



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, April 13, 2018

10:05 AM

Board Room - 1st Floor

PLEASE NOTE TIME

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 10:05 a.m. or immediately following the 10:00 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. [18-0186](#) Minutes of March 9, 2018 Meeting

Action: Committee Approval

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

- 2b. [18-0187](#) Contract Amendments - Freeway Service Patrol (FSP) Senate Bill 1(SB1) Expanded Towing Services: Beat 6 Atlas Tow (\$390,000), Beat 19 Campbell's Tow (\$520,000), Beat 25 Pizzagoni's Tow (\$830,000), and Beat 26 Palace Garage (\$258,000) (Total: \$1,998,000)

Action: Committee Approval

Presenter: Gio DiFabio

Attachments: [2b Contract Amendments – FSP SB1 Expanded Towing Services-Beat 6, Beat](#)

3. Approval

- 3a.** [18-0223](#) Clipper® Bank Account Cash Management: Transfer of \$4,000,000 from Clipper® Float Account to MTC to fund Clipper® Program Operating Costs
- Disbursement of Inactive Unregistered Card Funds to the Clipper® Budget.
- Action:** Committee Approval
- Presenter:** Jason Weinstein
- Attachments:** [3a_Clipper Approval_Float Cash Distribution.pdf](#)
-
- 3b.** [18-0225](#) Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. (\$250,000)
- Contract amendment with Kimley-Horn & Associates, Inc. to conduct an alternatives analysis as part of the State Route 37 Design Alternative Assessment in an amount not to exceed \$250,000.
- Action:** Committee Approval
- Presenter:** Ashley Nguyen
- Attachments:** [3b_contract amend_SR 37 DAA.pdf](#)

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, May 11, 2018 at 10:00 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 #: 18-0186 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 3/8/2018 **In control:** Operations Committee
On agenda: 4/13/2018 **Final action:**
Title: Minutes of March 9, 2018 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a OPS Minutes_Mar 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of March 9, 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, March 9, 2018

10:00 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Present: 6 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo and Commissioner Spering

Absent: 1 - 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, Commissioner Slocum, and Commissioner Worth

2. Pledge of Allegiance

3. Compensation Announcement - Committee Secretary

4. Consent Calendar

Approval of the Consent Calendar

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

Aye: 6 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo and Commissioner Spering

Absent: 1 - Chair Cortese

4a. [18-0104](#) Minutes of February 9, 2018 Meeting

Action: Committee Approval

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Operations Committee will be April 13, 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 #: 18-0187 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 3/8/2018 **In control:** Operations Committee

On agenda: 4/13/2018 **Final action:**

Title: Contract Amendments - Freeway Service Patrol (FSP) Senate Bill 1(SB1) Expanded Towing Services: Beat 6 Atlas Tow (\$390,000), Beat 19 Campbell's Tow (\$520,000), Beat 25 Pizzagoni's Tow (\$830,000), and Beat 26 Palace Garage (\$258,000) (Total: \$1,998,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2b Contract Amendments – FSP SB1 Expanded Towing Services-Beat 6, Beat 19, Beat 25, and Beat](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendments - Freeway Service Patrol (FSP) Senate Bill 1(SB1) Expanded Towing Services: Beat 6 Atlas Tow (\$390,000), Beat 19 Campbell's Tow (\$520,000), Beat 25 Pizzagoni's Tow (\$830,000), and Beat 26 Palace Garage (\$258,000) (Total: \$1,998,000)

Presenter:

Gio DiFabio

Recommended Action:

Committee Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION
SERVICE AUTHORITY
FOR FREEWAYS
AND EXPRESSWAYS

Agenda Item 2b
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Operations Committee

DATE: April 6, 2018

FR: Executive Director

W.I.: 6032

RE: Contract Amendments – Freeway Service Patrol (FSP) Senate Bill 1(SB1) Expanded Towing Services: Beat 6 Atlas Tow (\$390,000), Beat 19 Campbell’s Tow (\$520,000), Beat 25 Pizzagoni’s Tow (\$830,000), and Beat 26 Palace Garage (\$258,000) (Total: \$1,998,000)

This memorandum seeks Committee authorization to amend four FSP contracts for services on FSP Beats 6, 19, 25 and 26 with their respective contractors in the total combined amount of \$1,998,000 over three years, subject to annual approval of the MTC SAFE budget during Fiscal Years 2018-2019 through 2020-2021.

Background

Since 2007, MTC SAFE has reduced FSP hours and cut back on service areas due to increased costs while funding remained static. Tow contractors have simultaneously faced large and rapid increases in operational and insurance costs. Funding from SB1, the Road Repair and Accountability Act of 2017, provides MTC SAFE with an annual allocation of approximately \$4,900,000 solely for Bay Area FSP Services. MTC SAFE will use the allocation for SB1 allowable uses including inflation adjustments on all beats, increasing service hours on most beats in FY 2018-19, and providing new and expanded FSP service in FY 2019-20.

Contract Amendments

Beat 6 is located on US-101 between the San Francisco City limits and SR-92. In July 2017, mid-day FSP service for this area was eliminated. The proposed amendment in the amount of \$390,000 would restore mid-day service through June 30, 2021, the term of the contract with Atlas Tow.

