

**Metropolitan Transportation Commission
Regional Network Management Committee**

November 3, 2023

Agenda Item 3a

Consultant Contracts –Support Bay Bridge Forward

- i. Interstate 80 (I-80) High-Occupancy Vehicle (HOV)-Lane Access Restrictions and Hours of Operation Project – HDR Engineering, Inc. (HDR) in an amount not to exceed \$4,600,000**
- ii. I-80 Localized Transit Priority / HOV Strategies Project - Kimley-Horn and Associates, Inc. (Kimley-Horn) in an amount not to exceed \$1,100,000**
- iii. I-80 Bus-on-Shoulder Feasibility Study - Kimley-Horn in an amount not to exceed \$550,000**

Subject:

Request for authorization to negotiate and enter into consultant contracts to support Bay Bridge Forward projects.

Background:

The San Francisco-Oakland Bay Bridge (SFOBB) corridor is consistently ranked as one of the most congested corridors in the region. At the February 12, 2020 Bay Area Toll Authority (BATA) Oversight Committee, staff recommended the Bay Bridge Forward 2020 program to deliver near-term operational, transit, and shared mobility strategies to increase travel time savings, increase person throughput, and improve traffic flows at the approaches to the bridge for bus transit and carpools. While travel patterns changed due to impacts from the COVID-19 pandemic beginning in March 2020, SFOBB vehicular traffic has since returned to 92% of pre-pandemic volumes as of September 2023; Bay Area Rapid Transit and AC Transit ridership have lagged, with BART and AC Transit carrying only 38% and 19% of their pre-pandemic transbay passengers respectively. Bay Bridge Forward’s goals to improve transit and carpool operations, encourage mode shift and increase vehicle occupancy remain relevant.

At the June 9, 2023 MTC Operations Committee, staff presented the recommendations from the I-80 Design Alternatives Assessment (DAA), including the following Bay Bridge Forward operational strategies and near-term projects along the I-80 corridor between the SFOBB in Oakland and the Carquinez Bridge in Crockett (Project Corridor):

- I-80 HOV Lane Hours of Operation: Expand the hours of operation of the HOV lanes to 5:00 AM to 8:00 PM at the SFOBB and Carquinez Bridge Toll Plazas, and on the Project Corridor;
- I-80 HOV Lane Access Restrictions: Implement a double solid white stripe between the HOV lane and general purpose lane at to-be-determined locations.
- I-80 Localized Transit Priority Improvements: Implement a suite of improvements that improve transit and/or carpool at local on/off-ramps.
- I-80 Bus-on-Shoulder (BOS): Assess feasibility and identify distinct segments that would allow buses to travel on the shoulder.

MTC seeks consultant support to initiate preliminary analyses on these projects and further refine each project's scope as part of the Caltrans' project development process. All the recommended strategies, except for BOS, are part of the Bay Area Transit Transformation Action Plan actions.

Procurement Processes:

The selection processes for each of the following contracts involved issuing a separate Mini-Request for Qualifications (Mini-RFQ) to the Bay Area Toll Authority's 2021 Construction Management, Design Services, and Asset Management (2021 CM DS AM) Bench Service Category 2: Design Services, which is comprised of 11 pre-qualified firms. The 2021 CM DS AM Bench was approved by the BATA Oversight Committee in April 2021 and MTC is permitted to utilize the Bench through Cooperative Use. The I-80 HOV Lane Access Restrictions and Hours of Operations Projects Mini-RFQ was also issued to the 2021 Transportation Engineering and Planning Services (2021 TEP) Bench Service Category 1: Freeway Operations, Data Analytics and Performance Assessments, which is comprised of 25 pre-qualified consultants. The 2021 TEP Bench was approved by the July 2021 MTC Operations Committee.

