

ATTACHMENT B



304 12th Street Suite 2A
Oakland, CA 94607
(213) 489-7443 | altago.com

February 26, 2026

Suty Komsonkeo, PE, Civil Engineer | Complete Streets Design

City of Oakland, Department of Transportation

250 Frank H Ogawa Plaza

Oakland, California 94612

510.283.2943

Re: 7th Street Connection ATP Project (Amendment Request)

Dear Mr. Komsonkeo:

Per our previous conversations, Alta is submitting this amendment request to continue supporting the City through completion of the 7th Street Connection ATP project. The project began in June 2023 and was originally anticipated to be completed by June 2025. The project construction is now anticipated to begin in spring/ summer 2027. As outlined in the various tasks below, the work performed to advance the project from conceptual to final design has significantly exceeded the original scoped hours and assumptions due to extended project duration, evolving City direction, additional agency coordination, and unforeseen conditions including environmental requirements necessary to satisfy Caltrans requirements.

The original design phase was structured around an aggressive schedule necessary to meet grant funding deadline and maintain eligibility for ATP allocation. Based on that schedule, it was assumed that the project would advance from 35% design to final design through refinement of established corridor geometry and previously approved concepts within a compressed timeframe. The working assumption was that primary curb lines, intersection configurations, and corridor elements would remain largely consistent, with limited median adjustments and targeted sidewalk improvements required to finalize grading and ADA design details. The outcome of the design process differed from those initial assumptions. As the project progressed and additional coordination occurred, median improvements expanded into approximately 1,750 linear feet of reconstruction incorporating pedestrian refuge elements and associated grading transitions. Sidewalk work evolved beyond targeted widening into pavement reconstruction to address cross-slope compliance, integration with revised intersection geometry, and constructability considerations. Intersection layouts required further geometric revisions to resolve operational needs, truck turning requirements, pedestrian treatments, and final corridor coordination. These modifications resulted in regrading, curb ramp relocation, and comprehensive updates across multiple plan sheets and disciplines.

While the project evolved throughout earlier design phases and key design elements such as truck turning movements, ADA compliance, and intersection geometry were evaluated during each phase, the most substantial design modifications occurred following the 95% submittal. During this phase, final determinations and corridor wide adjustments required revisions to previously approved geometry,



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including modifications to intersection configurations to accommodate truck turning requirements, expanded median reconstruction, relocation and reconfiguration of transit islands, and additional ADA and sidewalk improvements. These changes were not the result of newly identified issues, but rather the outcome of continued refinement, agency coordination, and final direction that necessitated geometric updates and interdisciplinary rework to advance the project to a constructible final design. The level of effort required to reach 95% design significantly exceeded the assumptions underlying the original scope and fee.

In parallel, the environmental scope expanded beyond original assumptions as Caltrans' review and documentation requirements evolved during project progression. Cultural resources documentation required multiple refinements to the Area of Potential Effects (APE), expanded coordination related to ground disturbance limits, additional processing of historical resource data, and preparation of supplemental documentation including a Finding of Effect report and associated compliance materials. These expanded deliverables were necessary to satisfy Caltrans' current Section 106 and NEPA documentation standards and to secure the federal authorization. The additional environmental analysis and iterative review cycles required reallocation of budget to ensure timely clearance and protect the project's ATP funding eligibility. To keep the project moving the Alta team in coordination with the city has reallocated budget earlier in the project to support the environmental process (Rincon) and other optional tasks on the project.