Beat 19 is located on SR-237 from US-101 to I-880, on I-880 from SR-237 to I-280 and on CA-17 from I-280 to the Santa Cruz County line. With past service cuts, this beat had both its morning and afternoon shift hours reduced from four hours to three hours. The proposed amendment in the amount of \$520,000 would restore each shift to four hours and will also create new mid-day service through June 30, 2021, the term of the contract with Campbell’s Tow.

Beat 25 is located on CA-4 from Hillcrest Ave. in Antioch to Alhambra Ave in Martinez and on the entirety of CA-242 in Concord. In July 2017 the third and fourth FSP trucks on this beat were eliminated as a cost-saving measure. The proposed amendment in the amount of \$830,000 would restore a third FSP tow truck during morning and afternoon service hours through June 30, 2021, the term of the contract with Pizzagoni’s Tow.

Beat 26 is located on I-580 from CA-24 to CA-238. With past service cuts, this beat had both its morning and afternoon shift hours reduced from four hours to three hours. The proposed amendment in the amount of \$258,000 would restore each shift to four hours through June 30, 2021, the term of the contract with Palace Garage.

Funding from SB1 is also being utilized by MTC SAFE to immediately amend contracts to expand peak commute service hours on 13 additional beats throughout the Bay Area. In July, 2018 MTC SAFE will issue a competitive procurement that includes an expansion of the FSP coverage area that will include new service on CA-37 from I-80 to Mare Island, new service on portions of I-780 in Vallejo, new service on portions of I-680 in Cordelia, new service on I-80 from Vacaville to Davis, new service on I-280 from I-380 to CA-92 and new service on portions of US-101 from Gilroy to South San Jose.

MTC SAFE commenced a Small Business Enterprise (SBE) preference on all new FSP procurements in October 2017 with a 5 percent bid preference awarded to SBE certified vendors. Due to recent MTC outreach efforts, Atlas Tow, Campbell's Tow, Pizzagoni's Tow and Palace Garage are each in the process of obtaining SBE certification with the State of California. These contractors are not currently certified as Disadvantaged Business Enterprises (DBEs), although some contractors may receive DBE certification during the SBE certification process.

Recommendation

Staff recommends that this Committee authorize the Executive Director or his designee to negotiate and enter into a three-year contract amendment with Atlas Tow for Beat 6 in an amount not to exceed \$390,000, Campbell's Tow for Beat 19 in an amount not to exceed \$520,000, Pizzagoni's Tow for Beat 25 in an amount not to exceed \$830,000 and Palace Garage for beat 26 in an amount not to exceed \$258,000. These request are not to exceed amounts will be divided evenly for each contractor for each Fiscal Year. All amended contracts are subject to annual approval of the MTC SAFE budgets during Fiscal Years 2018-2019 through 2020-2021.



Steve Heminger

Attachment:

- Attachment A: Map of FSP SB1 Amendments FY 2019-2021

SH:gd

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REQUEST FOR COMMITTEE APPROVAL
Summary of Proposed Contract Amendments

Work Item No.:	6032
Work Project Title:	Freeway Service Patrol (FSP) Tow Operations
Consultants:	Atlas Tow of San Francisco, Campbell's Tow of San Jose, Pizzagoni's Tow of Brentwood and Palace Garage of San Leandro
Purpose of Project:	To provide enhanced Freeway Service Patrol service during Fiscal Year (FY) 2018-2019 through 2020-2021 on Beats 6, 19, 25 and 26 as designated in their respective 2016 Request for Qualifications Bid Invitations (RFQBI) under the terms and conditions as specified.
Brief Scope of Work:	Provide tow services during hours of congestion and special events as specified by the FSP Partnership, which includes MTC SAFE, Caltrans, and CHP.
Project Cost Not to Exceed:	\$1,998,000
Funding Source:	STP, State, SAFE
Fiscal Impact:	\$666,000 is subject to inclusion in FY 2018-19 budget. \$666,000 is subject to inclusion in FY 2019-20 budget. \$666,000 is subject to inclusion in FY 2020-21 budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into contract amendment not to exceed the amounts indicated with Atlas Tow (\$390,000), Campbell's Tow (\$520,000), Pizzagoni's Tow (\$830,000) and Palace Garage (\$258,000) for the purposes described herein and in the Executive Director's April 6, 2018 memorandum and that the Chief Financial Officer is authorized to set aside funds in the amount of \$1,998,000 for such contract amendments in the yearly amounts provided above, with such amounts subject to inclusion in such fiscal years' budgets.
Operations Committee:	
	<hr/> Dave Cortese, Chair
Approved:	April 13, 2018

