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## Memorandum

TO: BATA Oversight Committee

DATE: April 3, 2019

FR: Executive Director

W. I. 1237

RE: Cooperative Agreement – Quality Management Assessment for Dumbarton Forward: Caltrans (\$1,000,000)

This memorandum requests Committee approval to enter into a cooperative agreement with the California Department of Transportation (Caltrans), in an amount not to exceed \$1,000,000, to provide Quality Management Assessment (QMA) during the environmental, design, and right-of-way phases of Dumbarton Forward. BATA will reimburse Caltrans for eligible QMA costs associated with projects in the state right-of-way.

### Background

The Metropolitan Transportation Commission (MTC), in partnership with the Alameda and San Mateo congestion management agencies, transit agencies, cities/counties, and businesses, conducted a Dumbarton Forward Design Alternatives Assessment of the Dumbarton Bridge corridor to identify innovative near-term strategies to address traffic flow, increase person throughput and manage transportation demand. MTC prepared a Project Study Report-Project Development Support (PSR-PDS) that is currently circulating for signature approval by Caltrans. Project elements include:

- Peak Period Bus on Shoulder (BOS) Pilot Program
- Signalization Improvements to Bayfront Expressway Intersections
- Reconfiguration of Eastbound SR 84/Thornton Avenue Off-Ramps
- Relocation of Ardenwood Park-Ride Bus Stops
- Improvements to Operations at the Dumbarton Bridge Toll Plaza

With the completion of the PSR-PDS, staff has determined that BATA should fund and implement the project delivery phase, which includes environmental clearance, design plans, and construction.

### Recommendation

Staff recommends this Committee authorize the Executive Director or designee to negotiate and enter into a cooperative agreement with Caltrans to reimburse Caltrans in an amount not to exceed \$1,000,000 to provide QMA services during the environmental, design, and right-of-way phases of Dumbarton Forward.



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Therese W. McMillan

TM:mg

Attachment

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Cooperative Agreement

Work Item No.: 1237

Vendor: California Department of Transportation (Caltrans)

Work Project Title: Quality Management Assessment (QMA) of Environmental, Design, and Right-of-Way Phases for Dumbarton Forward in Alameda and San Mateo counties

Purpose of Project: To address traffic flow, increase person throughput and manage transportation demand in the SR 84 Dumbarton Bridge corridor.

Brief Scope of Work: Caltrans will provide QMA during the environmental, design and right-of-way phases for the project.

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

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds are included in the FY 2018-19 Toll Bridge Rehabilitation Program Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a cooperative agreement with Caltrans, as described above and in the Executive Director's memorandum dated April 3, 2019, and the Chief Financial Officer is authorized to set aside funds in the amount \$1,000,000 for such cooperative agreement.

