

Request for Proposals for Engineering and Environmental Services for the US 101/I-280 Express Lanes and Bus Project

Pre-Proposal Conference



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What we will cover today

Agenda:

1. Project Background
2. Scope of Work
3. RFP Information
4. Q&A Session
5. Networking



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Project Background



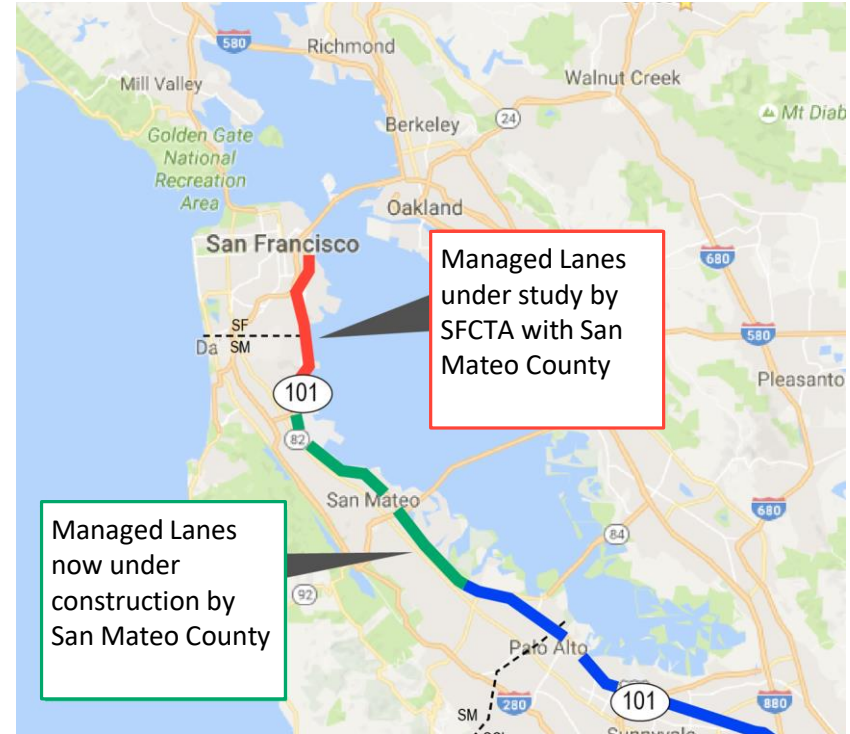
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US 101 and I-280 Express Lanes



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- Regional network improving travel time reliability between SF and San Jose
- Near-term, low cost option providing gap closure
- Pathway for regional Express Bus Routes under development within San Francisco and the greater peninsula



Feasibility Study Results



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GOAL	KEY METRICS	HOV2+	HOV3+	3+EXPRESS LANE (HOT3+)
Move People Efficiently	Person Throughput	●	-	+
Increase Trip Reliability	Travel Time & Variability	●	-	+
Enhance Travel Choices	Availability and Attractiveness of Non-SOV Options	●	●	+
Contribute to a Regional Network	Regional Connections & Policy Alignment	-	●	+
Reduce Emissions	Critical Pollutants & PM	TBD	TBD	TBD
Support Community Well-Being	Diversions & Community Investment	●	-	+

- WORSE THAN NO-BUILD

● SAME AS NO-BUILD

+ BETTER THAN NO-BUILD

Sample Configuration with Key Metrics



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SOUTHBOUND

PERSON THROUGHPUT
UNDER HOT3+
7 - 9 AM

+2%
I-280 SOUTHBOUND

+11%
US-101 SOUTHBOUND

SOUTHBOUND TRAVEL TIME
UNDER HOT3+
6 MINUTES FASTER

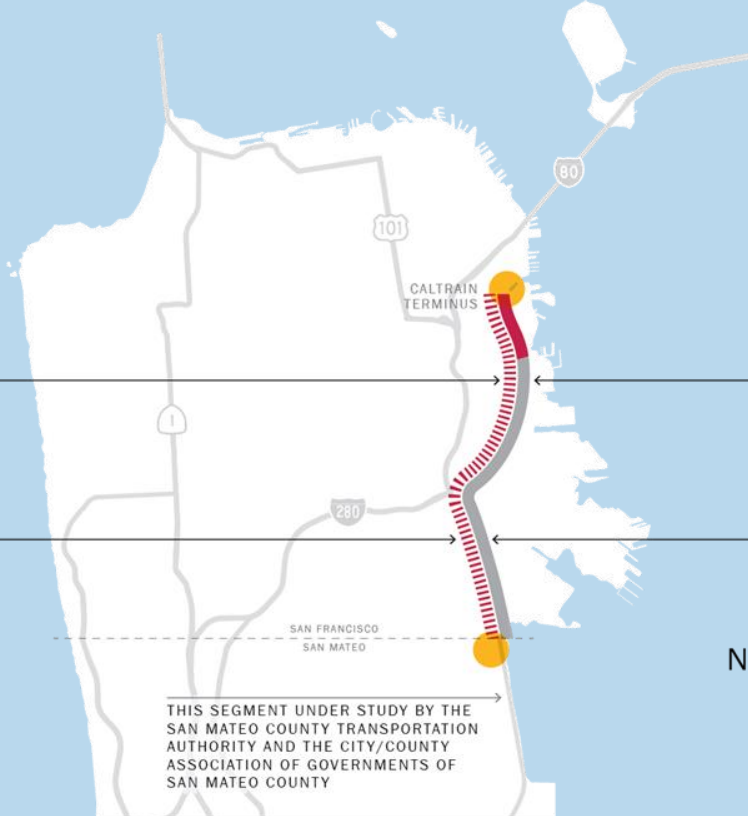
NORTHBOUND

PERSON THROUGHPUT
UNDER HOT3+
7 - 9 AM

+24%
I-280 NORTHBOUND

+7%
US-101 NORTHBOUND

NORTHBOUND TRAVEL TIME
UNDER HOT3+
7 MINUTES FASTER



THIS SEGMENT UNDER STUDY BY THE
SAN MATEO COUNTY TRANSPORTATION
AUTHORITY AND THE CITY/COUNTY
ASSOCIATION OF GOVERNMENTS OF
SAN MATEO COUNTY

EXISTING LANE CONVERSION

SHOULDER CONVERSION

TBD

KEY BOTTLENECKS

Project Initiation Document (inclusive of SM County portion)



