



# 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*

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Friday, November 9, 2018

10:00 AM

Board Room - 1st Floor

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#### PLEASE NOTE TIME

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Web site: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 10:00 a.m.

#### 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. Pledge of Allegiance

#### 3. Compensation Announcement - Clerk of the Committee

#### 4. Consent Calendar

4a. [18-0853](#) Minutes of October 12, 2018 Meeting

**Action:** Committee Approval

**Attachments:** [4a OPS Minutes\\_OCT 2018.pdf](#)

4b. [18-0854](#) First Quarter MTC SAFE Financial Statements September 2018

**Action:** Information

**Presenter:** Sonia Elsonbaty

**Attachments:** [4b\\_1st QTR MTC SAFE Financials.pdf](#)

- 4c. [18-0879](#) Contract Amendment - Bay Bridge Forward - Commuter Parking Initiative - Construction Management Services: WSP USA, Inc. (\$600,000)
- Action: Committee Approval
- Presenter: Michelle Go
- Attachments: [4c\\_WSP\\_Contract\\_BBF-CommuterParkingInitiative.pdf](#)
- 4d. [18-0891](#) Funding Agreement - Richmond-San Rafael (RSR) Bridge Forward - Bike Lane Gap Closure: City of Richmond (\$500,000)
- Action: Committee Approval
- Presenter: Cathy Chea
- Attachments: [4d\\_RSRF-Funding Agreement City of Richmond Bike Lane Gap Closure.pdf](#)
- 4e. [18-0906](#) Contract Approval - Clipper® Card Issuer Agreement with Bay Area Motivate, LLC
- Action: Committee Approval
- Presenter: Kara Oberg and Sara Barz
- Attachments: [4e\\_Contract\\_Clipper Card Issuer-Bay Area Motivate.pdf](#)

## 5. Approval

- 5a. [18-0954](#) Napa Valley Forward - Commute Management Technology Platform and Flexible On-Demand Transit Pilots:
- i. Contract - Pilot Flexible On-Demand Transit Service: Chariot Transit LLC (\$1,000,000)
  - ii. Contract - Commute Management Technology Platform: Fort Effect Corp dba Luum (\$750,000)
- Contracts in partnership with Napa Valley Transportation Authority to experiment with technology to shift commuters and visitors into carpools and transit.
- Action: Committee Approval
- Presenter: Ashley Nguyen
- Attachments: [5a\\_NapaValley\\_REV.pdf](#)

**6. Information****6a. [18-0772](#) Automated Vehicle Occupancy Enforcement Update**

Update on technology-based strategies to enforce vehicle occupancy.

**Action:** Information

**Presenter:** Linda Lee and Pierce Gould

**Attachments:** [6a Automated Veh Occ Enforcement Update.pdf](#)

**7. Public Comment / Other Business****8. Adjournment / Next Meeting**

The next meeting of the Operations Committee will be Friday, December 14, 2018 at 10:05 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](http://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.

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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)

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**File #:** 18-0853      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 10/3/2018      **In control:** Operations Committee  
**On agenda:** 11/9/2018      **Final action:**  
**Title:** Minutes of October 12, 2018 Meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4a OPS Minutes\\_OCT 2018.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of October 12, 2018 Meeting

**Recommended Action:**  
Committee Approval

**Attachments:**



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Operations Committee

#### Agenda Item 4a

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*

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Friday, October 12, 2018

10:05 AM

Board Room - 1st Floor

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#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Spering and Chair Cortese

Non-Voting Member Present: Commissioner Azumbrado

Non-Voting Member Absent: Commissioner Giacomini

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

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

#### 2. Consent Calendar

**Upon the motion by Vice Chair Pierce and second by Commissioner Spering, the  
Consent Calendar was approved by the following vote:**

**Aye:** 7 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Spering and Chair Cortese

##### 2a. [18-0768](#) Minutes of September 14, 2018 Meeting

**Action:** Committee Approval

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

##### 2b. [18-0775](#) Contract - East Palo Alto and Dumbarton Bridge Resiliency Study: AECOM (\$300,000)

**Action:** Committee Approval

**Presenter:** Stefanie Hom

**Attachments:** [2b Dumbarton contract.pdf](#)

### 3. Approval

- 3a. [18-0671](#)
- i. Contract- Bay Bridge Forward - Commuter Parking Initiative - Construction Award: O.C. Jones & Sons, Inc. (\$7,990,000 plus a contingency of \$1,198,500)
  - ii. Contract - Bay Bridge Forward: Commuter Parking Initiative - Outreach: Sidecar, a division of Swirl, Inc. (\$300,000)

Contract to construct commuter parking lots at I-80/Buchanan St. in Albany, and I-880/Fruitvale Ave. and I-880/High St. in Oakland.

Contract for communications/outreach consultant services that would promote the use of the commuter parking lots.

**Action:** Committee Approval

**Presenter:** Michelle Go

**Attachments:** [3a CPI contracts.pdf](#)

**Upon the motion by Commissioner Spering and second by Commissioner Aguirre, the Contract- Bay Bridge Forward - Commuter Parking Initiative - Construction Award: O.C. Jones & Sons, Inc. (\$7,990,000 plus a contingency of \$1,198,500) and the Contract - Bay Bridge Forward: Commuter Parking Initiative - Outreach: Sidecar, a division of Swirl, Inc. (\$300,000) were unanimously approved. The motion carried by the following vote:**

**Aye:** 7 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Spering and Chair Cortese

- 3b. [18-0790](#)
- Contracts - Freeway Service Patrol (FSP) Towing Services: Various Tow Contractors (\$36,518,098)

Towing services resulting from 2018 Request for Qualifications Bid Invitation.

**Action:** Committee Approval

**Presenter:** Giovanni DiFabio

**Attachments:** [3b FSP FY2020 RFQBI.pdf](#)  
[3b Handout\\_FSP FY2020 RFQBI.pdf](#)

**Upon the motion by Commissioner Aguirre and second by Commissioner Halsted, the Contracts - Freeway Service Patrol (FSP) Towing Services: Various Tow Contractors (\$36,518,098) were unanimously approved. The motion carried by the following vote:**

**Aye:** 7 - Vice Chair Pierce, Commissioner Aguirre, Commissioner Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Spering and Chair Cortese

**4. Public Comment / Other Business**

**5. Adjournment / Next Meeting**

**The next meeting of the Operations Committee will be Friday, November 9, 2018 at 10:05 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)

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**File #:** 18-0854      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Consent  
**File created:** 10/3/2018      **In control:** Operations Committee  
**On agenda:** 11/9/2018      **Final action:**  
**Title:** First Quarter MTC SAFE Financial Statements September 2018  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [4b\\_1st QTR MTC SAFE Financials.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
First Quarter MTC SAFE Financial Statements September 2018

**Presenter:**  
Sonia Elsonbaty

**Recommended Action:**  
Information

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 4b**  
Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W.I.: 1231

RE: First Quarter MTC SAFE Financial Statements September 2018

Attached are the MTC SAFE financial statements for the first quarter ended September 30, 2018.

### **SAFE Program**

Total revenues of \$1.8 million are above budget at 27%, compared to the 25% of the budget year expired. The additional revenues are the result of more vehicle registration fees collected and higher interest earned during the first quarter. Total DMV registration fees collected for the three month period are \$1.7 million which makes up 96% of total revenues for the program.

Year-to-date expenses of \$319,562 for the SAFE Program are below budget at 11%. Activities will ramp up later in the year as services are rendered for the encumbered contracts.

### **FSP Program**

Total expenses for the first quarter at \$1.9 million are 14% of the expenses budget for the FSP Program. Out of the \$12 million budget balance, 64% is encumbered for various service contracts. Activities are expected to ramp up later in the year as services are rendered for those encumbered contracts.

Tow related expenses are \$1.7 million as of the end of the first quarter which is 89% of the total reported expenditure.

### **Capital Programs**

The total life-to-date budget for the Capital Programs is \$25 million. As of the end of the first quarter of FY 2018-19, 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 Heminger

### **Attachment:**

- Attachment A: MTC Service Authority for Freeways and Expressways Financial Statements as of September 2018

SH: se

J:\COMMITTEE\Operations\2018 Operations Comm Packet\11\_OPS\_Nov\_2018\4b\_1\_1st Qtr SAFE Financial Statements FY19.docx