i. I-80 HOV Lane Access Restrictions and Hours of Operation Projects

The Mini-RFQ for these projects was issued on August 10, 2023. The I-80 HOV Lane Access Restrictions and the I-80 HOV Lane Hours of Operation Projects had been combined under one procurement due to their interrelated scopes. The consultant will provide technical support on the implementation of HOV lane access restrictions along to-be-determined segments of the existing HOV lanes, and the implementation of HOV lane hours of operation on the Project Corridor, the SFOBB Tolls Plaza and its approaches, and the Carquinez Bridge Toll Plaza. On the closing date of September 18, 2023, MTC received four responsive proposals from: 1) AECOM Technical Services, Inc. (AECOM); 2) HDR; 3) Kimley-Horn; and, 4) WSP USA Inc. (WSP). An evaluation panel comprised of staff from MTC, the Alameda County Transportation Commission (ACTC), and Caltrans reviewed the proposals using the following criteria, with relative weights in percentages: 1) Qualifications and team experience (45%); 2) Approach to completing the work (40%); and 3) Presentation (15%). After initial evaluations, the panel decided to place AECOM, HDR and Kimley-Horn on the shortlist for further consideration. The panel interviewed the three firms, and the panel finalized their scores thereafter. Based on the results of the proposal evaluations and interviews, the panel recommends the selection of HDR.

The proposed team has extensive experience working on the Project Corridor, including the I-80 DAA, worked on more than 13 HOV projects in California, and has experience working on similar HOV/tolling/managed lane projects, including the SFOBB Open Road Tolling Project. HDR’s proposal outlined an approach that demonstrated a strong understanding and project delivery approach to the project.

The table below provides the final ranking based upon panel evaluations:

Ranking	Consultant
1	HDR Engineering, Inc
2	Kimley-Horn and Associates, Inc
3	AECOM Technical Services, Inc
4	WSP USA Inc

HDR is neither a small business enterprise (SBE) nor a disadvantaged business enterprise (DBE). A summary of their subconsultant SBE and/or DBE Status is included in Attachment A-1.

ii. I-80 Localized Transit Priority / HOV Strategies Project

The Mini-RFQ for this project was issued on August 10, 2023. The consultant will conduct preliminary analysis on near-term strategies located at on-ramp locations along the Project Corridor that would reduce peak period delays, improve travel time reliability, and improve the viability of transit and HOVs. On the closing date of September 11, 2023, MTC received two responsive proposals from: 1) HDR; and, 2) Kimley-Horn. A panel comprised of staff from MTC and Caltrans reviewed the proposals using the following criteria, with relative weights in percentages: 1) Qualifications and team experience (35%); 2) Firm’s understanding of the project (30%); 3) Firm’s work plan and approach to completing the work (25%); and 4) Presentation (10%). After initial evaluations, the panel decided to interview both firms, and the panel finalized their scores thereafter. Based on the results of the proposal evaluations and interviews, the panel recommends the selection of Kimley-Horn.

Kimley-Horn’s team has experience working on similar transit signal priority (TSP) and HOV bypass lane projects, including the ACTC Interstate 880 Interchange Improvements project, the BATA Interstate 580 HOV Lane Extension project, and the Livermore Amador Valley Transit Authority TSP System Upgrade and Expansion. Their proposal also outlined an approach that demonstrated a strong understanding and project delivery approach to the project.

The table below provides the final ranking based upon panel evaluations:

Ranking	Consultant
1	Kimley-Horn and Associates, Inc
2	HDR Engineering, Inc

Kimley-Horn is neither a SBE nor a DBE. A summary of their subconsultant SBE and/or DBE Status is included in Attachment A-2.

iii. I-80 Bus-on-Shoulder (BOS) Feasibility Study

The Mini-RFQ for this project was issued on July 28, 2023. The consultant will conduct preliminary analysis to determine recommended BOS segments along the Project Corridor that would allow buses to travel within the right shoulder during congested peak periods to reduce peak-period bus delays, improve bus travel time reliability, and improve viability of bus use on the corridor. On the closing date of August 30, 2023, MTC received two responsive proposals from: 1) Kimley-Horn; and, 2) Mark Thomas. A panel comprised of staff from MTC, Contra Costa County Transportation Authority, and Caltrans reviewed the proposals using the following criteria, with relative weights in percentages: 1) Qualifications and team experience (35%); 2) Firm’s understanding of the project (30%); 3) Firm’s work plan and approach to completing the work (25%); and 4) Presentation (10%). After initial evaluations, the panel decided to interview both firms, and the panel finalized their scores thereafter. Based on the results of the proposal evaluations and interviews, the panel recommends the selection of Kimley-Horn.

