



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

## Meeting Agenda

### Bay Area Toll Authority

*Jake Mackenzie, Chair    Scott Haggerty, Vice Chair*

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Wednesday, February 27, 2019

1:30 PM

Board Room – 1st Floor

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**\*\*\* PLEASE NOTE MEETING DATE AND 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 1:30 p.m.

#### 1. Roll Call/Confirm Quorum

*Quorum: A quorum of this Authority shall be a majority of its voting members (10).*

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement (Secretary)

#### 4. Chair's Report (Mackenzie)

#### 5. Consent Calendar

- 5a. [19-0084](#) Minutes of the January 23, 2019 meeting

Action: Authority Approval

Attachments: [5a 01-23-2019 BATA Draft Meeting Minutes.pdf](#)

#### Committee Reports

#### 6. BATA Oversight Committee (Worth)

**6a.**     [19-0075](#)     Resilient SR 37 Program Memorandum of Understanding

A request for approval of an MOU between BATA, Caltrans, and the four North Bay Congestion Management Agencies that defines roles and responsibilities for delivering the Resilient SR 37 Program to address flooding, congestion, and sea level rise adaptation in corridor.

**Action:**             Authority Approval

**Presenter:**        Ashley Nguyen

**Attachments:**     [6a BATAO-3b Resilient SR37 Program MOU.pdf](#)

**6b.**     [19-0071](#)     Commercial Lease Extension - 375 Beale Street, Suites 200A and 300C:  
Bay Area Headquarters Authority - FasTrak® Regional Customer Service  
Center (estimated at \$4,200,000)

A request for authorization to enter into an extension of the lease agreement (the BATA Lease) with the Bay Area Headquarters Authority (BAHA) for the FasTrak® Regional Customer Service Center (CSC) space.

**Action:**             Authority Approval

**Presenter:**        Andrew Fremier

**Attachments:**     [6b BATAO-3c FasTrak CSC Lease Extension.pdf](#)

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

The next meeting of the Bay Area Toll Authority will be held on March 27, 2019, at 9:30 a.m. in the Board Room at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

**Public Comment:** The public is encouraged to comment on agenda items at Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority 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 Authority 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:** Authority 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 Authority 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 Authority. Actions recommended by staff are subject to change by the Authority.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0084      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Consent  
**File created:** 1/25/2019      **In control:** Bay Area Toll Authority  
**On agenda:** 2/27/2019      **Final action:**  
**Title:** Minutes of the January 23, 2019 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [5a\\_01-23-2019\\_BATA\\_Draft\\_Meeting\\_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the January 23, 2019 meeting

**Recommended Action:**  
Authority Approval



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

## **Meeting Minutes**

### **Bay Area Toll Authority**

*Jake Mackenzie, Chair    Scott Haggerty, Vice Chair*

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**Wednesday, January 23, 2019**

**9:30 AM**

**Board Room – 1st Floor**

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#### **Call Meeting to Order**

#### **1. Roll Call/Confirm Quorum**

- Present:** 16 - Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Vice Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Chair Mackenzie, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth
- Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

Non-Voting Commissioners Present: Commissioner Giacomini and Commissioner Tavares

Non-Voting Commissioner Absent: Commissioner Azumbrado

#### **2. Pledge of Allegiance**

#### **3. Compensation Announcement**

#### **4. Chair's Report (Mackenzie)**

#### **5. Consent Calendar**

Approval of the Consent Calendar

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

- Aye:** 13 - Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Vice Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Chair Mackenzie, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

- Absent:** 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Liccardo and Commissioner Schaaf

**5a.**     [19-0001](#)     Minutes of the December 19, 2018 meeting

**Action:** Authority Approval

## 6. Authority Approval

- 6a. [18-1101](#) Amendment to FY 2018-19 Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan: BATA Resolution No. 124 Revised and BATA Resolution No 72, Revised

A request for the Authority to approve BATA Resolutions No. 124, Revised and No. 72, Revised to update the Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan for the Toll Bridge Seismic Retrofit, Toll Bridge Rehabilitation and Regional Measure 3 programs, and to make other project updates.

**Action:** Authority Approval

**Presenter:** Peter Lee

**Upon the motion by Commissioner Worth and the second by Commissioner Spering, the Authority unanimously adopted BATA Resolution No. 124, Revised and No. 72, Revised authorizing updates to the Toll Bridge Program Operating and Capital Budgets and BATA Long Range Plan. The motion carried by the following vote:**

- Aye:** 13 - Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Vice Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Chair Mackenzie, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Spering and Commissioner Worth
- Absent:** 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Kim, Commissioner Liccardo and Commissioner Schaaf

- 6b.**     [18-1039](#)     FasTrak® Toll Tags - Toll Tag Vendor Bench: Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP.
- i.    Purchase Order - Internal FasTrak® Toll Tags: Kapsch Traffic Com USA Inc. (\$12,740,000); and
  - ii.   Purchase Order - External FasTrak® Toll Tags: Neology, Inc. (\$171,000)

A request for the Authority to approve a pre-qualified vendor bench including Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP to provide 6C FasTrak® toll tags for toll bridges and express lanes customers; a request to approve a purchase order with Kapsch Traffic Com USA Inc. to purchase 1,225,000 internal 6C FasTrak® toll tags for FY 2018-19 and FY2019-20; and a purchase order with Neology, Inc. to purchase 15,000 external 6C FasTrak® toll tags for FY 2018-19 and FY 2019-20.

**Action:** Authority Approval

**Presenter:** Beth Zelinski / Andrew Fremier

Greg Hayes of Strategies 360 and on behalf of Neology, Inc. was called to speak.

