



Metropolitan Transportation Commission

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

Meeting Agenda

Operations Committee

Committee Members:

Dave Cortese, Chair Damon Connolly, Vice Chair

*Anne W Halsted, Sam Liccardo, Jake Mackenzie, David Rabbitt,
Warren Slocum, James P. Spering*

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, December 13, 2019

9:30 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's Website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:30 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 (5).

2. Pledge of Allegiance

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

- 4a. [19-1318](#) Minutes of the November 8, 2019 Meeting
- Action: Committee Approval
- Attachments: [4a OPS Minutes Nov 2019.pdf](#)
-
- 4b. [19-1149](#) First Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements September 2019
- Action: Information
- Presenter: Raymond Woo
- Attachments: [4b 1st Qtr SAFE Financial Statements FY20.pdf](#)
-
- 4c. [19-1319](#) Contract - Freeway Service Patrol (FSP) Beat 28 Yarbrough Bros Towing Inc. (\$1,410,000)
- Action: Committee Approval
- Presenter: Gio DiFabio
- Attachments: [4c Contract Approval-FSP Beat 28.pdf](#)

- 4d. [19-1320](#) Contract Amendment- Interstate-880 (I-880) Integrated Corridor Management (ICM) North Segment Design Services: URS Corporation Americas (\$200,000)

Action: Committee Approval

Presenter: Sarah Burnworth

Attachments: [4d Contract Amendment URS.pdf](#)

- 4e. [19-1321](#) Contract Amendment - Customer Research, Education and Outreach for the Clipper® Program: MIG, Inc. (MIG) (\$400,000)

Action: Committee Approval

Presenter: Lysa Hale

Attachments: [4e Contract Amendment MIG.pdf](#)

5. Approval

- 5a. [19-1322](#) Clipper®: Means-Based Pilot Program Update and Contract Approval for Cubic Transportation Systems, Inc. (\$1,700,000)

Update on the rollout of the regional means-based transit fare discount pilot program, and request for approval of a contract for eligibility verifier services: Cubic Transportation Services, Inc. (Cubic) (\$1,700,000).

Action: Committee Approval

Presenter: Lysa Hale

Attachments: [5a Clipper - Means-Based and Contract Approval.pdf](#)

6. Information

- 6a. [19-1150](#) Clipper®: Next-Generation System Update

Update on the development of the next-generation Clipper system.

Action: Information

Presenter: Jason Weinstein

Attachments: [6a Clipper - Next-Generation System Update.pdf](#)

6b. [19-1151](#) Bay Area Express Lanes 10-Year Strategic Implementation Plan

Report on the approach to develop a plan that will establish regional goals for express lanes, document the region's priorities for express lane implementation over the next ten years, and align with the work underway for Plan Bay Area 2050. The strategic planning effort will also identify candidate express lane projects for near-term funding opportunities presented by 2020 Senate Bill 1 competitive programs.

Action: Information

Presenter: Lisa Klein

Attachments: [6b Bay Area Regional Express Lane Strategic Plan.pdf](#)

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

The next meeting of the Operations Committee will be Friday, January 10, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1318 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 11/5/2019 **In control:** Operations Committee
On agenda: 12/13/2019 **Final action:**
Title: Minutes of the November 8, 2019 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a OPS Minutes_Nov 2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the November 8, 2019 Meeting

Recommended Action:
Committee Approval

Attachments:



Metropolitan Transportation Commission

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

Meeting Minutes - Draft

Operations Committee

Committee Members:

Dave Cortese, Chair Damon Connolly, Vice Chair

*Anne W Halsted, Sam Liccardo, Jake Mackenzie, David Rabbitt,
Warren Slocum, James P. Spering*

Non-Voting Members: Dorene M. Giacomini and Jimmy Stracner

Friday, November 8, 2019

9:30 AM

Board Room - 1st Floor

1. Roll Call / Confirm Quorum

Rollcall

Present: 3 - Commissioner Halsted, Commissioner Mackenzie and Commissioner Rabbitt

Absent: 5 - Vice Chair Connolly, Chair Cortese, Commissioner Liccardo, Commissioner Slocum
and Commissioner Spering

Non-Voting Member Present: Commissioner Stracner

Non-Voting Member Absent: Commissioner Giacomini

Ex Officio Voting Member Present: Commission Chair Haggerty

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

Commissioner Chair Haggerty served as ex-officio voting member of the Committee and deputized Commissioner Worth to act as a voting member of the Committee in the absence of a quorum.

2. Pledge of Allegiance

3. Compensation Announcement

4. Consent Calendar

Roland Lebrun was called to speak.

Approval of the Consent Calendar

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

Aye: 5 - Commissioner Halsted, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Worth and Commission Chair Haggerty

Absent: 5 - Vice Chair Connolly, Chair Cortese, Commissioner Liccardo, Commissioner Slocum and Commissioner Spering

4a. [19-1148](#) Minutes of the October 11, 2019 Meeting

Action: Committee Approval

Attachments: [4a OPS Minutes_Oct 2019.pdf](#)

5. Public Comment / Other Business

Clarence R. Fischer was called to speak.

[19-1330](#)

Attachments: [5 Handout Correspondence.pdf](#)

6. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, December 13, 2019 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1149 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 10/2/2019 **In control:** Operations Committee
On agenda: 11/8/2019 **Final action:**
Title: First Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements
September 2019
Sponsors:
Indexes:
Code sections:
Attachments: [4b_1st Qtr SAFE Financial Statements FY20.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
First Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements
September 2019

Presenter:
Raymond Woo

Recommended Action:
Information

Attachments:

**Metropolitan Transportation Commission
Service Authority for Freeways and Expressways
Operations Committee**

December 13, 2019

Agenda Item 4b

**First Quarter MTC Service Authority for Freeways and Expressways (SAFE)
Financial Statements September 2019**

Subject: Attached are the MTC SAFE financial statements for the first quarter ended September 30, 2019. Major financial highlights include:

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 during the first quarter. Total DMV registration fees made up 95% of the total revenues for the program.

Year-to-date expenses of \$289,272 for the SAFE Program are below budget at 9%. Activities will ramp up later in the year as services are rendered for the encumbered contracts.

Freeway Service Patrol (FSP) Program

Total expenses for the first quarter at \$2.6 million are 15% of the expenses budget for the FSP Program. Out of the \$15 million budget balance, \$12.9 million 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 \$2.5 million as of the end of the first quarter which is 96% of the total reported expenditure.

Capital Programs

The total life-to-date budget for the Capital Program is \$22.3 million. As of the end of the first quarter of FY 2019-20, life-to-date expenses for those programs plus encumbrances total \$18.5 million.

Actions under Executive Director Contract signature authority: Please see Attachment A, Page 3 for relevant actions.

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

Recommendation: None. This item is provided as information only.

Attachments: Attachment A: First Quarter SAFE Financial Statements



Andrew B. Premier

MTC Service Authority for Freeways and Expressways
Operating Budget
As of September 2019

	1	2	3	4	5	6
	FY 2019-20 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget	% of Budget year Expired	Encumbrances
<u>SAFE Program</u>						
REVENUE:						
Vehicle Registration Fees	6,600,000	1,755,468	(4,844,532)	26.6%	25.0%	-
Interest Income	400,000	87,094	(312,906)	21.8%	25.0%	-
Total Revenue	7,000,000	1,842,562	(5,157,438)	26.3%	25.0%	-
EXPENSE:						
Salaries and Benefits	651,700	146,413	(505,287)	22.5%	25.0%	-
General Operations	1,059,300	45,706	(1,013,594)	4.3%	25.0%	36,917
Consultant Services	500,000	-	(500,000)	0.0%	25.0%	389,498
Callbox Operating Expense	935,000	97,153	(837,847)	10.4%	25.0%	475,938
Total Expense	3,146,000	289,272	(2,856,728)	9.2%	25.0%	902,353
OPERATING/CAPITAL TRANSFERS In (Out):						
MTC	(1,921,000)	(26,018)	(1,894,982)	1.4%	25.0%	-
FSP	(3,822,500)	(1,645,880)	(2,176,620)	43.1%	25.0%	-
Capital	(1,479,000)	-	(1,479,000)	0.0%	25.0%	-
Operating Reserve	3,368,500	118,608	3,249,892	3.5%	25.0%	-
Total Transfers	(3,854,000)	(1,553,290)	(2,300,710)	40.3%	25.0%	-
NET Operating Revenue (Exp)	-	-	-			
<u>FSP Program</u>						
	1	2	3	4	5	6
	FY 2019-20 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget (col 2/1)	% of Budget year Expired	Encumbrances
REVENUE:						
Local Assistance Program (LAP)	6,650,000	741,291	(5,908,709)	11.1%	25.0%	-
SB1	7,000,000	217,546	(6,782,454)	3.1%	25.0%	-
Traffic Mitigation Program	100,000	-	(100,000)	0.0%	25.0%	-
Total Revenue	13,750,000	958,837	(12,791,163)	7.0%	25.0%	-
EXPENSE:						
Salaries and Benefits	314,000	53,652	(260,348)	17.1%	25.0%	-
General Operations	238,500	11,289	(227,211)	4.7%	25.0%	-
Consultant Services	150,000	7,459	(142,541)	5.0%	25.0%	-
Freeway Serv Operating Expense	1,370,000	24,544	(1,345,456)	1.8%	25.0%	1,138,025
FSP Tow Beat Expense	15,500,000	2,507,773	(12,992,227)	16.2%	25.0%	12,885,850
Total Expense	17,572,500	2,604,717	(14,967,783)	14.8%	25.0%	14,023,875
TRANSFERS In (Out):						
Transfers from Callbox	3,822,500	1,645,880	(2,176,620)	43.1%	25.0%	-
Total Transfers	3,822,500	1,645,880	(2,176,620)	43.1%	25.0%	-
Ending Balance	-	-	-			