**MTC Service Authority for Freeways and Expressways**  
**Operating Budget**  
**As of September 2018**

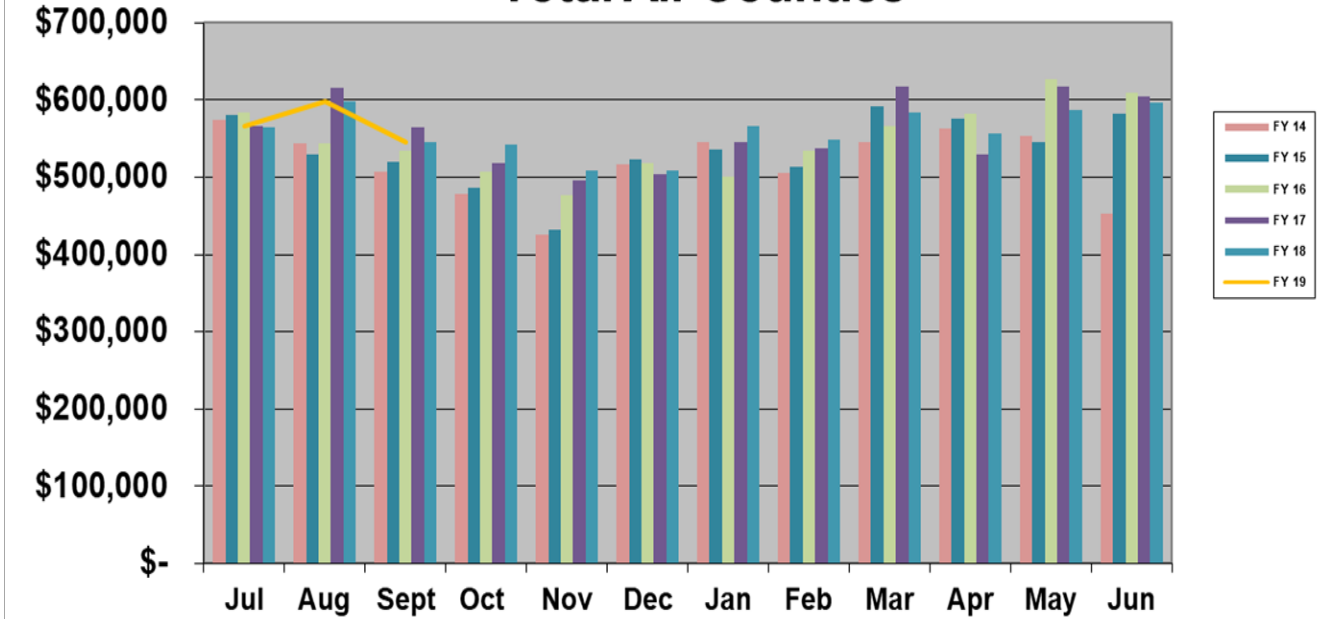
	1	2	3	4	5	6
	FY 2018-19 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget	% of Budget year Expired	Encumbrances
<b><u>SAFE Program</u></b>						
<b>REVENUE:</b>						
Vehicle Registration Fees	6,500,000	1,710,645	(4,789,355)	26.3%	25.0%	-
Interest Income	9,000	71,015	62,015	789.1%	25.0%	-
<b>Total Revenue</b>	6,509,000	1,781,660	(4,727,340)	27.4%	25.0%	-
<b>EXPENSE:</b>						
Salaries and Benefits	656,500	65,791	(590,709)	10.0%	25.0%	-
General Operations	1,044,700	155,560	(889,140)	14.9%	25.0%	56,534
Consultant Services	510,000	856	(509,144)	0.2%	25.0%	11,144
Callbox Operating Expense	805,000	97,355	(707,645)	12.1%	25.0%	484,988
<b>Total Expense</b>	3,016,200	319,562	(2,696,638)	10.6%	25.0%	552,666
<b>OPERATING/CAPITAL TRANSFERS In (Out):</b>						
MTC	(880,000)	(1,766)	(878,234)	0.2%	25.0%	-
FSP	(2,463,150)	(374,894)	(2,088,256)	15.2%	25.0%	-
Capital	(330,730)	(330,730)	-	100.0%	25.0%	-
MTC - Unfunded PERS Liability	(1,000,000)	(1,000,000)	-	100.0%	25.0%	-
Express Lanes Capital	(3,000,000)	-	(3,000,000)	0.0%	25.0%	-
Operating Reserve	4,181,080	245,292	3,935,788	5.9%	25.0%	-
<b>Total Transfers</b>	(3,492,800)	(1,462,098)	(2,030,702)	41.9%	25.0%	-
<b>NET Operating Revenue (Exp)</b>	-	-	-			
	1	2	3	4	5	6
	FY 2018-19 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget (col 2/1)	% of Budget year Expired	Encumbrances
<b><u>FSP Program</u></b>						
<b>REVENUE:</b>						
Local Assistance Program (LAP)	4,000,000	264,745	(3,735,255)	6.6%	25.0%	-
Surface Transportation Program (STP)	2,800,000	843,382	(1,956,618)	30.1%	25.0%	-
SB1	4,700,000	448,241	(4,251,759)	9.5%	25.0%	-
Traffic Mitigation Program	100,000	-	(100,000)	0.0%	25.0%	-
<b>Total Revenue</b>	11,600,000	1,556,368	(10,043,632)	13.4%	25.0%	-
<b>EXPENSE:</b>						
Salaries and Benefits	329,500	98,244	(231,256)	29.8%	25.0%	-
General Operations	228,650	52,601	(176,049)	23.0%	25.0%	-
Consultant Services	150,000	16,866	(133,134)	11.2%	25.0%	83,134
Freeway Serv Operating Expense	1,355,000	28,936	(1,326,064)	2.1%	25.0%	206,699
FSP Tow Beat Expense	12,000,000	1,734,615	(10,265,385)	14.5%	25.0%	7,450,751
<b>Total Expense</b>	14,063,150	1,931,262	(12,131,888)	13.7%	25.0%	7,740,584
<b>TRANSFERS In (Out):</b>						
Transfers from Callbox	2,463,150	374,894	(2,088,256)	15.2%	25.0%	-
<b>Total Transfers</b>	2,463,150	374,894	(2,088,256)	15.2%	25.0%	-
<b>Ending Balance</b>	-	-	-			

MTC Service Authority for Freeways and Expressways  
Capital Budget  
As of September 2018

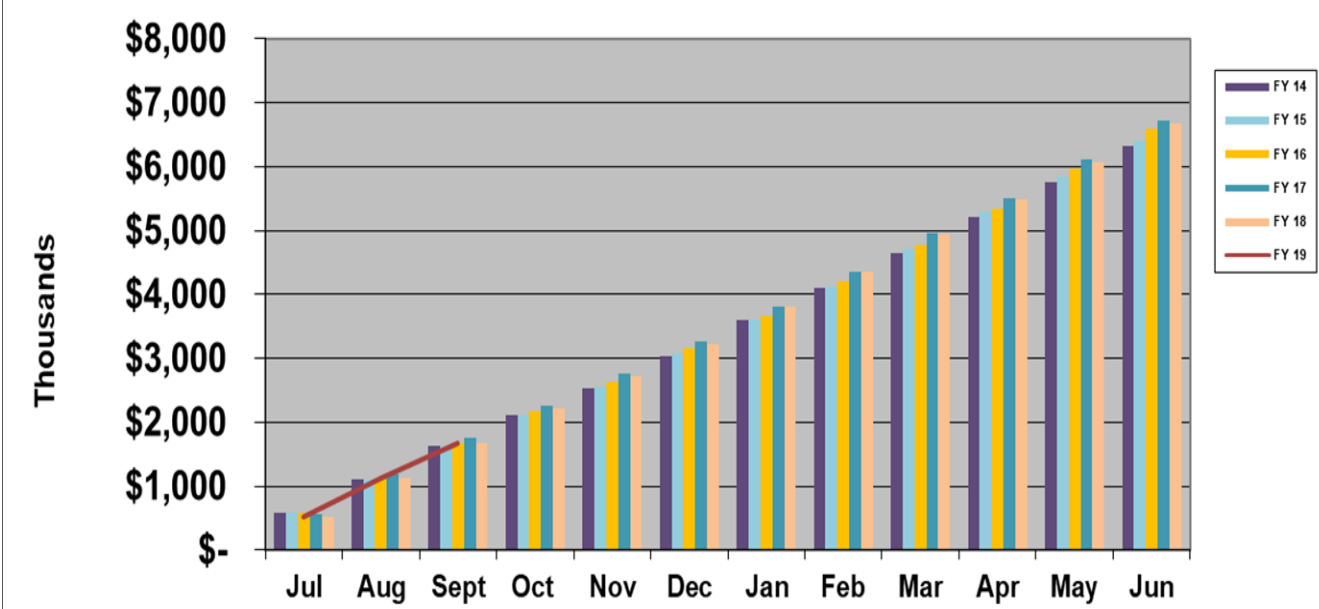
	1	2	3	4
<u>Capital Program</u>	LTD Budget			Project Balance
	Thru FY 2017-18	Actual LTD	Encumbrance	LTD
<u>Active Programs</u>				
<b>REVENUE:</b>				
1. CMAQ	6,959,731	6,873,991	-	85,740
2. STP	1,470,520	1,074,169	-	396,351
<b>Total Revenue</b>	8,430,251	7,948,160	-	482,091
<b>EXPENSE:</b>				
6301-Bridge Callboxes *	3,771,000	3,776,669	-	(5,669)
6303-Bay Area Camera Upgrade	9,464,583	8,883,108	90,672	490,803
6306-Data - AVL telecom system update	3,842,000	2,286,439	87,775	1,467,786
6314-Callbox Site Mitigation	1,844,331	1,373,812	76,359	394,160
6318-Connected Vehicles & Telematic	2,500,000	-	-	2,500,000
6319-Active OPS Mgt Program	3,200,000	268,856	-	2,931,144
<b>Total Expense</b>	24,621,914	16,588,884	254,806	7,778,224
<b>TRANSFERS In/(Out):</b>				
BATA	3,711,000	3,711,000	-	-
SAFE	12,480,663	12,480,663	-	-
<b>Total Transfer In/(Out)</b>	16,191,663	16,191,663	-	-
<b>Ending Balance</b>	-	7,550,939	-	-

\* Program is completed and will be closed in FY18-19

# Total DMV Revenue Total All Counties



# Total YTD All Counties DMV Revenue (\$000)



**CONTRACTS EXECUTED BY EXECUTIVE DIRECTOR**

<b>\$200,000 and Under</b>	<b>July - Sept'18</b>
TeleTran Tek Services, Inc	\$100,000
<i>FSP System Support</i>	
Carter, Wetch & Associates	\$11,450
<i>Legislation Consultant Service</i>	
CDS Net, LLC	\$75,000
<i>Call Box Answering Center Service</i>	
Absolute Wireless, Inc	\$75,000
<i>FSP Communication Equipment Maintenance</i>	
California Highway Patrol	\$26,000
<i>Patrol Services</i>	
Bob's Towing	\$108,600
<i>FSP Tow Beat Contract 16</i>	
Roadrunner Tow, Inc	\$170,300
<i>FSP Tow Beat Contract 17</i>	
B&A Bodyworks/Towing, Inc	\$103,400
<i>FSP Tow Beat Contract 20</i>	
Roadrunner Tow, Inc	\$182,100
<i>FSP Tow Beat Contract 29</i>	
Lima Towing and Transportation	\$100,700
<i>FSP Tow Beat Contract 33</i>	
Roadrunner Tow, Inc	\$174,400
<i>FSP Tow Beat Contract 34</i>	
American Tow	\$119,900
<i>FSP Tow Beat Contract 35</i>	

**PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR****\$2,500 - \$200,000****July - Sept'18**

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Abacus Product Inc		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Another Dancing Bear Productions		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Minuteman Press		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
DGH Outfitters		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Borden Label and Decal Company Inc		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Bank of America - Current Labels		\$2,619
	<i>Supplies - Freeway Service Patrol</i>	
Symmetrical Designs		\$3,000
	<i>Freeway Service Patrol Website Maintenance</i>	
Morrison Ohara		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Traffic and Parking Control Co Inc		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
Cali-Fame of los Angeles Inc		\$3,000
	<i>Supplies - Freeway Service Patrol</i>	
David J. Ingram		\$3,924
	<i>Catering Service</i>	
AT&T		\$88,000
	<i>Communication Service</i>	
Globafone		\$10,000
	<i>Satellite Communication Service</i>	
Ni Government Service		\$25,000
	<i>Satellite Communication Service</i>	
Verizon Wireless		\$10,000
	<i>Communication Service</i>	



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-0879      **Version:** 1      **Name:**

**Type:** Contract      **Status:** Consent

**File created:** 10/9/2018      **In control:** Operations Committee

**On agenda:** 11/9/2018      **Final action:**

**Title:** Contract Amendment - Bay Bridge Forward - Commuter Parking Initiative - Construction Management Services: WSP USA, Inc. (\$600,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4c\\_WSP\\_Contract\\_BBF-CommuterParkingInitiative.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Contract Amendment - Bay Bridge Forward - Commuter Parking Initiative - Construction Management Services: WSP USA, Inc. (\$600,000)

### Presenter:

Michelle Go

### Recommended Action:

Committee Approval

### Attachments:





METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 4c**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W.I. 1237

RE: Contract Amendment - Bay Bridge Forward - Commuter Parking Initiative - Construction Management Services: WSP USA, Inc. (\$600,000)

Staff requests approval of a contract amendment 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 \$600,000.

### **Background**

MTC requires construction management and construction administration services to manage the construction contract 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 construct the parking lots, including bus stops, passenger loading zones, and pedestrian access, 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.

