Fieldhouse Facility at Tom Bates Regional Sports Complex
Conceptual Design & Supporting Infrastructure

EXECUTIVE SUMMARY

INTRODUCTION

This project consisted of two significant elements, a conceptual planning process involving multiple public meetings and the design and funding of a sewer line from the east side of highway 80 to the front of the Tom Bates Sports Complex entry way. The conceptual planning process resulted in a preferred design (see Attachment 1) and City Council approval to give California Department of Transportation (Cal Trans) $290,000 (see Attachment 2) to construct the project.

BACKGROUND

The Tom Bates Regional Sports Complex, located at 400 Gilman Street was completed in 2008, and is one of the most highly used public sports complexes in the region. The two artificial turf fields alone provide up to 300,000 player hours per year, rain or shine, and serve approximately 19,000 youth and adult users.

The master plan for the Tom Bates Fields includes a fieldhouse and restroom; however, these elements have not been constructed-to-date due to insufficient funding. Instead the City provides multiple portable toilets at the facility that are a source of many complaints by users A new fieldhouse would improve conditions for sports field users by providing permanent restrooms, a community room, and storage space.

In 2019, the City completed the conceptual plan for a new fieldhouse and restroom in collaboration with the field user groups and the five Joint Powers Agreement cities (Albany, Berkeley, El Cerrito, Emeryville, and Richmond), using Measure T1 infrastructure bond funding.

While this phase of the project is complete, City staff have been in collaboration with Alameda County Transportation Commission (CTC), which is leading the CalTrans project, to extend the sanitary sewer main in Gilman Street ahead of the construction of the fieldhouse facility as part of the Gilman Street at Interstate 80 Interchange project.

FUNDING SOURCE

In 2016, Berkeley voters approved Measure T1, which authorized the City to sell $100 million of general obligation bonds to repair, renovate, replace, or reconstruct the City's aging infrastructure and facilities, including important City facilities and buildings. In 2017, as part of the City's Measure T1 Bond program, the Fieldhouse Facility at Tom Bates Regional Sports Complex received funding for the initial phase, planning and conceptual design of the project. The remainder of the funding has been allocated to the construction of the sanitary sewer main extension as part of the Alameda CTC/CalTrans project.

PROJECT TEAM
In February of 2018, the City of Berkeley selected Harris Design to provide professional consulting services to assist in the initial phase of this project.

SPORTS FIELD USER ENGAGEMENT
The City of Berkeley held a Field Users Meeting on April 17, 2018 to introduce the project and gather input from field users on the functionality, siting and space needs of the proposed fieldhouse building at the Tom Bates Regional Sports Complex. Representatives from soccer, frisbee, lacrosse, baseball, softball, and rugby were invited.

The project implementation plan was discussed:

1. **Architectural Programming (Space Planning)**
   Determine the building space criteria necessary to serve the needs for restroom, meeting room, and storage from the understanding of functional and operational requirements

2. **Supporting Infrastructure Study**
   Analyze the most practical and economical approach for the utilities required to support the use of the building

Graphic exhibits (see Attachment 1) including the preliminary conceptual scheme of the building that had been prepared for the meeting and facilitated a public comment session. The following were comments were received:

Users Comments

- Typically have 25 to 40 people per field at any one time
- Need storage room easily accessible from the field
- Suggest adding a stair from the parking lot up to the field at the proposed restroom location so that people are not forced to walk up a long ramp. Ramp is not needed because one already exists.
- Need storage, changing room, and social space
- Changing room could be incorporated into in a small part of the restroom
- Referees need changing facilities, for both male and female referees.
- Secure the building, entrance from the field
- Changing room in the restroom could use wood benches with hooks
- Lockers are not needed.
- The viewing deck on the west side of the building is a good idea.
- A glass windscreen at the deck might be a good idea.
- The community room is vital

Typically have 60 people per game

- Need locker room/ changing room
- Need a social room
- Social space could accommodate up to 40 kids, have tables, chairs, possibly a sink and refrigerator
- Need a bathroom

- Do not need storage
- Concerned about adding food and drink to the social space because of potential spills on the synthetic turf

General Comments

- Could use built-in room dividers for community room
- Site the doors to the community room away from the field side of the building to control food and drinks getting onto the field
- Put a large garage-type door opening out onto the deck