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- **Two Alternatives**

1. Continuous Lane in both directions
2. Continuous Lane in Southbound direction only

- **Three Variations**

1. General Purpose Lane conversion
2. Shoulder conversion
3. Facility widening

Alternative 1A

Northbound Managed Lane

- Widen to add ML from south I-380 to Bayshore Blvd OC
- Add collector-distributor ramp to transition traffic to NB I-280
- Convert shoulder to add ML from Cesar-Chavez off-ramp to I-280 terminus at 5th / King St

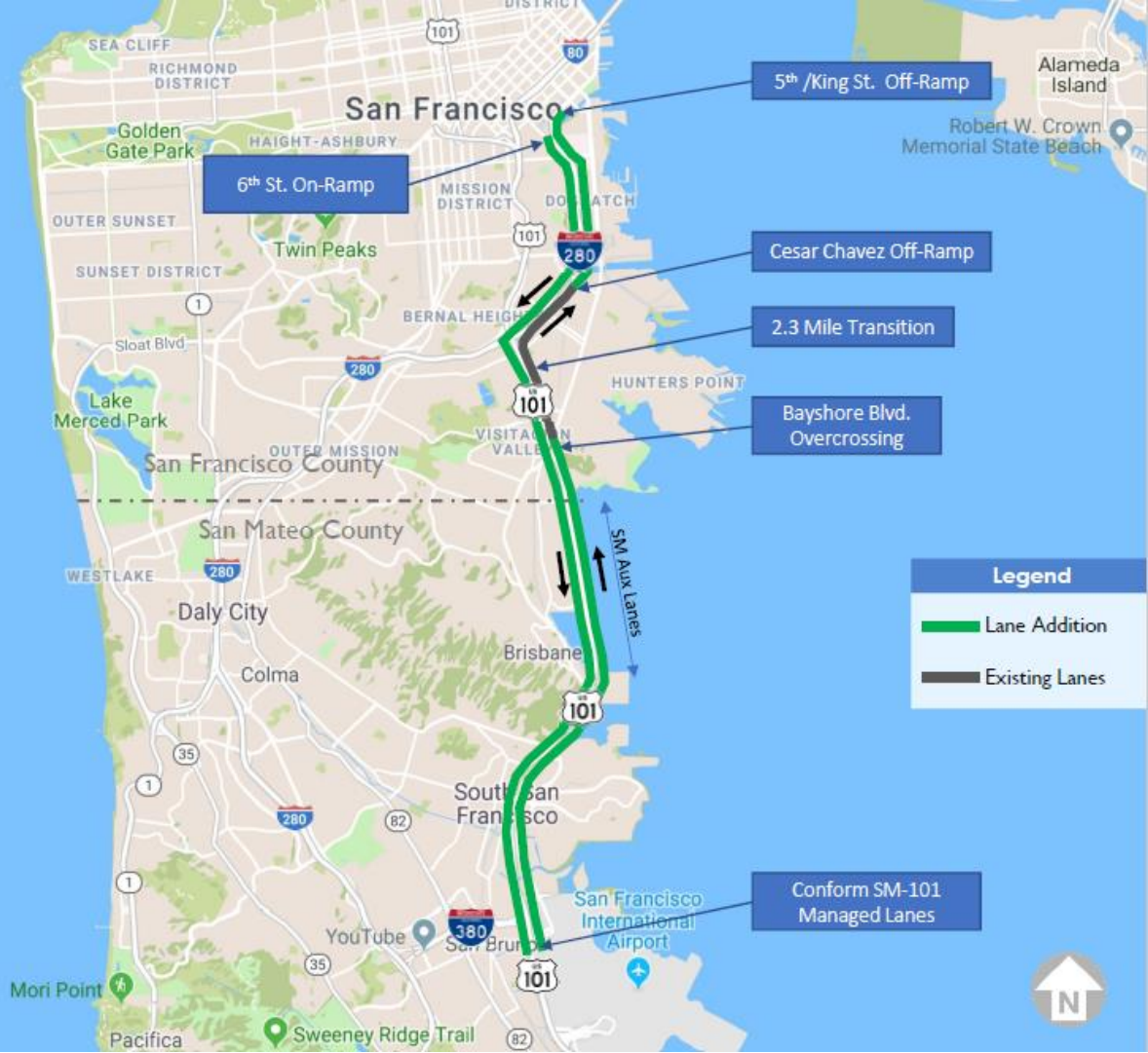
Southbound Managed Lane

- Convert shoulder to add ML from 6th St. on-ramp to SB US 101 merge
- Widen to add ML from I-280 merge to south I-380

SM US 101 Auxiliary Lanes

- Oyster Point to SF County Line

CONTINUOUS MANAGED LANE IN SOUTHBOUND DIRECTION ONLY



Alternative 1B

Northbound Managed Lane *

- Widen to add ML from south I-380 to Bayshore Blvd OC
- Add elevated viaduct ramp between US 101 and I-280
- Convert shoulder to add ML from Cesar-Chavez to I-280 terminus at 5th / King St

