



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Operations Committee

Committee Members:

Dave Cortese, Chair Julie Pierce, Vice Chair

*Alicia Aguirre, Damon Connolly, Anne Halsted,
Sam Liccardo, Jim Spering*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, September 8, 2017

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. Planning Committee Meeting.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (4).

2. Consent Calendar

- 2a. [17-2778](#) Minutes of July 14, 2017 Meeting

Action: Committee Approval

Attachments: [2a_Minutes_July 2017.pdf](#)

- 2b. [17-2780](#) Clipper® Program Contract Actions
- i. Purchase Order - Network Services: AT&T (\$400,000)
 - ii. Change Order - Golden Gate Transit Business Rules Simplification: Cubic Transportation Systems, Inc. (\$150,000)
 - iii. Change Order - Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines: Cubic Transportation Systems, Inc. (\$160,000)
 - iv. Change Order - Santa Clara Valley Transportation Authority (VTA) Business Rules Changes: Cubic Transportation Systems, Inc. (\$82,000)

Action: Committee Approval

Presenter: Derek Toups

Attachments: [2b_Clipper_Contract_Action.pdf](#)

- 2c. [17-2782](#) Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for Commuter Parking Initiative: Transportation Mobility Solutions, LLC (\$80,000)

Action: Committee Approval

Presenter: Stefanie Hom

Attachments: [2c Commuter Parking Amendment TMS.pdf](#)

- 2d. [17-2793](#) Fourth Quarter MTC SAFE Financial Statements - June 2017 (Unaudited)

Action: Information

Presenter: Sonia Elsonbaty

Attachments: [2d 4th QTR SAFE Financial Statements – June 2017 \(Unaudited\).pdf](#)

3. Information

- 3a. [17-2783](#) Next-Generation Clipper® (C2) Fare Payment System Integrator Request for Proposal (RFP)

Status on plans to release a RFP for a system integrator for the C2 program.

Action: Information

Presenter: Carol Kuester

Attachments: [3a C2 Fare Payment System Integrator RFP.pdf](#)

[3a Handout SPUR comments.pdf](#)

4. Public Comment / Other Business

- [17-2838](#) Correspondence from the Public

Action: Information

Attachments: [4 Correspondence BobbyLee.pdf](#)

5. Adjournment / Next Meeting

The next meeting of the Operations Committee will be October 13, 2017, 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章: MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2778 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 8/2/2017 **In control:** Operations Committee
On agenda: 9/8/2017 **Final action:**
Title: Minutes of July 14, 2017 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_Minutes_July 2017.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of July 14, 2017 Meeting

Recommended Action:
Committee Approval

Attachments



Metropolitan Transportation Commission

Meeting Minutes - Draft

Operations Committee

Agenda Item 2a

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Committee Members:

Dave Cortese, Chair Julie Pierce, Vice Chair

*Alicia Aguirre, Damon Connolly, Anne Halsted,
Sam Liccardo, Jim Sperling*

Non-Voting Members: Tom Azumbrado, Dorene M. Giacomini

Friday, July 14, 2017

9:35 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 5 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted and Commissioner Sperling

Absent: 2 - Commissioner Liccardo and Chair Cortese

Non-Voting Members Present: Commissioner Azumbrado and Commissioner Giacomini

Ex Officio Voting Members Present: Commission Chair Mackenzie and
Commission Vice Chair Haggerty

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Aguirre and second by Commissioner Halsted,
the Consent Calendar was unanimously approved by the following vote:**

Aye: 5 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted and Commissioner Sperling

Absent: 2 - Commissioner Liccardo and Chair Cortese

2a. [17-2674](#) Minutes of June 9, 2017 Meeting

Action: Committee Approval

2b. [17-2675](#) Arterial Operations Program:
i. Program for Arterial System Synchronization (PASS) FY 2017-18
Cycle of Projects
ii. Contracts - PASS Technical Consultant Services: DKS Associates
(\$280,700); Iteris, Inc. (\$280,800); Kimley-Horn and Associates, Inc.
(\$237,400); and TJKM Transportation Consultants (\$309,100)

Action: Committee Approval

Presenter: Robert Rich

- 2c. [17-2476](#) Contract Amendment- Regional Carpool Program: WSP USA, Inc.
(\$570,000)

Action: Committee Approval

Presenter: Emily Van Wagner

3. Approval

- 3a. [17-2683](#) Consultant Panel: Vehicle Occupancy Detection Services: Conduent Inc.,
Indra Sistemas and TransCore

Consultant bench to provide automated vehicle occupancy detection services.

Action: Committee Approval

Presenter: Robert Rich

Upon the motion by Commissioner Aguirre and second by Commissioner Halsted, the Consultant Panel: Vehicle Occupancy Detection Services: Conduent Inc., Indra Sistemas and TransCore was unanimously approved. The motion carried by the following vote:

Aye: 5 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted and Commissioner Spering

Absent: 2 - Commissioner Liccardo and Chair Cortese

4. Public Comment / Other Business

Scott Lane was called to speak.

5. Adjournment / Next Meeting

The next meeting of the Operations Committee will be September 8, 2017, 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2780 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/2/2017 **In control:** Operations Committee

On agenda: 9/8/2017 **Final action:**

Title: Clipper® Program Contract Actions

- i. Purchase Order - Network Services: AT&T (\$400,000)
- ii. Change Order - Golden Gate Transit Business Rules Simplification: Cubic Transportation Systems, Inc. (\$150,000)
- iii. Change Order - Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines: Cubic Transportation Systems, Inc. (\$160,000)
- iv. Change Order - Santa Clara Valley Transportation Authority (VTA) Business Rules Changes: Cubic Transportation Systems, Inc. (\$82,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2b Clipper Contract Action.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper® Program Contract Actions

- i. Purchase Order - Network Services: AT&T (\$400,000)
- ii. Change Order - Golden Gate Transit Business Rules Simplification: Cubic Transportation Systems, Inc. (\$150,000)
- iii. Change Order - Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines: Cubic Transportation Systems, Inc. (\$160,000)
- iv. Change Order - Santa Clara Valley Transportation Authority (VTA) Business Rules Changes: Cubic Transportation Systems, Inc. (\$82,000)

Presenter:

Derek Toups

Recommended Action:

Committee Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2b
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: September 1, 2017

FR: Executive Director

W. I. 1221, 2700

RE Clipper® Program Contract Actions

- i. Purchase Order – Network Services: AT&T (\$400,000)
- ii. Change Order - Golden Gate Transit Business Rules Simplification: Cubic Transportation Systems, Inc. (\$150,000)
- iii. Change Order – Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines: Cubic Transportation Systems, Inc. (\$160,000)
- iv. Change Order - Santa Clara Valley Transportation Authority (VTA) Business Rules Changes: Cubic Transportation Systems, Inc. (\$82,000)

Staff recommends that the Operations Committee authorize the Executive Director or his designee to negotiate and enter into the following purchase order and contract actions, which were supported by an approval from the Clipper® Executive Board on August 21, 2017:

i. Purchase Order – Network Services: AT&T (\$400,000)

AT&T provides network services for the Clipper® system that enable connections between Clipper® card readers, distribution devices, data servers, and the central system. Per the Amended and Restated Clipper® Memorandum of Understanding, the participating transit agencies reimburse MTC for their direct shares of this cost. MTC is responsible for the network costs associated with regional program operations. This purchase order would cover network operations during Fiscal Year 2017-18. AT&T is neither a small business nor a disadvantaged business enterprise.