The Alta team has remained committed to supporting the city and maintaining project momentum. Throughout the project, Alta and its subconsultants proceeded in good faith to respond to City direction (providing intermittent exhibits), maintain schedule, and avoid delays that could have jeopardized funding. While Alta has worked diligently to manage scope and budget across all tasks, the level of effort required under Task 1 (Project Management), Task 4 (Design), Task 5 (Permit Support), and Task 9 (Optional Tasks) has exceeded the original assumptions. The reallocations mentioned above were primarily made from task 7 (Bid Support), task 8 (Construction Support) and task 9 (Optional Tasks) and will be required to support the city through construction completion. Included in this amendment are requests from our subconsultant Kimley-Horn and Calichi. The request is to preserve and replenish the bid and construction support budgets that were previously utilized to support environmental and design efforts. Alta is requesting additional budget and authorization to continue providing engineering support services. Should you have any questions or desire additional information please do not hesitate to contact Vincent Hellens at (213) 797- 4445 or vincenthellens@altago.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "V. Hellens", written over a light blue horizontal line.

Vincent Hellens
Principal | Project Manager



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TASK 1: Project Management

The original scope assumed a 20-month design duration with defined meeting cadence and coordination efforts. The project has extended approximately 18 months beyond the originally anticipated design schedule which has led to more design/coordination meetings than our original assumption. Due to the extended duration of the design phase and the volume of ongoing coordination required, the Alta team has provided substantially more project management effort than originally anticipated. This includes continued coordination with the city and subconsultant team beyond the original schedule, managing incremental and sometimes overlapping direction provided through meetings, City comments during various phases, BPAC comments, and overseeing budget and schedule adjustments across disciplines. The Alta team has also supported coordination with Caltrans to support environmental progress and align design decisions with City requirements. Alta will continue providing management, administration, and coordination to complete the project deliverables. This includes project administration, invoicing, and regular communication with the City's Project Team.

Task 1: Project Management: \$82,039

TASK 4: Design

The Alta team is currently addressing 95% design review comments and advancing the plans toward the 100% / Final PS&E submittals. While this phase is typically focused on plan refinement for issuance of bid plans, specifications, and estimates, the effort required to progress from the 95% design to Final PS&E has been greater than originally anticipated.

Between the 65% and 95% submittals, the team responded to iterative and evolving City direction. Key design constraints such as truck turning movements, ADA compliance, and intersection geometry were evaluated throughout the design progression; however, continued refinement, interdepartmental coordination, and updated direction required revisions to previously advanced geometry and corridor improvements. Median improvements expanded beyond initial expectations and evolved into approximately 1,750 linear feet of reconstruction incorporating pedestrian refuge design and associated grading transitions. Sidewalk reconstruction similarly increased which required the team to address cross-slope compliance, tie-ins to the revised geometry, and constructability considerations. These adjustments required updates to grading plans, curb ramp layouts, and plan sheet coordination across disciplines.

The 65% City comments were not consolidated into a single review package, but instead were distributed across nine separate documents on two delivery dates. The Alta team assumed one consolidated set of review comments to be addressed. Several City comments conflicted with previously established direction, requiring additional technical review and coordination between Alta, subconsultants, and City team to reconcile inconsistencies. Approximately 15% of the comments were



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ultimately rejected following technical evaluation, further increasing coordination time and documentation effort.

Following the 95% submittal, the comments received required additional design adjustments beyond the assumed level of effort. BPAC comments were received after the 95% submittal and required further evaluation of intersection configurations, pedestrian improvements, and corridor treatments. Incorporation of these comments, in combination with ongoing City feedback, resulted in additional geometric adjustments, regrading, and interdisciplinary revisions to advance the project to a fully coordinated and constructible final PS&E level. The 95% comments were transmitted as 21 separate documents over the course of three months and included PDFs, Excel files, email screenshots, and word documents. Significant project management effort was required to consolidate, track, and format these materials into a coordinated response matrix for distribution to the broader design team. Because comments were not issued as a single comprehensive package, additional cross-discipline coordination was necessary to reconcile conflicting directions and ensure consistent incorporation across all plan sheets.

To continue the project forward, additional design effort is required to address remaining 95% comments, incorporate final City and BPAC direction, and complete the 100% and final PS&E submittals. This includes finalizing civil design, paving plans, signing and striping, landscape design, wayfinding, traffic signal and lighting plans, completing interdisciplinary coordination and quality control, and delivering a fully coordinated, construction-ready PS&E package.

