



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

Sam Liccardo, Jake Mackenzie, David Rabbitt,

Warren Slocum, James P. Spering

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

Friday, June 12, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

The Operations Committee will meet on Friday, June 12, 2020 at 9:35 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to Committee members.

The meeting webcast will be available at <http://mtc.ca.gov/whats-happening/meetings>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number. Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/91117330399>

iPhone One-Tap: US: +16699006833,,91117330399# or +14086380968,,91117330399#

Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 911 1733 0399

International numbers available: <https://bayareametro.zoom.us/u/acoDcePZ62>

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

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. [20-0794](#) Minutes of the May 8, 2020 Meeting
Action: Committee Approval
Attachments: [4a OPS Minutes May 2020.pdf](#)
- 4b. [20-0795](#) Third Quarter Fiscal Year (FY) 2019-20 MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements
Action: Information
Presenter: Raymond Woo
Attachments: [4b_3rd Qtr SAFE Financial Statements FY20.pdf](#)
- 4c. [20-0796](#) Contract - Freeway Service Patrol - In-Vehicle Radio Air Coverage: Metro Mobile Communications (\$250,000)
Action: Committee Approval
Presenter: Jaime Maldonado
Attachments: [4c FSP RadioAirCoverage Approval.pdf](#)
- 4d. [20-0618](#) Contract - Call Box Program - Call Box Maintenance: CASE Emergency Systems, Inc. (\$825,000)
Action: Committee Approval
Presenter: Stephen Terrin
Attachments: [4d CBX CASE MaintenanceContract.pdf](#)
- 4e. [20-0797](#) Contract - Freeway Service Patrol Automatic Vehicle Locator (AVL) System: XenaTech (\$500,000)
Action: Committee Approval
Presenter: Jaime Maldonado
Attachments: [4e FSP AVL XenaTech Contract.pdf](#)

- 4f. [20-0801](#) Bay Area Freeway Service Patrol Request for Qualifications Bid Invitation
Action: Information
Presenter: Giovanni DiFabio
Attachments: [4f_Information Freeway Service Patrol RFQBI Release.pdf](#)
- 4g. [20-0799](#) Purchase Order Amendment - Technical Salesforce Integration and Administration Services: Sapient Corporation (\$1,766,000)
Action: Committee Approval
Presenter: Nick Roethel
Attachments: [4g_Technical Salesforce Integration Services_Sapient.pdf](#)
- 4h. [20-0807](#) Next Generation Clipper® Contract Change Order - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation: Cubic Transportation Systems, Inc. (Cubic) (\$1,800,000)
Action: Committee Approval
Presenter: Jason Weinstein
Attachments: [4h_Change Order Cubic CAD AVL.pdf](#)
- 4i. [20-0812](#) Contract Amendment - On-Call Project/Program Management and Strategic Advisory Services for Resilient State Route 37: Gray-Bowen-Scott (\$330,000)
Action: Committee Approval
Presenter: Kevin Chen
Attachments: [4i_SR37 Program Mgr Contract Amendment_GBS.pdf](#)
- 4j. [20-0830](#) Purchase Order - Traffic Data Roadway Analytics Suite: INRIX, Inc. (\$99,500)
Action: Committee Approval
Presenter: Elliot Huang
Attachments: [4j_Purchase Order INRIX Traffic Data Analytics.pdf](#)

5. Approval

- 5a. [20-0800](#) MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget

A request for approval of MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget.

Action: Authority Approval

Presenter: Brian Mayhew

Attachments: [5a MTC SAFE Res. 66. FY20-21 Budget.pdf](#)

6. Information

- 6a. [20-0844](#) Report on Travel during COVID-19 Shelter-In-Place

Report on travel on highways, bridges, transit, and local roads during COVID-19 Shelter-In-Place.

Action: Information

Presenter: Toshi Shepard-Ohta

Attachments: [6a Traffic SIP.pdf](#)

- 6b. [20-0818](#) Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050

Presentation of the Regional Express Lane Network recommended for consideration for Plan Bay Area 2050 (Plan). The recommended Network maximizes multiple outcomes, addresses deficiencies identified in the Plan Bay Area 2050 Project Performance Assessment, and has a cost of \$3.7 billion.

Action: Information

Presenter: Jim Macrae

Attachments: [6b Bay Area Express Lanes recommendation for PBA 2050.pdf](#)
[6b Public Comment-highway widening opposition letter MTC 6-11-20.pdf](#)
[6b Public Comment-Recommendations for Express Lanes for PBA2050 - June](#)

7. Public Comment / Other Business

*Committee Members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9.*

8. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, July 10, 2020 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0794 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 5/6/2020 **In control:** Operations Committee
On agenda: 6/12/2020 **Final action:**
Title: Minutes of the May 8, 2020 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a OPS Minutes May 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the May 8, 2020 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, May 8, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

***** PLEASE NOTE MEETING START TIME *****

1. Roll Call / Confirm Quorum

- Present:** 6 - Vice Chair Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Commissioner Spering
- Absent:** 2 - Chair Cortese and Commissioner Slocum

Non-Voting Members Present: Commissioner Giacomini and Commissioner Stracner

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

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

2. Pledge of Allegiance

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

Upon the motion by Commissioner Halsted and second by Commissioner Rabbitt, the Consent Calendar was approved. The motion carried by the following vote:

- Aye:** 6 - Vice Chair Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Commissioner Spering
- Absent:** 2 - Chair Cortese and Commissioner Slocum

4a. [20-0506](#) Minutes of the March 13, 2020 Meeting

Action: Committee Approval

Attachments: [4a OPS Minutes Mar 2020.pdf](#)

- 4b.** [20-0625](#) Contract - Freeway Service Patrol (FSP) Beat 27 Bay Area Tow Inc. (\$1,867,000)
 Action: Committee Approval
 Presenter: Giovanni DiFabio
 Attachments: [4b_Contract Approval Freeway Service Patrol Beat 27.pdf](#)
- 4c.** [20-0319](#) Contract - Richmond-San Rafael Bridge Forward - Electric-Bike Commute Program: Steer Davies & Gleave, Inc. (\$450,000)
 Action: Committee Approval
 Presenter: Michelle Go
 Attachments: [4c_RSR E-Bike Commute program Contract.pdf](#)
- 4d.** [20-0626](#) Clipper® Contract Amendments - Customer Research, Education and Outreach: MIG, Inc. (\$1,135,000), Caribou Public Relations, Inc. (\$150,000) and Resource Development Associates, Inc. (\$150,000); Contract - Customer Research, Education and Outreach: MIG, Inc. (\$200,000)
 Action: Committee Approval
 Presenter: Lysa Hale
 Attachments: [4d_Clipper Customer Education Contracts.pdf](#)
- 4e.** [20-0627](#) Clipper® In-Person Customer Service Centers (IPCSCs) Contract Actions: Contract Amendment - Faneuil, Inc. (\$425,000); Contract - Nematode Holdings, LLC (\$335,000) and Funding Agreement Amendment - Alameda-Contra Costa Transit District (\$250,000)
 Action: Committee Approval
 Presenter: Lysa Hale
 Attachments: [4e_Clipper In-Person Customer Service.pdf](#)

5. Approval

5a. [20-0510](#) Contract Actions - Vehicle Occupancy Verification Pilots

- i. Contract - Phase 1 Smartphone App-based Technology: RideFlag Technologies, Inc. (\$313,500)
- ii. Contract - Phase 2 Roadside Camera-based Technology: Conduent State & Local Solutions, Inc. (\$1,294,800)

Action: Committee Approval

Presenter: Pierce Gould and Linda Lee

Attachments: [5a Veh Occupancy Verification Pilots - Vendor Contracts.pdf](#)
[5a Handout Comments on Operations Committee \(May 8\).pdf](#)

Aleta Dupree was called to speak.