FSP SB1 Amendments FY 2019-2021



San Francisco Bay Area FSP Program			
Beat	Contractor	Weekday Hours	
		A.M.	P.M.
1	Palace Garage	6:30-noon	noon-7:30
2	Redhill Towing	6-noon	noon-7
3	Atlas Towing	6-noon	noon-7
4	Palace Garage	6:30-noon	noon-7
5	American Tow	6-10	3-7
6	Atlas Towing	6:30-noon	noon-7
8	Campbell's Towing	6-10	3-7
9	Campbell's Towing	6-10	3-7
10	B&A Body Works & Towing	6:30-10:30	3-7
11	B&A Body Works & Towing	6-noon	noon-7
12	Ken Betts Towing	6-10	3-7
13	Bill's Towing	6-10	2:30-6:30
14	Atlas Towing	6-10	3-7
15	Yarbrough Bros. Towing	6-10	3-7
16	Bob's Towing	6-10	3-7
17	Roadrunner Tow	6-10	3-7
19	Campbell's Towing	6-noon	noon-7
20	B&A Body Works & Towing	6-10	3-7
21	Lima Towing	6-10	3-7
22	Palace Garage	5:30-9:30	3-7
23	Lima Towing	6-10	3-7
25	Pizzagani's Towing	5:30-9:30	3-7
26	Palace Garage	6-10	3-7
27	Palace Garage	6-10	3-7
29	Roadrunner Tow	6-10	3-7
32	Bob's Towing	6-10	3-7
33	Lima Towing	6-10	3-7
34	Roadrunner Tow	6-10	3-7
35	American Tow	6-10	3-7

Note: There is Sunday service for Beats 2, 16 and 17.
Saturday and Sunday service provided on Beat 17 in Napa from 10-4:30. Extra Friday PM service provided on Beats 22 and 29.

SB1 Amendments

Freeway Service Patrol Beats

On-call Service

Freeway

Highway

Road

Bridge Tow Services (non FSP)



FSP routes 2018 GIS
Street base map © Thomas Bros. Maps. All rights reserved.
MTC SAFE.pb — 3.16.2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0223 **Version:** 1 **Name:**
Type: Report **Status:** Committee Approval
File created: 3/13/2018 **In control:** Operations Committee
On agenda: 4/13/2018 **Final action:**
Title: Clipper® Bank Account Cash Management: Transfer of \$4,000,000 from Clipper® Float Account to MTC to fund Clipper® Program Operating Costs

Disbursement of Inactive Unregistered Card Funds to the Clipper® Budget.

Sponsors:

Indexes:

Code sections:

Attachments: [3a_Clipper Approval Float Cash Distribution.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper® Bank Account Cash Management: Transfer of \$4,000,000 from Clipper® Float Account to MTC to fund Clipper® Program Operating Costs

Disbursement of Inactive Unregistered Card Funds to the Clipper® Budget.

Presenter:

Jason Weinstein

Recommended Action:

Committee Approval

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: April 6, 2018

FR: Executive Director

W. I. 1221

RE: Clipper® Bank Account Cash Management: Transfer of \$4,000,000 from Clipper® Float Account to MTC to fund Clipper® Program Operating Costs

Background

In its role as the Clipper® contracting entity, MTC currently maintains the Clipper® Program bank accounts. On November 30, 2017, the Clipper® Program Float Bank Account (Float account) held \$63,200,000 in stored transit value on just over 1.8 million patron cards. When patrons load cash value onto Clipper® cards, the Float account holds those funds until used to ride on a transit operator. Of that amount, \$4,400,000 represents the balance of value on cards that are both unregistered and which have not been used within the last three years. These unused card balances are referred to as “Inactive Funds.”

Unregistered Clipper® cards are anonymously purchased from a variety of sources (retail outlets, transit agency ticket offices and ticket vending machines). When an unregistered card is used, the amount of the fare is deducted from the card balance that is maintained on the card. Since an unregistered card is not connected to a customer account, the balance maintained on the card is no longer available to the customer if the card is lost or stolen.

A registered Clipper® card is connected to an account established by the customer, who provides the program with identifying information. Consequently, registered cardholders may seek restoration of card products and cash balances, if a card is lost or stolen.

The current Clipper® cardholder agreement specifies that Clipper® cards do not expire, so a registered or unregistered card that has been inactive for over three years can be used again at any time.

Approval Item


On February 26, 2018, the Clipper® Executive Board approved an MTC staff proposal to distribute up to \$4,000,000 in Inactive Funds to the overall Clipper® budget to address the near-term operating budget deficit.

In some cases, cardholders may reactivate cards containing Inactive Funds that have been distributed. To ensure they can do so, the Clipper® Executive Board approved a reserve amount of 10% from each distribution to remain in the Float account. The reserve will be retained by MTC to fund transit payment for all cards, including Inactive Funds, in accordance with the Clipper® cardholder agreement. Net of this retainage, the funds currently available for distribution total \$4,000,000.

In the longer term, staff will seek approval to update the Clipper® cardholder agreement and Operating Rules to allow for annual distribution of additional funds to operators that are likely to remain unspent.

Recommendation

Staff recommends that the Operations Committee authorize the Executive Director or his designee to distribute the \$4,000,000 identified as Inactive Funds from the Clipper® Float Account to MTC to offset Clipper® Program operating costs.



