



AGENDA BILL

Agenda Item No. 5(F)

Date: April 21, 2015

To: El Cerrito City Council

From: Yvetteh Ortiz, Public Works Director/City Engineer
Melanie Mintz, Interim Community Development Director

Subject: Consulting Services Agreement with BKF Engineers for the Ohlone Greenway BART Station Area Access, Safety and Placemaking (ASP) Improvements Project, City Project No. C3076, Federal Project No. CML-5239(025)

ACTION REQUESTED

Adopt a resolution authorizing the City Manager to execute a consulting services agreement with BKF Engineers (“Consultant”) to provide engineering and design services for the Ohlone Greenway BART Station Area Access, Safety and Placemaking (ASP) Improvements Project, City Project No. C3076, Federal Project No. CML-5239(025) in an amount not to exceed \$420,100 and contract term from April 21, 2015 to December 31, 2016.

BACKGROUND

Project Description

The project was conceptually developed in the City’s Ohlone Greenway Master Plan that was adopted in 2009. The City’s General Plan emphasizes the need to create pedestrian-friendly places, including enhancements to the usability and aesthetic of the Greenway. The El Cerrito Circulation Plan adopted in 2007 identifies the Ohlone Greenway crossings as opportunity sites for crosswalks and lighting improvements. The goals of the project are to improve bicycle and pedestrian routes to transit, commercial nodes and housing; bring new vibrancy to a Priority Development Area to encourage housing development; increase user safety and accessibility at the El Cerrito Plaza and El Cerrito del Norte BART Stations; and improve the integration of the two BART Stations with the surrounding community.

The Ohlone Greenway is a heavily used, multi-use path that runs the entire length of the City of El Cerrito, connecting the two BART Stations within the City. The Greenway also connects to regional mixed-use paths in Richmond and Albany. Per the Ohlone Greenway Master Plan, the City has been implementing projects along the Greenway to enhance its usability and contribute to reduced vehicle-miles travelled and a healthier, more connected community. There remains a strong need for improvements at the two BART stations where the Greenway currently becomes narrower and has an irregular alignment (especially as compared to other sections of the Greenway, which were

Agenda Item No. 5(F)

recently improved as part of the BART Earthquake Safety Program construction) and where higher pedestrian, bicycle, automobile and bus traffic contribute to increased conflicts between all modes of travel.

The project is located along the Fairmount Avenue to Central Avenue and Hill Street to Cutting Boulevard blocks of the Ohlone Greenway as well as these arterial street crossings of the Greenway. The project will improve the Greenway through the two BART stations including widening the path or adjacent shoulders and enhancing landscaping, installing new and enhanced crosswalks, and establishing “high use pedestrian zones” on the arterial streets with new striping, special pavement, and improved signage including flashing lights to complement other recently flashing crosswalk installations along the Greenway. On eastbound Hill Street, the project will reconfigure the two through lanes and add a pedestrian bulb-out or other traffic calming features near the driveway to the Safeway Store to increase pedestrian safety and improve intersection operations. Placemaking elements such as native landscaping, seating and lighting will also be included to increase the sense of connectivity to the rest of the Greenway and establish a strong sense of place at these transportation gateways to the community. Finally, as a part of this project, the existing Ohlone Greenway surveillance system will be upgraded and expanded between the two BART Stations to improve security along the Greenway.

The project design will be coordinated with a pedestrian side path that is to be constructed in Spring 2015 on the west side of the Greenway path between Hill Street and the Safeway Store front entrance, as well as, improvements being designed by BART as part of their del Norte BART Station Modernization Project. City staff and BART staff have been working closely together in developing this project concept and on several other efforts around the two BART Stations. All project elements will also be consistent with the recently adopted San Pablo Avenue Specific Plan and Complete Streets Plan, and be coordinated with the City’s Active Transportation Plan, which is currently under development and scheduled for adoption in Summer 2015.