Upon the motion by Commissioner Spering and second by Commissioner Mackenzie, the Contract Actions - Vehicle Occupancy Verification Pilots i. Contract - Phase 1 Smartphone App-based Technology: RideFlag Technologies, Inc. (\$313,500) and ii. Contract - Phase 2 Roadside Camera-based Technology: Conduent State & Local Solutions, Inc. (\$1,294,800) were unanimously approved. The motion carried by the following vote:

Aye: 6 - Vice Chair Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Commissioner Spering

Absent: 2 - Chair Cortese and Commissioner Slocum

5b. [20-0711](#) San Francisco Peninsula Rail Program Memorandum of Understanding

A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.

Action: Commission Approval

Presenter: Lisa Klein

Attachments: [5b SFPeninsula Rail DTEExtension.pdf](#)

Upon the motion by Commissioner Halsted and second by Commissioner Mackenzie, the San Francisco Peninsula Rail Program Memorandum of Understanding was unanimously approved. The motion carried by the following vote:

Aye: 6 - Vice Chair Connolly, Commissioner Halsted, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Rabbitt and Commissioner Spering

Absent: 2 - Chair Cortese and Commissioner Slocum

6. Information

6a. [20-0534](#) Bay Area Express Lanes Network for Plan Bay Area 2050

Presentation on trade-offs between express lane planning scenarios to inform a future recommendation of the Regional Express Lane network for Plan Bay Area 2050 (Plan), including synergy with express buses. Update on the Express Lanes Strategic Plan.

Action: Information

Presenter: Jim Macrae

Attachments: [6a_Bay Area Express Lane Network for PBA 2050.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, June 12, 2020 at 9:30 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0795 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/6/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Third Quarter Fiscal Year (FY) 2019-20 MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements

Sponsors:

Indexes:

Code sections:

Attachments: [4b 3rd Qtr SAFE Financial Statements FY20.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Third Quarter Fiscal Year (FY) 2019-20 MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements

Presenter:
Raymond Woo

Recommended Action:
Information

Attachments:

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

June 12, 2020

Agenda Item 4b

**Third Quarter Fiscal Year (FY) 2019-20 MTC Service Authority for Freeways and Expressways
(SAFE) Financial Statements**

Subject: Attached are the MTC SAFE financial statements for the FY 2019-20 third quarter ended March 31, 2020. Major financial highlights include:

SAFE Program

Total revenues of \$5.2 million are slightly below budget at 74%, compared to 75% of the budget year. Total DMV registration fees make up 96% of the total revenues for the program.

Year-to-date expenses of \$1.4 million for the SAFE Program are below budget at 42%. Although the Bay Area has been under shelter in place orders since mid-March, maintenance and tow beat projects are still moving along with only small interruption.

Freeway Service Patrol (FSP) Program

Total expenses for the third quarter at \$10.1 million are 58% of the expense budget. Out of the \$7.5 million budget balance, \$7.1 million is encumbered for various service contracts.

Tow related expenses are \$9.5 million as of the end of the third quarter which is 94% of the total reported expenditure.

Capital Programs

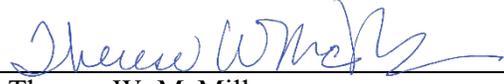
The total life-to-date budget for the Capital Program is \$22.3 million. As of the end of the third quarter of FY 2019-20, life-to-date expenses for those programs plus encumbrances total \$18.4 million.

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: Third Quarter SAFE Financial Statements



Therese W. McMillan

MTC Service Authority for Freeways and Expressways
 Operating Budget
 As of March 2020

	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	4,976,127	(1,623,873)	75.4%	75.0%	-
Interest Income	400,000	176,085	(223,915)	44.0%	75.0%	-
Total Revenue	7,000,000	5,152,212	(1,847,788)	73.6%	75.0%	-
EXPENSE:						
Salaries and Benefits	651,700	436,528	(215,172)	67.0%	75.0%	-
General Operations	1,119,560	555,515	(564,045)	49.6%	75.0%	125,592
Consultant Services	500,000	71,929	(428,071)	14.4%	75.0%	228,072
Callbox Operating Expense	935,000	298,498	(636,502)	31.9%	75.0%	338,325
Total Expense	3,206,260	1,362,470	(1,843,790)	42.5%	75.0%	691,989
OPERATING/CAPITAL TRANSFERS In (Out):						
MTC	(1,921,000)	(740,998)	(1,180,002)	38.6%	75.0%	-
FSP	(3,822,500)	(2,405,789)	(1,416,711)	62.9%	75.0%	-
Capital	(1,479,000)	(1,479,000)	-	100.0%	75.0%	-
Operating Reserve	3,428,760	836,045	2,592,715	24.4%	75.0%	-
Total Transfers	(3,793,740)	(3,789,742)	(3,998)	99.9%	75.0%	-
NET Operating Revenue (Exp)	-	-	-			

	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
<u>FSP Program</u>						
REVENUE:						
Local Assistance Program (LAP)	6,650,000	3,921,204	(2,728,796)	59.0%	75.0%	-
SB1	7,000,000	3,771,615	(3,228,385)	53.9%	75.0%	-
Traffic Mitigation Program	100,000	-	(100,000)	0.0%	75.0%	-
Total Revenue	13,750,000	7,692,819	(6,057,181)	55.9%	75.0%	-
EXPENSE:						
Salaries and Benefits	314,000	189,309	(124,691)	60.3%	75.0%	-
General Operations	238,500	166,439	(72,061)	69.8%	75.0%	-
Consultant Services	150,000	57,668	(92,332)	38.4%	75.0%	44,332
Freeway Serv Operating Expense	1,370,000	165,719	(1,204,281)	12.1%	75.0%	1,108,683
FSP Tow Beat Expense	15,500,000	9,519,473	(5,980,527)	61.4%	75.0%	5,980,527
Total Expense	17,572,500	10,098,608	(7,473,892)	57.5%	75.0%	7,133,542
TRANSFERS In (Out):						
Transfers from Callbox	3,822,500	2,405,789	(1,416,711)	62.9%	75.0%	-
Total Transfers	3,822,500	2,405,789	(1,416,711)	62.9%	75.0%	-
Ending Balance	-	-	-			

MTC Service Authority for Freeways and Expressways
 Capital Budget
 As of March 2020

	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	2,389,497	30,783	1,405,980	2,420,280
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	5,700,000	-	-	5,700,000
6319-Active OPS Mgt Program	1,000,000	-	-	1,000,000	-
Total Expense	22,314,174	18,426,417	117,814	3,769,943	18,544,231
TRANSFERS In/(Out):					
SAFE	13,899,663	13,899,663	-	-	13,899,663
Total Transfer In/(Out)	13,899,663	13,899,663	-	-	13,899,663
Ending Balance	-	3,289,057	(117,814)	-	3,171,243