In May 2018, MTC issued the first Invitation for Bid (IFB) for the project, and we received two proposals. Both bids exceeded available project budget and therefore staff cancelled the procurement. Prior to issuing a second IFB, MTC staff and consultants contacted contractors to understand factors affecting bids, and we heard that contractors had many opportunities to bid on high number of construction jobs currently available due to the strong regional economy, small-scale projects such as ours were less attractive, and items in our IFB had long procurement times for certain project elements such as fencing, light poles, etc. In response, in July 2018, MTC modified the IFB to extend the schedule from 130 days to 210 working days to attract more competitive bids and clarified some of the bid items that had long procurement lead times. The rebid indeed attracted more competitive bids, and in October 2018, the Operations Committee authorized the Executive Director to enter into a contract with the low bidder for the construction contract.

### **Procurement Process**

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. After reviewing statements of qualifications (SOQs) from the BATA On-Call Construction Management Services Bench, staff determined that the WSP team was the best qualified to provide such services given their construction management experience with park and ride projects. In February 2018, the Operations Committee authorized the Executive Director to enter into a \$700,000 contract with WSP for construction management services for the Commuter Parking Initiative.

This amendment will add \$600,000 to the contract, bringing the contract total to \$1,300,000. WSP's initial construction management costs were estimated on 80 working days based on the project schedule developed during the 65 percent design phase. However, their costs have changed as the number of working days changed from the first IFB to the second IFB – going from their original 80 working days (65 percent design) to 130 working days (first IFB) to now 210 working days (second IFB). The primary cost factor is the inclusion of inspectors and a resident engineer to provide construction management services during the extended 210 working days construction schedule.

Attachment A includes a summary of WSP 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 amendment with WSP to continue to perform construction management services for the Bay Bridge Forward Commuter Parking Initiative, in an amount not to exceed \$600,000.



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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\11\_OPS\_Nov\_2018\4c\_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 Amendment

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:	\$600,000 this amendment Previously approved agreement: \$700,000 Total approved contract amount based on this action: \$1,300,000
Funding Source:	RM2/SAFE/Regional Fund Exchange
Fiscal Impact:	Funds are included in the program budget for FY 2018-19.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract amendment with WSP USA, Inc. to perform construction management services as described above and in the Executive Director’s memorandum dated November 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$600,000 for such contract amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: November 9, 2018



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0891      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Consent  
**File created:** 10/11/2018      **In control:** Operations Committee  
**On agenda:** 11/9/2018      **Final action:**  
**Title:** Funding Agreement - Richmond-San Rafael (RSR) Bridge Forward - Bike Lane Gap Closure: City of Richmond (\$500,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4d RSRF-Funding Agreement City of Richmond Bike Lane Gap Closure.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Funding Agreement - Richmond-San Rafael (RSR) Bridge Forward - Bike Lane Gap Closure: City of Richmond (\$500,000)

### Presenter:

Cathy Chea

### Recommended Action:

Committee Approval

### Attachments:



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 4d**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W. I. 1237

RE: Funding Agreement – Richmond-San Rafael (RSR) Bridge Forward - Bike Lane Gap Closure:  
City of Richmond (\$500,000)

### **Background**

In 2016, the Bay Area Toll Authority (BATA) partnered with Caltrans, the Transportation Authority of Marin and the Contra Costa Transportation Authority to deliver an up-to-four-year pilot on the Richmond-San Rafael (RSR) Bridge that consists of adding a third travel lane to eastbound Interstate 580 from Sir Francis Drake Blvd. on-ramp in San Rafael to the Marine Street (Richmond Parkway/Point Richmond) exit in Richmond and a creating a RSR Bridge Trail with a moveable barrier on the upper deck of the bridge. The third lane on the lower deck opened to traffic in fall 2018, and the RSR Bridge Trail on the upper deck will open in early spring 2019. The completion of the RSR Bridge Trail would close a major gap in the planned 500-mile Bay Trail and would provide the first-ever connection between Bay Trail segments in Contra Costa and Marin counties.

To support bridge operations, BATA recently launched the RSR Forward initiative, which features a suite of operational strategies designed to increase person throughput (move more people in carpools and transit), improve toll plaza operations, and maximize usage of the bridge trail for commuting and recreational use within RSR Bridge corridor. As part of the initiative, RSR Forward proposes to close gaps between existing bike facilities on the West Contra Costa side of the bridge, focusing initially to close a gap in the bike lanes in the City of Richmond between the existing Richmond Greenway and the planned RSR Bridge Trail. Improving connectivity within the regional bicycle network is critical to encourage bicycling as an alternative mode of transportation in this corridor.

In support of MTC's efforts to improve connectivity, the City of Richmond is requesting funding to design and construct near-term bicycle and pedestrian improvements that will connect the new RSR Bridge Trail landing to existing bicycle and pedestrian facilities and public transit hubs. Staff recommends that MTC provide \$500,000 in funding to the City of Richmond to deliver these bike improvements, subject to execution of the MTC/CCTA Exchange Agreement, MTC Resolution No. 4357 and inclusion in the MTC Exchange Program, MTC Resolution No. 3989.

### **Funding Agreement Actions**

The City of Richmond is planning to implement near-term bicycle and pedestrian network improvements that focus on connecting the RSR Bridge Trail to existing bicycle and pedestrian facilities, as well as to public transit services in Richmond. Improvements will focus on striping and wayfinding signage to provide Class II, III, or IV bicycle facilities, where feasible, in and around Point Richmond where connections to the Richmond Greenway and/or other trails will be provided. The scope of work includes minor civil work, including engineering, striping and signage, and the removal/relocation of on-street parking where necessary.

**Recommendation**

Staff recommends that the Operations Committee authorize the Executive Director or his designee to negotiate and enter into a funding agreement with the City of Richmond in an amount not to exceed \$500,000.



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Steve Heminger

SH:cc

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## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Funding Agreement

Work Item No.:	1237
Contractor:	City of Richmond Richmond, CA
Work Project Title:	City of Richmond Bike Lane Gap Closure
Purpose of Project:	To improve connectivity in the regional bicycle network and to the RSR Bridge Trail.
Brief Scope of Work:	The City of Richmond is planning to implement bicycle network improvements that focus on connecting the RSR Bridge Trail to existing and planned bicycle and pedestrian facilities. Improvements will focus on minor civil work, including engineering, striping and signage, and the removal/relocation of on-street parking where necessary to provide Class II, III, and/or IV bicycle facilities in and around Point Richmond.
Project Cost Not to Exceed:	\$500,000
Funding Source:	MTC Exchange Program (contingent upon execution of the MTC/CCTA Exchange Agreement, MTC Resolution No. 4357 and inclusion in the MTC Exchange Program, MTC Resolution No. 3989)
Fiscal Impact:	Funds available in the FY 2018-19 agency budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with the City of Richmond in an amount not to exceed \$500,000 for the purposes described above and in the Executive Director's memorandum dated November 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$500,000 for such funding agreement as specified above.
Operations:	<hr/>
	Dave Cortese, Chair
Approved:	Date: November 9, 2018





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 18-0906      **Version:** 1      **Name:**

**Type:** Contract      **Status:** Consent

**File created:** 10/12/2018      **In control:** Operations Committee

**On agenda:** 11/9/2018      **Final action:**

**Title:** Contract Approval - Clipper® Card Issuer Agreement with Bay Area Motivate, LLC

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4e\\_Contract\\_Clipper Card Issuer-Bay Area Motivate.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Contract Approval - Clipper® Card Issuer Agreement with Bay Area Motivate, LLC

**Presenter:**  
Kara Oberg and Sara Barz

**Recommended Action:**  
Committee Approval

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 4e**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

*Memorandum*

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W.I. 2700

RE: Contract Approval – Clipper® Card Issuer Agreement with Bay Area Motivate, LLC

Staff requests approval of a Clipper Card Issuer Agreement with Bay Area Motivate, LLC (Motivate), the owner and operator of Ford GoBike.

**Background**

In 2015, the Commission approved the Executive Director to negotiate and enter into an agreement with Motivate to provide 7,000 bike share bicycles in Berkeley, Emeryville, Oakland, San Francisco and San Jose without the need for public funding. On June 28, 2017, the system, which was branded and named “Ford GoBike,” launched. Today, the system is completely deployed in the East Bay and is about half deployed in San Francisco and San Jose.

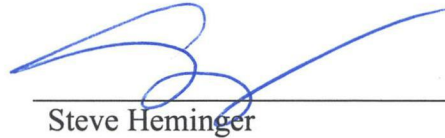
In the Program Agreement Functional Specifications section, the term “Allow Annual Members to use Clipper card to access Bicycles in lieu of key fob” is included. Since launch, all Ford GoBike stations have a Clipper card reader which allows members to use their Clipper card to unlock a bicycle, and Ford GoBike has allowed members to supply their own Clipper card serial numbers to use as an identifier at bike share stations. The other option for membership identification is by use of the Ford GoBike mobile application. In September 2018, 59,834 trips, or 32% of all trips, started by use of a Clipper card, and 8,300 members, or 50% of all members, used their Clipper card as their membership identifier. With the exception of some promotional Clipper cards, Ford GoBike has not been approved to distribute Clipper cards to its members who do not already have one.

To encourage the use of Clipper as membership identifier for Ford GoBike, staff is seeking approval to execute a Clipper Card Issuer Agreement with Motivate, which is a zero cost contract. This Clipper Card Issuer Agreement will allow Motivate to distribute Clipper cards to Ford GoBike members at Motivate’s sole expense, and will require Motivate to comply with MTC’s requirements for maintaining confidentiality of personally identifiable information (PII) and to provide MTC with bike trip data.

In July, 2017, Motivate's parent company, Bike Share Holdings, LLC announced that it intended to merge with a subsidiary of Lyft, Inc., a company in which MTC Commissioner Josefowitz has disclosed an interest in stock. Commissioner Josefowitz was not involved in the negotiation of the proposed Card Issuer Agreement with Motivate and is not a member of the Operations Committee.

**Recommendation**

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and execute a Clipper Card Issuer Agreement with Motivate so that Motivate can issue Clipper cards to Ford GoBike members.