BATA Oversight Committee: \_\_\_\_\_  
Amy Worth, Chair

Approved: April 10, 2019

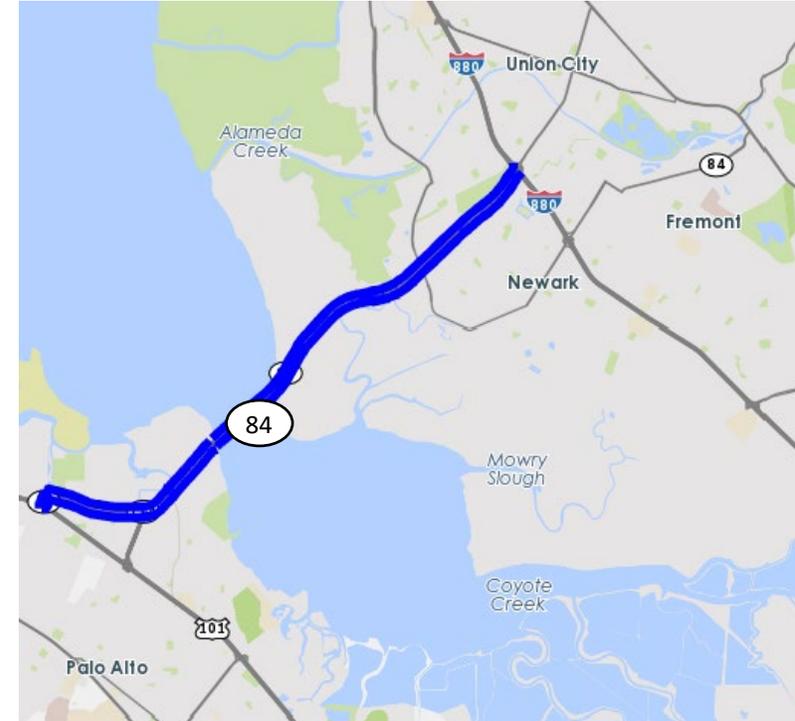
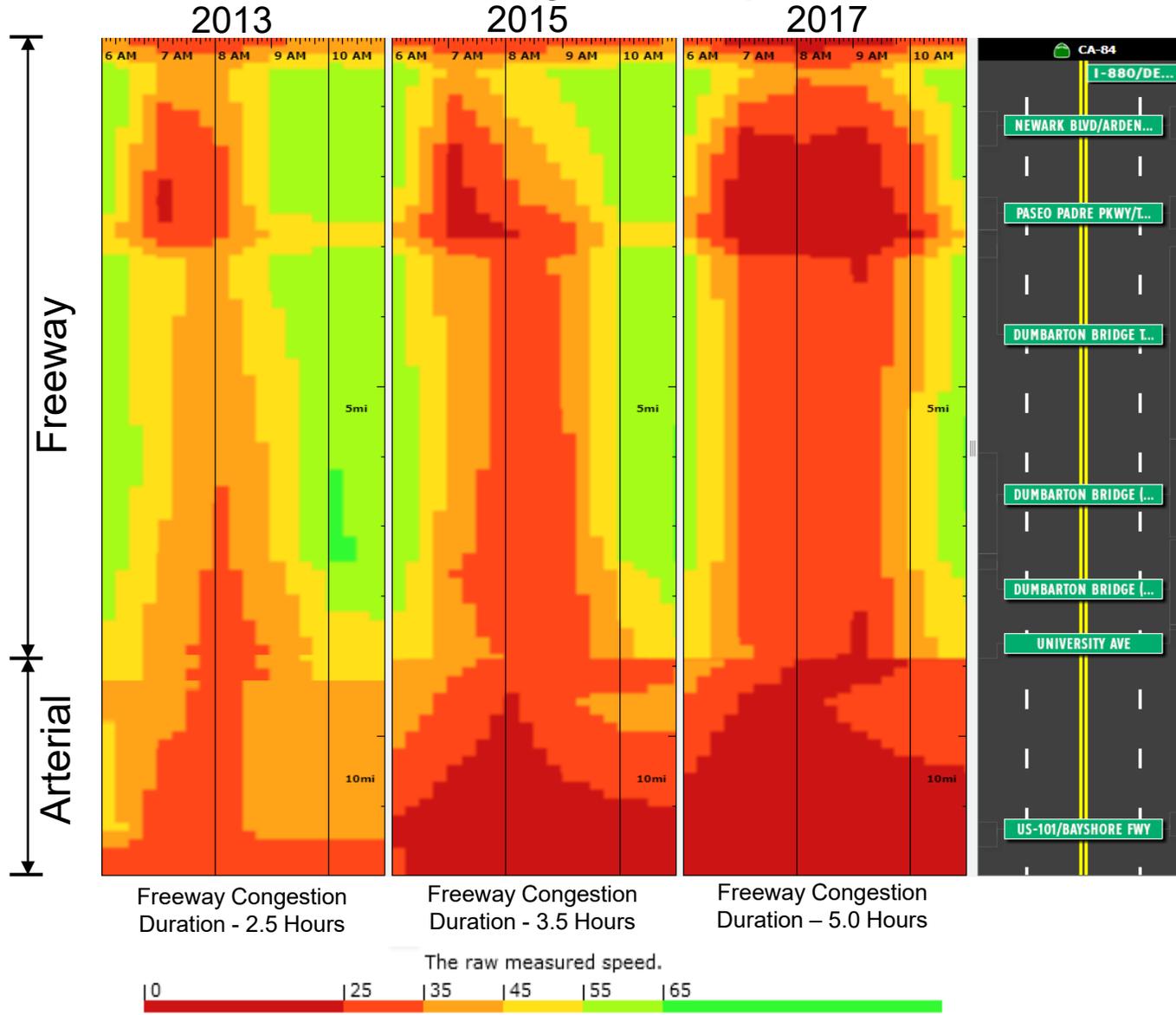