Task 4: Design: \$461,538

TASK 5: Permit Support

While the original scope included permit support and agency coordination, the level of Caltrans coordination and environmental documentation required to secure federal authorization has exceeded initial expectations. As the project advanced, Caltrans required expanded cultural resources analysis and documentation to satisfy current NEPA and Section 106 compliance standards. This included an Area of Potential Effects (APE), expanded coordination regarding project footprint and ground disturbance limits, additional processing and analysis of California Historical Resources Information System (CHRIS) data, preparation and revision of the Archaeological Survey Report and related cultural resources documentation, and development of a Finding of Effect report and associated compliance materials. These deliverables required iterative review cycles and formal submittals to Caltrans to maintain eligibility for federal authorization. Because Caltrans approval is a prerequisite for Right-of-Way Certification and E-76 authorization, this expanded environmental documentation effort was critical to protecting the project's ATP funding and advancing the project schedule. The additional review cycles, documentation refinements, and agency coordination required significant staff effort beyond typical permit support activities.



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The Alta team will continue supporting the City through completion of Right-of-Way certification, preparation of materials in support of E-76 authorization, coordination with utility owners, follow-up correspondence, and addressing Notice to Owner (NTO) related issues. Continued coordination with Caltrans is necessary to obtain final approvals and certifications required for advertisement and construction.

Task 5: Permit Support: \$17,460

TASK 7: Bid Support

Alta will support the city throughout the bidding process. We will participate in one pre-bid meeting, prepare responses to requests for clarification or information, prepare addendums to the plans and specifications if needed, and assist the city in the evaluation of the bids

Task 7: Bid Support: \$12,149

TASK 8: Construction Support

Alta will continue to support the City through construction to ensure consistency with the approved final PS&E documents and timely resolution of field-related issues. Alta will attend one pre-construction meeting and up to five construction progress meetings with the City and Contractor to respond to technical questions related to the approved plans and specifications. During construction, Alta will support the City in responding to Requests for Information (RFIs) and clarifying the contract documents upon request of the Resident Engineer. This may include preparation of supplementary sketches or written responses to address discrepancies or field conditions based on the approved design documents. Alta will also review and provide technical input regarding Contractor change order requests at the City's request. Alta will review Contractor material submittals and shop drawings for general conformance with the approved plans and specifications and provide comments to the City. Review will be limited to consistency with design intent as reflected in the final construction documents and does not include responsibility for construction means, methods, sequencing, or safety procedures.

Recognizing that field conditions may vary from assumptions made during design, the Alta team has included time to address minor plan revisions that may arise during construction. Such revisions will be limited to design clarifications or adjustments necessary to maintain consistency with the approved plans. Services under this task do not include field inspection services, contractor direction, safety oversight, or easement negotiation. Alta's role during construction will be advisory in nature and limited to technical support at the City's request. Hours beyond those assumed for construction support will be provided on a time and materials basis with prior authorization from the City.

Task 8: Construction Support: \$105,578



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TASK 9: Optional Tasks

Per the City's comments on the 65% plans, the Alta team will develop plans for sidewalk reconstruction beyond what was accounted for in Optional Task 9.4.1, which included up to 1,000 LF of sidewalk widening/reconstruction.