**Commissioners Glover, Kim, and Liccardo arrived during the discussion for agenda item 6b.**

**Upon the motion by Commissioner Cortese and the second by Commissioner Worth, the Authority unanimously approved a pre-qualified vendor bench including Kapsch TrafficCom USA, Inc., Neology, Inc., Star Systems International, Ltd., and TransCore, LP to provide 6C FasTrak® toll tags for toll bridges and express lanes customers; and a purchase order with Kapsch Traffic Com USA Inc. to purchase 1,225,000 internal 6C FasTrak® toll tags for FY 2018-19 and FY 2019-20; a purchase order with Neology, Inc. to purchase 15,000 external 6C FasTrak® toll tags for FY 2018-19 and FY 2019-20; and directed staff to come back to the Authority in two months time with a recommendation on how to structure a California Preference Program, and if feasible, to reprocur 6C FasTrak® toll tags based on the preference for follow-on purchases. The motion carried by the following vote:**

**Aye:** 16 - Commissioner Aguirre, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Glover, Vice Chair Haggerty, Commissioner Halsted, Commissioner Josefowitz, Commissioner Kim, Commissioner Liccardo, Chair Mackenzie, Commissioner Pedroza, Commissioner Pierce, Commissioner Slocum, Commissioner Sperling and Commissioner Worth

**Absent:** 2 - Commissioner Dutra-Vernaci and Commissioner Schaaf

## 7. Public Comment / Other Business

### **8. Adjournment / Next Meeting**

The next meeting of the Bay Area Toll Authority will be held on February 27, 2019, at 9:30 a.m. in the Board Room at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0075      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Authority Approval  
**File created:** 1/18/2019      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 2/13/2019      **Final action:**  
**Title:** Resilient SR 37 Program Memorandum of Understanding

A request for approval of an MOU between BATA, Caltrans, and the four North Bay Congestion Management Agencies that defines roles and responsibilities for delivering the Resilient SR 37 Program to address flooding, congestion, and sea level rise adaptation in corridor.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6a BATAO-3b Resilient SR37 Program MOU.pdf](#)  
[3b Resilient SR37 Program MOU.pdf](#)

Date	Ver.	Action By	Action	Result
2/13/2019	1	Bay Area Toll Authority Oversight Committee		

**Subject:**  
Resilient SR 37 Program Memorandum of Understanding

A request for approval of an MOU between BATA, Caltrans, and the four North Bay Congestion Management Agencies that defines roles and responsibilities for delivering the Resilient SR 37 Program to address flooding, congestion, and sea level rise adaptation in corridor.

**Presenter:**  
Ashley Nguyen

**Recommended Action:**  
Authority Approval



BAY AREA TOLL AUTHORITY  
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: BATA Oversight Committee

DATE: February 6, 2019

FR: Executive Director

W. I. 1237

RE: Resilient SR 37 Program Memorandum of Understanding

This memorandum requests that the Committee refer a Memorandum of Understanding (MOU) with the California Department of Transportation (Caltrans), Solano Transportation Authority, Sonoma County Transportation Authority, Napa Valley Transportation Authority, and Transportation Authority of Marin to deliver the Resilient SR 37 Program to the Authority for approval.

### **Background**

The 21-mile State Route 37 traverses along the northern shore of San Pablo Bay from US 101 in Novato, Marin County to Interstate 80 in Vallejo, Solano County – making it California’s northernmost east-west link between US 101 and Interstate 5 (via I-80 and I-505).

In late 2015, the four North Bay Congestion Management Agencies (CMAs) executed an MOU to develop an expedited transportation/sea level rise implementation strategy for SR 37. In 2016, the SR 37 Executive Steering Committee (ESC) comprised of the CMA executive directors requested planning funds from MTC to develop a SR 37 Corridor Project Study Report or its equivalent. Thereafter, MTC staff began to work collaboratively with the CMAs to develop a scope of work for an engineering study (which we refer to as a Design Alternative Assessment (DAA)) to better understand the conditions, constraints and opportunities for the SR 37 corridor.

Following a competitive procurement in early 2017, MTC entered into a contract with Kimley Horn & Associates with AECOM as a subconsultant to prepare the DAA. Kimley-Horn and AECOM subsequently prepared (1) a SR 37 Transportation and Sea Level Rise Corridor Improvement Plan that recommended near, mid and long-term improvement strategies, (2) identified the mid-section (Segment B) between SR 121 and Mare Island as the priority segment, and (3) conducted an alternative assessment of design options for Segment B. Funded by Caltrans, the North Bay agencies conducted public outreach via open houses and focus groups on the corridor plan and Segment B design options. MTC added consultant funding to engage resource and permitting agencies and environmental conservation organizations in the Segment B alternatives analysis. In 2018, MTC, Caltrans, and the North Bay CMAs staffs and consultants ultimately prepared a Caltrans-required engineering document called a Project Initiation Document (PID) to state the purpose and need, scope the project, and assess costs, schedule and risks for SR 37 Segment B. Caltrans approved and signed the PID in late December 2018. The next phase of work for Segment B is environmental review.

In November 2018, the SR 37 Policy Committee – which was comprised of MTC, Caltrans, and North Bay CMAs executive staff and board members – unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the Metropolitan Transportation Commission for funding consideration under Regional Measure 3, as follows: \$15 million to STA for Segment C-Fairgrounds Interchange, \$20 million to SCTA for Interim Segment B Environmental and Design Phases, \$4 million to SCTA for Environmental Phase for SR 37/121 improvements, \$3 million to TAM for Segment A levee study, and \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements. It has been determined that BATA, in place of MTC, should now lead the delivery of the Resilient SR 37 program.

#### **Resilient SR 37 Program MOU**

BATA, Caltrans, and the four North Bay CMAs wish to enter into an MOU to formalize the partnership and organize the delivery of the SR 37 Program. Key MOU elements are as follows:

- The organizational structure for the delivery of the SR 37 Program is as follows:
  - BATA, Caltrans, SCTA and TAM are assigned to and have purview over Segment A (US 101 to SR 121);
  - BATA, Caltrans, SCTA, STA and NVTA are assigned to and have purview over Segment B (Sears Point to Mare Island Bridge); and
  - BATA, Caltrans, and STA are assigned to and have purview over Segment C (Mare Island Bridge to I-80).
- The intention is to seek legislation for the segment of SR 37 from Sears Point to Mare Island to become a State-owned bridge, joining the toll bridge financial enterprise administered by BATA.
- The SR 37 Policy Committee, ESC and Project Leadership Team (PLT) continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual party would be targeted and applicable to the project segment for which that party is assigned.
- A Corridor Director to be designated by BATA will serve as staff to the ESC and may serve the SR 37 Policy Committee.

A draft of the MOU is attached to this memorandum as Attachment A.