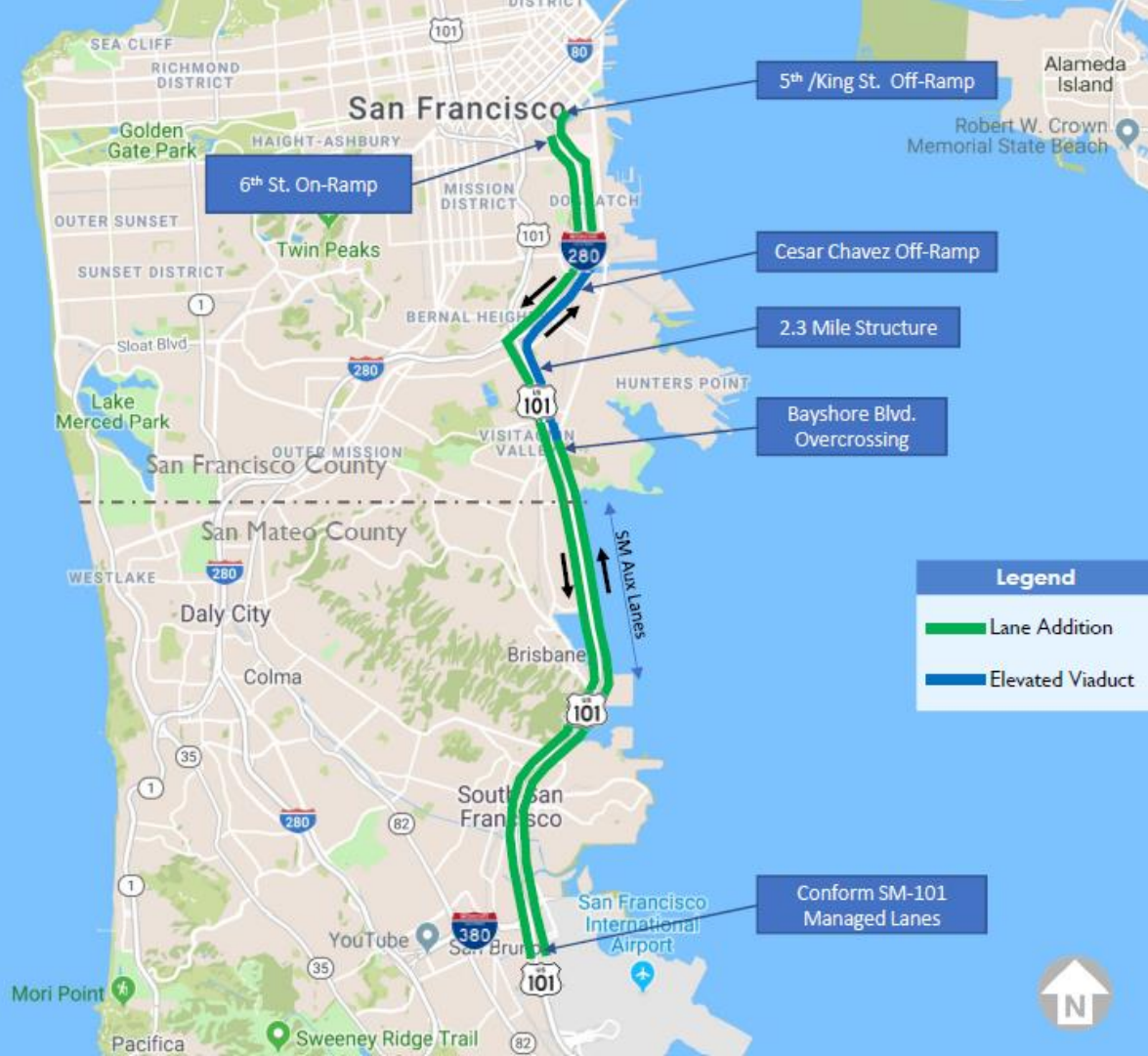
Southbound Managed Lane

- Convert shoulder to add ML from 6th St. on-ramp to SB US 101 merge
- Widen to add ML from I-280 merge to south I-380

SM US 101 Auxiliary Lanes

- Oyster Point to SF County Line

CONTINUOUS MANAGED LANE IN BOTH DIRECTIONS



Alternative 1C

Northbound Managed Lane

- Widen to add ML from south I-380 to Bayshore Blvd OC
- Add elevated viaduct reversible lane between US 101 and I-280
- Convert shoulder to add ML from Cesar-Chavez to I-280 terminus at 5th / King St

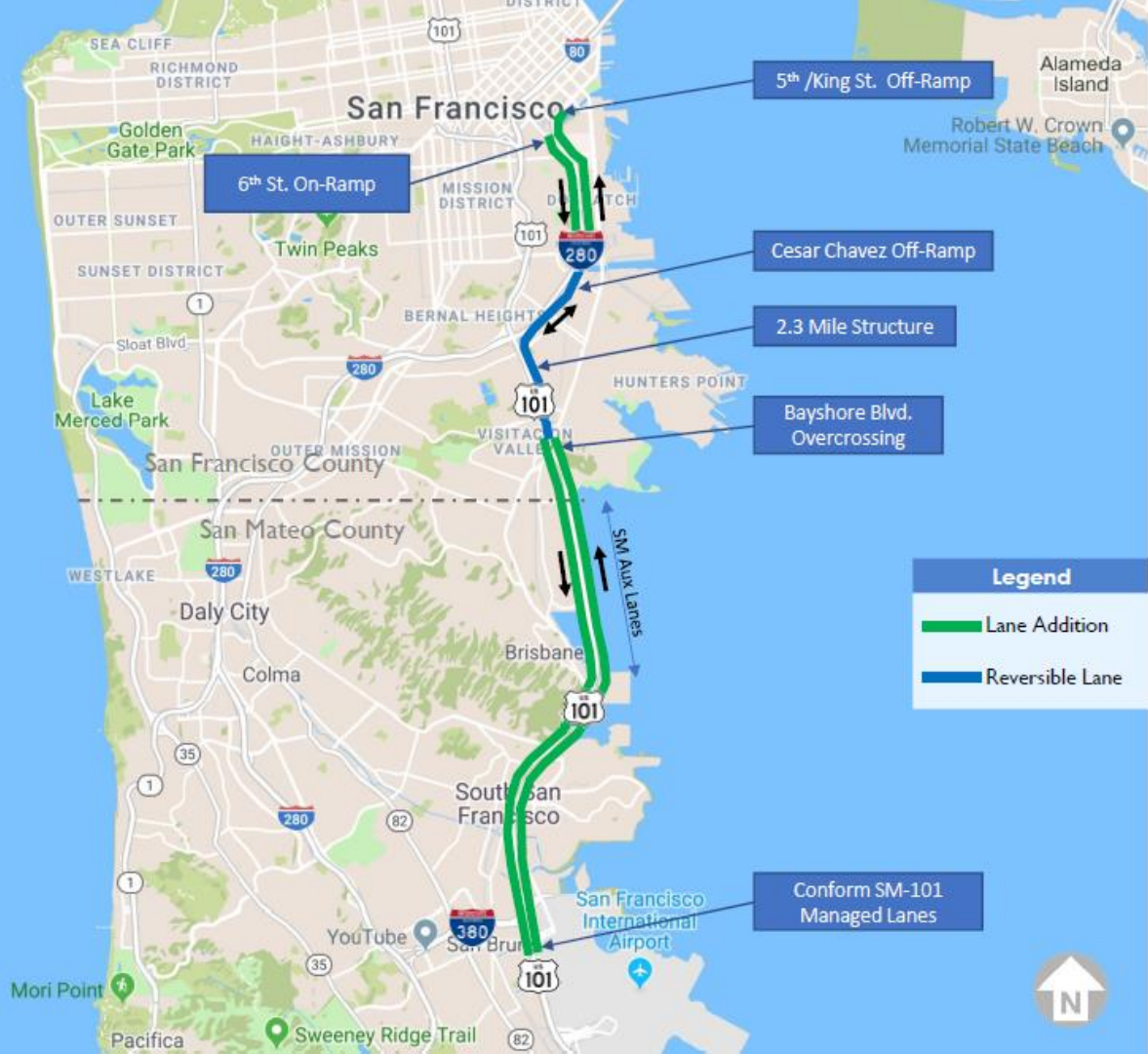
Southbound Managed Lane

- Convert shoulder to add ML from 6th St. on-ramp to SB US 101 merge
- Widen to add ML from I-280 merge to south I-380

