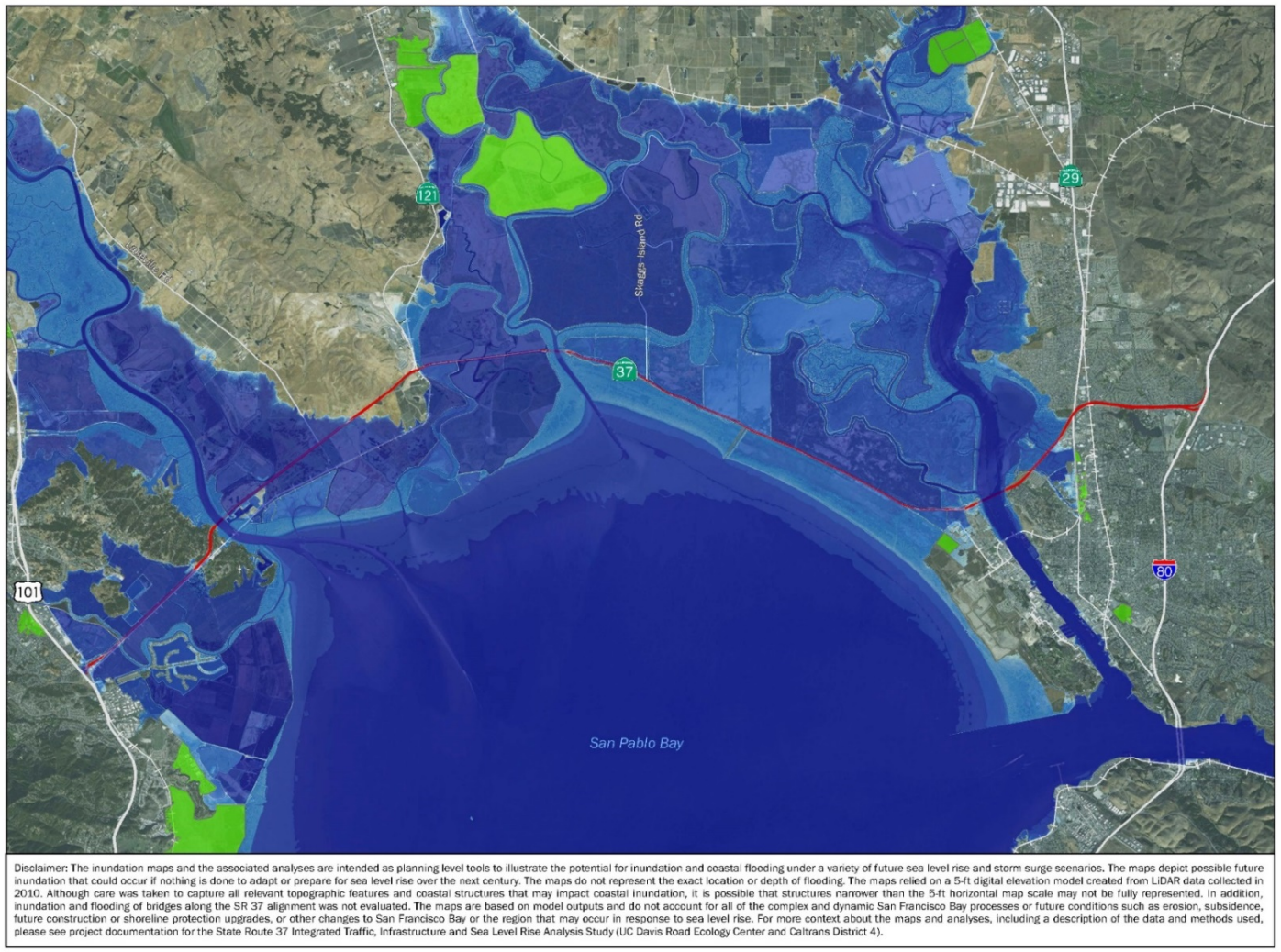
Challenge #3:
30 Years from Today Sea Level Rise Will Inundate SR 37



Source: UC Davis, AECOM, 2015

2000

2050

2100

2100+

Source: SFEI, 2017

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Challenge #4:
9 Special-Status Species, Pacific Flyway and Many Acres of Wetlands and Baylands

Image Sources: Various 2018

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Break Tradition #1:
Project Goals