#### **Recommendation**

Staff recommends that this Committee refer a Memorandum of Understanding (MOU) with Caltrans, Solano Transportation Authority, Sonoma County Transportation Authority, Napa Valley Transportation Authority, and Transportation Authority of Marin to deliver the Resilient SR 37 Program to the Authority for approval and authority for the Chair to negotiate and enter into the MOU in substantially the form as Attachment A.



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Steve Heminger

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Attachment

J:\COMMITTEE\BATA Oversight\2019\02 Feb'2019 BATA Oversight\3b\_1-Resilient\_SR37\_Program\_MOU\_Memo.docx

MEMORANDUM OF UNDERSTANDING  
for  
THE RESILIENT STATE ROUTE 37 PROGRAM  
between  
BAY AREA TOLL AUTHORITY  
CALIFORNIA DEPARTMENT OF TRANSPORTATION  
SOLANO TRANSPORTATION AUTHORITY  
SONOMA COUNTY TRANSPORTATION AUTHORITY  
TRANSPORTATION AUTHORITY OF MARIN  
NAPA VALLEY TRANSPORTATION AUTHORITY

This Memorandum of Understanding (MOU) is entered into and effective as of the last date written below between the Bay Area Toll Authority (“BATA”), California Department of Transportation District 4 (“Caltrans”), the Solano Transportation Authority (“STA”), the Sonoma County Transportation Authority (“SCTA”), Transportation Authority of Marin (“TAM”) and Napa Valley Transportation Authority (“NVTa”) (referred to herein collectively as the “Parties” or individually as a “Party”), to cooperatively determine their mutual responsibilities in delivering the Resilient State Route 37 Program (“Program”).

Recitals

1. The Resilient SR 37 Program aims to address resiliency of transportation infrastructure to sea level rise and flooding, traffic congestion, and opportunities for ecological enhancements, transit, multimodal use and public access along the SR 37 corridor from I-80 to US 101. The Program includes near- and longer-term improvements for a majority of the 20-mile corridor, including the long-term sea level rise vulnerability of a number of low-lying areas throughout the corridor.
2. The SR 37 Policy Committee, Executive Steering Committee (“ESC”) and the Project Leadership Team (“PLT”) currently have varying roles and responsibilities in the development and delivery of the Program. The SR 37 Policy Committee, composed of Executive Directors and Board Members representing BATA, Caltrans, STA, SCTA, TAM, and NVTa, provides policy oversight and dispute resolution to the respective staffs. The Executive Directors of BATA, Caltrans, STA, SCTA, TAM, and NVTa serve on the ESC to provide strategic direction to the Policy Committee and PLT. The Directors and their staffs of BATA, Caltrans, STA, SCTA, TAM, and NVTa participate in the PLT to vet technical, policy, and other related project issues and elevate them as appropriate to the ESC.
3. The BATA, Caltrans, STA, SCTA, TAM and NVTa completed a SR 37 Transportation and Sea Level Rise Corridor Improvement Plan that identified Segment B between and including Sears Point to the Mare Island Bridge (referred to herein as the “Segment B”) as the highest priority. On November 2, 2017, the SR 37 Policy Committee confirmed that Segment B is the priority segment. Subsequently, BATA, STA, SCTA, TAM and NVTa prepared a Project Initiation Document (PID)

for Segment B improvements and submitted it to Caltrans for review and approval. Caltrans approved this PID on December 28, 2018.

4. On November 8, 2018 the SR 37 Policy Committee unanimously approved a funding plan and authorized the applicable sponsor(s) to submit Initial Project Reports to the Metropolitan Transportation Commission for funding consideration under Regional Measure 3, as follows: \$15 million to STA for Segment C-Fairgrounds Interchange, \$20 million to SCTA for Interim Segment B Environmental and Design Phases, \$4 million to SCTA for Environmental Phase for SR 37/121 improvements, \$3 million to TAM for Segment A levee study, and \$58 million to SCTA and TAM for Ultimate Segment A and Segment B improvements.
5. The Parties wish to organize the delivery of the SR 37 Program wherein:
  - a. BATA, Caltrans, SCTA and TAM is assigned to and have purview over Segment A (US 101 to SR121);
  - b. BATA, Caltrans, SCTA, STA and NVTA is assigned to and have purview over Segment B (Sears Point to Mare Island Bridge); and
  - c. BATA, Caltrans, and STA is assigned to and have purview over Segment C (Mare Island Bridge to I-80).

The SR 37 Policy Committee, ESC and PLT continue to perform the same roles and responsibilities except for the technical work, discussions, actions and decisions of the individual Party would be targeted and applicable to the project segment for which that Party is assigned.

6. The Parties commit to continue to make progress on the delivery of the priority Segment B interim and ultimate projects, while also performing feasibility studies, environmental studies, PIDs, and related studies with the goal of coordinating the longer-term delivery of the SR 37 Program.
7. A Party intends to seek legislation to amend Section 30910 of the Streets & Highway Code for the Sears Point-Mare Island Bridge to become a State-owned bridge, joining the toll bridge financial enterprise administered by BATA.
8. The Parties acknowledge the likely need for funding above and beyond toll bridge enterprise funding administered by BATA, and as such, intend to develop a financing and funding plan consisting of other traditional and untraditional funding sources to deliver the Program.
9. The Parties wish to work cooperatively to deliver the Program by exploring alternative project delivery methods (including, but not limited to, Design Build contracts), early environmental enhancements, and traditional and non-traditional funding and partnerships.

I. Term

The term of this MOU shall commence when fully executed, and unless amended earlier, shall terminate at a date agreed upon by the Parties.

II. SR 37 Program Delivery Organization

A. Executive Steering Committee (ESC)

1. Role

The ESC shall guide the identification, development, funding plan and implementation of projects to improve State Route 37. The ESC will select a Chairperson. The Chairperson will rotate between the members every two years. The Chairperson shall preside over the meetings of the ESC and shall perform all other duties incident to the position or as assigned to her or him by the ESC.