Priorities

1. Restroom
2. Changing Room
3. Social Space

REFINED DESIGN CONCEPT

With the comments and priorities received from sports field users, the project team revised the preliminary concept theme based on the following design guidelines:

- Prefabricated Building should be considered for its advantages in minimizing design and permitting complexity, and construction speed and cost.
- Minimum building height is 8 feet which makes the storage space shown in the 1st schematic design infeasible. Therefore, eliminating the ground floor space would further reduce construction cost and complexity.
- Flexible meeting space should accommodate a sports team of 10 to 15 people.
- Gender-neutral restroom design also serve as space for changing.
- Four gender-neutral restrooms, plus one ADA accessible unit (total of 5 stalls) that can accommodate approximate 250 users per hour.
- Direct building access from playfields are most preferred, and also enhances security.
- Both stairs, and accessible ramps for the building will be evaluated during final design based on latest governing Building Code.

The revised design concept was presented to the Field User Group on November 8, 2018. The conceptual design was approved.

PREFERRED DESIGN CONCEPT

The conceptual planning process resulted in a preferred design for a fieldhouse and restroom facility with the following features, (link design here).

The fieldhouse facility will be located at the southeast corner of the north parking lot, in the area with the sloped asphalt. The purpose of selecting this location is to avoid impact to the parking lot (no loss of parking) with safe and direct access from the fields (the facility will be at-grade with the fields).

The facility features 5 restrooms: 4 gender neutral single stall restrooms and 1 ADA restroom; a storage area; and a meeting room in a separate building to the south. An open plaza is situated between these two prefabricated buildings to preserve the Bay

view, and will serve as a flexible area for team meeting, warm up…etc. A set of stairs and an ADA compliant ramp offer direct access from the parking lot below.

This preferred design concept was presented at the quarterly JPA Cities meetings in 2019 and was most recently on August 26, 2020. This preferred design will serve as the preliminary design plan for the final design and permitting phase.

GILMAN STREET SANITARY SEWER LINE EXTENSION

During the Space Planning and Conceptual Design phase of the fieldhouse facility project, the City researched a non-plumbed restroom solution (e.g., vault or compost toilet system). However, this solution would require the excavation of contaminated soils at the site to install a large underground sanitary holding tank, which would then require frequent pump-out service to prevent the building up of toxic gases, odors, and overflow issues. This option was determined to be infeasible in terms of construction and annual operating costs.

For the restroom to function, a new sanitary sewer line is needed underneath Gilman Street. The closest point of connection to the City's existing sanitary system is just east of the highway, at the intersection of Highway 80 and Gilman Street, at a length of approximately 1,000 feet.

Recognizing the considerable savings in cost, time and disruption to the public that could be achieved by installing the new sanitary line when CalTrans excavates Gilman Street for the Gilman Interchange Project, Council authorized $290,000 of Phase 1 Measure T1 funds to complete this work. City staff worked closely with the design team at Alameda CTC to finalize design of the sanitary sewer line extension. The new sanitary line will be comprised of a gravity line underneath Gilman Street, and a force main that conveys the wastewater from the future pump station near the fieldhouse facility to the gravity section.

GILMAN STREET INTERCHANGE IMPROVEMENT AT INTERSTATE 80

The I-80 Gilman Street Interchange Improvements project, a CalTrans funded project, will reconfigure the intersection to improve navigation and traffic operations, and will construct bicycle and pedestrian facilities to improve access to the Tom Bates Sports Fields from areas east of the freeway, including Harrison Park and Codornices Path. The interchange project is currently in the final design phase with bidding scheduled to occur in late 2020, and construction anticipated to start in spring of 2021.

The purpose of the I-80 Gilman Street Interchange Improvements project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized.

In addition to improving vehicular mobility through the Gilman Street corridor, the project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Street interchange and provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley. This will include closing the gap between the existing terminus, the Bay Trail at the intersection of Gilman at West Frontage Road, and the south end of the new section of Bay Trail leading to the Albany Beach, as well as

constructing a pedestrian overcrossing from the Tom Bates Fields across the highway to Harrison Park and the Lower Codornices Path in West Berkeley.

