



RESOLUTION AWARDING A ONE-YEAR PROFESSIONAL SERVICES CONTRACT TO MCMILLEN JACOBS ASSOCIATES IN AN AMOUNT NOT TO EXCEED \$1,000,000 FOR RAIL TUNNEL PLANNING SERVICES FOR THE PENNSYLVANIA AVENUE EXTENSION PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the Downtown Rail Extension (DTX) project to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue; and

WHEREAS, The project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the DTX project at the 4th and King Railyard; and

WHEREAS, By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid; and

WHEREAS, The Transportation Authority is seeking consultant support to provide rail tunnel planning services for the Pennsylvania Avenue Extension Project to prepare it for future state and federal environmental studies; and

WHEREAS, The scope of services will include study of tunnel alignment options with the goal of minimizing project cost and environmental impacts, as well as establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates, and a preliminary funding plan which will be reflected in a Project Initiation Report; and

WHEREAS, The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act and National Environmental Policy Act; and



WHEREAS, On February 25, 2020, the Transportation Authority issued a Request for Proposals for consultant support to prepare a Project Initiation Report for the project, and by the due date of April 3, 2020, received five proposals in response to the Request for Proposal; and

WHEREAS, A multi-agency selection panel comprised of staff from the Transportation Authority, Transbay Joint Powers Authority, the Peninsula Corridor Joint Powers Board (Caltrain), and the San Francisco Planning Department evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and interviewed three firms between April 21 and April 22, 2020; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates; and

WHEREAS, The contract will be funded with Prop K sales tax funds appropriated through Resolution 20-16; and

WHEREAS, The proposed Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

RESOLVED, That the Transportation Authority hereby awards a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for rail tunnel planning services for the Pennsylvania Avenue Extension Project, and be it further

RESOLVED, That the Executive Director is authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute contracts and amendments to contracts that do not cause the total contract value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 6

DATE: May 4, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba -Deputy Director for Capital Projects

SUBJECT: 05/12/20 Board Meeting: Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension (PAX) Project (Project) • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant support to provide rail tunnel planning services for the PAX Project to prepare it for future state and federal environmental studies. The Project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the Downtown Rail Extension (DTX) at the 4th and King Railyard. By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid. We issued a Request for Proposals (RFP) on February 25, 2020. By the proposal April 3, 2020 due date, we received five proposals. Following evaluation of documents received from all firms, the multi-agency selection panel interviewed three firms and recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The DTX project will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard in San Francisco to the newly-constructed Salesforce Transit Center. In April 2018, the Planning Department released the Railyard Alignment and Benefits Study (RAB) which, among other components, considered alternatives for the Caltrain rail alignment to the Salesforce Transit Center. The report concluded that an underground Caltrain rail alignment beneath Seventh Street and Pennsylvania Avenue connecting to the DTX project was technically advantageous and allow for the reconnection of multiple surface streets in the Mission Bay area, thereby greatly improving emergency access, pedestrian safety, surface transit reliability, and traffic management.

On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the DTX to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue. The PAX will eliminate at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities. The proposed Project will improve vehicular and pedestrian safety by separating train movements from surface traffic and avoid significant delays to surface transit associated with an at grade rail crossing. Subsequently, the San Francisco Mayor's Office endorsed the alignment.

In June 2019 the major stakeholders entered into a Memorandum of Understanding (MOU) associated with the potential future development of the 4th and King Railyard (Railyard), in order to coordinate associated development efforts of the Railyard, DTX, PAX, the 22nd Street Station and other related projects. The parties of the MOU included the Peninsula Corridor Joint Powers Board (Caltrain), the Transbay Joint Powers Authority (TJPA), the City and County of San Francisco, the Transportation Authority, and Prologis, the owner of the 4th and King Railyards property. PAX project development efforts will require close coordination and consultation with all MOU partners as well as the California High-Speed Rail and the San Francisco Public Utilities Commission.

DISCUSSION

We are seeking consultant support to provide rail tunnel planning services to further develop PAX alternatives in the form of a Project Initiation Report. The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The Project Initiation Report will scope tunnel alignment options with the goal of minimizing project cost and environmental impacts. This effort also includes establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates and a preliminary funding plan.