Grant Application

In June 2013, the City Council adopted Resolution 2013-29 applying for approximately \$3.47 million in federal grant funds through the Contra Costa County Portion of the Metropolitan Transportation Commission’s (MTC’s) OneBayArea Grant (OBAG) Program for design and construction of the project, committing the necessary non-federal match, and assuring the project would be completed per federal requirements. Also in June 2013, the Contra Costa Transportation Authority (CCTA) notified the City that our grant application had been selected for award. The Metropolitan Transportation Commission (MTC) formally approved the award in September 2013.

The OBAG Program requires a minimum 11.47% percent local match in non-federal funding for each phase of the project. BART has committed to providing \$300,000 in funding from the Measure J Project No. 10002-01, “Transit Oriented Development (TOD) and Access Improvements at El Cerrito Plaza & del Norte BART Stations.” The

Agenda Item No. 5(F)

additional required funding has been provided by a portion of the Park In-Lieu funds contributed by Safeway as part of development of their del Norte Store.

Caltrans Local Assistance Process

The source of the federal grant funds is the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Transportation projects funded by these types of funds must go through a rigorous administrative process through the Caltrans Office of Local Assistance. Furthermore, there are strict funding deadlines associated with these funds. Over the last year, City staff has worked through the Caltrans process to request authorization to proceed with the design of the project, which included a field review, preliminary environmental studies, and other required documentation. These steps needed to be completed before the City could begin the consultant selection process, which is described below. The upcoming deadlines are fast approaching. Final design and right-of-way certification for the project must be completed by September 30, 2015, and the formal request for authorization to proceed with construction must be submitted to Caltrans Local Assistance no later than November 1, 2015.

ANALYSIS

City staff released the Request for Proposals (RFP) for the Ohlone Greenway BART Station Area ASP Improvements Project, Engineering and Design Services on February 13, 2015. The availability of the RFP was posted on the City's website and the RFP was then emailed to civil engineering, landscape architect, and architects on the City's consultant list. The City received numerous requests for the RFP through the website portal and, in total, the RFP was emailed to 135 firms.

The City received four proposals from consultant teams by the due date of March 9, 2015. A consultant selection panel consisting of City and BART staff reviewed the proposals based on the evaluation criteria listed in the RFP. Cost cannot be used as a rating factor. These are listed below.

Understanding of the work to be done	20%
Experience and past performance on similar kinds of work	20%
Quality of staff for work to be done	20%
Approach to delivering project including work plan and schedule	15%
Capability of developing cost-effective and innovative design	15%
Familiarity with state and federal procedures	10%

Agenda Item No. 5(F)

The selection panel short-listed three consultant teams for interviews. The interviews were conducted on March 23, 2015, and the panel developed the final ranking of the consultant teams as follows:

1. BKF Engineers
2. MIG, Inc.
3. Golden Associates

While the RFP required proposers to submit a detailed work plan with anticipated tasks and estimated hours by team member, a cost proposal was not submitted because cost cannot be a factor in developing the ranking per federal requirements. Only short-listed teams submitted sealed cost proposals at the time of the interviews and only the top-ranked team's proposal was opened for negotiation purposes. City staff then worked with the BKF team to agree on a final contract that will deliver the services required at a fair and reasonable cost to the City. At the completion of successful negotiations with the BKF team and if approved by the City Council, the remaining sealed envelopes containing cost proposals will be returned to the other two teams.

The BKF team is supported by several specialized consulting firms including PlaceWorks, Avila Project Management, Fehr & Peers Transportation Consultants, LSA Associates, Security By Design Inc., Brookwater, YEI, and Construction Surveys. The team has a strong civil and landscaping architecture mixtures; expertise in urban design, multi-modal transportation, environmental studies, and security systems; familiarity with and sensitivity to local issues; and extensive experience with the administration of federally-funded transportation projects. The design contract includes all engineering and design related services, including permitting, environmental studies and clearance, public outreach, development of construction documents, bidding assistance and design assistance during construction.