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR

\$2,500 - \$200,000

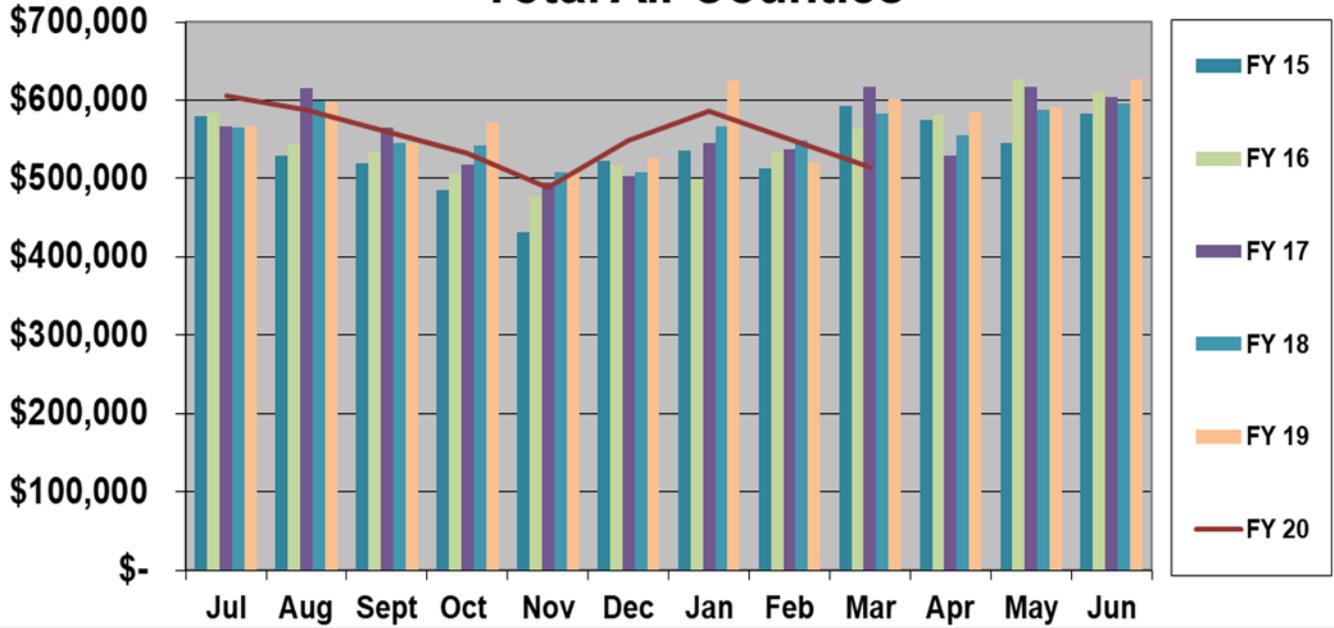
Jan - March'20

Folsom Lake Ford

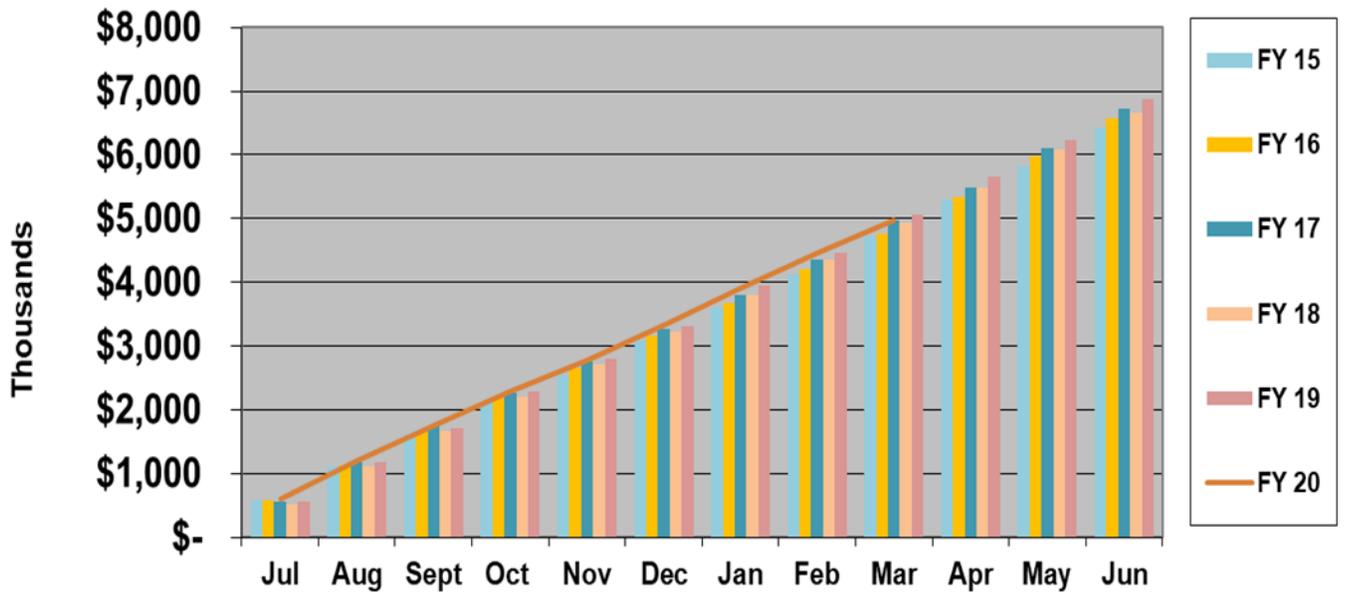
FSP Vehicle

30,941

Total DMV Revenue Total All Counties



Total YTD All Counties DMV Revenue (\$000)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0796 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/6/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Contract - Freeway Service Patrol - In-Vehicle Radio Air Coverage: Metro Mobile Communications (\$250,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c FSP_RadioAirCoverage Approval.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract - Freeway Service Patrol - In-Vehicle Radio Air Coverage: Metro Mobile Communications (\$250,000)

Presenter:

Jaime Maldonado

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission
Service Authority for Freeways and Expressways
Operations Committee

June 12, 2020

Agenda Item 4c

**Contract – Freeway Service Patrol - In-Vehicle Radio Air Coverage:
Metro Mobile Communications (\$250,000)**

Subject: Contract to provide radio telecommunications equipment and air coverage for the Freeway Service Patrol fleet.

Background: The Bay Area FSP program is a joint project of the MTC SAFE, the California Highway Patrol (CHP) and California Department of Transportation (Caltrans). The service is provided by private tow truck companies under contract to MTC SAFE. The FSP tow trucks normally operate primarily during the morning and afternoon commute hours, generally from 6:00-10:00 AM and 3:00-7:00 PM, Monday through Friday. During Shelter in Place, FSP has temporarily modified service hours such that one half of the fleet works from 6:00 AM to 12:30 PM, while the other half of the fleet works from 12:30 PM to 7:00 PM.

FSP drivers look for stranded motorists and offer assistance by changing a flat tire, jump-starting a dead battery, refilling a radiator or providing a gallon of fuel. Patrol routes are selected on factors that include high rates of traffic and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

FSP has developed a voice communication system to manage and dispatch these vehicles in the most efficient and cost-effective manner. The system is used to route service from the CHP Golden Gate Communications Center (GGCC) dispatch center in Vallejo, and it allows CHP dispatchers to communicate directly with the FSP drivers. As such, the radio system is a critical component to the current operations of this program.

The current system is a handheld digital radio solution that has exhibited an unacceptable failure rate. The project objective is to replace the FSP voice communications system with a traditional radio system that includes: 1) a regional telecommunications network, including air coverage; 2) connectivity between the FSP trucks and the CHP Dispatchers; 3) short term leases of in-vehicle equipment; 4) repair and maintenance of in-vehicle units and relay equipment (i.e. repeater sites), and base station equipment at the GGCC; and 5) and technical support services.

