



Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland, CA 94607-4700
 TEL 510.817.5700
 TDD/TTY 510.817.5769
 FAX 510.817.7848
 E-MAIL info@mtc.ca.gov
 WEB www.mtc.ca.gov

Memorandum

TO: BATA Oversight Committee

DATE: February 26, 2014

FR: Executive Director

W. I. 1251

RE: Contract - On-Call Design Services – I-580 Corridor Access Improvement Project: HNTB Corporation (\$3,000,000)

Staff requests approval of this contract with HNTB Corporation (HNTB) to perform on-call design services to assist BATA in completing a Project Initiation Document (PID) and the Project Approval/Environmental Document (PA/ED) for the I-580 Corridor Improvement Access Project (the Project) in an amount not to exceed \$3,000,000.

Background

The Project area focuses on the Richmond-San Rafael Bridge and approaches from Sir Francis Drake Boulevard in San Rafael to east of Richmond Parkway in Richmond. The contract will have an option to extend the contract to the plans, specifications, and estimate (PS&E) phase of work, subject to future committee and budget approval.

BATA's objective is to improve access in the I-580 corridor between Marin and Contra Costa counties. The project has two elements:

Element 1:

Element 1 provides an additional travel lane along east bound (EB) I-580 during the PM peak hours from the Sir Francis Drake On-Ramp in San Rafael to the Marine Street off-ramp in Richmond by converting the existing right shoulder. The shoulder running lane (also referred to as hard shoulder running or temporary shoulder use) is an active traffic management strategy used on freeways to manage peak period capacity and reduce travel time. The shoulder running lane allows vehicles to use the shoulder under pre-determined traffic conditions, which in this case would be the PM peak traffic period. Through implementation of fixed roadside signage or variable message signs motorists would be guided to use the lane during the appropriate traffic conditions. BATA anticipates Caltrans will require reconfiguration of Sir Francis Drake Boulevard and the Main Street on-ramp in San Rafael and Marine Street in Richmond as part of the Element 1 improvements.

Currently, bicyclist access is allowed on the EB I-580 shoulder from Marine Street to the Richmond-San Rafael Bridge toll plaza. This project will also address alternative access during the period when the shoulder is used in the peak period. As part of Element 1, alternatives include, but are not limited to, shuttles or a new bi-directional bicycle/pedestrian path from Marine Street to the toll plaza.

Element 2:

Element 2 provides bi-directional access to the Richmond-San Rafael Bridge for both pedestrians and bicyclists on the Richmond-San Rafael Bridge including connections to San Rafael and the bridge toll plaza. The Bicycle/Pedestrian lane on the upper (WB I-580) bridge deck will be separated from vehicular traffic through use of a moveable or permanent barrier. Pedestrian and bicycle access to the bridge was previously studied by BATA in 2007. The Consultant will utilize alternatives identified in the previous study to the maximum extent possible.

In January 2014, after a competitive procurement, the BATA Oversight Committee authorized the Executive Director to enter into contracts with eight firms to provide on-call design services for a two-year period with an option to extend for an additional two-year term. The Request for Qualifications (RFQ) that governed the selection specified that BATA could conduct mini-procurements among qualified firms to assist in assigning work.

Consultant Selection Process

On January 27, 2014, BATA staff issued Request for Qualifications to all eight on-call design firms to assist with the project under the BATA on-call panel. Staff received two Statements of Qualifications (SOQ's) on February 14, 2014 from HNTB Corporation and WMH Corporation. A review panel comprised of BATA staff members and staff members from Caltrans and the Transportation Authority of Main reviewed the proposals considering four factors, in descending order of importance:

- (1) Demonstrated understanding of the project and soundness of the proposed approach;
- (2) Qualifications of the firm and proposed staff;
- (3) Schedule and capacity to provide qualified personnel; and
- (4) Management of resources.

After reviewing the SOQ's, both firms were determined to be capable of performing the work and were invited for interviews. HNTB was scored as the top overall team and ranked as first in the first three criteria and tied in the last. Rankings by evaluation factor are summarized below.

Criteria (in order of importance)	HNTB	WMH
1. Demonstrated understanding of the project and soundness of the proposed approach	1	2
2. Qualifications of the firm and proposed staff	1	2
3. Schedule and capacity to provide qualified personnel	1	2
4. Management of resources	1	1
Overall Ranking	1	2

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into contract in an amount not to exceed \$3,000,000 with HNTB Corporation, the top-ranked firm or with WMH Corporation, the second-ranked firm, should staff fail to successfully negotiate a contract with HNTB Corporation. The contract will have an option to extend the contract to the plans, specifications, and estimate (PS&E) phase of work, subject to future committee and approval budget.



Steve Heminger

SH:pl

J:\COMMITTEE\BATA Oversight\2014\c_March_2014\6_ I580 Corridor Improvement Project Consultant Contract.doc

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract

Work Item Number: 1251

Vendor: HNTB Corporation, or WMH Corporation
should staff be unable to negotiate and
enter into a contract with HNTB
Corporation

Work Project Title: On-Call Design Services: I-580 Corridor Access Improvements

Purpose of Project: To assist BATA in completing a Project Initiation Document
(PID) and the Project Approval/Environmental Document
(PA/ED) for the I-580 Corridor Access Improvement Project.

Brief Scope of Work: Complete a PID and the PA/ED for the I-580 Corridor Access
Improvement Project, including a running shoulder on the lower
deck and pedestrian/bicycle pathway on the upper deck of the
Richmond-San Rafael Bridge

Project Cost Not to Exceed: \$3,000,000

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds are included in the BATA Budget for FY 2013-14

Motion by Committee: That the Executive Director or his designee is authorized to
negotiate and enter into a contract with HNTB Corporation to
provide design services for the I-580 Corridor Access
Improvement Project, as described above and in the Executive
Director's memorandum dated February 26, 2014, and the Chief
Financial Officer is directed to set aside funds in an amount of
\$3,000,000 for such contract.

Should staff be unable to negotiate and enter into a contract with
HNTB Corporation, the Executive Director or his designee is
authorized to negotiate and enter into a contract with WMH
Corporation to provide design services for the I-580 Corridor
Access Improvement Project, as described above and in the
Executive Director's memorandum dated February 26, 2014, and
the Chief Financial Officer is authorized to set aside funds in an
amount of \$3,000,000 for such contract.

BATA Oversight Committee:

Bill Dodd, Chair

Approved: March 5, 2014