For more information: https://www.alamedactc.org/programs-projects/highway-improvement/i80gilman/

FUTURE COSTS AND FUNDING STRATEGY FOR FIELDHOUSE FACILITY

With conceptual design complete and supporting infrastructure funded and expected to be constructed in the spring, the remaining costs are for final design and construction.

The anticipated cost to complete the final design and construction for the fieldhouse and restroom facility is $2.9 million. The project is eligible for funding under Phase 2 of Measure T1, pending City Council approval.

Attachments:

1: Preferred Design Concept, Tom Bates Fieldhouse and Restroom Facility
2: Council report and resolution authorizing Memorandum of Agreement for Sanitary Sewer Line Extension

ATTACHMENT 1

Preferred Design Concept

Tom Bates Fieldhouse and Restroom Facility

NOTE:
THIS DRAWING ILLUSTRATES THE FIELDHOUSE BUILDING LOCATION, AND SPACE PLANNING AT A CONCEPTUAL LEVEL. SPORT USERS / PUBLIC MEETING(S) WILL BE SCHEDULED TO DISCUSS THE FUNCTIONALITY, AND SPACE NEEDS OF THE BUILDING PRIOR TO THE DEVELOPMENT OF FINAL DESIGN DRAWINGS.

REVISED CONCEPTUAL DESIGN - SITE PLAN

0 5 10 20 40
SCALE: 1"=10'-0"

NORTH

City of Berkeley
Parks, Recreation and Waterfront

Gilman Fieldhouse
Space Planning

Berkeley, CA

HARRIS DESIGN

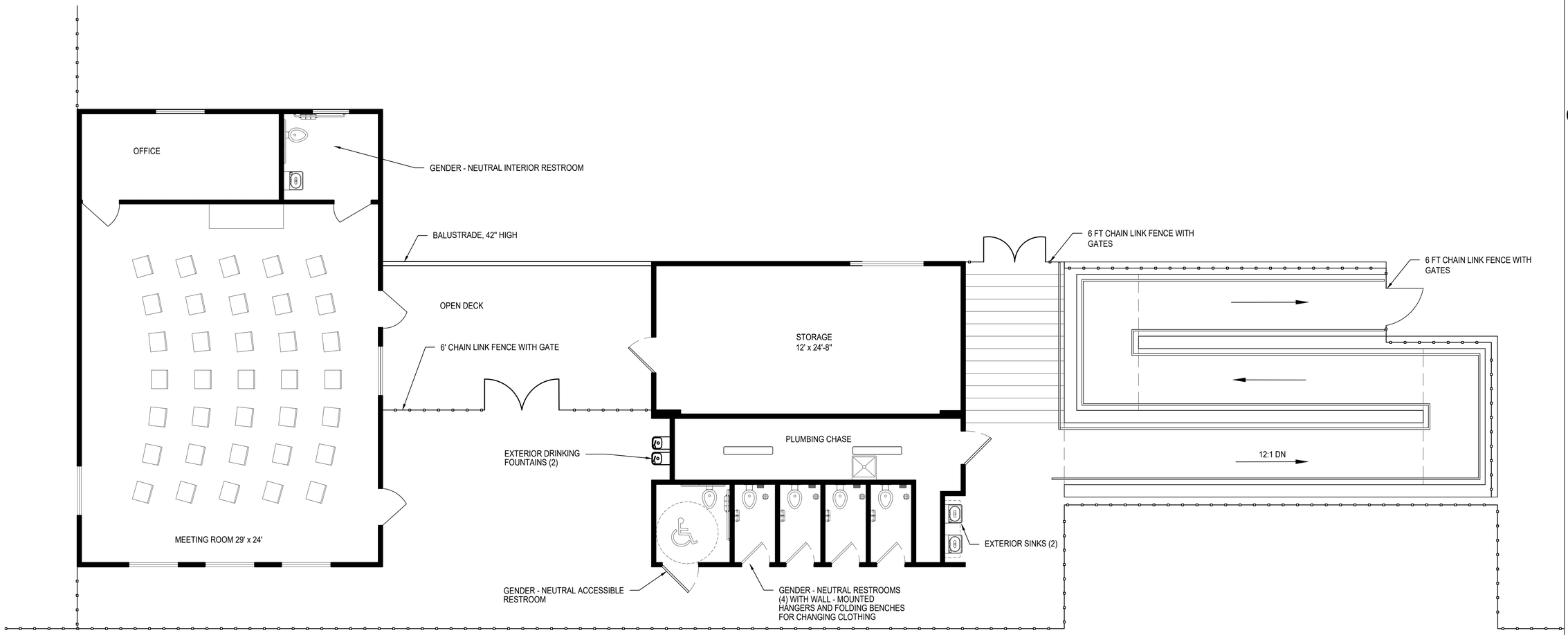
Landscape Architecture
Park & Recreation Planning
Urban Design