2. Members

- a. Executive Director, BATA (or designee)
- b. District 4 Director, Caltrans (or designee)
- c. Executive Director, STA (or designee)
- d. Executive Director, SCTA (or designee)
- e. Executive Director, TAM (or designee)
- f. Executive Director, NVTA (or designee)

3. Assignment

- a. Segment A: BATA, Caltrans, SCTA, TAM
- b. Segment B: BATA, Caltrans, SCTA, STA, NVTA
- c. Segment C: BATA, Caltrans, STA

4. Responsibilities

- a. Approve implementation and funding plan(s), which may include one or more projects.
- b. Define agency roles and responsibilities for individual projects, including project managers.
- c. Approve the scope, schedule, budget and funding plan for individual projects within funding levels approved by the BATA or other funding agencies, as applicable.
- d. Oversee overall project progress and reporting of project status, risk assessments, costs and schedule.
- e. Advise the BATA on contract matters.
- f. Review and approve project staffing plans.

5. Decision-making

The ESC will endeavor to make decisions on a consensus basis. To ensure public accountability, transparency and public disclosure, the decisions will be documented.

6. Meetings

Regular meetings of the ESC shall be held quarterly as otherwise determined by the ESC. Notice shall include an agenda of items on which the ESC will take action. Each member of the ESC has the right to place a matter on the ESC's agenda for consideration. Meetings to be rotated between BATA, Caltrans, STA, SCTA, NVTA, TAM offices or at a location determined by the ESC.

B. Corridor Director of the ESC

1. The Corridor Director serves as staff to the ESC, represents all ESC members and works directly with member agency Executive Directors and their staffs.
  - a. BATA will select, with the ESC, and employ the Corridor Director.
  - b. BATA reserves the right to make decisions regarding hiring, promotion, termination, compensation, and removal of the Corridor Director, in consultation with the ESC.
  - c. The Corridor Director may serve the SR37 Corridor Policy Committee in a similar capacity.
2. Responsibilities

The Corridor Director shall work with the Project Leadership Team, collaborate and provide direction to the project managers, as appropriate, to

  - a. Develop a implementation plan(s) and funding plan(s), including delivery methods
  - b. Develop the scope, schedule, budget and funding plan for individual projects.
  - c. Report regularly to the ESC on project status, risks assessments, change, costs and schedule.
  - d. Develop project staffing plans.
  - e. Prepare agendas for ESC meetings.
  - f. Deliver progress reports to and consult with the SR 37 Corridor Policy Committee.
  - g. Deliver progress reports to ESC and Policy Committee.
  - h. Provide oversight and direction to project managers.

The Corridor Director will also advise the SR37 Corridor Policy Committee on the SR 37 program.

C. Project Leadership Team

1. Role

The ESC hereby establishes a Project Leadership Team (PLT) that shall assist the ESC in the performance of its duties. The members of the PLT shall advise the Corridor Director on matters that are to be brought before the ESC.

2. Members

- a. Deputy Executive Director, Operations, BATA (or designee)
- b. Chief Deputy Director, Caltrans District 4 (or designee)
- c. Deputy Executive Director/Director of Projects, STA (or designee)
- d. Director of Projects and Programming, SCTA (or designee)
- e. Principal Project Delivery Manager, TAM (or designee)
- f. Director of Programs, Projects and Planning, NVTA (or designee)

3. Assignment

- a. Segment A: BATA, Caltrans, SCTA, TAM
- b. Segment B: BATA, Caltrans, SCTA, STA, NVTA
- c. Segment C: BATA, Caltrans, STA

4. Responsibilities

The PLT shall assist the Corridor Director and ESC in the performance of their duties for their assigned segments by

- a. Developing a implementation plan(s) and funding plan(s)
- b. Developing the scope, schedule, budget and funding plan for individual projects.
- c. Reviewing cost estimates, risk assessments, and cash flow requirements.
- d. Reviewing project status, scope and budgets, expenditures, staffing and contractor services to anticipate, identify, evaluate, and report to the Corridor Director concerning any project issues.
- e. Developing project staffing plans and structures.
- f. Preparing other project related reports for ESC review.
- g. Performing such other assignments as appropriate.

5. Meetings

The PLT will meet on an as-needed basis as determined necessary by the members or by the Corridor Director.

### III. GENERAL

**A. Integration Clause**

This Agreement constitutes the complete and entire understanding among the Committee Members.

**B. Amendments**

This Agreement may be amended in writing from time to time upon agreement of the Committee Members.



### C. Counter Parts

This Agreement may be executed in counterparts, each one of which will be an original or the equivalent thereof.

## D. Miscellaneous

This Agreement is intended solely as a guide to the obligations, intentions and policies of the Committee Members. It does not constitute an authorization for funding a project nor does it constitute a legally binding agreement amongst the Agencies.

IN WITNESS WHEREOF, the Parties hereto have agreed to this Agreement on the date opposite their respective names.

\_\_\_\_\_/\_\_\_\_\_  
 Jake Mackenzie Date  
 Chair  
 Metropolitan Transportation Commission/Bay Area Toll Authority

		/
Tony Tavares		Date
District 4 Director		
Caltrans		

Harry Price	/	Date
Chair		
Solano Transportation Authority		

\_\_\_\_\_/\_\_\_\_\_  
Mark Landman Date  
Chair  
Sonoma County Transportation Authority

BATA/Caltrans/STA/SCTA/TAM/NVTA  
Memorandum of Understanding  
Resilient SR 37 Program

\_\_\_\_\_/\_\_\_\_\_  
Date  
Chair  
Transportation Authority of Marin

\_\_\_\_\_/\_\_\_\_\_  
Date  
Chris Canning  
Chair  
Napa Valley Transportation Authority

# RESILIENT SR 37 PROGRAM

*Integrating transportation, ecology, and  
sea level rise adaptation into a more resilient SR 37*