MTC Service Authority for Freeways and Expressways
Capital Budget
As of September 2019

	1	2	3	4	5
<u>Capital Program</u>	LTD Budget			Project Balance	Actual LTD
	Thru FY 2019-20	Actual LTD	Encumbrance	LTD	plus Encumb
<u>Active Programs</u>					
REVENUE:					
1. CMAQ	6,858,251	6,684,650	-	173,601	6,684,650
2. STP	1,556,260	1,131,161	-	425,099	1,131,161
Total Revenue	8,414,511	7,815,811	-	598,700	7,815,811
EXPENSE:					
6303-Bay Area Camera Upgrade	9,043,583	8,963,108	10,672	69,803	8,973,780
6306-Data - AVL telecom system update	3,826,260	2,378,964	30,783	1,416,513	2,409,747
6314-Callbox Site Mitigation	2,744,331	1,373,812	76,359	1,294,160	1,450,171
6318-Connected Vehicles & Telematic	5,700,000	5,431,144	-	268,856	5,431,144
6319-Active OPS Mgt Program	1,000,000	268,856	-	731,144	268,856
Total Expense	22,314,174	18,415,884	117,814	3,780,476	18,533,698
TRANSFERS In/(Out):					
SAFE	13,899,663	12,420,663	-	1,479,000	12,420,663
Total Transfer In/(Out)	13,899,663	12,420,663	-	1,479,000	12,420,663
Ending Balance	-	1,820,590	(117,814)	-	1,702,776

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR

\$2,500 - \$200,000

Jul - Sept'19

Dakota Press		3,000
	<i>FSP Merchandise</i>	
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>	
Bank of America - Current Labels		\$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>	
AT&T		\$135,000
	<i>Communication Service</i>	
Globafone		\$15,000
	<i>Satellite Communication Service</i>	
Ni Government Service		\$25,000
	<i>Satellite Communication Service</i>	
Verizon Wireless		\$7,500
	<i>Communication Service</i>	
Bank of America - Event Spaces for Meetings		5,000.00
	<i>Meeting Space Rental</i>	
Oakstop LLC		6,000.00
	<i>Meeting Space Rental</i>	
Frontier Communication		2,500.00
	<i>Communication Service</i>	
Nexxgen LLC		8,990.00
	<i>Communication Service</i>	
WEX Bank		6,000.00
	<i>FSP Vehicle Fuel Service</i>	
ACME Trophies & Sporting Goods		3,000.00
	<i>Supplies - Freeway Service Patrol</i>	
Ford Store		3,000.00
	<i>FSP Vehicle Maintenance</i>	
Downtown Auto Center		3,000.00
	<i>FSP Vehicle Maintenance</i>	
T-Mobile USA Inc		9,900.00
	<i>Communication Service</i>	
Imageworks Manufacture		3,000.00
	<i>Supplies - Freeway Service Patrol</i>	
Budget Signs		3,000.00
	<i>Supplies - Freeway Service Patrol</i>	
Orion Labs Inc		3,000.00
	<i>Supplies - Freeway Service Patrol</i>	
CDCE Incorporated		10,796.00
	<i>FSP Vehicle Maintenance</i>	
Bank of America - Hilton Garden		3,000.00
	<i>Meeting Space Rental</i>	



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1319 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 11/5/2019 **In control:** Operations Committee

On agenda: 12/13/2019 **Final action:**

Title: Contract - Freeway Service Patrol (FSP) Beat 28 Yarbrough Bros Towing Inc. (\$1,410,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_Contract Approval-FSP Beat 28.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - Freeway Service Patrol (FSP) Beat 28 Yarbrough Bros Towing Inc. (\$1,410,000)

Presenter:
Gio DiFabio

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

December 13, 2019

Agenda Item 4c

Contract – Freeway Service Patrol (FSP) Beat 28 Yarbrough Bros Towing Inc. (\$1,410,000)

Subject: Contract – FSP Beat 28 Yarbrough Bros Towing Inc. (\$1,410,000).

Background: On June 26, 2018, a Request for Qualifications Bid Invitation (RFQBI) was released to procure towing services on 13 different beats, including Beat 28 in Marin and Sonoma counties. As a result of the RFQBI, Beat 28 received one bid from Redhill Towing & Auto Repair Inc. (Redhill Towing) to whom the contract for towing services was awarded. Upon commencement of the contract, Redhill Towing was not able to procure new FSP vehicles to provide towing services. A ten-day notice to cure was issued to Redhill Towing on October 17, 2019 and the Beat 28 contract was subsequently terminated on October 28, 2019 due to Redhill Towing's failure to cure.

On October 30, 2019 MTC SAFE issued an Invitation for Bids (IFB) to bidders that had passed the final qualification step from the June 26, 2018 RFQBI and that currently operate FSP certified tow yards within 30 minutes driving time from Beat 28.

Beat 28 Contract - Yarbrough Bros Towing Inc. (\$1,410,000)

Beat 28 provides FSP service on U.S. Highway 101 from E. Washington St. to Ignacio Blvd and on State Route 37 from US-101 to Lakeville Highway, and on-call FSP Service on State Route 37 from Lakeville Highway to Skaggs Island Rd. This beat operates in Marin and Sonoma counties and on-call into Solano County.

Two existing FSP tow contractors, both of whom met the above qualifications, submitted bids for Beat 28. The IFB required the awarded contractor to provide two FSP vehicles to service Beat 28 from 6:00-10:00 AM and 2:30-6:30 PM, Monday through Friday. Total FSP service hours are approximately 12,114. The lowest hourly rate bid as a result of this IFB was \$93.09 submitted by Yarbrough Bros Towing Inc.

Yarbrough Bros Towing Inc. is neither a small business nor a disadvantaged business enterprise and does not have subcontractors.

Recommendation: Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a two-year contract with Yarbrough Bros Towing Inc. for Beat 28 in an amount not to exceed \$1,410,000.

Attachments: Attachment 1: Map of Beat 28 Service Areas



Andrew B. Fremier

Beat 28 - Bay Area Freeway Service Patrol



REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.:	6032
Consultant:	Yarbrough Bros Towing Inc. Santa Rosa, CA
Work Project Title:	Freeway Service Patrol (FSP) Tow Operations
Purpose of Project:	Incident Management and Congestion relief. Beat 28 provides FSP towing service on U.S. Highway 101 from E. Washington St. to Ignacio Blvd and on State Route 37 from US-101 to Lakeville Highway, and on-call FSP Service on State Route 37 from Lakeville Highway to Skaggs Island Rd.
Brief Scope of Work:	Provide tow services during hours of congestion and special events as specified by the FSP Partnership, which includes MTC SAFE, Caltrans, and California Highway Patrol.
Project Cost Not to Exceed:	\$1,410,000
Funding Source:	State, SAFE
Fiscal Impact:	\$195,000 is included in the FY 2019-20 agency budget. \$397,000 is subject to approval of FY 2020-21 agency budget. \$405,000 is subject to approval of FY 2021-22 agency budget \$413,000 is subject to approval of FY 2022-23 agency budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract not to exceed the amounts indicated with Yarbrough Bros Towing Inc. for Freeway Service Patrol Towing Services described herein and in the Operations Committee Summary Sheet dated December 13, 2019 and the Chief Financial Officer is authorized to set aside \$1,410,000 for such contract in the yearly amounts provided above, with such amounts subject to approval of such fiscal years' budgets.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	December 13, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1320 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 11/5/2019 **In control:** Operations Committee

On agenda: 12/13/2019 **Final action:**

Title: Contract Amendment- Interstate-880 (I-880) Integrated Corridor Management (ICM) North Segment
Design Services: URS Corporation Americas (\$200,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4d_Contract Amendment URS.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment- Interstate-880 (I-880) Integrated Corridor Management (ICM) North Segment
Design Services: URS Corporation Americas (\$200,000)

Presenter:
Sarah Burnworth

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

December 13, 2019

Agenda Item 4d

**Contract Amendment– Interstate-880 (I-880) Integrated Corridor Management (ICM)
North Segment Design Services: URS Corporation Americas (\$200,000)**

Subject: Contract Amendment – I-880 ICM North Segment Project Design
Services: URS Corporation Americas (URS) (\$200,000)

Background: The I-880 ICM North Segment Project (Attachment A) is a collaborative effort led by MTC, with California Department of Transportation (Caltrans) District 4, City of Oakland, City of San Leandro, and Alameda-Contra Costa Transit District (AC Transit). The project aims to minimize the burden on local streets of incidents occurring along I-880 by installing Intelligent Transportation System (ITS) equipment on key arterial streets to redirect motorists safely and efficiently back onto I-880. Stakeholders identified this project for initial deployment as part of an overall ICM approach to improve mobility, accessibility, and safety along the I-880 corridor. Once deployed, the I-880 ICM system will be owned by Caltrans, Oakland, and San Leandro, and operated by Caltrans from the District 4 Traffic Management Center.