755 Folger Avenue
Berkeley, CA 94710
t: 510.647.3792
f: 501.647.3712
www.hd-la.com

Drawn by : DL
Checked by : BH
Drawing Title :

Date : Feb 6, 2019
Scale :
Project Number : 18.02
City Plan Number :
File Number :

Sheet Number :



NOTE:
THIS DRAWING ILLUSTRATES THE FIELDHOUSE BUILDING LOCATION, AND SPACE REQUIREMENT AT A SCHEMATIC LEVEL. THE DEVELOPMENT OF FINAL DESIGN DRAWINGS, AT THE NEXT PHASE, WILL DETAIL OUT THE ACTUAL LOCATIONS & DIMENSIONS.

REVISED CONCEPTUAL DESIGN - FLOOR PLAN

0 2 4 8 12

SCALE: 1/4"=1'-0"

NORTH

City of Berkeley
Parks, Recreation and
Waterfront

Gilman Fieldhouse
Space Planning

Berkeley, CA

HARRIS DESIGN

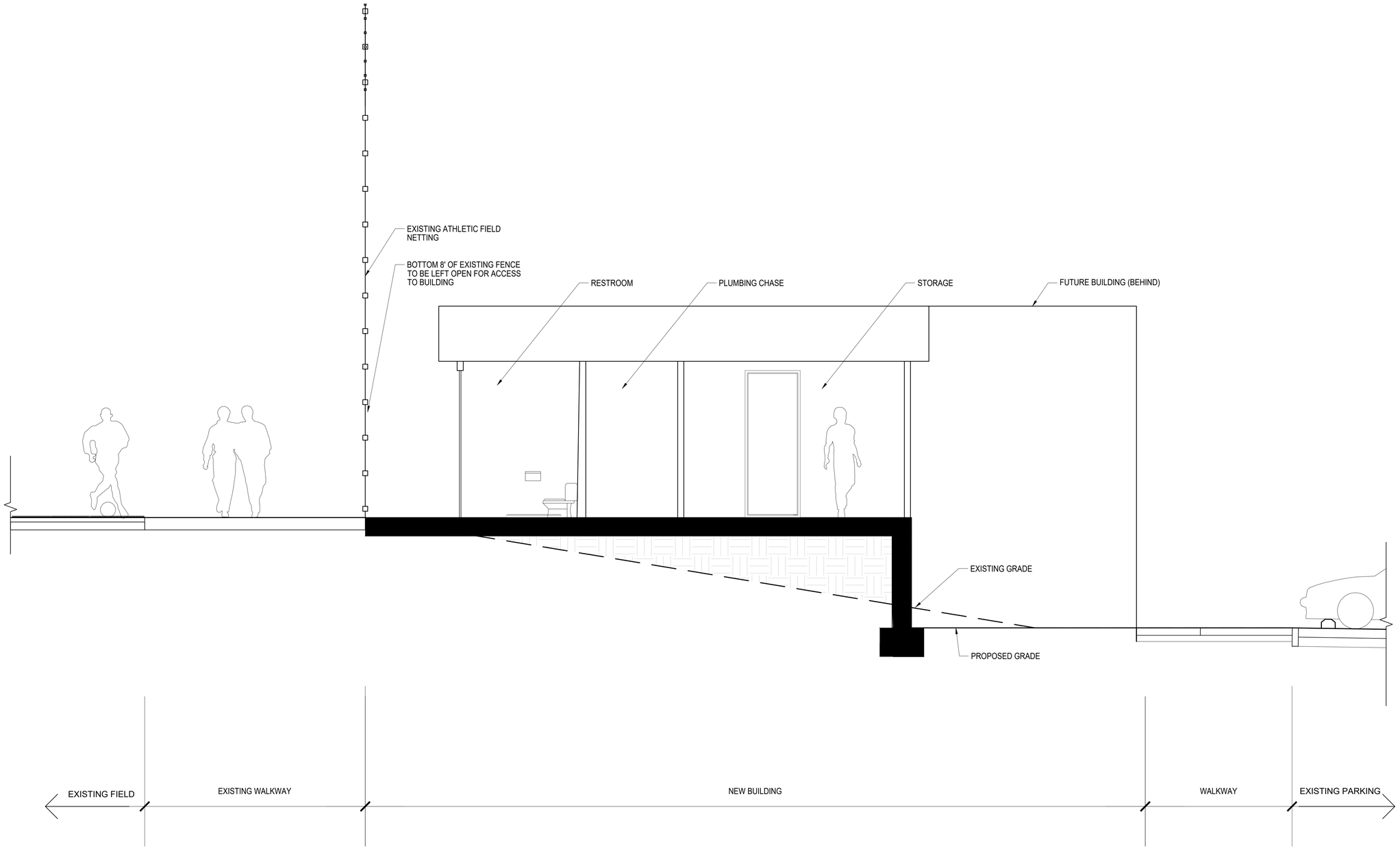
Landscape Architecture
Park & Recreation Planning
Urban Design

