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## *Memorandum*

TO: BATA Oversight Committee

DATE: November 5, 2014

FR: Executive Director

W. I. 1251

RE: Contract – San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project Approval/Environmental Document (PA/ED): Arup North America, Ltd. (\$10,000,000)

This item would authorize the Executive Director or his designee to negotiate and enter into a contract with Arup North America, Ltd. (ARUP) to prepare Project Approval/Environmental Documents (PA/ED) for the San Francisco-Oakland Bay Bridge (SFOBB) West Span Bicycle, Pedestrian, and Maintenance Path Project in an amount not to exceed \$10 million. In the event that BATA is unable to negotiate and enter into a contract with ARUP, staff requests the approval from this Committee to contract with T.Y. Lin International, the next highest-rated firm, for the same work at the same not to exceed amount.

### **Background**

BATA's objective is to complete a PA/ED for the SFOBB West Span Bicycle, Pedestrian, and Maintenance Path Project. The project proposes to address the lack of bicycle, pedestrian, and maintenance (BPM) access on the West Span of the SFOBB by constructing a BPM path from downtown San Francisco to Yerba Buena Island (YBI). The total length of the BPM path is about 2 miles from the westbound off-ramp at Fremont Street to the east end of the YBI Tunnel.

BATA recently completed a project study report (PSR) that identified a number of alternatives with a total cost to complete ranging from \$400 to \$500 million – an amount that is not feasible within current funding constraints. Staff proposes to move forward with the PA/ED phase of work to develop a less expensive project that can be built if new funds are identified. It is important to note that a number of exceptions to federal and state design standards may be necessary in order to identify a feasible and fundable project. There is of course no assurance of obtaining approval for these exceptions even if they are desirable.

As a first phase of work, BATA will require a project alternatives analysis for technical feasibility and cost. The review will help identify possible funding sources for the final design and construction of the project. Up to four alternatives, either from those already proposed in the PSR or new alternatives to be identified, will be prepared to a 30% design level for review. BATA will have the option to stop further work on the PA/ED contingent upon completion of the alternatives analysis. A budget of \$10 million in toll bridge rehabilitation funds has been made available for this phase of the project. To complete the PA/ED work, an additional \$10 million in alternative funding would need to be identified before BATA could proceed with completion of the PA/ED work.

**Procurement Process**

On July 25, 2014, BATA issued a Request for Qualifications (RFQ) for the completion of the Project Approval /Environmental Document for the San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path Project. Staff received statements of qualifications on September 11,

2014 from five firms: Arup, Parsons Corporation, Parsons Brinckerhoff, T.Y. Lin International, and URS Corporation.

A panel of BATA staff and representatives from the San Francisco County Transportation Authority and Caltrans reviewed the statement of qualifications and interviewed all prospective consultants based on the following evaluation criteria as listed in the RFQ in order of relative importance:

1. Experience and qualifications of the firm and proposed staff expertise in relation to the areas of expertise sought by BATA; and
2. Demonstrated ability to manage project and staff to meet BATA’s objectives; and
3. Capacity to provide qualified key personnel to deliver project.

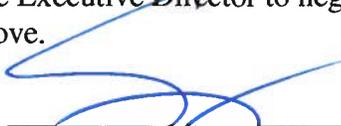
After reviewing the statements of qualifications and interviewing the firms, the panel determined that Arup was the top-ranked firm. T.Y. Lin International was a very close second-ranked firm. Both firms were experienced and qualified for the work. However, Arup demonstrated a stronger ability to manage project and staff to meet BATA’s objectives of completing the PA/ED work within budget and developing funding feasible project alternatives. Both top firms scored significantly higher than the other firms.

The top three ranking firms and their sub-consultants are as follows:

Rank	Prime	Sub-consultants
1	Arup	HNTB, Apex Strategies, ICF International, Donald MacDonald Architects, MGE Engineering, Wreco, Emergent Transportation Concepts, Baseline Environmental
2	T.Y. Lin International	CH2M Hill, Bay Pac Consult, Fehr &Peers, Modjeski & Masters, ICF International, Fugro, Tractel, Eisen Letunic
3	URS Corporation	Buckland & Taylor, SC Solutions, Alta Planning + Design, Quincy Engineering, National Constructors Group, Circlepoint

**Recommendation**

Staff recommends that the Authority authorize the Executive Director or his designee to negotiate and enter into a contract with Arup to complete the Project Approval /Environmental Document for San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path in an amount not to exceed \$10 million. In the event that BATA is unable to negotiate and enter into a contract with ARUP, staff recommends that the Authority authorize the Executive Director to negotiate and enter into a contract with T.Y. Lin International, as stated above.

  
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Steve Heminger

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract

Work Item No.: 1251

Vendor: Arup North America, Ltd., San Francisco, CA

Work Project Title: Project Approval/Environmental Document for San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path

Purpose of Project: To complete a Project Approval/Environmental Document for San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path

Brief Scope of Work: Consultant shall perform design services in accordance with BATA and Caltrans standard guidelines for the San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path

Project Cost Not to Exceed: \$10,000,000

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds are included in the FY 2014-15 Toll Bridge Rehabilitation Program budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract with Arup North America, Ltd. to complete the Project Approval /Environmental Document for the SFOBB West Span Bicycle, Pedestrian, and Maintenance Project, as described above and in the Executive Director's memorandum dated November 5, 2014, and the Chief Financial Officer is directed to set aside funds in an amount of \$10,000,000 for such contract. In the event that BATA is unable to negotiate and enter into an agreement with ARUP, the Executive Director or his designee is authorized to negotiate and enter into an agreement with T.Y. Lin International as stated above and the Chief Financial Officer is directed to set aside funds in the amounts stated above.

BATA Oversight Committee:

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Bill Dodd, Chair

Approved:

Date: November 12, 2014