The I-880 ICM North Segment Project will facilitate the active management of traffic that naturally diverts from the freeway during incidents. The project includes installation and integration of ITS infrastructure on arterial streets (e.g., closed circuit television cameras, electronic message signs) and traffic signal intersection upgrades, which include curb ramps, detectors, signal coordination, and communications. The MTC Operations Committee approved the I-880 ICM North Segment Civil Construction Contract for installation of ITS infrastructure in December 2018 and the I-880 ICM System Integrator Contract in September 2019.

Previously, in August 2011, MTC awarded URS a contract to develop an I-880 incident management strategy. URS was selected from an approved list of fifteen consultants authorized by the BATA Oversight Committee in 2011, to provide on-call construction management and design services for BATA, MTC, and MTC SAFE projects. In October 2011, this committee approved an amendment for preparation of a combined Project Study Report/Project Report for an initial project, the I-880 ICM North Segment Project. In December 2012, this Committee approved an amendment to provide design services to develop the Plans, Specifications, and Estimate, and in March 2017 this committee approved an amendment to allow for design refinements prior to project advertisement.

The proposed amendment will allow for URS to continue providing design support services for the civil construction portion of the project. As the firm that prepared the plans and specifications, URS is responsible for the project design, including responding to inquiries about the design during the construction phase of the project (requests for information, submittals review, and construction change orders). Staff proposes to add funds now that construction is underway and staff has a more detailed understanding of design support needs during construction. Civil construction began in March 2019 and anticipated completion is June 2020. URS is neither a small business nor a disadvantaged business enterprise and currently has no subcontractors.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with URS in an amount not to exceed \$200,000 for the above-described work.

Attachments: Attachment A: The I-880 ICM North Segment Project



Andrew B. Premier



I-880 CORRIDOR MANAGEMENT PROJECT

FALL 2018

THE NEED

The Interstate 880 freeway serves an integral role in the Bay Area transportation network by connecting Alameda County to Silicon Valley.

A critical resource for many commuters and transit providers, it is also an important link for the movement of international goods to and from the Port of Oakland. I-880 accommodates over 250,000 vehicles on a daily basis. When an incident occurs on the freeway, traffic often naturally diverts to local surface streets, causing further traffic impacts to local neighborhoods.



THE PROJECT

The I-880 Corridor Management Project aims to alleviate community impacts resulting from increased traffic on local streets during freeway incidents between the I-880/I-980 interchange and the I-880/Davis Street interchange within the cities of Oakland and San Leandro.

The project aims to minimize the burden on local streets when an incident occurs along this nine-mile stretch of I-880 by installing Intelligent Transportation System (ITS) equipment on key arterial streets to redirect motorists safely and efficiently back onto I-880. Project components include signal coordination

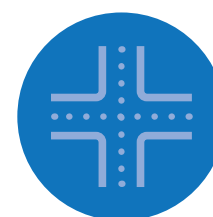
to help smooth traffic flow, cameras, traffic sensors, wayfinding signs, and communications equipment, all aimed toward managing traffic that naturally diverts from the freeway during incidents. The I-880 Corridor Management Project is a collaborative effort led by the Metropolitan Transportation Commission, together with Caltrans District 4, City of Oakland, City of San Leandro, and Alameda-Contra Costa Transit District (AC Transit), to develop an enhanced arterial incident management strategy for the I-880 Corridor.

INTEGRATED CORRIDOR MANAGEMENT (ICM) BENEFITS

Integrated Corridor Management (ICM) enhancements will provide benefits to motorists and local communities that run parallel to this nine-mile segment of I-880. These benefits include reduced traffic impacts to local streets during incidents on I-880 as well as enhanced traffic management and coordination between jurisdictions.



REDUCED TRAFFIC
IMPACTS TO LOCAL
STREETS



ENHANCED TRAFFIC
MANAGEMENT

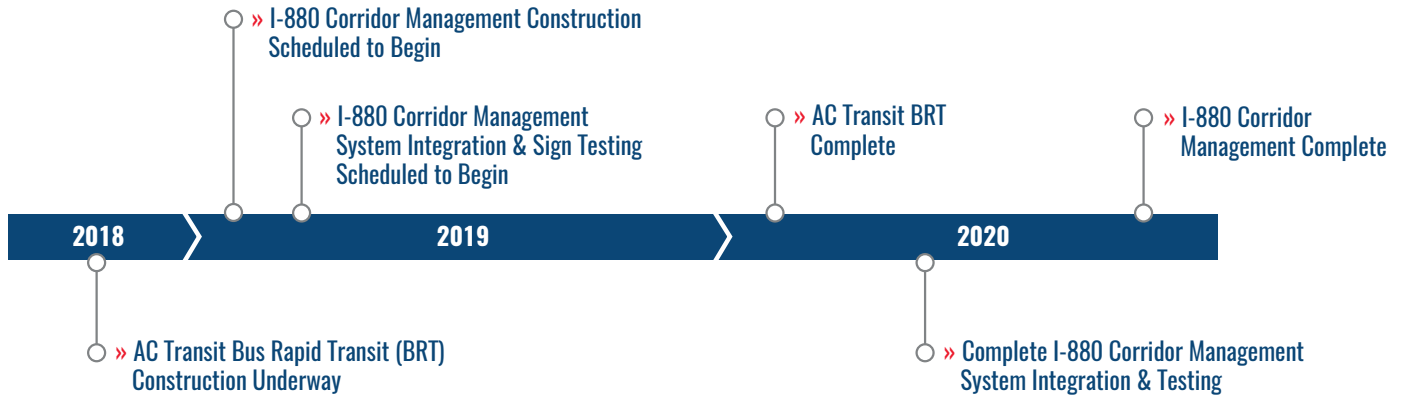




I-880 CORRIDOR MANAGEMENT PROJECT

MILESTONE TIMELINE

The following is an estimated timeline of key upcoming milestones.



Dates are subject to change.

Visit www.880corridormanagement.org and www.mtc.ca.gov to learn more about the project and construction updates, FAQs, and other information. To submit a comment, please email or call the project information line.



Project Email: info@880corridormanagement.org

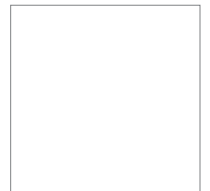


Project Information Line: (510) 277-0188



METROPOLITAN
TRANSPORTATION
COMMISSION

Return Address



REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	1235
Consultant:	URS Corporation Americas San Jose, CA
Work Project Title:	I-880 Integrated Corridor Management North Segment Project
Purpose of Project:	Provide design services during construction
Brief Scope of Work:	Develop and revise design documents, as needed, for implementation of the I-880 ICM North Segment Project.
Project Cost Not to Exceed:	\$200,000 (this amendment) \$2,071,648: Total contract before this amendment \$2,271,648: Total authorized contract after this amendment
Funding Source:	CMAQ
Fiscal Impact:	\$200,000 is available in the FY 2019-20 MTC Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with URS Corporation Americas for design services as described above and in the Summary Sheet dated December 13, 2019 and that the Chief Financial Officer is authorized to set aside \$200,000 for such amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	December 13, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1321 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 11/5/2019 **In control:** Operations Committee

On agenda: 12/13/2019 **Final action:**

Title: Contract Amendment - Customer Research, Education and Outreach for the Clipper® Program: MIG, Inc. (MIG) (\$400,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4e Contract Amendment MIG.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - Customer Research, Education and Outreach for the Clipper® Program: MIG, Inc. (MIG) (\$400,000)

Presenter:

Lysa Hale

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

December 13, 2019

Agenda Item 4e

Contract Amendment – Customer Research, Education and Outreach for the Clipper® Program: MIG, Inc. (MIG) (\$400,000)

Subject: Request for approval of a contract amendment for customer research, education and outreach for the Clipper program.

Background: MTC engages contractors to assist with the implementation of customer research, education and outreach initiatives to benefit current and potential Clipper customers. MIG provides support for these initiatives, but was only partially funded for FY 2019-20 pending planning for a spring 2020 campaign.

