



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, February 9, 2018

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. Joint MTC Planning Committee with the ABAG Administrative 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. [18-0012](#) Minutes of January 12, 2018 Meeting

Action: Committee Approval

Attachments: [2a OPS Minutes Jan 2018.pdf](#)

- 2b. [18-0013](#) Contract Amendment - Transportation Engineering and Planning Services:
Technical Assistance for State Route 37 Design Alternative Assessment:
Kimley-Horn & Associates, Inc. (\$450,000)

Action: Committee Approval

Presenter: Kevin Chen

Attachments: [2b contract amend SR 37 Design Alternative Assessment.pdf](#)

- 2c. [18-0014](#) Contract Amendment - Transportation Engineering and Planning Services:
Technical Assistance for Alameda I-580 Design Alternative Assessment:
HDR Engineering, Inc. (HDR) (\$540,000)

Action: Committee Approval

Presenter: Kevin Chen

Attachments: [2c contract amend ALA 580 Design Alternative Assessment.pdf](#)

2d. [18-0016](#) Second Quarter MTC SAFE Financial Statements: December 2017**Action:** Information**Presenter:** Sonia Elsonbaty**Attachments:** [2d 2nd QTR SAFE Financial Statements_FY18.pdf](#)**2e. [18-0083](#) Contract - On-Call Construction Management Services - Bay Bridge
Forward-Commuter Parking Initiative: WSP USA Inc. (\$700,000)****Action:** Committee Approval**Presenter:** Michelle Go**Attachments:** [2e WSP Contract BBF-CommuterParkingInitiative.pdf](#)**3. Information****3a. [17-2859](#) Update on I-880 Performance-Based Device Maintenance Pilot**

Report on progress made to bring traffic operations system devices to acceptable health on the I-880 corridor, and discussion on the implementation of a monetary incentive process to a third party maintenance contractor as a way to improve device health.

Action: Information**Presenter:** Kaki Cheung**Attachments:** [3a Update on I-880.pdf](#)**4. Public Comment / Other Business****5. Adjournment / Next Meeting**

The next meeting of the Operations Committee will be March 9, 2018 at 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內告知, 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 #: 18-0012 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 1/3/2018 **In control:** Operations Committee
On agenda: 2/9/2018 **Final action:**
Title: Minutes of January 12, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a OPS Minutes_Jan 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of January 12, 2018 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 Spering*

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

Friday, January 12, 2018

9:40 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 4 - Vice Chair Pierce, Commissioner Connolly, Commissioner Liccardo and
Commissioner Spering

Absent: 3 - Commissioner Aguirre, Commissioner Halsted 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

Ad Hoc Non-Voting Members Present: Commissioner Josefowitz and Commissioner Worth

2. Consent Calendar

Approval of the Consent Calendar

**Upon the motion by Commissioner Connolly and second by Commissioner
Liccardo, the Consent Calendar was approved by the following vote:**

Aye: 4 - Vice Chair Pierce, Commissioner Connolly, Commissioner Liccardo and
Commissioner Spering

Absent: 3 - Commissioner Aguirre, Commissioner Halsted and Chair Cortese

2a. [17-3070](#) Minutes of December 8, 2017 Meeting

Action: Committee Approval

3. Information

3a. [17-3004](#) 511 Program Update

Update on the 511 Traveler Information Services Program.

Action: Information

Presenter: Nick Roethel

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Operations Committee will be, February 9, 2018 at 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 #: 18-0013 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/3/2018 **In control:** Operations Committee

On agenda: 2/9/2018 **Final action:**

Title: Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. (\$450,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2b contract amend SR 37 Design Alternative Assessment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. (\$450,000)

Presenter:

Kevin Chen

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: February 2, 2018

FR: Executive Director

W.I. 1237

RE: Contract Amendment – Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. (\$450,000)

Summary

This memorandum requests Committee approval for a contract amendment with Kimley-Horn & Associates, Inc. to provide technical support to MTC in transitioning the State Route 37 (SR 37) Design Alternative Assessment (DAA) into a Caltrans-required engineering document called a Project Initiation Document (PID) in an amount not to exceed \$450,000.

Partnerships

MTC is partnering with Caltrans and the four North Bay Congestion Management Agencies to advance corridor improvements for SR 37: Napa Valley Transportation Authority (NVTa), Solano Transportation Authority (STA), Sonoma County Transportation Authority (SCTA), and Transportation Authority of Marin (TAM).

Background

In June 2016, the Operations Committee approved a competitively-procured pre-qualified panel of consultants to provide on-call transportation engineering and planning services under the various service categories on an as-needed basis. In January 2017, after a competitive procurement process with the pre-qualified consultants, the Operations Committee authorized the Executive Director to negotiate and enter into a contract with Kimley-Horn & Associates, Inc., to provide transportation engineering, design and traffic analysis for the SR 37 DAA project.

Kimley-Horn & Associates, Inc. has completed the first phase of the DAA work, which includes a corridor plan that identifies a priority segment (Segment B, between SR 121 and Mare Island) for improvements on the corridor, and is currently working on the second phase of the DAA to develop a range of project alternatives for the priority segment.

Under this amendment, Kimley-Horn & Associates, Inc. will provide technical support to MTC to prepare a PID for the interim- and longer-term improvements on the priority segment of the corridor that addresses transportation, ecological and sea level rise issues. A PID is an engineering document that refines the purpose and need of a proposed transportation project and provides a reliable scope, cost and schedule. The completion of a PID for SR 37 would allow the project to advance into the Project Approval & Environmental Document phase.