On March 24, 2020, MTC issued a Request for Proposal (RFP) to hire a vendor to replace the FSP in-vehicle radio system. On April 17, 2020, MTC received proposals from three vendors: Metro Mobile Communications, The Radio Guys and Silke Communications. A panel comprised of staff from MTC and the CHP reviewed the proposals and held a field demonstration with Metro Mobile Communications and The Radio Guys on May 14, 2020. Based upon the proposals and the field demonstration, staff recommends the selection of Metro Mobile Communications. That team's proposal outlined an approach that

demonstrated a strong understanding of the needs of the project. The team has extensive experience with radio systems, and during field demonstrations of coverage on FSP routes it was evident that they are best suited for the FSP Radio Air Coverage project. The table below provides the final ratings based upon a review of the proposals and a field demonstration:

Vendor	Combined Scores
1) Metro Mobile Communications	90.39
2) The Radio Guys	87.25
3) Silke Communications	68.33

Metro Mobile Communications is a small business enterprise (SBE) and has no subcontractors.

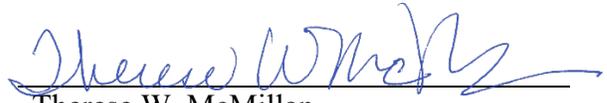
The FSP Program is authorized by California Street & Highways Code Sections 2560-2565 and MTC/SAFE receives dedicated funds from vehicle registration fees, the State Highway Account and Senate Bill 1 for this purpose. The work to be accomplished by Metro Mobile Communications is essential in the implementation of the FSP program by providing a voice communication system that allows CHP Dispatchers to communicate with the FSP fleet. There are sufficient funds set aside in the SAFE Budget to fully fund this contract action over the next five fiscal years.

Funding for this project is subject to approval of the FY 2020-21 and upcoming MTC SAFE Budgets.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a five (5) year contract with an option to extend for an additional two (2) years with Metro Mobile Communications in an amount not to exceed \$250,000 for the above-described work.

Attachments: None


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 6032

Vendor: Metro Mobile Communications
Belmont, CA

Work Project Title: Freeway Service Patrol (FSP) Radio Air Coverage

Purpose of Project: To replace the in-vehicle voice communications system in the FSP fleet and at the CHP Communications Center

Brief Scope of Work: Installation and maintenance of a voice communication system that will allow FSP drivers from their tow trucks to communicate with dispatchers at CHP's Golden Gate Division facility in Vallejo, CA.

Project Cost Not to Exceed: \$250,000

Funding Source: SAFE

Fiscal Impact: Funding is subject to future budget approvals from FY 2020-21 to FY 2024-25.
FY 2020-21: \$90,000
FY 2021-22: \$50,000
FY 2022-23: \$50,000
FY 2023-24: \$30,000
FY 2024-25: \$30,000

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with Metro Mobile Communications to provide a radio system for FSP communications as described above and in the Operations Committee Summary Sheet dated June 12, 2020 and that the Chief Financial Officer is authorized to set aside \$250,000 for such contract subject to necessary budgetary approvals.

Operations Committee:

Dave Cortese, Chair

Approved:

Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0618 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/3/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Contract - Call Box Program - Call Box Maintenance: CASE Emergency Systems, Inc. (\$825,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4d_CBX_CASE_MaintenanceContract.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - Call Box Program - Call Box Maintenance: CASE Emergency Systems, Inc. (\$825,000)

Presenter:
Stephen Terrin

Recommended Action:
Committee Approval

Attachments:

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

June 12, 2020

Agenda Item 4d

**Contract – Call Box Program - Call Box Maintenance:
CASE Emergency Systems, Inc. (\$825,000)**

Subject: Contract to provide call box maintenance services.

Background: MTC's Service Authority for Freeways and Expressway (MTC SAFE) installed call boxes starting in 1988 to provide a network of telephones along freeways, highways, and county roads where motorists could summon help when experiencing car trouble. Funding for call boxes is provided from Department of Motor Vehicles vehicle registration fees, of which MTC SAFE receives approximately \$6.5 million per year. The Bay Area Call Box network is an MTC SAFE project that is run cooperatively with Caltrans and the California Highway Patrol (CHP).

At its peak in 2001, the program received approximately 98,000 calls from 3,300 call boxes, but call volumes steadily declined thereafter as cell phone usage grew and other motorist aid services became available. Staff has continually adjusted the program to operate in a cost-effective manner. In particular, in 2004, 2012, and 2015 the program removed call boxes that were rarely used or near easily accessible services such as gas stations. The call box network now consists of approximately 500 boxes that are located on bridges, tubes and tunnels, as well as in more rural parts of the region that do not have consistent cellular coverage.

MTC SAFE has retained a maintenance contractor since the inception of the call box program to provide repair services and perform preventative measures to ensure the proper functionality of the call box system. The current vendor for these services is CASE Emergency Systems, Inc. (CASE) and its contract expires on June 30, 2020.

Staff recommends that the Operations Committee authorize the Executive Director or designated representative to execute a new three-year contract with CASE. Under this contract, CASE would continue to provide repair services and perform preventative measures to the call box system. CASE's services would be procured using the California Multiple Award Schedule (CMAS), a collaborative intergovernmental procurement vehicle, which satisfies MTC's competitive procurement requirements.

The amount of the contract would be \$275,000 per year for a three-year total of \$825,000. There are sufficient funds set aside in the SAFE Budget to fully fund this contract action over the next three years.

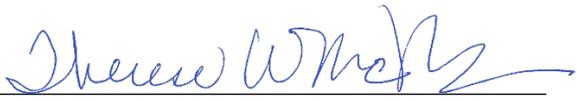
The Call Box Program is authorized by California Street & Highways Code Sections 2550-2557, which includes dedicated funds from vehicle registration fees. The work accomplished by CASE is essential in the implementation of the Call Box program, including the maintenance of the call box system on bridges and in rural parts of the Bay Area.

CASE is neither a small business enterprise nor a disadvantaged business enterprise and has no subcontractors. Funding for this project is subject to approval of the FY 2020-21 and upcoming MTC SAFE Budgets.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a three (3) year contract with an option to extend for an additional three (3) years with CASE Emergency Systems, Inc. in an amount not to exceed \$825,000 for the above-described work.

Attachments: None


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 6031

Vendor: CASE Emergency Systems, Inc.
Irvine, CA

Work Project Title: MTC SAFE Call Box Maintenance Provider

Purpose of Project: Provide maintenance and repair service for call boxes.

Brief Scope of Work: Perform corrective and preventive maintenance, call box removal, and other administrative services for the MTC SAFE call box system.

Project Cost Not to Exceed: \$825,000

Funding Source: SAFE

Fiscal Impact: Funding is subject to future budget approvals from FY 2020-21 to FY 2022-23.
FY 2020-21: \$275,000
FY 2021-22: \$275,000
FY 2022-23: \$275,000

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with CASE Emergency Systems, Inc. to provide call box maintenance services as described above and in the Operations Committee Summary Sheet dated June 12, 2020 and that the Chief Financial Officer is authorized to set aside \$825,000 for such contract subject to necessary budget approvals.

Operations Committee:

Dave Cortese, Chair

Approved:

Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0797 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/6/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Contract - Freeway Service Patrol Automatic Vehicle Locator (AVL) System: XenaTech (\$500,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4e_FSP_AVL_XenaTech_Contract.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - Freeway Service Patrol Automatic Vehicle Locator (AVL) System: XenaTech (\$500,000)

Presenter:
Jaime Maldonado

Recommended Action:
Committee Approval

Attachments:

Metropolitan Transportation Commission
Service Authority for Freeways and Expressways
Operations Committee

May 8, 2020

Agenda Item 4e

**Contract – Freeway Service Patrol Automatic Vehicle Locator (AVL) System:
XenaTech (\$500,000)**

Subject: Contract Approval – FSP AVL System: XenaTech (\$500,000).