755 Folger Avenue
Berkeley, CA 94710
t: 510.647.3792
f: 501.647.3712
www.hd-la.com

Drawn by : DL
Checked by : BH
Drawing Title :

Date : Feb 6, 2019
Scale :
Project Number : 18.02
City Plan Number :
File Number :

Sheet Number :



NOTE:
THIS DRAWING ILLUSTRATES THE FIELD HOUSE BUILDING LOCATION, AND SPACE REQUIREMENT AT A SCHEMATIC LEVEL. THE DEVELOPMENT OF FINAL DESIGN DRAWINGS, AT THE NEXT PHASE, WILL DETAIL OUT THE ACTUAL LOCATIONS & DIMENSIONS.

REVISED CONCEPTUAL DESIGN- SECTION A-A

0 1 2 4 6
SCALE:3/8"=1'-0"

City of Berkeley
Parks, Recreation and Waterfront

Gilman Fieldhouse
Space Planning

Berkeley, CA

HARRIS DESIGN

Landscape Architecture
Park & Recreation Planning
Urban Design

755 Folger Avenue
Berkeley, CA 94710
t: 510.647.3792
f: 501.647.3712
www.hd-la.com

Drawn by : DL
Checked by : BH
Drawing Title :

Date : Feb 6, 2019
Scale :
Project Number : 18.02
City Plan Number :
File Number :

Sheet Number :

NOTE:
THIS DRAWING ILLUSTRATES THE FIELDHOUSE BUILDING LOCATION, AND SPACE REQUIREMENT AT A SCHEMATIC LEVEL. THE DEVELOPMENT OF FINAL DESIGN DRAWINGS, AT THE NEXT PHASE, WILL DETAIL OUT THE ACTUAL LOCATIONS & DIMENSIONS.

REVISED CONCEPTUAL DESIGN - PERSPECTIVE RENDERING

City of Berkeley
Parks, Recreation and Waterfront

CITY OF BERKELEY

Gilman Fieldhouse Space Planning

Berkeley, CA

HARRIS DESIGN

Landscape Architecture
Park & Recreation Planning
Urban Design

755 Folger Avenue
Berkeley, CA 94710
t: 510.647.3792
f: 501.647.3712
www.hd-la.com

Drawn by : DL
Checked by : BH
Drawing Title :

Date : Feb 6, 2019
Scale :
Project Number : 18.02
City Plan Number :
File Number :

Sheet Number :

ATTACHMENT 2

Council report and resolution authorizing

Memorandum of Agreement for Sanitary Sewer Line Extension

Office of the City Manager

CONSENT CALENDAR
September 15, 2020

To: Honorable Mayor and Members of the City Council

From: Dee Williams-Ridley, City Manager

Submitted by: Scott Ferris, Director, Parks Recreation & Waterfront

Subject: Memorandum of Agreement: Construction of Gilman Street Sanitary Sewer Line Extension as part of the I-80 Gilman Street Interchange Improvements Project