Projects using federal funds are subject to Part 26, Title 49, Code of Federal Regulations (CFR) entitled "Participation by Disadvantaged Business Enterprises (DBE) in the Department of Transportation Financial Assistance Program." The consultant teams were required to make a good faith effort to incorporate the services of DBEs in their proposal. The City determined a goal of 4.7% of participation of DBEs in this contract. BKF's proposal exceeded the City's DBE goal by including a commitment of 11%.

STRATEGIC PLAN CONSIDERATIONS

Approval of this agreement is consistent with El Cerrito Strategic Plan Goal D – Develop and rehabilitate public facilities as community focal points; Goal C – Deepen a sense of place and community identity by promoting strong neighborhoods; and Goal F – Foster environmental sustainability citywide by encouraging alternative modes of transportation to the single occupancy vehicle. Consistent with the federal grant goals, the project will improve connectivity, enhance sense of place, bring new vibrancy and support the higher-density transit-oriented neighborhoods adjacent to BART as a place where developers want to build and people want to live, work and visit.

ENVIRONMENTAL CONSIDERATIONS

In 2009, the City completed an Initial Study and Negative Declaration per California Environmental Quality Act (CEQA) Guidelines, Section 15063, to evaluate the cumulative impacts of the improvements identified for the Greenway in the Ohlone Greenway Master Plan. The project is consistent with the Master Plan and will not have a significant effect on the environment.

National Environmental Policy Act (NEPA) clearance is pending additional technical studies to be completed as part of BKF’s scope of services. Caltrans, which provides oversight for federally-funded projects, has reviewed the preliminary environmental studies for NEPA clearance and it is anticipated that the project will be categorically excluded from the requirements of preparing an environment assessment or environmental impact statement. The NEPA document will be reviewed and approved by Caltrans prior to final design of the project.

FINANCIAL CONSIDERATIONS

The estimated cost implementation of the Ohlone Greenway BART Station Area ASP Improvements Project is \$3,930,570. The Project is funded by the federal OBAG grant of \$3,468,000 and, as described above, two other sources for the local match including \$300,000 in BART Measure J funds and \$149,387 Park In-Lieu funds that were transferred and appropriated to the CIP Fund. The current funding total is \$3,917,387.

The estimated project expenditures are summarized below.

<i>Planning/Environmental</i>	<i>\$13,253</i>
<i>Design</i>	
Consultant	\$420,100
City Staff	\$10,000
Misc./Contingency	\$19,900
<i>Design Subtotal</i>	<i>\$450,000</i>
<i>Construction</i>	<i>\$3,467,317</i>
Total	\$3,930,570

The project is in the Fiscal Year (FY) 2014-15 and FY 2015-16 Capital Improvement Program (CIP), and an expenditure allocation of \$545,000 is included in the FY 2014-15 Adopted Budget in the CIP Fund to cover the design phase expenses.

Staff is recommending an additional funding transfer of Park In-Lieu funds of \$13,183 from the Ohlone Greenway, Hill Street to Blake Street, CIP Project No. C3069 to cover the total estimated project expenditures including construction starting next fiscal year. This recommended budget amendment will be brought forward to Council as part of the FY 2015-16 budget process.

LEGAL CONSIDERATIONS

The City Attorney has reviewed the proposed action and found that legal considerations have been addressed.

Reviewed by:



Scott Hanin, City Manager

Attachments:

1. Resolution

RESOLUTION 2015-XX

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSULTING SERVICES AGREEMENT WITH BKF ENGINEERS (“CONSULTANT”) TO PROVIDE ENGINEERING AND DESIGN SERVICES FOR THE OHLONE GREENWAY BART STATION AREA ACCESS, SAFETY AND PLACEMAKING (ASP) IMPROVEMENTS PROJECT, CITY PROJECT NO. C3076, FEDERAL PROJECT NO. CML-5239(025) IN AN AMOUNT NOT TO EXCEED \$420,100 AND CONTRACT TERM FROM APRIL 21, 2015 TO DECEMBER 31, 2016.