Staff recommends that the Operations Committee authorize the Executive Director or his designee to approve the issuance of a purchase order to AT&T in an amount not to exceed \$400,000 for the services described above.

ii. Change Order – Golden Gate Transit Business Rules Simplification: Cubic Transportation Systems, Inc. (\$150,000)

The Golden Gate Bridge Highway & Transportation District (GGBHTD) operates Golden Gate Transit, which is a zone-based bus service that requires over 13,000 Clipper® Business Rules to support GGBHTD transfer rules alone. GGBHTD would like to simplify its Business Rules by implementing changes to its transfer rules. GGBHTD, which will fund this change order in its entirety, anticipates that this simplification will result in Clipper® program operational benefits. This contract change order will authorize Cubic Transportation Systems, Inc. (Cubic) to implement the proposed Business Rule changes. Cubic is neither a small business nor a disadvantaged business enterprise.

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into one or more contract change order(s) with Cubic in an amount not to exceed \$150,000 for the services described above.

iii. Change Order – Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines: Cubic Transportation Systems, Inc. (\$160,000)

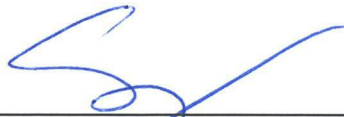
Vending machines at VTA light rail platforms currently allow riders to add value to Clipper cards. VTA would like to retrofit these machines to dispense Clipper cards and requires 175 Clipper card readers and support from Cubic for testing. VTA will fund this work in its entirety.

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into one or more contract change order(s) with Cubic, in an amount not to exceed \$160,000 for the services described above.

iv. Change Order – Santa Clara Valley Transportation Authority (VTA) Business Rules Changes: Cubic Transportation Systems, Inc. (\$82,000)

On May 4, 2017, VTA's Board approved a new service plan that redesigns VTA's transit network. In order to optimize the service redesign and increase ridership, VTA's Board subsequently approved at its June 1 meeting a Fare Policy Review that includes free VTA-to-VTA transfers that are only available for customers who pay their fares with Clipper®. VTA's Clipper® Business Rules currently do not include free intra-agency transfers. This Business Rule change will allow for unlimited local transfers on VTA within 120 minutes of a customer first tagging a Clipper® card reader. This contract change order, which will be funded in its entirety by VTA, will authorize Cubic to implement the intra-agency transfers as part of VTA's Business Rules. Cubic is neither a small business nor a disadvantaged business enterprise.

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into one or more contract change order(s) with Cubic, in an amount not to exceed \$82,000 for the services described above.



Steve Heminger

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REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Work Item No.:	320-1221
Contractor:	AT&T
Work Project Title:	Clipper® Network Services
Purpose of Amendment:	To provide network services for the Clipper® system during FY 2017-18.
Brief Scope of Work:	Provision of network services and operations to allow telecommunications connections between Clipper® devices, data servers and the central system
Project Cost Not to Exceed:	\$400,000
Funding Source:	STA, participating transit operator funds
Fiscal Impact:	Funding will be provided by the participating transit operators. Additional funding is included in the MTC Fiscal Year 2017-18 budget.
Motion by Committee:	That the Executive Director or his designee is authorized to approve the issuance of a purchase order with AT&T for the purposes described herein and in the Executive Director's memorandum dated September 1, 2017, and the Chief Financial Officer is authorized to set aside \$400,000 for such purchase order.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: September 8, 2017

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.: 310-2700

Contractor: Cubic Transportation Systems, Inc.
San Diego, CA

Work Project Title: Clipper® Business Rules for Golden Gate Transit

Purpose of Amendment: To simplify the transfer and business rules for Golden Gate Transit on the Clipper® fare payment system

Brief Scope of Work: Implement the revised transfer rules proposed by Golden Gate Bridge, Highway & Transportation District (GGBHTD) for its transit system

Project Cost Not to Exceed: \$150,000 (this Change Order)

Total contract value including amendments before this amendment = \$164,537,149

Total contract amount with this amendment = \$164,687,149

Funding Source: GGBHTD funds

Fiscal Impact: Funding will be provided by GGBHTD.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into one or more contract change orders with Cubic Transportation Systems, Inc. for the purposes described herein and in the Executive Director's memorandum dated September 1, 2017, and the Chief Financial Officer is authorized to set aside \$150,000 for such contract change order(s).

Operations Committee:

Dave Cortese, Chair

Approved: Date: September 8, 2017

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.:	310-2700
Contractor:	Cubic Transportation Systems, Inc. San Diego, CA
Work Project Title:	Clipper® Card Readers for Santa Clara Valley Transportation Authority (VTA) Ticket Vending Machines
Purpose of Amendment:	Obtain Clipper® card readers (Tri-Reader) from Cubic Transportation Systems, Inc. for retrofit of VTA ticket vending machines
Brief Scope of Work:	Purchase Clipper® card readers for installation in VTA ticket vending machines to enable the devices to vend adult Clipper® cards
Project Cost Not to Exceed:	\$160,000 (this Change Order) Total contract value including amendments before this amendment = \$164,537,149 Total contract amount with this amendment = \$164,697,149
Funding Source:	VTA funds
Fiscal Impact:	Funding will be provided by VTA.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into one or more contract change orders with Cubic Transportation Systems, Inc. for the purposes described herein and in the Executive Director's memorandum dated September 1, 2017, and the Chief Financial Officer is authorized to set aside \$160,000 for such contract change order(s).
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: September 8, 2017

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.: 310-2700

Contractor: Cubic Transportation Systems, Inc.
San Diego, CA

Work Project Title: Santa Clara Valley Transportation Authority (VTA)
Clipper® Business Rules

Purpose of Amendment: To update VTA Clipper® Business Rules to allow for the implementation of intra-agency transfers on the Clipper® fare payment system

Brief Scope of Work: Implementation of transfer tokens and free intra-agency transfers as part of VTA's Clipper® Business Rules

Project Cost Not to Exceed: \$82,000 (this Change Order)
Total contract value including amendments before this amendment = \$164,537,149
Total contract amount with this amendment = \$164,619,149

Funding Source: VTA funds

Fiscal Impact: Funding will be provided by VTA.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into one or more contract change orders with Cubic Transportation Systems, Inc. for the purposes described herein and in the Executive Director's memorandum dated September 1, 2017, and the Chief Financial Officer is authorized to set aside \$82,000 for such contract change order(s).