The proposed contract amendment would fund a regional spring 2020 effort to educate people about how to use Clipper. Using the information generated by our biennial survey completed in October 2019, MIG would develop and implement strategies to address misconceptions people have about Clipper. For example, some people do not know that a Clipper card can be used on multiple transit services. Others believe a credit card is required to use Clipper. Neither of these is true, and an educational campaign would help convey this helpful information. MIG would also use this initiative to deliver on MTC's mandate to provide Clipper outreach to Title VI and Environmental Justice-protected populations.

In addition, MIG would continue to prepare updates to online and print materials in support of ongoing operational changes, such as fare policy changes and Clipper system improvements. MIG also would provide planning support for the Clipper Mobile App, rolling out in fall 2020.

This contract amendment was contemplated and is included in the Two-Year Clipper Budget and Work Plan approved by the Clipper Executive Board on March 18, 2019. MIG is part of the pre-qualified Electronic Payment Implementation and Operations consultant bench competitively selected by MTC in May 2016. The current contract amount is \$2,895,000; the proposed amendment would add \$400,000. This contract will expire on June 30, 2020.

The Clipper Executive Board approved the proposed contract amendment at its November 18, 2019 meeting.

MIG is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

Issues: There are no issues with this proposed amendment.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into approve a Contract Amendment with MIG, in an amount not to exceed \$400,000 to provide customer research, education and outreach as described above.



Andrew B. Premier

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Consultant:	MIG, Inc. Berkeley, CA
Work Project Title:	Clipper® Customer Research, Education and Outreach
Purpose of Project:	To provide customer research, education and outreach for the Clipper system
Brief Scope of Work:	To develop and implement a campaign to educate people about Clipper and to prepare updates to online and print materials, and to provide planning support for the Clipper Mobile App.
Project Cost Not to Exceed:	\$400,000
Funding Source:	STP, CMAQ, STA, STP Exchange, Regional Measure 2 Capital and Regional Measure 2 Operating, Regional Measure 3, SB1 State of Good Repair
Fiscal Impact:	Funds available in the FY 2019-20 MTC agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with MIG, Inc. as described above and in the Operations Committee Summary Sheet dated December 13, 2019, and the Chief Financial Officer is authorized to set aside \$400,000 for such amendment.
Operations Committee:	<hr/>
	Dave Cortese, Chair
Approved:	December 13, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	19-1322	Version:	1	Name:	
Type:	Contract	Status:		Committee Approval	
File created:	11/5/2019	In control:		Operations Committee	
On agenda:	12/13/2019	Final action:			
Title:	Clipper®: Means-Based Pilot Program Update and Contract Approval for Cubic Transportation Systems, Inc. (\$1,700,000)				
	Update on the rollout of the regional means-based transit fare discount pilot program, and request for approval of a contract for eligibility verifier services: Cubic Transportation Services, Inc. (Cubic) (\$1,700,000).				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a Clipper - Means-Based and Contract Approval.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Clipper®: Means-Based Pilot Program Update and Contract Approval for Cubic Transportation Systems, Inc. (\$1,700,000)

Update on the rollout of the regional means-based transit fare discount pilot program, and request for approval of a contract for eligibility verifier services: Cubic Transportation Services, Inc. (Cubic) (\$1,700,000).

Presenter:

Lysa Hale

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

December 13, 2019

Agenda Item 5a

Clipper®: Means-Based Pilot Program Update and Contract Approval for Cubic Transportation Systems, Inc. (\$1,700,000)

Subject: Update on the rollout of the regional means-based transit fare discount pilot program, and request for approval of a contract for eligibility verifier services: Cubic Transportation Services, Inc. (Cubic) (\$1,700,000).

Background: **Regional Means-Based Transit Fare Discount Pilot Program**
For most Bay Area households, transportation is the third-largest monthly expense, trailing only the cost of housing and food. As a result of a 2015 study and in consultation with transit operators, the Commission approved the launch of the Regional Means-Based Transit Fare Pilot Program in May 2018. The program has been branded Clipper START.

The pilot Clipper START program is scheduled to launch in spring 2020 and will run for 18 months. It is designed to:

- Make transit more affordable for the Bay Area's low-income residents;
- Establish a more consistent regional standard for fare discount policies; and
- Define a transit affordability solution that is financially viable and administratively feasible and that does not adversely affect the transit system's service levels and performance.

BART, Caltrain, Golden Gate Transit and Ferry, and SFMTA are participating in the program. MTC and the transit operators will share the cost of the discount, up to a total of 20%. Two transit operators are opting to provide a higher discount – see Attachment A. They will pay the difference for the higher discount amount.

Contract Approval: Means-Based Eligibility Verifier Contract

As part of the Clipper START program, an eligibility verifier is required to perform application intake, review and approval as well as customer service functions for program participants.

Procurement Process

On August 28, 2019, MTC issued a Request for Proposals (RFP) for consultant assistance for eligibility verifier services for the means-based program. Eligibility verifier tasks include handling all application intake from a variety of channels (mail, fax, email and the newly developed application website), reviewing applications and either approving participants for inclusion in the program or denying applications that do not qualify for the program. The eligibility verifier will also provide customer outreach services by contacting participants to request further information as needed and answering incoming customer inquiries.

Nine vendors were specifically invited to submit a proposal. By the proposal due date of October 17, 2019, MTC received one proposal that met the minimum qualifications, from Cubic Transportation Services, Inc.

Evaluation

The proposal was evaluated by a panel of three MTC staff members and two transit agency staff members. The panel was supported by senior MTC management acting as technical advisors. The proposal was scored using the following evaluation criteria as listed in the RFP: approach and clarity of response (40%); cost effectiveness (30%); and qualifications and proposer experience (30%). The evaluation panel scored Cubic at 82.8%. The evaluation panel also conducted an interview with the sole proposer and agreed that it met the required criteria.

After a thorough review of the proposal and the interview, the evaluation panel unanimously recommended the selection of Cubic Transportation Systems, Inc. Cubic will be able to leverage years of customer service experience with Clipper customers and provide efficiencies in combining the Means-Based work with the current Clipper card distribution and customer service efforts.

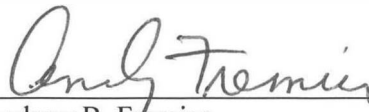
The evaluation panel recommends entering into a contract with Cubic for \$1,700,000 to provide the scope of work identified in the RFP from January 2020 through December 2021. The proposed cost is included the MTC agency budget.

Neither Cubic nor its subcontractor on this project is a disadvantaged business enterprise or a small business enterprise.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a contract with Cubic in an amount not to exceed \$1,700,000 to provide means-based eligibility verifier services for the Clipper START program.

Attachments: Attachment A: Key Clipper START Elements
Attachment B: Presentation on the Regional Means-Based Transit Fare Discount Pilot Program



Andrew B. Fremier

Key Clipper START Elements

The key program elements for the end user are listed below.

1. *Eligibility*: Adults who earn up to 200 percent of the Federal Poverty Level (approximately \$50,000 per year for a family of four) are eligible.
2. *Available on Clipper*: Clipper START participants will use Clipper cards to receive the transit fare discount, which will be granted automatically when a participant uses the card to pay a single cash value fare.
3. *Single-Ride Discount*: Clipper START participants will receive a 20 percent discount on each single-ride trip taken on BART and Caltrain and a 50 percent discount on each single-ride trip taken on Golden Gate Transit and Ferry and SFMTA.
4. *Promotion*: The program will be promoted through social service agencies, community-based organizations and the media.



Clipper® Means-Based Pilot Program

MTC Operations Committee

December 13, 2019

A mean-based transit fare discount pilot

- ▶ Commitment to serve low-income individuals
- ▶ 2015 study to determine desirability and viability of a means-based pilot
- ▶ The Programming and Allocations Committee voted to implement a means-based pilot program in May 2018

CLIPPER.**START** ▶▶▶
SM



The pilot has some well-defined goals

IMPLEMENTATION

AWARENESS



Customers aware
of program

POSITIVE
EXPERIENCE



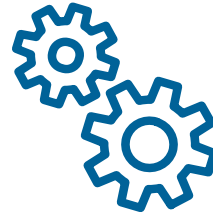
Easily accessible

FINANCIAL
VIABILITY



Feasible for operators
and region

ADMINISTRATIVE
FEASIBILITY



Management feasible

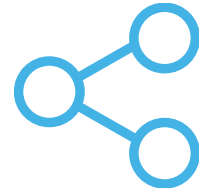
IMPACT

AFFORDABILITY



Participants less
burdened

INCREASED
ACCESS



Access to opportunities

Starting with four transit agencies

PARTICIPATING AGENCIES

- ▶ BART (20%)
- ▶ Caltrain (20%)
- ▶ Golden Gate Transit (50%)
- ▶ SFMTA (50%)

ELIGIBILITY

- ▶ Adults earning < 200% Federal Poverty Level (~\$50k Annual income for household of 4)