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- Oyster Point to SF County Line

**CONTINUOUS MANAGED LANE IN
PEAK DIRECTION ONLY**



Alternative 2A

Northbound Managed Lane

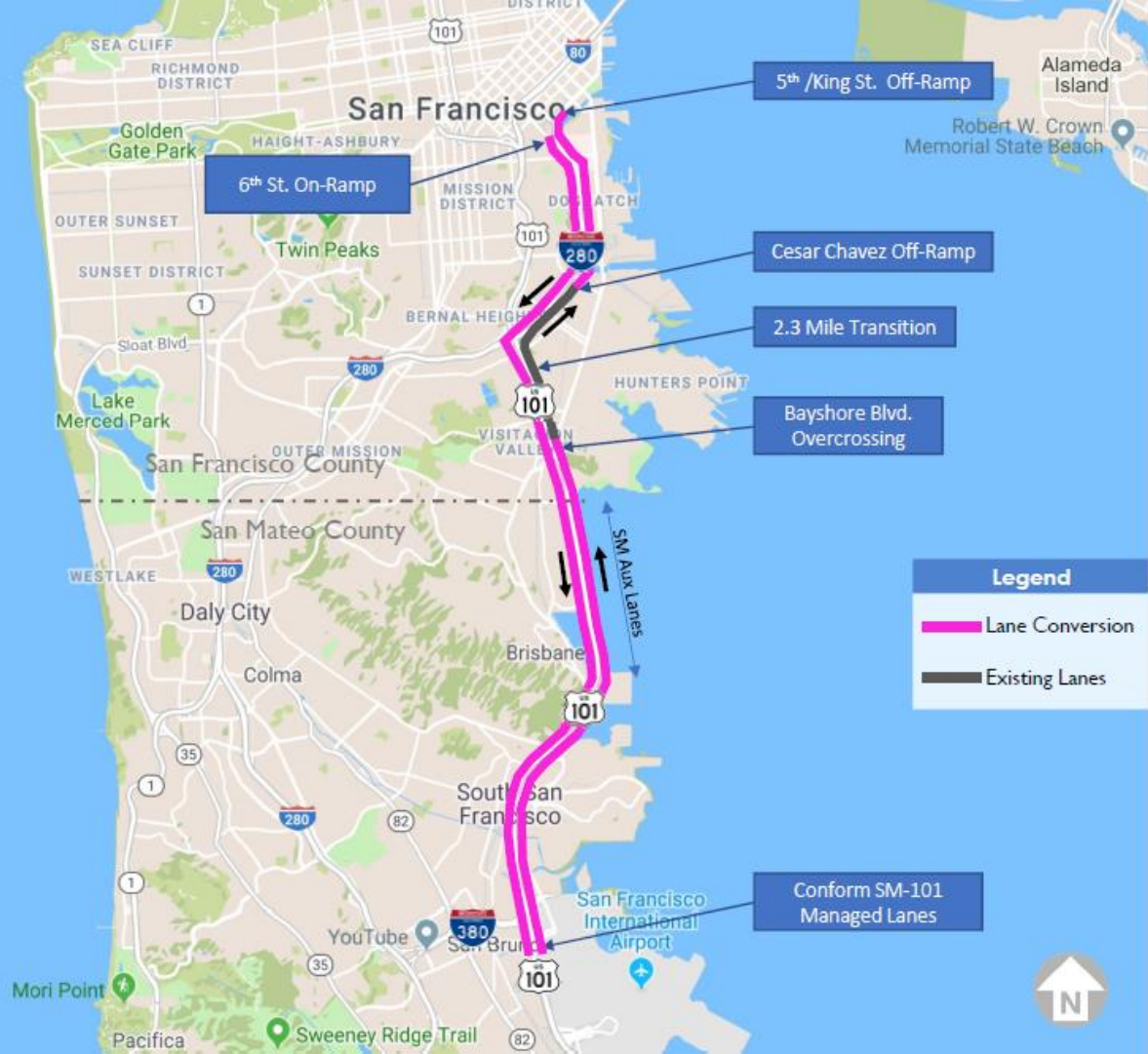
- Convert lane to add ML from south I-380 to Bayshore Blvd OC
- Maintain existing lanes between US 101 and I-280
- Convert lane to add ML from Cesar Chavez off-ramp to I-280 terminus at 5th / King St

Southbound Managed Lane

- Convert lane to add ML from 6th St. on-ramp to SB US 101 merge
- Convert lane to add ML from I-280 merge to south I-380

SM US 101 Auxiliary Lanes

- Oyster Point to SF County Line



CONTINUOUS MANAGED LANE IN SOUTHBOUND DIRECTION ONLY



Alternative 2B

Northbound Managed Lane

- Convert lane to add ML from south I-380 to Bayshore Blvd OC
- Add elevated viaduct ramp between US 101 and I-280
- Convert lane to add ML from Cesar-Chavez off-ramp to I-280 terminus at 5th / King St