Steve Heminger

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REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Action

Work Item No.:	320-1221
Work Project Title:	Clipper® Bank Account Cash Management
Purpose of Action:	Transfer \$4,000,000 identified as Inactive Funds from the Clipper® Float Account to MTC to offset Clipper® Program operating costs
Brief Scope of Work:	MTC to transfer \$4,000,000 from the Clipper® Float Account to MTC budget to fund Clipper® Program operating costs
Project Cost Not to Exceed:	N/A
Funding Source:	N/A
Fiscal Impact:	Transfers \$4,000,000 in operating funds to the MTC agency budget for Clipper® Program operating costs
Motion by Committee:	That the Executive Director or his designee is authorized to distribute the \$4,000,000 identified as Inactive Funds from the Clipper® Float Account to MTC to offset Clipper® Program operating costs.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: April 13, 2018



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 18-0225 **Version:** 1 **Name:**
Type: Contract **Status:** Committee Approval
File created: 3/13/2018 **In control:** Operations Committee
On agenda: 4/13/2018 **Final action:**

Title: Contract Amendment - Transportation Engineering and Planning Services: Technical Assistance for State Route 37 Design Alternative Assessment: Kimley-Horn & Associates, Inc. (\$250,000)

Contract amendment with Kimley-Horn & Associates, Inc. to conduct an alternatives analysis as part of the State Route 37 Design Alternative Assessment in an amount not to exceed \$250,000.

Sponsors:

Indexes:

Code sections:

Attachments: [3b contract amend SR 37 DAA.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. (\$250,000)

Contract amendment with Kimley-Horn & Associates, Inc. to conduct an alternatives analysis as part of the State Route 37 Design Alternative Assessment in an amount not to exceed \$250,000.

Presenter:

Ashley Nguyen

Recommended Action:

Committee Approval

Attachments:



METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 3b
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: April 6, 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. (\$250,000)

This memorandum requests Committee approval for a contract amendment with Kimley-Horn & Associates, Inc. to provide additional technical support to MTC to perform an alternatives analysis as part of the State Route 37 (SR 37) Design Alternative Assessment in an amount not to exceed \$250,000.

Partnerships

MTC is partnering with Caltrans and the four North Bay Congestion Management Agencies to analyze potential corridor improvements for SR 37 from SR 121 to Mare Island: Napa Valley Transportation Authority (NVTA), Solano Transportation Authority (STA), Sonoma County Transportation Authority (SCTA), and Transportation Authority of Marin (TAM).

Procurements

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 Design Alternative Assessment (DAA) project.

Project Status


MTC staff and the consultant team lead by Kimley-Horn & Associates, Inc. have completed the first phase of the DAA work, which included a corridor plan that identified Segment B from SR 37 to SR 121 to Mare Island as the highest-priority segment for operational/capacity improvements. Staff is working on the second phase of the DAA to develop a range of design options for Segment B. This second phase of the work involves the transitioning of the DAA work completed to date into a Caltrans-required engineering document called a Project Initiation Document that describes the project's purpose and need, alternatives assessment, cost and risks.

MTC staff seeks technical support from the Kimley-Horn & Associates, Inc. team to conduct an alternatives analysis of a range of design options. Given that past Caltrans studies have considered new alignment options (e.g., tunnel, co-alignment with SR 12/121/116), staff had not originally scoped the alternatives assessment to include analysis of new alignments in the DAA. However, our SR 37 outreach with the environmental community and the Resilient by Design effort have resulted in renewed interest to consider new alignments that offer an inland retreat option or a bridge option to better adapt the corridor to anticipated sea level rise. Design options to be studied in this next phase of work may include various 3-lane or 4-lane configurations within the current roadway alignment; a 4-lane configuration on an entirely new inland alignment further north of the current alignment; and a 4-lane configuration on a new bridge in the Bay. Upon the completion of the alternatives analysis, staff expects to identify at least two design options that should be advanced for further evaluation in 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 \$250,000 for the above-described work.



Steve Heminger

Attachment:

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

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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			X			X
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			X			X
Wiltec (Subcontractor)	Data Collection	X	#8440				X
Kittelson & Associates (Subcontractor)	Highway Safety Analysis			X			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 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:	Perform an alternative alignment analysis of the SR 37 corridor.
Project Cost Not to Exceed:	\$250,000 (this amendment) Total Contract before this amendment: \$2,137,400 Total Authorized Contract after this amendment: \$2,387,400
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 April 6, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$250,000 for such amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: April 13, 2018

RESILIENTSR37

Integrating Transportation, Ecology, and Sea Level Rise Adaptation into One Design