# Dumbarton *Forward*

BATA Oversight Committee  
April 10, 2019

# Westbound AM Peak Traffic Condition (I-880 to US-101)

## Traffic Congestion Map



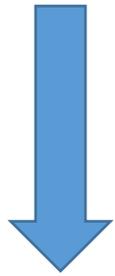
### Travel Times Year 2017

Free Flow Travel Time	13 minutes
AM Peak Delay	31 minutes
AM Peak Travel Time	44 minutes

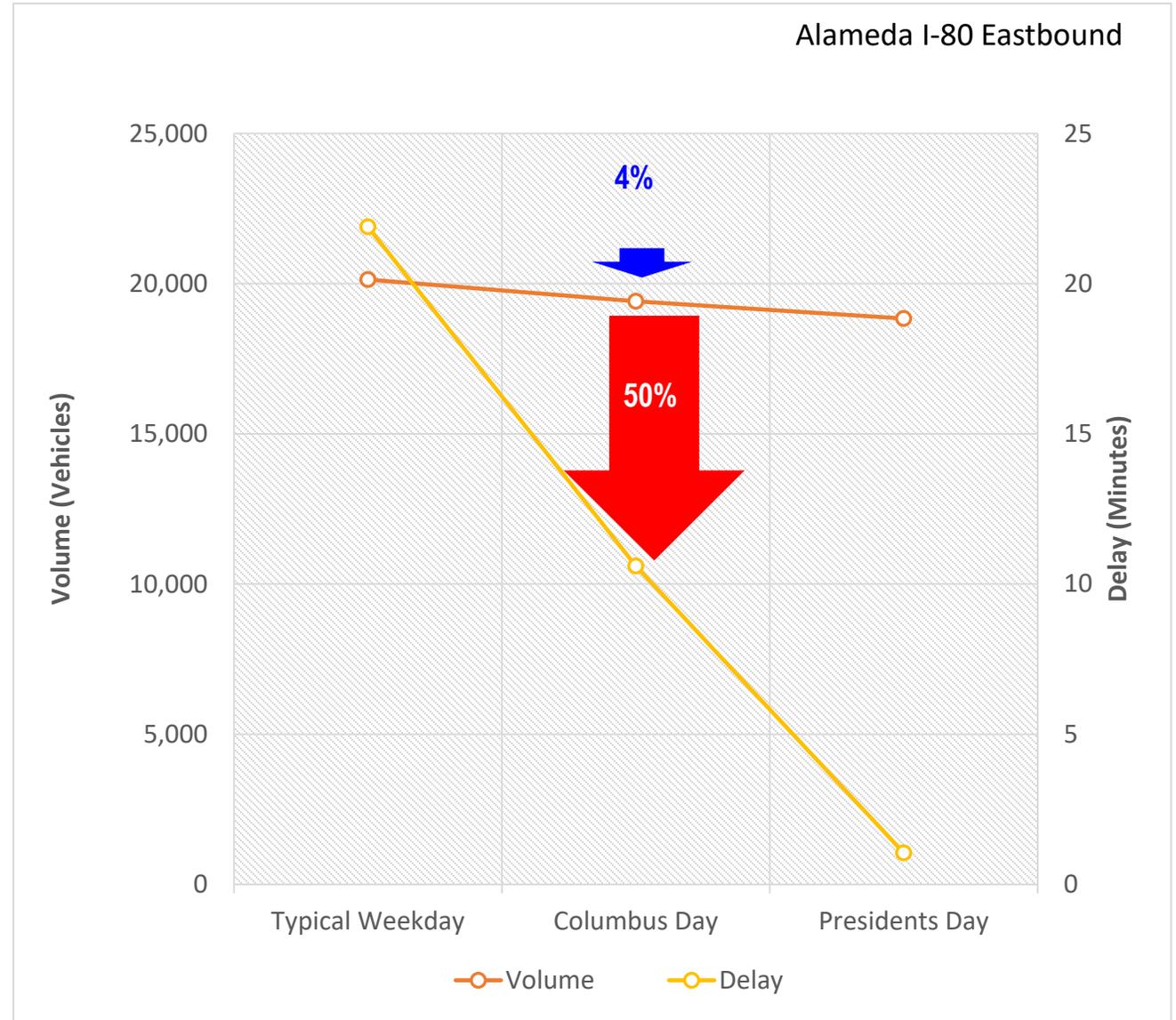
Transit Travel Time	70 minutes
Union City/Fremont BART → Stanford	