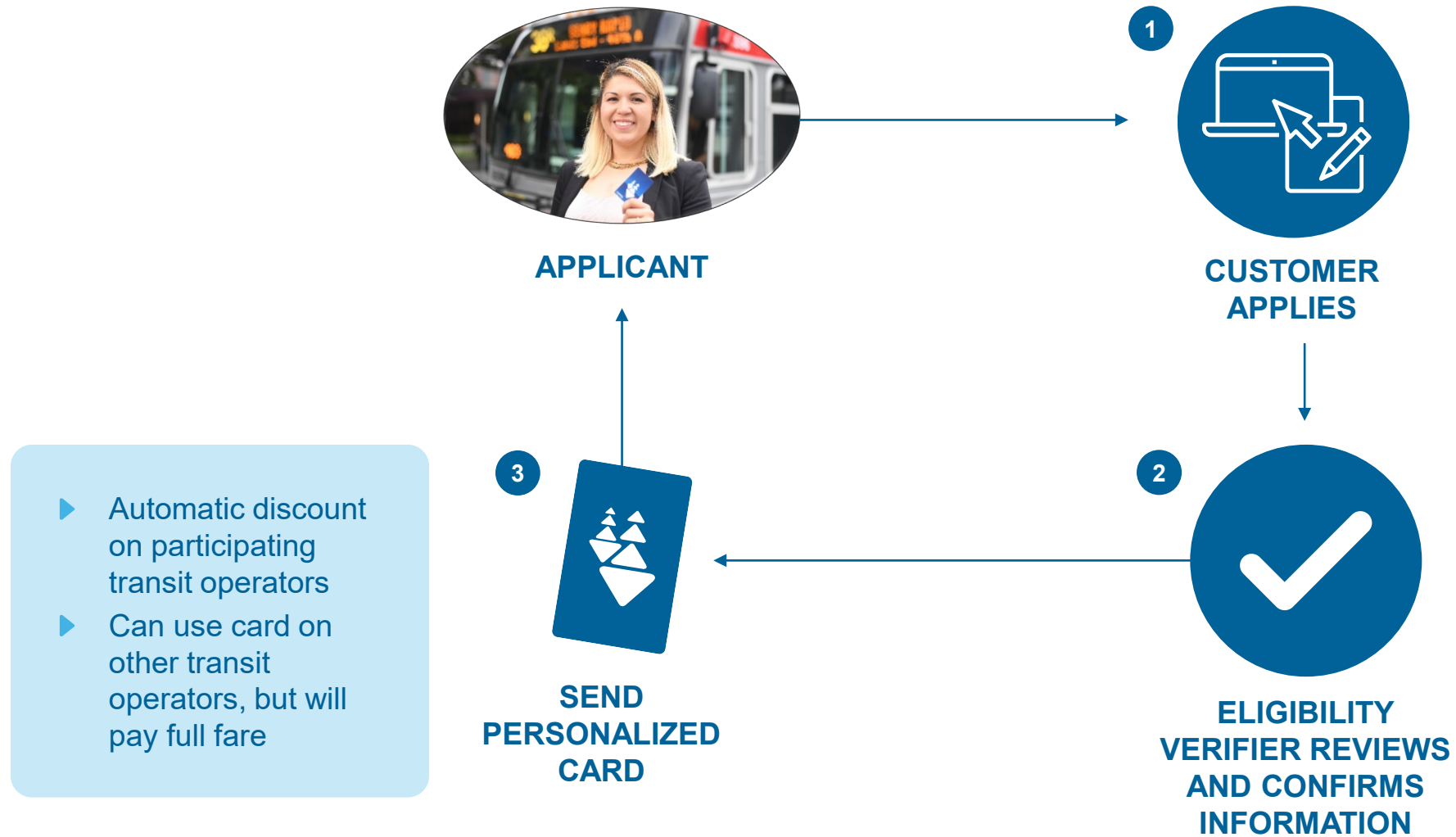
IMPLEMENTATION

- ▶ Offered through Clipper®
- ▶ Pilot: 18 Months
- ▶ Centrally administered for the region

Comprehensive outreach to promote the program



Simple application process



Program costs

Task	Amount
Clipper software development	\$1,200,000
Website for applying and managing accounts	\$1,100,000
Eligibility verification and customer service contractor	\$1,700,000
Program evaluation	\$150,000
Marketing and outreach	\$200,000
Social service agency outreach and coordination	\$100,000
TOTAL	\$4,450,000

Next step: Contract with eligibility verifier



- ▶ Verifies applicants are eligible
- ▶ Provides customer service
- ▶ Recommended contractor: Cubic Transportation Systems, Inc.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Consultant:	Cubic Transportation Systems, Inc. San Diego, CA
Work Project Title:	Regional Means-Based Transit Fare Discount Pilot Program
Purpose of Project:	To provide eligibility verifier support for the Regional Means-Based Transit Fare Discount Pilot Program
Brief Scope of Work:	To perform application intake, review and approval as well as customer service functions for participants in the Regional Means-Based Transit Fare Discount Pilot Program
Project Cost Not to Exceed:	\$1,700,000
Funding Source:	LCTOP, STA
Fiscal Impact:	Funds available in the FY 2019-20 MTC agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Cubic Transportation Systems, Inc. as described above and in the Operations Committee Summary Sheet dated December 13, 2019, and the Chief Financial Officer is authorized to set aside \$1,700,000 for such contract.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	December 13, 2019



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1150 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/2/2019 **In control:** Operations Committee
On agenda: 11/8/2019 **Final action:**
Title: Clipper®: Next-Generation System Update

Update on the development of the next-generation Clipper system.

Sponsors:

Indexes:

Code sections:

Attachments: [6a Clipper - Next-Generation System Update.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper®: Next-Generation System Update

Update on the development of the next-generation Clipper system.

Presenter:

Jason Weinstein

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

December 13, 2019

Agenda Item 6a

Clipper®: Next-Generation System Update

Subject: Update on the development of the next-generation Clipper system.

Background: **Next-Generation Clipper Fare Payment System**

Clipper is a great success story for Bay Area transit. Clipper today serves riders on 22 transit systems, processing \$60 million in transit revenue each month and 865,000 fare payment transactions every weekday. Additionally, Clipper customers are satisfied with the service.

Many transit agencies are introducing incentives to use Clipper. Last year, BART introduced a 50-cent-per-trip surcharge on adult rides that use paper tickets, and Clipper usage on the system went from 68 percent to 90 percent. BART plans to eliminate paper ticket sales in stations in the coming year, at which point Clipper will account for almost all fare payment on BART.

While Clipper will continue to provide excellent service through a new website coming in early 2020 and the existing retailer network, the next-generation system will bring greater convenience for customers. Planning for the next-generation Clipper system began a few years ago, with development beginning in earnest in November 2018. The Clipper program goals established by the Clipper Executive Board in 2015 were:

- An intuitive, familiar experience;
- Excellent, proactive customer service;
- Transparent and efficient governance;
- Accurate and complete data;
- Flexibility and responsiveness; and
- Efficient and reliable operations.

The new system will maintain the strengths of the current program, and feature improvements such as greater flexibility and real-time delivery of value to customers. Families will be able to manage their cards in a single account. At the same time, the new system will make it easier to offer incentives and promotions for using Clipper, as well as to manage programs offered through employers, universities and other organizations.

The next-generation system will also integrate with more services. MTC currently has a partnership with Lyft to allow people to unlock Bay Wheels bikes with their Clipper card, and we are working on a similar arrangement with a car share provider. When the new system is developed, it will be integrated with paratransit, so customers of those services will be able to use Clipper to pay their fares.

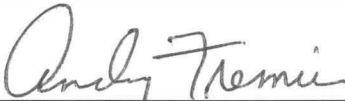
The Clipper mobile app will completely change how people pay their transit fares in the region, enabling them to use their phones to pay their fares. The app will give people a choice: It will allow customers to manage their accounts while still paying fares with a standard plastic card, or to create a mobile card that will allow them to use their phone to pay their fares. Customers will be able to convert any kind of standard card – adult, youth, senior and Regional Transit Connection – to become a mobile card.

Development of the next-generation system is on schedule and on budget, with the first improvement of faster value loading being implemented in early 2020 and the rollout of the mobile app before the end of 2020.

Issues: None identified.