We intend to work closely with our partner agencies leading collaborative projects as discussed above within the corridor. We will also seek input and keep the Transportation Authority Citizens Advisory Committee (CAC) and Board informed of progress as critical draft documents are prepared, and expect to be completed with this effort by summer of 2021.

Procurement Process. We issued an RFP for a Project Initiation Report for the Project on February 25, 2020. We hosted a pre-proposal conference at our offices on March 6, 2020, which provided opportunities for small businesses and larger firms to meet and form partnerships. 21 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of April 3, 2020, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority, TJPA, Caltrain and Planning Department staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to the highest-ranked firm: McMillen Jacobs Associates. The McMillen Jacobs Associates team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around tunneling and operations for Caltrain projects. In addition, the McMillen Jacobs Associates team demonstrated stronger capabilities and experience in conducting geotechnical evaluation and systems planning which are both essential to the success of the project.

We established a Disadvantaged Business Enterprise (DBE)/ Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 20% for this contract. Proposals from all teams exceeded the contract goal. The McMillen Jacobs Associates team includes a combined 20.5% DBE/LBE/SBE participation from multiple subconsultants, including CHS Consulting Group, an Asian Pacific-owned firm; Freyer & Laureta, Inc., a San Francisco-based and Asian Pacific-owned firm; and Slate Geotechnical Consultants Inc., a women-owned firm. McMillen Jacobs Associates is headquartered in San Francisco.

FINANCIAL IMPACT

The contract amount will be funded with Prop K sales tax funds, appropriated through Resolution 20-16. The Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract.



CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services

Attachment 1

Scope of Services

The Transportation Authority seeks consultant services to prepare a Project Initiation Report for the Pennsylvania Avenue Extension (PAX) Project (Project). It is anticipated that a contract will be awarded for a one-year term.

Specific tasks include: 1) Project Management, 2) Goals and Objectives, 3) Alternatives Development, 4) Environmental Constraints, 5) Project Implementation Plan, 6) Cost and Funding, and 7) Project Initiation Report. The tasks are detailed below.

Task 1: Project Management

This task provides for management of PAX initiation efforts, interagency coordination meetings, and regular progress updates. The selected consultant will set the Project schedule to meet project milestones and ensure timely delivery of required studies, permitting documents as needed, presentations, and technical reports.

Work Plan and Schedule: Develop Work Plan to complete pre-environmental planning work and project due diligence. Establish baseline project schedule to meet milestone deliverables and required board cycle approvals.

Meetings: Coordinate regular team meetings to establish project goals and objectives as well as meetings with Transportation Authority staff and 4th and King Railyard Memorandum of Understanding (MOU) partners to monitor deliverable progress against project objectives and avoid scope creep.

Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.

Deliverables:

- *Work Plan*
- *Project Schedule*
- *Meeting Agendas and Minutes*
- *Review Logs and Progress Reports*

Task 2: Goals and Objectives

This task will identify the project's purpose and goals to be accomplished. This will be summarized in the preliminary Background, Purpose and Needs statement to be utilized as a starting point for the follow-on work and supported by distinct metrics to be used during evaluation of project alternatives.

Project Development History: Review and summarize background material relating to the proposed PAX and related projects. Background documents include but are not limited to: the Railyard Alignment and Benefits Study, Caltrain Business Plan, ConnectSF and related corridor studies.

Regional Project Coordination: The selected consultant will coordinate their efforts with other related projects being developed within the region and include information and data from all connected

projects such as Downtown Rail Extension, 22nd Street Station, 4th and King Railyard Development, Rail Storage planning, the Folsom Area Storm Sewer Tunnel, and other projects in the vicinity of the Project area.

Evaluation Criteria: The consultant will seek input from the MOU partners, as well as other affected stakeholders to define project goals and objectives, which will inform the alternatives evaluation framework.

Deliverables:

- *Project Background, Purpose and Need Statement*
- *Project Goals and Metrics*
- *Evaluation Framework*

Task 3: Alternatives Development

The selected consultant will develop and analyze concept-level project alternatives for undergrounding the rail corridor along the Pennsylvania Avenue alignment. The alternatives analysis will include investigating and documenting constraints for proposed options and efficient connection to related projects. The selected consultant will need to work closely with MOU partners in the development of related projects to define project interfaces. This task also includes seeking input from the Transportation Authority Citizens Advisory Committee (CAC) and Board on project alternatives.

