



Date: May 8, 2007
 Committee Meeting Date: May 17, 2007
 Board Meeting Date: June 7, 2007
 ACTION X DISCUSSION INFO

BOARD MEMORANDUM

TO: Administration and Finance Committee
 Santa Clara Valley Transportation Authority
 Board of Directors

THROUGH: Michael T. Burns
 General Manager

FROM: Carolyn M. Gonot
 Chief Development Officer

SUBJECT: Contract with Mark Thomas & Company, Inc. for Preliminary Engineering, Environmental and Final Design Services for the I-880 Improvement Project (SR 237 to US 101)

RECOMMENDATION:

Policy-Related Action: No

Government Code Section 84308 Applies: Yes

Authorize the General Manager to negotiate and execute a contract with Mark Thomas & Company to provide preliminary engineering, environmental planning and final design services for the I-880 Improvements (SR 237 to US 101) project for a total contract value not to exceed \$7,500,000 and an initial contract term through August 31, 2011.

BACKGROUND:

On November 6, 2006, the voters of California approved Proposition 1B, a bond measure which will provide \$19.9 billion for transportation improvements in California through 12 programs. One of the programs is the Corridor Mobility Improvement Account (CIMA), which makes \$4.5 billion available to roadway projects on a competitive basis to expand roadway, enhance operations, and improve travel times in highly-congested travel corridors.

On February 28, 2007, the California Transportation Commission (CTC) selected three projects in Santa Clara County and provided approximately \$187 million in CMIA grants funds to the projects, including \$71.6 million to the I-880 Improvements Project (SR 237 to US 101). The

CMIA Program has imposed required project delivery deadlines for sponsors and June 1, 2009 is the deadline established for this project to complete the environmental phase.

The purpose of the project is to improve the traffic operations through the Route 880 Corridor in northern Santa Clara County by widening the mainline from six (6) to eight (8) lanes to provide a new HOV lane in each direction and extending the existing HOV systems another 4.3 miles from State Route 237 in Milpitas to US 101 in San Jose. The project will also upgrade traffic operations and circulation of the existing off and on ramps and existing local roads. The estimated total cost of the project is \$95 million (2011 dollars). Attachment A provides an overview of the project area.

DISCUSSION:

The VTA staff recommends execution of a contract with Mark Thomas & Company to complete the preliminary engineering, environmental phases and prepare final design plans through 65% for the project. The services include: project mapping, completion of preliminary design, environmental studies and preparation of the Project Approval and Environmental Document, and final design plans conforming to the schedule outlined for project delivery required by Proposition 1B and specified by CTC.

Through VTA's selection process, the VTA Board of Directors approved a list of qualified planning and engineering design consultants to perform services for highway projects on January 5, 2006. Mark Thomas & Company is included on the qualified list of engineering highway design consultants and has performed well on previous design contracts, including a previous I-880 Widening Project. Mark Thomas & Company was the design engineer for the 1996 Measure B Funded Project which covered the same area of the proposed project and widened the freeway from four to six lanes. Based on their experience in the immediate area, staff is recommending Mark Thomas & Company for this project.

The recommended contract is a cost-plus-fixed-fee contract for a total value of \$7,500,000. The contract scope of services provides approximately 45,000 hours of planning and engineering service from the consultant team. The recommended contract will have a term through August 2011 and the total fixed fee for the Prime Contractor will not exceed 10% of direct hourly service.

ALTERNATIVES:

The VTA Board could choose not to move forward with this contract at this time. However, this could cause a delay in the CMIA project schedule and result in a potential loss of State funding.

As an alternative, the VTA Board could direct staff to select another design firm to fulfill the services needed to complete the project. The selection of another firm would result in delays in the completion of the project which could jeopardize the deadline for project delivery required by Proposition 1B and specified for each project by the CTC.

FISCAL IMPACT:

There is no impact to the VTA Transit Enterprise funds. Budget appropriation for this project is included in the VTA Biennial Budget for Fiscal Years 2008 and 2009 scheduled for consideration by the Board of Directors on June 7, 2007. Funding for the amendment is to be provided through VTA Local Program Reserve funds, which is the subject of a separate action also on the Board of Directors, June 7, 2007 Agenda.