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Steve Heminger

SH:ko

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REQUEST FOR COMMITTEE APPROVAL  
Summary of Proposed Contract

Work Item No.:	2700
Contractor:	Bay Area Motivate, LLC San Francisco, CA
Work Project Title:	Clipper® Card Issuer Agreement
Purpose of Project:	Allow Bay Area Motivate, LLC to issue Clipper cards to Ford GoBike members
Brief Scope of Work:	Bay Area Motivate, LLC will design and order Clipper cards through MTC, and issue these cards to Ford GoBike members, to use Clipper as a membership identifier to unlock bicycles.
Project Cost Not to Exceed:	\$0
Funding Source:	N/A
Fiscal Impact:	None.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a no-cost contract with Bay Area Motivate, LLC to allow the issuance of Clipper cards to Ford GoBike members as described above and in the Executive Director's memorandum dated November 2, 2018.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: November 9, 2018



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0954      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Committee Approval  
**File created:** 10/19/2018      **In control:** Operations Committee  
**On agenda:** 11/9/2018      **Final action:**  
**Title:** Napa Valley Forward - Commute Management Technology Platform and Flexible On-Demand Transit Pilots:  
i. Contract - Pilot Flexible On-Demand Transit Service: Chariot Transit LLC (\$1,000,000)  
ii. Contract - Commute Management Technology Platform: Fort Effect Corp dba Luum (\$750,000)

Contracts in partnership with Napa Valley Transportation Authority to experiment with technology to shift commuters and visitors into carpools and transit.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5a NapaValley REV.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Napa Valley Forward - Commute Management Technology Platform and Flexible On-Demand Transit Pilots:  
i. Contract - Pilot Flexible On-Demand Transit Service: Chariot Transit LLC (\$1,000,000)  
ii. Contract - Commute Management Technology Platform: Fort Effect Corp dba Luum (\$750,000)

Contracts in partnership with Napa Valley Transportation Authority to experiment with technology to shift commuters and visitors into carpools and transit.

**Presenter:**

Ashley Nguyen

**Recommended Action:**

Committee Approval

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 5a**

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105  
TEL 415.778.6700  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W. I. 1237

RE: Napa Valley Forward – Commute Management Technology Platform and Flexible On-Demand Transit Pilots:

- i. Contract – Pilot Flexible On-Demand Transit Service: Chariot Transit LLC (\$1,000,000)
- ii. Contract – Commute Management Technology Platform: Fort Effect Corp dba Luum (\$750,000)

### **Background**

In January 2018, the Napa Valley Industry Leaders (Industry Leaders), a business group of wineries and hospitality companies, convened a workshop with Commissioner Pedroza and the MTC Executive Director to review recently collected traffic data and discuss ways to address persistent congestion on Highway 29. Under Commissioner Pedroza's leadership, MTC, Napa Valley Transportation Authority (NVTa), and Industry Leaders began to vet demand management strategies that would more efficiently move Napa Valley's workforce and visitors.

In September 2018, MTC, NVTa and Industry Leaders met to discuss two specific strategies to shift more workers and visitors into carpools and transit – a commute management technology platform developed by Fort Effect Corp dba Luum (Luum) and flexible on-demand transit service provided by Chariot Transit LLC (Chariot). A few Napa Valley employers had experimented with incentives to encourage their employees to carpool to work, but they had neither the proper tools nor data to deploy, monitor or evaluate the success of those initiatives. A few had also contracted with Chariot to get visitors to special events (e.g., concerts) but not to address the steady stream of visitor travel on typical Thursdays, Fridays, Saturdays and Sundays to and from Napa Valley. To shift visitors and employees into carpools and transit, MTC and the Industry Leaders agree that equipping employers with Luum's unique commute management platform will enable employers to offer commute options; administer incentives; and collect, monitor and assess data on employee travel behavior. Likewise, deploying Chariot's services may attract visitors to get out of their cars and into up to 14-seat transit vans. These pilots are modeled after the Luum/Chariot pilots with UCSF and Kaiser Permanente hospitals under MTC's Bay Bridge Forward program.

MTC staff propose to provide \$1,000,000 in funding from the MTC Exchange Program towards this Napa Valley experiment. In response to Commissioner Pedroza's challenge, the Industry Leaders will match MTC's investment up to \$750,000 towards the successful delivery of Luum and Chariot. MTC and NVTa will work collaboratively to deliver both projects. We will also conduct evaluations to determine the efficacy of both strategies. Should these strategies prove successful, MTC, NVTa and the Industry Leaders would explore public and private funding contributions to continue to deploy these strategies, potentially at a large scale to meet the needs of Napa Valley.

### **Contract Approval Actions**

Staff recommends that the Operations Committee authorize the Executive Director or his designee to negotiate and enter into the following agreements:



**i. Contract – Flexible On-Demand Transit Service: Chariot (\$1,000,000)**

This sole source contract will enable Chariot to pilot flexible transit services in an amount not to exceed \$1,000,000. MTC will fund \$500,000 from the MTC Exchange, contingent upon execution of the MTC-CCTA Exchange Agreement, MTC Resolution No. 4357, and inclusion of the funding in the MTC Exchange Program, MTC Resolution No. 3989, and Industry Leaders will provide \$500,000 pursuant to a cooperative agreement among MTC, NVTA, and the Industry Leaders.

This project is a collaboration between MTC and NVTA, wherein Chariot will pilot new flexible on-demand transit routes on Highway 29 and within Napa Valley for a period of 24 months, and MTC/NVTA will study the effectiveness of that service. Chariot is uniquely qualified to develop a transit service that can divert Napa Valley workforce and visitors to transit. This pilot service must offer routes that complement, not compete, with existing direct one-seat trips offered by public transit, be operated with unionized labor, and offer wheelchair accessible vehicles when available. Chariot will provide MTC/NVTA with data on shuttle routes (including stops, schedules, speeds, and travel times) and ridership data.

Staff recommends that the Operations Committee authorize the Executive Director or his designee to negotiate and enter into a contract with Chariot to pilot flexible transit, at a cost not to exceed \$1,000,000.

**ii. Contract – Commute Management Technology Platform: Luum (\$750,000)**

This contract will enable MTC and NVTA to work closely with the Industry Leaders to pilot a commute management technology platform by Luum, including incentives for carpool and vanpools, in an amount not to exceed \$750,000. This is comprised of \$500,000 in funding from the MTC Exchange, contingent upon execution of the MTC-CCTA Exchange Agreement, MTC Resolution No. 4357, and inclusion of the funding in the MTC Exchange Program, MTC Resolution No. 3989, and up to \$250,000 from the Industry Leaders pursuant to the cooperative agreement referenced above.

Napa Valley employers would benefit from a commute management platform because they want to reduce their employees' drive-alone rates and offer commuter ridesharing options. Luum's commute management platform offers employers innovative technology that can demonstrate the effectiveness of commute options and incentives in decreasing drive-alone trips. Luum's platform captures a baseline and measures employee commute activity across all modes; applies more efficient management of employee transportation programs; helps employees find and share rides to and from work; and measures the effectiveness of different incentives and mode options. Data from this platform will help MTC, NVTA and Chariot to design the pilot transit service and to measure the effectiveness of the strategies. Luum's services would be for a period of 24 months.

Staff recommends that the Operations Committee authorize the Executive Director or his designee to negotiate and enter into a contract with Luum to pilot a commute technology platform at a cost not to exceed \$750,000.



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Steve Heminger

SH:an

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract

Work Item No.:	1237
Contractor:	Chariot Transit LLC (Chariot) San Francisco, CA
Work Project Title:	Flexible On-Demand Transit Pilot
Purpose of Project:	To pilot new transit services on Highway 29 and within Napa Valley as a strategy to divert drive-alone workforce and visitor trips and provide shuttle and ridership data
Brief Scope of Work:	MTC and NVRTA, in partnership with the Napa Valley Industry Leaders, will pilot new flexible on-demand transit services on Highway 29 and within Napa Valley to shift workers and visitors to shared rides and will assess the efficacy of the pilot.
Project Cost Not to Exceed:	\$1,000,000
Funding Source:	MTC Exchange Program: \$500,000 (contingent on execution of the MTC/CCTA Exchange Agreement, MTC Resolution No. 4387 and inclusion in the MTC Exchange Program, MTC Resolution No. 3989) Napa Valley Industry Leaders: \$500,000 local match
Fiscal Impact:	Funds available in the FY 2018-19 agency budget
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract with Chariot to pilot flexible on demand transit services in an amount not to exceed \$1,000,000 described above and in the Executive Director's memorandum dated November 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$1,000,000 as specified above.
Operations:	<hr/> Dave Cortese, Chair
Approved:	Date: November 9, 2018



## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract

Work Item No.:	1237
Contractor:	Fort Effect Corp dba Luum (Luum) Seattle, WA
Work Project Title:	Commute Management Technology Platform
Purpose of Project:	To reduce employee drive-alone rates, offer commuter ridesharing options, and better manage parking. Commute data and analytics from technology platform will also help inform the MTC and NVTa pilot of new flexible on-demand transit routes on Highway 29 and within Napa Valley.
Brief Scope of Work:	MTC and NVTa will pilot a commute management technology platform with Napa Valley employers, which includes carpool and vanpool incentives, and will assess the efficacy of the pilot.
Project Cost Not to Exceed:	\$750,000
Funding Source:	MTC Exchange Program: \$500,000 (contingent on execution of the MTC/CCTA Exchange Agreement, MTC Resolution No. 4387 and inclusion in the MTC Exchange Program, MTC Resolution No. 3989) Napa Valley Industry Leaders: \$250,000 local match
Fiscal Impact:	Funding included in the FY 2018-19 to agency budget.
Motion by Committee:	That the Executive Director or his designee is authorized to negotiate and enter into a contract with Luum to pilot the commute management technology platform in an amount not to exceed \$750,000 described above and in the Executive Director's memorandum dated November 2, 2018, and the Chief Financial Officer is directed to set aside funds in the amount of \$750,000, as specified above.
Operations:	<hr/> Dave Cortese, Chair
Approved:	Date: November 9, 2018