ONE DESIGN

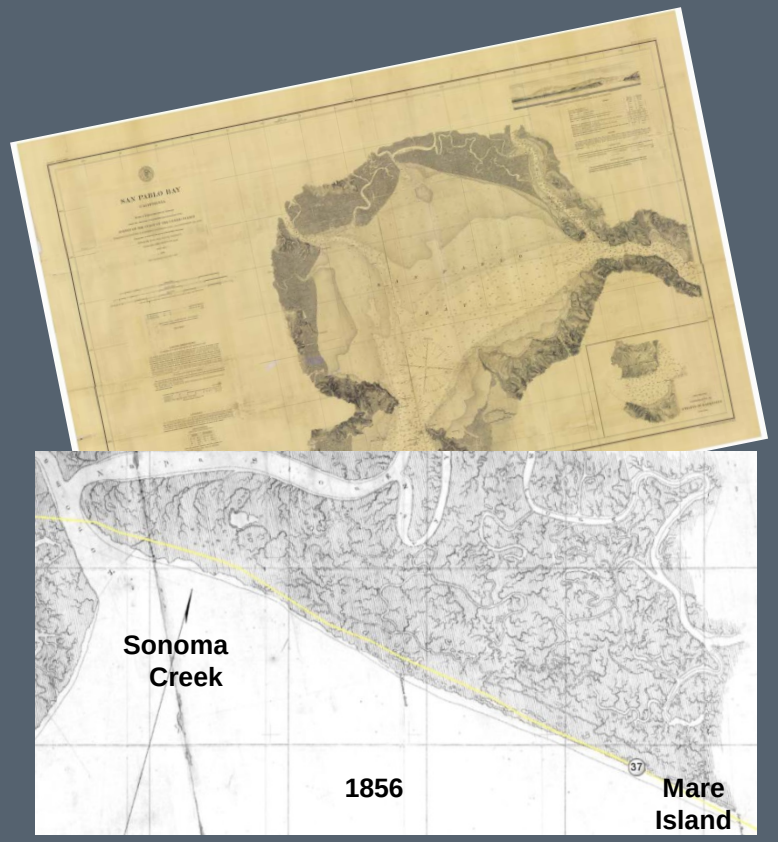
Integrate transportation, ecosystem, and sea level rise adaptation into **one design**

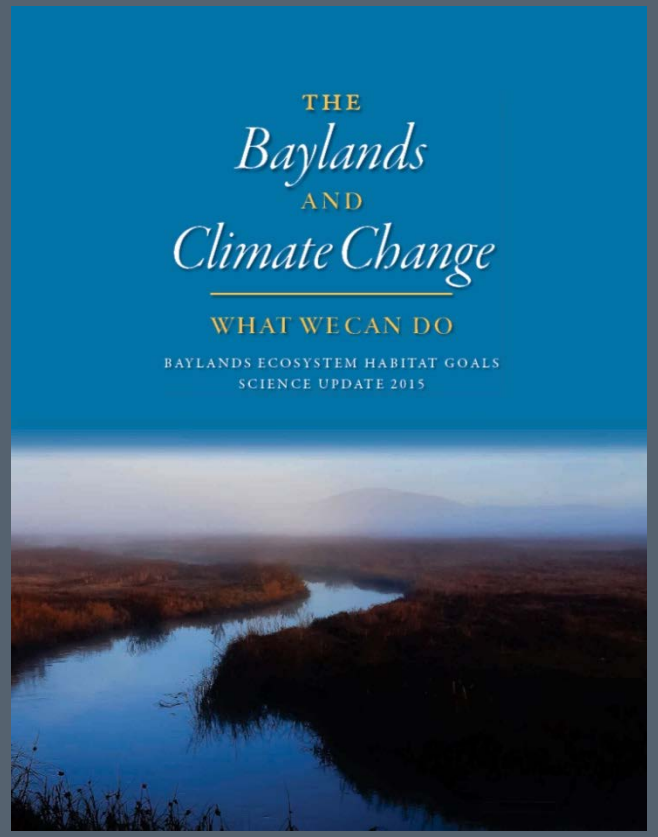
Improve **mobility** across all modes and maintain **public access**

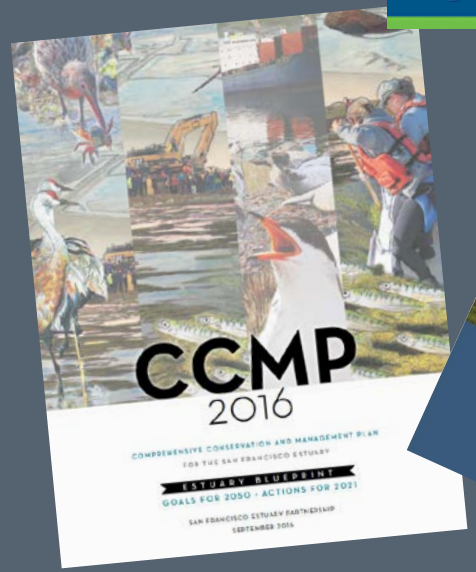
Increase corridor **resiliency** to storm surges and **sea level rise**

Image Sources: Various 2018

Break Tradition #2:
Engage Scientists, Landowners, Resource Managers, etc. Early and Often







Historic Landscape → Science → Conservation, Management & Restoration

Image Sources: SFEI, AECOM, & Various 2018

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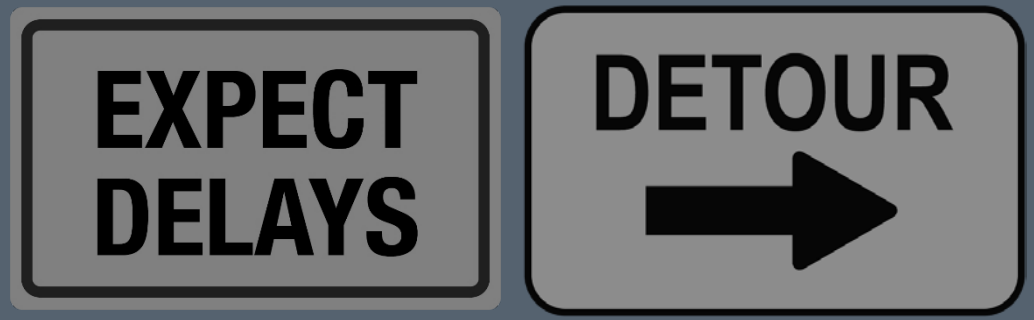
Break Tradition #3:
Break the Project Delivery Paradigm



