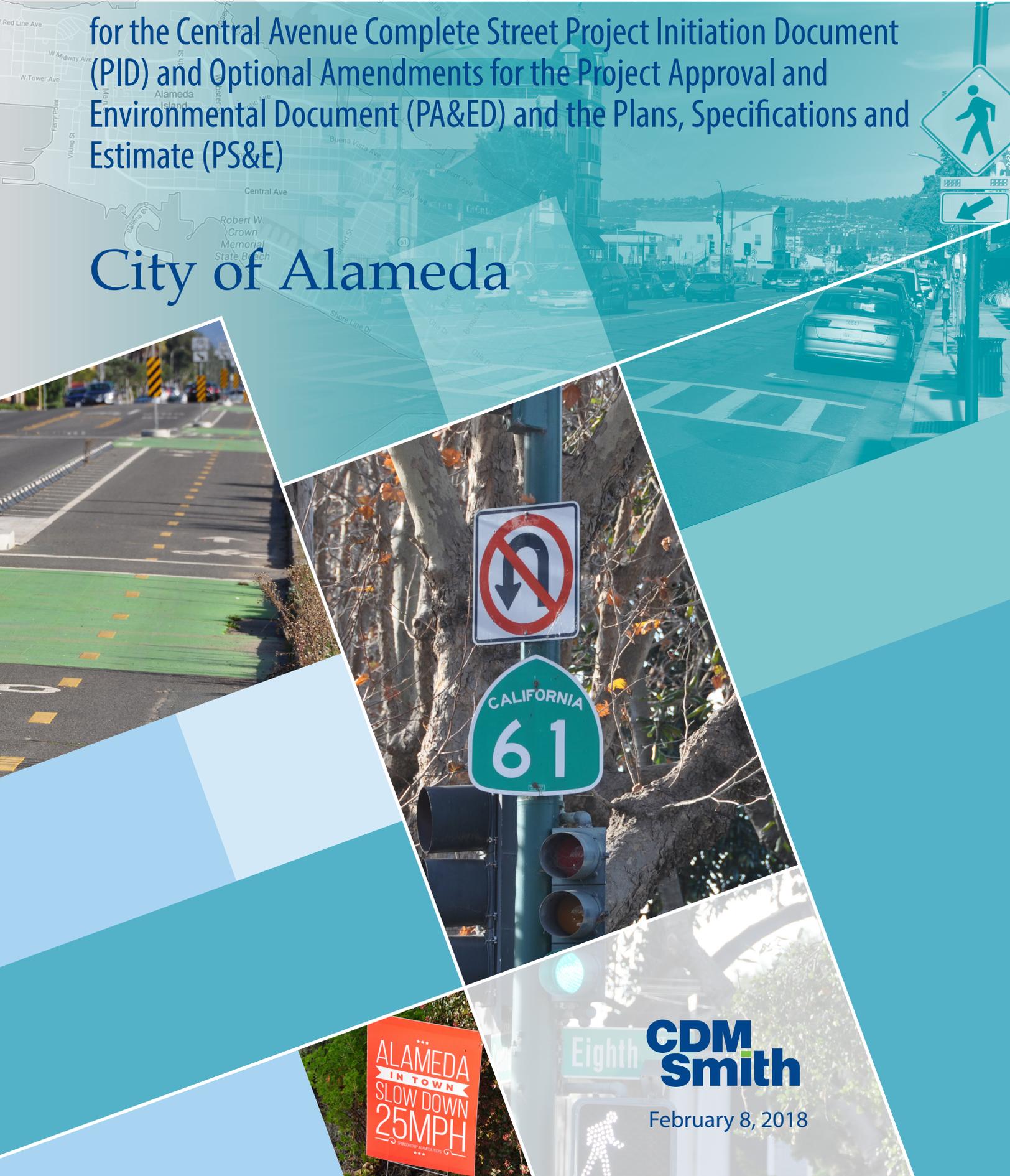


PROPOSAL FOR PROFESSIONAL ENGINEERING SERVICES

for the Central Avenue Complete Street Project Initiation Document (PID) and Optional Amendments for the Project Approval and Environmental Document (PA&ED) and the Plans, Specifications and Estimate (PS&E)

City of Alameda



**CDM
Smith**

February 8, 2018



220 Montgomery Street, Suite 1418
San Francisco, CA 94104
Tel: 415.495.6201
Fax: 415.402.0718
cdmsmith.com

February 8, 2018

Gail Payne, Transportation Coordinator
Base Reuse and Transportation Planning Department
City of Alameda
2263 Santa Clara Avenue, Room 130
Alameda, California 94501

Subject: ***Response to Request for Professional Engineering Services for the Central Avenue Complete Street Project Initiation Document (PID) and Optional Amendments for the Project Approval and Environmental Document (PA&ED) and the Plans, Specifications, and Estimate (PS&E)***

Dear Ms. Payne:

The City of Alameda (City) is a unique island community faced with a wide variety of physical, land use, and transportation issues and challenges, and is committed to improving transportation options for community members. In 2017, the City received confirmation of full funding for the Central Avenue Safety Improvement Project totaling \$10.8 million in federal and state grant monies and a local match of \$1.4 million for a total project cost of \$12.2 million. The purpose of the improvements is to make Central Avenue safer for Alamedans in cars, on bikes, using transit, and walking along this corridor. This complete street project will also provide the first cross-island bicycle facility in Alameda, spanning from High Street to Alameda Point. The required next step is to develop a PID in coordination with the California Department of Transportation (Caltrans).

CDM Smith Inc. (CDM Smith) is excited about the opportunity to partner with the City on this important project and bring the vision for Central Avenue closer to reality. In the past two years while working on the Transportation Choices Plan (TCP), we have gained tremendous insight into the transportation characteristics of the island and the community's concerns and interests relative to transportation. CDM Smith and its team understand that it is important for consultants working for the City to function as an extension of staff. We have assembled a team of highly qualified consultants that have extensive Complete Streets, City, and Caltrans experience to bring the Central Avenue project closer to implementation. The CDM Smith team is excited to play a major role in the Central Avenue Complete Street project, providing improved mobility options for users of all modes and promoting safety through context-sensitive planning and design. Our team is up-to-date and is applying the latest Complete Street research, policy development and implementation, and innovative approaches such as those developed by the National Association of City Transportation Officials (NACTO). The Central Avenue project provides an amazing opportunity to implement the most current best-practices in terms of urban mobility, pedestrian and bicycle infrastructure, and green stormwater infrastructure. The City is uniquely situated due to geography, topography, climate, and demographics to be a model example of a safe, efficient, multimodal community. Recent (Fernside and Shore Line road projects) and ongoing (Jane Sweeney Open Space Park and Cross Alameda Trail) projects are providing excellent Complete Streets infrastructure in the City, and the CDM Smith team looks forward to further leveraging this improvement on Central Avenue to continue the transformation of the City.

The CDM Smith team brings to the table:

- Direct experience working for the City on a variety of projects
- Experience working with Caltrans and following the Caltrans project development process
- Extensive experience with Complete Streets projects using the latest design innovations
- A staffing plan that provides specialists in all the key knowledge areas required for this project – a team that has worked together successfully in the past and at present.



This project will be challenging as a broad variety of viewpoints and concerns will need to be addressed. The following sections provide more detail to our understanding of the project, our approach, and our staffing plan. Enclosed with this letter is our detailed scope, schedule, cost estimate (in a sealed envelope), as well as our requested changes to the proposed agreement.

CDM Smith has the personnel and financial resources to complete this project within the proposed budget and schedule. In 2017, CDM Smith realized more than \$2 billion in revenues. Our financial strength allows us to provide the necessary resources to successfully manage and execute this project in accordance with the City's goals.

CDM Smith team projects in the City of Alameda



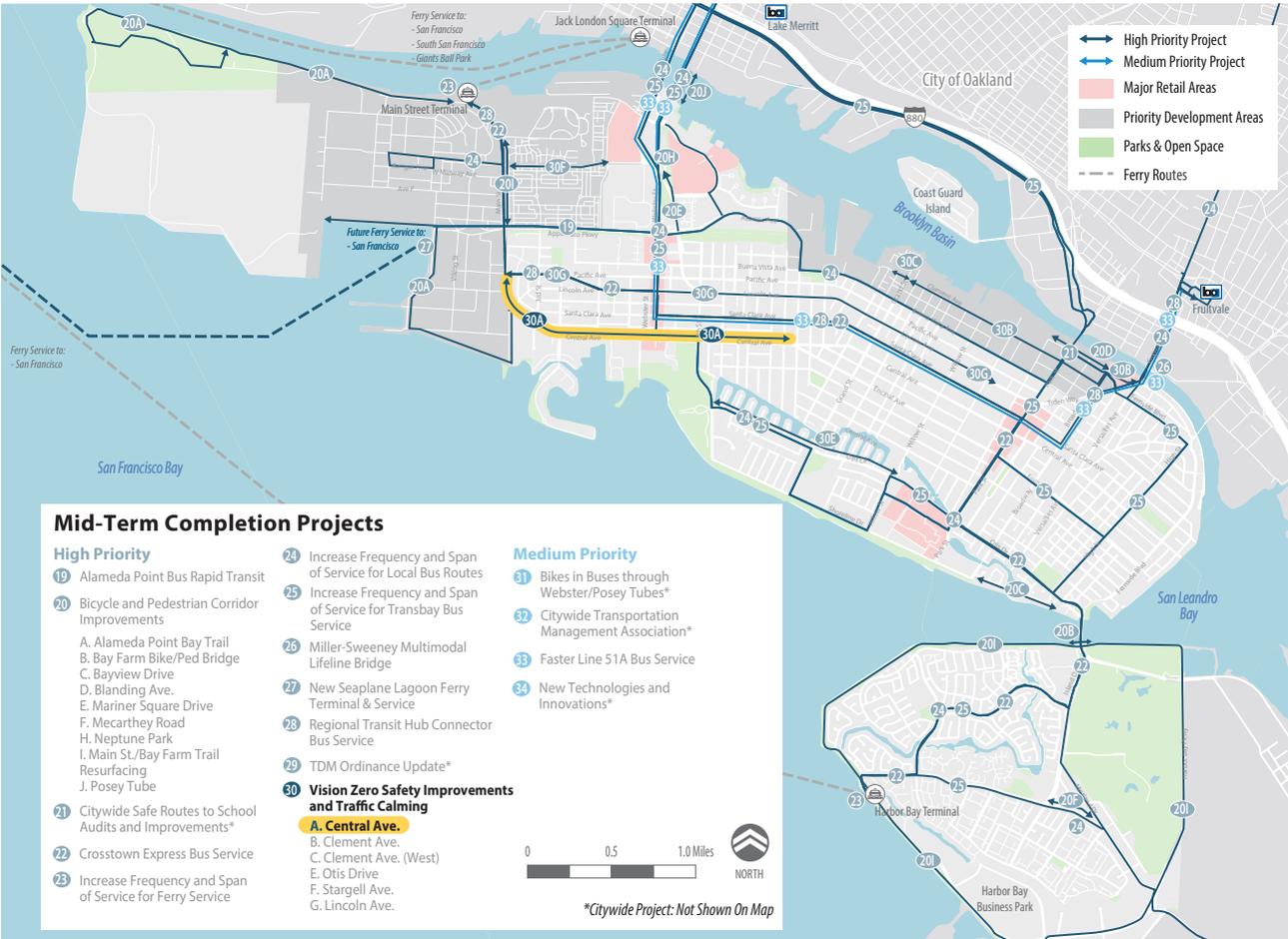
Section 1

Understanding and Approach

Central Avenue, as its name implies, extends east-west through the central part of Alameda linking the west end (including the Naval Air Station Alameda Priority Development Area) and the Webster Street commercial district with the Park Street commercial district, as well as residential areas located along the route. The Central Avenue Complete Streets Project will create a multimodal street between Pacific Avenue/Main Street and Sherman Street/Encinal Avenue (1.7 miles). As shown on the map below, this project is part of a citywide strategy to create an integrated network of Complete Streets with facilities for transit, bicycles, and pedestrians in the context of improving safety for all modes, reducing the number of drive-alone auto trips and vehicle miles of travel, and encouraging the use of transit and non-motorized travel.

East-west travel is particularly important in the City as many of the schools are clustered toward the west end and the access to the bridges and tubes that lead out of the city is concentrated at the west and east ends of the island. There are 12 schools adjacent or nearby Central Avenue including charter schools which attract students from throughout the City. The City's largest park, Washington Park, as well as the adjacent Robert W. Crown Memorial State Beach, is also located on Central Avenue. Provision of bicycle facilities on this street segment will create a five-mile-long, cross-town bikeway, and address a gap in the Bay Trail. A portion of Central Avenue is also served by AC Transit's Lines 20 and W. Central Avenue will be an importation access route to the planned Seaplane Lagoon Ferry Terminal.

Figure 1 Citywide Context



Vehicular speeds along the corridor range from 5-8 mph over the 25-mph speed limit, with nearly four bicycle and pedestrian injury-involved collisions a year. The corridor is frequented by many vulnerable users, with 4,500



Wide lanes and excess roadway width, shown here on Central Ave at 4th St, encourages high vehicular travel speeds.

students attending school in the area, nearby parks, and senior care facilities including the Bay Harbour Care Home on Central Avenue and the Mastick Senior Center located a block from Central Avenue.

In the recently approved TCP prepared by CDM Smith, the City designates the Central Avenue project as part of an overall effort of citywide “Vision Zero Safety and Traffic Calming Projects.” The Central Avenue project is slated for mid-term completion (3-8 years) and is rated as “High Priority.”

Project Details

The Central Avenue Complete Street project aims to create a more multimodal, sustainable community in the City and improve safety through reduced collisions and improvements in Complete Street infrastructure. The 1.7-mile Central Avenue Complete Street project consists of:

- A reduction from four to three lanes in certain segments
- Addition of 8,500-linear feet of Class II bike lanes or sharrows
- A 3,100-linear foot 2-way separated bikeway from Pacific Avenue to Paden Elementary School

- 85 bicycle racks
- New traffic signal at Third Street
- Modification of the existing traffic signal at Fourth Street
- Nine new crosswalks
- Pedestrian activated beacons, signs, or lights at five locations
- Pedestrian refuges at three locations
- Curb extensions at 14 locations
- Americans with Disabilities Act curb ramp upgrades
- Six accessible on-street parking spaces
- Enhanced bus stops for AC Transit’s Lines 20 and W

The intersection of Central Avenue at Webster Street is also a critical location, as this intersection serves as a gateway to the Webster Street commercial district. Webster Street is also a key access route to the Webster Street-Posey Street Tubes connecting to Oakland. This intersection, which has narrow approaches, is a bottleneck in the network, but also a focal point for vehicular, bicycle, and pedestrian traffic.

A portion of the corridor, State Route 61 between Webster and Sherman Streets, is under Caltrans’ jurisdiction. Caltrans will be a partner with the City in this project and will need to come to agreement with the City on the operational and physical features of the corridor during the development, design, and ultimate implementation of the project. The PID will lay the foundation for this ongoing collaborative work effort, and it is essential that the consultant team, the City, and Caltrans all work effectively together.

Figure 2 Central Avenue Understanding and Opportunities Map



Development of the Central Avenue project has not been without controversy. The development of the project needs to be sensitive to all the discussions and debates that have occurred to date, but also needs to focus on a path forward that fulfills the City's goals and enhances mobility in this critical corridor. A focused and effective public outreach process will be needed to address the requirements of the PID process, as well as to respond to the concerns of the community and the stakeholders as they arise.

Staffing and Management Approach

The staffing plan developed by the CDM Smith team for this project includes individuals with the necessary expertise in project management, Complete Streets planning and design, knowledge of the Caltrans PID process, public outreach and stakeholder engagement, and an understanding of the City's goals and objectives. This experience is highlighted in the project experiences of the CDM Smith team's task leads and the successful history of CDM Smith, Parsons, and PlaceWorks partnering to deliver the TriLink Project Study Report - Project Development Support (PSR-PDS) for Contra Costa Transportation Authority.

A successful project begins with effective project management. The project management approach for the CDM Smith team is based on three principles: trust and teamwork; open and frequent communication; and documentation. The CDM Smith team is based on the past working relationships and experiences of the firms and individuals that make us the team. Task leads will use their experience in their respective disciplines in advancing the project and in the completion of deliverables. Through consistent communication between the task leads and the Project Manager, **Thaddeus Wozniak**, each task lead will have a firm understanding of their responsibilities and how those fit within the greater project team. Records will be kept throughout the life of the project to document discussions, decisions, and action items. This will allow the project to move forward efficiently and not repeatedly revisit past topics. These records will be in the form of meeting minutes, risk and issue logs, decision logs, and action item lists.

Outreach Strategy

From the onset the Central Avenue Complete Streets Project presented challenges because the community was a bit uncomfortable with change. The City had recently completed a road diet project on Shore Line Drive, and while many in the community celebrated the multimodal and safety improvements, a subsection of the community was having difficulty adjusting to this change. Responding to the Shore Line Drive project and the start of the Central Avenue project, this subsection of the community formed the well-organized advocacy group *I Drive Alameda*, an advocacy group with interests and viewpoints 180 degrees from the bicycle/pedestrian advocates, led by *Bike Walk Alameda*. *Bike Walk Alameda* has been advocating

for improvements on Central Avenue for at least ten years, and has been instrumental in advancing the Complete Streets proposal for the corridor. The organization is broadly supportive of the City's planned project but continues to press for additional safety improvements.