Kimley-Horn’s team has experience working on similar BOS projects, including the Innovate 680 Part-Time Transit Lanes pilot program and the Interstate 805 BOS Project in San Diego, and familiarity with the I-80 corridor from projects such as the I-80 Integrated Corridor Mobility Project and West Contra Costa Transportation Advisory Committee High-Capacity Transit Study. Their proposal outlined an approach that demonstrated a strong understanding of the project and more relevant expertise in BOS projects and the Project Corridor.

The table below provides the final ranking based upon panel evaluations:

Ranking	Consultant
1	Kimley-Horn and Associates, Inc
2	Mark Thomas

Kimley-Horn is neither a SBE nor a DBE. A summary of their subconsultant SBE and/or DBE Status is included in Attachment A-3.

Issues:

None identified.

Recommendations:

Staff recommends that the Regional Network Management Committee authorize the Executive Director to negotiate and enter into the following contracts:

- i. A contract for I-80 HOV Lane Access Restrictions and HOV Lane Hours of Operation Project with HDR for an amount not to exceed \$4,600,000. The term of the contract shall be until December 31, 2027, with an option to extend for up to an additional two (2) years.
- ii. A contract for I-80 Localized Transit Priority / HOV Strategies Project with Kimley-Horn for an amount not to exceed \$1,100,000. The term of the contract shall be until December 31, 2025, with an option to extend for up to an additional three (3) years.
- iii. A contract for I-80 Bus-on-Shoulder Project with Kimley-Horn in an amount not to exceed \$550,000. The term of the contract shall be until June 30, 2025, with an option to extend for up to an additional two (2) years.

Attachments:

- Attachment A-1: HDR and its Subcontractors' Disadvantaged Business Enterprise and Small Business Enterprise Status
- Attachment A-2: Kimley-Horn and its Subcontractors' Disadvantaged Business Enterprise and Small Business Enterprise Status
- Attachment A-3: Kimley-Horn and Associates, Inc and its Subcontractors' Disadvantaged Business Enterprise and Small Business Enterprise Status
- Attachments B1, B2 and B3: Request for Committee Approval Summary Sheets of Proposed Contracts
- Attachment C: PowerPoint



Andrew B. Fremier

Disadvantaged Business Enterprise and Small Business Enterprise Status

I-80 HOV Lane Access Restrictions and I-80 HOV Lane Hours of Operation Projects

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
	HDR Engineering, Inc.	Analysis and Engineering	No		No	
Subcontractor	ActiveWayz Engineering, Inc.	Specifications and Cost Estimates	Yes	43754	No	
Subcontractor	Aliquot Associates, Inc.	Survey and Civil Support	Yes	38544	No	
Subcontractor	Chronicle Heritage	Paleontological Services	No		No	
Subcontractor	Environmental Review Partners, Inc.	Air Quality, Noise, Energy	Yes	49711	No	
Subcontractor	Fehr & Peers	Traffic Services	No		No	
Subcontractor	Haygood & Associates	Visual Impact/aesthetics	Yes	3171	No	
Subcontractor	JRP Historical Consulting LLC	Historical Resources Services	No		No	
Subcontractor	Parikh Consultants, Inc.	Geotechnical Engineering/ Initial Site Assessment	Yes	20259	No	

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Disadvantaged Business Enterprise and Small Business Enterprise Status

I-80 Localized Transit Priority / HOV Strategies Project

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	Kimley-Horn and Associates, Inc.	Preliminary Analysis, Project Initiation Document, Project Approval/Environmental Document	No		No	
Subcontractor	David J. Powers and Associates, Inc.	Environmental Services	Yes	38205	No	
Subcontractor	Elite Transportation Group	Traffic Engineering	Yes	45726	Yes	2011002
Subcontractor	UNICO Engineering, Inc.	Engineering and Surveying Services	Yes	41342	No	