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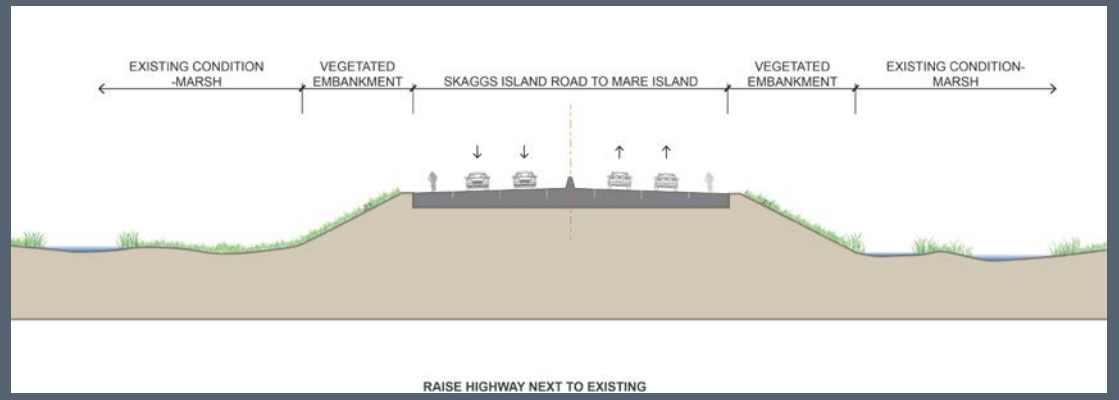
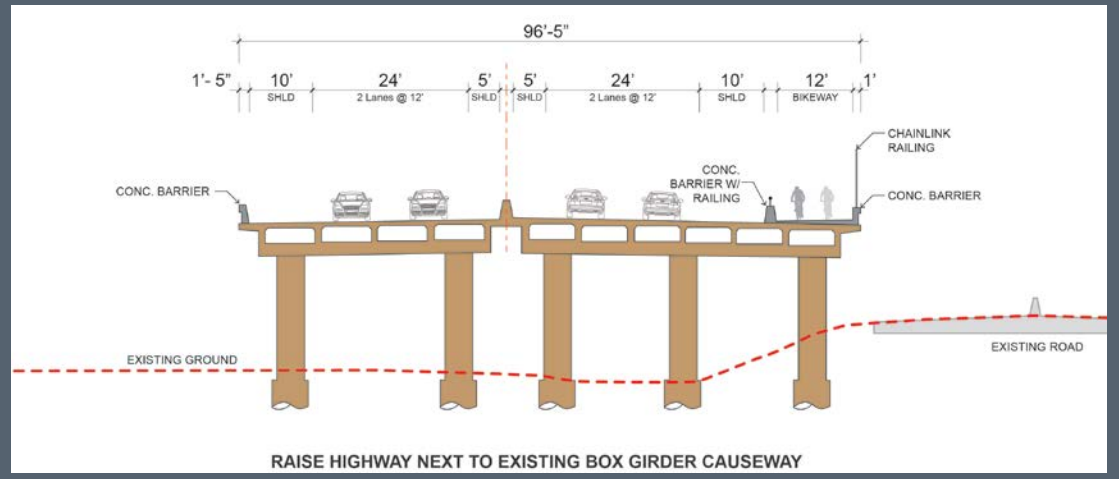
The Project: SR 37 Segment B [SR 121→Mare Island]

Integrated Transportation, Ecology, & SLR Adaptation Project

- Raised/Elevated Roadway That Provides Resiliency to Long Term Sea Level Rise Threat through Year 2100
  - Hybrid Design: Berm and Causeway
  - Multimodal Improvements: Transit and Bike
  - New HOV/Managed Lanes
  - Incorporate Habitat Planning, Conservation and Restoration
- Early Delivery of a 3-Lane Contra-Flow or a 4-Lane Option on Existing Roadway to Improve Traffic Flow
- Range of Alternatives
  - Reconstruct Segment B Adjacent to the Current Alignment
  - New Northern/In-Land Alignment
  - New Southern/Bridge Over the San Pablo Bay Alignment



Examples of Typical Cross Sections



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The Ultimate Challenge:
How to Strike a Balance and Advance a Multi-Benefit SR 37 Project

Improve Traffic

Existing and Future Land Use Multimodal

Historical Function Restoration

Wildlife Connectivity Sea Level Rise

Recreation Public and Private Access Funding

Integrate Ecological Benefits

Resilience

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