The Central Avenue design concept lands right between the views of two advocacy groups and Alamedans in general, tend to be well informed and engaged in their community, which is a good thing. Some want their communities to remain unchanged, while others aren't satisfied with anything less than what is, in their mind, the ideal solution. The success of the Central Avenue Complete Street Project will revolve around the CDM Smith team's ability to listen carefully to what the community has to say, to meet with the stakeholders and understand their interests, and to provide information in a manner that can be easily understood and is accurate and responsive to the questions and concerns that have been expressed. City staff are highly experienced and adept at addressing such controversy and the role of the CDM Smith team will be to support and facilitate the efforts by staff. This approach worked well during the preparation of the TCP.



Alamedans are well informed and engaged in their community.

Outreach for the Central Avenue PID will build on the lessons learned through the Concept Plan effort, which was led by PlaceWorks, and should carry forward the emphasis on accuracy, clarity, and transparency. As with most Complete Streets projects, Central Avenue must serve the needs of many users and a design that asks drivers to safely share space with cyclists, pedestrians, and transit. This can evoke strong reactions in drivers who are happy with the existing status quo. At the same time, conversations about design and ideas for potential solutions will not be effective if they attack or alienate existing residents, particularly those for whom biking or walking may not be a realistic choice. Our approach is based on the principles of involving a broad and representative range of viewpoints, cultivating respectful interactions, and educating all participants to build a shared understanding of opportunities and constraints. ***A key task early in the PID outreach efforts will be to work closely with staff to articulate the specific aspects of the Council-approved concept that will be carried forward and the specific aspects of the design that community input can still affect.*** These decisions will enable us to move forward with a process that does not re-open decisions that have already been made, while maximizing opportunities for public engagement on targeted questions that have not yet been resolved.

Given that a "complete" Central Avenue is one of *Bike Walk Alameda's* top priorities and that the group has outstanding concerns, the organization will need to be considered one of the main stakeholders in the PID phase of the project. In addition to general outreach

tools and strategies, targeted efforts should be used to engage the organization's members as well as the broader Alameda cycling community throughout the PID process. Outreach strategies that can have particular appeal to bicyclists include fact-finding and brainstorming group rides or walks, and pop-up demonstration projects of proposed improvements, using traffic cones, planters, chalk paint, and other inexpensive, temporary solutions.

On our projects, CDM Smith stresses the need to listen first, take time to think through the issues expressed, and then come up with answers or solution that are responsive in a constructive way to the initial concerns. This is the approach we used in the preparation of the TCP, and the result was a much better plan that now has a broad level of support.

Sometimes conflicts cannot be resolved, and for the project to move ahead, those empowered to make such decisions must act. Our role is to make sure that the decision makers have sound information on which to make what is often a difficult choice, and that they trust that the information they have received is accurate, reasonable, and represents a sincere effort to address the issues at hand.

During the further development of the project, it will be important not to lose sight of what has already been accomplished with the conceptual design. While there will likely need to be refinements and adaptations to the design to address site specific issues, the underlying concept, goals, and objectives of the project need to be kept in focus. Safety, in particular, can be a driving force to support changes which manage the conflicts between general traffic, transit vehicles, bicycles, and pedestrians.

During the PID phase, the CDM Smith team will review the work done in the Central Avenue Complete Streets Concept Report (March 28, 2016) in greater detail and look for additional opportunities to improve safety and mobility throughout the corridor. The review will focus on four main topics:

- Changes in guidance and best practices since the Concept Report was published
- Attempting to close gaps in the modal network
- Addressing locations needing resolution in the Concept Report
- Performing a fatal flaw analysis

Evolution of Best Practices

Since the Concept Report was completed in March of 2016, best practices in Complete Streets have changed as additional design guides have been published and rulings have impacted the use of some treatments included in the Concept Report. The members of the CDM Smith team are actively employing these updated and enhanced guidelines in our work and will apply these to Central Avenue. NACTO has released extensive guidance into urban street

design over the last few years, including the *Transit Street Design Guide* (April 2016), the *Urban Street Stormwater Guide* (June 2017), and *Designing for All Ages & Abilities* (December 2017), which builds upon the *Urban Bikeway Design Guide*. Caltrans has also provided additional guidance geared toward bicycle and pedestrian improvements with the release of the *State Bicycle and Pedestrian Plan* (May 2017) and an update to the *Complete Streets Elements Toolbox* (January 2017). CDM Smith will review the Concept Report concept design with respect to this guidance, and will implement best practices that have been established since the Concept Report was published.

On December 21st, 2017, the Federal Highway Administration rescinded IA-11, which provided the interim approval to use Rectangular Rapid Flashing Beacons (RRFBs), due to patent claims. As a result, the five RRFBs proposed for Central Avenue will need to be replaced with a different technology. The CDM Smith team will discuss other pedestrian-activated technologies with the City, including pedestrian warning beacons, in-roadway warning lights, and using flashing LEDs in the boarder of a warning sign.

According to Caltrans Deputy Directive DD-64-R2, "Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system." Caltrans stresses the continuity of modal facilities in their definition of a complete street as published in their *Complete Street Brochure* (2014), stating "Complete Streets policy leads to a seamless, interconnected transportation systems. Continuity in each mode and attention to places where modes connect allows people to take 'complete' trips. . ." Based on this guidance, the CDM Smith team will look into opportunities to close the gaps in the bicycle infrastructure in the Central Avenue corridor as shown in the Concept Report, specifically looking to address the gap in the two-way cycletrack from just west of William G. Paden Elementary School to the intersection of the San Francisco Bay Trail and Central Avenue, just west of Crown Drive, and the gap in the Central Avenue bicycle lanes from McKay Avenue to Burbank Street on Central Avenue.

The gap between the cycletrack improvements and the Bay Trail is a great example of how even a small gap in continuity can have large impacts in the mobility for users of all-ages and all-abilities. As shown in the Concept Report, this short gap of only 975 feet results in a much more difficult path of travel to westbound people who bike, forcing users to connect between the two segments of the all-ages and all-abilities Bay Trail by crossing Central Avenue twice, first from the south side of Central Avenue to the north side via a pedestrian activated beacon at Crown Street, continuing in a Class II bicycle lane for 1,300 feet, and then back from the north side of Central to the south side via a bicycle phase at the signal at Fourth Street.

As indicated in the RFP, the intersection of Central Avenue and Webster Street needs additional study, community outreach, and subsequent City Council approval. This intersection is a critical link between the residential communities to the east of Webster Street along and adjacent to Central Avenue and the commercial centers on Webster Street. Additionally, Webster Street is the continuation of State Route 61, turning north from Central Avenue to access the Webster and Posey Tubes, Oakland, and I-880, and experiences moderate rush hour traffic. Traffic volume projections for 2035 in the Concept Report show volumes at this intersection right at the capacity limit for a two-lane roadway, however the projections do not assume any diversion to different routes or modes associated when the project is completed. The CDM Smith team will provide a closer analysis of the traffic operations at this location in Synchro and propose alternatives that utilize mode shifts or changes in traffic signalization to provide sufficient intersection operations while maintaining a project goal of multimodal safety.

The CDM Smith team will review the Concept Report and alternatives developed to address modal gaps and the Central Avenue and Webster Street intersection with a fatal flaw analysis. This analysis will look at the 10% level designs and identify any configurations or treatments that are not likely to gain approval from Caltrans. These locations will be further evaluated as to their ability to meet the project's goals and promote safety along the corridor. Elements that provide little value in terms of meeting project goals or improving safety will be redesigned or removed. Elements that make significant positive impacts toward the project goals or safety will be discussed with City staff and a determination will be made whether to pursue design exceptions or adjust the elements in the design.

Caltrans Process



A portion of State Route 61, Central Ave is subject to the Caltrans Approval Process, starting with the Project Initiation Document

The next phase of the project is to develop a PID in coordination with Caltrans. The Caltrans PID process combines engineering requirements, stakeholder and community input, and Caltrans approval with the environmental process to determine the resources, monitor expenditures, and manage the work load for Caltrans, the City, and the engineering team. Any major work on the State Highway System, regardless of how it is funded, requires an approved PID. The RFP indicates that the type of PID anticipated is a PSR-PDS. The PSR-PDS is meant to streamline the PID process, as compared to the PSR, by reducing the effort required to obtain scope approval and program funding for the PA&ED phase of the project. The majority of the PSR-PDS is based on the analysis of existing information to determine the

resources, both financially and in terms of person power, required to complete the PA&ED phase. As the PSR-PDS does not require the same level of engineering detail as a PSR, it will not provide conceptual approval of the project.

While it is the CDM Smith team's understanding that coordination with Caltrans has already begun through the Office of Local Assistance, based on prior experience, the team recommends that the project be treated as a capital oversight project and place the project under the Division of Program/Project Management Division at Caltrans District 4. In many occasions, projects beginning in the Office of Local Assistance end up under the Division of Program/Project Management with a lot of time lost. Starting the project under the Division of Program/Project Management can help to decrease the project timeline.

The CDM Smith team will follow the requirements of the Caltrans Project Development Procedures Manual in developing the PID, with an emphasis on Appendix S – Preparation Guidelines for PSR-PDS PID. The CDM Smith team will also utilize the Manual in preparing the Preliminary Environmental Analysis Report (PEAR).

The CDM Smith team will work with the City and the Caltrans Project Development Team to draft a Project Purpose-and-Need. The Purpose-and-Need is the foundation of the project, explaining the priority of the project with respect to the project's need – an identified transportation deficiency, and purpose – the objectives that will be met by the project to address the deficiency. The statement will be crafted to specifically address the needs of the Central Avenue corridor, while providing the flexibility needed to provide alternatives that satisfy the purpose of the project. For the Central Avenue Complete Street Project, the Purpose-and-Need will focus on safety and providing a system linkage for bicycle and pedestrian transportation modes.

PEAR Preparation

As a critical component of the PID, the PEAR for the Central Avenue project will provide a key review of the environmental background conditions, anticipated permitting needs, and level of anticipated environmental documentation required. It will identify estimated costs and a feasible schedule for the phases of work beyond the PID. The PEAR also will identify reasonable assumptions and foreseeable risks for environmental compliance.

A PEAR study for each environmental discipline will be conducted at a desktop level following the guidelines in the Caltrans PEAR Handbook. Sensitive resource mapping will accompany resource topic areas as appropriate to enhance data analysis and aid engineering efforts to help identify potential design constraints. The results of each study will be summarized by the generalist and included in the PEAR. The environmental and engineering groups will work closely together to ensure that each has the most recent information about the project and the individual studies.

Technical specialists will prepare topic-specific technical memoranda for internal team use which will support development of the PEAR:

- Summary of methodology and findings, as outlined in the PEAR Handbook
- Assumptions used to make the findings
- Identification of needed permits
- Anticipated mitigation measures and costs (and resources needed by Work Breakdown Structure code)
- Schedule for completing future studies

Our preliminary analysis indicates the project as currently scoped will not induce growth nor will it impact farmlands/timberlands. Two resource areas – hazardous waste/materials and paleontology – will have full studies completed as part of the PEAR, in accordance with the Caltrans handbook guidelines.

Traffic Engineering Performance Assessment (TEPA) Report

One of the important technical reports during this phase is the TEPA report. The intent of the TEPA during this stage is to provide the basis for future traffic analysis needed for the PA&ED phase. At the PSR-PDS PID stage, the traffic forecasting activities and tasks should utilize readily available information, traffic models, and other traffic counts. The CDM Smith team will discuss with the City and Caltrans, how to utilize existing data, transportation reports, and performance monitoring systems to provide the analysis needed for the PID report. The team has extensive experience providing this kind of macro-level analysis through working with various Caltrans districts.

The project will be funded using Federal Active Transportation Funds and local funding sources and is therefore subject to review under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). We have assumed that Caltrans will serve as the federal lead for NEPA and as the lead agency for CEQA review. Based on a preliminary review of the environmental setting and an understanding of the level of public controversy regarding the project, we think that an Initial Study (IS) under CEQA and an Environmental Assessment (EA) under NEPA is appropriate. The team will prepare a joint IS/EA document as required under Caltrans Standard Environmental Reference guidelines.

PA&ED (Optional Task)

For projects initiated through a PSR-PDS, such as Central Avenue, a Project Report (PR) is used to program the remaining capital outlay support and capital outlay project right-of-way and construction estimates. As the level of detail prepared during the PSR-PDS is less than that is a PSR, additional studies and evaluations that are done for a PSR will need to be completed for the PR, such as Design Exception

Fact Sheets. The Draft PR approves the release of the draft environmental document to the public for comments. After public comments are considered and a preferred alternative is selected, the Draft RP is revised and submitted as the PR with the final environmental document attached.

When a PSR-PDS is used to initiate a document, preliminary engineering begins after completing the PSR-PDS, starting in conjunction with the environmental studies. Preliminary engineering entails collecting the additional data needed to refine the project's designs, such as completing a topographic survey, and advancing the level of design from the 10% level developed in the PID phase to a 35% level. Upon approval of the environmental document, the project can advance into final design, which advances the level of the engineering in stages to 65%, 95%, and to 100%. It is in this phase that the full engineering package, PS&E, is completed.

PS&E (Optional Task)

The City's Public Works references the Caltrans Standard Plans allowing the entire corridor, both the segment within Caltrans right-of-way and the segment outside of Caltrans right-of-way, to be designed using the same set of details, materials, and specifications. The roadway geometrics for the Caltrans portion of the corridor will be designed based on the Caltrans Highway Design Manual, incorporating additional treatments using design exceptions where they have the largest impact to safety. The design of the segment outside of Caltrans right-of-way will be based on NACTO's *Urban Street Design Guide and Urban Bikeway Guide* and City guidelines, such as the *City of Alameda Pedestrian Design Guide*. Signing and striping design will be in accordance with the *California Manual on Uniform Traffic Control Devices*. Drainage design will utilize the *Alameda County Hydrology and Hydraulics Manual* and look to implement national green stormwater infrastructure best-practices based on NACTO's *Urban Street Stormwater Guide* and CDM Smith's extensive green stormwater infrastructure experience in places such as New York, Philadelphia, and Los Angeles.

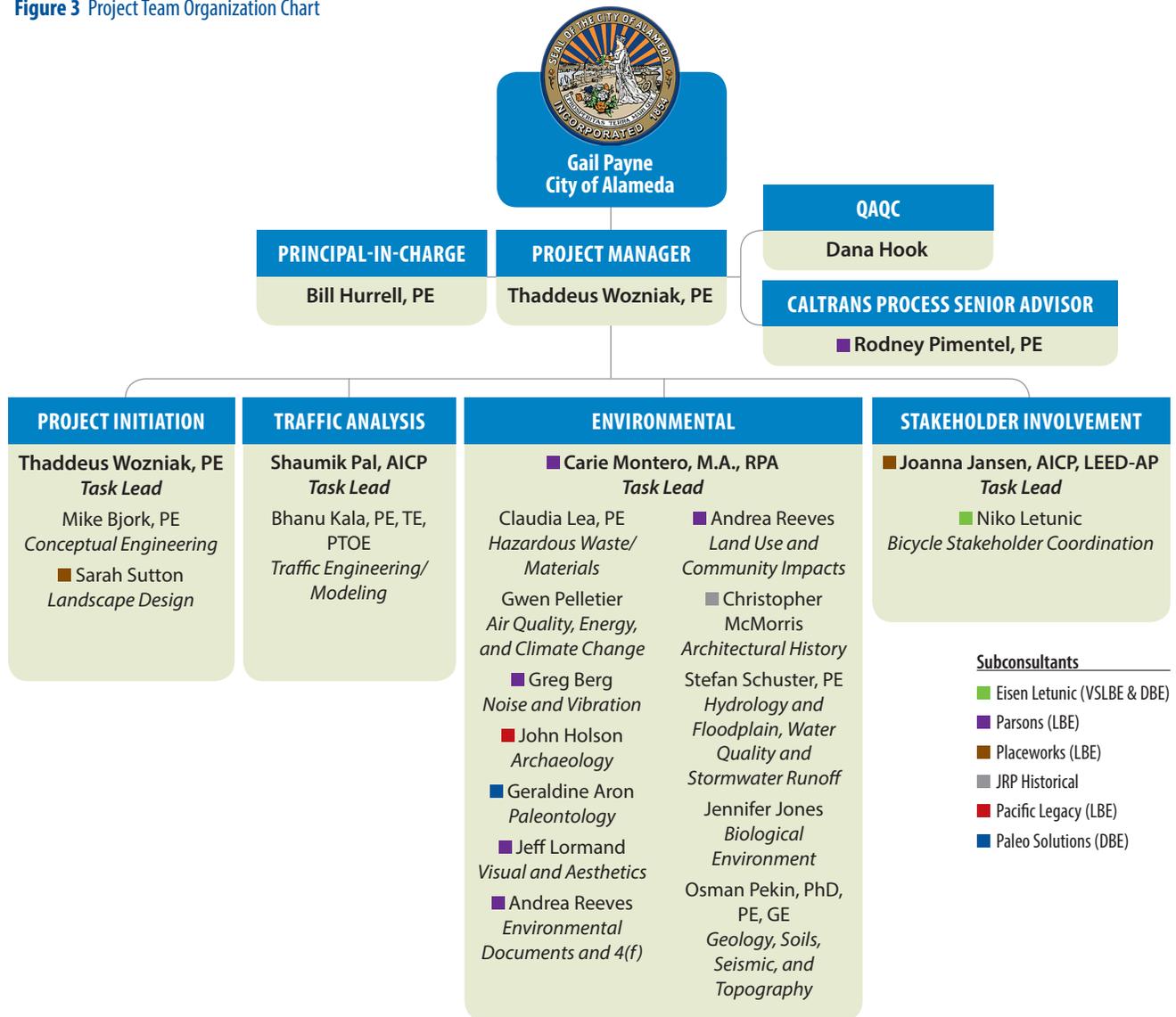
Throughout the final design process, the environmental team will check in regularly on final design milestones to ensure the project's conditional exclusions/conditional exceptions (CE/CE) determination is still valid. Any design changes will be reviewed for impacts to the CE/CE decision. If changes are significant, a reevaluation may be needed. The CDM Smith team will advise the City and the Project Development Team as soon as this assessment is made so that the best course of action can be agreed upon.