Background: With its fleet of over 90 tow trucks and almost 200 drivers logging an average of 9,000 assists per month, the Freeway Service Patrol (FSP) program provides quick incident response to keep freeways flowing during peak commute hours. To effectively manage the program's resources and ensure they are being deployed appropriately, program administrators utilize an AVL system. This system tracks tow truck movements via onboard GPS devices to ensure tow contractor compliance, captures assist data, manages merchandise requests, allows for the submittal of trouble tickets and allows for the generation of tow invoices.

In March 2014, the Operations Committee approved a competitively-procured contract with Los Alamos Technical Associates (LATA) for FSP AVL services through June 30, 2020, with an option on the part of MTC to extend through June 30, 2025. LATA has made a business decision to stop supporting the system rather than pursue the option to extend the MTC contract. Instead, LATA prefers to allow the work unit within the company that is responsible for hosting and providing software services to MTC to spin off into a newly formed company named XenaTech. The newly formed entity, XenaTech, is comprised of the same staff that MTC staff have been working with to host and support the current FSP AVL System.

AVL systems such as these are complex and designed to be used for a long period, and since the LATA unit (XenaTech) is high performing and the system itself is working as expected, staff recommends moving forward with utilizing this system for a five-year period under a sole source contract with XenaTech. If the proposed contract is approved, FSP staff will start preparing specifications for a competitive procurement for our next AVL system in 2024 with the intent of awarding a new contract in 2025.

The scope of work to be completed under the proposed contract with XenaTech includes ongoing technical support, server hosting, maintenance and the development of future software features through June 30, 2025 for the Bay Area FSP program to support its operational need to manage the tow fleet.

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

The FSP Program is authorized by California Street & Highways Code Sections 2560-2565 and MTC/SAFE receives dedicated funds from vehicle registration fees, the State Highway Account and Senate Bill 1 for this purpose. The work to be accomplished by XenaTech is essential in the implementation of the FSP program, including: tracking of the FSP fleet for purposes of dispatching and

contract compliance, invoicing, supplies/inventory, managing public comments and a trouble ticket system for telecommunications repair. There are sufficient funds set aside in the FY 2019-20 SAFE Capital Program to fully fund this contract action over the next five fiscal years.

Issues: None identified.

Recommendation: Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a sole source contract with XenaTech to provide technical support for an AVL system as described above, in an amount not to exceed \$500,000.

Attachments: None


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 6032

Consultant: XenaTech
Albuquerque, NM

Work Project Title: Freeway Service Patrol Automatic Vehicle Locator (AVL) System

Purpose of Project: Develop and integrate customized automatic vehicle locator system to facilitate Freeway Service Patrol operations.

Brief Scope of Work: Maintaining the current AVL system by server hosting and integration with the California Highway Patrol Computer Aided Dispatch

Project Cost Not to Exceed: \$500,000

Funding Source: SAFE

Fiscal Impact: Sufficient funds are set aside in the SAFE Capital Program, as included in the adopted FY 2019-20 SAFE budget, to fully fund this contract action over the next five fiscal years.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a sole source contract with XenaTech for technical support for an AVL system for the purposes described above and in the Operations Committee Summary Sheet dated June 12, 2020 and that the Chief Financial Officer is authorized to set aside funds for such contract in the amount set forth above.

Operations Committee: _____
Dave Cortese, Chair

Approved: Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0801 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 5/6/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Bay Area Freeway Service Patrol Request for Qualifications Bid Invitation

Sponsors:

Indexes:

Code sections:

Attachments: [4f_Information Freeway Service Patrol RFQBI Release.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Bay Area Freeway Service Patrol Request for Qualifications Bid Invitation

Presenter:
Giovanni DiFabio

Recommended Action:
Information

Attachments:

Metropolitan Transportation Commission
Service Authority for Freeways and Expressways
Operations Committee

June 12, 2020

Agenda Item 4f

Bay Area Freeway Service Patrol Request for Qualifications Bid Invitation

Subject: Information regarding the release of the Bay Area Freeway Service Patrol (FSP) Request for Qualifications Bid Invitation (RFQBI) in July 2020. This RFQBI will result in a future recommendation to award FSP contracts.

Background: The Bay Area FSP program is in its 27th year of service. FSP continues to be a vital program in providing congestion relief by quickly clearing incidents during commute hours on the Bay Area's busiest freeways. MTC SAFE contracts with private tow operators to patrol segments of highways that are referred to as "beats." In 2018, this Committee approved a moderate expansion of FSP service with use of Senate Bill 1 Funding. Expanded FSP service was implemented in all nine Bay Area counties in 2018 and in 2020. MTC SAFE staff anticipates an increase in freeway congestion following the current pandemic; however, no further expansion is planned with this procurement.

Every two years, MTC SAFE releases a four-year FSP tow procurement for approximately half of its 27 beats. In past years, the Operations Committee has requested staff present information regarding the beats available for bid prior to formal release of the procurement. The 13 beats listed in Attachment A will be up for bid in July 2020. The RFQBI is a three-step process that:

1. Qualifies interested tow providers through experience and inspections.
2. Solicits bids from bidding tow providers meeting those requirements.
3. Recommends contract award to the bidder submitting the lowest responsive bid for a particular beat.

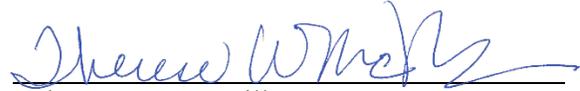
FSP Service levels are determined by MTC SAFE in consultation with FSP partners, California Department of Transportation and the California Highway Patrol (CHP) and are based on analysis of various congestion metrics, program performance data, and field observation feedback from CHP and tow contractors. Staff monitors historical congestion patterns to ensure that FSP continues to be an effective congestion management program.

On March 18th, 2020, with the reduced traffic volumes due to COVID-19 stay at home orders, MTC SAFE worked closely with FSP contractors to modify the schedule and safely offer FSP services to assist essential travelers. The modified schedule is currently still in place and FSP will return to the normal schedule upon return of peak period traffic congestion.

The FSP Program is authorized by California Street & Highways Code Sections 2560-2565 and MTC/SAFE receives FSP dedicated funds from vehicle registration fees, the State Highway Account and Senate Bill 1 for this purpose. There is an expectation that sufficient funds set aside in unbilled grants, reserves and future grants will fully fund the planned towing services in this contract period. Should revenues fall short of expectations due to budgetary impacts caused by the COVID-19 crisis, the FSP program will reduce service levels commensurate with revised revenue estimates.

Recommendation: Information only. Staff plans to release the RFQBI in July 2020. The four-year tow contract recommendations resulting from the RFQBI will be presented to this Committee for approval in October 2020 with service to commence in July 2021.

Attachments: Attachment A: Freeway Service Patrol Map showing beats available for bid


Therese W. McMillan



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0799 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/6/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Purchase Order Amendment - Technical Salesforce Integration and Administration Services: Sapient Corporation (\$1,766,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4g_Technical_Salesforce_Integration_Services_Sapient.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Purchase Order Amendment - Technical Salesforce Integration and Administration Services: Sapient Corporation (\$1,766,000)

Presenter:
Nick Roethel

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

June 12, 2020

Agenda Item 4g

Purchase Order Amendment - Technical Salesforce Integration and Administration Services: Sapient Corporation (\$1,766,000)

Subject: Purchase Order Amendment - Technical Salesforce Integration and Administration Services: Sapient Corporation (\$1,766,000).