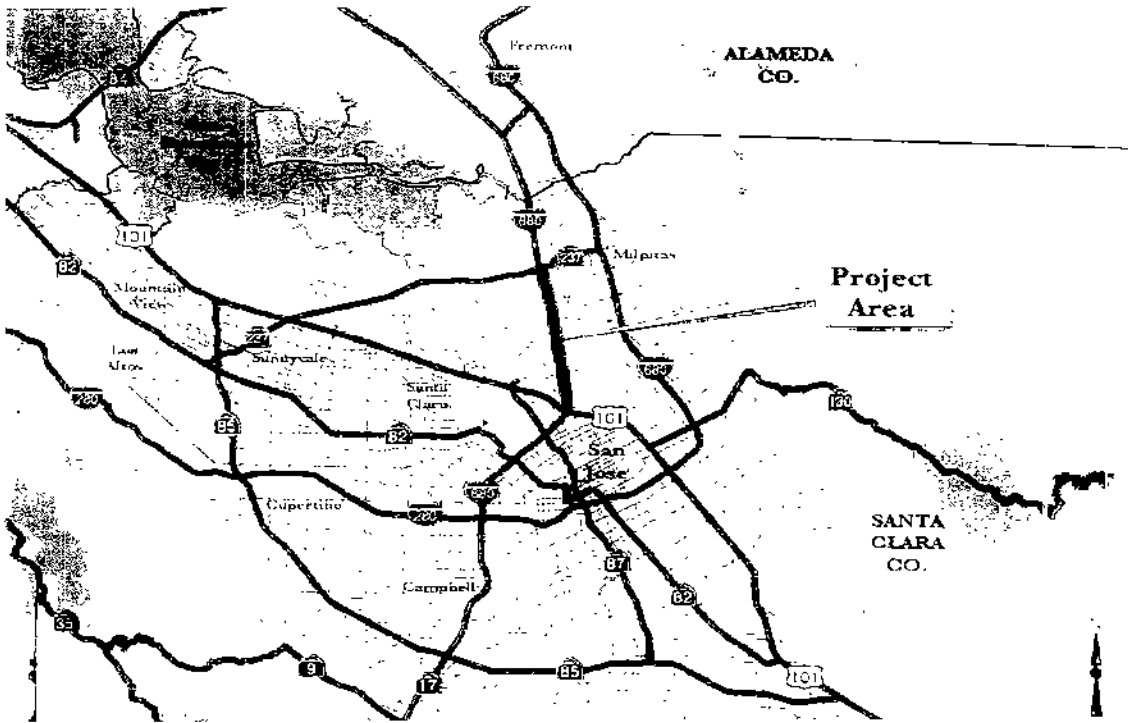
SBE PARTICIPATION:

Based on limited subcontracting opportunities, a Small Business Enterprise (SBE) goal of 15% has been established for this contract. The contractor has committed to 15% SBE participation on this contract.

Prepared by: Lam Trinh, Project Manager

Reviewed by: John Ristow, Deputy Director, Programming & Project Development

ATTACHMENT A
Map of I-880 Improvements (SR 237 to US 101) Project



ATTACHMENT B

**Listing of Recommended Prime and Sub-Consultants
I-880 Improvement Project (SR 237 to US 101)**

	Consultant Firm	Contact Person	Location
Prime Sub- Consultant	ROUTE 880 HOV		
	Mark Thomas & Company, Inc.	Richard Tanaka	San Jose
	Jones & Stokes (Environmental)	Bill Kasson	Oakland
	DKS Associates (Traffic Operation)	Terry Klim	Oakland
	Radman Aerial (Mapping) - SBE	Carol Radman	Sacramento
	Parikh Consultants, Inc.(Geotechnical) - SBE	Gary Parikh	Milpitas
	Alliance Engineering Consultants (Topo Surveys) - SBE	Lester Ikegami	San Jose
	Sugimura & Associates (Erosion Control & Landscaping)- SBE	Reed Grandy	Campbell
	TJKM Transportation Engineers (Traffic)- SBE	Gary Kruger	Pleasanton
	Planning Company Associates (Strategy Plan)	David Grannis	Pasadena San
Basin Research (Aerial Deposited Lead) - SBE	Colin Busby	Leandro	