Just prior to "Ready to List", the CDM Smith environmental team will fill out the Caltrans environmental certification form for approval. This form asserts the CE/CE is still valid, all components of the PS&E work have been incorporated into any permits or required approvals, and all commitments have been incorporated in the complete PS&E package.

Section 2

Project Manager/Key Staff

Figure 3 Project Team Organization Chart



CDM Smith is proposing an experienced team accustomed to working in complex multimodal corridors to assist the City with the Central Avenue Complete Street project. We formed a team with trusted partners that have worked with the City, other cities in Alameda County, and Caltrans District 4. These team members bring depth and experience in project development, outreach, environmental, engineering, and construction support for Complete Streets projects. Our team has demonstrated a commitment to collaborating with

project partners and to producing high quality work within the agreed project scope, schedule, and budget. This team is also experienced in the CDM Smith approach to developing projects from the conceptual phase all the way to actual construction.

Thaddeus Wozniak, PE, will be the team **Project Manager**, the **CDM Smith Lead**, and the City's main point of contact. He will be leading the team to and will provide the City with service and staff

that is responsive and is focused on quality and implementation. Thaddeus has local and national project experience with Complete Streets and designing transit corridors. Thaddeus has led all aspects of Complete Streets design; roadway geometrics; signing and striping; construction staging; and maintenance of traffic, bicycle and pedestrian facilities as well as overseeing traffic analysis for projects. Currently, he is serving as the bus rapid transit (BRT) planning and design lead for the Madison BRT project in Seattle, Washington, where he is overseeing the traffic analysis and the design of dedicated bus lanes, protected bicycle lanes, and pedestrian crossings in a constrained environment with the goal of providing a safe environment for all users. Similar to what will be required for the Central Avenue project, he led our efforts to take the conceptual plans developed by another consultant, secured community support, obtained Federal funding support, and prepared preliminary and final design plans (final design is currently in progress).

In the Bay Area, Thaddeus has experience as a project manager or deputy project manager with the City of Oakland, AC Transit, the San Francisco Municipal Transportation Agency, and the Santa Clara Valley Transportation Authority. He values open communication, teamwork, and quality. Open and clear communication between team members is of the highest priority on his projects. By communicating often and openly with all team members, Thaddeus will identify and react to potential issues and risks early on and mitigate any impacts. This is critical in delivering the project on schedule and on budget. Constant communication between Thaddeus and Gail Payne, the City's Project Manager, will ensure that the project will progress as outlined in the scope, or adapt accordingly.

He has experience working with Caltrans District 4 in the project initiation phase, preparing sections of the Van Ness BRT PSR-PR and playing a critical role in the Caltrans coordination through the PID, PA&ED, and PS&E phases for the Van Ness BRT (US 101), AC Transit East Bay BRT (SR 185, SR 112), El Camino Real BRT (SR 82), and the BART Earthquake Safety Program (SR 82, I-280, SR 24, I-680).

William (Bill) Hurrell, PE, will be our **Principal-in-Charge**. He has recently completed the TCP for the City. Bill brings a wealth of experience from more than 40 years of managing projects that include complex multimodal corridors, transit plans, and pedestrian/bicycle improvements. His broad transportation background includes planning and engineering of freeway, street and highway improvements; bus transit and BRT; rail transit; high-occupancy vehicle lane systems and traffic engineering projects; and active transportation projects for bicyclist and pedestrians. He specializes in multimodal transportation projects, including high-level assignments on rail and bus transit projects, regional highway and corridor projects and environmental impact study and environmental impact report (NEPA and CEQA) efforts. His projects often involve coordination with Caltrans and securing approvals and clearances for projects which

impact the Caltrans right-of-way. They also involve extensive public outreach and stakeholder engagements efforts. Bill is adept at project management and at steering projects through the process from the early conceptual planning stages through environmental clearance, preliminary engineering, and final design and construction. He is an avid cyclist and active member of Bike East Bay.

Rodney Pimentel, PE of Parsons will serve as our **Caltrans Process Senior Advisor**. Rodney has 30 years of experience leading highway, rail, infrastructure, and construction and program management projects. As a project manager, he has been responsible for ensuring successful delivery of planning studies, environmental documentation, design, and construction support services for major infrastructure projects. Rodney is proficient with grading, drainage, signing and striping, stage construction and traffic handling plans, and coordination with utility companies and other agencies. He is well versed in Caltrans' design requirements and procedures for project delivery having worked on more than 17 projects with Caltrans, eight of them with District 4. Caltrans projects include the SR 116/121 Intersection Improvement in Sonoma for the Sonoma County Transportation Authority, the I 80 Gilman Street Interchange Improvements in Berkeley for the Alameda County Transportation Commission (Alameda CTC), and the Yerba Buena Island Interchange for the San Francisco County Transportation Authority. Additionally, he has provided on-call engineering services to the City for three years and is a long-time Alameda resident.

Rodney and Parsons have successfully delivered many projects on the state highway system, including the following:

- PSR-PDS(PID)
 - Yerba Buena Island Interchange, San Francisco
 - US 50 Rancho Cordoba Parkway Interchange, Rancho Cordoba
 - US 50 Cameron Park Interchange, Cameron Park
 - SR 4 Extension, Stockton
 - SR 55 Meats Ave, Orange County
- PR(PA/ED)
 - I 80 Gilman Street Interchange
 - SR 116/121 Intersection improvement project
 - Commuter Rail Extension to Monterey County;
 - Highway 101 Implementation Study
 - Route 87 Freeway Widening;
 - Highway 101-Richardson Avenue Access
 - Route 92 Widening

Carie Montero of Parsons will serve as the **Environmental Lead**. Carie is a multidisciplinary project manager with 22 years of professional experience leading environmental studies for transportation,

private land development, water infrastructure, and utility transmission projects. Her skills cover environmental planning and scoping (including PEAR studies); natural and cultural resource studies and permitting; and construction and mitigation compliance management for projects covered under CEQA, NEPA, Section 106 of the National Historic Preservation Act, as well as due diligence projects. She has a comprehensive and deep understanding of Caltrans processes, procedures, and current staff capabilities through her work in the Environmental Division at Caltrans District 4 and statewide for nearly 10 years in a variety of leadership and technical capacities. In her last position as Branch Chief for Capital Construction Compliance for the nine Bay Area counties in the Office of Biological Sciences and Permits, she managed a large team of biologists, planners, and a San Francisco Bay Conservation and Development Commission technical in-house consultant. While at Caltrans she prepared, reviewed, and informally trained staff on how to prepare numerous PEAR studies, the environmental component to a PID. She also worked as a technical specialist for the Office of Local Assistance, as an archaeologist in the Cultural Resources Studies Office, and as a senior environmental planner in the Office of Biological Sciences and Permits. She has worked on projects in the city of Alameda in an advisory capacity and on American Reinvestment and Recovery Act projects as a member of the Caltrans D4 Local Assistance team.

Shaumik Pal, AICP, PTP, will lead the **Traffic Engineering and Analysis** for the team. He has 14 years of extensive experience working with Caltrans coordinating projects and potential traffic impacts on the State Highway system. He has worked on a number of TEPA reports, both during the PSR-PDS and the PA&ED phase for three Caltrans districts. A number of projects also included traffic operations analyses for multiple modes including vehicular, bike, and pedestrian traffic. He is proficient with computer software packages applicable to the fields of transportation and urban planning including TRAFFIX, SYNCHRO, HCS, and CORSIM.

- PSR-PDS (PID)
 - I-15/I-215 Interchange
 - State Route 138 (SR-14)/Avenue G Interchange
- PSR (PID)
 - SR-55 Project Study Report
 - Patsoauras Transit Plaza Improvements
- PR (PA&ED)
 - French Valley Parkway/I-15 Interchange
 - Live Oak Canyon Road/I-10 Interchange Improvements
 - I-215/Washington Street-Mt. Vernon Interchange PA&ED

Joanna Jansen of Placeworks has significant experience in the organization and facilitation of public involvement programs, both as stand-alone outreach efforts and as part of larger planning projects,

and will serve as the **Outreach Lead**. She regularly facilitates public involvement at all scales, from community workshops with hundreds of participants, to citizen committees and focus groups. She has provided support to CDM Smith on a number of transportation related projects in the Bay Area, including facilitating workshops and focus groups of residents and business owners for the Downtown San Bruno parking management plan, and outreach to under-represented communities along the Highway 101 corridor as part of the exploration of potential express bus along 101 for San Mateo County Transit District.

Niko Letunic of Eisen | Letunic will serve as the **Pedestrian/Bicycle Outreach Lead**. He has extensive experience managing pedestrian and bicycle planning projects and more specifically, designing and leading the stakeholder and public engagement component of those projects. In just the past three years, he has led outreach efforts for a Complete Streets study for Highway 68 in Pacific Grove, and for the pedestrian and bicycle plans for the cities of Piedmont, San Bruno, and Moraga and for Tulare and Kings Counties. Outreach tools and strategies that Niko has employed as part of these projects includes community workshops, presentations to community groups, presentations to elected and appointed officials, opinion surveys, interactive “pinnable” maps, field surveys, group walks and bike rides, corridor-wide postcard mailers, and other online and offline strategies, many in both English and Spanish. (Niko is a native Spanish speaker, as he was born in Ecuador and raised in Colombia.) His projects have won outreach-related awards from the American Planning Association and Transportation Research Board, among others. Beyond outreach, he has broader planning experience in Alameda County, as he wrote Alameda CTC’s Alameda Countywide Pedestrian Plan and Bicycle Plan. A number of his projects, including most recently the San Bruno plan, the Pacific Grove corridor study, and the Tulare and Kings County plans, have involved planning-level coordination with Caltrans District staff. Niko is an avid urbanist, cyclist, and walking enthusiast. He has served on the Citizens Advisory Committee of the San Francisco County Transportation Authority and on the boards of the San Francisco Bicycle Coalition and Walk SF, and he is currently on the national advisory committee of the Vision Zero Network.

Christopher McMorris of JRP Historical Consulting, **specializes in conducting historic resource studies** for compliance with Section 106 of the National Historic Preservation Act and CEQA, as well as other historic preservation projects. Many projects involve survey and evaluation of historic resources under the criteria for the National Register of Historic Places and the California Register of Historical Resources, along with analysis of effects projects may have on historic properties and measures to mitigate those effects. Christopher has in-depth experience preparing documentation under the Caltrans Standard Environmental Reference, and has prepared Historical Resources Evaluation Reports (HREs) and Historic Property Survey Reports (HPSRs) in and for Alameda County and Caltrans District 4, including recent reports such as the HRER for the Alameda CTC’s

Oakland-Alameda Access Project in Oakland, the HRER for the City of Oakland's 42nd Avenue/High Street Access Improvement Project, and the HPSR for the City of Berkeley's Hearst Avenue Complete Street Project. He also recently prepared a Supplemental Finding of Adverse Effect for the San Francisco County Transportation Authority's Southgate Realignment component of the Yerba Buena Island Ramps, and a Finding of No Adverse Effect with Standard Conditions, Secretary of Interior's Standards for the City of San Francisco Public Works' project to rehabilitate the Islais Creek Bridge on Third Street. In addition, Christopher prepared extensive Section 106 documentation for the U.S. Navy's undertaking that relinquished former Naval Air Station Alameda to the City of Alameda, and prepared the National Register Nomination for the Naval Air Station Alameda Historic District.

John Holson, RPA of Pacific Legacy is a professional archaeologist with 40 years of experience in **cultural resources management** in the U.S. and abroad. Prior to becoming a founding principal of Pacific Legacy, he spent five years with Caltrans District 4 as a planner (archaeology). John has served as a principal investigator for projects ranging from small-scale reconnaissance efforts to multi-task, indefinite delivery order contracts and has directed all aspects of cultural resources management projects. He currently is the project manager for the Oakland Alameda Freeway Access, the State Route 116/121 Intersection Project, the Santa Clara County Valley Transportation Agency Cultural On-Call, and the Alameda CTC State Route 262 Cross Connector among others. He is principal investigator for the Caltrans District's 1, 2 and 3 Cultural Resources on-call held by Pacific Legacy for the last 15 years. The Alameda CTC State Route 262 Cross Connector Project includes developing the PID for the project. He has extensive experience in developing constraints analysis and cost estimating for several government agencies including National Park Service, Army Corps of Engineers, and Bureau of Reclamation.

Geraldine Aron of Paleo Solutions, has more than 18 years of experience as a **professional paleontologist** in natural resources management and meets the professional standards as a principal investigator for the Society of Vertebrate Paleontologists, Bureau of Land Management, United States Forest Service, and other agencies that retain a professional list for qualified paleontologists. She co-authored a Paleontological Identification/Evaluation Report for Caltrans District 4's I-80/Gilman Street Interchange Improvement Project, co-authored numerous paleontological mitigation plans that complied with CEQA, NEPA, and other applicable local laws, ordinances, rules, and statutes enacted to protect existing or potential paleontological resources that could be encountered during qualifying excavation for the On-Call Generalist contract (Caltrans Districts 6 and 10) through the Counties of Madera, Tulare, and Fresno, respectively; provided general guidance for development of paleontological monitoring effort for a Caltrans District 4 project to replace an existing seasonal underpass at Adobe Creek in Santa Clara; and prepared a cost estimate for implementing the previously prepared Paleontological Mitigation Plan and is overseeing paleontological monitoring during ground disturbing activities for the State Route 99 Realignment for High Speed Rail in Fresno County for Caltrans. Furthermore, she co-authored a Paleontological Inventory Report for PG&E's proposed Line 107 Replacement and Line 131 Recoating Project and oversaw paleontological monitoring for PG&E's Line 107 Retirement and Line 131 Valve Replacement Project in Alameda County. Additionally, Geraldine is the project manager and co-authored the California High-Speed Rail Authority's San Francisco to San Jose and San Jose to Merced Section Paleontological Resources sections.



Section 3

Scope, Budget and Schedule

Scope of Work

A detailed Scope of Work is attached showing tasks to be completed during the PID phase, including assumptions and deliverables. Task names for the PA&ED and PS&E phases are included in the Scope of Work; subtasks and scope narrative for these phases will be developed before advancing the project into future phases. The attached Scope of Work will be the starting point for the City and the CDM Smith team to develop a finalized Scope of Work.

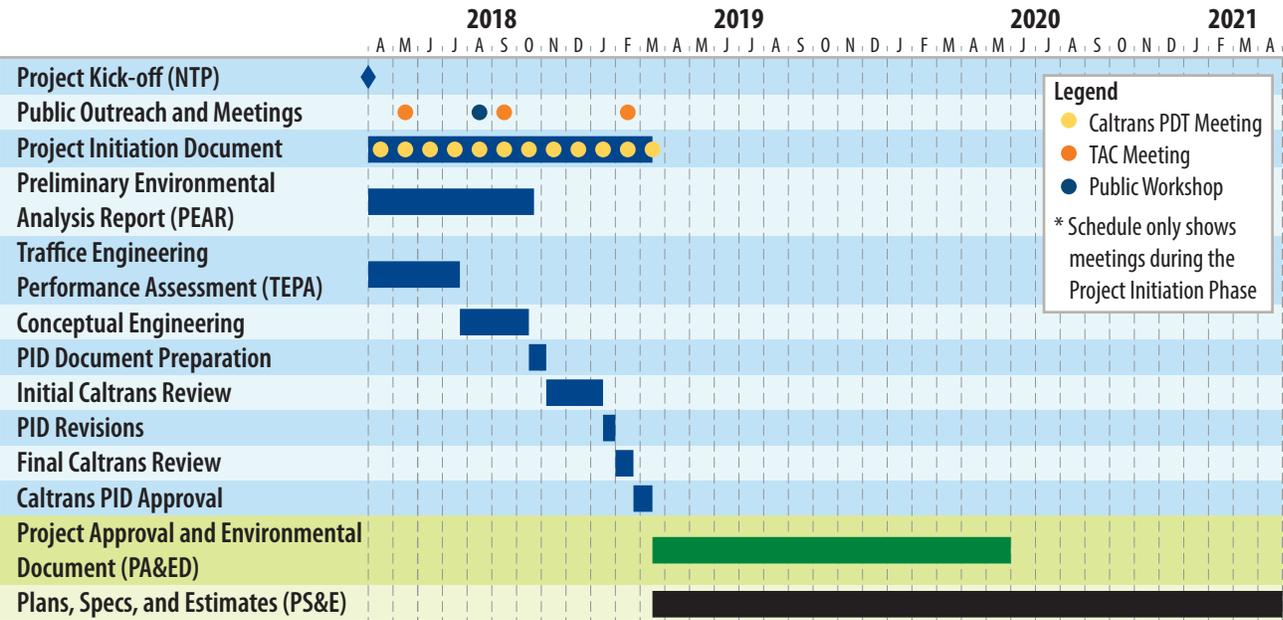
CDM Smith Budget

A detailed budget by task for the PID phase and order-of-magnitude cost estimates for the PA&ED and PS&E phases are included in an attached sealed envelope.

Proposed Project Schedule

The schedule for the Central Avenue Complete Street project is shown below. The entire project process is anticipated to take approximately 37 months. The PID phase is anticipated to take approximately 12 months. This includes a seven-month period for preparing the PEAR and a five-month period which includes two rounds of Caltrans reviews and associated revisions to the PID. The scope for the PA&ED phase, as determined through the PID process, will dictate the anticipated duration of the PA&ED phase. Initial estimates are that this phase will take approximately 14 months to complete. Upon approval of the environmental document, it is anticipated that completing final design will require 11 months. This assumes that design will continue to advance while design milestones are being reviewed by the City and Caltrans.

