



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** John Ristow

**SUBJECT:** SEE BELOW

**DATE:** October 5, 2020

Approved

Date

10/16/2020

**COUNCIL DISTRICTS: 3 & 4**

**SUBJECT: CONSULTANT AGREEMENT WITH HNTB CORPORATION FOR THE  
US 101/MABURY-BERRYESSA-OAKLAND CORRIDOR IMPROVEMENTS  
PROJECT**

## **RECOMMENDATION**

Adopt a resolution authorizing the City Manager or designee to negotiate and execute an agreement between the City and HNTB Corporation (HNTB) for engineering consultant services for the US 101/Mabury-Berryessa-Oakland Corridor Improvements Project for a term from date of execution to December 31, 2025, with the City's option to extend for up to two one-year extensions, for an amount not to exceed \$7,500,000.

## **OUTCOME**

This agreement provides for development of preliminary engineering, environmental clearance and other project documentation as required by Caltrans to construct a new freeway interchange at the US 101/Mabury Rd-Taylor St overcrossing, or the US 101/Berryessa Rd overcrossing with modifications to the current US 101/Oakland Rd interchange consistent with the *Envision 2040 General Plan*.

## **BACKGROUND**

The US 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 US 101/Oakland Rd interchange and US 101/Julian St/McKee Rd interchange, and to improve freeway accessibility for adjacent residential and industrial areas.

Since then, the City has developed several policies that are linked to the development of the interchange project. These policies are discussed in City's adopted General Plan, *Envision 2040*,

and included in the *North San Jose Area Development Policy* (2005 and latest amended in 2015) and the *US 101/Oakland/Mabury Transportation Development Policy and Transportation Impact Fee* (2007 and latest amended in 2015). These policies facilitate the implementation of freeway improvements at US 101/Mabury Rd and US 101/Oakland Rd interchanges through a transportation impact fee on new development in the area.

The interchange improvement project is listed in the Valley Transportation Plan 2040. Further, as identified in the BART Final Environmental Impact Statement (2010), construction of the interchange project and its proximity to the newly opened Berryessa/North San José BART Station would improve access to the station area. In 2016, Santa Clara County voters approved the Valley Transportation Authority (VTA) Measure B, a 30-year, half-cent countywide sales tax to enhance transit, highways, expressways and active transportation. Both the US 101/Mabury Rd and US 101/Oakland Rd interchanges were listed as projects eligible to receive funds from Measure B.

Early project development work on the interchange supported securing Caltrans' approval of the Project Study Report (PSR) in 1990. The PSR was 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 did not advance beyond the PSR stage of development.

In 2012, the City resumed the interchange project and utilized consultant services to move the project through preliminary engineering and environmental clearance. In the process of developing the project, studies were triggered to justify interchange spacing, also known as the Design Information Bulletin 77 (DIB 77). Per DIB 77, Caltrans requires a minimum interchange spacing of one mile in urban areas. The proposed Mabury interchange would be located approximately 0.7 to 0.9 mile north and south of the existing US 101/Oakland Rd and US 101/Julian St/McKee Rd interchanges. Due to the complexity of DIB 77, an agreement between the City and Caltrans was negotiated and agreed upon in January 2015 to define the required studies needed to complete the DIB 77 and move to Project Approval and Environmental Document (PA&ED). As part of the DIB 77 report, traffic studies, including the analysis of existing traffic operating conditions and forecast of future traffic operating conditions, were performed to ensure that the US 101/Mabury interchange will not have a significant adverse impact on the safety and operation of US 101, a Caltrans highway. In addition, a study of the existing interchanges in the corridor were done to demonstrate that the existing interchanges cannot be improved to accommodate the existing and future traffic demands. After extensive coordination with Caltrans, Caltrans concurred with the conclusions of the DIB 77 Report in August 2018, however, traffic-operations related stipulations had to be met and studied during the PA&ED phase. In addition, Caltrans and the City agreed to also study the local street network and other interchange improvements during the PA&ED phase.

Additionally, since then, conditions around the area, including the construction of the Berryessa/North San José BART station, planned Berryessa Urban Village, and proposed new

development at the Flea Market, have changed substantially and reinforce the need to advance work on the project.

In tandem, the City began looking at the whole US 101 corridor from Mabury Rd to Oakland Rd with the development of the interchange at Berryessa Rd as an alternative to Mabury Rd. Development of US 101/Berryessa Rd interchange would incorporate the modification of the US 101/Oakland Rd interchange and improve interchange spacing along US 101. The City had coordinated with Caltrans to include this alternative as part of the study and received concurrence from Caltrans in July 2019.

### **ANALYSIS**

In December 2019, a Request for Proposals (RFP) was issued to incorporate evaluation of the US 101/Mabury-Berryessa-Oakland corridor and allow consultants an opportunity to provide new perspectives on the project. The RFP would provide engineering consultant services for the preparation of scoping, environmental studies, project reports, and potentially a final design of the project. The City received proposals from two consultant firms. Staff from the Transportation and Public Works departments and Caltrans conducted an initial screening of the proposals in accordance with adopted City policies.