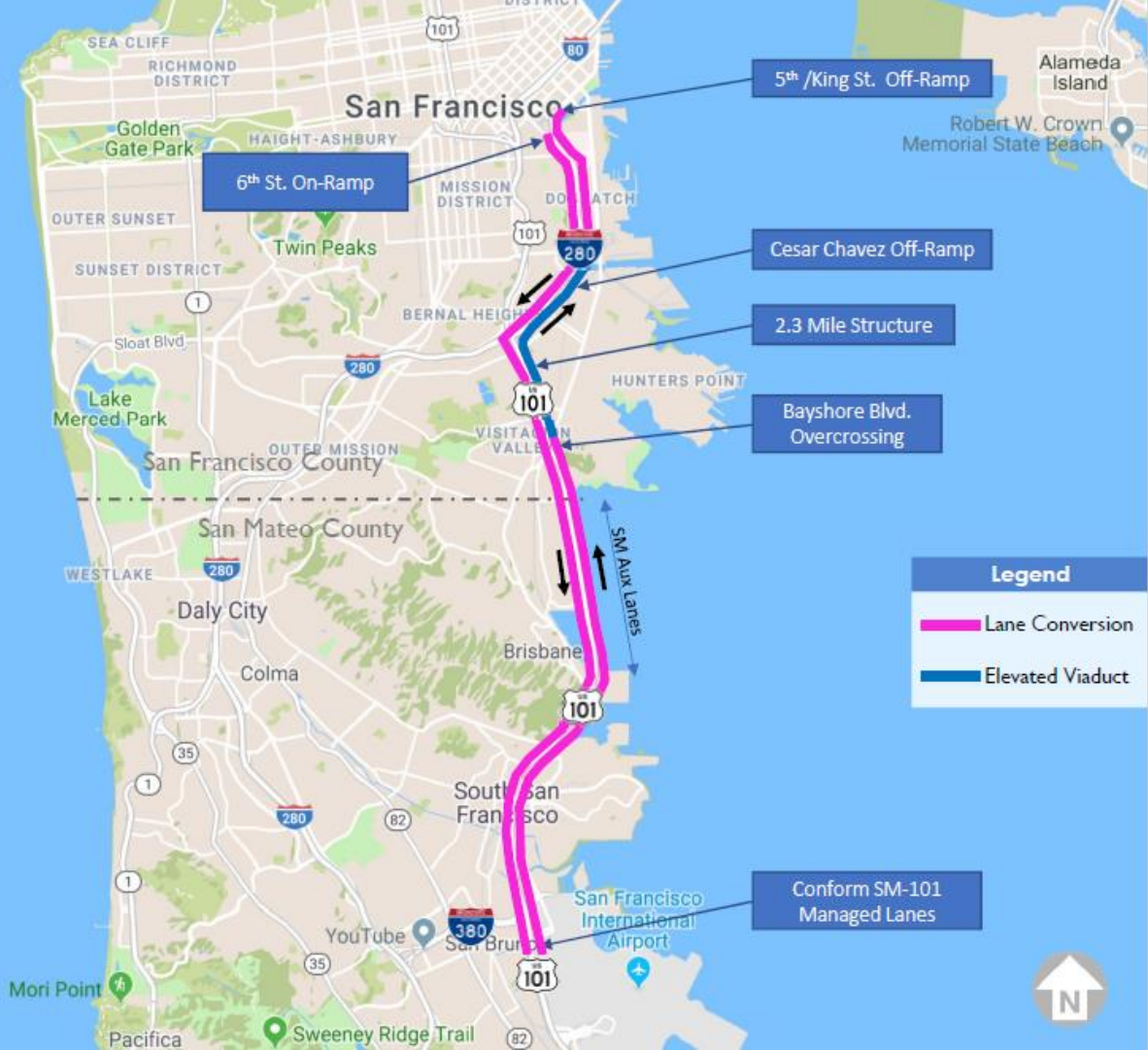
Southbound Managed Lane

- Convert lane to add ML from 6th St. on-ramp to SB US 101 connector
- Convert shoulder to add ML on SB US 101 connector
- Convert lane to add ML from I-280 merge to south I-380

SM US 101 Auxiliary Lanes

- Oyster Point to SF County Line

CONTINUOUS MANAGED LANE IN BOTH DIRECTIONS



Alternative 2C

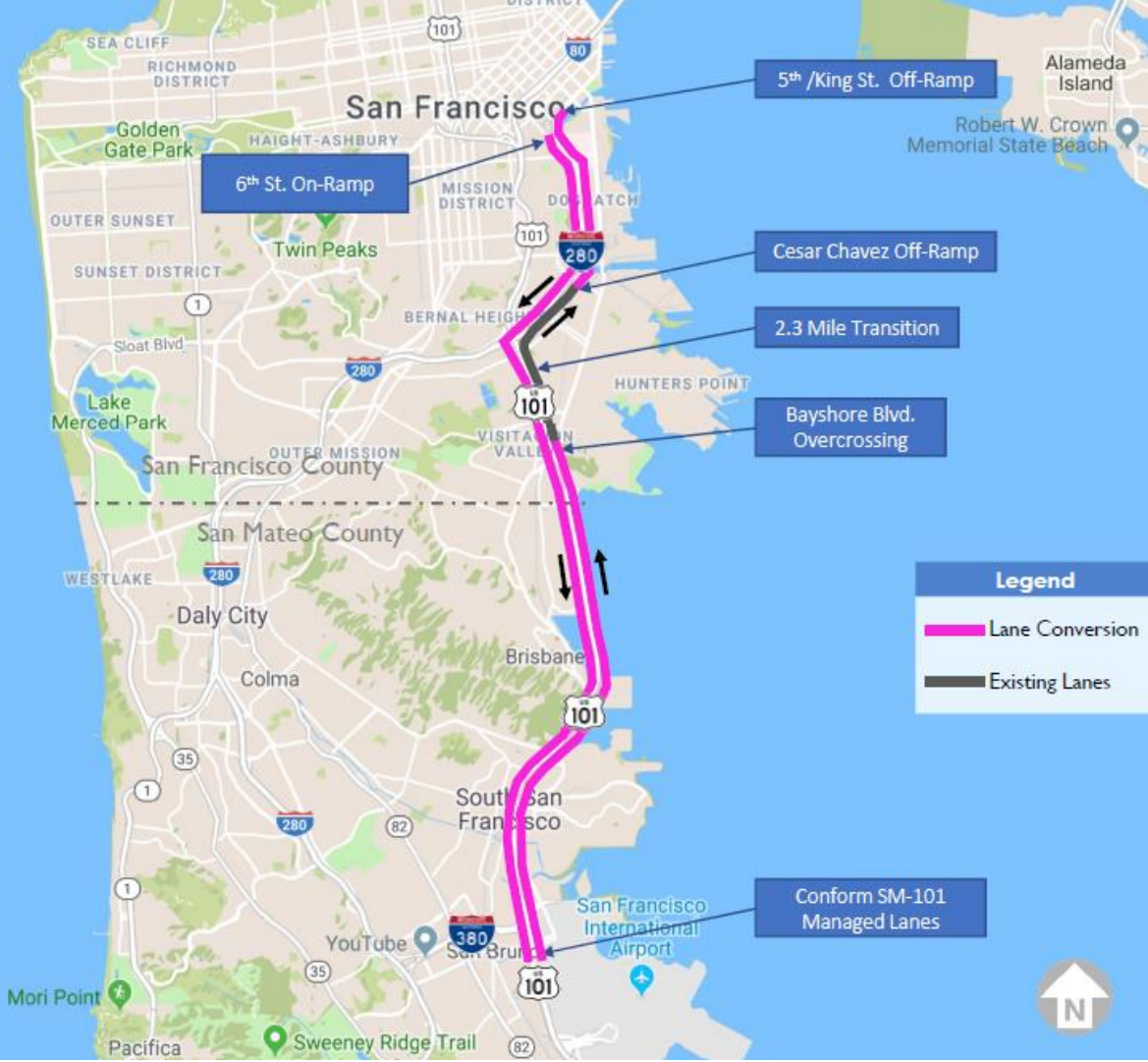
Northbound Managed Lane

- Convert lane to add ML from south I-380 to Bayshore Blvd OC
- Maintain existing lanes between US 101 and I-280
- Convert lane to add ML from Cesar-Chavez off-ramp to I-280 terminus at 5th / King St