Task 9: Optional Tasks: \$68,525

Total: \$747,288

Project Budget

Project Name: 7th Street Connection ATP Project
Project Fee Type

Sub Markup is included in total Sub Markup is included in total

Phase	Alta Planning + Design, Inc.												Kimley Horn	Calichi	Total Task Hours	Total Task Fee
	PM	APM	Principal Engineer/ QC	Engineering Designer late - Sr.	Landscape Arate I -	Landscape Archi	Landscape Designer II	Project Accountant	Alta's Hours	Alta Expenses	Alta's Sub Total	Kimley Horn	Calichi			
	Vincent Hellens Jr.	Maggie White	Adrian Esteban	Austin Osburn	Ryan Booth	Sean Smalls	Katrina Ortiz	Kirsten Clausen				Sub Total	Sub Total			
1 Project Management	82	90	24	0	8	4	0	36	244	\$	-	\$ 62,745	\$ 19,294	\$ -	244	\$ 82,039
1.01 Project Management and Coordination	50	78	0	0	8	4	0	36	176	\$	-	\$ 42,025	\$ 19,294	\$ -	176	\$ 61,319
1.02 QA/QC	32	12	24	0	0	0	0	0	68	\$	-	\$ 20,720	\$ -	\$ -	68	\$ 20,720
4 Design	36	124	0	144	0	22	70	0	396	\$	-	\$ 78,600	\$ 242,138	\$ 140,800	396	\$ 461,538
4.01 65% to 95% Design Iterations (including median reconstruction and grading (1,700LF)	12	44	0	60	0	0	16	0	132	\$	-	\$ 25,920	\$ 82,693	\$ 49,500	132	\$ 158,113
4.02 95% Design (including transit shelter foundation)	4	48	0	72	0	12	32	0	168	\$	-	\$ 31,200	\$ 139,437	\$ 71,500	168	\$ 242,137
4.03 Final Design (including transit shelter foundation)	20	32	0	12	0	10	22	0	96	\$	-	\$ 21,480	\$ 20,008	\$ 19,800	96	\$ 61,288
5 Permit Support	24	40	0	0	0	0	0	0	64	\$	1,500	\$ 17,460	\$ -	\$ -	64	\$ 17,460
5.01 Utility Coordination and RW Certification	24	40	0	0	0	0	0	0	64	\$	500	\$ 17,460	\$ -	\$ -	64	\$ 17,460
7 Bid Support	11	15	0	24	3	0	0	0	53	\$	-	\$ 12,149	\$ -	\$ -	53	\$ 12,149
7.01 Pre-Bid Meeting	3	3	0	0	3	0	0	0	9	\$	-	\$ 2,489	\$ -	\$ -	9	\$ 2,489
7.02 Responses to Bidder Questions	8	12	0	24	0	0	0	0	44	\$	-	\$ 9,660	\$ -	\$ -	44	\$ 9,660
8 Construction Support	48	104	18	60	48	24	24	0	326	\$	-	\$ 78,078	\$ -	\$ 27,500	326	\$ 105,578
8.01 Engineering Services During Construction	32	72	18	60	24	24	24	0	254	\$	-	\$ 59,178	\$ -	\$ 27,500	254	\$ 86,678
8.02 Site Visit	16	32	0	0	24	0	0	0	72	\$	-	\$ 18,900	\$ -	\$ -	72	\$ 18,900
9 Optional Tasks	0	0	0	0	0	0	0	0	0	\$	-	\$ -	\$ 68,525	\$ -	0	\$ 68,525
9.01 Sidewalk Reconstruction for ADA Compliance	0	0	0	0	0	0	0	0	0	\$	-	\$ -	\$ 68,525	\$ -	0	\$ 68,525
Staff Hours	201	373	42	228	59	50	94	36	1083						1083	
Labor Total	\$ 69,649	\$ 83,633	\$ 12,870	\$ 37,152	\$ 14,157	\$ 11,264	\$ 15,232	\$ 4,575		\$		\$ 248,532	\$ -	\$ -		\$ 248,532
Project Total (Labor + Expenses + Sub Markup)	\$ 69,649	\$ 83,633	\$ 12,870	\$ 37,152	\$ 14,157	\$ 11,264	\$ 15,232	\$ 4,575		\$ 500	\$ 249,032	\$ 329,956	\$ 168,300			\$ 747,288

GENERAL NOTES:
* This fee proposal is valid for 90 days from the date submitted.
* Hours and staff assignments can be adjusted by the consultant as needed to implement the tasks described during the course of the project.
* Hourly rates will be adjusted if work is continued into subsequent year(s).