Operations Committee:

Dave Cortese, Chair

Approved: Date: September 8, 2017



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2782 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 8/2/2017 **In control:** Operations Committee
On agenda: 9/8/2017 **Final action:**
Title: Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for Commuter Parking Initiative: Transportation Mobility Solutions, LLC (\$80,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2c Commuter Parking Amendment TMS.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for Commuter Parking Initiative: Transportation Mobility Solutions, LLC (\$80,000)

Presenter:

Stefanie Hom

Recommended Action:

Committee Approval

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2c

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: September 1, 2017

FR: Executive Director

W.I. 1237

RE: Contract Amendment – Transportation Engineering and Planning Services: Technical Assistance for Commuter Parking Initiative: Transportation Mobility Solutions, LLC (\$80,000)

Summary

This memorandum requests Committee approval for a contract amendment with Transportation Mobility Solutions, LLC (TMS) to add funds to support transportation engineering and planning services related to technical assistance for MTC's Commuter Parking Initiative in an amount not to exceed \$80,000.

Background

In November 2016, following a competitive procurement process among the pre-qualified consultants on the On-Call Transportation Engineering and Planning Services bench (approved by this Committee on June 10, 2016), the Executive Director approved a contract with TMS for transportation engineering and planning services to support technical assistance for MTC's Commuter Parking Initiative. The base contract term was November 1, 2016 through June 30, 2019.

The goal of the Commuter Parking Initiative is to create parking opportunities for commuters to park and share a ride via transit, carpooling, or vanpooling in the Bay Area. MTC, in partnership with Caltrans, is looking into opportunities to create new commuter parking facilities on Caltrans airspace parcels by or under freeways. MTC plans to initially develop three sites located at: 1) I-880 and Fruitvale Avenue in Oakland; 2) I-880 and High Street in Oakland; and 3) I-80 and Buchanan Street in Albany.

To improve the commuter experience at the commuter parking facilities, TMS is providing technical assistance on parking management operations. Under the proposed amendment, TMS will continue to provide support on the operations and design of the commuter parking facilities. This work will include: developing operational procedures for parking payment, real-time parking availability, enforcement, and other lot functions; conducting a peer review of the design of the lots; and administering a casual carpool user survey that will explore casual carpooling behavior and identify what improvements are needed at the commuter parking facilities and other casual carpooling locations to encourage carpooling.

Attachment A includes a summary of TMS' and its subcontractors' small business and disadvantaged business enterprise status.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designated representative to negotiate and enter into a contract amendment with TMS to support transportation engineering and planning services related to technical assistance for MTC's Commuter Parking Initiative in an amount not to exceed \$80,000.



Steve Heminger

Attachment:

- Attachment A: Transportation Mobility Solutions, LLC Team Small Business Enterprise and Disadvantaged Business Enterprise Status

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Transportation Mobility Solutions, LLC Team
Small Business Enterprise and
Disadvantaged Business Enterprise Status

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
Transportation Mobility Solutions, LLC	Project Management, Data Collection, Parking Operations Development	X	42896		X	2000500	
Walker Parking Consultants (Subcontractor)	Data Collection, Parking Operations Development, Parking Fee Study			X			X
PRR Inc. (Subcontractor)	Data Collection, Survey Administration	X	25598		X	D2F0008454	

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendment

Work Item No.: 1237

Contractor: Transportation Mobility Solutions, LLC
San Marino, CA

Work Project Title: Technical Assistance for MTC's Commuter Parking Initiative

Purpose of Project: Provide support on the operations and design of the Commuter Parking Initiative.

Brief Scope of Work: Develop operational procedures for parking management technology and equipment; conduct a peer review of lot designs; and administer casual carpool user survey.

Project Cost Not to Exceed: \$80,000 (this amendment)
Total Contract before this amendment: \$170,000
Total Authorized Contract after this amendment: \$250,000

Funding Source: STP

Fiscal Impact: Funding is included in the FY 2017-18 MTC Budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with Transportation Mobility Solutions, LLC to provide on-call transportation planning services as described above and in the Executive Director's memorandum dated September 1, 2017, and the Chief Financial Officer is directed to set aside funds in the amount of \$80,000 for such amendment.

Operations Committee:

Dave Cortese, Chair

Approved: Date: September 8, 2017



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2793 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 8/8/2017 **In control:** Operations Committee
On agenda: 9/8/2017 **Final action:**
Title: Fourth Quarter MTC SAFE Financial Statements - June 2017 (Unaudited)
Sponsors:
Indexes:
Code sections:
Attachments: [2d_4th QTR SAFE Financial Statements – June 2017 \(Unaudited\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Fourth Quarter MTC SAFE Financial Statements - June 2017 (Unaudited)

Presenter:
Sonia Elsonbaty

Recommended Action:
Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2d

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: September 1, 2017

FR: Executive Director

W.I.: 1231

RE: Fourth Quarter MTC SAFE Financial Statements – June 2017 (Unaudited)

Please find attached for Committee receipt the MTC SAFE financial statements for the fourth quarter ended June 30, 2017.

SAFE Operating Program

The preliminary (unaudited) SAFE results for FY 2016-17 show a surplus of \$2.3 million. The attached schedule shows the \$2.3 million being transferred to the operating reserve. There will be additional accrual of expenditures before the results are final. An increase in vehicle registrations in all nine counties helped vehicle registration fees exceed the adopted budget by \$516,000 or 8%. SAFE received \$1.5 million reimbursement for second floor improvements from the final sale of the 101 8th Street, Oakland building which, after depreciation, resulted in a net gain of \$648,000.

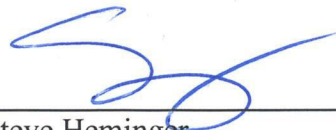
FSP Operating Program

Total program expenditures at the end of the fourth quarter are \$2 million below budget. This is mainly the result of lower fuel costs and lesser tow contract charges during the year that drove down the Freeway Service operating expenses.

Capital Program

The total life-to-date budget for the Capital Programs is \$24 million. As of the end of the fourth quarter of FY 2016-17, life-to-date expenses for the six active programs plus encumbrances total \$17 million.

If you have any questions about this report, please contact Brian Mayhew at (415) 778-6730.