# The “Columbus Day” Effect

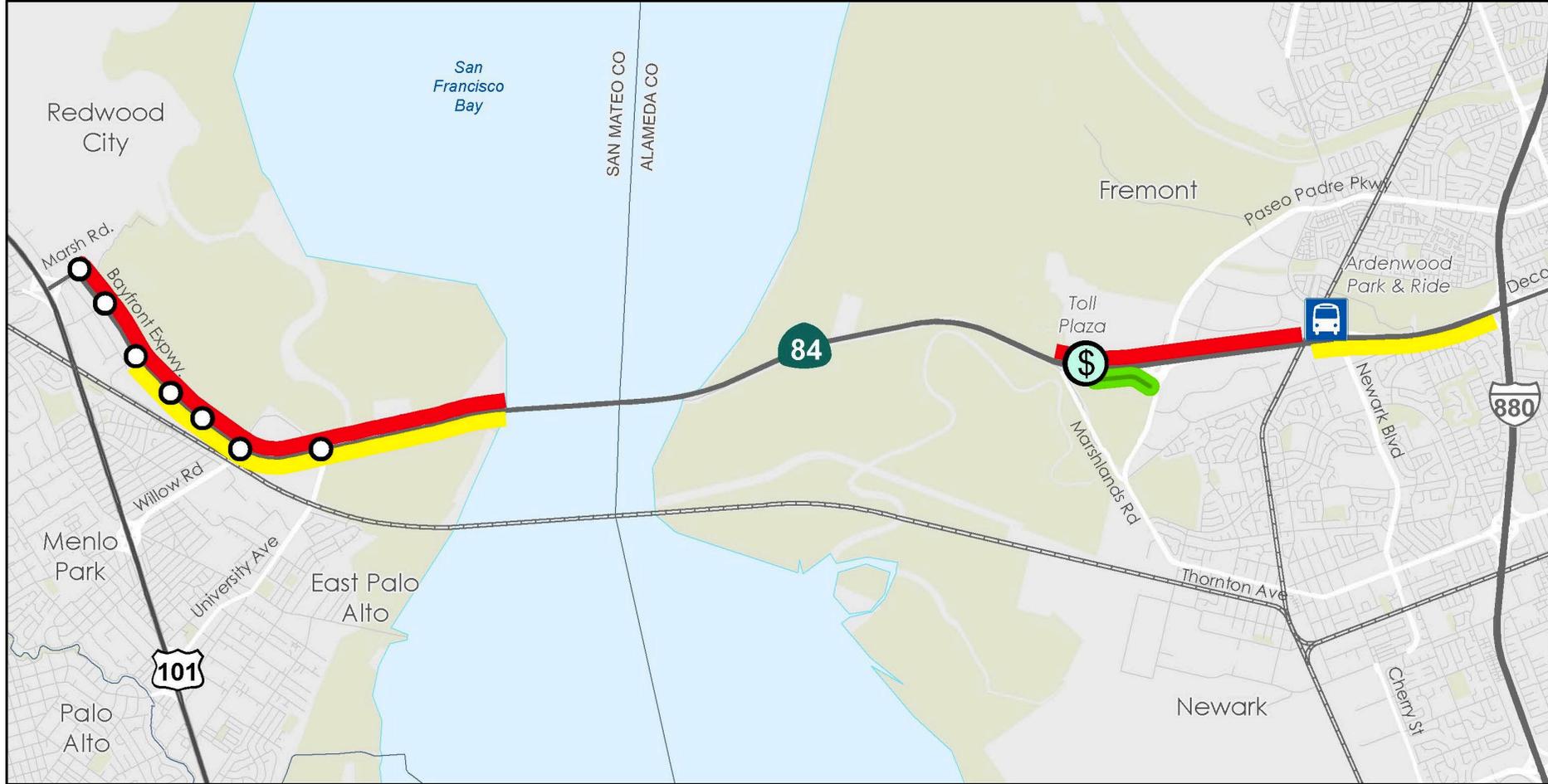
**3% to 5% Lower  
Traffic Demand**



**50% to 70% Less Delay**



# Project Elements



Westbound Bus on Shoulder	Dumbarton Bridge Toll Plaza Operational Improvements		<small>DATA SOURCES: Alameda County; San Mateo County; Santa Clara County; Caltrans; Metropolitan Transportation Commission; U.S. Census Tigerlines 2016. Map created September 2018.</small>
Eastbound Bus on Shoulder	Eastbound SR-84 Thornton Avenue Off-Ramp Improvements		
Transit-Signal Prioritization (TSP) and Adaptive Signalization	Ardenwood Park and Ride Bus Stop Relocation		