Southbound Managed Lane

- Convert lane to add ML from 6th St. on-ramp to SB US 101 merge
- Convert lane to add ML from I-280 merge to south I-380

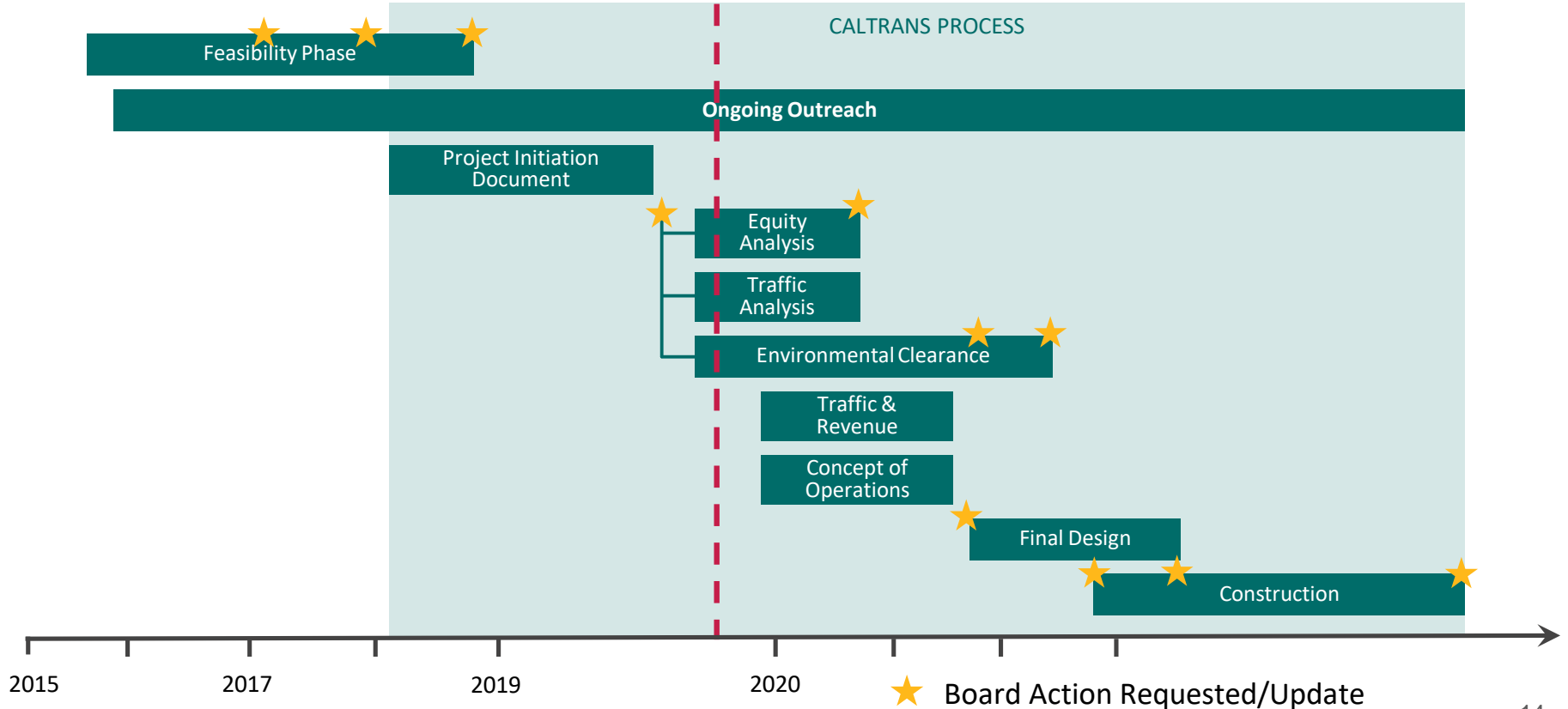
CONTINUOUS MANAGED LANE IN SOUTHBOUND DIRECTION ONLY



Project Timeline



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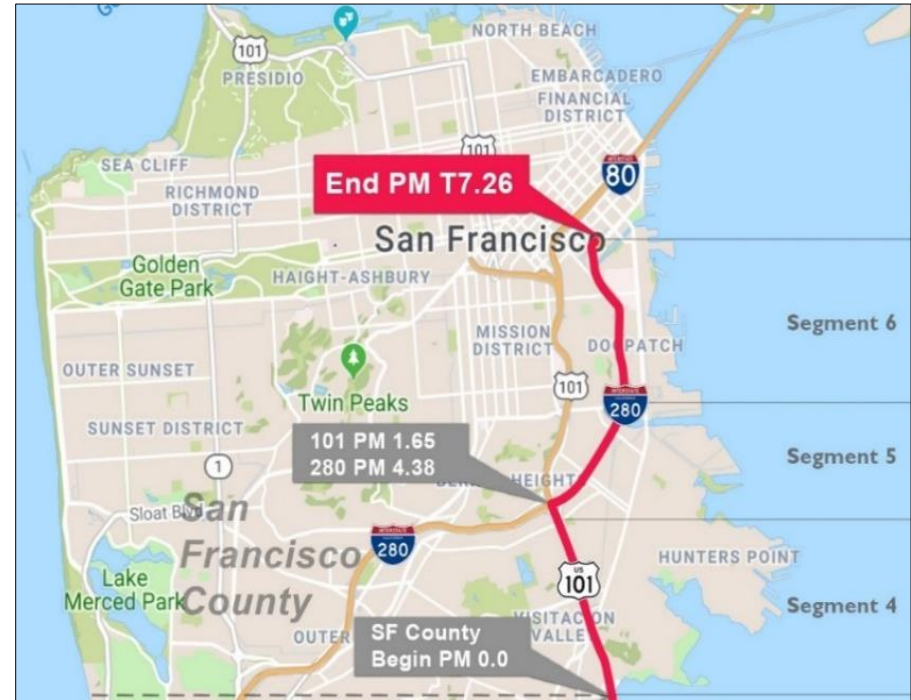