Attachment A includes a summary of Kimley Horn & Associates, Inc. and its subcontractors' Small Business Enterprise 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 Kimley-Horn & Associates, Inc. in an amount not to exceed \$450,000 for the above-described work.



Steve Heminger

Attachment:

- Attachment A: Kimley-Horn & Associates, Inc. Team Small Business Enterprise and Disadvantaged Business Enterprise Status

SH:kc

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Kimley-Horn & Associates Inc. 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
Kimley-Horn & Associates, Inc.	Project Management, Alternatives Development			X			X
AECOM (Subcontractor)	Sea Level Rise and Environmental Analysis, Alternative Development and Structures Design						
Chaudhary & Associates (Subcontractor)	Right-of-Way Mapping, Ground Surveys, Topo Mapping	X	#3110		X	#14927	
San Francisco Estuary Institute (Subcontractor)	Technical Support for Environmental Workshops and Working Groups						
Wiltec (Subcontractor)	Data Collection	X	#8440				

*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:	Kimley-Horn & Associates, Inc. Pleasanton, CA
Work Project Title:	SR 37 Design Alternative Assessment
Purpose of Project:	Provide On-Call Transportation Engineering and Planning Services for the State Route 37 (SR 37) Design Alternative Assessment. Evaluate a range of improvement strategies for SR 37 to help improve both regional mobility and impacts due to sea level rise.
Brief Scope of Work:	Complete a Project Initiation Document (PID) for the interim- and longer-term improvements on the priority segment of the SR 37 corridor.
Project Cost Not to Exceed:	\$450,000 (this amendment) Total Contract before this amendment: \$1,487,400 Total Authorized Contract after this amendment: \$1,937,400
Funding Source:	STP/CMAQ
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 Kimley-Horn & Associates, Inc. to provide on-call transportation engineering and planning services as described above and in the Executive Director's memorandum dated February 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$450,000 for such amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: February 9, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0014 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/3/2018 **In control:** Operations Committee

On agenda: 2/9/2018 **Final action:**

Title: Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for Alameda I-580 Design Alternative Assessment: HDR Engineering, Inc. (HDR) (\$540,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2c_contract_amend_ALA 580 Design Alternative Assessment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for Alameda I-580 Design Alternative Assessment: HDR Engineering, Inc. (HDR) (\$540,000)

Presenter:

Kevin Chen

Recommended Action:

Committee Approval

Attachments:



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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: February 2, 2018

FR: Executive Director

W.I. 1237

RE: Contract Amendment – Transportation Engineering and Planning Services: Technical Assistance for Alameda I-580 Design Alternative Assessment: HDR Engineering, Inc. (HDR) (\$540,000)

Summary

This memorandum requests Committee approval for a contract amendment with HDR to provide transportation engineering, design and traffic analysis services for MTC's Interstate 580 Design Alternative Assessment (DAA) in an amount not to exceed \$540,000.

Partnership

MTC is partnering with Alameda County Transportation Commission (Alameda CTC) on this project. The \$540,000 cost for the project will be split between MTC and Alameda CTC, with MTC funding \$340,000 and Alameda CTC funding \$200,000.

Background

Interstate 580 (I-580) is one of Alameda County's key transportation routes, carrying over 200,000 vehicles per day in its most heavily used segments, and serving as a primary conduit to the region's most heavily used corridor: the Transbay/Bay Bridge corridor. The segment of I-580 between SR-238 in Castro Valley and I-80 in Oakland and continuing to the San Francisco-Oakland Bay Bridge Toll Plaza experiences significant traffic congestion, particularly in the westbound direction during the AM peak period and eastbound direction during the PM peak period.

To date, there has been limited corridor planning work on this segment of I-580 despite worsening traffic conditions. Given the growing congestion and travel demands in this corridor, this segment of I-580 has been identified by MTC and Alameda CTC as a prime candidate for operational improvements, including bus lanes, managed lanes, enhanced transbay express bus services, and supportive demand management strategies, for purposes of moving more people in fewer cars. This project phase aims to evaluate a range of options for increasing corridor efficiency, while acknowledging right-of-way and capacity constraints.

Selection Process

In February 2016, MTC issued a Request for Qualifications (RFQ) to pre-qualify firms to provide on-call transportation engineering and planning services to support various Service Categories, including:

- a) Freeway Active Traffic Management
- b) Travel Demand Management
- c) Connected Vehicles/Autonomous Vehicles and Advanced Technology
- d) Data Analytics and Performance Assessments
- e) Arterial Operations
- f) General Planning

At its June 10, 2016 meeting, the Operations Committee approved a competitively pre-qualified panel of consultants to provide on-call transportation engineering and planning services under the various service categories on an as-needed basis.

On November 8, 2017, MTC issued an RFQ and invited all 23 pre-qualified consultants under Service Categories A, B, C and D to submit Statements of Qualifications (SOQs) for the Alameda I-580 DAA project. MTC received one proposal from its pre-qualified panel of consultants: HDR.

A panel consisting of staff from MTC and Alameda CTC performed a review and evaluation of the SOQ based on the firm's understanding of the project, qualifications and experiences of the team, management of resources and schedule, and written communication. After consideration and evaluation, MTC staff recommends award of the contract to HDR. HDR and its subconsultants have demonstrated extensive experience in similar types of projects and knowledge of the Alameda I-580 corridor.

Attachment A includes a summary of HDR and its subcontractors' Small Business Enterprise 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 HDR to support transportation engineering, design, and traffic analyses for MTC's Alameda I-580 DAA project in an amount not to exceed \$540,000.