Steve Heminger

Attachment:

- Attachment A: MTC Service Authority for Freeways and Expressways Financial Statement as of June 2017 (Unaudited)

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MTC Service Authority for Freeways and Expressways
Operating Budget
As of June 2017 (Unaudited)

	1	2	3
	FY 2016-17 Budget	Actual YTD	Budget Balance Over (Under)
<u>SAFE Program</u>			
REVENUE:			
Vehicle Registration Fees	6,200,000	6,716,382	516,382
BATA	300,000	300,000	-
Interest Income	7,500	70,700	63,200
Gain on sale of Metro Center	-	647,500	647,500
Total Revenue	6,507,500	7,734,582	1,227,082
EXPENSE:			
Salaries and Benefits	381,238	360,475	(20,763)
General Operations	861,254	804,672	(56,582)
Consultant Services	320,000	295,399	(24,601)
Callbox Operating Expense	650,000	501,030	(148,970)
Total Expense	2,212,492	1,961,576	(250,916)
OPERATING/CAPTIAL TRANSFERS In (Out):			
MTC	(435,700)	(433,123)	2,577
FSP	(1,746,520)	(1,804,656)	(58,136)
Capital	-	(1,277,002)	(1,277,002)
Operating Reserve	(2,112,788)	(2,258,224)	(145,436)
Total Transfers	(4,295,008)	(5,773,006)	(1,477,998)
NET Operating Revenue (Exp)	-	-	-

	1	2	3
	FY 2016-17 Budget	Actual YTD	Budget Balance Over (Under)
<u>FSP Program</u>			
REVENUE:			
Local Assistance Program (LAP)	3,800,000	3,170,468	(629,532)
Surface Transportation Program (STP)	4,500,000	3,198,477	(1,301,523)
Traffic Mitigation Program	100,000	-	(100,000)
Total Revenue	8,400,000	6,368,944	(2,031,056)
EXPENSE:			
Salaries and Benefits	615,520	471,013	(144,507)
General Operations	332,000	299,536	(32,464)
Consultant Services	175,000	91,234	(83,766)
Freeway Serv Operating Expense	9,024,000	7,311,817	(1,712,183)
Total Expense	10,146,520	8,173,600	(1,972,920)
TRANSFERS In (Out):			
Transfers from Callbox	1,746,520	1,804,656	58,136
Total Transfers	1,746,520	1,804,656	58,136
Ending Balance	-	-	-

MTC Service Authority for Freeways and Expressways
Capital Budget
As of June 2017 (Unaudited)

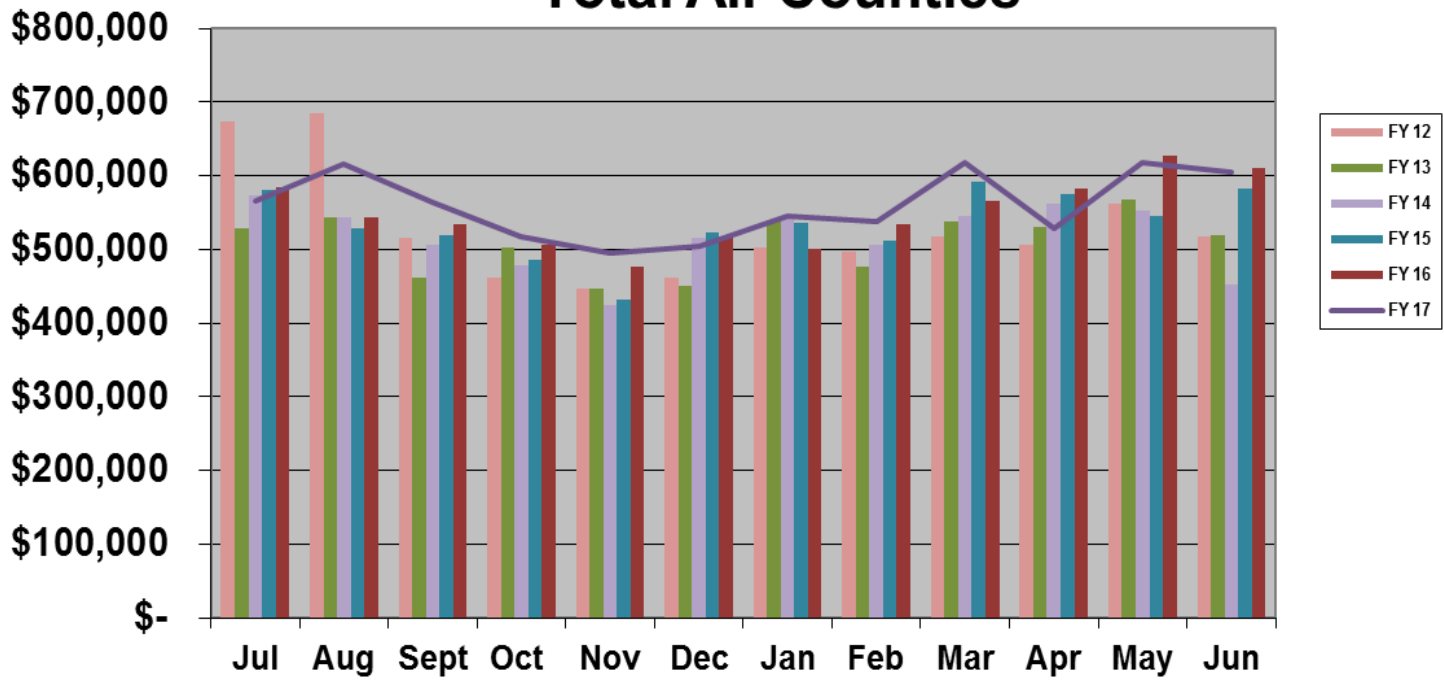
	1	2	3	4
<u>Capital Program</u>	LTD Budget			Project Balance
	Thru FY 2016-17	Actual LTD	Encumbrance	LTD
<u>Active Programs</u>				
REVENUE:				
1. CMAQ	6,810,390	6,873,991	-	63,601
2. STP	1,556,260	826,138	-	(730,122)
Total Revenue	8,366,650	7,700,130	-	(666,521)
EXPENSE:				
6301-Bridge Callboxes	3,771,000	3,776,669	-	5,669
6303-Bay Area Camera Upgrade	9,464,583	8,803,108	170,672	(490,803)
6306-Data - AVL telecom system update	3,342,000	2,062,108	140,805	(1,139,087)
6314-Callbox Site Mitigation	1,650,000	1,373,812	82,870	(193,318)
6318-Connected Vehicles & Telematic	2,500,000	-	-	(2,500,000)
6319-Active OPS Mgt Program	3,200,000	268,856	419,144	(2,512,000)
Total Expense	23,927,583	16,284,553	813,491	(6,829,539)
TRANSFERS In/(Out):				
BATA	3,711,000	3,711,000	-	-
SAFE	11,849,933	11,849,933	-	-
Total Transfer In/(Out)	15,560,933	15,560,933	-	-
Ending Balance	-	6,976,510	-	-