BATA Oversight Committee  
February 13, 2019

Image: San Pablo Bay National Wildlife Refuge, USFWS



AECOM

Kimley»Horn



**RESILIENTSR37**





## ONE VISION, ONE PROGRAM



Sea Level  
Rise



Ecological  
Restoration &  
Conservation



Multimodal  
Corridor



Access to  
Baylands

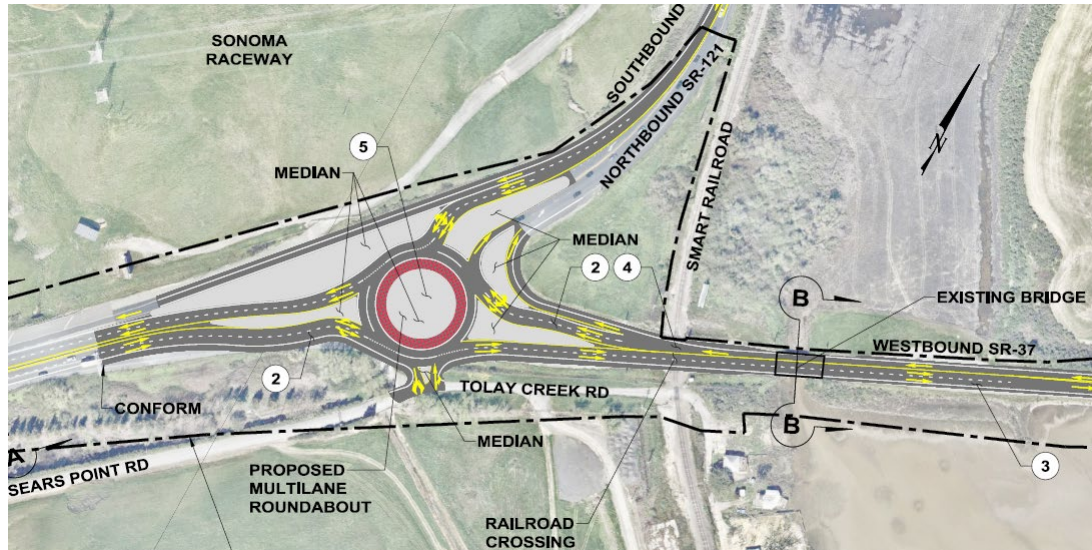


Equity

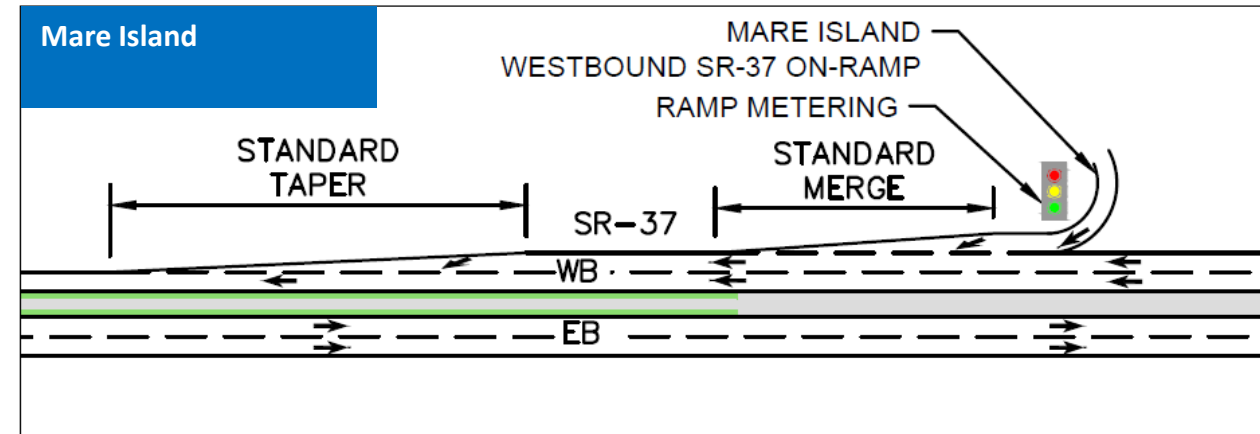
**RESILIENTSR37**



# NEAR-TERM OPERATIONAL EFFICIENCY IMPROVEMENTS (DELIVER IN 3-5 YEARS)

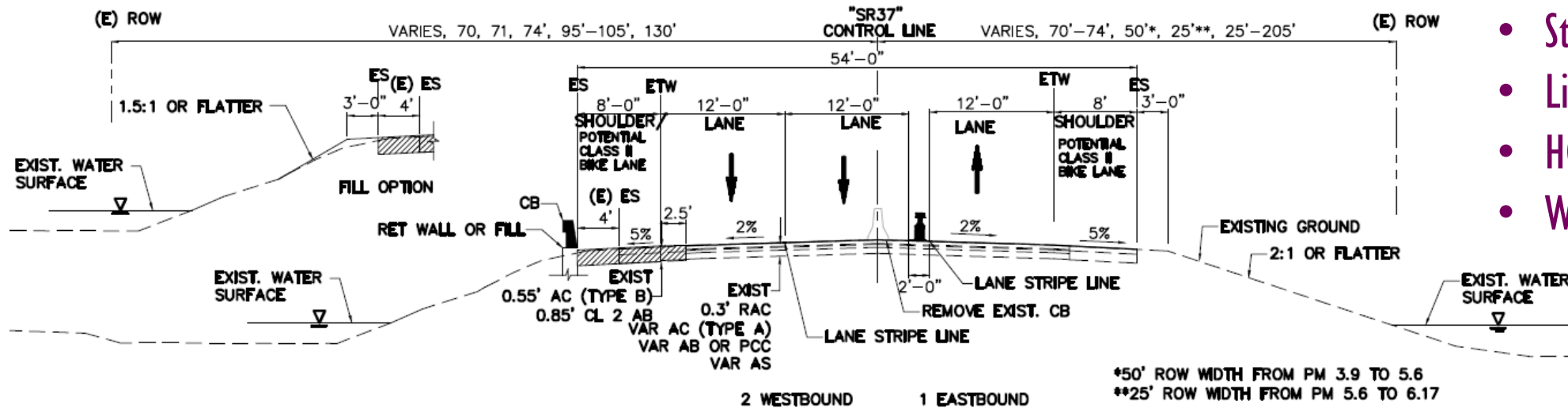
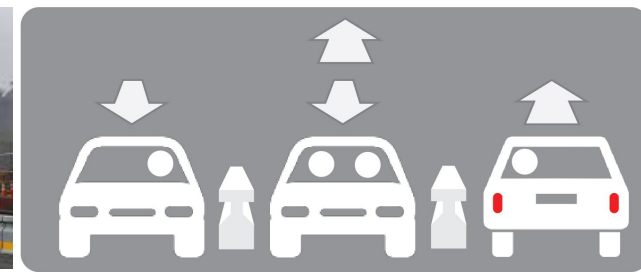


