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Memorandum

TO: BATA Oversight Committee

DATE: November 3, 2010

FR: Executive Director

W. I. 1252

RE: San Francisco Bay Crossing Study: TBD

Staff seeks the Committee's approval to enter into a contract with a to-be-determined consulting team to assist BATA in updating the San Francisco Bay Crossings Study. Staff is presently going through the procurement process and will recommend a contractor at your November 10, 2010 meeting.

Background

Over the past 40 years, transportation planners, officials and voters have considered options to alleviate traffic congestion and improve travel options between the East Bay and the San Francisco Peninsula. The most recent studies were completed in 1991 and 2002. The study completed in 2002 reviewed low-cost operational items as well as several higher cost ones, including a new toll bridge, new BART tunnel and new rail tunnel. The study found critical mass lacking in both travel demand and political support for the higher cost options. Recommendations included advancing several relatively low-cost operational and capital improvements, several of which have since been implemented, including express bus services, carpool lane extensions, and new/extended FasTrak[®] toll plaza approach lanes.

BATA staff believes enough time has passed since the last study effort to take a fresh look at the need and opportunities to improve Transbay travel options between the East Bay and the San Francisco Peninsula. BATA will undertake this effort in two phases. Phase 1 is intended to assess whether circumstances have changed to a degree that a full fledged analysis of alternatives is warranted. Phase 1 will consist of a technical review of the alternatives previously studied in light of updated travel projections and costs. As part of the Phase 1 effort, BATA will also consider whether there may be new promising bridge, tunnel and operational improvement alternatives not previously studied that may warrant further review.

The findings from Phase 1 of the study will inform BATA's decision whether and how to proceed with analysis of alternatives in a second study phase; Phase 1 is expected to take 6 months to complete. If undertaken, Phase 2 would aim to update recommendations regarding new or improved Transbay transportation options based on the significantly altered circumstances identified in Phase 1; Phase 2 is expected to take 18 months to complete. Funding for this effort is programmed in the Toll Bridge Rehabilitation Program.

Consultant Selection Process

A Request for Proposals was released on September 15, 2010, with a proposal due date of October 15, 2010. We received 2 proposals: 1) AECOM Team, with Nelson/Nygaard, Fehr and Peers, APEX Strategies and Moore Methods; and 2) Arup North America Team, with Cambridge Systematics, T.Y. Lin International, and URS Corporation.

Discussions were held with both teams; the interview panel included representatives from BART, Caltrans District 4, San Mateo City / County Association of Governments, San Francisco City Planning and BATA staff. Subsequent to the discussions, BATA staff issue a Request for Best and Final Offer (BAFO) to both proposers to provide them with the opportunity to consider possible approaches to address identified deficiencies and weaknesses in their proposals; BAFOs were due October 29, 2010. Staff is reviewing the BAFOs and will make a consultant team recommendation to this Committee at your November 10, 2010 meeting.

Recommendation

Staff recommends that this Committee authorize the Executive Director to negotiate and enter into a contract with a consultant to be identified at your meeting in an amount not to exceed \$400,000, to assist BATA staff with Phase I of the San Francisco Bay Crossing Study, and, at the option of BATA, to assist proceeds with Pahase II, we will seek funding for this effort at a subsequent meting of this Committee.

Steve Heminger

SH: DK

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REQUEST FOR AUTHORITY APPROVAL

Summary of Proposed Contract

Work Item No.: 1253

Contractor: TBD

Work Project Title: San Francisco Bay Crossing Study

Purpose of Project: Identify alternatives to improve Transbay travel

Brief Scope of Work: Phase 1: review previous study options and recommend/evaluate new options
Phase 2: Detailed evaluation of options suggested in Phase 1

Project Cost Not to Exceed: \$400,000 (Phase 1). Project cost for Phase II is contingent on the outcome of Phase I.

Funding Source: BATA Toll Bridge Rehabilitation Program

Fiscal Impact: Project costs are consistent with funds programmed and budgeted in the FY 2010-11 toll program

Motion by Committee: That the Executive Director or his designee negotiate and enter into a contract with consultant to be determined o assist BATA staff with Phases 1 of the San Francisco Bay Crossing Study, for an amount not to exceed \$400,000 (Phase 1 only) and the Chief Financial Officer is authorized to set aside funds up to this amount for this contract.

BATA Oversight Committee: _____
Bill Dodd, Chair

Approved: Date: November 10, 2010