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Memorandum

TO: BATA Oversight

DATE: May 6, 2009

FR: Executive Director

W.I.: 1251

RE: Contract Amendment – On-Call Construction Management and Design Services – Design Services for the San Francisco-Oakland Bay Bridge Toll Administration Building and Site: HNTB Corporation

In September 2007, the BATA Oversight Committee authorized the Executive Director to amend BATA's on-call design contract with HNTB Corporation to provide design services for the new San Francisco-Oakland Bay Bridge (SFOBB) Toll Administration Building. Staff is requesting additional funds for final design modifications and to fund construction administration services.

Background

The existing toll operations building at SFOBB (see photo on Attachment A) poses a seismic risk because of its outdated design and location on liquefiable soil. After the Loma Prieta earthquake, retrofit was deemed infeasible because of the high cost and the need for continued operations during construction. Caltrans initially began a design of a new building, but the design was terminated because of its large size and high projected cost.

Caltrans and BATA agreed that BATA would contract with a firm to design a smaller and more modest facility that accounts for the projected decrease in toll administration staffing due to increased electronic tolling. In October 2007, BATA contracted with HNTB to complete the design. In addition, Caltrans and BATA agreed that the plans and specifications would be completed in an industry standard format for building construction, rather than following Caltrans' standards, which are based on roadway construction. The goal was to encourage a larger bid pool of contractors who specialize in vertical construction and to accelerate the project design schedule.

The current design of the new building is approximately 85 percent complete. Highlights of the design include:

- The new building will be located in the current parking lot area directly east of the existing toll administration building. The foundation for the building must avoid several buried objects, including a sea wall with battered piles running along the north face of the parking lot.

- The building is being designed to the Green Building Council’s Leadership in Energy and Environmental Design (LEED) Silver standard; the project will incorporate sustainable design practices, including using recycled materials, increasing water and power efficiency, and minimizing construction waste. The building would be the Department’s first LEED certified facility in District 4.
- The electronic toll accounting system, tolling operations, and several utilities must remain in operation during construction. A phased construction plan will allow the existing building to remain in operation until the new building is completed.
- In order to ensure that the building is developed in the context of the new East Span, Donald MacDonald, architect of the Self Anchored Suspension Span, was brought on to advise on the aesthetics of the building. The building architecture has been modified to be complementary to the design of the new East Span of the bridge, as has the building architecture for the new Tow Services Building to be constructed at Caltrans’ expense.

The current project schedule is as follows:

Phase	Completion
Substantial design completion (95% design)	July 2009
Advertisement and Award of Construction Contract	November 2009
Construction Commencement	January 2010
Construction Completion	Mid-2011
Landscape Completion	2012

As shown on Attachment A, the total budget for the design and construction of the building is approximately \$39 million. As a toll-related facility, the new building will be funded from BATA revenue.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract amendment with HNTB Corporation in an amount not to exceed \$1,500,000 to complete design and to fund construction administration for the new SFOBB Toll Administration Building. This amount is in addition to the \$4,500,000 previously authorized for design work to date.

/s/

Steve Heminger

SH : sw

Attachment A
San Francisco-Oakland Bay Bridge New Administration Building

Project Details

Design	Size (square feet)	Staffing (Supervisors / Collectors / Maintenance)
Existing Building	34,200	22 / 118 / 17
Caltrans Initial Design	~30,000	15 / 84 / 27
Current Design	22,600	15 / 84 / 0 ¹

Project Cost

Line Item	Cost of Current Design	Caltrans Initial Design
Construction Capital	\$28 M	\$46 M ²
Construction Support	\$7 M	\$12 M
Landscaping ³ and Temporary Offices	\$4 M	\$2 M
Total	\$39 M	\$60 M

Images



Left: Existing SFOBB Toll Administration Building (South Face)
 Right: New SFOBB Toll Administration Building (North Face)

¹ Seventeen maintenance administration staff will be temporary relocated until a permanent site is found.
² As estimated in January 2008 by TBD Consultants, a subconsultant of HNTB's, and reviewed by Caltrans.
³ The entire median will be landscaped under one contract. Funds will be combined with the landscaping budget from the Tow Services construction project, also scheduled for construction in the median in 2010.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Consultant Contract Amendment

Work Item No.: 1251

Consultant: HNTB Corporation
Oakland, CA

Work Project Title: On-call Construction Management and Project Design Services

Purpose of Project: To provide staffing to perform construction management and oversight for construction projects and design services for design projects

Brief Scope of Work: Provide Design Services, including completing design documents and providing construction administration, for the new SFOBB Toll Operations Building and Site.

Project Cost Not to Exceed: \$1,500,000 – this amendment (current task order = \$4,500,000; current on-call contract = \$6,600,000)

Funding Source: BATA Rehabilitation Program/Toll Funds

Fiscal Impact: Project costs are consistent with funds programmed and budgeted in the FY 2008-09 BATA Toll Bridge Rehabilitation Program Budget

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with HNTB Corporation to provide Project Design Services, including completing design documents and providing construction administration, for the new SFOBB Toll Operations Building and Site and the Chief Financial Officer is directed to set aside funds up to \$1,500,000 for such amendment.

BATA Oversight Chair: _____
Bill Dodd

Approved: Date: May 13, 2009