RECOMMENDATION

Adopt a Resolution authorizing the City Manager to execute a Memorandum of Agreement (MOA) with the Alameda County Transportation Commission (Alameda CTC) to provide an initial $290,000 in Measure T1 Infrastructure Bond funding for the construction of a new sanitary sewer line extension on Gilman Street to serve the future fieldhouse restroom at the Tom Bates Regional Sports Complex (TBRSC).

FISCAL IMPACTS OF RECOMMENDATION

Funding is available in the FY 2021 budget in the remaining portion of Measure T1 Fund allocation for this project (Fund 511-52-545-000-0000-000-461-663110-PRWT119001), subject to adoption of the Annual Appropriations Ordinance. The T1 allocation covered the conceptual design, the public process, and the sewer line project.

CURRENT SITUATION AND ITS EFFECTS

The I-80 Gilman Street Interchange Improvements project, led and primarily funded by the Alameda County Transportation Commission (Alameda CTC), will reconfigure the intersection to improve navigation and traffic operations, and will construct bicycle and pedestrian facilities to improve access to the Tom Bates Sports Fields from areas east of the freeway, including Harrison Park and Codornices Path. The interchange project is currently in the final design phase with bidding scheduled to occur in late 2020, and construction anticipated to start in spring of 2021.

In 2019, the City completed the conceptual design of a new fieldhouse and restroom at the Tom Bates Sports Fields. For the restroom to function, a new sanitary sewer line is needed underneath Gilman Street. The closest point of connection to the City's existing sanitary system is just east of the highway, at the intersection of Eastshore Highway and Gilman Street, at a length of approximately 1,000 feet. The City can achieve considerable savings in cost, time, and disruption to the public by paying for the installation of the new sanitary

line when the Gilman Interchange Project excavates Gilman Street. The City will provide the funding for the construction of the new sanitary sewer line through a Memorandum of Agreement with the Alameda CTC.

BACKGROUND

The Tom Bates Regional Sports Complex, located at 400 Gilman Street was completed in 2008, and is one of the most highly used public sports complexes in the region. The master plan for the Tom Bates Fields includes a fieldhouse and restroom; however, these elements have not been constructed-to-date due to insufficient funding, and the City must provide portable toilets at the facility. In 2019, the City completed the conceptual plan for a new fieldhouse and restroom in collaboration with the field user groups and the five Joint Powers Agreement cities (Albany, Berkeley, El Cerrito, Emeryville, and Richmond), using Measure T1 infrastructure bond funding. Funding for the design and construction phase of the Fieldhouse can potentially be identified in Phase 2 of the Measure T1 Infrastructure Bond program.

During the conceptual phase, the City researched a non-plumbed restroom solution (e.g., vault or compost toilet system). However, this solution would require the excavation of contaminated soils at the site to install a large underground sanitary holding tank, which would then require frequent pump-out service to prevent the building up of toxic gases, odors, and overflow issues. As a result, this option would not be feasible in terms of construction and annual operating costs. City staff have worked closely with the design consultant team at Alameda CTC to finalize design of the sanitary sewer line extension. The new sanitary line will be comprised of a gravity line underneath Gilman Street, and a force main that conveys the wastewater from the future pump station near the Fieldhouse facility to the gravity section. The engineer's construction cost estimate by the design consultant team is $290,000.

The purpose of the I-80 Gilman Street Interchange Improvements project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized.

In addition to improving vehicular mobility through the Gilman Street corridor, the project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Street interchange and provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley. This will include closing the gap between the existing terminus, the Bay Trail at the intersection of Gilman at West Frontage Road, and the south end of the new section of Bay Trail leading to the Albany Beach, as well as constructing a pedestrian overcrossing from the Tom Bates Fields across the highway to Harrison Park and the Lower Codornices Path in West Berkeley.

ENVIRONMENTAL SUSTAINABILITY

The proposed sanitary sewer line extension elements have been incorporated into the environmental evaluations as part of the I-80 Gilman Street Interchange Improvements project.