CONTRACTS EXECUTED BY EXECUTIVE DIRECTOR
\$200,000 and Under

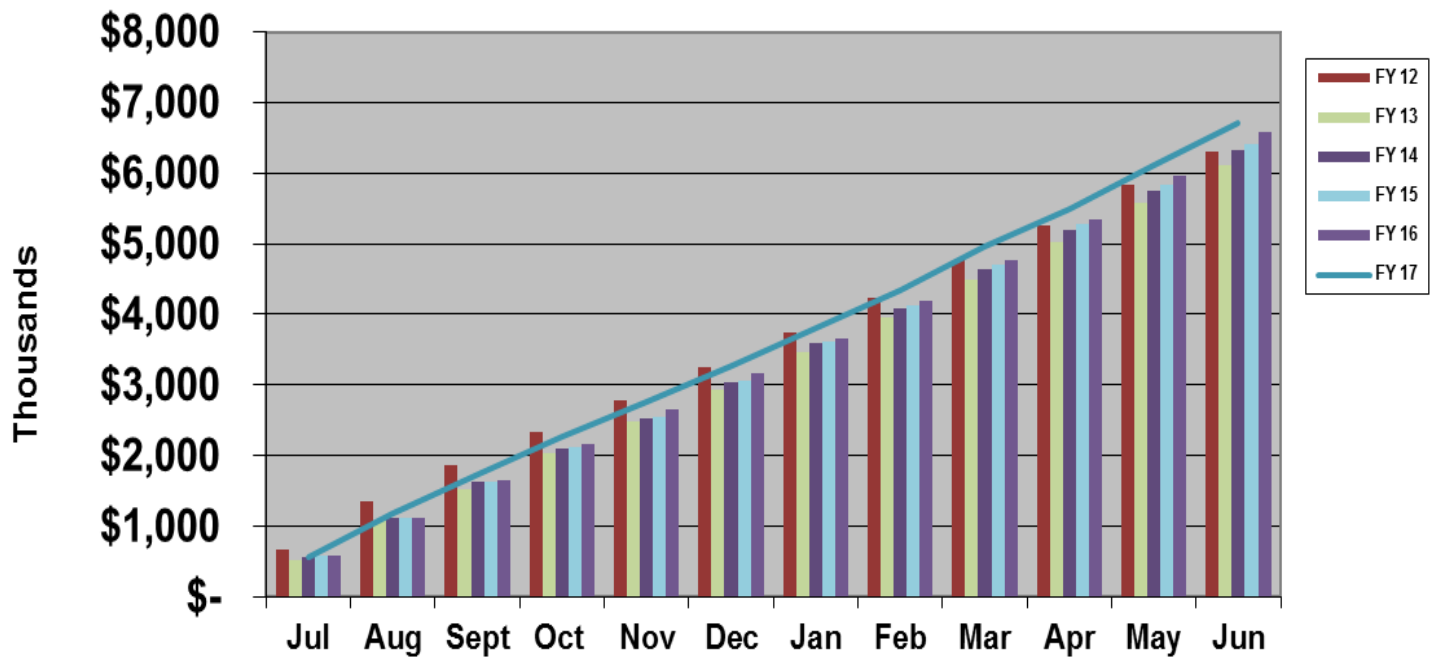
Apr-Jun'17

Crystal Communications	\$30,000
<i>Radio air coverage service for SAFE</i>	
Atlas Towing Service	\$25,000
<i>Tow service</i>	

Total DMV Revenue Total All Counties



Total YTD All Counties DMV Revenue (\$000)



PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR

\$2,500 - \$200,000

Apr-Jun'17

Minuteman Press		\$2,995
	<i>Freeway Service Patrol Supplies</i>	
Another Dancing Bear		\$3,750
	<i>Freeway Service Patrol Supplies</i>	
Crystal Communications		\$3,000
	<i>Radio air equipment for SAFE</i>	
Imageworks MFG., Inc.		\$2,500
	<i>Freeway Service Patrol Supplies</i>	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2783 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/2/2017 **In control:** Operations Committee
On agenda: 9/8/2017 **Final action:**
Title: Next-Generation Clipper® (C2) Fare Payment System Integrator Request for Proposal (RFP)
Status on plans to release a RFP for a system integrator for the C2 program.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_C2 Fare Payment System Integrator RFP.pdf](#)
[3a_Handout SPUR comments.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Next-Generation Clipper® (C2) Fare Payment System Integrator Request for Proposal (RFP)

Status on plans to release a RFP for a system integrator for the C2 program.

Presenter:

Carol Kuester

Recommended Action:

Information

Attachments



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3a
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: September 1, 2017

FR: Executive Director

W. I. 310-2780

RE: Next-Generation Clipper® (C2) Fare Payment System Integrator Request for Proposal

This item is to update the Committee on the Clipper® program, including program satisfaction, the future vision for the system and its features, and the release of a Request for Proposals (RFP) this month for a System Integrator for the C2 system.

Background

Staff provided background on the history of the program in the April meeting of the Operations Committee as well as in previous committee meetings.

As reported earlier, the most recent Clipper® customer survey revealed that 97% of Clipper® customers are satisfied with the system. The same percentage would recommend Clipper® to other transit riders. This positive perception was reinforced by BART's 2016 rider survey, which asked riders to rank 47 features of the transit system. Clipper® was the system's highest rated feature.

Clipper® is generally responsible for collecting 50% of transit fares in the region (with slight month-to-month fluctuations) and has achieved 66% or higher market penetration on BART since January 2017. County Connection and WestCAT – agencies that only started accepting Clipper® in November 2015 – have seen faster than average growth, with Clipper® already accounting for 19% and 33% of trips in June 2017, respectively.

While daily multi-operator trips are still relatively low (14% of all Clipper® cards used on an average weekday are used on more than one operator), over the course of a year, more than half of all Clipper® cards have been used to complete a multi-operator trip. Clipper® clearly streamlines transit use for the region's riders.

C2: The Next Generation of Clipper®

While Clipper® serves the vast majority of customers well, the Clipper® program would like to strengthen some features of the current system. For example, we would like to make it easier for customers to acquire cards and add value to a Clipper® account. Additionally, customers have requested the ability to pay with other media, such as smart phone apps or digital wallets, and they would like to use Clipper® to pay for more than trips on transit. Also, institutional customers, such as employer programs and schools, have asked for a more robust and streamlined interface with Clipper®.

At the same time, Clipper® must remain a robust yet flexible system that can adapt to meet future needs and leverage new technological developments. The procurement of the next-generation system will embrace this approach while addressing the concerns of the current Clipper® system. MTC and transit operators envision an updated Clipper® system in which:

- Electronic payment will be the primary payment method for all transportation fares and fees, including transit, parking, bike share and paratransit.
- Customers will be able to choose between cards or other methods for identification and payment, like mobile devices and wearables, as well as more easily manage their accounts on the go.
- Clipper® will be easier to obtain and use, with many distribution and reloading options, more immediate availability of online transactions, and more convenient account management for families and institutional programs.
- Transit systems will either solely accept Clipper® or will strive to incentivize the use of Clipper®.
- The Clipper® system will be adaptable to fare policy decisions that transit operators make on behalf of the region.