Figure 4 Proposed Project Schedule



Section 4

Comments/Questions on the City Standard Consultant Agreement

We respectfully request consideration of the following comments and exceptions to the proposed City Standard Consultant Agreement:

- Section 4 – We request to delete “time is of the essence.” This statement would not apply to professional services agreements since our performance depends on many outside factors that are not under our control, such as review and input from the City, review and approvals from Caltrans, and the like. We have no problem with working within a suitable schedule mutually agreed upon by both parties.
- Section 9 – We suggest revising: “. . . arising from or in any manner connected to. . .” This is broad, and will likely render our professional liability insurance unavailable, contrary to the desire and interest of the City. It should be limited to: “caused by.” Otherwise, we could be liable for damages not caused by a negligent act or omission on our part.
- Section 10 – We request deletion of “Such certificates, which do not limit Provider’s indemnification, shall also contain substantially the following statement: ‘Should any of the above insurance covered by this certificate be canceled or coverage reduced before the expiration date thereof, the insurer affording coverage shall provide thirty (30) days’ advance written notice to the City of Alameda by certified mail, Attention: Risk Manager.’” We request the requirement that

policies be endorsed to provide 30 days’ notice of cancellation to the City. Instead, we would agree that CDM Smith will notify the City in the event we receive any notice of cancellation.

- Section 15 – We request adding: “Notwithstanding any other provision of this Agreement to the contrary, Consultant shall retain its rights in its pre-existing standard drawing details, designs, specifications, databases, computer software, proprietary information, documents, templates, and any other property owned by Consultant on the date of this Agreement or developed outside of this Agreement.”
- Section 19 – We request at least seven (7) days to cure a default.
- Section 20 – We request deleting this section. CDM Smith prefers to follow the American Rule, which provides that each party to the dispute will remain responsible for its own attorneys’ fees and costs.
- Section 22 – We request that the last sentence, which limits the venue to state courts only, be expanded to say “. . . shall be filed in a State or Federal court of competent jurisdiction in the County of Alameda, State of California.”

We would be happy to discuss these requests further to work out revisions that are acceptable.

Conclusion

We appreciate this opportunity to present our proposal to advance this important and exciting project and to look forward to continued success working with the City. We will use our in-depth Caltrans experience and knowledge of Complete Street best practices and innovations to navigate the PID process and subsequent phases. Finally, we commit to you an excellent team of professionals who have a strong past work relationship, that will work closely with you to manage the project, engage the project stakeholders in a meaningful way, and implement the Central Avenue Complete Streets for all Alamedans to enjoy.

Sincerely,



William E. Hurrell, PE
Vice President
CDM Smith Inc.



Attachment A

Alameda Central Avenue Complete Street Project Scope of Work

Attachment A: Alameda Central Avenue Complete Street Project Scope of Work

The CDM Smith Team has developed the following scope for the Alameda Central Avenue Complete Street Project Information Document (PID). The PID scope is provided in detail, and a less detailed scope is also provided for the future Optional Tasks such as the Project Approval and Environmental Document (PA&ED) and Plans, Specifications, and Estimate (PS&E) phases. The scope for the optional tasks will be refined once the actual design of the project is better defined as part of the PID process.

1. Project Management

The scope outlined below for Project Management will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for the future optional tasks. The subtasks described below will allow CDM Smith (CONSULTANT) to 1) measure contract conformance, 2) manage risks, changes and quality, 3) lead the CONSULTANT team, 4) communicate with the City of Alameda (CITY), and 5) successfully deliver the requirements of this scope of work.

1.1 Project Management Plan (PMP)

CDM Smith (CONSULTANT) will update and maintain a PMP that will include a project risk register and a project schedule. The risk register will identify potential risks and delineate the actions needed to mitigate the risks. The PMP will be reviewed at the monthly coordination meetings and updated accordingly.

Deliverable(s):

1. Project Schedule (electronic P6 and PDF).
2. PMP (electronic PDF or DOCX).

1.2 Monthly Progress Reports and Invoices

The CONSULTANT will submit a progress report and invoice each month in a format that is agreed upon by the CITY.

Invoices will be tracked at the task level, including SUBCONSULTANTS.

Progress reports will describe the work accomplished during the billing period, including the status of individual tasks, meetings attended, and action or information needed from the CITY. The progress reports will include a summary of start, finish, and percent complete for deliverable tasks during the billing period, percent complete of overall project elements, tasks performed over the billing period, and anticipated deliverable tasks for the next month. Meetings attended will also be cited. The progress reports will also identify any problems, issues, concerns and project scope, schedule, and budget and impacts and will offer potential solutions for resolving them.

Assumption(s):

Monthly progress reports and invoices will be for the period of April 2018 through March 2019.

Deliverable(s):

1. Monthly progress reports (electronic PDF).
2. Monthly invoices (electronic PDF).

1.3 SUBCONSULTANT Management

1.3.1 Prepare SUBCONSULTANT Agreements

The CONSULTANT will prepare SUBCONSULTANT contract agreements.

1.3.2 Subconsultant Management

The CONSULTANT will manage the SUBCONSULTANTS to ensure accurate and timely implementation of the work plan and the appropriate coordination of work activities, including the review of SUBCONSULTANTS' work on various project elements. This effort is for the overall project rather than a specific task and is intended to provide the leadership that the team will need to understand project interfaces, deadlines, budget constraints, and other issues. This task will focus on managing team resources to achieve project goals in a consistent, coordinated, and orderly manner.

1.3.3 Subconsultant Performance Review

The CONSULTANT will conduct monthly reviews of SUBCONSULTANTS' progress and invoices. The reviews will be used to monitor each SUBCONSULTANTS' performance and identify corrective actions if necessary.

1.4 Administrative Support

1.4.1 Document Control

The CONSULTANT will prepare electronic filing systems for this project and maintain incoming and outgoing documents in accordance with the CITY's document control system. The CONSULTANT will identify CONSULTANT personnel needing access to the CITY's project-specific SharePoint site. The CONSULTANT will post draft and final submittal deliverable documents to this SharePoint site. Posting to the SharePoint site will constitute a submittal of the deliverable. The CONSULTANT will not be responsible for delays caused by failures of the SharePoint site or lack of access to the site. The CONSULTANT will maintain a register of the deliverables, itemizing deliverable description, associated task, firm responsible, number of copies, and date submitted. The register will be updated following each submittal achieved and will be emailed to the CITY's Project Manager and will be posted to the CITY's project-specific SharePoint site.

Deliverable(s):

1. Register of Deliverables

1.5 Quality Management

The major purpose of a quality program is to validate that the checked and reviewed deliverable documents comply with applicable regulatory and design criteria, codes, and standards in a consistent and uniform manner using industry standards and applicable requirements. Quality assurance (QA) and quality control (QC) program requirements will be included in a Quality Management Plan (QMP). QA provides a framework for consistent work practices, and QC prescribes procedures to ensure quality work practices are executed. The CONSULTANT Quality Manager (CQM) will confirm that QC procedures defined in the QMP are met prior to the release of deliverables to the CITY. The CITY Project Manager, will review the quality audits conducted by the CONSULTANT and at its discretion perform its own review of project QC documentation in coordination with the CQM.

1.5.1 Project Specific QMP

The CONSULTANT will prepare a draft and final QMP covering planned activities in the Project Initiation Phase. One revision to this QMP may be made during the Project Initiation Phase.

The following is a draft outline for the Project Initiation Phase QMP:

- Quality management and quality process change requirements
- Quality definitions
- Quality management organization
- Quality control requirements
- QA Requirements
- Quality review requirements
- Quality Training (see task 1.5.3)

The QMP will identify and list the types of deliverables subject to quality review. The quality system approach will include the QC steps of originator, checker, back checker, corrector, and verifier and the QA audit checklist. The CQM will review the QMP with task leaders.

Assumption(s):

1. The QMP will only address Project Initiation Phase work activities
2. The draft QMP will be revised once based on the CITY a review comments.

Deliverable(s):

1. A Project Initiation Phase QMP including forms (e.g., Audit Report Checklist) in accordance with project submittal procedures and requirements
2. A spreadsheet or other tracking mechanism approved by the CITY that will track responses to each of the comments made by the CITY during the review of the draft and final QMP.

1.5.2 QA/QC Documentation

The CONSULTANT will prepare project deliverables in accordance with QMP requirements for the CITY's review and properly document the review comments and their resolution.

QA/QC processes will follow the project design development sequence in the project schedule and be included as activities, with durations, on the design schedule.

Assumption(s):

1. The QMP will be made available to team members and they will certify that they have read it.
2. One round of consolidated and non-conflicting comments will be provided to the CONSULTANT by the CITY for each draft deliverable.

Deliverable(s):

1. QA/QC documentation in accordance with the QMP.
2. A list of review comments with their disposition and verification for each deliverable will be uploaded to the project SharePoint.

1.5.3 Quality Training

Quality training on QA/QC processes will be provided to members of the CONSULTANT team. For the PID phase, this will consist of each team member being required to read the QMP. More in-depth training would be required for the future optional tasks.

Assumption(s):

1. Each team member will be required to read the QMP.

Deliverable(s):

1. A certification log that documents that team members have been provided with a copy of the QMP and have read it.

1.5.4 Quality Audit for PA&ED/PS&E Submittals (Optional Task)

1.5.4.1 PA&ED Phase

Scope for this task will be included in subsequent Optional Task phases.

1.5.4.2 PS&E Phase

Scope for this task will be included in subsequent Optional Task phases.

1.5.5 Interdisciplinary Reviews for PA&ED/PS&E Submittals (Optional Task)

1.5.5.1 PA&ED Phase

Scope for this task will be included in subsequent Optional Task phases.

1.5.5.2 PS&E Phase

Scope for this task will be included in subsequent Optional Task phases.

2. Coordination and Team Meetings

The scope outlined below for coordination and team meetings will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

The CONSULTANT will plan and facilitate project meetings for the duration of the project. Agendas and meeting notes will be provided for project meetings.

2.1 Project Team Meetings

2.1.1 Project Kick-off Meeting

The CONSULTANT will prepare and conduct a kick-off meeting with CITY staff. The meeting will address the project's measures of success, roles, responsibilities, quality control procedures, and operating guidelines. The meeting is needed to ensure effective communications and decision-making during the subsequent project execution activities.

The CONSULTANT will coordinate with the CITY to determine the number of attendees and materials needed.

The CONSULTANT will prepare draft and final meeting notes. The draft meeting notes will be sent to the CITY project manager for review. The CITY's comments will be incorporated into the final meeting notes.

Deliverable(s):

1. Project kick-off meeting agenda.
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

2.1.2 QMP Meetings

The QMP will meet with the CONSULTANT Project Manager and task leads to develop and refine the QMP outlined below. Additionally, the QMP and the CONSULTANT Project Manager will meet with the CITY to secure endorsement of the outline for the QMP.

Assumption(s):

1. One (1) internal team meeting will be held to develop and refine the QMP outline. The meeting will be up to two (2) hours.
2. One (1) meeting will be held with the CITY to get approval on the QMP outline. The meeting will be one (1) hour.
3. The QMP will only address Project Initiation Phase work activities. Additional meetings will be held for later phases.

Deliverable(s):

1. Meeting agendas.
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

2.1.3 Management Team Meetings

The CONSULTANT will plan and facilitate up to twenty-four (24) bi-weekly management team meetings, held via conference call. The purpose of the meetings is to discuss and update the PMP, schedule, risk register, and issues log. Attendees will include the Project Manager from CDM Smith and the Project Manager from the CITY. Management Team Meetings will be coordinated with the monthly CITY and CONSULTANT Coordination Meetings and Caltrans PDT Meetings to provide one regularly scheduled meeting between the Project Manager from CDM Smith and the Project Manager from the CITY per week.

Assumption(s):

1. Meetings will be held via teleconference.
2. Meetings will be up to thirty (30) minutes.
3. Meeting will be scheduled bi-weekly on weeks not containing CITY and CONSULTANT Coordination Meetings or Caltrans PDT Meetings.

Deliverable(s):

1. Draft meeting notes (electronic PDF).
2. Final meeting notes (electronic PDF).

2.1.4 CITY and CONSULTANT Coordination Meetings

The CONSULTANT will plan and facilitate up to twelve (12) CITY staff and CONSULTANT team monthly meetings to coordinate work.

The CITY and CONSULTANT team meetings will include task leads. The purpose of the meetings is to coordinate and resolve project issues and will include only those key team members that need to attend.

Assumption(s):

1. Meetings will be up to one and a half (1.5) hours and will be held monthly.

Deliverable(s):

1. Meeting agendas.
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

2.2 Stakeholder Meetings

2.2.1 Technical Advisory Committee (TAC) Meetings

The CONSULTANT will facilitate up to three (3) TAC meetings at key milestones during the course of the PID process. Suggested TAC meetings would be held to: (1) review the corridor assessment and proposed changes to the previous conceptual design, (2) review the findings of the traffic analysis and environmental report, and (3) review the draft PID report. The CONSULTANT team will work closely with CITY staff to identify TAC members; preliminarily, members may include internal CITY representatives from the Transportation Planning, Community Development, Public Works and AC Transit (if needed). The CONSULTANT will prepare meeting materials; CITY staff will be responsible for final determination of TAC membership and will arrange meeting logistics.

Assumption(s):

1. The CITY will arrange meeting rooms for the TAC meetings and invite TAC members to meetings.

Deliverable(s):

1. Meeting agendas.
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

2.2.2 Stakeholder Agency Meetings

Scope for this task will be included in subsequent Optional Task phases.

2.2.3 Caltrans PDT Meetings

The CONSULTANT will facilitate up to twelve (12) monthly Project Development Team (PDT) meetings with Caltrans. The meetings will be held at the Caltrans District 4 offices in Oakland, California. The CONSULTANT will prepare an agenda for each of these meetings.

The CONSULTANT will also prepare draft and final meeting notes. The draft meeting notes will be sent to the CITY and Caltrans project managers for review. Comments from the CITY and Caltrans will be incorporated into the final meeting notes.

Deliverable(s):

1. PDT meeting agendas (electronic PDF).
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

3. Public Outreach and Meetings

The scope outlined below for public outreach and meetings will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

3.1 Public Outreach

This scope assumes that the Council-accepted complete street concept for the corridor will undergo few modifications due to the latest standards and best practices, and that public outreach for the PID phase will focus on presenting proposed modifications and refining the details of alternatives for the Central Avenue/Webster Street intersection. To that end, the CONSULTANT will support CITY staff in clarifying the specific questions for which the CITY is seeking input, and in crafting engagement activities that will focus on answers to those questions that move the process forward without reopening aspects of the design that will not change.

The CONSULTANT will prepare the following materials. Materials will reference the detailed Central Avenue complete street webpage already established by the CITY.

- A one-page fact sheet explaining current project status and giving an overview of next steps and key decisions to be made through the PID process.
- One round of print or electronic outreach materials such as an e-blast, flier, or postcard to invite participants to the community workshop (described in Task 3.2 below), to be printed/distributed by CITY staff using a variety of existing CITY email lists and social media platforms.
- Content for one to two questions or exercises on Open Forum, the CITY's online engagement website maintained by Peak Democracy/OpenGov.

Deliverable(s):

1. One-page fact sheet (draft and final)
2. Outreach materials (draft and final)
3. Content for exercises on Open Forum (up to two questions or exercises)

3.2 Public Meetings

The CONSULTANT will collaborate with CITY staff to organize and facilitate a community workshop focused on the Central Avenue/Webster Street intersection. The specific format of the workshop will be refined based on the CITY's objectives for the meeting. For example, if the objective is to offer an overview of potential changes or get big-picture feedback on transportation deficiencies or project goals, then a pop-up booth along the corridor on a Saturday afternoon may be appropriate. If the goal is to provide a detailed explanation of the PID process and ask for in-depth reactions to potential design solutions, then an evening meeting with a technical presentation and hands-on small group exercise may be the best format. To review existing constraints and generate new ideas for project alternatives, a walking tour of the intersection may be appropriate. The CONSULTANT has experience with these formats and will provide meeting materials, a presentation, facilitation, and equipment such as easels, chart paper, workbooks, etc. as needed. Given that the majority of issues and potential solutions were identified through the PlaceWorks-led concept plan effort, we anticipate that one workshop will be adequate for the PID

phase. However, we are flexible on the approach to public meetings and welcome the opportunity to refine the number and type of meetings in consultation with the CITY.

Assumption(s):

1. The CITY will assist with meeting logistics.
2. CONSULTANT will prepare meeting materials (as described in Task 3.4 below) and facilitate the meetings.

3.3 Public Stakeholder Meetings

The CONSULTANT will facilitate up to two public stakeholder meetings to review the status of the Council-approved complete street concept, explain the PID process, and gather input on any unanswered questions relating to transportation deficiencies, project goals, and/or range of alternatives. Stakeholders will be identified in close consultation with the CITY, and may include Central Avenue business owners; bicycle, pedestrian, and/or transit advocates; and/or residents along the corridor.

Assumption(s):

1. The CITY will provide contact information for individual stakeholders and assist with meeting logistics.
2. CONSULTANT will prepare meeting materials (as described in Task 3.4 below) and facilitate the meetings.

3.4 Meeting Material Preparation/Graphics

The CONSULTANT will provide outreach and informational graphics such as infographics, maps, and layout and formatting of polished, appealing final products. The CONSULTANT will also be responsible for meeting agendas, sign in sheets, directional signage, brief meeting summaries, and other public meeting materials for the workshop and stakeholder interviews.