# Napa Valley Forward

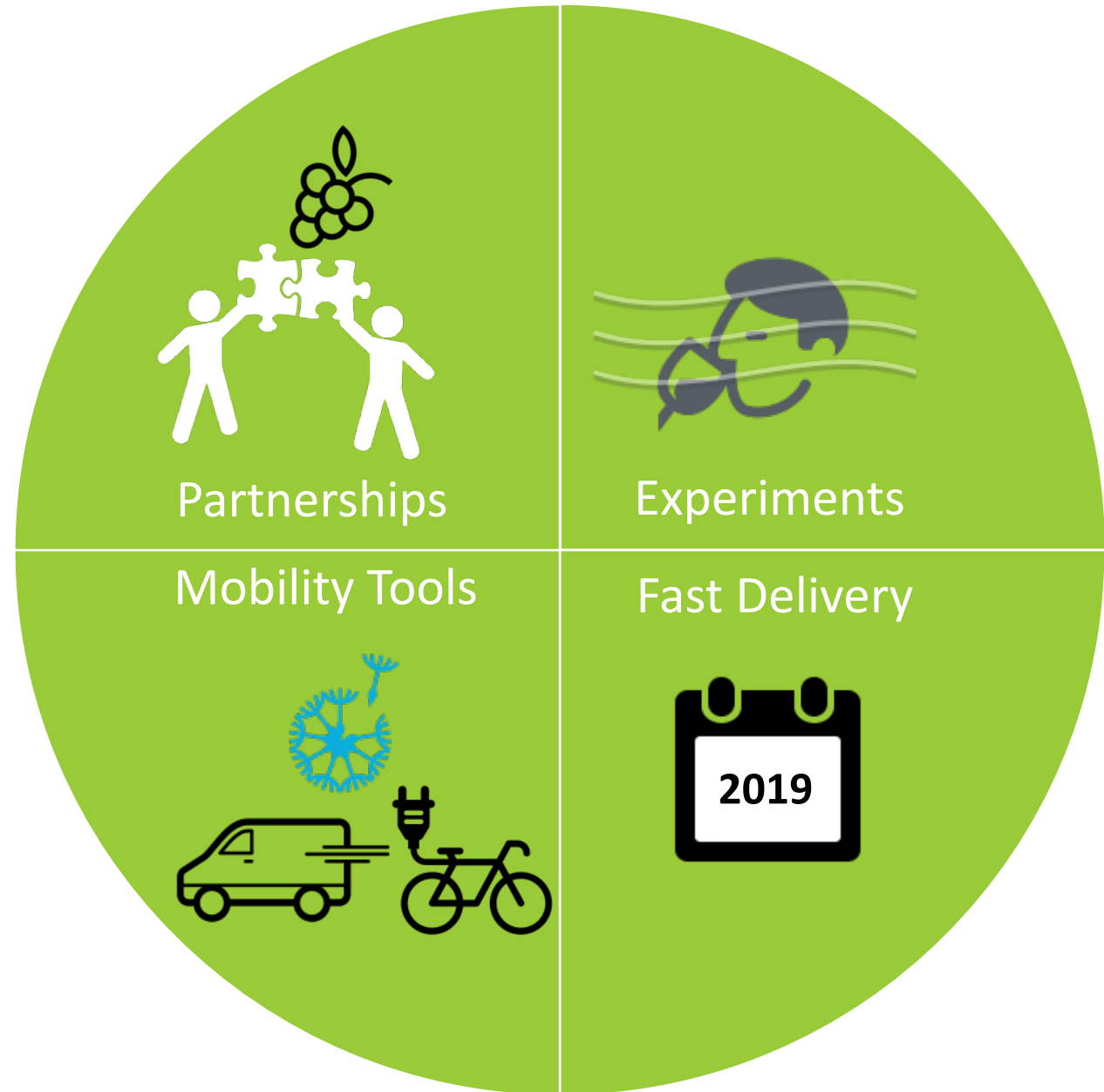
A Transportation Demand Management Pilot Spearheaded by a  
Partnership of Napa Valley Industry Leaders, NVTA & MTC



Image source: Long Meadow Ranch

# Goals

Napa Valley Industry Leaders

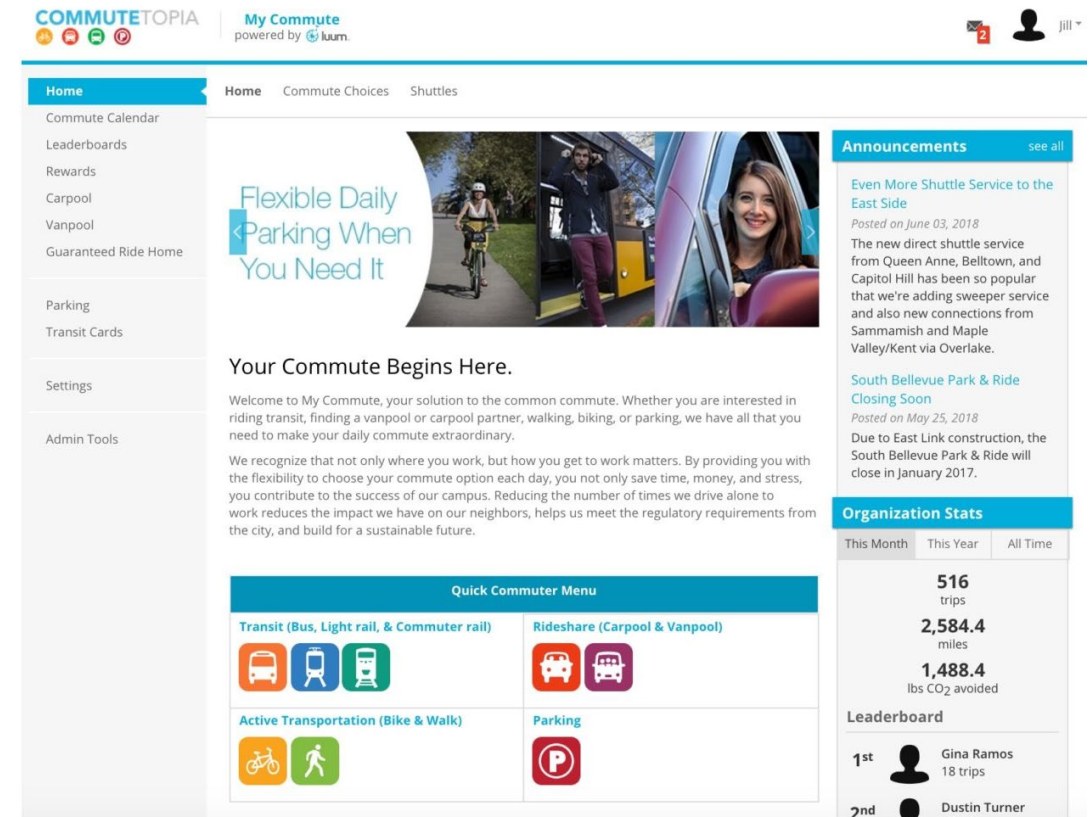


# Strategy 1

## Equip Napa Valley Employers with Tools and Data

### Commute Management Platform: luum™

- Focuses on employers to reduce SOVs and encourage mode shift to carpools and transit
- Provides employers with commute data to reduce solo driving rates, manage commutes and track trends
- Integrates with mobility services:
  - Scoop and Waze Carpool
  - Chariot transit
  - Lyft guaranteed ride home
  - Bike share
- Allows coordination among employers



The screenshot displays the Luum Commute Management Platform interface. At the top, the header includes the 'COMMUTETOPIA' logo, a 'My Commute powered by luum' badge, and a user profile icon for 'jill'. The main navigation menu on the left lists: Home, Commute Calendar, Leaderboards, Rewards, Carpool, Vanpool, Guaranteed Ride Home, Parking, Transit Cards, Settings, and Admin Tools. The central content area features a large banner titled 'Flexible Daily Parking When You Need It' with images of people using various transit modes. Below the banner, a section titled 'Your Commute Begins Here.' provides a welcome message and explains the platform's goal to reduce solo driving. A 'Quick Commuter Menu' is presented with four categories: Transit (Bus, Light rail, & Commuter rail), Rideshare (Carpool & Vanpool), Active Transportation (Bike & Walk), and Parking. The right sidebar contains 'Announcements' with two posts about shuttle services, 'Organization Stats' showing metrics for the current month, year, and all time, and a 'Leaderboard' listing top users like Gina Ramos and Dustin Turner.

Metric	This Month	This Year	All Time
Trips	516	2,584.4	1,488.4
Miles			
lbs CO <sub>2</sub> avoided			

Rank	User	Trips
1st	Gina Ramos	18 trips
2nd	Dustin Turner	

A demo version of the Luum platform. (Luum Image)



# Strategy 2

## Pilot Flexible, On-Demand Microtransit

### Microtransit: chariot

- Already operates private weekend trips to Napa from other counties
- Primarily operates weekday commute services
  - plenty of vehicles are available on weekends
- Contract or partner with:
  - Public agencies
  - Employers
  - Tourism/Hospitality Industry
  - Events (e.g., BottleRock)
- Flexible with fare models
- Direct integration with Luum



# A Partnership of Napa Valley Industry Leaders, NVTA and MTC

*Experiment with technology to shift commuters into carpools, transit and e-bikes*

## 1 Core Objectives

- Move people in fewer cars through congested SR 29
- Take advantage of today's technologies
- Equip employers with tools and data
  - Enable employers to better understand how and when employees get to/from work
  - Give data/opportunities for employers to experiment on different ways to incentivize employees to try carpool, vanpool, bus transit, or biking at least once or twice a week
- Experiment, learn, adjust and repeat

## 2 Funding Partnership (in thousands)

Strategy	MTC \$	NVTA \$	Industry \$	Total \$
<b>Luum</b> Commute technology platform for employers (includes incentives)	\$500		\$250	\$750
<b>Chariot</b> Microtransit to serve visitors	\$500		\$500	\$1,000
<b>E-Bikes</b> E-bikes for residents who can bike to/from work	\$100	\$150		\$250
	\$1,100	\$150	\$750	\$2,000

Future

Napa Valley Industry Leaders

# Napa Valley Experiment

## 3 Commute Technology Platform for Napa employers



Investment: \$750 K

- **Goal:** Reduce 100 vehicle trips per day through carpool and vanpool incentives (eg., Scoop, Waze Carpool)
- **2-year pilot**
- **Employers:** participation of up to 6-10 employers (particularly those who have prior experience with using incentives)
- **Employees:** combined population of participating employees total 500-700 employees who work in similar work shift/hours
- **Desired outcome:** Incentives result in formation of new carpools and 6-10 new vanpools
- **Evaluation:** Evaluate data, adjust incentives, and repeat every 1-2 months

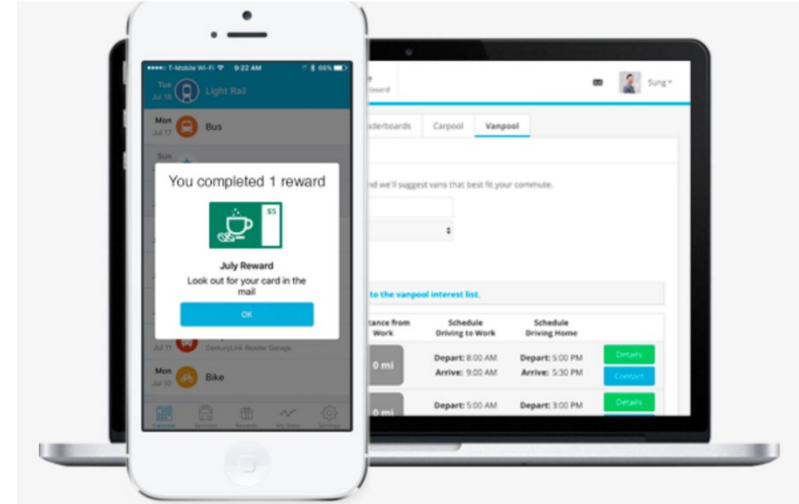
## 4 Chariot transit service serving Napa Valley chariot

Investment: \$1 M

- **Goal:** Move employees and visitors via 14-seat transit vans (or 7 to 9-seats plus wheelchair access)
- **2-year pilot**
- **Employees:** serve Napa employees participating in Luum pilot
- **Service Approach:**
  - Define one initial route, stops for travel within Napa based on Luum employee travel data
  - Define one initial route, stops from SF to Napa, including one circulator route
- **Desired Outcome:** Service that responds to needs/demand of employees/visitors and fills up seats in transit vans
- **Evaluation:** Evaluate demand and usage after each month, adjust, and repeat

# Kaiser Permanente's Luum Pilot

- Will launch Fall 2018
- System will be integrated into Kaiser parking structures
- Kaiser will be able to track parking, shuttle usage, and offer incentives



Home

Commuter Calendar

Rewards

Leaderboards

Carpool

Vanpool

All

Bike

Bus

Carpool

Commuter Rail

Ferry

Light Rail

Vanpool

Walk

Other Modes

Telecommute

This Month

Last Month

This Year








All Time

My Stats

16 trips47<sup>th</sup>112 miles24<sup>th</sup>

Total Stats

57 commuters1,636 trips7,822.5 miles3,875.3 lbs CO<sub>2</sub> avoided

Rank	Name	Trips	Miles
1	 Gina Ramos	54	610.2
2	 Lena Graves	36	82.8
2	 Gabriella Hudson	36	64.8
2	 Brett Ryan	36	43.2
2	 Christina Price	36	14.4
6	 Brayden Barrett	34	693.6
6	 Troy Parker	34	489.8





# UCSF's Chariot Pilot

- Launched June 2018
- 6,000 of 25,000 UCSF employees work at Mission Bay
- Over 1,500 Mission Bay employees live in the East Bay
- \$7.50 fare for employees





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 18-0772      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 9/7/2018      **In control:** Operations Committee  
**On agenda:** 11/9/2018      **Final action:**  
**Title:** Automated Vehicle Occupancy Enforcement Update

Update on technology-based strategies to enforce vehicle occupancy.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a\\_Automated Veh Occ Enforcement Update.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

Automated Vehicle Occupancy Enforcement Update

Update on technology-based strategies to enforce vehicle occupancy.