Project Phasing Plan



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- **Phase 1**
 - Segment 6 HOV lanes
 - Express Bus Service
- **Phase 2**
 - HOT 3+ Facilities
 - HOV conversion



Preliminary Cost Projections



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Project Costs (\$Million)

Scope	Description of Work	Total	Phase 1 HOV Lanes	Phase 2 HOT Lanes
Soft Costs				
• Environmental	CEQA/NEPA	\$8	\$4	\$4
• Design	Project Delivery	\$18	\$7	\$11
• Construction	Administration	\$17	\$6	\$11
Capital Costs				
• Construction	Express (HOV/HOT) lanes	\$104	\$34	\$70
• Rehabilitation	Pavement and Structures	\$37	\$7	\$30
• Transit	Muni Express Bus (CPX, HPX*)	\$10	\$10	
Total Cost		\$194	\$68	\$126

- *CPX – Candlestick Point Express, HPX – Hunters Point Express


Task 2: Traffic Study



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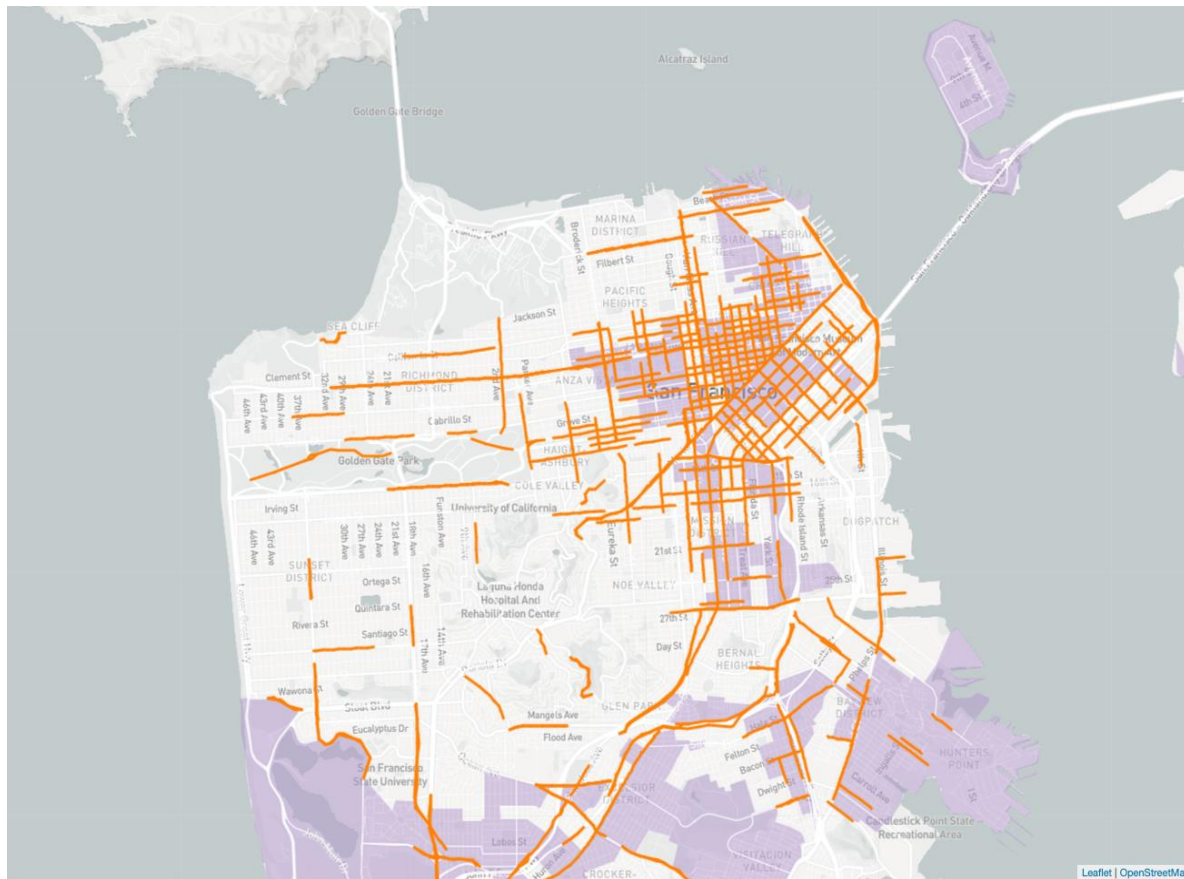
Task 3: Equity Study