As discussed in previous meetings, the new C2 System Integrator will be responsible for overall system operation and coordination of discrete tasks (such as customer service) that will be contracted out to separate vendors to achieve greater flexibility – a departure from the current system in which the Clipper® contractor operates virtually all aspects of the system.

Solicitations of feedback from industry and the public over the last year yielded valuable input. MTC and transit operator staff worked extensively to incorporate relevant comments into the final RFP and were advised by the Clipper® Executive Board regularly on key items in the development of the final RFP. The Clipper® Executive Board approved the release of the C2 System Integrator RFP at its August 21, 2017 meeting.

Next Steps

MTC will release the RFP for a System Integrator for the Next-Generation Clipper® system this month. Proposals will be due in January 2018, and the current schedule calls for selection of a C2 System Integrator in early 2019.

Staff will continue to report to the Operations Committee on milestones of the procurement and program development. If you receive any inquiries from potential bidders on the C2 contract, please refer them to Denise Rodrigues of MTC Staff at drodrigues@bayareametro.gov.



Steve Heminger

Attachment:

- Attachment A: Clipper® Update

SH: jw

J:\COMMITTEE\Operations\2017 Operations Comm Packet\09_OPS_Sept_2017\3a_Next Gen Clipper v5.docx



Clipper Update

MTC Operations Committee
September 8, 2017

Meeting and Exceeding the Mandate!



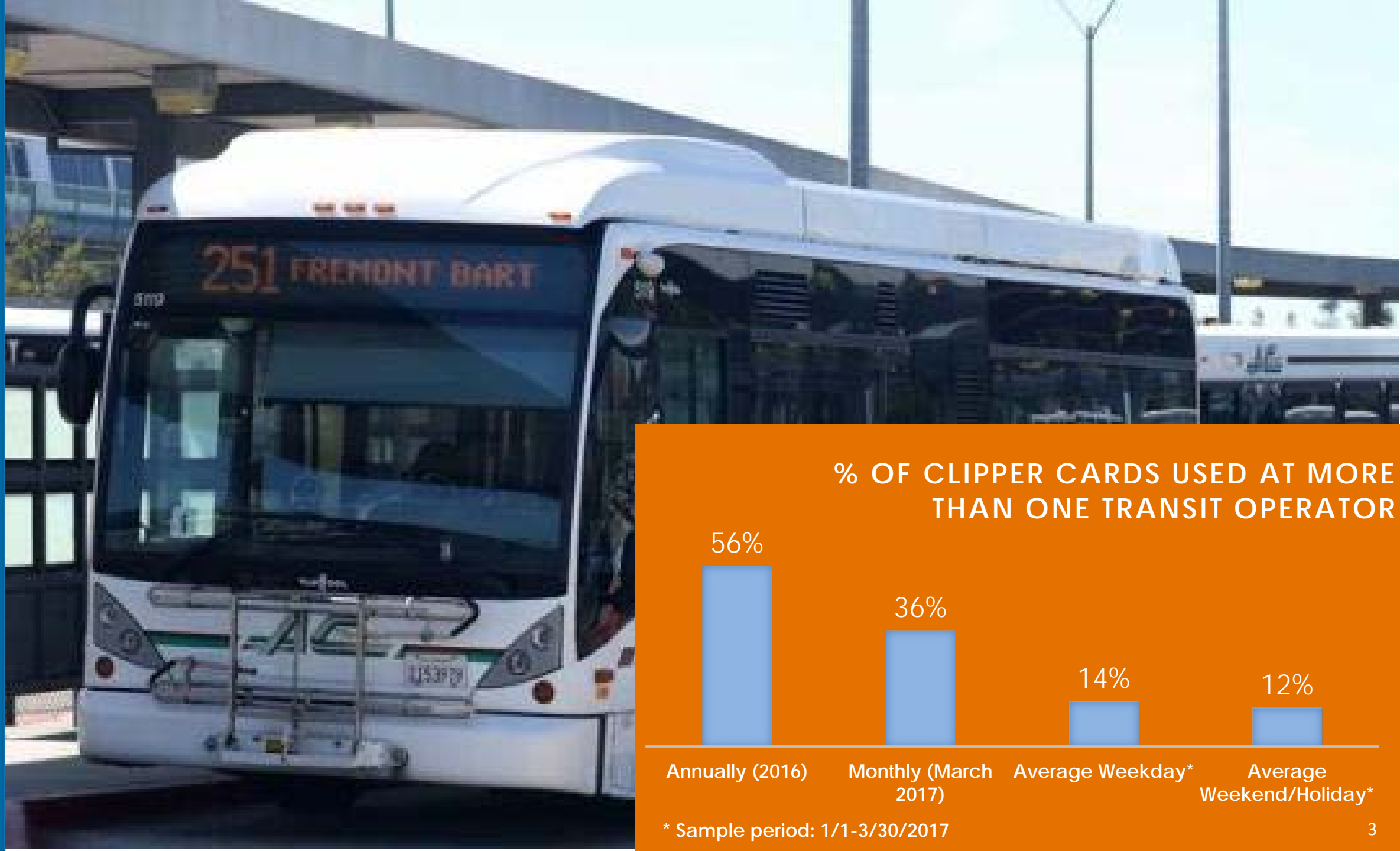
946,000
Unique Cards Used

48%
Market Share

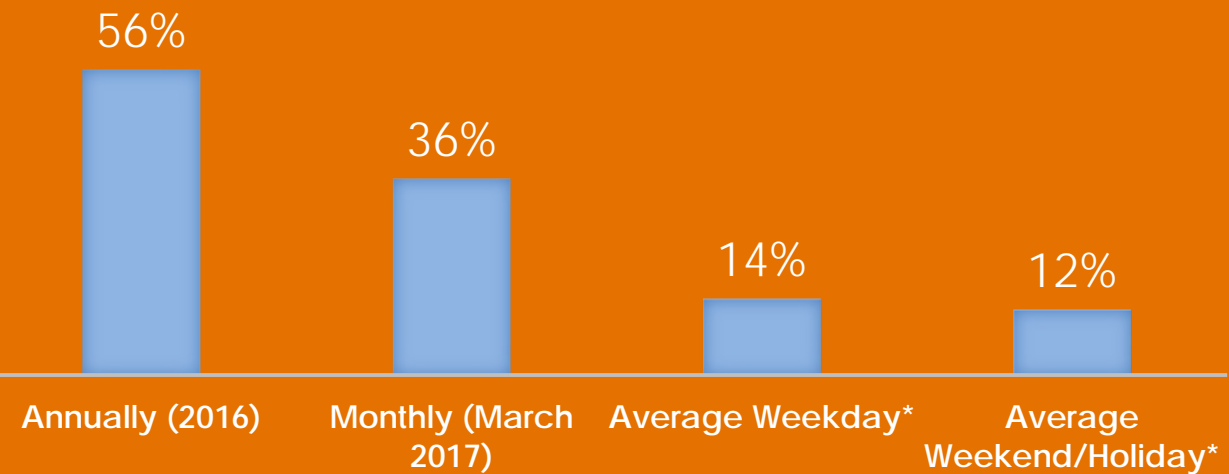
740,000
Average Weekday Ridership

\$46M
Monthly Transit
Operator Revenue

97% of customers
are satisfied



% OF CLIPPER CARDS USED AT MORE THAN ONE TRANSIT OPERATOR



* Sample period: 1/1-3/30/2017



CLIPPER.