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Disadvantaged Business Enterprise and Small Business Enterprise Status

I-80 Bus-on-Shoulder (BOS) Feasibility Study

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	Kimley-Horn and Associates, Inc.	Preliminary Analysis and Project Initiation	No		No	
Subcontractor	Elite Transportation Group, Inc.	Traffic Engineering	Yes	45726	Yes	2011002
Subcontractor	David J Powers and Associates	Environmental Services	Yes	38205	No	

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract

Work Item No.: 2657

Consultant: HDR, Inc.
San Francisco, CA

Work Project Title: I-80 HOV Lane Access Restrictions and Hours of Operation Project

Purpose of Project: This Bay Bridge Forward project will analyze, design and support the implementation of HOV lane access restrictions and expanded HOV lane hours of operation at the Bay Bridge and Carquinez Bridge toll plazas, and on I-80 between those bridges.

Brief Scope of Work: Consultant will prepare project approval documents and analyses, and Plans, Specifications & Estimates (PS&E), and provide Design Services During Construction (DSDC).

Project Cost Not to Exceed: \$4,600,000

Funding Source: CMAQ

Fiscal Impact: Funding is included in the FY 2023-24 MTC Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with HDR for the I-80 HOV Lane Access Restrictions and Hours of Operation Projects to provide engineering services for an amount not to exceed \$4,600,000 as described above and in the Regional Network Management Committee Summary Sheet dated November 3, 2023 and that the Chief Financial Officer is authorized to set aside \$4,600,000 for such contract.

Regional Network
Management Committee:

David Rabbitt, Chair

Approved: November 3, 2023

Request for Committee Approval

Summary of Proposed Contract

Work Item No.: 2657

Consultant: Kimley-Horn and Associates, Inc. (Kimley-Horn)
San Francisco, CA

Work Project Title: I-80 Localized Transit Priority / HOV Strategies Project

Purpose of Project: This Bay Bridge Forward project will develop strategies to prioritize transit and HOVs at eight I-80 on-ramp locations in the cities of Hercules, San Pablo, Richmond, El Cerrito and Berkeley

Brief Scope of Work: Conduct preliminary analysis and prepare Project Initiation Documents.

Project Cost Not to Exceed: \$1,100,000

Funding Source: CMAQ

Fiscal Impact: Funding is included in the FY 2023-24 MTC Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with Kimley-Horn for the I-80 Localized Transit Priority / HOV Strategies Project to provide engineering services for an amount not to exceed \$1,100,000 as described above and in the Regional Network Management Committee Summary Sheet dated November 3, 2023 and that the Chief Financial Officer is authorized to set aside \$1,100,000 for such contract.

Regional Network
Management Committee:

David Rabbitt, Chair

Approved: November 3, 2023

Request for Committee Approval

Summary of Proposed Contract

Work Item No.: 2657

Consultant: Kimley-Horn and Associates, Inc. (Kimley-Horn)
Pleasanton, CA

Work Project Title: I-80 Bus-on-Shoulder Feasibility Study

Purpose of Project: This Bay Bridge Forward project will assess the opportunity for allowing buses to travel within the right shoulder of I-80 in Alameda and Contra Costa Counties during congested peak periods at distinct locations to reduce peak-period bus delays, improve bus travel time reliability, and improve viability of bus use on the corridor

Brief Scope of Work: Conduct preliminary analysis and prepare Project Initiation Documents.

Project Cost Not to Exceed: \$550,000

Funding Source: CMAQ

Fiscal Impact: Funding is included in the FY 2023-24 MTC Budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with Kimley-Horn for I-80 Bus-on-Shoulder Feasibility Study to provide engineering services for an amount not to exceed \$550,000 as described above and in the Regional Network Management Committee Summary Sheet dated November 3, 2023 and that the Chief Financial Officer is authorized to set aside \$550,000 for such contract.

Regional Network
Management Committee:

David Rabbitt, Chair

Approved: November 3, 2023