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## *Memorandum*

TO: BAIFA

DATE: March 18, 2015

FR: Executive Director

W. I. 6840

RE: Contract Amendment – Bay Area Managed Lanes Implementation Plan: CDM Smith, Inc. (\$500,000)

This memorandum requests the Authority's approval of a contract amendment in the amount of \$500,000 to BAIFA's contract with CDM Smith, Inc. for the Bay Area Managed Lanes Implementation Plan (MLIP).

### **Background**

MTC, California Department of Transportation (Caltrans) and California Highway Patrol (CHP) are jointly managing the MLIP, which will update and supersede the High-Occupancy Vehicle (HOV) Master Plan approved by MTC in 2002. It will define priority strategies for full network development and operational policies that will guide the current and future operations of the regional managed lanes system. The MLIP will set a course for new or improved ways of developing, managing and operating our existing, planned, and future managed lanes system.

In October 2014, following a competitive procurement process, BAIFA retained CDM Smith, Inc. for consultant assistance to develop the MLIP. This Authority approved a \$1,000,000 contract.

This contract amendment adds \$500,000 to Task 3: Existing & Planned Managed Lanes System Performance Evaluation to support the collection of new data and detailed analysis of specific operational strategies/corridors. It also adds three data collection subcontractors – Quality Counts, Metro Traffic Data, and National Data and Surveying Services – to the CDM Smith, Inc. team to perform the data collection. Staff estimates that about \$300,000 will cover the cost of new data collection and about \$200,000 will be directed to detailed traffic operational analyses.

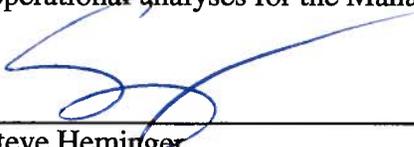
The new data will include vehicle occupancy, private shuttle bus, Clean Air Vehicle decals, and HOV violations information along key corridors where insufficient data have been collected by other sources. The first round of data collection will occur on San Mateo/Santa Clara US 101, Alameda/Santa Clara I-880, Alameda I-580, and Contra Costa I-680. The second round of data collection may take place along the remaining key corridors in Alameda, Contra Costa, Santa Clara, Marin, Sonoma, and Solano Counties. Caltrans typically collects such data, however, less data is available than expected as Caltrans' data collection resources have decreased following the recession of 2009. Staff scanned for available data in key corridors, but after beginning to prepare a data inventory, staff found that data is incomplete for most corridors in the region and insufficient to carry out the analysis to a degree capable of supporting meaningful and results-oriented conversations regarding occupancy, hours of operations, and violations/enforcement policies.

In the MLIP, the performance evaluation of the existing, planned and future managed lanes network and managed lane policies is envisioned to be conducted at a higher regional level rather than

detailed corridor level analysis (which would be both more costly and time intensive). The additional \$200,000 funds will allow us to focus on more detailed traffic operational analyses for certain corridors, such as US 101 corridor from San Francisco to San Jose, where finer grain corridor analyses is necessary to determine the feasibility and operational performance of a new managed lane. Staff plans to initially prepare a traffic operational analysis for the US 101 segment in San Mateo County and reserve the fund balance to prepare similar analyses on up to two corridors, which may include the San Francisco US 101 segment. The original scope of MLIP did not call for such detailed analysis that staff feels is important to do to inform the managed lanes work currently underway in San Mateo and San Francisco.

**Recommendation**

Staff recommends that the Authority authorize the Executive Director or his designee to negotiate and enter into a contract amendment with CDM Smith, Inc. in an amount not to exceed \$500,000 to fund new traffic data collection and detailed traffic operational analyses for the Managed Lanes Implementation Plan as described herein.



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Steve Heminger

SH: tso

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**Attachment A**

	Firm Name	Role on Project	DBE* Firm			SBE** Firm		
			Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	CDM Smith, Inc.	Project Management/Technical Analysis			X			X
Subcontractor	Kittleson & Associates	Technical Analysis			X			X
	Wilson, Sparling & Associates	Public Outreach			X			X
	Circlepoint	Public Outreach			X			X
	Quality Counts	Data Collection			X			X
	Metro Traffic Data	Data Collection			X			X
	National Data and Surveying Services	Data Collection			X			X

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

\*\*Denotes certification by the State of California.

**REQUEST FOR AUTHORITY APPROVAL**  
**Summary of Proposed Consultant Contract Amendment**

**Work Item No.:** 6840

**Consultant:** CDM Smith, Inc., San Francisco, CA

**Work Project Title:** Bay Area Managed Lanes Implementation Plan (MLIP)

**Purpose of Project:** To develop the Bay Area MLIP

Consultant shall work with BAIFA, California Department of Transportation and California Highway Patrol to develop a comprehensive assessment and plan of action for the entire existing, planned, and future managed lanes system in the Bay Area, focusing on both managed lanes network development and operational policies.

**Project Cost Not to Exceed:** \$500,000 (this amendment)

Total contract amount before this amendment:  
\$1,000,000

Total approved contract amount with this amendment:  
\$1,500,000

**Funding Source:** BATA Capital Program Budget (\$400,000)  
SAFE Funds (\$100,000)

**Fiscal Impact:** Funding is included in (a) the Express Lane Capital Project Budget, as adopted in the FY 2014-15 Toll Bridge Program Operating and Capital Budget (BATA Resolution No. 113, Revised) and (b) FY 2014-15 MTC Agency Budget (MTC Resolution No. 4151, Revised).

**Motion by Authority:** That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with CDM Smith, Inc. for new traffic data collection and detailed traffic operational analyses for the Bay Area Managed Lanes Implementation Plan, as described above and in the Executive Director's memorandum dated March 18, 2015, and the Chief Financial Officer is directed to set aside funds up to \$500,000 for such contract amendment.

**BAIFA:**

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Dave Cortese, Chair

**Approved:** Date: March 25, 2015