SR 121 Intersection Improvements and  
Eastbound Lane Drop Extension

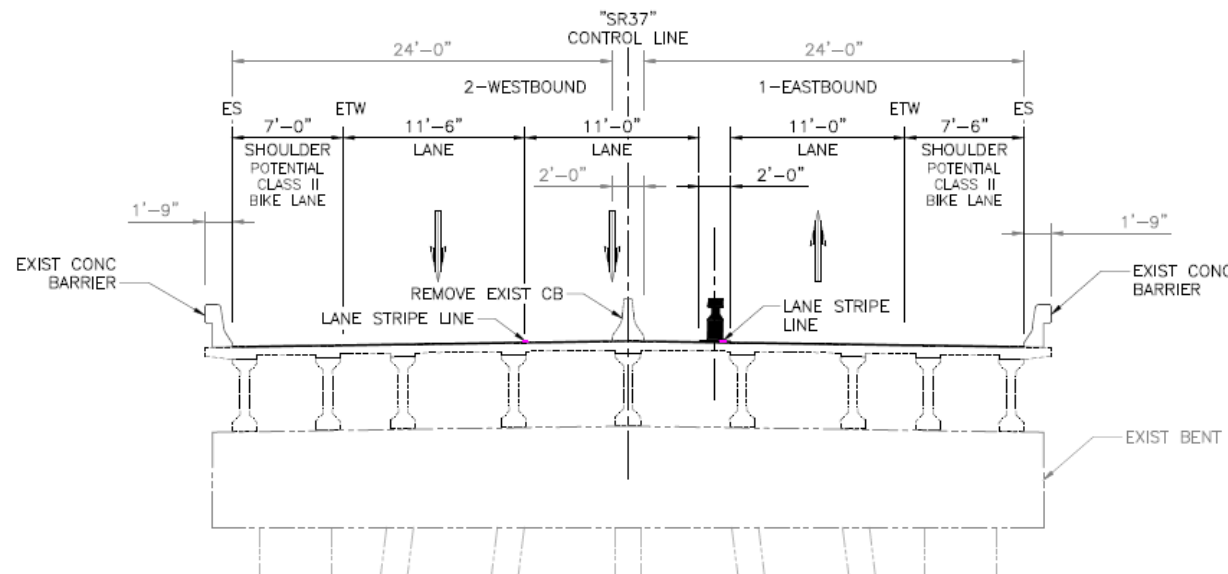


Mare Island Interchange Westbound Lane  
Drop Extension and Ramp Metering

# SEGMENT B INTERIM CONGESTION RELIEF OPTION A: 3-LANE CONTRA-FLOW WITH MMB



- Standard geometry
- Limited widening
- HOV/Managed Lane
- Widen Tolley Creek Bridge



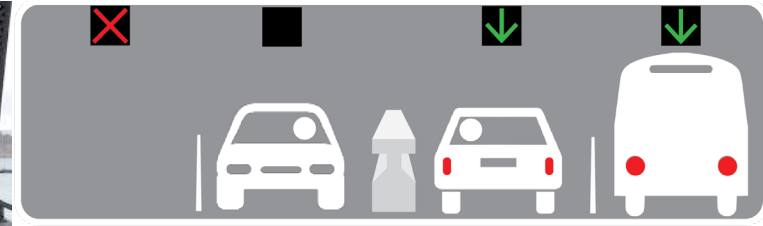
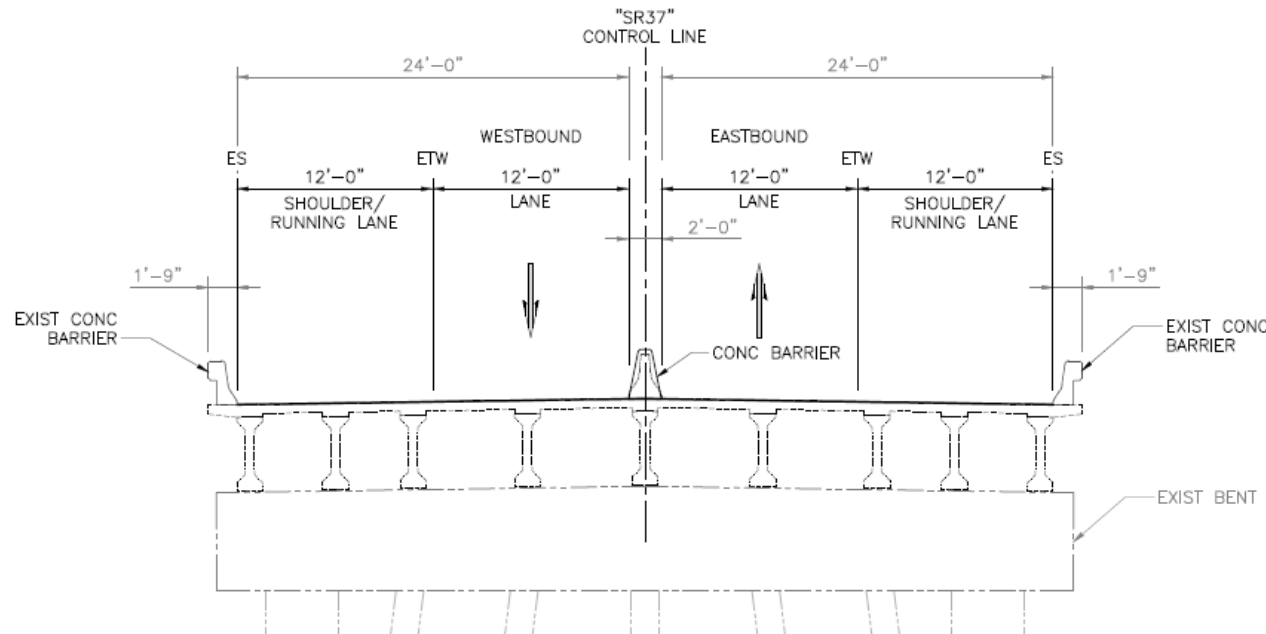
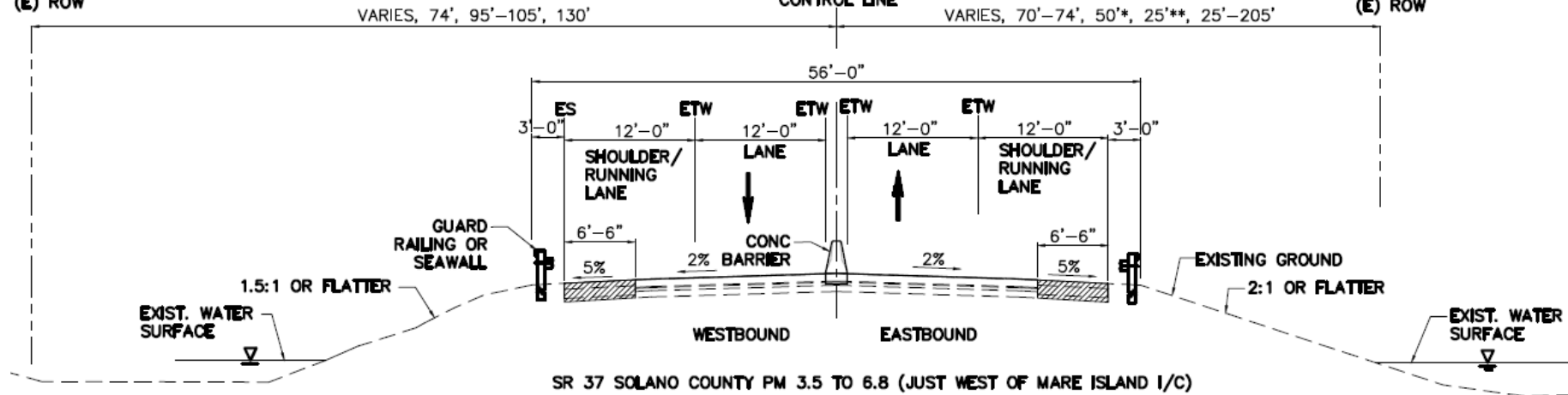
**RESILIENTSR37**