**Presenter:**

Linda Lee and Pierce Gould

**Recommended Action:**

Information

**Attachments:**



METROPOLITAN  
TRANSPORTATION  
COMMISSION

**Agenda Item 6a**

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## Memorandum

TO: Operations Committee

DATE: November 2, 2018

FR: Executive Director

W.I.: 1237

RE: Automated Vehicle Occupancy Enforcement Update

This memorandum shares the results of a three-month pilot to assess how accurate automated Vehicle Occupancy Detection (VOD) camera systems are at determining vehicle occupancies, and introduces smartphone app-based occupancy verification technology as an alternative to VOD systems, which use cameras and machine learning algorithms to automatically determine occupancies from captured images. Staff plans to pilot smartphone app-based occupancy verification technology in 2019 for potential use in a Bay Area express lane. Neither of these existing enforcement technologies is likely to be cost-effective or practical for use in High Occupancy Vehicle (HOV) lanes due to the need for power, communications and license plate cameras not present in those lanes today.

### Background

MTC's goal is to improve HOV lane performance to increase person-throughput on congested bridges and freeways and boost the attractiveness of carpooling and express buses as alternatives to driving alone. A significant number of Bay Area HOV lanes are degraded, failing to meet federally-required speed standards of 45 mph, due in part to the use by vehicles not meeting the minimum occupancy requirements. The Operations Committee has acknowledged the challenges CHP faces in performing occupancy enforcement and has directed staff to explore automated options to better enforce vehicle occupancy requirements.

### VOD Systems and Pilot Results

In July 2017, as a first step towards addressing the issue of HOV occupancy violations, this Committee approved a pre-qualified bench of VOD system vendors for the purposes of testing their technologies in the Bay Area. The VOD vendors included: Conduent, Transcore (in association with NEC), and Indra.

In December 2017, staff invited these vendors to pilot their existing systems on Interstate 880, such that staff could verify system accuracy and gain a better understanding of VOD technology. Conduent conducted its pilot in March, followed by Transcore/NEC in April, and Indra in May. During the pilot period, independent verification activities were conducted by staff from MTC, a consultant, and Caltrans (refer to Attachment A).

The results of the pilot are summarized in the table below. Overall, the system accuracy rates, as determined and reported by the vendors, ranged between 78% and 88%, which was consistent with what was determined independently through a manual image review of 440 images per vendor (77% to 89%).

Vendor Self-Reported Results	Range of Results
System Accuracy Rate	78% to 88%
Independent Verification Results	Range of Results
System Accuracy Rate (based on Manual Image Review)	77% to 89%
System Accuracy Rate (based on Controlled Test Runs)	37% to 75%
Vehicle Count Capture Rate (based on independent video camera)	97% to 99%

The relatively low system accuracy rates seen from the pilot suggest the technology is not ready for use in issuing automated warnings or citations in a full-scale deployment on Bay Area express or HOV lanes. Due to the open access nature of these lanes, a robust network of VOD equipment would be needed to deter most cheaters – perhaps at one or more locations per mile. Aside from the capital cost for system development and integration, on-site equipment/infrastructure, power, and communications, the annual operating cost could be significant, given the need to perform manual review on a large number of images to confirm the occupancies to avoid issuing too many citations in error.

### **Smartphone App-Based Occupancy Verification Systems**

In recent months, MTC staff has been approached by several firms to pilot new smartphone app-based occupancy verification systems. In general, each person in a carpool vehicle has a smartphone with the app (or a vendor-supplied device for those without smartphones). The systems pair and count individual smartphones in the vehicle, thereby providing a verified count of passengers that can be used to determine whether vehicles meet the lane occupancy requirement. Theoretically, data from the systems could be paired with toll tag or license plate camera data to charge cheaters a toll in express lanes or issue an automated citation in HOV lanes.

MTC staff did initial research and believes these systems may be a viable alternative to VOD camera systems. An app-based approach may offer other benefits that VOD systems cannot, such as serving as a tool to form carpools, distribute financial incentives, verify clean air vehicle eligibility and collect aggregate travel pattern data. In an express lane, this technology requires no additional roadside equipment in order to charge cheaters the toll owed. In an HOV lane, this technology would be more challenging and expensive to deploy due to the lack of license plate cameras, the need to require all carpoolers to use the system, and other issues. To staff's knowledge, no public agency is using this technology for automated occupancy enforcement in HOV lanes, but Dallas, Texas is moving forward next year to offer carpool rewards on their express lanes using an app-based system.

### **Challenges**

There are challenges to overcome before using any type of occupancy enforcement system in an automated way:

- Institutional – Depending on how the systems are used, Caltrans and CHP may need to agree on how to proceed, given their ownership and enforcement roles.
- Legal – California has strict privacy laws that limit a public agency's ability to share information with CHP. There could be other laws affecting use of these technologies.
- Funding – While express lanes may use toll revenue to fund these systems, HOV lanes have no dedicated revenue source.

### **Next Steps**

Staff will issue a Request for Information (RFI) this fall to learn more about the smartphone app-based technology and its operation. Staff will then likely procure and deploy a pilot of one or more app-based systems in 2019 to gauge acceptance, understand operations, inform costs, and test accuracy. Upon completion of the pilot, MTC staff will present the findings to this Committee.



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Steve Heminger

### **Attachment:**

- Attachment A: Independently-Verified Results

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## Independent Verification Methods and Results

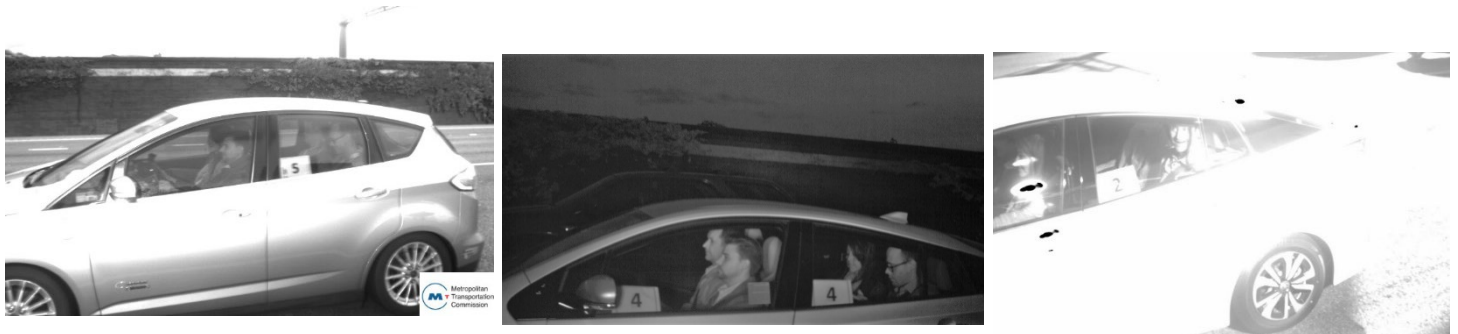
### Verification Method 1: Manual Image Review

**Purpose:** To compare system-declared occupancies against occupancies that have been determined by manually reviewing each image

**How:** Reviewed 440 images per vendor to determine occupancy; image reviews were conducted by MTC and a consultant

**Results:** Of the total number of images reviewed, reviewers were able to determine the occupancies in 76% and 92% of them. Of these images, a comparison of the manually-reviewed occupancies with the system-declared occupancies resulted in a 77% to 89% match rate.

	Range of Results
Able to Determine Occupancy	76% to 92%
Manual Review Matched System-Declared Occupancy	77% to 89%

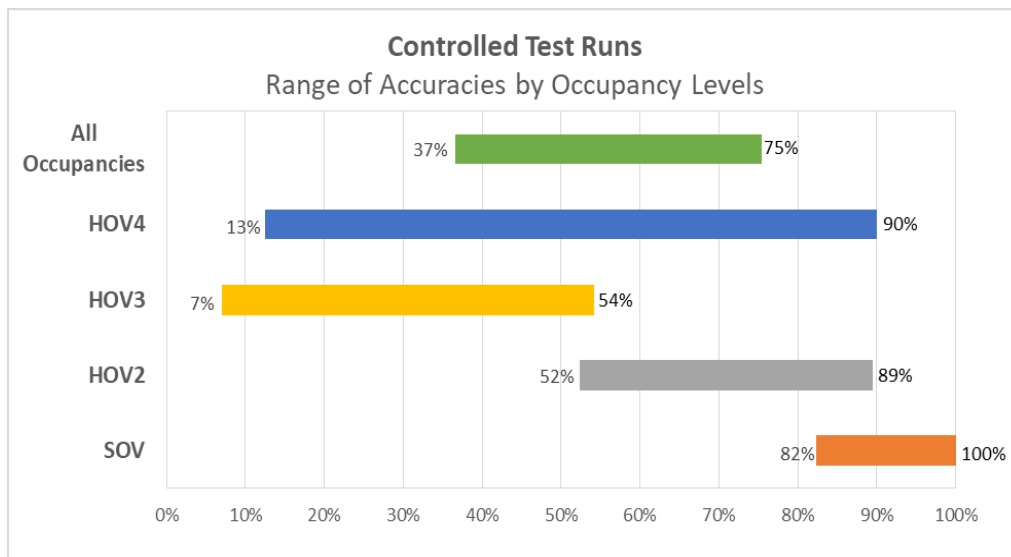


### Method 2: Controlled Test Runs

**Purpose:** To compare system-declared occupancies against known occupancies in control vehicles

**How:** Conducted 70 to 90 test runs per vendor; controlled test runs were performed by MTC, Caltrans, and a consultant

**Results:** In general, the system accuracies increased as the number of occupants decreased, except in the case of HOV4, where the sample size was extremely low. The accuracy rates of all occupancies combined ranged from 37% to 75%.