WHEREAS, the Ohlone Greenway BART Station Area Access, Safety and Placemaking (ASP) Improvements Project is intended to improve bicycle and pedestrian routes to transit, commercial nodes and housing; bring new vibrancy to a Priority Development Area to encourage housing development; increase user safety and accessibility at the El Cerrito Plaza and El Cerrito del Norte BART Stations; and improve the integration of the two BART Stations with the surrounding community; and

WHEREAS, the project is located along the Fairmount Avenue to Central Avenue and Hill Street to Cutting Boulevard blocks of the Ohlone Greenway as well as these arterial street crossings of the Greenway; and

WHEREAS, the project will improve the Greenway through the two BART stations including widening the path or adjacent shoulders and enhancing landscaping; installing new and enhanced crosswalks; establishing “high use pedestrian zones” on the arterial streets with new striping, special pavement, and improved signage including some flashing lights; reconfiguring the two eastbound lanes on Hill Street and adding a pedestrian bulb-out or other traffic calming features near the Safeway driveway; installing placemaking elements such as native landscaping, seating and lighting; and expanding and upgrading the existing Ohlone Greenway surveillance system; and

WHEREAS, in June 2013, the City Council adopted Resolution No. 2013-29 applying for approximately \$3.47 million in federal grant funds through the Contra Costa County Portion of the Metropolitan Transportation Commission’s (MTC’s) OneBayArea Grant (OBAG) Program for design and construction of the project, committing the necessary non-federal match, and assuring the project would be completed per federal requirements; and

WHEREAS, MTC subsequently awarded the City \$3,468,000 in federal funds; and

WHEREAS, the non-federal local matching funds include \$300,000 from the BART Measure J Project No. 10002-01, “Transit Oriented Development (TOD) and Access Improvements at El Cerrito Plaza & del Norte BART Stations” Project and \$149,387 in Park In-Lieu funds that were transferred and appropriated to the CIP Fund; and

Agenda Item No. 5(F)
Attachment 1

WHEREAS, City staff released the Request for Proposals (RFP) for engineering and design services for the project on February 13, 2015, posted the availability of the RFP on the City's website, and in total sent the RFP to 135 firms; and

WHEREAS, the City received four proposals from consultant teams by the due date of March 9, 2015; and

WHEREAS, a consultant selection panel consisting of City and BART staff reviewed the proposals based on the evaluation criteria listed in the RFP and short-listed three consultant teams for interviews; and

WHEREAS, the BKF Engineers team emerged as the top-rank consultant team and the negotiated contract will deliver the services required at a fair and reasonable cost to the City; and

WHEREAS, the project is in the Fiscal Year (FY) 2014-15 and FY 2015-16 Capital Improvement Program (CIP), and an expenditure allocation of \$545,000 is included in the FY 2014-15 Adopted Budget in the CIP Fund to cover the design phase expenses; and

WHEREAS, the City completed an Initial Study and Negative Declaration in 2009 per California Environmental Quality Act (CEQA) Guidelines, Section 15063, to evaluate the cumulative impacts of the improvements identified for the Greenway in the Ohlone Greenway Master Plan, and the project is consistent with the Master Plan and will not have a significant effect on the environment.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito authorizes the City Manager to execute a consulting services agreement with BKF Engineers ("Consultant") to provide engineering and design services for the Ohlone Greenway BART Station Area Access, Safety and Placemaking (ASP) Improvements Project, City Project No. C3076, Federal Project No. CML-5239(025) in an amount not to exceed \$420,100 and contract term from April 21, 2015 to December 31, 2016.

I CERTIFY that at a regular meeting on April 21, 2015 the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

* * * * *

Agenda Item No. 5(F)
Attachment 1

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on April XX, 2015.

Cheryl Morse, City Clerk

APPROVED:

Mark Friedman, Mayor