As a result of the screening, both firms were invited for an interview/oral presentation on June 30, 2020. The criteria used to evaluate the proposals are as follows:

- Firm Qualifications and Relevant Experience: 10%
- Key Staff's Relevant Experience: 25%
- Work Plan/Technical Approach to the Project: 35%
- Early Ideas and Practical Innovations: 15%
- Local Business Enterprise 5%
- Small Business Enterprise 5%
- Cost 5%

Upon review and rating of the submitted proposals and following the consultant interviews, HNTB was selected as the highest ranked consultant based on the criteria. The overall scores for both firms are shown in the table below; the scores were based on the consultant proposals and interviews. HNTB's and their subconsultants' qualifications showed their vast experience in advancing interchange projects with similar complexity to the US 101/Mabury interchange project and their local commitments with key project members located in their San Jose office. No objections or protests were filed in the selection process.

<b>Consultant</b>	<b>Final Score</b>
HNTB	81.38
Mark Thomas	77.10

HNTB will be the prime consultant for the project and has teamed with a series of subconsultant firms to provide specialized services in the areas of design, environmental, traffic, geotechnical, right-of-way engineering, and public outreach. As the project involves Caltrans right-of-way, the scope of work will follow the *Caltrans Project Development Procedures Manual* for preliminary engineering design and environmental clearance.

The development of the project will proceed in two phases. Phase 1 includes the planning, analysis, technical reports, and document preparation necessary to complete the Supplemental Project Initiation Document, PA&ED, public outreach, and preliminary engineering to include 35% Design Plans, Specifications, and Cost Estimates (PS&E), associated with the following improvements of the US 101 corridor:

- Construction of a full interchange at either Mabury Rd or Berryessa Rd
- Modifications to the current US 101/Oakland Road interchange
- Improvements to bicycle and pedestrian access

The proposed agreement with HNTB will provide for the Phase 1 work in an amount not to exceed \$7,500,000. The term of the agreement commences on the date of execution and continues through December 31, 2025. The City will have the option to extend the term for up to two one-year extensions at no cost.

Phase 2 of the project includes development of final construction documents, including 60%, 90%, and bid-ready PS&E, right-of-way engineering, assistance with the bid and award process, and providing engineering support during construction. The proposed agreement with HMH includes provisions for the agreement to be extended to provide services associated with Phase 2, if desired by the City. Upon completion of work associated with Phase 1 and successful negotiation with HNTB for Phase 2 services, staff would return to Council with an update on the project and recommendations for any continued services associated with the subsequent phase.

## **CONCLUSION**

City Council's execution of the agreement with HNTB will provide for the anticipated engineering services needed to move the project through the preliminary engineering, environmental clearance, and potentially final design of the project through the Caltrans' Project Development Procedures. Completing these phases increases the competitiveness of the project for funding from Measure B and other potential regional, state and federal funding sources.

## **EVALUATION AND FOLLOW-UP**

The status of the US 101/Mabury Road Interchange project will be reported periodically through the Transportation and Environmental Committee as part of the quarterly Regional Transportation Activities Reports.

### **CLIMATE SMART SAN JOSE**

The recommendation in this memorandum aligns with one or more Climate Smart San José energy, water, or mobility goals. The project will feature multimodal aspects that will facilitate the choice of mobility choices other than single-occupancy vehicles.

### **PUBLIC OUTREACH**

The RFP was published on the Biddingo website. This memorandum will be posted on the City's website for the October 27, 2020 City Council Agenda.

### **COORDINATION**

This memorandum and agreement has been coordinated with the Department of Planning, Building and Code Enforcement, the City Manager's Budget Office, and the City Attorney's Office.

### **COMMISSION RECOMMENDATION/INPUT**

No commission recommendation or input is associated with this action.

### **FISCAL/POLICY ALIGNMENT**

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

This project is consistent with multiple City policies including Envision 2040, the North San Jose Area Development Policy (2005 and latest amended in 2015) and the US 101/Oakland/Mabury Transportation Development Policy and Transportation Impact Fee (2007 and latest amended in 2015).

### **COST SUMMARY/IMPLICATIONS**

1. AMOUNT OF RECOMMENDATION/COST OF PROJECT: \$7,500,000
2. SOURCE OF FUNDING: Route 101/Oakland/Mabury Traffic Impact Fees and 2016 Measure B.

3. **FISCAL IMPACT:** Approval of the recommendation will have no significant adverse impact on the General Fund.

**BUDGET REFERENCE**

The table below identifies the fund and appropriations to fund the contract recommended as part of this memo and remaining project costs, including project delivery, construction, and contingency costs.

Fund #	Appn #	Appn. Name	Total Appn	Amt. for Contract	2020-2021 Proposed Capital Budget Page*	Last Budget Action (Date, Ord. No.)
348	7334	Route 101/Mabury Road Project Development	\$5,650,000	\$5,650,000	V-442	06/23/2020 Ord # 30437
465	7334	Route 101/Mabury Road Project Development	\$3,000,000	\$1,850,000	V-442	06/23/2020 Ord # 30437

\*The 2020-2021 Capital Budget was reviewed and approved by City Council on June 16, 2020 and adopted on June 23, 2020.

**CEQA**

Not a Project, File PP17-002, Consultant Services for design, study, inspection, or other professional services with no commitment to future action.

/s/

JOHN RISTOW  
Director of Transportation

For questions, please contact Zahir Gulzadah, DOT Division Manager of Regional and Local Project Delivery Section at (408) 975-3257.