Steve Heminger

Attachment:

- Attachment A: HDR Engineering, Inc. Team Small Business Enterprise and Disadvantaged Business Enterprise Status

SH:kc

HDR Engineering, Inc. 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
HDR Engineering, Inc.	Project Management, Alternatives Development			X			X
TJKM (Subcontractor)	Traffic Analysis	X	40772				X
Silicon Transportation Consultants (Subcontractor)	Tolling, ITS	X	43097		X	1802481	

*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:	HDR Engineering, Inc. Oakland, CA
Work Project Title:	Alameda I-580 Design Alternative Assessment
Purpose of Project:	Provide technical assistance for design alternative assessment on the Alameda I-580 corridor between SR 238 and the San Francisco-Oakland Bay Bridge Toll Plaza.
Brief Scope of Work:	Evaluate a range of options to address congestion in the corridor. Given right-of-way restrictions along the corridor and vehicle capacity constraints on the Bay Bridge, the assessment will evaluate the feasibility of providing a bus lane, HOV lane, or an express lane on all, or a portion of, this segment of I-580, as well as additional operational strategies and traffic demand management strategies. The outcome of the DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery.
Project Cost Not to Exceed:	\$540,000 (this amendment) Total Contract before this amendment: \$565,000 Total Authorized Contract after this amendment: \$1,105,000
Funding Source:	STP/CMAQ
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 HDR Engineering, Inc. to provide on-call transportation engineering and planning services as described above and in the Executive Director's memorandum dated February 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$540,000 for such amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: February 9, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0016 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 1/3/2018 **In control:** Operations Committee
On agenda: 2/9/2018 **Final action:**
Title: Second Quarter MTC SAFE Financial Statements: December 2017
Sponsors:
Indexes:
Code sections:
Attachments: [2d_2nd QTR SAFE Financial Statements_FY18.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Second Quarter MTC SAFE Financial Statements: December 2017

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: February 2, 2018

FR: Deputy Executive Director, Operations

W.I.: 1231

RE: Second Quarter MTC SAFE Financial Statements; December 2017

Attached are the MTC SAFE financial statements for the second quarter ended December 31, 2017.

SAFE Program

Total revenues of \$3.5 million are above budget at 53%, compared to the 50% of the budget year. The additional revenues are mainly the result of more vehicle registration fees collected during the first half of the fiscal year. Total DMV registration fees collected for the six month period are \$3.3 million.

Year-to-date expenses of \$698,475 for the SAFE Program are below budget at 31%. Activities will ramp up later in the year as services are rendered for the encumbered contracts. Now that the FY 2016-17 audit is completed, funds totaling \$142,929 from last fiscal year are included in the budget as contract carryover encumbrances.

FSP Program

Total expenses for the second quarter at \$3.7 million are 33% of the budgeted expenses for the FSP Program. Actual expenses should increase due to timing differences in the billing for the freeway tow services. Tow related expenses are \$3.3 million as of the end of the second quarter which is 91% of the total reported expenditure.

Capital Programs

The total life-to-date budget for the Capital Programs is \$24 million. As of the end of the second quarter of FY 2017-18, life-to-date expenses for those programs plus encumbrances total \$17 million.

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


Steve Helminger

Attachment:

- Attachment A: MTC Service Authority for Freeways and Expressways Financial Statements As of December 2017

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J:\COMMITTEE\Operations\2018 Operations Comm Packet\02_OPS_Feb_2018\2di_2nd Qtr SAFE Financial Statements FY18.docx

MTC Service Authority for Freeways and Expressways
Operating Budget
As of December 2017

	1	2	3	4	5	6
	FY 2017-18 Budget	Actual YTD	Budget Balance	% of Budget	% of Budget year Expired	Encumbrances
<u>SAFE Program</u>						
REVENUE:						
Vehicle Registration Fees	6,400,000	3,273,948	3,126,052	51.2%	50.0%	
BATA	200,000	200,000	-	100.0%	50.0%	
Interest Income	9,000	408	8,592	4.5%	50.0%	
Total Revenue	6,609,000	3,474,356	3,134,644	52.6%	50.0%	
EXPENSE:						
Salaries and Benefits	298,489	118,075	180,414	39.6%	50.0%	-
General Operations	911,174	254,261	656,913	27.9%	50.0%	-
Consultant Services	342,282	96,928	245,354	28.3%	50.0%	50,459
Callbox Operating Expense	702,001	229,211	472,790	32.7%	50.0%	384,978
Total Expense	2,253,946	698,475	1,555,471	31.0%	50.0%	435,437
OPERATING/CAPITAL TRANSFERS In (Out):						
MTC	(950,000)	(212,033)	(737,967)	22.3%	50.0%	-
FSP	(2,348,975)	(783,639)	(1,565,336)	33.4%	50.0%	-
Capital	(300,000)	(300,000)	-	100.0%	50.0%	-
Operating Reserve	(756,079)	(1,480,209)	724,130	195.8%	50.0%	-
Total Transfers	(4,355,054)	(2,775,881)	(1,579,173)	63.7%	50.0%	-
NET Operating Revenue (Exp)	-	-	-			