# SEGMENT B INTERIM CONGESTION RELIEF OPTION B: 4-LANE HIGHWAY



■ MEDIAN BARRIER

(E) ROW



- Standard Lane width
- Part-Time or Regular Full Time 3<sup>rd</sup> and/or 4<sup>th</sup> Lanes Using Shoulders
- HOV/Managed Lanes
- 12' outside shoulder and No Inside Shoulder during Non-Peak Periods
- Widening of Tolay Creek Bridge
- Need mitigation for bicycles during Peak Periods

**RESILIENTSR37**

# DELIVERY OF SEGMENT B INTERIM CONGESTION RELIEF PROJECT



Phase	Draft Estimated Completion Date	Draft Estimated Cost
Project Approval & Environmental Document (PA&ED)	2022	\$8M
Final Design (PS&E)	2022	\$12M
Right-of-Way (ROW)	N/A (Within Existing ROW)	
Construction	Late 2025	\$80M to \$130M
Total	7 Years	\$100M - \$150M

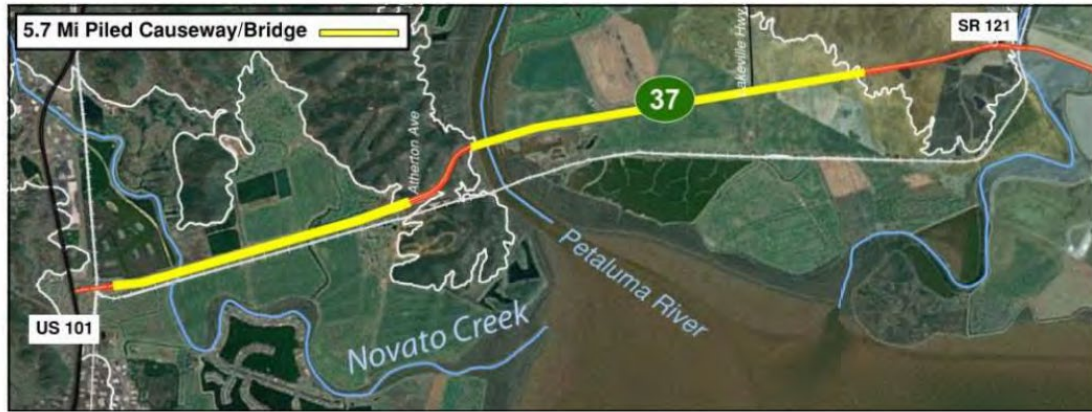
Costs shown in 2018 \$ for alternatives on existing alignment. Schedule assumes environmental phase to start in early 2019.



# SEGMENT A SLR ADAPTATION PROJECT CONCEPTS



## Alt 1: Elevated Structure Design






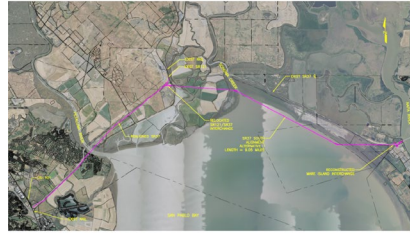

## Alt 2: Hybrid Design



TAM is working on a funded Phase 1 study of Sea level Rise impacts on Segment A1. Phase 2 of that study will look at levee protection alternatives in Segments A1 and A2. This work will be used for possible interim improvements as well as in the ultimate project (A+B) CEQA/NEPA phase.