Recommendation: Information

Attachments: Attachment A: Presentation on the Clipper Next-Generation Fare Payment System



Andrew B. Fremier



Clipper® Next-Generation System

MTC Operations Committee

December 13, 2019

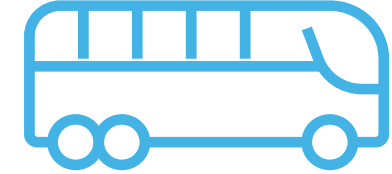
Clipper: One of MTC's greatest success stories



SEAMLESS TRAVEL
SINCE

2006

MORE AGENCIES
INTRODUCING
INCENTIVES



22

TRANSIT
AGENCIES



CLIPPER USAGE
ON BART

FROM

68%

TO

90%



CUSTOMER
SATISFACTION



Our next-generation system will be even better



MORE PAYMENT OPTIONS

- ▶ Website and Retailers
- ▶ Mobile App
- ▶ Future Option to Use Credit Cards at Clipper Readers



TRANSITION TO FLEXIBLE SYSTEM

- ▶ Software Upgrades
- ▶ New Equipment
- ▶ Incentives and Programs



INTEGRATION WITH OTHER SERVICES

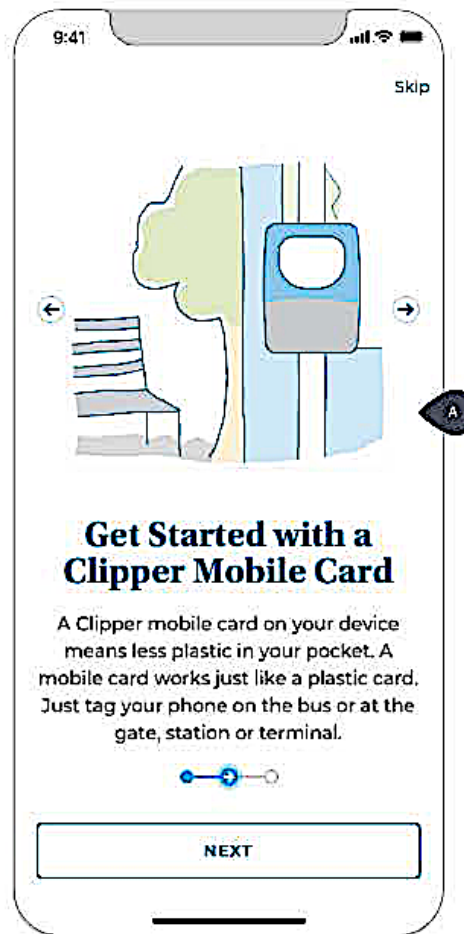
- ▶ Seamless Mobility Platform
- ▶ Paratransit
- ▶ Transit Parking
- ▶ Partnerships

The Clipper mobile app will transform fare payment

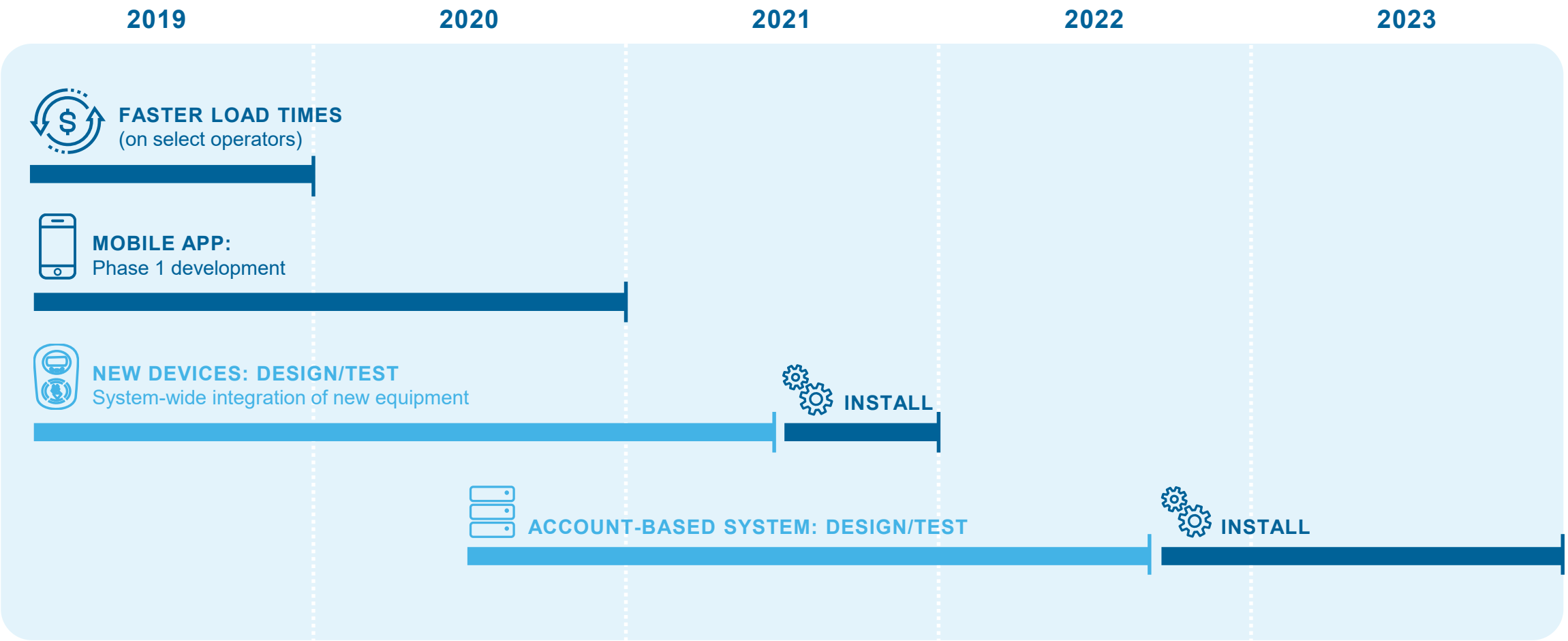


WITH CLIPPER MOBILE CARD YOU CAN...

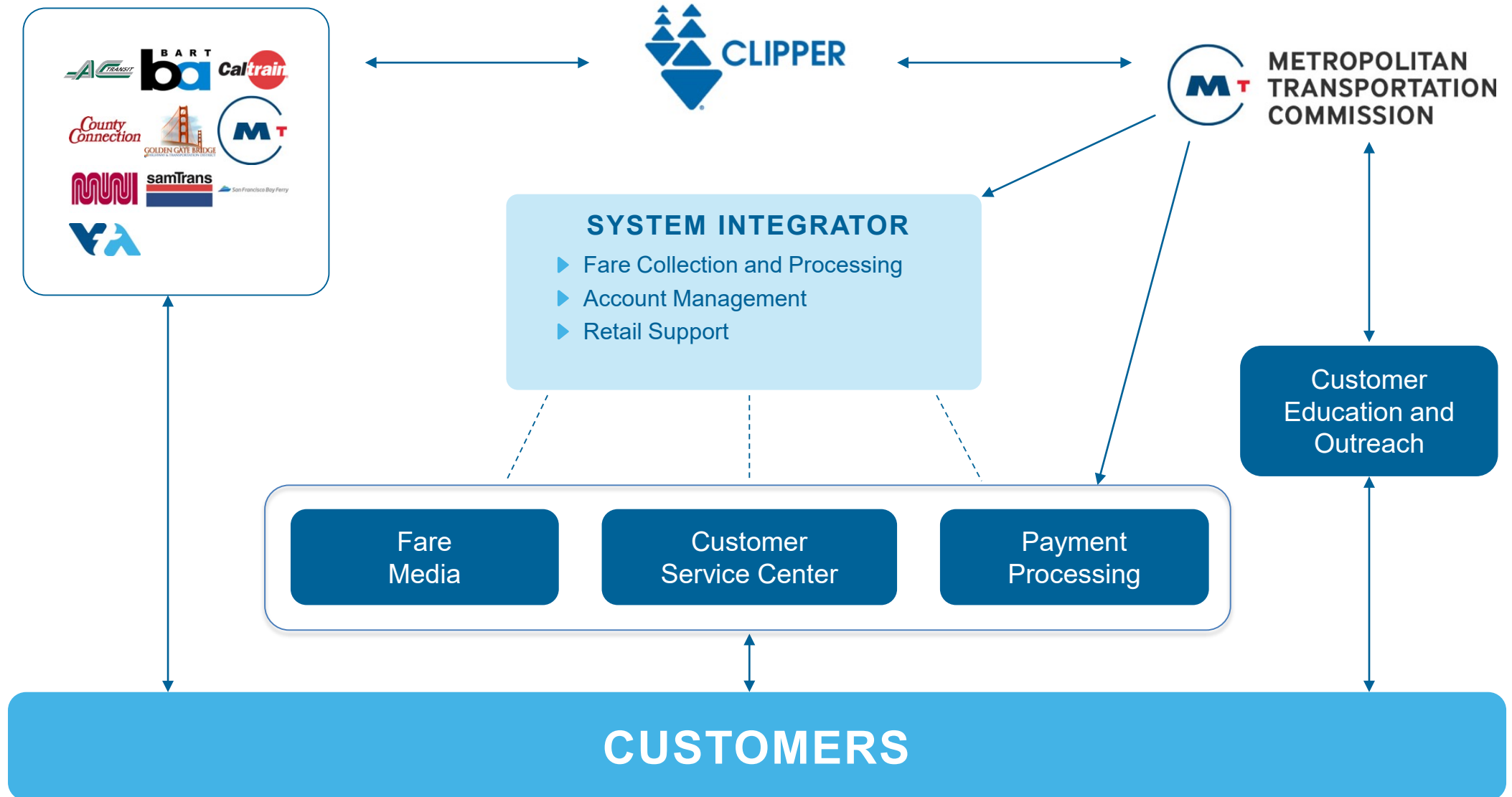
- ▶ Pay your fares on all transit agencies
- ▶ Add Clipper value with Apple Pay, Google Pay, etc.
- ▶ Add Clipper to your Google Wallet



Next-generation system: On-track and On-schedule



Governance and Program Delivery



We are building on the successes of others





With no fare necessary. thrive
pharmacy. no fare necessary
thrive.org/thrive

SolTrans
5008



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-1151 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 10/2/2019 **In control:** Operations Committee
On agenda: 11/8/2019 **Final action:**
Title: Bay Area Express Lanes 10-Year Strategic Implementation Plan

Report on the approach to develop a plan that will establish regional goals for express lanes, document the region's priorities for express lane implementation over the next ten years, and align with the work underway for Plan Bay Area 2050. The strategic planning effort will also identify candidate express lane projects for near-term funding opportunities presented by 2020 Senate Bill 1 competitive programs.