MTC Operations Committee

April 13, 2018

SR 37 Corridor – Regional Focus is Segment B

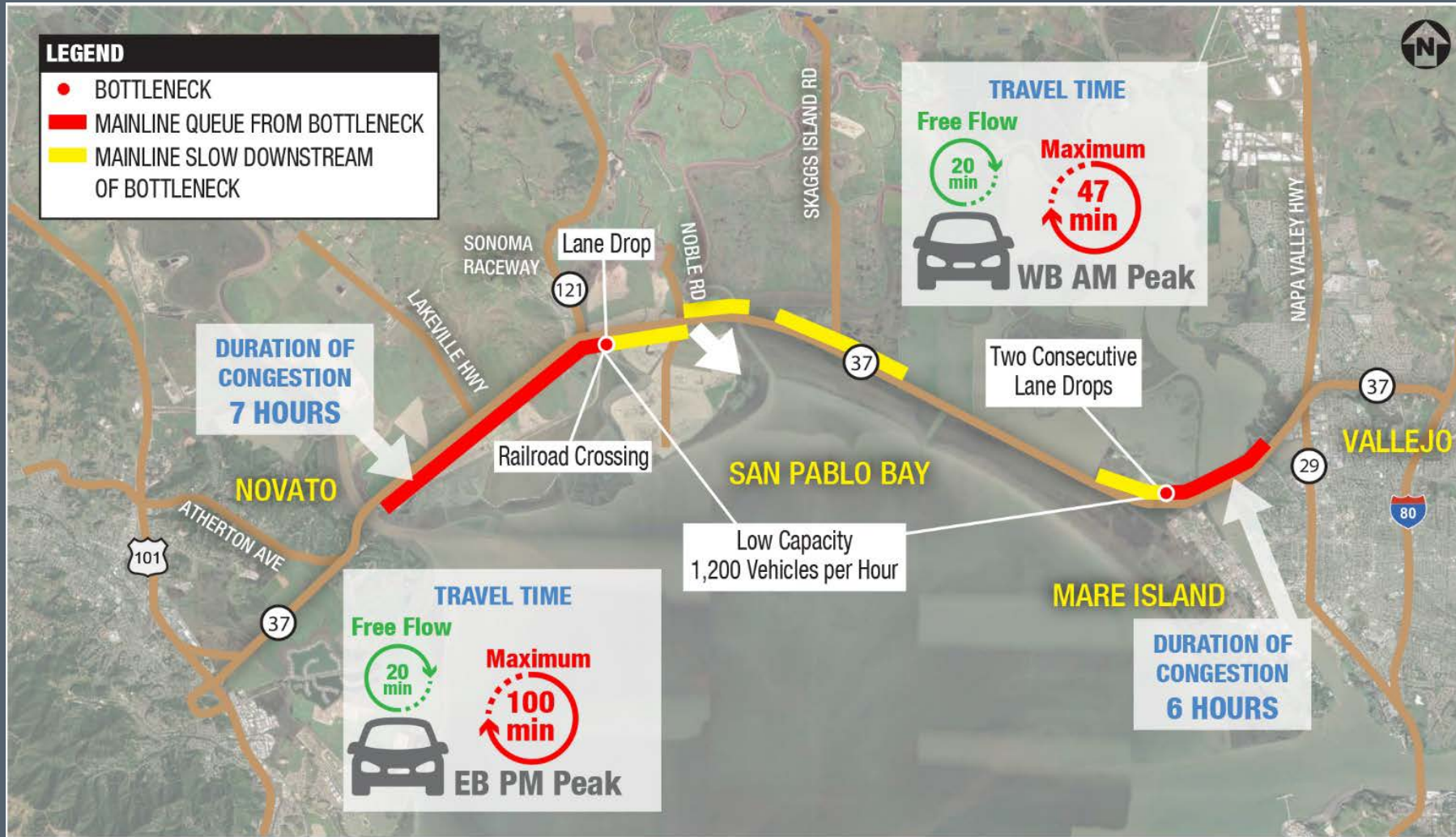
2



RESILIENTSR37

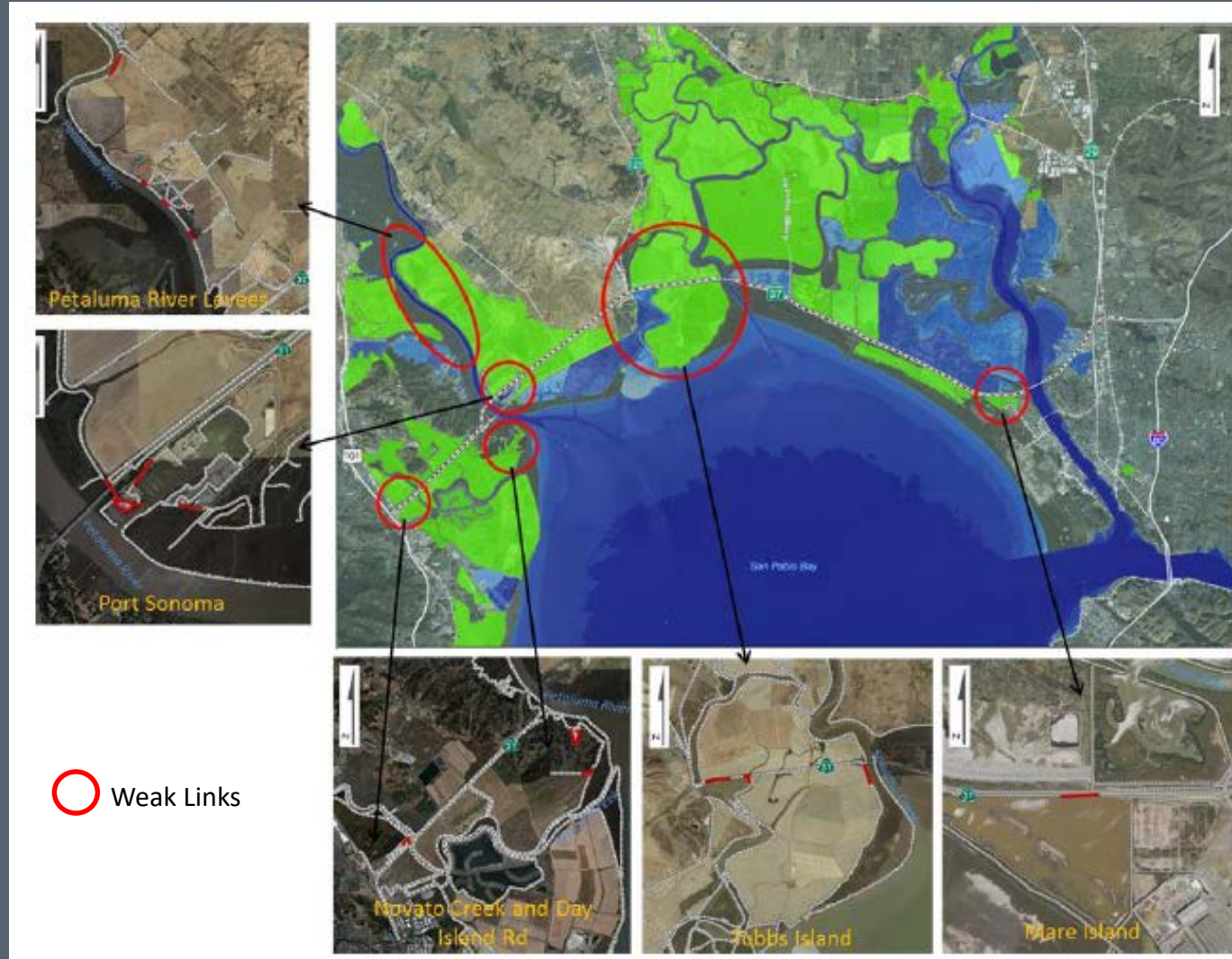
Challenge #1:

100 Minutes to Travel Home to Solano Co. Every Day

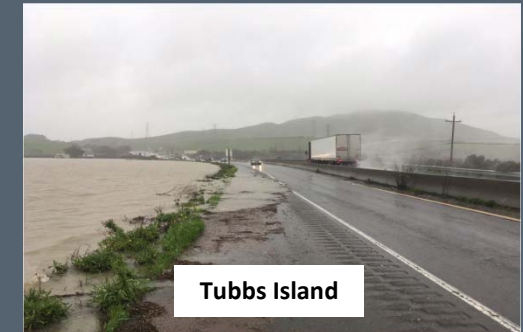


Challenge #2:

6 Known Weak Links, Some Flooded in 2017 Storms



Spring 2017
Floods



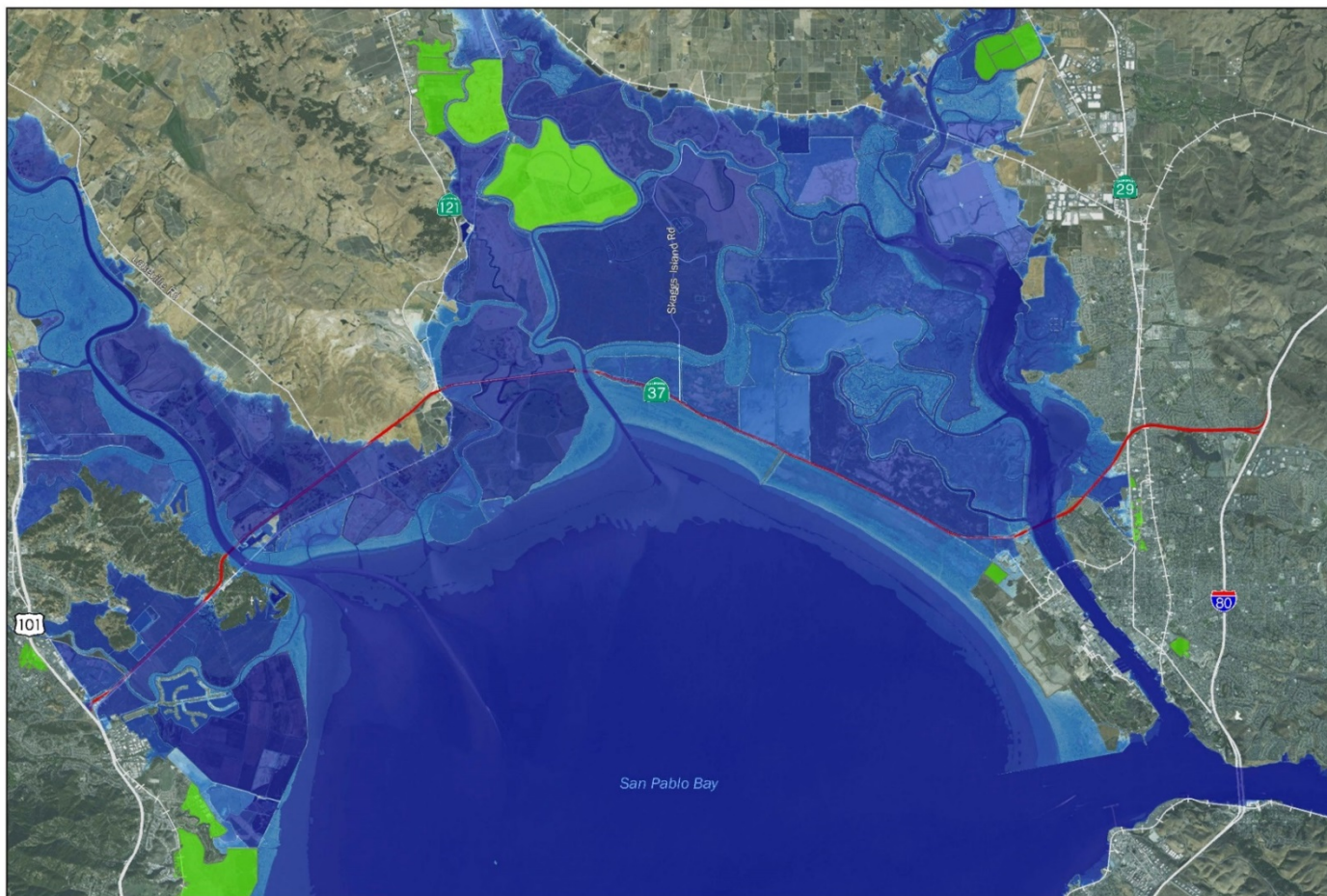
Source: AECOM, 2017

Lowlying Areas > 1 Acre

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Challenge #3:

30 Years from Today Sea Level Rise Will Inundate SR 37



Disclaimer: The inundation maps and the associated analyses are intended as planning level tools to illustrate the potential for inundation and coastal flooding under a variety of future sea level rise and storm surge scenarios. The maps depict possible future inundation that could occur if nothing is done to adapt or prepare for sea level rise over the next century. The maps do not represent the exact location or depth of flooding. The maps relied on a 5-ft digital elevation model created from LIDAR data collected in 2010. Although care was taken to capture all relevant topographic features and coastal structures that may impact coastal inundation, it is possible that structures narrower than the 5-ft horizontal map scale may not be fully represented. In addition, inundation and flooding of bridges along the SR 37 alignment was not evaluated. The maps are based on model outputs and do not account for all of the complex and dynamic San Francisco Bay processes or future conditions such as erosion, subsidence, future construction or shoreline protection upgrades, or other changes to San Francisco Bay or the region that may occur in response to sea level rise. For more context about the maps and analyses, including a description of the data and methods used, please see project documentation for the State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis Study (UC Davis Road Ecology Center and Caltrans District 4).

Source: UC Davis, AECOM, 2015



2000

2050

2100

2100+

Source: SFEI, 2017

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Challenge #4: 9 Special-Status Species, Pacific Flyway and Many Acres of Wetlands and Baylands

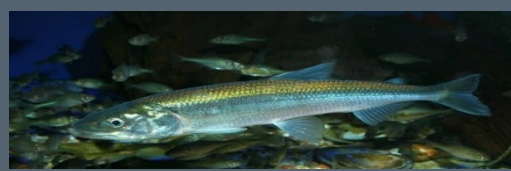


Image Sources: Various 2018

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Break Tradition #1: Project Goals

ONE DESIGN



Integrate
transportation,
ecosystem, and sea
level rise adaptation
into **one design**



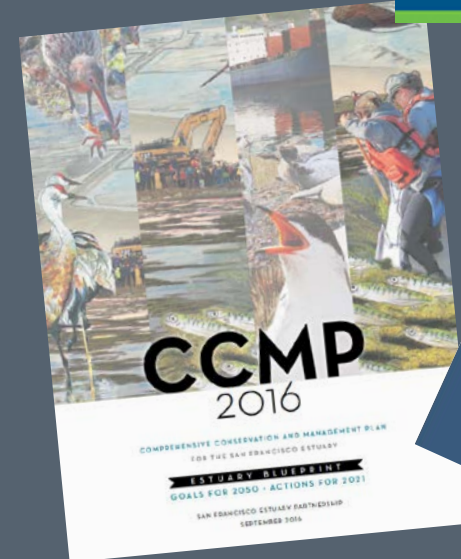
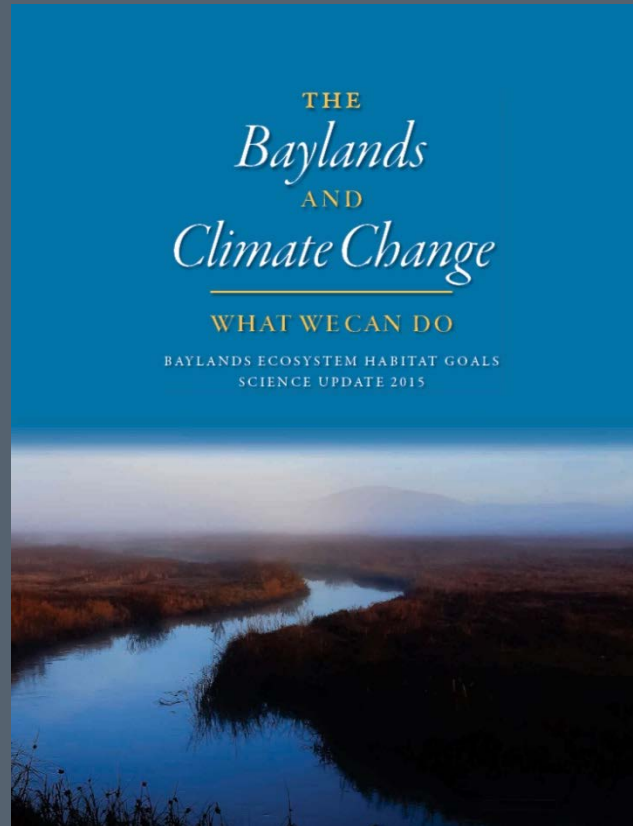
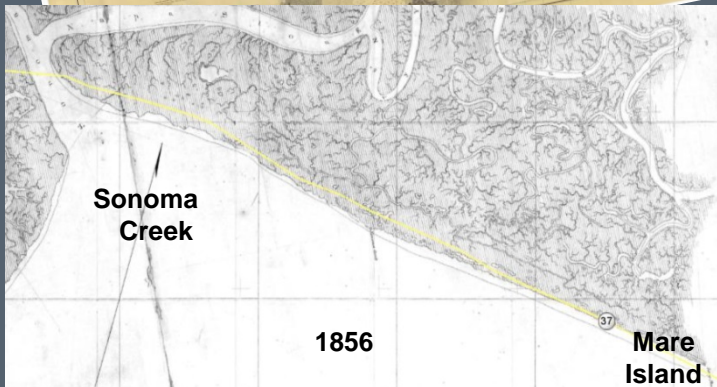
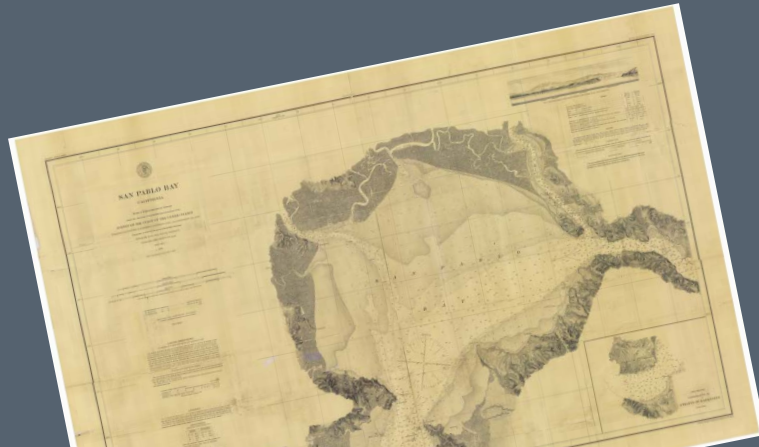
Improve **mobility**
across all modes
and maintain
public access