Alignment Development: Identify preliminary horizontal and vertical alignments. Review options for southerly portal location (north or south of existing 22nd Street Caltrain station).

Utilities Conflict: Identify major existing and planned underground utilities within the Project vicinity to evaluate conflict potential. Review interagency master planning efforts and decommissioning plans.

Alternatives Analysis: Evaluate typical cross section alternatives for each alignment and compare conflict with utilities and adjacent projects. Analysis should also consider alternatives against each of the Project goals developed as part of Task 2.

Deliverables:

- *Alignment Alternatives*
- *Utilities Conflict Mapping*
- *Recommended Alternatives for Environmental Review*

Task 4: Environmental Constraints

The selected consultant will develop a preliminary environmental assessment to understand project constraints and estimate mitigation costs.

4.1 Geotechnical Study Report: Identify potential geophysical project constraints including geotechnical conditions and seismic risk mapping.

4.2 Hydrology Study: Identify potential hydraulic project constraints including groundwater mapping, storm water runoff, drainage and sea level rise risk.

4.3 Traffic Impact Study: Identify preliminary project impacts during and after construction including impacts and changes to vehicular and rail traffic flow, construction access and emergency services.

4.4 Environmental Issues: Identify other potential social concerns including environmental justice, construction noise and vibration, air quality, shading, possible contaminated soil or hazardous materials, archeological sites and cultural references.

4.5 Environmental Mitigation: Consider potential mitigation measures. Identify key stakeholders that should be consulted during the environmental analysis. Anticipate environmental processing type for both the California Environmental Quality Act and National Environmental Policy Act clearance.

Deliverables:

- *Geotechnical Study Report*
- *Hydrology Study*
- *Traffic Impact Study*
- *Environmental Issues Log*

Task 5: Project Implementation Plan

The selected consultant will develop a preliminary project implementation plan that will consider issues such as potential lay-down areas, right of way acquisition, easements, utility relocations and construction sequencing.

5.1 Site Access Plan: Develop a plan to access required work areas and determine constraints to possible work.

5.2 Utility Relocation Plan: Prepare high-level utility relocation planning for likely alternatives.

5.3 Right of Way and Easements: Understand and document all land ownership within the Project vicinity including existing land holders, leases, easements and right of ways. Determine process for transfer or purchase of required right of way.

5.4 Preliminary Schedule: Prepare a program level schedule with key milestones for the environmental process, right of way acquisition process, design and construction including multiple contracts if appropriate and commissioning and testing. The schedule should contain timeframes for procurement of services, start and end times, and opportunities for public review and input.

Deliverables:

- *Site Access Plan*
- *Utility Relocation Plan*
- *Preliminary Right of Way Acquisition Plan*
- *Preliminary Project Schedule*
- *Preliminary Project Implementation Plan*

Task 6: Cost and Funding

The selected consultant will work with Transportation Authority staff to understand potential economic impacts of the Project including estimated project costs and economic benefits such as travel-time savings due to the elimination of at-grade rail crossings, as well develop a preliminary funding plan for the Project.

Cost Estimate: Prepare a program level cost estimate for likely project delivery alternatives. The costs should consider potential project construction methods, project access constraints, relocation of utilities and overall program schedule.

Risk Management: Work with the Transportation Authority and stakeholders to understand project risks relating to each likely alternative. Risk analysis should consider: technical design, environmental mitigation, construction, right of way- including permanent and temporary easements, permits, governing agency participation costs - including administration, oversight, commissioning and testing.

Preliminary Funding Plan: Identify potential funding sources and prepare a preliminary funding plan for the project.

Deliverables:

- *Alternatives Cost Estimates*
- *Risk Register*
- *Preliminary Funding Plan*

Task 7: Project Initiation Report

The selected consultant will develop a final report summarizing the findings and recommendations of the technical assessment work. The report should provide comparative costs and benefits of the alignments considered during the Study. The Transportation Authority and the MOU partners will utilize this Project Initiation Report to establish a basis for project development. This task includes presentations to the MOU partners, Transportation Authority CAC and Board.

Deliverables:

- *Draft Project Initiation Report*
- *Final Project Initiation Report*

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