	1	2	3	4	5	6
	FY 2017-18 Budget	Actual YTD	Budget Balance	% of Budget (col 2/1)	% of Budget year Expired	Encumbrances
<u>FSP Program</u>						
REVENUE:						
Local Assistance Program (LAP)	6,689,600	1,344,934	5,344,666	20.1%	50.0%	
Surface Transportation Program (STP)	2,000,000	1,529,659	470,341	76.5%	50.0%	
Traffic Mitigation Program	100,000	-	100,000	0.0%	50.0%	
Total Revenue	8,789,600	2,874,593	5,915,007	32.7%	50.0%	
EXPENSE:						
Salaries and Benefits	464,212	191,696	272,516	41.3%	50.0%	
General Operations	277,363	142,760	134,604	51.5%	50.0%	-
Consultant Services	170,000	34,279	135,721	20.2%	50.0%	69,631
Freeway Serv Operating Expense	10,227,000	3,289,498	6,937,502	32.2%	50.0%	5,833,483
Total Expense	11,138,575	3,658,232	7,480,343	32.8%	50.0%	5,903,114
TRANSFERS In (Out):						
Transfers from Callbox	2,348,975	783,639	1,565,336	33.4%	50.0%	-
Total Transfers	2,348,975	783,639	1,565,336	33.4%	50.0%	-
Ending Balance	-	-	-			

MTC Service Authority for Freeways and Expressways
Capital Budget
As of December 2017

	1	2	3	4
<u>Capital Program</u>	LTD Budget			Project Balance
	Thru FY 2017-18	Actual LTD	Encumbrance	LTD
<u>Active Programs</u>				
REVENUE:				
1. CMAQ	6,810,390	6,873,991	-	(63,601)
2. STP	1,556,260	871,392	-	684,868
Total Revenue	8,366,650	7,745,383	-	621,267
EXPENSE:				
6301-Bridge Callboxes	3,771,000	3,776,669	-	(5,669)
6303-Bay Area Camera Upgrade	9,464,583	8,843,108	130,672	490,803
6306-Data - AVL telecom system update	3,642,000	2,107,362	290,552	1,244,086
6314-Callbox Site Mitigation	1,650,000	1,373,812	76,359	199,829
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	24,227,583	16,369,807	916,727	6,941,050
TRANSFERS In/(Out):				
BATA	3,711,000	3,711,000	-	-
SAFE	12,149,933	12,149,933	-	-
Total Transfer In/(Out)	15,860,933	15,860,933	-	-
Ending Balance	-	7,236,510	-	-

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

Oct-Dec'17

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR

\$2,500 - \$200,000	Oct-Dec'17
Borden Label and Decal Company Inc.	\$2,995
Supplies - Freeway Safety Patrol	
Acme Trophies & Sporting Goods	\$3,000
Supplies - Freeway Safety Patrol	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0083 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 1/23/2018 **In control:** Operations Committee

On agenda: 2/9/2018 **Final action:**

Title: Contract - On-Call Construction Management Services - Bay Bridge Forward-Commuter Parking Initiative: WSP USA Inc. (\$700,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2e WSP Contract BBF-CommuterParkingInitiative.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - On-Call Construction Management Services - Bay Bridge Forward-Commuter Parking Initiative: WSP USA Inc. (\$700,000)

Presenter:
Michelle Go

Recommended Action:
Committee Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 2e

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: February 2, 2018

FR: Executive Director

W.I. 1237

RE: Contract – On-Call Construction Management Services – Bay Bridge Forward—Commuter Parking Initiative: WSP USA Inc. (\$700,000)

Staff requests approval of a contract with WSP USA Inc. (WSP) under the 2017 BATA On-Call Construction Management-Design Services Bench to perform On-Call Construction Management Services for the Commuter Parking Initiative in an amount not to exceed \$700,000.

Background

In December 2017, after a competitive procurement, the BATA Oversight Committee authorized the Executive Director to enter into contracts with eight firms, including WSP, to provide on-call construction management services. The RFQ allows for the on-call consultants to work not only on BATA projects, but also on MTC, MTC SAFE, BAIFA, and BAHA projects.

MTC requires construction management and construction administration services to manage the construction contracts for the Commuter Parking Initiative, which is funded under Bay Bridge Forward. This project will construct new commuter surface parking lots using Caltrans airspaces underneath freeways at I-80/Buchanan Street in the City of Albany, and I-880/Fruitvale Avenue and I-880/High Street in the City of Oakland. These lots will provide opportunities for commuters to share a ride in a carpool or on a bus. The project will pave and stripe the sites, install lighting, construct bus stops and passenger loading zones, improve pedestrian access, designate carpool spaces, provide parking management technologies such as vehicle sensors, and install commuter amenities such as bicycle lockers, bicycle racks, and electric vehicle charging stations. A parking fee will be levied to cover ongoing operations and maintenance of the lots. The project has cleared environmental analysis and is completing the 100% design phase, and will prepare to submit a request for an encroachment permit from Caltrans to enter construction phase with advertising the bids starting in March 2018.

After reviewing statements of qualifications (SOQs) from the BATA On-Call Construction Management Services Bench, staff determined that the WSP team is the best qualified to provide such services given their construction management experience with parking projects. They served as the construction manager for Soltrans' Curtola Park and Ride in Vallejo and for a parking lot reconfiguration at the Palo Alto Caltrain Station. In their role as the Construction Manager for these lots, WSP successfully managed each project, offering their project

management expertise to oversee the construction of each project from beginning to end, controlling each project's schedule, cost and quality. Because of WSP's qualifications and highly relevant experience with similar parking projects, staff recommends a direct selection award with WSP to provide construction management services for the Bay Bridge Forward's Commuter Parking Initiative.

Attachment A includes a summary of WSP USA Inc. and its subcontractors' Small Business Enterprise and Disadvantage Business Enterprise status.

Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a contract with WSP to perform on-call construction management services for the Bay Bridge Forward's Commuter Parking Initiative, in an amount not to exceed \$700,000.


Steve Heminger

Attachment:

- Attachment A: WSP USA Inc. Team Small Business Enterprise and Disadvantaged Business Enterprise Status

SH:mg

J:\COMMITTEE\Operations\2018 Operations Comm Packet\02_OPS_Feb_2018\2e_WSP_Contract_BBF-CommuterParkingInitiative.docx

WSP USA Inc. 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
WSP USA Inc.	Construction Management			X			X
Kleinfelder Source Inspection	Source Inspection			X			X
Applied Materials and Engineering	Site Materials Testing	X	38639				X

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

**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract

Work Item No.:	1237
Contractor:	WSP USA Inc. San Francisco, CA
Work Project Title:	On-Call Construction Management Services: Bay Bridge Forward – Commuter Parking Initiative
Purpose of Project:	To provide construction management on the Commuter Parking Initiative.
Brief Scope of Work:	Develop staffing and project management plans, review design plans and review and analyze schedules. Perform construction field inspection, materials testing and sampling, office engineering, and contract administration services.
Project Cost Not to Exceed:	\$700,000
Funding Source:	RM2/SAFE
Fiscal Impact:	Funds are included in the program budget for FY 2017-18.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract with WSP USA Inc. to perform construction management services as described above and in the Executive Director’s memorandum dated February 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$700,000 for such contract.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: February 9, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	17-2859	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/6/2017	In control:		Operations Committee	
On agenda:	2/9/2018	Final action:			
Title:	Update on I-880 Performance-Based Device Maintenance Pilot				

Report on progress made to bring traffic operations system devices to acceptable health on the I-880 corridor, and discussion on the implementation of a monetary incentive process to a third party maintenance contractor as a way to improve device health.

Sponsors:

Indexes:

Code sections:

Attachments: [3a Update on I-880.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Update on I-880 Performance-Based Device Maintenance Pilot

Report on progress made to bring traffic operations system devices to acceptable health on the I-880 corridor, and discussion on the implementation of a monetary incentive process to a third party maintenance contractor as a way to improve device health.

Presenter:

Kaki Cheung

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: February 2, 2018

FR: Executive Director

W.I.: 1223

RE: Update on I-880 Performance-Based Device Maintenance Pilot

Intelligent Transportation System (ITS) infrastructure, including ramp meters, closed-circuit television cameras, changeable message signs, and system detectors, supports real-time operations on the region's transportation network. In partnership with Caltrans, in 2016, MTC embarked on a pilot project to maintain the region's technology assets on the I-880 corridor in a systematic manner. This pilot includes the preventative and corrective maintenance of traffic operation system devices, adds incentive payments for the contractor to meet key performance indicators, and serves as a regional model for bringing traffic operation devices into a state of good repair.

Performance

Since project inception in May 2016, device health of the corridor's 1,188 active devices has been consistently trending upwards. As of December 2017, 100% of ramp meters, 95% of cameras, 100% of changeable message signs, and 77% of vehicle detection stations are operational. The combined corridor-wide device health of 93% is the direct outcome of both active preventative and focused corrective maintenance activities, which included successful repair of 419 devices.

Device Type	May 2016 (Baseline)	Dec. 2017 (Current)	Change
Ramp Meters	89%	100%	11%
CMS	100%	100%	0%
CCTV Cameras	87%	95%	8%
Vehicle Detector Lanes	74%	77%	3%

Incentives

Payment for these maintenance activities is structured to incentivize the maintenance contractor to keep devices performing at a high level, and to encourage responsiveness to repairs, as follows:

- Preventative maintenance payments can be increased by 4-10% if equipment is performing above target thresholds. In the past 15 months, the contractor has received nearly \$40,000 for providing enhanced levels of device health.
- Corrective maintenance payments can be reduced by 4-20% for delayed or extended acknowledgement, response, or repair time. Over the past 15 months, the contractor's payment has been reduced by \$17,000, partly attributable to early project start-up coordination issues.

Pilot Project Lessons Learned To Date

While performance-based contracts are widely used for capital delivery projects, this effort represents an innovative approach for ITS operations and maintenance contracts in California. At the project halfway point, staff has identified the following lessons learned:

1. A performance-based payment structure is an effective approach for device repair and maintenance contracts. Caltrans now also incorporates repair time requirements in its Director Orders' work to improve contractor accountability.
2. Due to the project payment structure, the maintenance contractor has actively sought ways to identify devices in need of corrective maintenance. To accelerate identification of field issues, the contractor worked closely with MTC and Caltrans to develop a unique software tool that actively monitors the communication status of each device. After a communication failure is detected, this system sends out alerts to the contractor, thus enabling faster response and repair of failed devices. Caltrans plans to expand this monitoring capability district-wide, and take a proactive approach to address repairs.
3. The contractor has responded positively to the incentive payment structure. The preventative maintenance component could be even more effective if the incentive payment could be tied more closely to a month-to-month improvement in device health, rather than tying the payment solely to device health targets, per the current contract.
4. Baseline repair times are a good benchmark, but field conditions could impact the ability to meet those benchmarks. In future contracts, staff recommends that repair time parameters be associated with failure types instead of device category.
5. Vehicle detectors account for over 85% of the total devices on the corridor. The four-hour overnight lane closure restriction limits the ability of a contractor to complete detection repair work. The situation is further complicated when there are a number of active construction projects in the same corridor. Currently, 77% of detectors maintained by the contractor are working. To meet the statewide 90% device health target, the repair of detection stations continues to remain a priority for the project. The contractor is following an action plan developed by Caltrans and MTC for conducting, grouping, and scheduling vehicle loop detector repairs. As of December 2017, 84 of 241 loops have been repaired. It is anticipated that the operational percentage for loop detectors will reach 90% by July 2019.