Sponsors:

Indexes:

Code sections:

Attachments: [6b_Bay Area Regional Express Lane Strategic Plan.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Bay Area Express Lanes 10-Year Strategic Implementation Plan

Report on the approach to develop a plan that will establish regional goals for express lanes, document the region's priorities for express lane implementation over the next ten years, and align with the work underway for Plan Bay Area 2050. The strategic planning effort will also identify candidate express lane projects for near-term funding opportunities presented by 2020 Senate Bill 1 competitive programs.

Presenter:

Lisa Klein

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

December 13, 2019

Agenda Item 6b

Bay Area Express Lanes 10-Year Strategic Implementation Plan

Subject: Report on the approach to develop a plan that will establish regional goals for express lanes, document the region's priorities for express lane implementation over the next ten years, and align with the work underway for Plan Bay Area 2050. The strategic planning effort will also identify candidate express lane projects for near-term funding opportunities presented by 2020 Senate Bill 1 competitive programs.

Background: The first express lane opened on I-680 over the Sunol Grade in 2010, nearly 10 years ago. Since then, the region has made considerable progress in building the Bay Area Express Lanes network. Today 70 miles (directional miles) of the regional network are in operation, with 140 more under construction. Collectively, that mileage represents roughly two thirds of the network presently authorized by the State. Development and operation of the network is a partnership among counties, MTC and the State. Over time, San Mateo and San Francisco counties have joined Alameda, Contra Costa, Santa Clara and Solano counties in championing Bay Area Express Lanes to manage the transportation system and increase person throughput.

Now ten years in, it is appropriate for MTC and the region to refresh the goals of the regional express lanes network and confirm our approach to implementing the next tranche. The confluence of (1) upcoming funding opportunities, in particular the 2020 Senate Bill 1 (SB1) funding cycle, (2) "mega-measure"/FASTER prospects and (3) Plan Bay Area 2050 development further underscores the timeliness of this effort to affirm what the region hopes to achieve with express lanes over the next ten years and demonstrate how we will get there.

Staff from MTC, Caltrans and the county transportation authorities began working on the Bay Area Express Lanes 10-Year Strategic Implementation Plan this summer. To date, the working group has: articulated goals for the network; identified evaluation criteria; and identified more than 40 potential future projects, some of which will remain outside the time frame of the 10-year plan (Attachment B). Goals for the Bay Area Express Lanes network include:

- Manage congestion and bring reliability to the traveling public.
- Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools and carpools.
- Deliver Bay Area Express Lanes in a timely manner.
- Be responsible in the use of public funds.

The effort involves two parallel tracks, which should wrap up in Spring 2020.

1. Near-Term Funding Opportunities

This track will identify express lanes projects that are candidates for the California Transportation Commission's (CTC) 2020 SB1 Solutions for Congested Corridors Program and Trade Corridors Enhancement Program. Staff will identify a "short list" of projects that: (1) meet the network goals; (2) conform to MTC's Prioritization Principles for Bay Area 2020 SB1

Competitive Program Nominations (adopted November 2019); and (3) are competitive for funding based on CTC's program guidelines. This list will necessarily be a narrow slice of the 10-Year Express Lanes Plan. The short list will feed into broader regional discussions and ultimately programs of projects (including transit, other roadway improvements and freight projects) to be reviewed by the MTC Programming and Allocations Committee and adopted by the Commission in Spring 2020, subject to CTC schedule yet to be finalized.

2. 10-Year Strategy to Nest Within Plan Bay Area 2050

This track will look more strategically at express lane investments over the next ten years, expanding beyond network goals to reflect the key policy considerations emerging in Plan Bay Area 2050. While the Strategic Implementation Plan focuses a 10-year time horizon for Express Lanes, it is important that these investments align and integrate with the region's longer-term vision. Key questions may include:

- How can the 10-Year Express Lanes Plan align with policy goals to reduce vehicle miles traveled and greenhouse gas emissions?
- How can the network be designed and implemented in conjunction with transit and other demand management approaches to be more effective at increasing person throughput?
- How can Express Lanes play a role in improving social equity, especially in a region where lower-income and minority residents are being displaced to the region's periphery and beyond?
- If the boards integrate a more expansive long-range pricing strategy into Plan Bay Area 2050 – potentially as a GHG reduction measure – how could today's express lane investments fit into this vision?

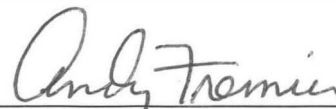
This effort will also speak to the importance of ensuring consistency of express lane "rules of the road" to offer drivers seamless travel. Staff proposes the Commission address this topic at its workshop in January.

Staff anticipates presenting the 10-Year Express Lanes Strategic Implementation Plan to the Operations Committee for adoption in Spring 2020.

Issues: None identified.

Recommendation: Information

Attachments: Attachment A: Presentation on the 10-year Strategic Implementation Plan
Attachment B: Bay Area Express Lane Projects Map (Unconstrained)