Background: In December 2018, this committee approved a purchase order with Sapient Corporation (formerly known as Vertiba, LLC), to develop a customer relationship management system in Salesforce for the means-based transit fare pilot program, Clipper® START, and as an underlying foundation for future expansion to other programs. The principles guiding the design of the system included 1) supporting a customer-friendly experience, 2) streamlining administrative processes, and 3) ensuring long-term program flexibility.

Once launched, pending the conclusion of shelter-in-place, the Clipper START website will provide the ability for low-income adults to apply for discounted transit fares and manage their accounts. The user-centered design, developed directly on the Salesforce platform and tested with potential users of the service, ensures a high quality, simple, and dignified experience at every interaction with the customer. Data entered through the program website will be securely stored for operations and administration of the program, allowing MTC and partners to track key performance indicators to better understand how to serve low income transit riders. Within the Salesforce customer service portal, a separately-contracted third party (Cubic Transportation Systems, Inc.) will confirm eligibility status and verify applications, and then automatically transfer eligible customer information for Clipper card processing and distribution. Finally, Salesforce's case management features will enable customer service staff to efficiently resolve customer concerns and issues.

The underlying foundation in Salesforce was built to provide the infrastructure necessary to ultimately scale to other services and deliver a cohesive, innovative, and customer-centric experience across programs while automating and streamlining legacy processes. Under the proposed amendment, Sapient Corporation would leverage and further extend the Salesforce platform for the following projects:

1. migration of the database for the Regional Transit Connection (RTC) discount card for persons with disabilities, and design and development of an online application, eligibility verification, and customer service processes (\$415k);
2. migration of the Regional Eligibility Database (RED) for paratransit (\$415k);
3. migration of the MTC/ABAG agency contact database and development of processes to support interagency and public communications (\$300k);
4. launch support for Clipper START and post-launch enhancements once shelter-in-place has lifted (\$105k); and
5. ongoing operations and enhancement of the above projects, as well as an existing customer case management system for FasTrak® built by Sapient under a separate purchase order (\$535k).

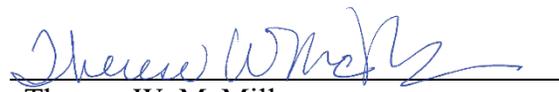
Under this purchase order amendment, Sapient Corporation would provide technical integration and professional services to design, develop, and support the Salesforce projects listed above, along with other possible Salesforce integration projects that may be identified. The work is expected to be completed in fiscal year 2020-21. Sapient Corporation's services were procured using the California Multiple Award Schedule (CMAS), a collaborative intergovernmental procurement vehicle, which satisfies MTC's competitive procurement requirements. Sapient Corporation is an authorized vendor under CMAS and has been recognized as a Platinum Salesforce Consulting Partner. Sapient Corporation has successfully developed similar account platforms and application processes in Salesforce for the DAHLIA San Francisco Housing Portal and LA Metro's TAPforce. Sapient Corporation also completed an internal customer service escalation process in Salesforce for FasTrak, which was delivered on-time and within budget. Sapient Corporation is neither a small business nor a disadvantaged business enterprise and currently has no subcontractors.

These efforts are required for MTC to meet Resolution No. 4320, Regional Means-Based Transit Fare Pilot Program requirements and are essential to the launch and ongoing operations of the Clipper START program. These efforts are also critical to ongoing support of FasTrak® customer service, upgrades to legacy database technology in support of streamlined operations and risk reduction, and provision of services to persons with disabilities, as mandated by the Americans with Disabilities Act of 1990. These efforts are dependent upon future work for operations and maintenance of these regional programs on the Salesforce platform.

Issues: No issues identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to issue a purchase order amendment to Sapient Corporation in an amount not to exceed \$1,766,000 to continue to provide technical Salesforce integration and administration services.

Attachments: None.


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order Amendment

Work Item No.: 1161, 1252, 2700, 1311

Consultant: Sapiient Corporation (formerly Vertiba, LLC)
Westminster, CO

Work Project Title: Technical Salesforce Integration and Administration Services

Purpose of Project: To provide technical integration and administration services for Salesforce platform development.

Brief Scope of Work: Provide technical integration and professional services to design, develop, and support expansion of Salesforce platform developed for the Regional Means-Based Transit Fare Pilot Program to other regional and internal customer account management program needs.

Project Cost Not to Exceed: \$1,766,000

Funding Source: CARES, STA, FHWA, STP/CMAC, OBAG, RM2, RM3, SB1 State of Good Repair, LCTOP, BATA Rehab, General Funds

Fiscal Impact: \$1,766,000 is subject to approval of the FY 2020-21 MTC budget, as follows:

- RTC/RED: \$928,000 - CARES, STA, FHWA, STP/CMAC, OBAG, RM2, RM3, SB1 State of Good Repair
- Clipper START: \$441,000 - LCTOP
- FasTrak: \$25,000 - BATA Rehab
- Agency Contact Database: \$372,000 - General Funds

Motion by Committee: That the Executive Director or designee is authorized to issue a purchase order amendment to Sapiient Corporation for technical Salesforce integration and administration services described above and in the Operations Committee Summary Sheet dated June 12, 2020 and that the Chief Financial Officer is authorized to set aside \$1,766,000 for such amendment subject to necessary budget approvals.

Operations Committee: _____
Dave Cortese, Chair

Approved: Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0807 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/7/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Next Generation Clipper® Contract Change Order - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation: Cubic Transportation Systems, Inc. (Cubic) (\$1,800,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4h_Change Order Cubic CAD AVL.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Next Generation Clipper® Contract Change Order - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation: Cubic Transportation Systems, Inc. (Cubic) (\$1,800,000)

Presenter:

Jason Weinstein

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

June 12, 2020

Agenda Item 4h

Next Generation Clipper® Contract Change Order – Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation: Cubic Transportation Systems, Inc. (Cubic) (\$1,800,000)

Subject: Request for approval of a Change Order for integration of Next Generation Clipper onboard equipment with CAD/AVL systems.

Background: The Next Generation Clipper® System Integrator Contract between MTC and Cubic provides for an integration between existing transit operator onboard Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) systems and the Next Generation Clipper System.

In November and December 2019, MTC, transit operator staff, Cubic, and CAD/AVL vendors met in a series of workshops intended to streamline and optimize the integration of next generation Clipper equipment with existing on-board bus equipment. The workshops resulted in an approach that integrates Clipper equipment and CAD/AVL systems. This approach would require less equipment to purchase and maintain, would eliminate excess equipment in the front of the bus, and would allow Next Generation Clipper card reader equipment to seamlessly communicate and receive information from existing onboard systems. Onboard integration also supports bus operators by providing single log-on with existing CAD/AVL equipment to correctly identify routes, calculate fares and transfers, and collect additional trip information.

The proposed change order would provide for the development of the CAD/AVL integration, as well as testing and support for operators and their respective CAD/AVL vendors. Cubic has indicated that if work begins this summer, there would be no discernible impacts to the guaranteed completion dates in the Next Generation Clipper System Integrator contract.

Staff anticipates that the change order costs would be more than offset by savings to the Clipper capital budget from a reduction in equipment needed, if this proposed change order is approved.