A copy of the Final Environmental Document can be found: https://www.alamedactc.org/wp-content/uploads/2019/07/EA0A7700_Gilman_FED_IS-EA_and_Appendices_20190617.pdf

RATIONALE FOR RECOMMENDATION

The Tom Bates Regional Sports Complex fields are some of the most highly used public fields in the region. Just the two artificial turf fields alone provide up to 300,000 player hours per year, rain or shine, and serve approximately 19,000 youth and adult users. The Fieldhouse facility with permanent restrooms should be constructed in order to provide a reasonable accommodation to the sports field users.

With access to the City's Measure T1 Infrastructure Bond funds (Phase 1) in conjunction with Alameda CTC's I-80 Gilman Street Interchange Improvements project, the construction of this sewer line is currently the most efficient and effective way to create this important infrastructure to support the upcoming development of the Fieldhouse facility at the highly-used Tom Bates Sports Fields.

ALTERNATIVE ACTIONS CONSIDERED

The City can decide that the construction of the sanitary sewer line extension serving TBRSC is not in the City's best interest at this time. It should be noted that the estimated cost to construct this sewer line by the I-80 Gilman Street Interchange Improvements project is significantly less than a standalone project after the completion of the interchange improvements. If the City were to elect this alternative action, in addition to losing the cost-effectiveness, and the efficiency of the combined construction work, it would substantially delay the development of the Fieldhouse facility, and cause significant traffic impacts during re-construction of the newly improved interchange to install the sewer line after the interchange project.

CONTACT PERSON

Scott Ferris, Director, Parks Recreation & Waterfront, 981-6700
Farid Javandel, Transportation Manager, Public Works, 981-7061
Nelson Lam, Supervising Civil Engineer, PRW, 981-6395

Attachment:
1: Resolution
2: Project Fact Sheet: I80 Gilman Street Interchange Improvement Project

RESOLUTION NO. ##,###-N.S.

A MEMORANDUM OF AGREEMENT (MOA) WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC) TO PROVIDE $290,000 IN MEASURE T1 BOND FUNDING FOR THE CONSTRUCTION OF A SANITARY SEWER LINE EXTENSION IN GILMAN STREET AS PART OF THE INTERSTATE I-80 GILMAN STREET INTERCHANGE IMPROVEMENTS PROJECT

WHEREAS, the Tom Bates Regional Sports Complex, located at 400 Gilman Street was completed in 2008, and is one of the most highly used public sports complexes in the region; and

WHEREAS, the master plan for the Tom Bates Fields includes a fieldhouse and restroom; however, these elements have not been constructed-to-date due to insufficient funding, and the City must provide portable toilets at the facility; and

WHEREAS, in 2019, the City completed the conceptual plan for a new fieldhouse and restroom in collaboration with the field user groups and the five Joint Powers Agreement cities (Albany, Berkeley, El Cerrito, Emeryville, and Richmond), using Measure T1 infrastructure bond funding. Funding for the design and construction phase of the Fieldhouse can potentially be identified in Phase 2 of the Measure T1 Infrastructure Bond program; and

WHEREAS, City staff have worked closely with the design consultant team at Alameda CTC to finalize design of the sanitary sewer line extension. The new sanitary line will be comprised of a gravity line underneath Gilman Street, and a force main that conveys the wastewater from the future pump station near the Fieldhouse facility to the gravity section. The engineer's construction cost estimate by the design consultant team is $290,000; and

WHEREAS, funding is available in the FY 2021 budget in the Measure T1 Fund (Fund 511-52-545-000-0000-000-461-663110-PRWT119001) subject to adoption of the Annual Appropriations Ordinance.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a Memorandum of Agreement (MOA) with the Alameda County Transportation Commission (ACTC) to provide $290,000 in Measure T1 Infrastructure Bond funding for the construction of sewer line extension in Gilman Street as part of the Interstate I-80 Gilman Street Interchange Improvements Project. A record signature copy of the MOU and any amendments to be on file in the Office of the City Clerk.