Assumption(s):

1. The CONSULTANT will utilize previously prepared cross sections and other illustrations of the project design.
2. The CONSULTANT will prepare updated exhibits of the corridor for up to three (3) alternatives.

Deliverable(s):

1. Meeting agendas.
2. Meeting sign-in sheets.
3. Meeting summaries.
4. Corridor exhibits.

4. Caltrans Project Initiation and Approvals

The scope outlined below for Caltrans project initiation and approvals will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

4.1 Project Study Report-Project Development Study (PSR-PDS)

The CONSULTANT will prepare a PSR-PDS report according to the Caltrans Project Development Procedures Manual.

4.1.1 Pre-PID Meeting

The CONSULTANT will attend one (1) Pre-PID Meeting with the CITY and the Caltrans PDT. The meeting will be held at the Caltrans District 4 offices in Oakland. PID procedures, roles and responsibilities, and expectations, prior to PID development, will be discussed. The meeting will be used to develop the project charter and set the framework for getting consensus on the Purpose-and-Need. The meeting will be attended by the CONSULTANT Project Manager and environmental lead. The CONSULTANT will prepare an agenda and draft and final meeting notes. The draft meeting notes will be sent to the CITY Project Manager and Caltrans Project Manager for review. Comments will be incorporated into the final meeting notes.

Assumption(s):

1. One (1) Pre-PID meeting will be held at the Caltrans District 4 offices in Oakland.
2. The Pre-PID meeting will entail:
 - Preparing and finalizing the project charter
 - Preparing and finalizing the cooperative agreement
 - Setting the framework for getting consensus on the Purpose-and-Need
 - Setting the framework for agreeing on the design concept and scope
 - Agreeing on the basic design criteria
 - Identifying known deficiencies
 - Discussion on who is the lead agency for California Environmental Quality Act (CEQA)

Deliverable(s):

1. Meeting agenda.
2. Draft meeting notes (electronic PDF).
3. Final meeting notes (electronic PDF).

4.1.2 Develop Purpose-and-Need

The CONSULTANT will work with the CITY and Caltrans to develop a clearly defined Purpose-and-Need statement that identifies the initial transportation deficiency and establishes the objectives that will be met by the project. The Purpose-and-Need will be based on the existing Purpose-and-Need defined in the Concept Report, and be

revised and expanded to incorporate changing conditions since the Concept Report was published to be compliant with Caltrans requirements.

Deliverable(s):

1. Draft Purpose-and-Need (electronic PDF).
2. Final Purpose-and Need statement (electronic PDF).

4.1.3 Gather and Review Existing Data

The CONSULTANT will obtain the available and most current maps and plans, including right-of-way maps and as-built plans. These could include aerial photography, orthophotography, LiDAR, Google Earth mapping, graphical information system (GIS) data, CADD design files, digital elevation models, and/or digital terrain models. The CONSULTANT will not produce any additional mapping for this phase of the project.

The CONSULTANT will obtain and review previously related or adjacent studies for the project corridor.

To maximize efficiency and consistency of information, the CONSULTANT will coordinate data collection activities with the PEAR.

The CONSULTANT will provide a list of data gathered and reviewed to the CITY for approval.

Assumption(s):

1. Available mapping data will be gathered and used during the Project Initiation Phase.
2. Additional mapping, including topographic surveys, will not be obtained during the Project Initiation Phase.

Deliverable(s):

1. List of data gathered and reviewed.

4.1.4 Design Standards Risk Assessment

The CONSULTANT will perform a design standards risk assessment. The risk assessment is a list of design standards that will most likely not be met for each alternative and the probability of approval for each proposed exception of the design standard risk assessment.

Assumption(s):

1. Design Exception Fact Sheets will not be prepared during the Project Initiation Phase.

Deliverable(s):

1. Draft Design Standards Risk Assessment (electronic PDF).
2. Final Design Standards Risk Assessment (electronic PDF).

4.1.5 Design Standards Risk Register

The CONSULTANT will, in cooperation with the CITY and the Caltrans PDT, identify and evaluate potential risks on the project. The CONSULTANT will develop a Design Standards Risk Register stating the identified risks and ownership of said risks. The Design Standards Risk Register will be continually updated throughout the life of the project.

Deliverable(s):

1. Draft Design Standards Risk Register (electronic PDF).
2. Final Design Standards Risk Register (electronic PDF).

4.1.6 Stormwater Documentation

The CONSULTANT will evaluate the need and feasibility of incorporating stormwater best management practices (BMPs) into the project in accordance with the policies and procedures described in the most recent version of the Project Planning and Design Guide and the requirements of the Caltrans National Pollutant Discharge Elimination System stormwater permit. The CONSULTANT will initiate the Stormwater Data Report (SWDR) with the primary purpose of determining the need to incorporate stormwater treatment BMPs, and evaluating the potential related impacts to project alternatives, right-of-way needs, and project costs. The SWDR will be updated during the subsequent PA&ED, and PS&E phases of the project.

The CONSULTANT will coordinate this work with the PEAR water quality and stormwater evaluations to avoid duplicate work effort and maintain consistency in the project documentation.

The CONSULTANT will coordinate with the District Stormwater Coordinator to establish the expected level of documentation in the SWDR and develop a clear understanding of potential stormwater impacts within the project area.

The CONSULTANT will summarize the key findings in the SWDR within the PSR-PDS.

Deliverable(s):

1. Draft Stormwater Data Report (electronic PDF).
2. Final Stormwater Data Report (electronic PDF).

4.1.7 Transportation Planning Scoping Information Sheet

The CONSULTANT will prepare a Transportation Planning Scoping Information Sheet to verify that the project remains consistent with the planning level purpose-and-need and is consistent with planning concepts, statewide goals, and planning decisions.

Deliverable(s):

1. Draft Transportation Planning Scoping Information Sheet (electronic PDF).
2. Final Transportation Planning Scoping Information Sheet (electronic PDF).

4.1.8 PSR-PDS Survey Needs Questionnaire

The CONSULTANT will prepare a Survey Needs Questionnaire to establish vertical and horizontal project datums.

Deliverable(s):

1. Draft Survey Needs Questionnaire (electronic PDF).
2. Final Survey Needs Questionnaire (electronic PDF).

4.1.9 Division of Engineering Services PSR-PDS Scoping Checklist

The CONSULTANT will prepare a Division of Engineering Services Scoping Checklist to accurately identify the products and services required from Headquarters Division of Engineering Services functional units for Statewide Transportation Improvement Program (STIP) projects.

Deliverable(s):

1. Draft Design Scoping Index (electronic PDF).
2. Final Design Scoping Index (electronic PDF).

4.1.10 Design Scoping Index

The CONSULTANT will prepare a Design Scoping Index to identify project issues and determine feasibility of project alternatives.

Deliverable(s):

1. Draft Design Scoping Index (electronic PDF).
2. Final Design Scoping Index (electronic PDF).

4.1.11 PSR-PDS Report

The CONSULTANT will prepare a PSR-PDS according to Appendix S – Preparation Guidelines for PSR-DS PID of the Caltrans Project Development Procedures Manual. The CONSULTANT will produce a Draft PSR-PDS to be reviewed by the CITY project manager. Comments from the CITY project manager will be incorporated and a Final PSR-PDS will be submitted to Caltrans. After a 60-day review period by Caltrans, the CONSULTANT will address comments by Caltrans and Revised Final PSR-PDS will be submitted to Caltrans for a 30-day review period. The CONSULTANT will attend one (1) review meeting with Caltrans to discuss comments on the PSR-PDS during the 60-day review.

Assumption(s):

1. The CITY will provide comments on the Draft PSR-PDS within seven (7) days.

2. Caltrans will provide one round of comments during the first (60-day) review period.
3. One comment resolution meeting will be attended at Caltrans District 4 offices in Oakland, CA.
4. Caltrans will approve the PSR-PDS document during the second (30-day) review period.

Deliverable(s):

1. Draft PSR-PDS to the CITY (electronic PDF).
2. Final PSR-PDS to Caltrans (electronic PDF).
3. Revised Final PSR-PDS to Caltrans (electronic PDF).

4.2 Project Report

4.2.1 Draft Project Report

Scope for this task will be included in subsequent Optional Task phases.

4.2.2 Stormwater Documentation

Scope for this task will be included in subsequent Optional Task phases.

4.2.3 Review Meetings

Scope for this task will be included in subsequent Optional Task phases.

4.2.4 Final Project Report

Scope for this task will be included in subsequent Optional Task phases.

5. Traffic Analysis

The scope outlined below for traffic analysis will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

5.1 Gather Existing Data

The study area includes 1.7 miles of this arterial from the Pacific/Main/Central intersection to the Sherman/Encinal/Central intersection. The TEPA analysis for the project is intended to serve as a high-level assessment of traffic capacity issues to be addressed as part of PSR-PDS process. The team will coordinate with CITY staff and Caltrans to collect available data necessary to effectively evaluate local traffic impacts associated with the project. It is estimated that daily and peak period traffic counts will be conducted for seven intersections along the corridor:

- Central Avenue at Main Street/Pacific Avenue;
- Central Avenue at Third Street/Taylor Avenue;
- Central Avenue at Fourth Street;
- Central Avenue at Fifth Street;

- Central Avenue at Webster Street;
- Central Avenue at Eighth Street; and
- Central Avenue at Sherman Street/Encinal Avenue.

In addition to traffic volumes pedestrian and bicycle volumes may also be collected to assess the non-vehicular. These counts were already collected in 2015 as part of the conceptual analysis phase. However, the project team will discuss with the CITY and Caltrans regarding the validity of the counts and collect new counts if necessary. For the purposes of this scope and budget, it is assumed that new non-vehicular traffic counts will not be collected.

Caltrans Traffic Accident Surveillance and Analysis System data will be collected to conduct an accident summary and evaluation for the most recent three-year period within the study area. For locations which are not under Caltrans right-of-way, the CITY will be contacted for the latest accident data. The accident evaluation will be used to identify potential high accident concentration.

The CONSULTANT will provide a list of data gathered and reviewed to the CITY for approval.

Deliverable(s):

1. List of data gathered and reviewed.

5.2 TEPA

Since this TEPA analysis will be conducted to support the PSR-PDS process, the analysis will be completed for the baseline year (2018) and the forecast horizon year of 2040 or 2045 (or other horizon year to be determined working with the team) using readily available data. One such source of data is the Alameda Point Economic Impact Report which has forecast data for this area for year 2035. If needed, extrapolation techniques will be used project forecast volumes. The following analysis scenarios will be included in the traffic study:

1. Existing (2018)
2. Future Horizon Year (2040/45) no project
3. Future Horizon Year (2040/45) with project (three alternatives)

Traffic analysis will be performed consistent with the Highway Capacity Methodology and will include the study intersections, the analysis will be completed using Synchro 8 software. Capacity constraints will be identified based on the overall intersection operating at or near capacity (i.e., with a volume-to-capacity ratio near or above 1.0). In addition, the analysis assumes the same traffic volume for all lane configuration/project scenarios. Coordination with Caltrans is critical in completing the traffic study in a timely fashion.

A Draft TEPA will be prepared to support the PSR-PDS document and circulated to the project team for review and comment. CITY and project team comments will be

incorporated into a Final Draft TEPA for submittal to Caltrans for review. Caltrans comments will be incorporated into a Final TEPA that will serve as an appendix to the PSR-PDS Document.

Assumption(s):

1. Synchro analysis will be completed for five (5) scenarios:
 - Existing (2018)
 - Future Horizon Year (2040/2045) no project
 - Future Horizon Year (2040/2045) Alternative 1
 - Future Horizon Year (2040/2045) Alternative 2
 - Future Horizon Year (2040/2045) Alternative 3

Deliverable(s):

1. Draft TEPA (electronic PDF).
2. Final Draft TEPA (electronic PDF).
3. Final TEPA (electronic PDF).

5.3 Traffic Operations Analysis Report (TOAR)

Scope for this task will be included in subsequent Optional Task phases.

5.4 Draft Traffic Management Plan

Scope for this task will be included in subsequent Optional Task phases.

5.5 Final Traffic Management Plan

Scope for this task will be included in subsequent Optional Task phases.

6. Environmental Documentation

The scope outlined below for environmental documentation will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

6.1 PEAR

The CONSULTANT will prepare a Preliminary Environmental Analysis Report (PEAR) in accordance with Caltrans Guidelines for Preparation of the Preliminary Environmental Analysis Report and following the established PEAR format.

The CONSULTANT will conduct and document a supporting PEAR-level technical study for each environmental discipline (addressed below in Section 6.2) following the guidelines in the Caltrans PEAR Handbook. The results of each study will be summarized by the generalist and included in the PEAR.

The CONSULTANT will prepare a Draft PEAR and Final PEAR, including attachments, for review by the CITY and by Caltrans. Each submittal will include attachments, in hard copy

and electronic files, including GIS files from any mapping. Preparation of the PEAR will include the following activities:

6.1.1 Prepare Draft PEAR

The PEAR document will include the following:

- Project information
- Project description (description of the project, the statement of purpose and need, and a description of the alternatives) and environmental setting
- Anticipated environmental approval (type of document and timeline)
- Summary statement
- Special considerations (e.g., National Environmental Policy Act (NEPA) /404, seasonal constraints, Section 7 and data gaps)
- Mitigation (description and cost)
- Anticipated permits (including timelines for acquiring permits)
- Disclaimer
- Reviewed by (signature block)
- Summary checklist
- Discussion of technical review
- List of preparers
- PEAR mitigation cost estimate

Assumption(s):

1. Analysis in the PEAR will be based on windshield surveys, existing data, literature and database searches, and aerial photographs obtained from the CITY.
2. No field work other than windshield surveys will be conducted for cultural or biological resources.
3. One review of the Draft PEAR by the CITY and two review rounds by Caltrans.

Deliverable(s):

1. Draft PEAR (electronic PDF).
2. Draft PEAR (hard copy).

6.1.2 Prepare Final PEAR

The CONSULTANT will document and track comments received on the Draft PEAR and provide written responses for substantive comments. The CONSULTANT will revise the Draft PEAR and submit the Final PEAR for incorporation into the PSR-PDS.

Assumption(s):

1. Caltrans will assemble internal review comments for the Draft PEAR and for the final PEAR to ensure consistency in message and for efficiency.
2. One review of the Final PEAR by the CITY and two review rounds by Caltrans.

Deliverable(s):

1. Final PEAR (electronic PDF).
2. Final PEAR (hard copy).

6.2 PEAR Studies

The CONSULTANT will prepare topic-specific technical memorandum, each of which will include the following:

- Summary of methodology and findings, as outlined in the PEAR Handbook
- Assumptions used to make the findings
- Identification of needed permits,
- Anticipated mitigation measures and costs (and resources needed by WBS code),
- Schedule for completing future studies.

Preliminary analysis indicates the project as currently scoped will not induce growth nor will it impact farmlands/ timberlands, or energy. Although the two discipline areas will be discussed briefly in the PEAR, technical memorandum for these topics are not expected and thus, these two disciplines are not included in the following discussion. Two resource areas – hazardous waste/materials and paleontology – will have full studies completed as part of the PEAR, in accordance with the Caltrans handbook guidelines.

6.2.1 Land Use

The CONSULTANT will prepare a land use memorandum that will cover existing and future land use, consistency with state, regional, and local plans, and parks and recreation. A windshield survey will be conducted to identify existing land uses and assess the existing project setting. To create efficiencies, our team will draw upon and augment previous studies conducted for the project including the Central Avenue Concept Report (2016).

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the land use studies for the PA&ED phase.

6.2.2 Community Impacts

The CONSULTANT will prepare a community impact memorandum which will examine the project's impact to the local economy, social considerations, environmental justice, relocations, and community services and will make a recommendation on whether a community impact study will be needed for the next phase of work. The desktop research will identify utilities, emergency services, and public facilities that will be impacted by the project.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the Community Impacts studies for the PA&ED phase.

6.2.3 Visual and Aesthetics

The CONSULTANT will assess the project’s visual impact for the PEAR. To achieve this, the CONSULTANT will conduct a “windshield survey” to review the existing corridor conditions followed by a thorough review of the proposed changes. It is unlikely that a full Visual Impact Assessment would be needed for the PA&ED phase. However, the CONSULTANT will conduct a PEAR-level analysis of the setting, risks, and assumptions to validate this preliminary conclusion.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the visual and aesthetics studies for the PA&ED phase.

6.2.4 Cultural Resources

The CONSULTANT will request a records search and literature review from the Northwest Information Center of the California Historical Resources Information System in Rohnert Park, California. The CONSULTANT will present the results in the PEAR in text and tabular form.

The CONSULTANT will contact the Native American Heritage Commission with a request for a search of the Sacred Lands File and a request for a list of potential Native American stakeholders for Alameda County who may have information regarding cultural resources within the project area. The CONSULTANT will contact those potential stakeholders via certified letter with a request for consultation. Results will be presented in a confidential technical memorandum.

The CONSULTANT will provide services for historic resources documentation for the PSR-PDS in compliance with Section 106 of the National Historic Preservation Act and California Public Resources Code Sections 5024 and 5024.5. The CONSULTANT will conduct preliminary background research and a windshield survey of the project area to assess possible historic built environment properties that may be affected by the project. The CONSULTANT will prepare a memorandum for the PSR-PDS regarding historic architectural / built environment resources that will be used for the project’s PEAR, following the Caltrans Guidelines for PEAR preparation. The memorandum will provide general information regarding the project’s setting (as it relates to historic resources), list sources consulted, note the results of the research and survey, itemize the reports anticipated in the PA&ED phase, and provide analysis regarding possible project effects on historic properties, including effects on possible Section 4(f) historic properties. The CONSULTANT will also provide estimates regarding the timeframe in which the necessary reports, such as a Historical Resources Evaluation Report (HRER)

and HPSR, will be prepared, as per Caltrans' WBS codes, and agency concurrences needed for compliance.

