

**Metropolitan Transportation Commission
Regional Network Management Committee**

August 14, 2026

Agenda Item 2b – 26-0600

**Contract Amendment – Bay Bridge Forward Interstate 80 (I-80) High-Occupancy Vehicle
(HOV) Lane Access Restrictions and Hours of Operations: HDR Engineering, Inc.
(\$1,100,000)**

Subject:

Request for approval of a contract amendment with HDR Engineering, Inc. (HDR) to add \$1,100,000 for the Bay Bridge Forward Interstate 80 (I-80) High-Occupancy Vehicle (HOV) Lane Access Restrictions and Hours of Operations projects.

Background:

The I-80 corridor between the San Francisco-Oakland Bay Bridge (SFOBB) and the Carquinez Bridge 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. At the June 9, 2023 MTC Operations Committee, staff presented the recommendations from the I-80 Design Alternatives Assessment (DAA), which included a recommendation to advance the I-80 HOV Lane Access Restrictions and the HOV Hours projects in Alameda and Contra Costa counties. On November 3, 2023, following a competitive procurement process, the MTC Regional Network Management Committee approved negotiating and entering into a contract not to exceed \$4,600,000 with HDR to analyze, design, and support the implementation of the projects. The I-80 HOV Lane Access Restrictions Project proposes to implement HOV lane access restrictions at strategic locations via double white striping between the HOV lane and adjacent general purpose lane on I-80 in Alameda and Contra Costa counties, between the SFOBB and the Carquinez Bridge. Access restrictions are common on HOV lanes in Southern California, and they have also been implemented on certain Bay Area Express Lanes. The project aims to improve travel time and reliability for HOV lane users, including express buses, enhance safety,

and encourage mode shift to buses and HOVs. The vehicle occupancy requirement on I-80 is currently three persons or more and would likely remain unchanged.

The I-80, Bay Bridge, and Carquinez Bridge HOV Hours of Operation Project is evaluating the extension of the HOV lane hours of operation to provide a more reliable and consistent travel time option for HOV3+ users during prevailing mid-day and weekend congestion. The current HOV hours are 5 AM to 10 AM and 3 PM to 7 PM, Monday to Friday, and the project is studying extended hours of 5 AM to 8 PM, 7 days a week on the existing HOV lanes on the I-80 corridor between and including the Bay Bridge and Carquinez Bridge toll plazas, and on the other Bay Bridge approaches at I-580, I-880, and West Grand Avenue. For both the Access Restrictions and Hours of Operations projects, MTC staff have been coordinating with a technical advisory committee consisting of staff from county transportation authorities, transit agencies, and local jurisdictions along the corridor, as well as staff from the California Department of Transportation (Caltrans) and California Highway Patrol.

Given the complexity of the traffic issues and the environmental and design constraints within the I-80 corridor, MTC staff have been working closely with HDR and Caltrans during the preliminary engineering phase to refine the scope of technical studies required to deliver the Access Restrictions project. The proposed amendment would allow HDR to continue to prepare the technical studies and documents required for project approval, environmental clearance, and final design while keeping the project on its schedule for anticipated construction in 2028. Additionally, the amendment would allow HDR to conduct a more robust and comprehensive analysis of the traffic and bridge toll revenue impacts of an HOV hours change.

Issues:

None identified.

Recommendations:

Staff recommends that the Regional Network Management Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with HDR Engineering, Inc. in an amount not to exceed \$1,100,000 for the above-described work.

Attachments:

- Attachment A: Small Business Enterprise Status

- Request for Committee Approval - Summary of Proposed Contract Amendment

A handwritten signature in black ink, appearing to read "Andrew B. Fremier", written in a cursive style.

Andrew B. Fremier

Small Business Enterprise Status

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

Footnote

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

Work Item No.: 2657

Consultant: HDR Engineering, Inc.
Walnut Creek, CA

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

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 on I-80 between the Bay Bridge and Carquinez Bridge toll plazas

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

Project Cost Not to Exceed: \$1,100,000 (this amendment)
Total Contract before this amendment: \$4,600,000
Total Authorized Contract after this amendment: \$5,700,000

Funding Source: OBAG 2 CMAQ

Fiscal Impact: Funding is included in the FY 2026-27 MTC Budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with HDR Engineering, Inc. for professional services described above and in the Regional Network Management Committee Summary Sheet dated August 14, 2026 and that the Chief Financial Officer is authorized to set aside \$1,100,000 for such amendment.

Regional Network
Management Committee:

Candace Andersen, Chair

Approved: August 14, 2026