Device Upgrade and Replacement

The contractor is tasked with developing a Device Upgrade and Replacement Plan. Given that communications on the 48-mile corridor currently rely on leased telephone lines (both dial-up and wireless), the contractor identified four alternatives that focus on key improvements to the communication system, as well as replacement of ramp meter controllers, cameras, and detection systems.

The preferred alternative would enlist the fiber optic communications planned for the 26-mile Express Lane project from Hegenberger Road in Oakland to Auto Mall Parkway in Fremont, and would extend the communications north and south using wireless high bandwidth radios. Lateral conduits would be designed and constructed to establish a connection between field devices and the Express Lanes project. This option would build a network that has sufficient bandwidth to support connected vehicle and other applications, make use of an investment being made within the corridor, and help eliminate the recurring cost for leased communications (estimated at \$574,000 per year). Project design could begin later this year, with full implementation expected to take four to five years.

Next Steps

Staff intends to return to this Committee in spring 2018 to provide a project update and to seek Committee approval for award of a contract to complete the proposed I-880 communications project described above.



Steve Heminger



MAINTENANCE, DIAGNOSTIC, AND REPAIR SERVICE OF TRAFFIC OPERATIONS SYSTEM (TOS) DEVICES

Operations Committee
February 9, 2018

PERFORMANCE BASED DEVICE MAINTENANCE

Project Goals:

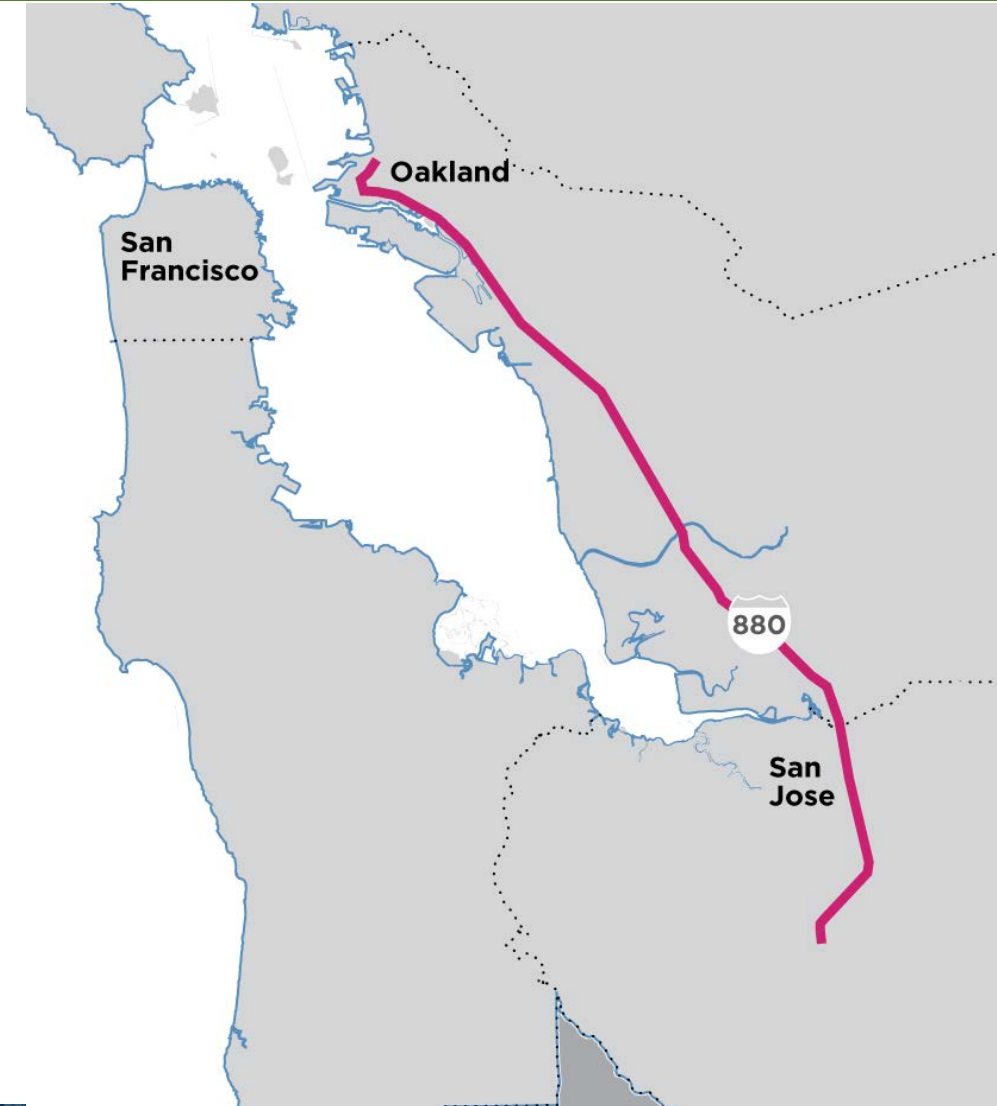
- Improve system operational percentage
- Determine effectiveness of incentive-based maintenance

Corridor characteristics:

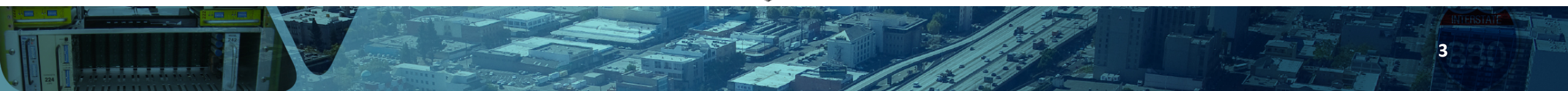
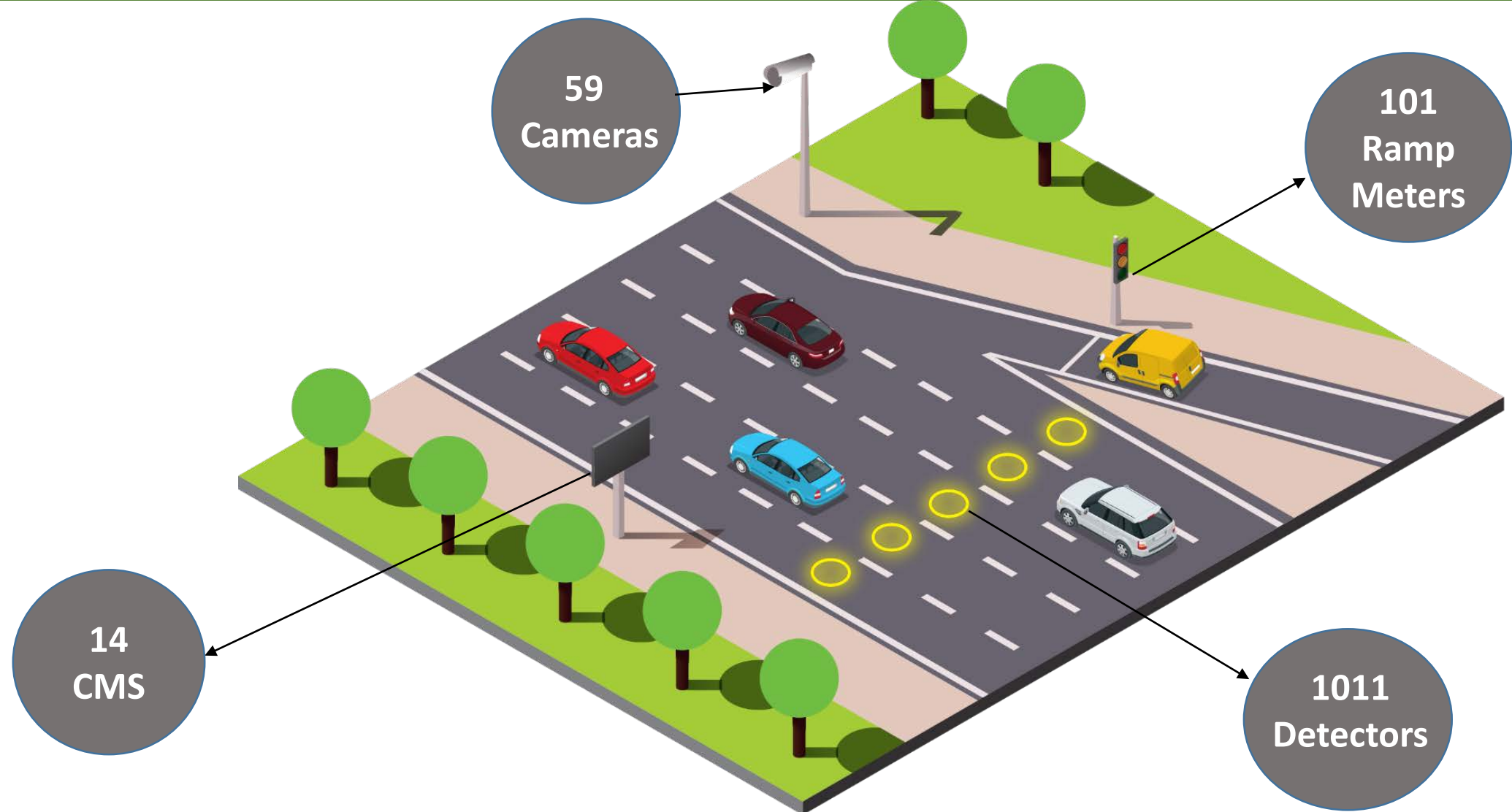
- 50 miles in length
- #5 on MTC's Most Congested Delay List