Assumption(s):

1. Letters will not be sent to interested parties for the PEAR. Such communication would be conducted during preparation of the HRER.
2. No prehistoric or historic resources will be recorded. If noted in record search, they will be visited during windshield survey.
3. Reporting will be in text and tabular form for inclusion in the PEAR. Mapping will be provided as appropriate.
4. Site recording, evaluations of resources for the Center for Regional Heritage Research or National Register of Historic Places, or detailed data recovery level reporting such as an Archaeological Survey Report, are not included.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the cultural resources studies for the PA&ED phase.

6.2.5 Hydrology and Floodplain

The CONSULTANT will compile and evaluate available and relevant information regarding the project area's hydrologic and floodplain setting. Examples of such information may include applicable regulations regarding floodplain encroachment and mitigation, the Federal Emergency Management Agency (FEMA)/National Flood Insurance Program Flood Maps, flood records, watershed mapping and characteristics, and references from outside agencies and individuals.

Based on the results of these activities, the CONSULTANT will also identify key supplemental field information to improve the understanding of these issues. The CONSULTANT will plan a site visit to efficiently collect the additional data.

The CONSULTANT will develop written documentation, mapping, and other appropriate graphical information for incorporation into the PEAR. The information will include the base floodplain and key hydrology data for use during the PA&ED, and PS&E phases, and will describe related project issues, risks, and assumptions regarding alternatives, cost, schedule, and project viability.

At a minimum, the documentation will include the following specific information:

- Hydraulic and floodplain setting
- Potential project impacts on hydrology
- Floodplain locations and boundaries
- Additional study and agency coordination needs
- Constraints and recommendations
- Summary

- Hydrology and floodplain portion of PEAR Environmental Studies Checklist
- PEAR environmental commitments cost estimate
- Resource estimate, by WBS code, for environmental document special studies
- Schedule for environmental document special studies

Assumption(s):

1. The project area does not contain any FEMA mapped floodplains.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the hydrology and floodplain studies for the PA&ED phase.

6.2.6 Water Quality and Stormwater Runoff

The CONSULTANT will compile and review available and relevant information regarding water quality and stormwater runoff issues for the project area. The information to be collected may include existing environmental permits, Total Maximum Daily Load (TMDL) reports, water quality monitoring reports, design records for any existing water quality BMPs, and reference information from outside agencies and individuals as necessary to identify and characterize water quality issues and structural BMP needs.

Based on the results of these activities, the CONSULTANT will also identify key supplemental field information to improve the understanding of these issues. The CONSULTANT will plan a site visit to efficiently collect the additional data.

The CONSULTANT will develop written documentation, mapping, and other appropriate graphical information for incorporation into the PEAR. The information will include stormwater catchment areas, receiving waters, and existing stormwater drainage and treatment infrastructure use during the PA&ED, and PS&E phases, and will describe related project issues, risks, and assumptions regarding alternatives, cost, schedule, and project viability.

At a minimum, the documentation will include the following specific information:

- Setting
- Water quality concerns
- Watershed areas and boundaries
- Potential project impacts/discharges
- Basin Plan/TMDLs
- Permits and agency coordination needs
- Environmental commitments
- Drainage and treatment infrastructure
- Additional study and

- Constraints and recommendations
- Summary
- Water quality portion of PEAR Environmental Studies Checklist
- PEAR environmental commitments cost estimate for standard PSRs
- Resource estimate, by WBS code, for environmental document special studies
- Schedule for environmental document special studies

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the cultural resources studies for the PA&ED phase.

6.2.7 Geology, Soils, Seismic, and Topography

The CONSULTANT will perform a desktop study of available geotechnical, geologic, and seismic information in connection with the proposed project. Information to be reviewed will include existing reports as may be provided by the client, as well as published information such as geologic maps and seismic hazard maps including liquefaction and faults. The purpose will be to determine if there are any geotechnical, geologic, and seismic issues that impact the project. A brief memorandum will be provided to the team which describes the findings, and the suggested investigations for subsequent Optional Task phases of the project.

Assumption(s):

1. No subsurface explorations will be performed in the initial phase of this project.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the geology, soils, seismic, and topography studies for the PA&ED phase.

6.2.8 Paleontology

6.2.8.1 Record Search, GIS of Geology, and Background Research

The CONSULTANT will research, synthesize and compile existing paleontological and geological data. The CONSULTANT will map the project area onto the highest resolution geologic maps available. A record search will be requested from the University of California Museum of Paleontology in Berkeley, California. The record search will encompass a mile buffer around the proposed project. In addition, the CONSULTANT will review available online databases, literature, and geologic maps to determine the paleontological and geological context of the project area.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead findings from this desktop study will be included in the Paleontological Identification Report (PIR) memorandum described below. The results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the paleontology studies for the PA&ED phase.

6.2.8.2 *Paleontological Identification Report (PIR)*

The results of the geologic mapping, record search, and background research will be compiled in a PIR. The PIR will also include a preliminary discussion of potential project impacts on paleontological resources, and a summary of recommendations, constraints, and coordination requirements. The findings of the PIR will determine if a Paleontological Evaluation Report (PER) or Paleontological Mitigation Plan is required.

Deliverable(s):

1. Draft PIR (electronic PDF).
2. Final PIR (electronic PDF).

6.2.9 Hazardous Waste/Materials

6.2.9.1 *Desktop Review*

In accordance with the Caltrans handbook guidelines, hazardous waste/materials will have a full study completed as part of the PEAR.

The CONSULTANT will perform a desktop study evaluating the historical and present uses of the project area for evidence of sites that currently or have historically handled, stored, transported, released, or disposed of hazardous or regulated materials, as these types of sites are potential sources of hazardous material contamination. The CONSULTANT will review hazardous materials/regulated site database results from EDR® and review available historical data sources such as aerial photographs, fire insurance maps, and topographic maps. Historic information may also include existing reports as may be provided by the client. The search area would encompass a corridor consisting of ¼-mile to either side of the project area.

In addition to obtaining and summarizing the EDR® reports, the CONSULTANT will review the Geotracker and Envirostor databases for information missing from the EDR® reports as well as to view well logs that are not part of the EDR® reports.

The purpose of the desktop review will be to identify if there are any contaminated sites that could be a fatal flaw or that impact the project or project schedule.

Assumption(s):

1. No subsurface explorations will be performed in the initial phase of this hazardous waste review.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead findings from this desktop study will be included in the Initial Site Assessment (ISA) memorandum described below. The results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the hazardous materials/waste studies for the PA&ED phase.

6.2.9.2 Conduct an Initial Site Assessment (ISA)

The CONSULTANT will prepare an ISA summarizing the potential hazardous waste sites within the project area as identified in the desktop study, as well as identifying any contaminated sites that could be a fatal flaw impacting the project or project schedule.

The primary purpose of the ISA is to determine whether a preliminary site investigation (PSI) involving subsurface exploration and evaluations is needed. If the site is high risk, then a PSI may be needed for the PEAR.

Assumption(s):

1. No subsurface explorations will be performed as part of the ISA.

Deliverable(s):

1. Draft ISA/memorandum (electronic PDF).
2. Final ISA/memorandum (electronic PDF).

6.2.10 Air Quality

The CONSULTANT will compile and review existing documents regarding the project location's existing air quality. Examples of such documents would include current and proposed air quality management plans, databases maintained by the Bay Area Air Quality Management District (BAAQMD) or other agencies, and regional transportation plan (RTP)/regional transportation improvement program (RTIP) information.

Sensitive receptors in the project vicinity that could be affected by construction or operation of the proposed project will be identified on a map that will be included as an attachment to the PEAR. The type of receptor (e.g., residence, school, hospital, etc.) will be distinguished.

The CONSULTANT will evaluate potential effects to air quality that is consistent with the *Guidelines for Preparing a Preliminary Environmental Analysis Report (PEAR)* (Caltrans 2009).

While the purpose of the PEAR is not to prepare a detailed environmental analysis, potential air quality impacts will be qualitatively discussed. It is assumed that a full air quality technical report will not be required for the environmental documentation,

but a shortened one would be required to for CEQA requirements. Any issues, risks, and assumptions that could affect the alternatives, cost, schedule, or viability of the project will be included in the documentation.

At a minimum, the documentation will include the following specific information:

- Project setting/sensitive receptors
- Air quality/maintenance plan status and project RTP/RTIP conformity
- “Hot spot” and mobile source air toxics review
- Potential impacts and environmental commitments
- Monitoring
- Agency coordination and permits
- Recommendations
- Summary

Assumption(s):

1. No emission calculations or air dispersion modeling will be completed.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the air quality studies for the PA&ED phase.

6.2.11 Noise and Vibration

The CONSULTANT will complete a noise assessment . A comprehensive review of background information and documents pertaining to the proposed project will be conducted. A windshield survey will be conducted to identify existing land uses and assess the existing project settings. In addition, it is proposed that short-term noise measurements will be conducted at a few representative receptors, i.e., schools, parks, trails, etc., to assess the existing ambient noise environment. The measurement results will be utilized in assessing the potential operational as well as construction noise impacts that would be generated by the project along the approximately 1.7-mile project corridor. If potential impacts are identified, possible abatement measures will also be recommended to mitigate or minimize the impacts. Relevant local, state, and federal noise regulations and criteria will be used in assessing noise impacts. In addition, coordination with various relevant agencies, i.e., CITY, Caltrans, will be identified and documented. If warranted, details on additional analysis, such as a technical noise study and/or noise monitoring during construction will be recommended.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the noise and vibration studies for the PA&ED phase.

6.2.12 Energy and Climate Change

The CONSULTANT will determine if the proposed project would be a “major project” for the consumption of energy during project construction or operation. If it is determined that an energy analysis would be required, then the proper scope of the analysis will be documented in the PEAR. Early interagency consultation may be required to confirm the extent of the energy analysis to be included in the environmental document. Appendix F of the CEQA Guidelines will be evaluated to refine the assumptions about the extent of the energy analysis that would be required for the environmental document.

The CONSULTANT review existing background information on greenhouse gas emissions and climate change to determine the extent of the required analysis for the environment document.

Because regulations and guidance documents for climate change are frequently being updated, both current and proposed guidance documents will be evaluated as part of the PEAR. In addition, while the proposed project is in the Bay Area, it may be necessary to look at requirements in other jurisdictions to determine the proper scope of the future environmental document. Requirements in both the State CEQA Guidelines (including proposed amendments) and in the BAAQMD *CEQA Air Quality Guidelines* (2017) will be reviewed to fine-tune the scope of the required climate change analysis. Other possible documents to be reviewed include local Climate Action Plans.

Although not explicitly required in Appendix G of the State CEQA Guidelines, a qualitative evaluation of the effects of future climate conditions on the proposed projects (as opposed to the project’s cumulative contribution to climate change), section 15126.2(a) of the State CEQA Guidelines require that lead agencies analyze impacts associated with placing projects in locations susceptible to hazardous conditions, including those affected by climate change. As such, a cursory review of potential future climate conditions will be completed to determine the scope of the climate change technical report.

Assumption(s):

1. No site visits would be required.
2. No quantitative analysis of energy demand will be completed.
3. No emission calculations will be completed

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the energy and climate change studies for the PA&ED phase.

6.2.13 Biological Environment

The CONSULTANT will conduct a review of biological resources to describe the affected environment and potential for impacts. Existing biological resources and potential impacts will be identified using available information from the project submittal, including a description of the project footprint and work methods, proposed project alternatives, site photographs, current aerial photography, and previous relevant biological studies, as available. A review of the California Natural Diversity Database as well as the U.S. Fish and Wildlife Service Information for Planning and Conservation database will be conducted.

Based on this review, the CONSULTANT will identify any additional studies that are necessary for the NEPA and/or CEQA evaluation of biological resources. Environmental commitments such as species avoidance and minimization measures, construction timing restraints, and mitigation measures will be recommended. The potential for risks to the project scope, cost, and schedule, will be identified (e.g., significant impacts on sensitive species or habitats, issues raised during previous community input, requirements for compensatory wetland and/or habitat mitigation). Federal, state, and local permits, approvals and/or coordination with resources agencies will be identified. An estimate of scope, budget, and schedule to conduct any additional studies, implement environmental commitments, and carry out permitting and coordination, will be provided.

Assumptions made during the biological resources review will be documented. The summary will include relevant information from the biological resources review, such as special status species lists, maps outlining the approximate boundaries of sensitive habitat such as wetlands, known occurrences of special status wildlife and plant species, wildlife corridors, and migratory bird habitat. The summary will include a recommendation of whether a cumulative impact analysis is needed in the subsequent environmental document phase. The contacts and sources consulted during the PEAR analysis will be documented.

Assumption(s):

1. Information from the project submittal for the biological resources review will include a description of the project footprint and work methods, site photographs, and previous relevant biological studies and will be provided by the CITY to the CONSULTANT in a timely manner.
2. The information provided in Assumption 1 will preclude the need for a site visit by the CONSULTANT'S biological resources specialist.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the biological environment studies for the PA&ED phase.

6.2.14 Cumulative Impacts

The CONSULTANT will summarize any of the other discipline areas that indicate a need for cumulative analysis in the environmental document phase.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the cumulative impacts studies for the PA&ED phase.

6.2.15 Context Sensitive Solutions

The CONSULTANT will review the community, aesthetic, historic, and environmental values taken into consideration in the development of the Central Avenue project design, and will describe the agency coordination, stakeholder meetings, and community involvement the CITY has undertaken. This summary will include a description of the 2013-2016 corridor concept process conducted by PlaceWorks, as well as subsequent outreach and engagement during the PID phase in 2018.

Deliverable(s):

1. No separate deliverable will be provided for this subtask. Instead the results of this study will be summarized in the PEAR, along with a WBS resources estimate and schedule for completing the context sensitive solutions studies for the PA&ED phase.

6.2.16 Conduct a Project Site Review/Windshield Survey

The CONSULTANT will conduct a project site review will involve a reconnaissance windshield survey as well as a review of available data of the project area for the following disciplines:

- Cultural Resources
- Hydrology and Floodplain
- Water Quality and Stormwater Runoff
- Hazardous Materials/Waste
- Air Quality

This might include surface examination of the areas where ground surface is visible. Documentation of the any findings will be included in the PEAR. Mapping will be provided as needed.

Assumption(s):

1. The total area to be inspected will be no more than 1.7 miles and only properties fronting Central Avenue.
2. Site observations will be limited to publicly accessible locations and no special access permits are required.
3. Observations will be limited to features that are readily visible from the ground surface. No confined space entry into subsurface facilities will be performed.
4. No onsite interviews with local owners will be conducted without prior approval from the client.
5. The site visit will be limited to publicly accessible areas and no special access will be required.

Deliverable(s):

1. Mapping, as needed.

6.3 Environmental Document (Optional Task)

6.3.1 Draft Environmental Document

Scope for this task will be included in subsequent Optional Task phases.

6.3.2 Review Meetings

Scope for this task will be included in subsequent Optional Task phases.

6.3.3 Final Environmental Document

Scope for this task will be included in subsequent Optional Task phases.

6.4 PA&ED Environmental Studies (Optional Task)

Scope for the PA&ED environmental studies will be included in subsequent Optional Task phases.

6.4.1 Land Use

Scope for this task will be included in subsequent Optional Task phases.

6.4.2 Community Impacts

Scope for this task will be included in subsequent Optional Task phases.

6.4.3 Visual and Aesthetics

Scope for this task will be included in subsequent Optional Task phases.

6.4.4 Cultural Resources

6.4.4.1 Archaeological Survey Report

Scope for this task will be included in subsequent Optional Task phases if requested by Caltrans.

6.4.4.2 Historic Resources Evaluation Report (HRER)

Scope for this task will be included in subsequent Optional Task phases if requested by Caltrans.

6.4.4.3 Historic Property Survey Report (HPSR)

Scope for this task will be included in subsequent Optional Task phases if requested by Caltrans.

6.4.4.4 Mitigation Measures

Scope for this task will be included in subsequent Optional Task phases.

6.4.5 Hydrology and Floodplain

Scope for this task will be included in subsequent Optional Task phases.

6.4.6 Water Quality and Stormwater Runoff

Scope for this task will be included in subsequent Optional Task phases.

6.4.7 Geology, Soils, Seismic, and Topography

Scope for this task will be included in subsequent Optional Task phases.

6.4.8 Paleontology*6.4.8.1 Field Survey and HASP*

Scope for this task will be included in subsequent Optional Task phases.

6.4.8.2 PER/PMP

Scope for this task will be included in subsequent Optional Task phases.

6.4.8.3 PA&ED Support

Scope for this task will be included in subsequent Optional Task phases.

6.4.9 Hazardous Waste/Materials

Scope for this task will be included in subsequent Optional Task phases.

6.4.10 Air Quality*6.4.10.1 Air Quality Technical Report*

Scope for this task will be included in subsequent Optional Task phases.

6.4.10.2 Transportation Air Quality Conformity Findings Checklist

Scope for this task will be included in subsequent Optional Task phases.

6.4.10.3 Conformity Streamlining Exemption

Scope for this task will be included in subsequent Optional Task phases.

6.4.11 Noise and Vibration

Scope for this task will be included in subsequent Optional Task phases.

6.4.12 Energy and Climate Change

Scope for this task will be included in subsequent Optional Task phases.

6.4.13 Biological Environment

Scope for this task will be included in subsequent Optional Task phases.