### **Verification Method 3: Vehicle Count**

**Purpose:** To assess each system's ability to accurately capture every vehicle passing the site

**How:** Vehicle counts were captured using a third-party video camera installed at the site

**Results:** Percent Vehicle Capture rates ranged from 97.3% to 99.5%, which indicates the vendor systems performed well in capturing almost all passing vehicles.



# Automated Vehicle Occupancy Enforcement

MTC Operations Committee  
November 9, 2018



# Camera-based Vehicle Occupancy Detection (VOD) Activities To-Date



May  
2016

Staff  
presents HOV  
violation data  
to Operations  
Committee

Dec  
2016

Commission  
approves  
funding to  
deploy VOD  
pilots

Mar  
2017

Staff issues  
RFQ to  
create VOD  
bench

Jul  
2017

Operations  
Committee  
approves  
VOD bench

Dec  
2017

Staff  
initiates  
discussions  
with VOD  
vendors to  
deploy pilots



Jan/Feb  
2018

MTC prepares  
pilot site  
location

Mar  
2018

VOD  
Vendor #1  
deploys  
pilot

Apr  
2018

VOD  
Vendor #2  
deploys  
pilot

May  
2018

VOD  
Vendor #3  
deploys  
pilot

Jun/Jul  
2018

Staff  
concludes  
VOD pilots  
and analyzes  
results

## Pilot Objectives:

- ✓ Assess system accuracy in determining vehicle occupancy
- ✓ Gain better understanding of VOD technology
- ✓ Inform future decisions for possible full-scale deployment in the Bay Area



# Pilot Site Location

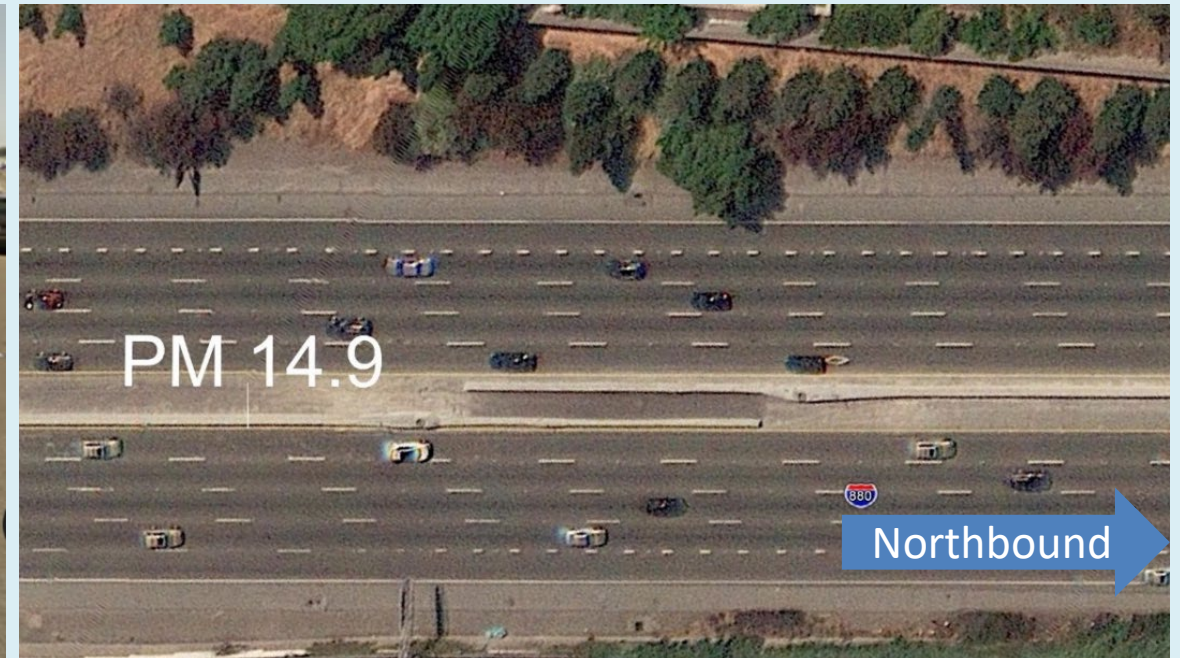
**Freeway:** I-880

**Location:** Between Industrial Parkway and Tennyson Road

**Lane:** Northbound HOV lane

**Occupancy Requirement:** 2 or more persons

**HOV hours:** 5:00-9:00am and 3:00-7:00pm



# Pilot Schedule and Requirements

MARCH	APRIL	MAY
<b>CONDUENT</b>  (formerly Xerox)  HQ in Maryland	 <b>NEC</b>  HQ in Texas	 <b>indra</b>  HQ in Spain

## Pilot Month:

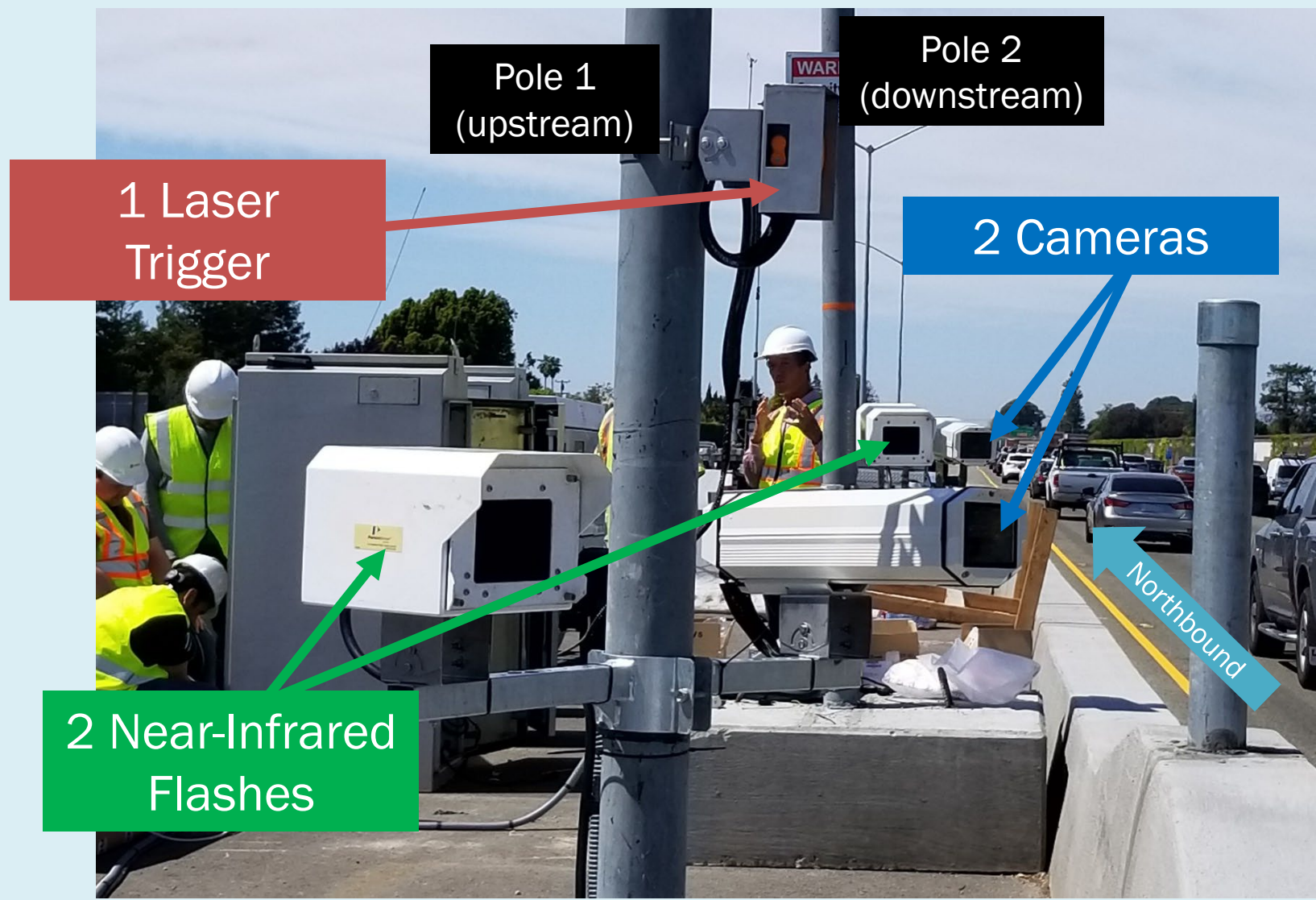
- ✓ Set up VOD system (e.g., cameras, triggers, flashes, processors, etc.)
- ✓ Calibrate and fine-tune system
- ✓ Collect six days of data (10 hours/day)
  - Weekday 5:00-10:00am (HOV hours + 1 extra hour)
  - Weekend 3:00-8:00pm
- ✓ Decommission system and remove all vendor equipment

## Post Pilot Month:

- ✓ Reduce data
- ✓ Submit final report



# Sample VOD System Equipment



System Comparison

System Elements	Conduent	Transcore/ NEC	Indra
Number of Cameras	2	1	2
Number of Near-Infrared Flashes	2	2	2
Number of Laser Triggers	1	1	1

Photo: Indra VOD system

# Vendor-Reported Results

**Overall System Accuracy Rate = 78% to 88%**

System Accuracy Rate = % True Positives + % True Negatives, where:

- % True Positives = Actual SOV, System Accurately Identified as SOV
- % True Negatives = Actual HOV2 (or HOV3+), System Accurately Identified as HOV2 (or HOV3+)
- % False Positives = Actual HOV2 or HOV3+, but System Inaccurately Identified as SOV
- % False Negatives = All Other Inaccurate Occupancy Determinations