Increase corridor
resiliency to storm
surges and
sea level rise

Break Tradition #2:

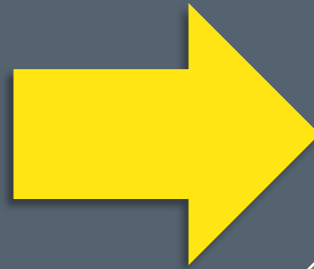
Engage Scientists, Landowners, Resource Managers, etc. Early and Often



Historic Landscape → Science → Conservation, Management & Restoration

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Break Tradition #3: Break the Project Delivery Paradigm



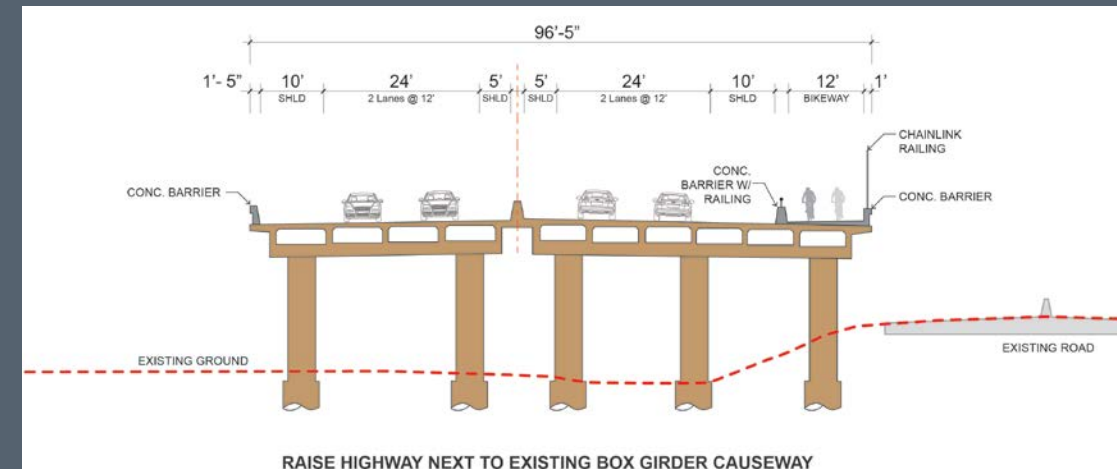
The Project: SR 37 Segment B [SR 121 → Mare Island]

Integrated Transportation, Ecology, & SLR Adaptation Project

- Raised/Elevated Roadway That Provides Resiliency to Long Term Sea Level Rise Threat through Year 2100
 - Hybrid Design: Berm and Causeway
 - Multimodal Improvements: Transit and Bike
 - New HOV/Managed Lanes
 - Incorporate Habitat Planning, Conservation and Restoration
- Early Delivery of a 3-Lane Contra-Flow or a 4-Lane Option on Existing Roadway to Improve Traffic Flow
- Range of Alternatives
 - Reconstruct Segment B Adjacent to the Current Alignment
 - New Northern/In-Land Alignment
 - New Southern/Bridge Over the San Pablo Bay Alignment



Examples of Typical Cross Sections



The Ultimate Challenge:

How to Strike a Balance and Advance a Multi-Benefit SR 37 Project