6.4.14 Cumulative Impacts

Scope for this task will be included in subsequent Optional Task phases.

6.4.15 Context Sensitive Solutions

Scope for this task will be included in subsequent Optional Task phases.

6.5 Environmental Review during PS&E (Optional Task)

Scope for this task will be included in subsequent Optional Task phases.

7. Permitting

The scope outlined below for permitting will cover activities through the Project Initiation Phase. This task will inform the PEAR related to environmental permits and approvals required for the project. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

7.1 Existing Information and Desktop Analysis

The CONSULTANT will evaluate available information including environmental impact studies and site visit data as part of the PID development; and federal, state and local regulatory permitting requirements. Upon initial review of the existing material, additional data requirements will be identified and acquired. A desktop analysis will be conducted to determine the presence of sensitive areas within the project area for each alternative, including potential staging areas and disposal sites, and other issues that may necessitate the need for regulatory permits. Examples of regulated areas include waterways and wetlands; federal and state listed wildlife, plant, fish and riparian habitat; levees; floodplain boundaries; San Francisco Bay Conservation and Development Commission boundary; airport runway safety zones; power transmission lines, pipelines and railroad crossings; and areas containing hazardous materials or contaminated soil and/or groundwater.

An initial desktop review conducted during preparation of this scope of work facilitated the following assumptions.

Assumption(s):

1. The project area does not contain any FEMA mapped floodplains.
2. The project area does not contain jurisdictional waterways or wetlands.

Deliverable(s):

1. A list of required permits and external agency coordination contact information.

7.2 Permitting Agency Meetings (Optional Task)

Scope for this task will be included in subsequent Optional Task phases.

7.3 Permitting Applications and Documentation (Optional Task)

7.3.1 Permit Submittal Documentation

Scope for this task will be included in subsequent Optional Task phases.

7.3.2 Permitting Applications

Scope for this task will be included in subsequent Optional Task phases.

7.3.3 Final Permit Approvals

Scope for this task will be included in subsequent Optional Task phases.

8. PS&E

The scope outlined below for PS&E will cover activities through the Project Initiation Phase. Scope for tasks, as needed, will be added or expanded for future Optional Tasks, such as the PA&ED and PS&E phases.

8.1 Site Surveying (Optional Task)

8.1.1 Topographic Survey

Scope for this task will be included in subsequent Optional Task phases.

8.1.2 Site Visits

Scope for this task will be included in subsequent Optional Task phases.

8.2 Right-of-Way Coordination (Optional Task)

8.2.1 Right-of-Way Engineering

Scope for this task will be included in subsequent Optional Task phases.

8.2.2 Right-of-Way Certification

Scope for this task will be included in subsequent Optional Task phases.

8.3 Hydrologic and Hydraulic Analysis (Optional Task)

8.3.1 Hydrologic and Hydraulic Model

Scope for this task will be included in subsequent Optional Task phases.

8.3.2 Drainage Report

Scope for this task will be included in subsequent Optional Task phases.

8.4 Stormwater and Water Quality (Optional Task)

8.4.1 Storm Water Data Report

Scope for this task will be included in subsequent Optional Task phases.

8.4.2 Stormwater Management Plan

Scope for this task will be included in subsequent Optional Task phases.

8.5 Geotechnical Investigations and Report (Optional Task)

8.5.1 Geotechnical Investigations

Scope for this task will be included in subsequent Optional Task phases.

8.5.2 Preliminary Geotechnical Report

Scope for this task will be included in subsequent Optional Task phases.

8.5.3 Final Geotechnical Report

Scope for this task will be included in subsequent Optional Task phases.

8.6 Utility Coordination (Optional Task)

8.6.1 Utility Documentation

Scope for this task will be included in subsequent Optional Task phases.

8.6.2 Potholing Investigations

Scope for this task will be included in subsequent Optional Task phases.

8.6.3 Utility Meetings

Scope for this task will be included in subsequent Optional Task phases.

8.6.4 Utility Agreements

Scope for this task will be included in subsequent Optional Task phases.

8.6.5 Utility Certification

Scope for this task will be included in subsequent Optional Task phases.

8.7 Design Exception Fact Sheets (Optional Task)

Scope for this task will be included in subsequent Optional Task phases.

8.8 Conceptual Engineering

8.8.1 Conceptual Design Documents

The CONSULTANT will update the designs prepared in the Concept Report based on additional and updated mapping obtained in Task 4.1.3 and based on published guidance that has evolved since the Concept Report was published. The CONSULTANT will look for additional opportunities to improve safety and mobility along the corridor. The CONSULTANT will prepare up to three (3) alternatives (the Concept Report design plus two additional alternatives) for the segment of the corridor from Fourth Street to Burbank Street for advancement into the PA&ED phase.

8.8.1.1 General Plans

The CONSULTANT will produce general plans including a cover sheet, index of sheets, and legend.

Deliverable(s):

1. Cover sheet (electronic PDF).
2. Sheet index (electronic PDF).
3. Legend (electronic PDF).

8.8.1.2 *Typical Sections*

The CONSULTANT will prepare up to twelve (12) typical sections along the corridor.

Deliverable(s):

1. Typical sections (electronic PDF).

8.8.1.3 *Roadway Plans*

The CONSULTANT will produce conceptual roadway plans at a scale of 1"=40' on ANSI D paper (1"=80' on 11"x17" paper).

Assumption(s):

1. One alternative will be produced for the entire corridor.
2. Two (2) additional alternatives will be produced for the segment from Fourth Street to Burbank Street.

Deliverable(s):

1. Roadway Plans at 1" =80" scale on 11"x17" (electronic PDF).

8.8.1.4 *Engineer's Opinion of Probable Construction Costs*

The CONSULTANT will prepare an Engineer's Opinion of Probable Construction Costs based on the 10% designs at a level required to support the PSR-PDS. The Engineer's Opinion of Probable Construction Costs will include costs for the entire corridor, as well as two (2) additional alternatives for the segment from Fourth Street to Burbank Street. Unit prices will be based on the Caltrans Cost Data Book, and updated in conjunction with CITY staff.

Deliverable(s):

1. Engineer's Opinion of Probable Construction Costs (electronic XSLX).
2. Engineer's Opinion of Probable Construction Costs (electronic PDF).

8.8.1.5 *QA/QC*

The CONSULTANT will conduct thorough quality reviews and checks for the 10% submittal. The CQM will be responsible for ensuring that they are completed and documented. Such reviews will be performed after deliverables are assembled and before their submittal to the CITY. QC efforts and reviews will encompass the work performed by the CONSULTANT and its SUBCONSULTANTS. Routine checking of calculations, plan

sheets, and other work, done as peer review on the various discipline items, is included in the scope of the individual task.

Deliverable(s):

1. QA/QC Document for 10% submittal (electronic PDF).

8.8.1.6 Conceptual Design Submittal

The conceptual design submittal will include 11"x17" electronic PDFs of the plans produced under Task 8.8. The submittal will include one alternative for the entire corridor plus two (2) additional alternatives for the segment from Fourth Street to Burbank Street.

Deliverable(s):

1. 11"x17" planset for the entire corridor (electronic PDF).
2. 11"x17" planset for an alternative from Fourth Street to Burbank Street (electronic PDF).
3. 11"x17" planset for a second alternative from Fourth Street to Burbank Street (electronic PDF).

8.9 Preliminary Engineering (Optional Task)

8.9.1 30% Design Documents

8.9.1.1 30% General Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.2 30% Typical Sections

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.3 30% Roadway Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.4 30% Signing and Striping Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.5 30% Signals, Electrical, and Lighting Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.6 30% Stormwater/Drainage Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.7 30% Water Pollution Control Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.8 30% Utility Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.9 30% Stage Construction and Maintenance of Traffic Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.10 30% Urban Design Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.11 30% Landscape Plans

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.12 QA/QC

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.13 30% Engineer's Opinion of Probably Construction Costs

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.14 Draft 30% Submittal

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.15 Review Meetings

Scope for this task will be included in subsequent Optional Task phases.

8.9.1.16 Final 30% Submittal

Scope for this task will be included in subsequent Optional Task phases.

8.10 Final Design (Optional Task)**8.10.1 65% Design Documents****8.10.1.1 65% General Plans**

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.2 65% Typical Sections

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.3 65% Roadway Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.4 65% Signing and Striping Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.5 65% Signals, Electrical, and Lighting Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.6 *65% Stormwater/Drainage Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.7 *65% Water Pollution Control Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.8 *65% Utility Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.9 *65% Stage Construction and Maintenance of Traffic Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.10 *65% Urban Design Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.11 *65% Landscape Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.12 *QA/QC*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.13 *65% Engineer's Opinion of Probably Construction Costs*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.14 *65% Specifications*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.15 *Draft 65% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.16 *Review Meetings*

Scope for this task will be included in subsequent Optional Task phases.

8.10.1.17 *Final 65% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2 95% Design Documents

8.10.2.1 *95% General Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.2 *95% Typical Sections*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.3 *95% Roadway Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.4 *95% Signing and Striping Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.5 *95% Signals, Electrical, and Lighting Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.6 *95% Stormwater/Drainage Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.7 *95% Water Pollution Control Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.8 *95% Utility Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.9 *95% Stage Construction and Maintenance of Traffic Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.10 *95% Urban Design Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.11 *95% Landscape Plans*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.12 *QA/QC*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.13 *95% Engineer's Opinion of Probably Construction Costs*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.14 *95% Specifications*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.15 *Draft 95% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.16 *Review Meetings*

Scope for this task will be included in subsequent Optional Task phases.

8.10.2.17 *Final 95% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.3 100% Bid Documents

8.10.3.1 100% General Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.2 100% Typical Sections

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.3 100% Roadway Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.4 100% Signing and Striping Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.5 100% Signals, Electrical, and Lighting Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.6 100% Stormwater/Drainage Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.7 100% Water Pollution Control Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.8 100% Utility Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.9 100% Stage Construction and Maintenance of Traffic Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.10 100% Urban Design Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.11 100% Landscape Plans

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.12 QA/QC

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.13 100% Engineer's Opinion of Probably Construction Costs

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.14 100% Specifications

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.15 *Draft 100% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.16 *Review Meetings*

Scope for this task will be included in subsequent Optional Task phases.

8.10.3.17 *Final 100% Submittal*

Scope for this task will be included in subsequent Optional Task phases.

8.10.4 Bid Assistance

8.10.4.1 *Respond to RFIs*

Scope for this task will be included in subsequent Optional Task phases.

8.10.4.2 *Prepare Addenda*

Scope for this task will be included in subsequent Optional Task phases.

8.10.4.3 *Prepare Conformed Drawings*

Scope for this task will be included in subsequent Optional Task phases.

8.11 Construction Services During Construction (Optional Task)

Scope for this task will be included in subsequent Optional Task phases.



City of Alameda
Central Avenue Complete Street PID
Cost Proposal

2/8/2018

		Cost							
Task	CDM Smith	Parsons	PlaceWorks	Paleo Solutions	JRP Historical	Eisen Letunic	Pacific Legacy	Total	
1 Project Management									
1.1 Project Management Plan (PMP)	\$ 10,719	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,719	
1.2 Monthly Progress Reports and Invoices	\$ 13,704	\$ 5,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,060	
1.3 Subconsultant Management	\$ 6,182	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,182	
1.4 Administrative Support	\$ 5,944	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,944	
1.5 Quality Management	\$ 16,313	\$ 1,256	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,568	
Subtotal	\$ 52,861	\$ 6,612	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,473	
2 Coordination and Team Meetings									
2.1 Project Team Meetings	\$ 25,078	\$ 5,904	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,982	
2.2 Stakeholder Meetings	\$ 16,023	\$ 9,277	\$ 14,942	\$ -	\$ -	\$ -	\$ -	\$ 40,242	
Subtotal	\$ 41,101	\$ 15,181	\$ 14,942	\$ -	\$ -	\$ -	\$ -	\$ 71,224	
3 Public Outreach and Meetings									
3.1 Public Outreach	\$ 2,021	\$ 859	\$ 4,583	\$ -	\$ -	\$ 660	\$ -	\$ 8,123	
3.2 Public Meetings	\$ 3,032	\$ 1,515	\$ 11,286	\$ -	\$ -	\$ -	\$ -	\$ 15,833	
3.3 Public Stakeholder Meetings	\$ 1,718	\$ 1,452	\$ 8,356	\$ -	\$ -	\$ 1,981	\$ -	\$ 13,508	
3.4 Meeting Material Preparation/Graphics	\$ 7,240	\$ 1,265	\$ 10,138	\$ -	\$ -	\$ -	\$ -	\$ 18,642	
Subtotal	\$ 14,011	\$ 5,091	\$ 34,362	\$ -	\$ -	\$ 2,641	\$ -	\$ 56,105	
4 Caltrans Project Initiation and Approvals									
4.1 Project Study Report-Project Development Study	\$ 25,580	\$ 7,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,005	
4.2 Project Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal	\$ 25,580	\$ 7,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 33,005	
5 Traffic Analysis									
5.1 Gather Existing Data	\$ 8,033	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,033	
5.2 TEPA	\$ 29,516	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,516	
5.3 TOAR	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.4 Draft Traffic Management Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
5.5 Final Traffic Management Plan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal	\$ 37,548	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,548	
6 Environmental Documentation									
6.1 PEAR	\$ 3,293	\$ 13,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,543	
6.2 PEAR Studies	\$ 56,369	\$ 13,840	\$ 5,075	\$ 9,236	\$ 4,649	\$ -	\$ 2,795	\$ 91,964	
6.3 Environmental Document	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6.4 PA&ED Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
6.5 Environmental Review for PS&E	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal	\$ 59,662	\$ 27,090	\$ 5,075	\$ 9,236	\$ 4,649	\$ -	\$ 2,795	\$ 108,507	
7 Permitting									
7.1 Existing Information and Desktop Analysis	\$ 1,217	\$ 3,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,058	
7.2 Permit Agency Meetings	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
7.3 Permitting Applications and Documentation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal	\$ 1,217	\$ 3,841	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,058	
8 Plans, Specifications, and Estimates									
8.1 Site Surveying	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.2 Right-of-Way Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.3 Hydrologic and Hydraulic Analysis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.4 Stormwater and Water Quality	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.5 Geotechnical Investigations and Report	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.6 Utility Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.7 Design Exception Fact Sheets	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.8 Conceptual Engineering	\$ 32,992	\$ 4,460	\$ -	\$ -	\$ -	\$ 2,641	\$ -	\$ 40,094	
8.9 Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.10 Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
8.11 Construction Services During Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Subtotal	\$ 32,992	\$ 4,460	\$ -	\$ -	\$ -	\$ 2,641	\$ -	\$ 40,094	
Base Year Labor Cost	\$ 264,973	\$ 69,700	\$ 54,379	\$ 9,236	\$ 4,649	\$ 5,283	\$ 2,795	\$ 411,016	
ODC Costs	\$ 2,800	\$ 500	\$ -	\$ 55	\$ 198	\$ -	\$ 2,795	\$ 6,347	
Subconsultant Fee Mark-up	\$ 7,324	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,324	
Percentage of Work in 2018 90%	\$ 238,476	\$ 62,730	\$ 48,941	\$ 8,312	\$ 4,184	\$ 4,755	\$ 2,516	\$ 369,914	
Percentage of Work in 2019 10%	\$ 27,292	\$ 7,179	\$ 5,601	\$ 951	\$ 479	\$ 544	\$ 288	\$ 42,335	
Total Cost	\$ 275,892	\$ 70,410	\$ 54,542	\$ 9,318	\$ 4,861	\$ 5,299	\$ 5,598	\$ 425,920	

Alameda Central Avenue Complete Street PID

Firm (Prime): CDM Smith

2/8/2018

Task	Dana Hook	Bill Hurrell	Thaddeus Wozniak	Claudia Lea	Stefan Schuster	Russ Vadenais	Suzanne Wilkins	Yauk/Ng	Juan Tijero	K. Tzou	Gwen Pelletier	Jennifer Jones	Bhanu Kala	Bassel Sadek	Michael Bjork	Laurne Buser	Shaumik Pal	Rob Colosimo	Osman Pekin	Steve Mercer	Admin	Contract Mgmt	Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management																										
1.1	Project Management Plan (PMP)		4	32																		34	70	\$ 10,719		
1.2	Monthly Progress Reports and Invoices			24																		48	72	\$ 13,704		
1.3	Subconsultant Management			24																		18	42	\$ 6,182		
1.4	Administrative Support																					52	52	\$ 5,944		
1.5	Quality Management	3	3	18	3	3	3					3	3		3		3		20			18	83	\$ 16,313		
2 Coordination and Team Meetings																										
2.1	Project Team Meetings			88	30												20	3					141	\$ 25,078	375	
2.2	Stakeholder Meetings			69	24																		93	\$ 16,023	225	
3 Public Outreach and Meetings																										
3.1	Public Outreach		4	4																			8	\$ 2,021	25	
3.2	Public Meetings		6	6																			12	\$ 3,032	25	
3.3	Public Stakeholder Meetings			10																			10	\$ 1,718		
3.4	Meeting Material Preparation/Graphics			9					18						24								51	\$ 7,240	500	
4 Caltrans Project Initiation and Approvals																										
4.1	Project Study Report-Project Development Study		2	51	50	8	20								24								155	\$ 25,580		
4.2	Project Report																						0	\$ -		
5 Traffic Analysis																										
5.1	Gather Existing Data													40			20						60	\$ 8,033		
5.2	TEPA											32	80				80						192	\$ 29,516		
5.3	TOAR																						0	\$ -		
5.4	Draft Traffic Management Plan																						0	\$ -		
5.5	Final Traffic Management Plan																						0	\$ -		
6 Environmental Documentation																										
6.1	PEAR			4	8		8																20	\$ 3,293		
6.2	PEAR Studies			8	16	8	20		140	6	21	56	40						40	60	8		423	\$ 56,369	1650	
6.3	Environmental Document																						0	\$ -		
6.4	PA&ED Studies																						0	\$ -		
6.5	Environmental Review for PS&E																						0	\$ -		
7 Permitting																										
7.1	Existing Information and Desktop Analysis						8																8	\$ 1,217		
7.2	Permit Agency Meetings																						0	\$ -		
7.3	Permitting Applications and Documentation																						0	\$ -		
8 Plans, Specifications, and Estimates																										
8.1	Site Surveying																						0	\$ -		
8.2	Right-of-Way Coordination																						0	\$ -		
8.3	Hydrologic and Hydraulic Analysis																						0	\$ -		
8.4	Stormwater and Water Quality																						0	\$ -		
8.5	Geotechnical Investigations and Report																						0	\$ -		
8.6	Utility Coordination																						0	\$ -		
8.7	Design Exception Fact Sheets																						0	\$ -		
8.8	Conceptual Engineering			52											114	102							268	\$ 32,992		
8.9	Preliminary Engineering																						0	\$ -		
8.10	Final Design																						0	\$ -		
8.11	Construction Services During Construction																						0	\$ -		
Total Hours		3	19	399	131	19	43	16	140	24	21	56	43	35	120	165	102	123	23	40	60	130	48	1,760	264,973	2,800