 VISION ZERO
HIGH-INJURY NETWORK

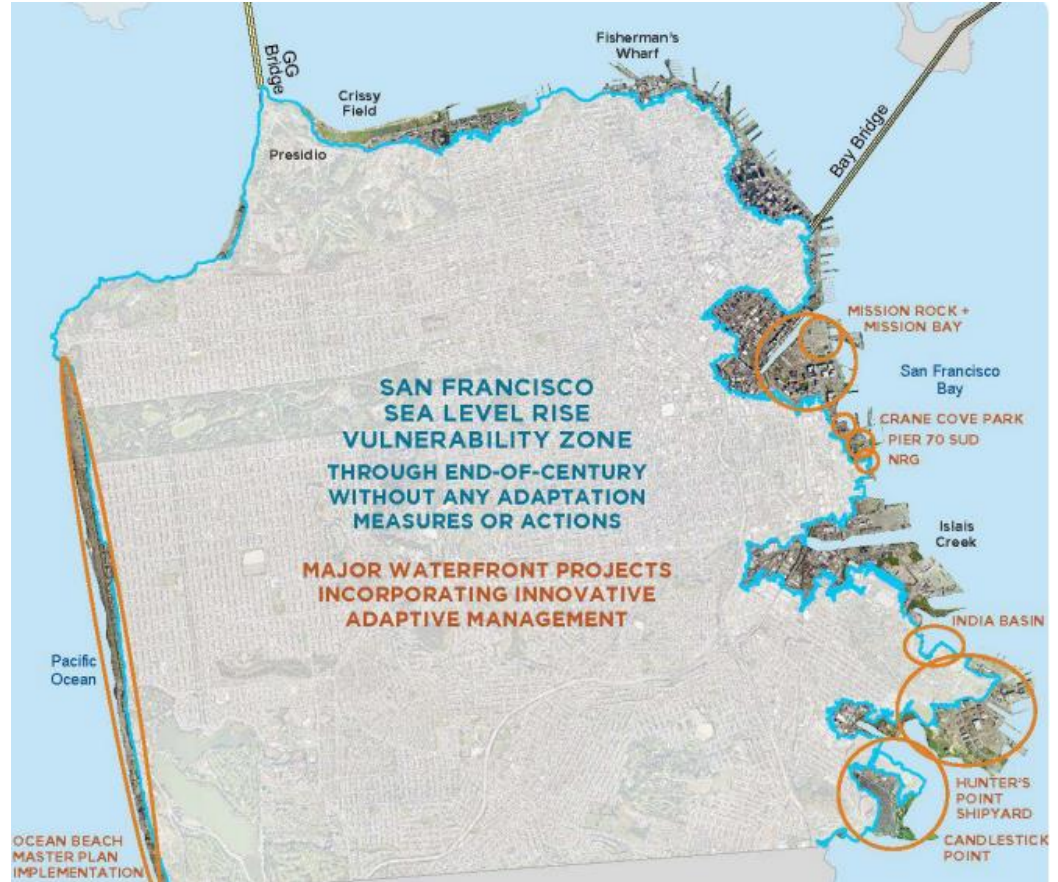
 COMMUNITIES
OF CONCERN



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Task 4: Environmental Document

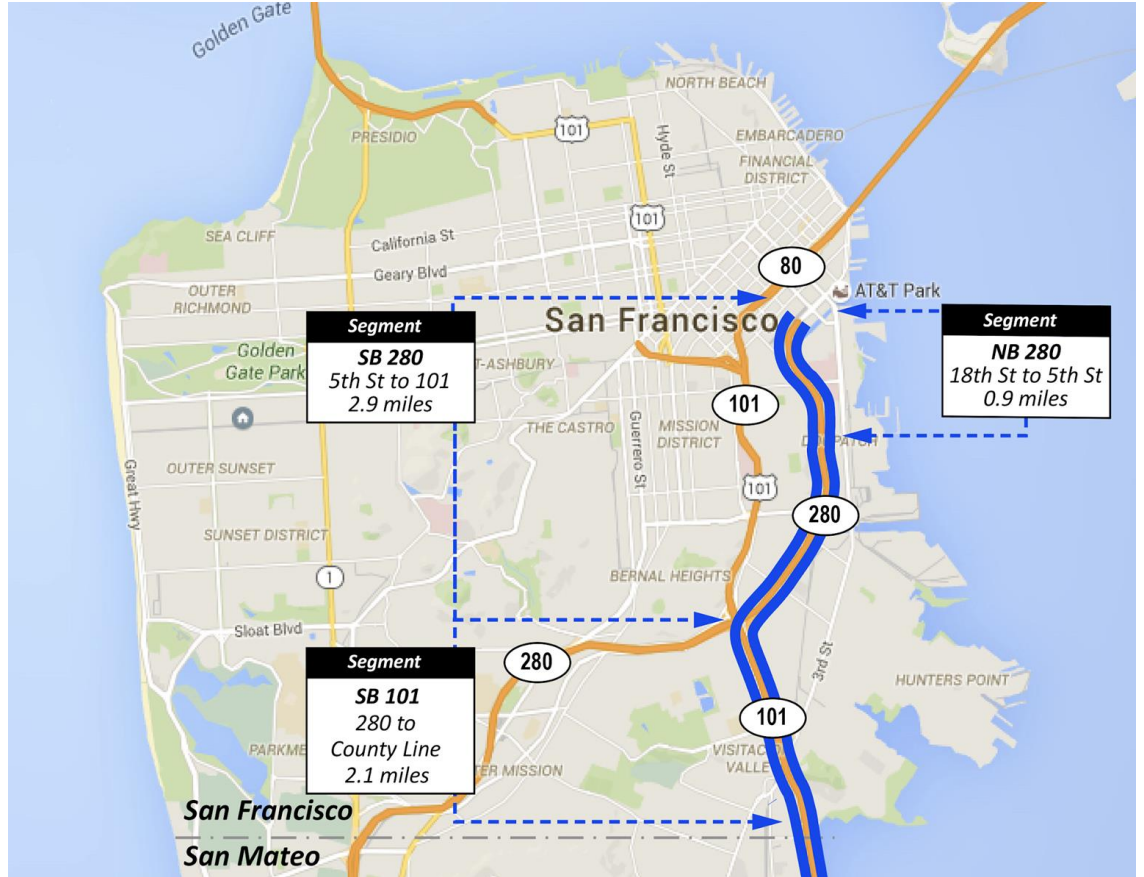


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Task 5: Project Report



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RFP Key Information



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- **Contract term:** 2 years
- **Contract budget:** \$3,000,000
 - Optional tasks for an additional \$2,400,000
- **DBE Goal:** 12.8%
 - Certifications accepted from California Unified Certification Program (CUCP) only
<https://dot.ca.gov/programs/civil-rights/dbe-search>
 - Must be certified by RFP due date



- **Evaluation criteria (100 points):**
 - Proposer Information and Understanding of Project Objectives (15 points)
 - Technical and Management Approach (50 points)
 - Capabilities and Experience (35 points)

RFP Submittal Requirements



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- **Proposal:** 1 electronic copy (PDF) without cost proposal
 - Limited to 15 pages
 - Page limit excludes resumes, exhibits, etc. (RFP page 10)
- **Cost proposal:** 1 electronic copy (XLS/XLSX format)
 - Must be submitted separately from proposal
 - Hourly billing rates + hours/costs by person/task (RFP page 17)
- **Exhibits** (RFP page 14)

RFP Dates



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- **Feb 13:** Pre-Proposal Conference
- **Feb 14:** Questions due to info@sfcta.org
- **Feb 19:** Written responses emailed and posted online
- **Mar 4 at 2:00 pm:** Proposals due to info@sfcta.org
- **Mar 16 week:** Interviews (if necessary)
- **Mar 25:** Tentative CAC recommendation
- **Apr 14/28:** Tentative Board contract award

Questions?



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- This presentation and today's sign-in sheet will be posted on our website at www.sfcta.org/contracting

Thank you.

Feel free to network!



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