Andrew B. Fremier

Bay Area Express Lane 10-Year Strategic Implementation Plan

MTC Operations Committee

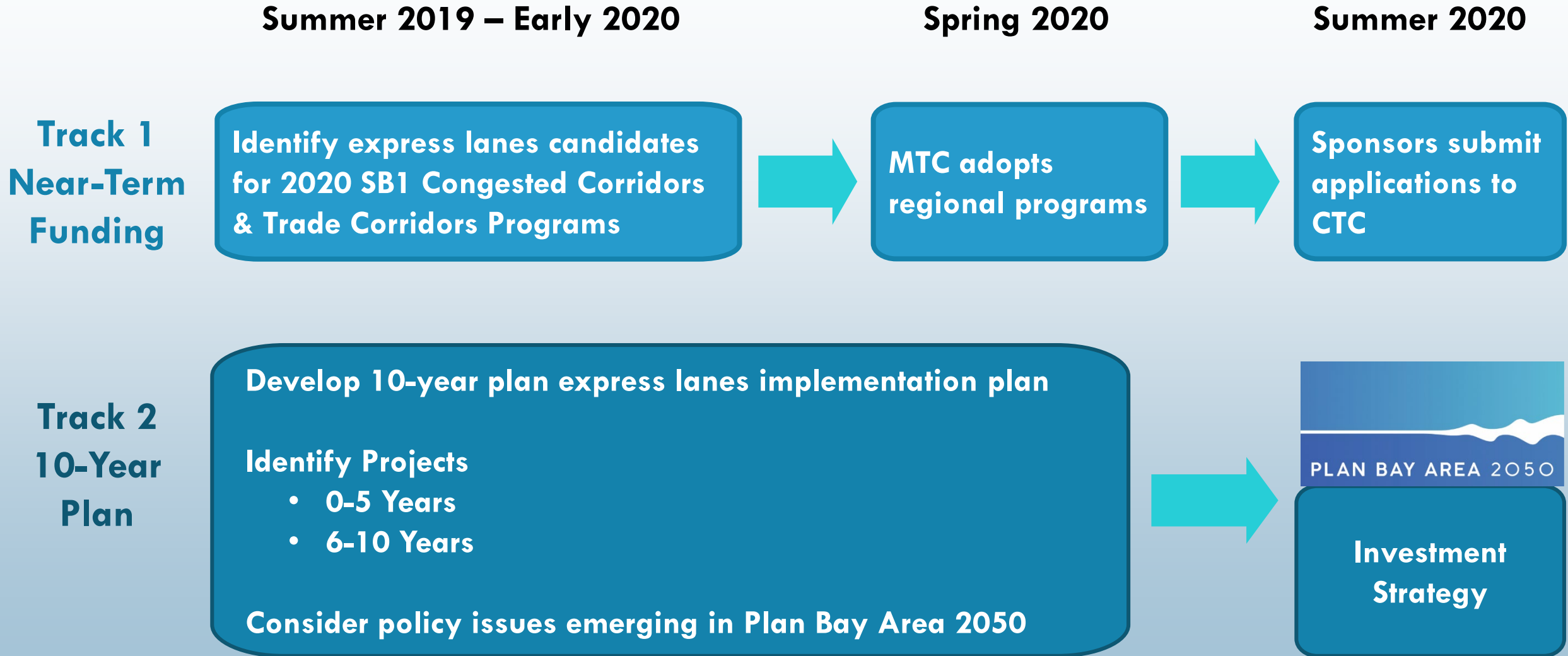
December 13, 2019



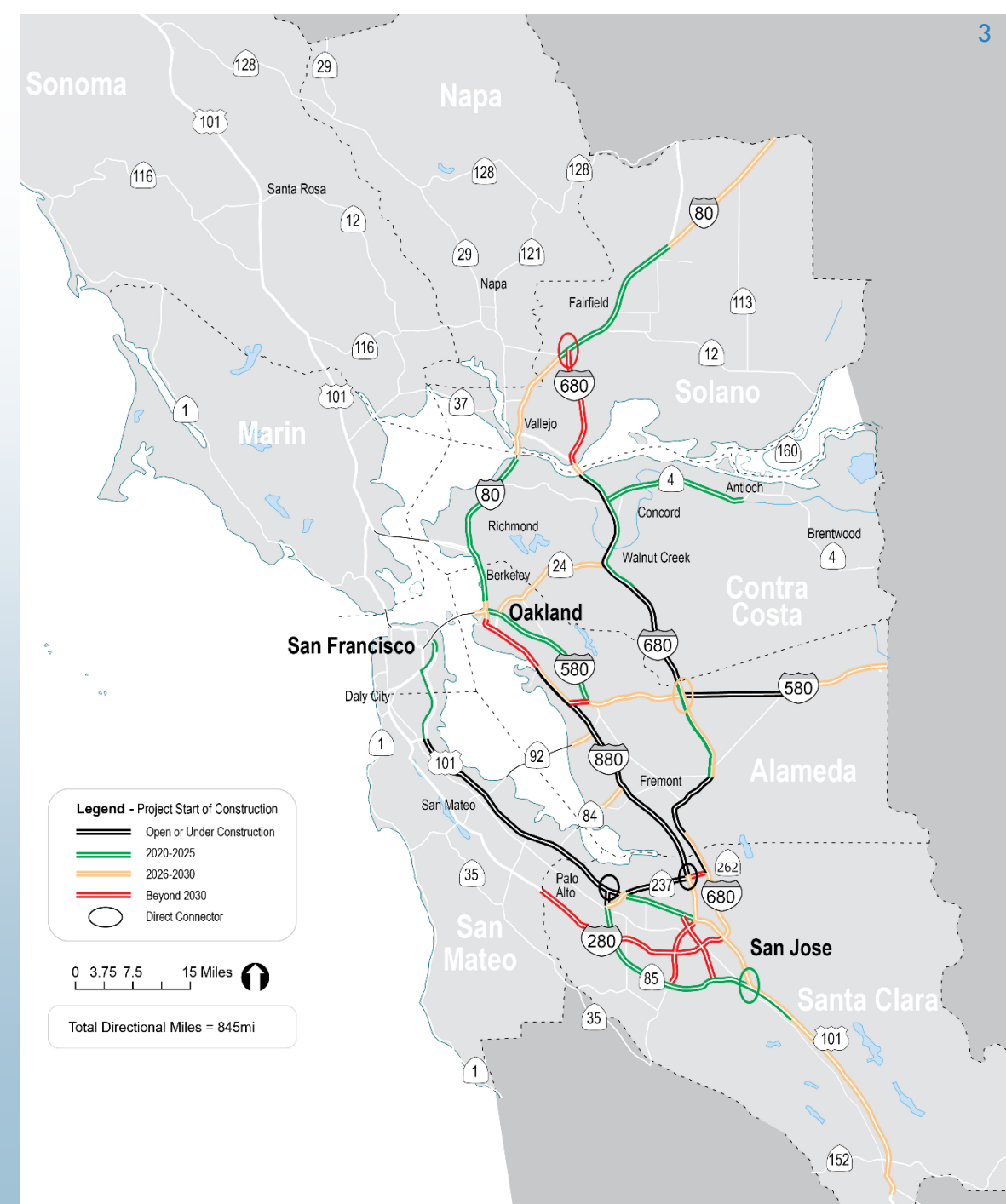
METROPOLITAN TRANSPORTATION COMMISSION



Two Track Effort, in Concert with Partners



Initial Project Groupings (Unconstrained)



Bay Area Express Lane Goals



Manage congestion and bring reliability to the travelling public



Increase person throughput by incentivizing use of transit, vanpools, and carpools



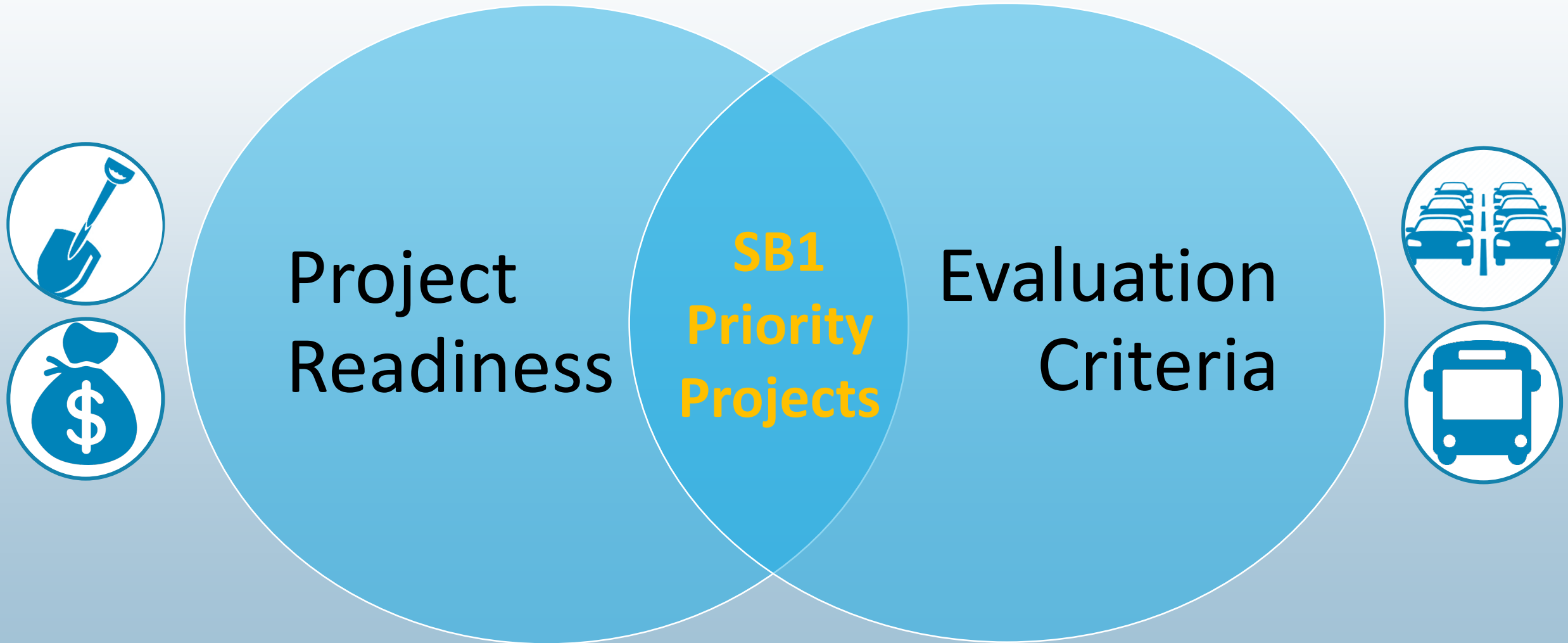
Deliver Bay Area Express Lanes Network in a timely manner



Be responsible in use of public funds

Track 1: Near-Term Funding

SB1 Project Prioritization



Track 2: 10-Year Plan Considerations

What can be done in the next 10 years to

1. Support a successful express bus network and carpool / vanpool programs to improve person throughput and reduce GHG emissions?
2. Integrate with other traffic management and congestion reduction strategies?
3. Improve social equity?
4. Build a more connected network?
5. Ensure more consistent rules of the road?

Next Steps

Track 1: Near-Term Funding

- Monitor development of CTC Guidelines for SB 1 funds
- Identify strongest express lane projects
- PAC/MTC to consider regional program(s) for adoption in March/April 2020

Track 2: 10-Year Plan

- Refine phasing / strategies based on express lane goals & Plan Bay Area themes
- Operations Committee to consider 10-Year Plan in Spring 2020
- Integrate into Plan Bay Area draft investment strategy in Summer 2020

Unconstrained Initial Project Groupings for the 10-Year Express Lanes Strategic Implementation Plan