Alameda Central Avenue Complete Street PID

Subconsultant: Parsons

2/8/2018

Task	Rodney Pimental	Carie Montero	Andrea Reeves	Genevieve Munsey	Than Luc	Jason Ogden	Jeff Lormand	Elizabeth Koos	Leo Orendain	Admin	Hours Total	Base Year Labor Cost	Direct Costs	
1 Project Management														
1.1	Project Management Plan (PMP)										0	\$ -		
1.2	Monthly Progress Reports and Invoices		20							24	44	\$ 5,356		
1.3	Subconsultant Management										0	\$ -		
1.4	Administrative Support										0	\$ -		
1.5	Quality Management								8		8	\$ 1,256		
2 Coordination and Team Meetings														
2.1	Project Team Meetings		36								36	\$ 5,904		
2.2	Stakeholder Meetings		51		9						60	\$ 9,277		
3 Public Outreach and Meetings														
3.1	Public Outreach		4		2						6	\$ 859		
3.2	Public Meetings		8		2						10	\$ 1,515		
3.3	Public Stakeholder Meetings		7		3						10	\$ 1,452		
3.4	Meeting Material Preparation/Graphics		4		6						10	\$ 1,265		
4 Caltrans Project Initiation and Approvals														
4.1	Project Study Report-Project Development Study	24	2		4						30	\$ 7,424		
4.2	Project Report										0	\$ -		
5 Traffic Analysis														
5.1	Gather Existing Data										0	\$ -		
5.2	TEPA										0	\$ -		
5.3	TOAR										0	\$ -		
5.4	Draft Traffic Management Plan										0	\$ -		
5.5	Final Traffic Management Plan										0	\$ -		
6 Environmental Documentation														
6.1	PEAR		8	12	96			8			124	\$ 13,250	500	
6.2	PEAR Studies		50			10	25	8			93	\$ 13,840		
6.3	Environmental Document										0	\$ -		
6.4	PA&ED Studies										0	\$ -		
6.5	Environmental Review for PS&E										0	\$ -		
7 Permitting														
7.1	Existing Information and Desktop Analysis		16		12						28	\$ 3,841		
7.2	Permit Agency Meetings										0	\$ -		
7.3	Permitting Applications and Documentation										0	\$ -		
8 Plans, Specifications, and Estimates														
8.1	Site Surveying										0	\$ -		
8.2	Right-of-Way Coordination										0	\$ -		
8.3	Hydrologic and Hydraulic Analysis										0	\$ -		
8.4	Stormwater and Water Quality										0	\$ -		
8.5	Geotechnical Investigations and Report										0	\$ -		
8.6	Utility Coordination										0	\$ -		
8.7	Design Exception Fact Sheets										0	\$ -		
8.8	Conceptual Engineering	16									16	\$ 4,460		
8.9	Preliminary Engineering										0	\$ -		
8.10	Final Design										0	\$ -		
8.11	Construction Services During Construction										0	\$ -		
Total Hours		40	206	12	134	10	25	8	8	8	24	475	69,700	500

Alameda Central Avenue Complete Street PID

Subconsultant: PlaceWorks

2/8/2018

Task	Joanna Jansen	Carey Stone	Janet Chang								Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Administrative Support											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Team Meetings											0	\$ -	
2.2 Stakeholder Meetings	30	48	22								100	\$ 14,942	
3 Public Outreach and Meetings													
3.1 Public Outreach	8	12	12								32	\$ 4,583	
3.2 Public Meetings	21	36	20								77	\$ 11,286	
3.3 Public Stakeholder Meetings	20	28	5								53	\$ 8,356	
3.4 Meeting Material Preparation/Graphics	12	24	40								76	\$ 10,138	
4 Caltrans Project Initiation and Approvals													
4.1 Project Study Report-Project Development Study											0	\$ -	
4.2 Project Report											0	\$ -	
5 Traffic Analysis													
5.1 Gather Existing Data											0	\$ -	
5.2 TEPA											0	\$ -	
5.3 TOAR											0	\$ -	
5.4 Draft Traffic Management Plan											0	\$ -	
5.5 Final Traffic Management Plan											0	\$ -	
6 Environmental Documentation													
6.1 PEAR											0	\$ -	
6.2 PEAR Studies	12	20									32	\$ 5,075	
6.3 Environmental Document											0	\$ -	
6.4 PA&ED Studies											0	\$ -	
6.5 Environmental Review for PS&E											0	\$ -	
7 Permitting													
7.1 Existing Information and Desktop Analysis											0	\$ -	
7.2 Permit Agency Meetings											0	\$ -	
7.3 Permitting Applications and Documentation											0	\$ -	
8 Plans, Specifications, and Estimates													
8.1 Site Surveying											0	\$ -	
8.2 Right-of-Way Coordination											0	\$ -	
8.3 Hydrologic and Hydraulic Analysis											0	\$ -	
8.4 Stormwater and Water Quality											0	\$ -	
8.5 Geotechnical Investigations and Report											0	\$ -	
8.6 Utility Coordination											0	\$ -	
8.7 Design Exception Fact Sheets											0	\$ -	
8.8 Conceptual Engineering											0	\$ -	
8.9 Preliminary Engineering											0	\$ -	
8.10 Final Design											0	\$ -	
8.11 Construction Services During Construction											0	\$ -	
Total Hours	103	168	99	0	0	0	0	0	0	0	370	54,379	-

Alameda Central Avenue Complete Street PID

Subconsultant: Paleo Solutions

2/8/2018

Task	Program Mgr G Aron	Prin Inv & PM C Richards	Field Dir & Safety J Hathaway	Asst PM M Lamb	Field Tech V Zhao	GIS B Webster	Contract Admin/Editor				Hours Total	Base Year Labor Cost	Direct Costs
1 Project Management													
1.1 Project Management Plan (PMP)											0	\$ -	
1.2 Monthly Progress Reports and Invoices											0	\$ -	
1.3 Subconsultant Management											0	\$ -	
1.4 Administrative Support											0	\$ -	
1.5 Quality Management											0	\$ -	
2 Coordination and Team Meetings													
2.1 Project Team Meetings											0	\$ -	
2.2 Stakeholder Meetings											0	\$ -	
3 Public Outreach and Meetings													
3.1 Public Outreach											0	\$ -	
3.2 Public Meetings											0	\$ -	
3.3 Public Stakeholder Meetings											0	\$ -	
3.4 Meeting Material Preparation/Graphics											0	\$ -	
4 Caltrans Project Initiation and Approvals													
4.1 Project Study Report-Project Development Study											0	\$ -	
4.2 Project Report											0	\$ -	
5 Traffic Analysis													
5.1 Gather Existing Data											0	\$ -	
5.2 TEPA											0	\$ -	
5.3 TOAR											0	\$ -	
5.4 Draft Traffic Management Plan											0	\$ -	
5.5 Final Traffic Management Plan											0	\$ -	
6 Environmental Documentation													
6.1 PEAR											0	\$ -	
6.2 PEAR Studies	12	20	3	20	8	8	8				79	\$ 9,236	55
6.3 Environmental Document											0	\$ -	
6.4 PA&ED Studies											0	\$ -	
6.5 Environmental Review for PS&E											0	\$ -	
7 Permitting													
7.1 Existing Information and Desktop Analysis											0	\$ -	
7.2 Permit Agency Meetings											0	\$ -	
7.3 Permitting Applications and Documentation											0	\$ -	
8 Plans, Specifications, and Estimates													
8.1 Site Surveying											0	\$ -	
8.2 Right-of-Way Coordination											0	\$ -	
8.3 Hydrologic and Hydraulic Analysis											0	\$ -	
8.4 Stormwater and Water Quality											0	\$ -	
8.5 Geotechnical Investigations and Report											0	\$ -	
8.6 Utility Coordination											0	\$ -	
8.7 Design Exception Fact Sheets											0	\$ -	
8.8 Conceptual Engineering											0	\$ -	
8.9 Preliminary Engineering											0	\$ -	
8.10 Final Design											0	\$ -	
8.11 Construction Services During Construction											0	\$ -	
Total Hours	12	20	3	20	8	8	8	0	0	0	79	9,236	55

Alameda Central Avenue Complete Street PID

Subconsultant: JRP Historical Consulting

2/8/2018

Task		Partner	Architectural Historian	Research Assistant	Graphics/GIS Technician	Contracts Mgr	Assistant Contracts Mgr					Hours Total	Base Year Labor Cost	Direct Costs
1	Project Management													
1.1	Project Management Plan (PMP)											0	\$ -	
1.2	Monthly Progress Reports and Invoices											0	\$ -	
1.3	Subconsultant Management											0	\$ -	
1.4	Administrative Support											0	\$ -	
1.5	Quality Management											0	\$ -	
2	Coordination and Team Meetings													
2.1	Project Team Meetings											0	\$ -	
2.2	Stakeholder Meetings											0	\$ -	
3	Public Outreach and Meetings													
3.1	Public Outreach											0	\$ -	
3.2	Public Meetings											0	\$ -	
3.3	Public Stakeholder Meetings											0	\$ -	
3.4	Meeting Material Preparation/Graphics											0	\$ -	
4	Caltrans Project Initiation and Approvals													
4.1	Project Study Report-Project Development Study											0	\$ -	
4.2	Project Report											0	\$ -	
5	Traffic Analysis													
5.1	Gather Existing Data											0	\$ -	
5.2	TEPA											0	\$ -	
5.3	TOAR											0	\$ -	
5.4	Draft Traffic Management Plan											0	\$ -	
5.5	Final Traffic Management Plan											0	\$ -	
6	Environmental Documentation													
6.1	PEAR											0	\$ -	
6.2	PEAR Studies	6	32	12	2	2	3					57	\$ 4,649	198
6.3	Environmental Document											0	\$ -	
6.4	PA&ED Studies											0	\$ -	
6.5	Environmental Review for PS&E											0	\$ -	
7	Permitting													
7.1	Existing Information and Desktop Analysis											0	\$ -	
7.2	Permit Agency Meetings											0	\$ -	
7.3	Permitting Applications and Documentation											0	\$ -	
8	Plans, Specifications, and Estimates													
8.1	Site Surveying											0	\$ -	
8.2	Right-of-Way Coordination											0	\$ -	
8.3	Hydrologic and Hydraulic Analysis											0	\$ -	
8.4	Stormwater and Water Quality											0	\$ -	
8.5	Geotechnical Investigations and Report											0	\$ -	
8.6	Utility Coordination											0	\$ -	
8.7	Design Exception Fact Sheets											0	\$ -	
8.8	Conceptual Engineering											0	\$ -	
8.9	Preliminary Engineering											0	\$ -	
8.10	Final Design											0	\$ -	
8.11	Construction Services During Construction											0	\$ -	
Total Hours		6	32	12	2	2	3	0	0	0	0	57	4,649	198

Alameda Central Avenue Complete Street PID

Subconsultant: Eisen | Letunic

2/8/2018

Task		Niko Letunic										Hours Total	Base Year Labor Cost	Direct Costs
1	Project Management													
1.1	Project Management Plan (PMP)											0	\$ -	
1.2	Monthly Progress Reports and Invoices											0	\$ -	
1.3	Subconsultant Management											0	\$ -	
1.4	Administrative Support											0	\$ -	
1.5	Quality Management											0	\$ -	
2	Coordination and Team Meetings													
2.1	Project Team Meetings											0	\$ -	
2.2	Stakeholder Meetings											0	\$ -	
3	Public Outreach and Meetings													
3.1	Public Outreach	4										4	\$ 660	
3.2	Public Meetings											0	\$ -	
3.3	Public Stakeholder Meetings	12										12	\$ 1,981	
3.4	Meeting Material Preparation/Graphics											0	\$ -	
4	Caltrans Project Initiation and Approvals													
4.1	Project Study Report-Project Development Study											0	\$ -	
4.2	Project Report											0	\$ -	
5	Traffic Analysis													
5.1	Gather Existing Data											0	\$ -	
5.2	TEPA											0	\$ -	
5.3	TOAR											0	\$ -	
5.4	Draft Traffic Management Plan											0	\$ -	
5.5	Final Traffic Management Plan											0	\$ -	
6	Environmental Documentation													
6.1	PEAR											0	\$ -	
6.2	PEAR Studies											0	\$ -	
6.3	Environmental Document											0	\$ -	
6.4	PA&ED Studies											0	\$ -	
6.5	Environmental Review for PS&E											0	\$ -	
7	Permitting													
7.1	Existing Information and Desktop Analysis											0	\$ -	
7.2	Permit Agency Meetings											0	\$ -	
7.3	Permitting Applications and Documentation											0	\$ -	
8	Plans, Specifications, and Estimates													
8.1	Site Surveying											0	\$ -	
8.2	Right-of-Way Coordination											0	\$ -	
8.3	Hydrologic and Hydraulic Analysis											0	\$ -	
8.4	Stormwater and Water Quality											0	\$ -	
8.5	Geotechnical Investigations and Report											0	\$ -	
8.6	Utility Coordination											0	\$ -	
8.7	Design Exception Fact Sheets											0	\$ -	
8.8	Conceptual Engineering	16										16	\$ 2,641	
8.9	Preliminary Engineering											0	\$ -	
8.10	Final Design											0	\$ -	
8.11	Construction Services During Construction											0	\$ -	
Total Hours		32	0	32	5,283	-								

Alameda Central Avenue Complete Street PID

Subconsultant: Pacific Legacy

2/8/2018

Task	Contract Mgr/ Principal Investigator	GIS Specialist	CRS4 Sr. Archeologist	CRS3 Archeological Tech.	Contract Mgr						Hours Total	Base Year Labor Cost	Direct Costs
1	Project Management												
1.1	Project Management Plan (PMP)										0	\$ -	
1.2	Monthly Progress Reports and Invoices										0	\$ -	
1.3	Subconsultant Management										0	\$ -	
1.4	Administrative Support										0	\$ -	
1.5	Quality Management										0	\$ -	
2	Coordination and Team Meetings												
2.1	Project Team Meetings										0	\$ -	
2.2	Stakeholder Meetings										0	\$ -	
3	Public Outreach and Meetings												
3.1	Public Outreach										0	\$ -	
3.2	Public Meetings										0	\$ -	
3.3	Public Stakeholder Meetings										0	\$ -	
3.4	Meeting Material Preparation/Graphics										0	\$ -	
4	Caltrans Project Initiation and Approvals												
4.1	Project Study Report-Project Development Study										0	\$ -	
4.2	Project Report										0	\$ -	
5	Traffic Analysis												
5.1	Gather Existing Data										0	\$ -	
5.2	TEPA										0	\$ -	
5.3	TOAR										0	\$ -	
5.4	Draft Traffic Management Plan										0	\$ -	
5.5	Final Traffic Management Plan										0	\$ -	
6	Environmental Documentation												
6.1	PEAR										0	\$ -	
6.2	PEAR Studies	7	8	26	40	4					85	\$ 7,845	2,795
6.3	Environmental Document										0	\$ -	
6.4	PA&ED Studies										0	\$ -	
6.5	Environmental Review for PS&E										0	\$ -	
7	Permitting												
7.1	Existing Information and Desktop Analysis										0	\$ -	
7.2	Permit Agency Meetings										0	\$ -	
7.3	Permitting Applications and Documentation										0	\$ -	
8	Plans, Specifications, and Estimates												
8.1	Site Surveying										0	\$ -	
8.2	Right-of-Way Coordination										0	\$ -	
8.3	Hydrologic and Hydraulic Analysis										0	\$ -	
8.4	Stormwater and Water Quality										0	\$ -	
8.5	Geotechnical Investigations and Report										0	\$ -	
8.6	Utility Coordination										0	\$ -	
8.7	Design Exception Fact Sheets										0	\$ -	
8.8	Conceptual Engineering										0	\$ -	
8.9	Preliminary Engineering										0	\$ -	
8.10	Final Design										0	\$ -	
8.11	Construction Services During Construction										0	\$ -	
	Total Hours	7	8	26	40	4	0	0	0	0	85	7,845	2,795

<i>Alameda Central Avenue Complete Street PID</i>	
Order of Magnitude Costs for Optional Tasks	
2/8/2018	
Phase	
Project Approval and Environmental Document	
Including: Environmental Document, Caltrans Project Report, Topographic Survey, Preliminary Engineering	855,000
Plans, Specs, and Estimate	
Including: Final Design (65% to RTL)	915,000