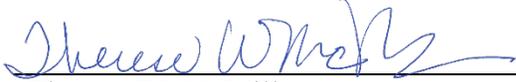
Cubic is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

The Clipper Executive Board approved the proposed change order at its May 11, 2020 meeting.

Issues: None.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a Contract Change Order with Cubic in an amount not to exceed \$1,800,000 for CAD/AVL integration as described above.

Attachments: None.


Therese W. McMillan

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Contract Change Order

Work Item No.: 310-2780

Contractor: Cubic Transportation Systems, Inc.
San Diego, CA

Work Project Title: Next Generation Clipper® CAD/AVL Integration
Implementation

Purpose of Project: Provide integration and support of CAD/AVL systems
with Next Generation Clipper®

Brief Scope of Work: To develop and implement CAD/AVL integration
solutions as well as provide testing and support for
transit operators and their CAD/AVL vendors

Project Cost Not to Exceed: \$1,800,000

Funding Source: FTA, FHWA, OBAG2, STP, CMAQ, STA, STP Exchange,
Regional Measure 2 Capital and Regional Measure 2
Operating, Regional Measure 3, SB1 State of Good Repair

Fiscal Impact: Funding is subject to the approval of the FY 2020-21 MTC
agency budget.

Motion by Committee: That the Executive Director or designee is authorized to
negotiate and enter into a contract change order with Cubic
Transportation Systems, Inc., for the purpose described above
and in the Operations Committee Summary Sheet dated June
12, 2020, and the Chief Financial Officer is authorized to set
aside \$1,800,000 for such contract change order, subject to
the approval of the FY 2020-21 MTC budget.

Operations Committee:

Dave Cortese, Chair

Approved: Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0812 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/11/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Contract Amendment - On-Call Project/Program Management and Strategic Advisory Services for Resilient State Route 37: Gray-Bowen-Scott (\$330,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4i_SR37 Program Mgr Contract Amendment_GBS.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract Amendment - On-Call Project/Program Management and Strategic Advisory Services for Resilient State Route 37: Gray-Bowen-Scott (\$330,000)

Presenter:

Kevin Chen

Recommended Action:

Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

June 12, 2020

Agenda Item 4i

**Contract Amendment – On-Call Project/Program Management and Strategic Advisory Services
for Resilient State Route 37: Gray-Bowen-Scott (\$330,000)**

Subject: Contract Amendment – On-Call Project/Program Management and Strategic Advisory Services for Resilient State Route 37: Gray-Bowen-Scott (GBS).

Background: State Route 37 (SR 37) extends from US Highway 101 (US 101) in Novato, Marin County to I-80 in Vallejo, Solano County. It is an important regional connection linking the north, east, and west San Francisco Bay sub-regions. The corridor is faced with a number of challenges, including traffic congestion, seasonal flooding, environmentally sensitive ecology, and sea level rise. MTC is working in partnership with the California Department of Transportation (Caltrans) and Transportation Authorities in Solano, Sonoma, Napa and Marin to define and deliver a Resilient SR 37 Program to address these challenges.

In February 2019, after a competitive procurement process, the MTC Operations Committee approved the On-Call Project/Program Management and Strategic Advisor Services Bench, which comprised of 14 pre-qualified firms. This consultant bench is to provide project/program management and strategic advisory support to MTC for any phase of a project, including concept development, initial planning, project initiation, project development, project approval and environmental document, design, construction support, implementation and operations of the facilities. Consultants may add additional specialty subconsultant(s), as needed later, for specific task order assignments.

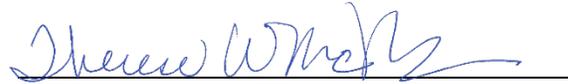
In December 2019, after a comparative review of the Statements of Qualifications submitted by the firms on the bench, Gray-Bowen-Scott (GBS) was selected to provide project/program management and strategic advisor services in the development of the Resilient SR 37 Program. GBS met project and programmatic needs, had direct experience with complex projects similar to SR 37, and their key staff have demonstrated extensive experiences with similar large scale, complex projects such as MTC's Bay Area Express Lanes Program and San Mateo County US 101 Express Lanes, as well as Caltrans project development and delivery. Under the proposed contract amendment, GBS will continue to provide services, to assist staff with advancing the SR 37 Planning and Environmental Linkages Study, advance mitigation plans, and corridor alignments and alternatives assessments.

Neither GBS nor its subcontractors are small businesses or disadvantaged business enterprises.

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 GBS in an amount not to exceed \$330,000 to provide project/program management and strategic advisory services for the Resilient SR 37 program.

Attachments: None.



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.: 1237

Consultant: Gray-Bowen-Scott
Walnut Creek, CA

Work Project Title: Resilient State Route 37

Purpose of Project: On-Call Project/Program Management and Strategic Advisory Services for Resilient State Route 37.

Brief Scope of Work: Provide project/program management and strategic advisory services to help advance the SR 37 Planning and Environmental Linkages Study, advance mitigation plans, and corridor alignments and alternatives assessments.

Project Cost Not to Exceed: \$330,000 this amendment
Total Contract before this amendment: \$150,000
Total Authorized Contract after this amendment: \$480,000

Funding Source: STP

Fiscal Impact: Funding is included 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 Gray-Bowen-Scott to provide the consulting services described above and in the Operations Committee Summary Sheet dated June 12, 2020 and that the Chief Financial Officer is authorized to set aside \$330,000 for such amendment.

Operations Committee:

Dave Cortese, Chair

Approved: Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0830 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 5/15/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Purchase Order - Traffic Data Roadway Analytics Suite: INRIX, Inc. (\$99,500)

Sponsors:

Indexes:

Code sections:

Attachments: [4j_Purchase Order_INRIX Traffic Data Analytics.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Purchase Order - Traffic Data Roadway Analytics Suite: INRIX, Inc. (\$99,500)

Presenter:
Elliot Huang

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

June 12, 2020

Agenda Item 4j

Purchase Order – Traffic Data Roadway Analytics Suite: INRIX, Inc. (\$99,500)

Subject: Request for approval of a purchase order for Traffic Data for FY 2020-21: INRIX, Inc. (INRIX) (\$99,500).

Background: INRIX offers a web-based platform (referred to as the INRIX Roadway Analytics Suite) that provides real-time and historical transportation analytics data generated from trillions of aggregated data points. Staff has direct access to the data for many MTC initiatives such as Vital Signs, freeway operational analyses, and congested segments analyses. County Transportation Authorities, counties, cities, and consultant partners throughout the region also have direct access to the data because MTC's license agreement with INRIX allows MTC to provide regional partner public agencies and their consultants access to the platform.

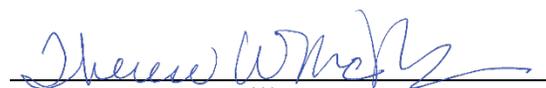
MTC first entered into a sole source purchase order under Executive Director Authority with INRIX for the INRIX Roadway Analytics Suite in 2016 in the amount of \$200,000, and entered in another purchase order in 2018 for \$200,000. The proposed purchase order for \$99,500 would bring the total amount of the services purchased from INRIX to \$499,500 over a period of five (5) years. The two prior separate purchase orders and the proposed purchase order each fall under and comply with MTC policies and Executive Director Authority. However, for transparency, staff is seeking Committee approval for the proposed purchase order in the amount of \$99,500 within the larger context of the combined dollar amount of the purchase orders.

INRIX is neither a disadvantaged business enterprise nor a small business enterprise.

Issues: None.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a purchase order with INRIX in an amount not to exceed \$99,500 for the web-based services described above.