# Dumbarton Corridor Bus on Shoulder Pilot



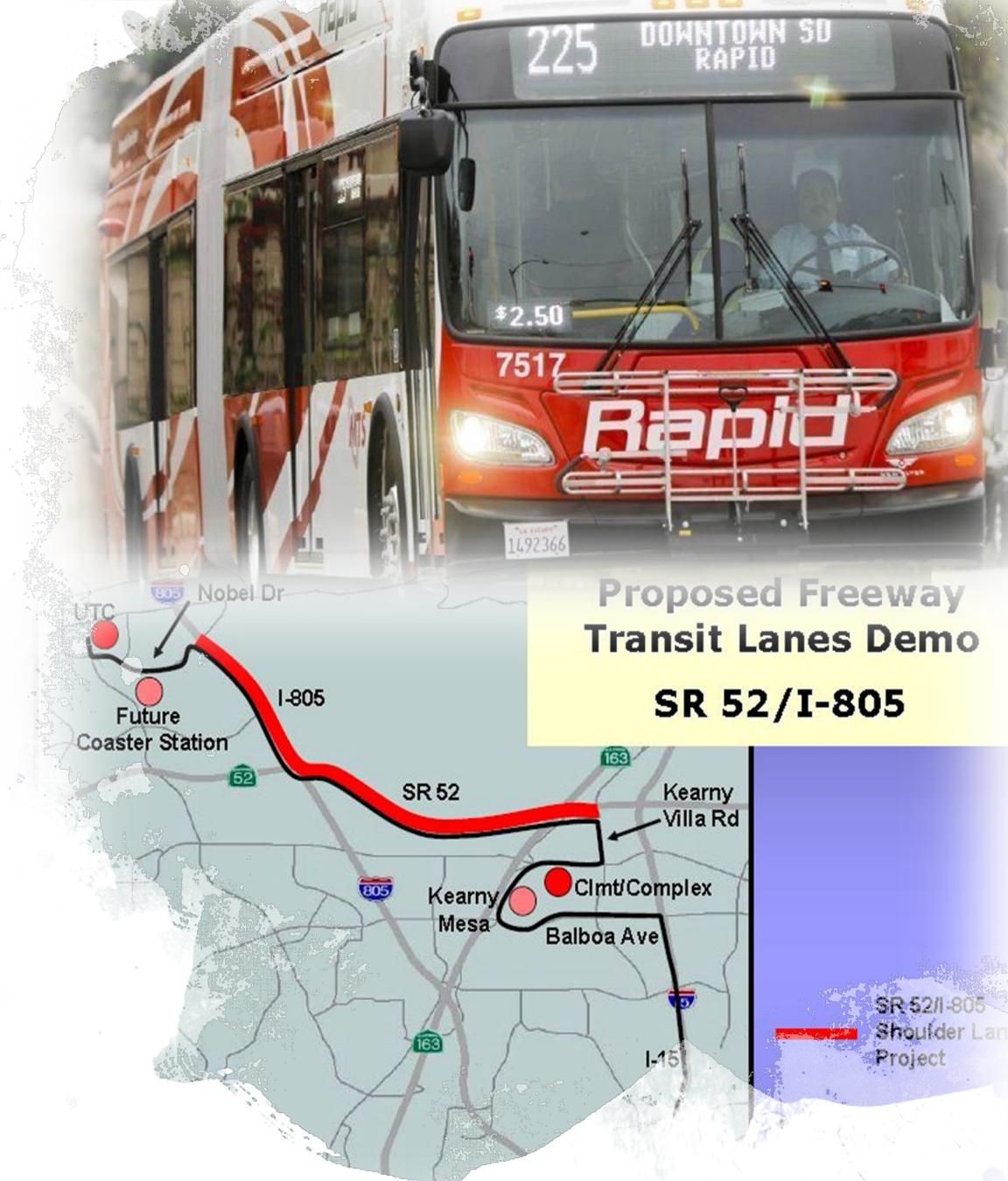
*Utilize available shoulder space to create a “queue jump” lane for buses to save time*

- Move more people in fewer vehicles
- Offer travel time savings → incentivize mode shift to buses
- Support public and private express bus and shuttle operations
- Connect regional employment centers and transit hubs



# San Diego Bus on Shoulder

- SANDAG Partnership with Caltrans, CHP, and Metropolitan Transit System (MTS)
- I-805/ SR 52 Outside Shoulder BOS Pilot initiated December 2005 (Initial 2-year evaluation period)
- Intended to provide transit congestion relief, improve corridor travel times and reliability, and improve safety
- Modeled after successful Minneapolis BOS Program
- CHP reported no issues (e.g., Enforcement and Freeway Service Patrol Roles)
- Caltrans reported successful freeway safety, maintenance, and operations
- MTS reported no operational issues and passengers and drivers viewed the pilot as safe



# Concept of Operations

## Decision Making and BOS Criteria

- Operational Guidelines and Requirements
  - Maximum Bus Speed (35 mph)/ Speed Differential (10 mph)
  - Operating Hours/ Congestion Requirement (mainline below 35 mph)
  - System Limits, Entrance and Exit weaving, Vehicular Weave Areas
  - Buses Exit for Accidents, Disabled Vehicles, Enforcement Stops
- Operator Training and Certification Program
- Authorized User Determination and Enforcement Strategy
- Shoulder Management Plan (Incidents and Maintenance)
- Enforcement/ Refuge Area Requirements
- Signage and Pavement Markings
- Pilot Evaluation Period, Performance Measures, Termination Reasons
- Implementation Plan and Public Awareness



# Break the Project Delivery Paradigm → Deliver Bus on Shoulder in 3 Years