Interstate 80/Gilman Street Interchange Improvement Project

AUGUST 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

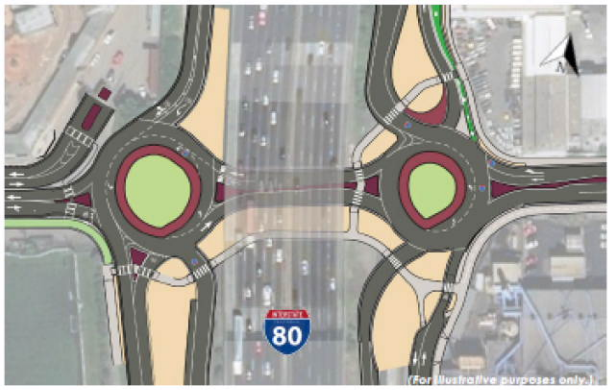
PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities

INTERSTATE 80 GILMAN INTERCHANGE IMPROVEMENTS



Overlay of the roundabouts at the project location.

Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE[1] ($ X 1,000)

Planning/Scoping	$794
PE/Environmental	$4,819
Final Design (PS&E)	$6,172
Right-of-Way/Utility	$2,645
Construction	$47,294
Total Expenditures	**$61,724[1]**

[1] Does not include separate construction items funded by partner agencies, estimated at $1.5 million.

FUNDING SOURCES[2] ($ X 1,000)

Measure BB	$14,400
Federal	$1,079
State (ATP)[3]	$4,152
State (STIP)[4]	$41,229
Other (Local, State and EBMUD)[5]	$364
Total Revenues	**$61,724**

[2] Does not include separate construction items funded by partner agencies, estimated at $1.5 million.
[3] Active Transportation Program.
[4] State Transportation Improvement Program.
[5] City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE[6]

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020	Fall 2018	Early 2021
Right-of-Way	Fall 2018	Summer 2020	Fall 2018	Late 2020
Construction	Late 2020	2023	Summer 2021	2023

[6] Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.

RESOLUTION NO. 69,555-N.S.

A MEMORANDUM OF AGREEMENT (MOA) WITH THE ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC) TO PROVIDE $290,000 IN MEASURE T1 BOND FUNDING FOR THE CONSTRUCTION OF A SANITARY SEWER LINE EXTENSION IN GILMAN STREET AS PART OF THE INTERSTATE I-80 GILMAN STREET INTERCHANGE IMPROVEMENTS PROJECT

WHEREAS, the Tom Bates Regional Sports Complex, located at 400 Gilman Street was completed in 2008, and is one of the most highly used public sports complexes in the region; and

WHEREAS, the master plan for the Tom Bates Fields includes a fieldhouse and restroom; however, these elements have not been constructed-to-date due to insufficient funding, and the City must provide portable toilets at the facility; and

WHEREAS, in 2019, the City completed the conceptual plan for a new fieldhouse and restroom in collaboration with the field user groups and the five Joint Powers Agreement cities (Albany, Berkeley, El Cerrito, Emeryville, and Richmond), using Measure T1 infrastructure bond funding. Funding for the design and construction phase of the Fieldhouse can potentially be identified in Phase 2 of the Measure T1 Infrastructure Bond program; and

WHEREAS, City staff have worked closely with the design consultant team at Alameda CTC to finalize design of the sanitary sewer line extension. The new sanitary line will be comprised of a gravity line underneath Gilman Street, and a force main that conveys the wastewater from the future pump station near the Fieldhouse facility to the gravity section. The engineer's construction cost estimate by the design consultant team is $290,000; and

WHEREAS, funding is available in the FY 2021 budget in the Measure T1 Fund (Fund 511-52-545-000-0000-000-461-663110-PRWT119001) subject to adoption of the Annual Appropriations Ordinance.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley authorizes the City Manager to execute a Memorandum of Agreement (MOA) with the Alameda County Transportation Commission (ACTC) to provide $290,000 in Measure T1 Infrastructure Bond funding for the construction of sewer line extension in Gilman Street as part of the Interstate I-80 Gilman Street Interchange Improvements Project. A record signature copy of the MOU and any amendments to be on file in the Office of the City Clerk.

The foregoing Resolution was adopted by the Berkeley City Council on September 15, 2020 by the following vote:

Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.

Jesse Arreguin, Mayor

Attest:
Mark Numainville, City Clerk