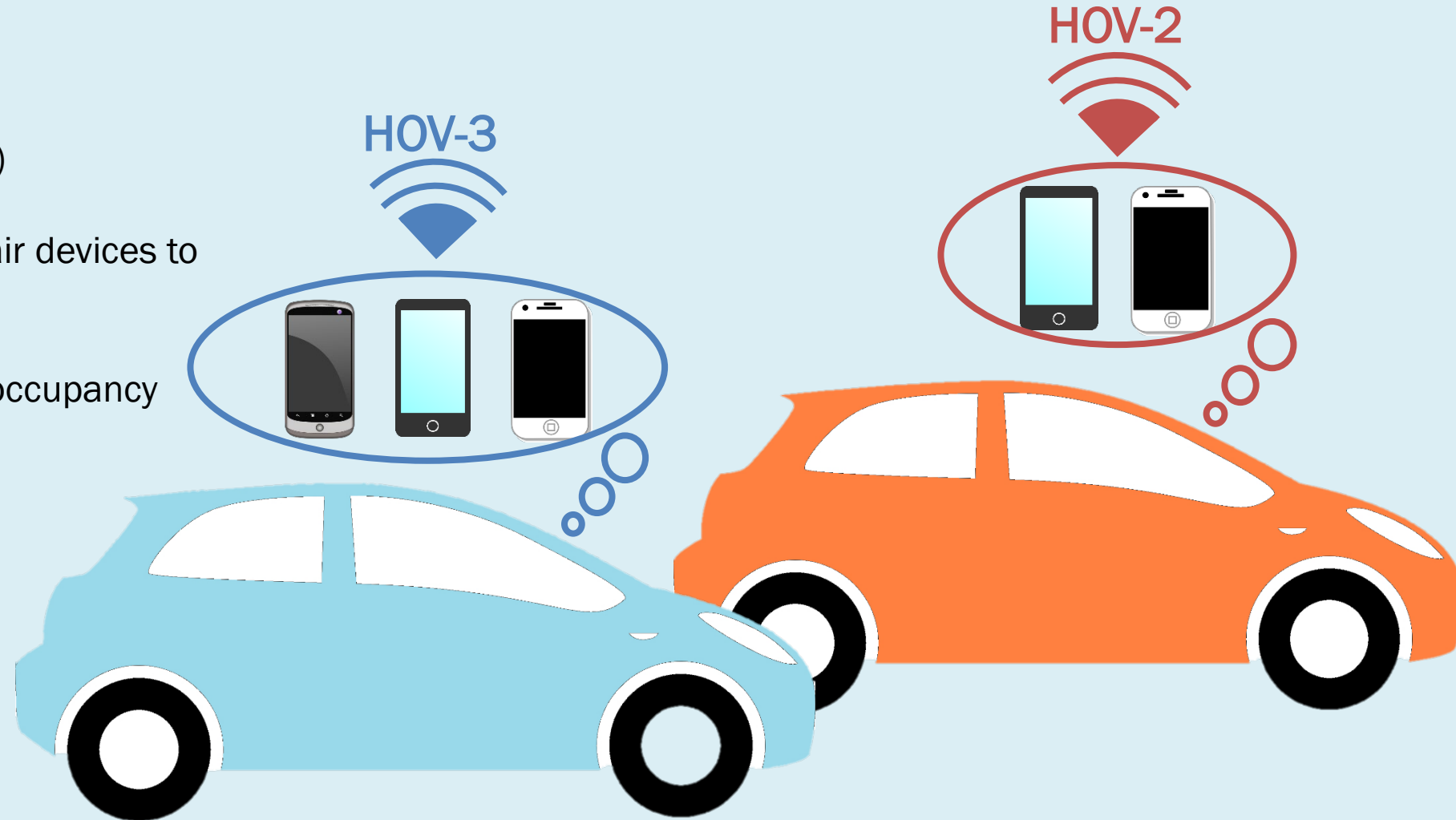
Accurate	System-Declared Occupancy	Actual Occupancy	Range of Results
% True Positives	SOV	SOV	34% to 44%
% True Negatives	HOV	HOV	37% to 48%
Inaccurate	System-Declared Occupancy	Actual Occupancy	Range of Results
% False Positives	SOV	HOV	5% to 6%
% False Negatives	HOV	SOV	7% to 16%

Drivers wrongly identified as potential violators



# App-Based Declaration & Verification

- ✓ Smartphones required (or vendor-provided devices)
- ✓ No self-declaration: apps pair devices to verify vehicle occupancy
- ✓ Data allows for automated occupancy enforcement

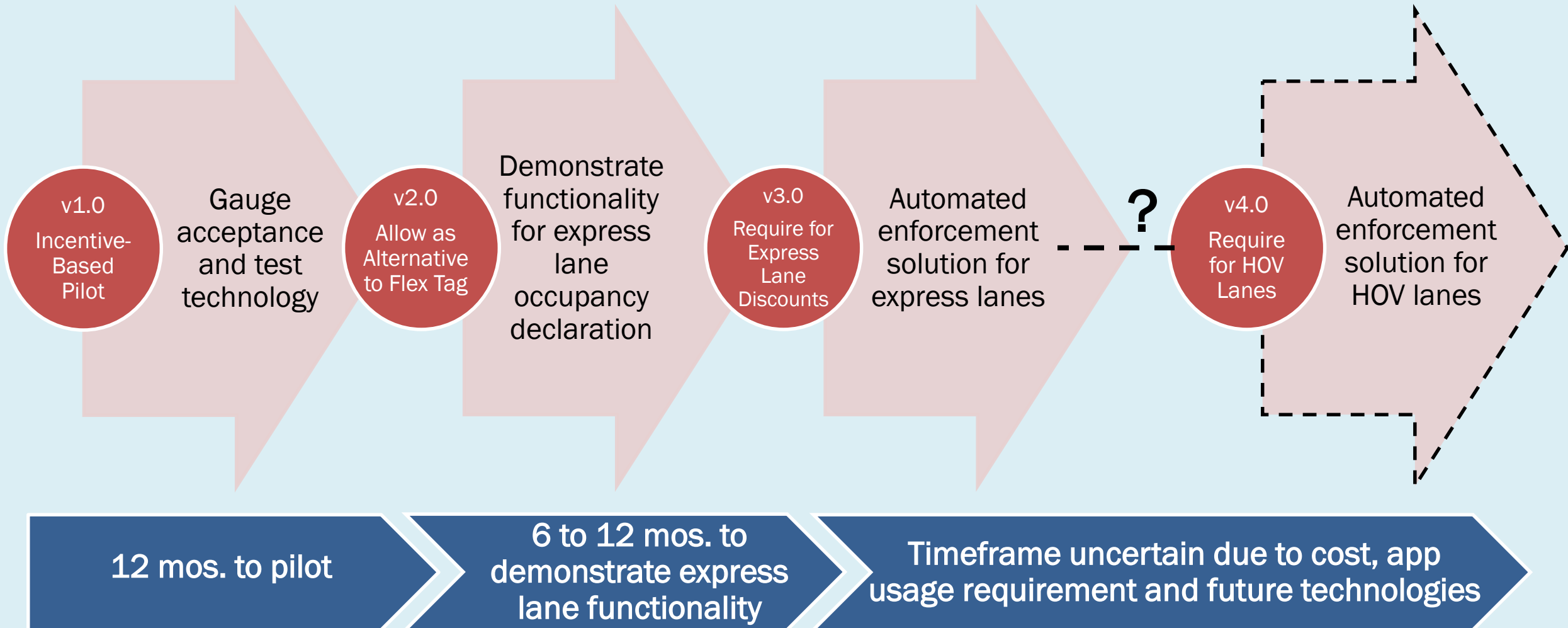


# Why App-Based Declaration & Verification?

- ✓ Less roadside equipment
- ✓ Reduces need for CHP to enforce occupancy in express lanes
- ✓ Replaces switchable toll tags
- ✓ “Smarter” technology with more potential



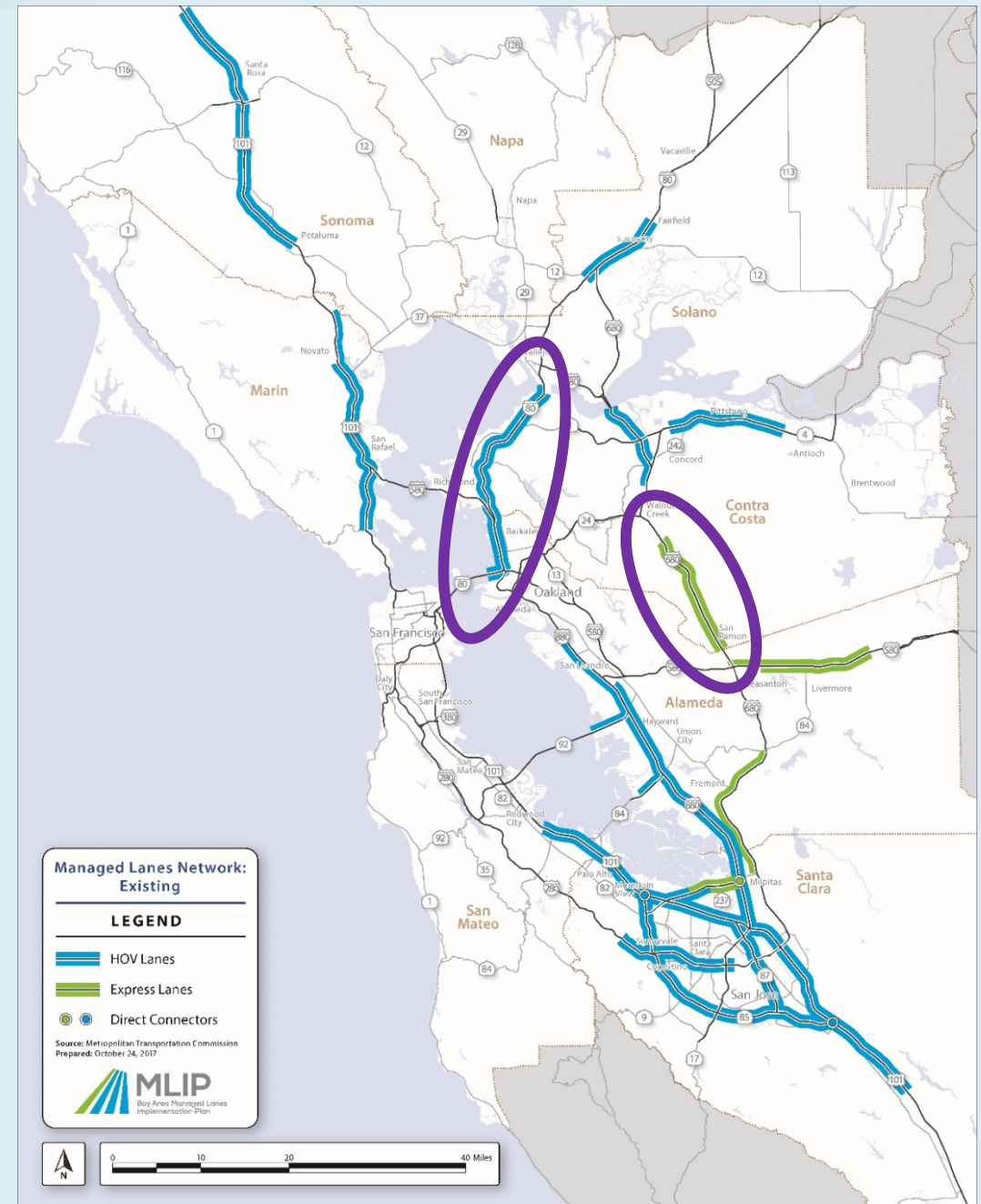
# Potential Path to App Deployment





# App Pilot Concept

1. Target I-80 HOV Corridor and Contra Costa I-680 Express Lanes
2. Incentivize carpools to use the app
3. Collect data and evaluate





# Next Steps

- ✓ Issue a Request For Information this Fall.
- ✓ Procure and pilot an app-based system.
- ✓ Share pilot findings with this Committee.