Transit agencies are reaping the benefits
and seeking ways to leverage Clipper



BUY YOUR CLIPPER CARD HERE!

Use on most Bay Area public transit.
Fast, convenient, and preloaded.





Industry Review RFP for Clipper® Regional Fare Payment System ("C2") System Integrator

To be added to the plan holders list for this project, please [log in](#) or [register](#).

Registered users have the option of receiving notifications when new documents are available.

Details

Documents

Planholders

Name Industry Review RFP for Clipper® Regional Fare Payment System ("C2") System Integrator

Description The Metropolitan Transportation Commission (MTC), on behalf of the regional transit operators, has issued an Industry Review Draft of the Request for Proposal (RFP) for the Next Generation Clipper® ("C2") Regional Transit Fare Payment System Integrator project.



What's in Clipper's future?

Help us decide.

TAKE THE NEW SURVEY!

futureofclipper.com



Summary of Draft RFP

The Next-Generation Clipper System is on the Horizon!

In a few months, the Metropolitan Transportation Commission (MTC), manager of the Clipper fare payment program, will issue request for proposals (RFP) outlining the scope, specifications and requirements for the next-generation Clipper system. From the proposals, MTC and its transit agency partners will select a system integrator vendor and begin implementation.

MTC recently released a draft of the RFP and is soliciting industry review and public feedback. This overview summary serves as a layperson's description of the technical scope of work.

Now is your chance to influence development of the next Clipper!

Submit comments by email to feedback@futureofclipper.com or via voicemail at 415.778.6660.

Customers can expect...

- ▶ An intuitive, efficient and familiar experience.
- ▶ Excellent, proactive customer service.
- ▶ Operational efficiency and reliability.

MTC and the transit agencies are considering a Clipper system where:

You can pay with...

- Mobile phone/wearable
- Mobile banking app
- Contactless smart cards
- Limited-use smart cards
- Open-payment bank cards

You'll get customer service from...

- Vendors
- Telephone call center
- Walk-in customer service centers
- Self-service customer service

You can get a card and add value via...

- Vendors
- Telephone call center
- Walk-in customer service centers
- Self-service customer service

Our technology will enable...

- An account-based system, no longer card-based
- Fast, reliable transaction processing
- Configurable, accessible customer-facing systems
- Configurability of agency fare policies
- Modular architecture (open or published interfaces)
- Integration with legacy Clipper systems
- Expansion to regional partner agencies (including, but not limited to, tolling, ride sharing, etc.)

Transit agency partners will be responsible for agency-specific accounting and customer service, fare inspection and enforcement, and issuance of Clipper devices as well as fare policy.

What is C2?

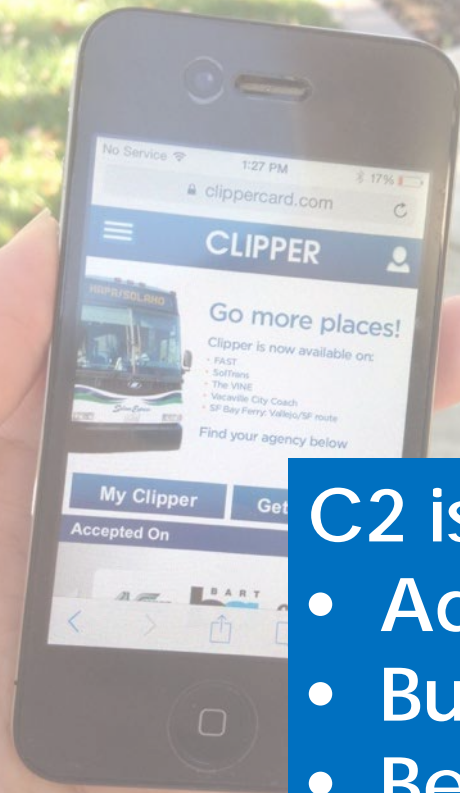
The next-generation Clipper system (C2) will be a customer-focused, multi-effective fare collection system that supports a modern, seamless transit experience for traveling around the Bay Area, providing a flexible platform for improving future regional transit, designed through a collaborative partnership among Bay Area transit agencies, MTC, and its private-sector vendors.

The C2 System Integrator will be responsible for collection and processing customer service tools and account management (including mobile apps and website), back-office systems/operations, administration, system monitoring, data storage, fraud security control, disaster recovery, retail network management, integration with transit agency fare policies, and overall maintenance of Clipper equipment. MTC will be responsible for management, including contracting, program management, and customer education and branding. Transit agency partners will be responsible for agency-specific accounting and customer service, fare inspection and enforcement, and issuance of Clipper devices as well as fare policy.



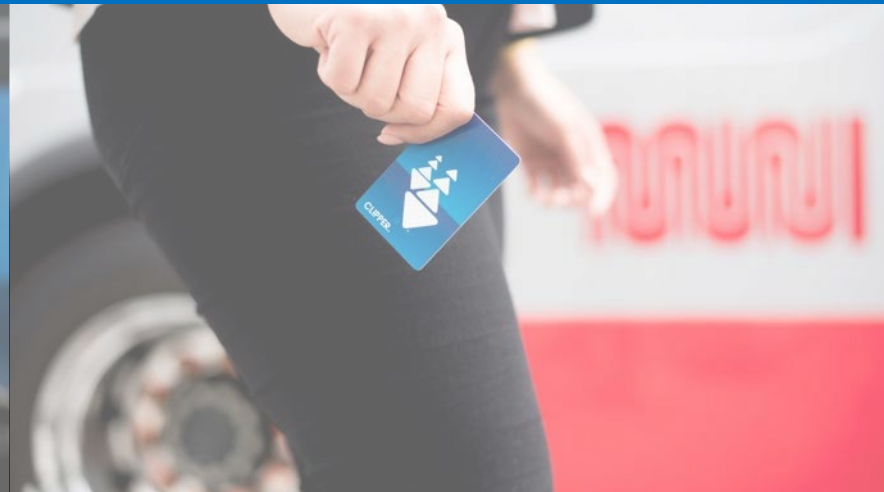
We welcome your comments! Send us your comments by email to feedback@futureofclipper.com, or via voicemail at 415.778.6660. Deadline: April 3, 2017. Find more information at futureofclipper.com.