# SEGMENT B ULTIMATE SLR ADAPTATION PROJECT — ALTERNATIVES ASSESSMENT SUMMARY



Alternatives	1. Current Alignment Hybrid Existing	2. Current Alignment Causeway	3. Northern Alignment	4. Southern Alignment 1 (Shoreline)	5. Southern Alignment 2 (San Pablo Bay)
					
<b>Key Takeaways</b>	<ul style="list-style-type: none"> <li>• Lowest travel times for Segment B, no increase in daily VMT</li> <li>• Less right of way (ROW) acquisition</li> <li>• Similar GHG emissions compared to existing</li> <li>• Hybrid results in greater biological resources and hydrology impacts</li> <li>• Minimizes impacts to existing land uses</li> <li>• Favored by focus groups</li> </ul>		<ul style="list-style-type: none"> <li>• Longest travel times, increase in daily VMT</li> <li>• Highest ROW acquisition</li> <li>• Avoids coastal areas, but transects more habitats</li> <li>• Potential impacts to cultural resources</li> <li>• Potential to induce growth</li> <li>• Decreases public access</li> <li>• Disliked by focus groups</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts similar to Hybrid Existing and Causeway Existing</li> <li>• Impacts primarily offshore habitats</li> <li>• Decreases public access</li> <li>• Disliked by focus groups</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest travel times for entire corridor</li> <li>• Results in induced demand</li> <li>• High right of way acquisition</li> <li>• Impacts offshore habitats</li> <li>• Potential land use conflicts</li> <li>• Decreases public access</li> <li>• Mixed results from focus groups</li> </ul>
<b>ROW Acquisition (acres)</b>	163	113	428	147	264
<b>Total Cost (2018\$)</b>	\$2.4B	\$2.9B	\$3.3B	\$2.9B	\$3.3B

# RESILIENT SR 37 PROGRAM — PHASED IMPLEMENTATION

CONCURRENT PROJECT DEVELOPMENT. DELIVER EARLY COMMUNITY BENEFITS.



- SR 37 Interim Congestion Relief (SR 121 —Mare Island)
- Ecological Enhancements
- Bus Transit

*Environmental - Design - Construction*

## Early Benefits



Transition

- SR 37 Corridor Ultimate SLR Adaptation Project (I-80 — US 101)
- Bike/Pedestrian/Public Access
- Rail Transit (Funded and Delivered Independently by SMART)

*Environmental - Design - Construction*

## RESILIENTSR37



Today

2025

2040

2050

RESILIENTSR37

# RESILIENT SR 37 PROGRAM — RECOMMENDATIONS FOR ACTION

- Integrated Delivery Team
- Segment B Congestion Relief Project Environmental & Design
- Near-Term SHOPP Projects\*
- Segment A Project Initiation Document\*
- SR 37 Corridor SLR Adaptation Environmental\*
- SHOPP Project Components



(\*include shoreline alternatives where possible)

- Legislation
- Shoreline Evaluation & Implementation



- Segment B Congestion Relief Project Construction
- Secure Funding and Finance Plan for SR 37 Corridor SLR Adaptation Project



**RESILIENTSR37**





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 19-0071      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Authority Approval  
**File created:** 1/17/2019      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 2/23/2019      **Final action:** 2/13/2019  
**Title:** Commercial Lease Extension - 375 Beale Street, Suites 200A and 300C: Bay Area Headquarters Authority - FasTrak® Regional Customer Service Center (estimated at \$4,200,000)

A request for authorization to enter into an extension of the lease agreement (the BATA Lease) with the Bay Area Headquarters Authority (BAHA) for the FasTrak® Regional Customer Service Center (CSC) space.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [6b BATAO-3c FasTrak CSC Lease Extension.pdf](#)  
[3c FasTrak CSC Lease Extension.pdf](#)

Date	Ver.	Action By	Action	Result
2/13/2019	1	Bay Area Toll Authority Oversight Committee		

**Subject:**

Commercial Lease Extension - 375 Beale Street, Suites 200A and 300C: Bay Area Headquarters Authority - FasTrak® Regional Customer Service Center (estimated at \$4,200,000)

*A request for authorization to enter into an extension of the lease agreement (the BATA Lease) with the Bay Area Headquarters Authority (BAHA) for the FasTrak® Regional Customer Service Center (CSC) space.*

**Presenter:**

Andrew Fremier

**Recommended Action:**

Authority Approval



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Oakland, CA 94607-4700  
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TDD/TTY 510.817.5769  
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E-MAIL info@mtc.ca.gov  
WEB www.mtc.ca.gov

## *Memorandum*

TO: BATA Oversight Committee

DATE: February 6, 2019

FR: Executive Director

W.I. 1253

RE: Commercial Lease Extension – 375 Beale Street, Suites 200A and 300C: Bay Area Headquarters Authority – FasTrak® Regional Customer Service Center (estimated at \$4,200,000)

Under this item, staff is recommending the Committee refer to the Authority a recommendation to authorize the Executive Director to negotiate and enter into an extension of the lease agreement (the BATA Lease) with the Bay Area Headquarters Authority (BAHA) for the FasTrak® Regional Customer Service Center (CSC) space.

### **Background**

The CSC is operated by Conduent State and Local Solutions, Inc. (Conduent) under a contract with BATA (the CSC Contract). The CSC Contract was extended until March 31, 2022 by the Committee at its November 2018 meeting. Conduent currently operates the CSC at 375 Beale Street, which was a requirement of the CSC Contract procurement. BATA leases the CSC space from BAHA under the BATA Lease, and Conduent operates at Beale Street under license agreement with BATA. As part of its obligations under the CSC Contract, Conduent pays the lease payments to BAHA on BATA's behalf.

Currently the BATA Lease expires in November 2019, which originally aligned with the Conduent Contract term. However, since the Conduent Contract term has been extended, staff is recommending an extension of the BATA Lease.

### **Recommendation**

Staff requests the Committee refer to the Authority a recommendation to authorize the Executive Director or designee to negotiate and enter into a lease extension between BATA and BAHA under terms set forth in Attachment A.

  
\_\_\_\_\_  
Steve Heminger

SH:bz  
Attachment

**ATTACHMENT A  
SUMMARY OF LEASE EXTENSION TERMS**

Staff is seeking referral to the Authority of a recommendation to approve a lease extension with the following terms:

Landlord:	Bay Area Headquarters Authority (“Landlord” or “BAHA”)
Tenant:	Bay Area Toll Authority (“Tenant” or “BATA”)
Use:	FasTrak® Customer Service Center
Space:	27,275 (approximately) Rentable Square Feet (RSF) Suite 300C and Suite 200A
Rent:	Base Rent 2019: \$49.56/RSF/year (net of electric) Increase: 3% annual escalation
Operating Expenses:	Base Year 2016; Tenant to pay pro rata share of Operating Expense increases over and above the Base Year. The additional share is estimated to be approximately \$2.76/RSF/year net of electrical and taxes, based on 2018 Operating Expenses.
Term:	Through 11/30/2022