Project budget: \$7.2M

Contract Duration: 3 years



I-880'S ITS LANDSCAPE



DEVICE PERFORMANCE UPDATE

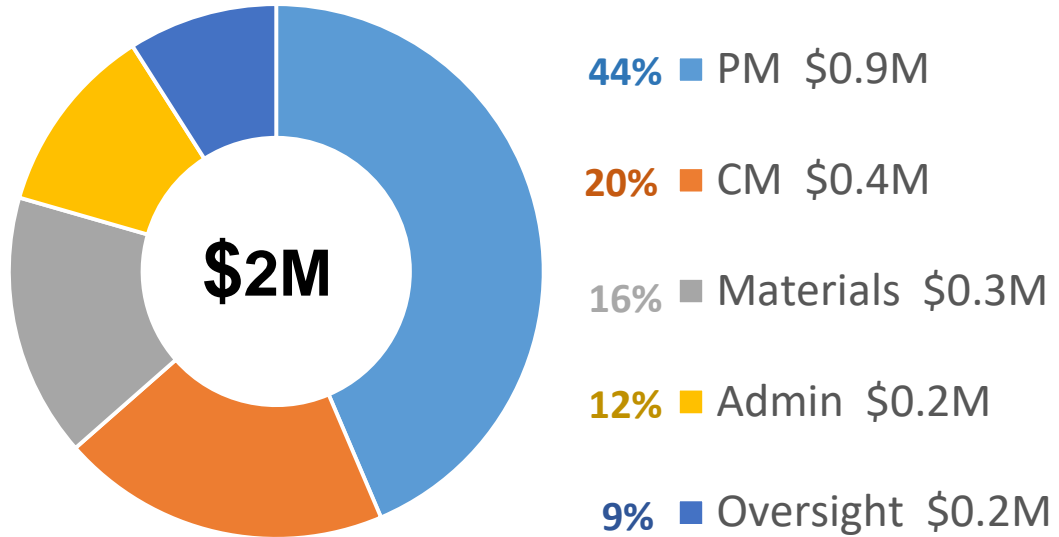
- 419 devices have been repaired
- 84 vehicle detection loops have been brought back online

Device Type	May 2016 Baseline	Dec. 2017 Current	Delta
Ramp Meters	89%	100%	11%
CMS	100%	100%	0%
CCTV Cameras	87%	95%	8%
Vehicle Detector Lanes	74%	77%	3%

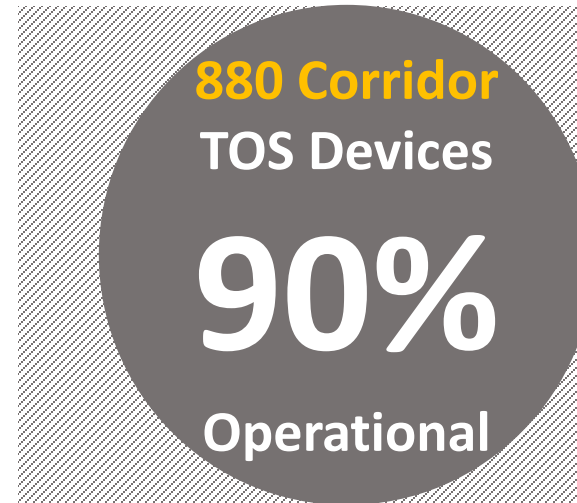


PROJECT COSTS AND PROJECTION

Project Cost Breakdown
(Thru June 2017)

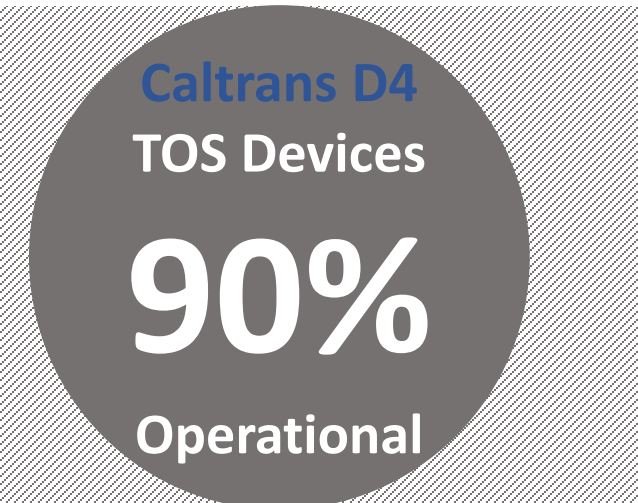


\$5M



July 2019

\$75M



April 2023



LESSONS LEARNED

1. Performance Based Maintenance Appears Effective
2. Loop Repairs Require Significant Efforts
3. Legacy Equipment Is In Need of Replacement

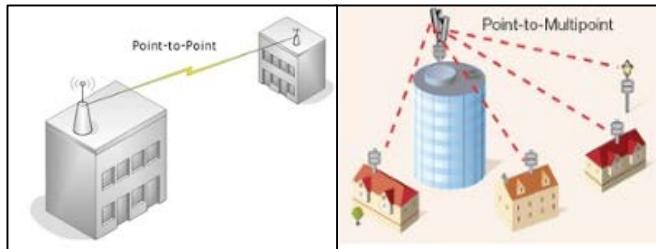
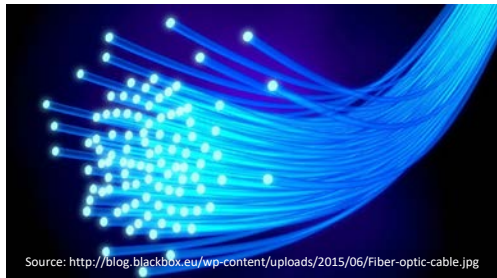


source: <http://fcpaprofessor.com/wp-content/uploads/2016/05/lessonslearned.jpg>



UPGRADE AND REPLACEMENT OPTIONS

- Communication Infrastructure
 - Fiber Optic Cable
 - Wireless Radio System
- Controller Technology
- Closed Circuit Television Cameras



RECOMMENDATION-FIBER AND WIRELESS COMM.

- Increased bandwidth capabilities to support future deployments
- Ease of operations and maintenance
- Flexibility for expansion
- Upgraded controllers and comm. network enable some remote monitoring
- Eliminate recurring leased line communication costs once deployed



NEXT STEPS



Install new controllers and replace cameras
(Funded)



Seek local funds to add lateral connections



Issue procurement to design communication
network