C2 is about:

- Addressing the pain points
- Building a platform ready for the future
- Better acquisition opportunities
- Simplifying third-party integration



Procurement Timeline

Sept 2017
Release of
RFP

Jan 2018
Proposal
Deadline

Aug 2018
Request for
Best and
Final Offer

Mar 2019
Commission
Approves
Award

Notice to
Proceed





Operations Committee
Attn: Martha Silver/msilver@mtc.cs.gov

Re: Item 3a. Next-Generation Clipper® (C2) Fare Payment System Integrator Request for Proposal

Dear Chair Cortese and Operations Committee members:

SPUR is a member-supported nonprofit organization that promotes good planning and good government in the San Francisco Bay Area through research, education and advocacy. Improving public transit and increasing transit use in cities are core priorities for our organization.

The existing Clipper system represents a significant advancement in transit coordination for the Bay Area's many transit services; nonetheless, it has many shortcomings. The Clipper 2.0 upgrade presents a tremendous opportunity for the region to address and correct for the system's limitations. Clipper 2.0 is poised to solve for many of the system's existing pain points, such as: making it easier for customers to acquire cards and add value to a Clipper account; allowing customers to use other methods, such as mobile devices and wearables, to pay for transit; and making it possible to use Clipper to pay for parking, bike share and paratransit.

However, we think a key pain point continues to be under-addressed: fare policy.

Addressing fare policy can also help improve the usability and appeal of Clipper. Transit riders in the Bay Area have to contend with an array of different transit fares and passes. Disparate fares can make using transit confusing. Employers cannot purchase or subsidize transit passes that match how their employees use — or could use — transit. For trips that happen to require multiple operators, riders must pay two or more different fares. Low-income riders feel this transfer penalty most acutely and can be priced out of public transit and the opportunities it provides as a result. Using more than one operator, as the staff report notes, is not a rare activity, but rather something that happens frequently: Over the course of a year, *more than half* of all Clipper cards have been used to complete a multi-operator trip. The challenges today's fare policy landscape present all ultimately land in the same place: your Clipper card.

The promise of Clipper is that it would streamline transit use for the region's riders, enabling riders to hop between Bay Area buses, trains and ferries without pause. But today's fare policies introduce friction into the experience, effectively undermining Clipper's main selling point.

Clipper is, essentially, moving to a new, custom built home and moving provides a rare opportunity for reflection. Yet as it stands, current fare policies will be replicated in Clipper 2.0.

By not exploring and analyzing regional fare coordination in advance of Clipper 2.0, we are not taking full advantage of opportunity provide by the upgrade. The time for bold moves and strategic thinking is now.

Other regions— Seattle, Portland, Sydney, and London— show that it is possible to streamline and simplify fares and create cross-agency fare products that can help grow transit ridership— and that the ideal time for these changes is *before* transitioning to a new system. Industry experts recommend taking this approach, noting that system delivery is faster and more reliable if fares are streamlined first.

It is encouraging that Clipper 2.0 is being designed to make it easier for transit operators to make changes to their fare policy. It is further encouraging that efforts have been made to align fare categories, as BART, for example, recently expanded its youth discount age to 18. These are welcome, important improvements, but they are not enough. These changes will not address the many ways the current fare policy landscape makes it challenging for the region to realize the promise of transit.

MTC recently conducted a Means Based Fare Study to understand how the region could make transit more affordable for low-income transit riders. Through the process of talking to riders and studying different discount options, policymakers and transit operators have been able to meaningfully engage on the topic and work towards solutions. SPUR recommends that MTC engage in a similar process for fare policy. **We ask that MTC lead a fare coordination study, complete with costs/benefits and tradeoffs and offer the Committee choices on how to tackle the problem before Clipper 2.0 launches.** The goal of this research should be to reduce the complexity of fares and analyze fare policies and products in order to grow transit usage and encourage the seamless use of multiple operators.

Fare policy is the building block of Clipper. Ultimately, we can't make Clipper a more attractive, usable product — one that truly encourages the seamless use of multiple operators and helps to grow transit's market share — without addressing fare policy.

Thank you for your consideration. Please contact me at afleisher@spur.org or 415-644-4280 with any questions.

Sincerely,

A handwritten signature in cursive script, reading "Arielle Fleisher".

Arielle Fleisher
SPUR Transportation Policy Associate



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 17-2838 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/1/2017 **In control:** Operations Committee
On agenda: 9/8/2017 **Final action:**
Title: Correspondence from the Public
Sponsors:
Indexes:
Code sections:
Attachments: [4_Correspondence_BobbyLee.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Correspondence from the Public

Recommended Action:
Information

Attachment

Agenda Item 4

From: Bobby Lee
Sent: Sunday, August 13, 2017 8:48 PM
To: BoardofDirectors@bart.gov
Cc: MTC Info <info@mtc.ca.gov>; info@transbaycenter.org
Subject: Comment for Full BART Board

(Public comment intended for full BART board, cc'ed to Transbay JPA Board and MTC Commissioners for their information.)

Dear BART Board of Directors,

I recently read in the [San Francisco Chronicle](#) that BART has an oversupply of pre-loaded \$15 Clipper Cards that were purchased in anticipation of record crowds at the Warriors championship rally a few months ago. Something in the neighborhood of 40,000 cards total. I have the perfect idea on how to spend down the inventory.

As a regular Transbay bus commuter utilizing the Temporary Transbay Terminal in San Francisco, not a visit goes by where I do not see a confused tourist trying to figure out where to buy a Clipper Card. Security guards, MUNI bus drivers, and other transit workers often point them to a Walgreens on Spear Street, two blocks away.

Two blocks may not seem like a far walk for those familiar with San Francisco. But for a tourist or visitor to our city, it might as well be located in Siberia. There's no logical reason as to why Clipper Cards could not be sold at the Temporary Transbay Terminal.

I would encourage BART officials to consider, in conjunction with MTC and the Transbay JPA, launching a program that allows tourists to buy these pre-loaded Clipper Cards on-site at the Temporary Transbay Terminal. This could take the form of a vending machine or a sale from the on-site terminal administrative office by office workers.

I would also encourage you to look into making Clipper Cards available on consignment to hotel front desks and office buildings. At hotels, it would encourage visitors to buy the card before they leave their hotel. And I would envision this being especially useful for hotels located in SF and near transbay bus stops in the East Bay (especially Emeryville). At office buildings, it would make an employee's transition to using transit easier with one less barrier to acquiring the card. After all, the end goal is to get more people using Clipper Cards and using public transit.

Finally, as a general comment, I'd like to encourage your agency to make these cards available for purchase at BART fare machines. It seems incredibly illogical for the physical Clipper Cards to not be sold through BART fare machine.

Thank you for your consideration in advance.

Best,

Bobby Lee