Attachments: None.


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Consultant: INRIX, Inc.
Kirkland, WA

Work Project Title: INRIX Roadway Analytics Suite

Purpose of Project: To provide access to the INRIX Roadway Analytics Suite for one (1) year.

Brief Scope of Work: Provision of INRIX Roadway Analytics Suite to support data-driven transportation analytics for MTC and regional public partner agencies.

Project Cost Not to Exceed: \$99,500

Funding Source: STP

Fiscal Impact: Funding is included in the MTC Fiscal Year 2019-20 budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a sole source purchase order with INRIX, Inc. as described above and in the Operations Committee Summary Sheet dated June 12, 2020, and the Chief Financial Officer is authorized to set aside \$99,500 for such purpose.

Operations Committee:

Dave Cortese, Chair

Approved: Date: June 12, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0800 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 5/6/2020 **In control:** Operations Committee
On agenda: 6/12/2020 **Final action:**
Title: MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget

A request for approval of MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget.

Sponsors:

Indexes:

Code sections:

Attachments: [5a_MTC SAFE Res. 66. FY20-21 Budget.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget

A request for approval of MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget.

Presenter:

Brian Mayhew

Recommended Action:

Authority Approval

Attachments:

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

June 12, 2020

Agenda Item 5a

MTC SAFE Resolution No. 66: Fiscal Year 2020-21 Operating and Capital Budget

Background: The MTC SAFE proposed budget for FY 2020-21 is showing an operating deficit of \$363,900 before transfer out. The deficit will be covered with transfer in from available reserve balance which is currently nearly \$14 million.

Operating Revenue

Total operating revenue for FY 2020-21 is \$20.7 million, a slight decrease of \$83,000 or 0.4% from the FY 2019-20 budget. Revenue is maintaining at a similar level as prior year as expenditures are also remaining at a similar level.

Table 1

<u>Operating Revenue</u>	<u>FY 2018-19 Actual</u>	<u>FY 2019-20 Budget</u>	<u>FY 2020-21 Budget</u>	<u>Difference</u>
STP	\$2,612,649	\$0	\$0	\$0
DMV Revenue	6,865,827	6,600,000	6,402,000	(198,000)
Interest Income	466,769	400,000	40,000	(360,000)
Local Assistance Program	2,715,826	6,650,000	7,000,000	350,000
SB1	2,916,703	7,000,000	7,225,000	225,000
State of California	0	100,000	0	(100,000)
Total Op. Revenue	<u>\$15,577,774</u>	<u>\$20,750,000</u>	<u>\$20,667,000</u>	<u>(\$83,000)</u>

Operating Expense

The operating budget recommended for FY 2020-21 shows an increase of \$152,140 or 0.7% in comparison to the FY 2019-20 budget (Table 2) due to cost of living increases built into the tow contracts and an increase in tow contingency to address the potential for tow companies going out of business due to the COVID-19 crisis.

Table 2

<u>Expense</u>	<u>FY 2018-19</u> <u>Actual</u>	<u>FY 2019-20</u> <u>Budget</u>	<u>FY 2020-21</u> <u>Budget</u>	<u>Difference</u>
Operating Expense				
Salaries/ Benefits/ Temps	\$810,727	\$965,700	\$861,100	(\$104,600)
Professional Fees	753,191	2,425,000	2,015,000	(410,000)
General Administration	1,085,841	1,283,060	909,800	(373,260)
Repairs and Maintenance	434,257	525,000	560,000	35,000
FSP Tow Expense	9,674,576	15,500,000	16,500,000	1,000,000
Other	<u>96,226</u>	<u>80,000</u>	<u>85,000</u>	<u>5,000</u>
Total Operating Expense	12,854,818	20,778,760	20,930,900	152,140
Operating Balance	<u>\$2,722,956</u>	<u>(\$28,760)</u>	<u>(\$263,900)</u>	<u>(\$235,140)</u>
Transfers				
In – Reserve		1,981,260	1,363,900	(617,360)
Out				
MTC	655,525	1,921,000	1,100,000	(821,000)
Other	3,000,000	0	0	0
SAFE Capital	<u>330,730</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Transfers Out	3,986,255	1,921,000	1,100,000	(821,000)
Year End Balance	<u>(\$1,263,299)</u>	<u>\$31,500</u>	<u>\$0</u>	<u>(\$31,500)</u>

The Freeway Service Patrol proposed budget has a deficit of \$263,900 before transfer out for FY 2020-21.

Capital Program

Closing of Existing Capital Program:

Commuter Parking Initiative (6318). The Commuter Parking Initiative Program implemented ridesharing measures including ride-matching, vanpool services, and commute trip planning services. The project is completed so this capital program can be closed.

Transfers

Staff proposes the following project and operational transfers for FY 2020-21

- \$1.1 million to MTC for operating contracts

Operating Reserve

The current and projected operating reserve position is shown in Table 3 below.

Table 3

Description	<u>FY 2017-18</u>	<u>FY 2018-19</u>	<u>FY 2019-20</u>	<u>FY 2020-21</u>
	<u>Actual</u>	<u>Actual</u>	<u>Budget</u>	<u>Budget</u>
Total Reserve for:				
Encumbrances	500,000	500,000	500,000	500,000
Fixed Assets	38,477	29,451	250,000	250,000
Transfer to MTC/Other	1,740,011	4,416,355	1,921,000	1,100,000
Transfer to SAFE Capital Projects	300,000	330,730	1,479,000	0
Net Pension Liability	600,586	1,000,000	0	0
Operating Reserve	<u>0</u>	<u>0</u>	<u>3,944,000</u>	<u>4,186,180</u>
Total Restricted	3,179,074	6,276,536	8,094,000	6,036,180
Unrestricted Balance	<u>11,975,168</u>	<u>7,614,407</u>	<u>5,828,443</u>	<u>7,622,363</u>
Total Reserves	\$15,154,242	\$13,890,943	\$13,922,443	\$13,658,543

The unrestricted balance is also used as operating cash flow to pay for expenses as the grants are on a reimbursement basis.

Recommendation: Staff recommends that the Committee refer MTC SAFE Resolution No. 66 to the Authority for approval.

Attachments: MTC SAFE Resolution No. 66: FY 2020-21 Operating and Capital Budget



Therese W. McMillan

Date: June 24, 2020
W.I.: 6031, 6032
Referred by: Operations

ABSTRACT

SAFE Resolution No. 66

This resolution approves the FY 2020-21 Budget for the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (SAFE).

Further discussion of the SAFE Budget is contained in the Operations Committee Summary Sheet dated June 12, 2020.

Date: June 24, 2020
W.I.: 6031, 6032
Referred by: Operations

RE: Approval of the FY 2020-21 Budget for the Metropolitan Transportation Commission Service Authority for Freeways and Expressways

METROPOLITAN TRANSPORTATION COMMISSION
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

SAFE RESOLUTION NO. 66

WHEREAS, SAFE Resolution No. 1 established a Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE or SAFE) pursuant to Streets and Highways Code §§ 2550-2556, which provides for the design, installation, operation and maintenance of a motorist aid call box system in any of the Bay Area counties that elect to join SAFE; and

WHEREAS, SAFE staff has prepared a budget setting forth the anticipated revenues and expenditures of the SAFE for FY 2020-21; and

WHEREAS, the final draft SAFE budget for FY 2020-21 was reviewed and recommended by the Metropolitan Transportation Commission Operations Committee (the "Operations Committee") for approval; now, therefore, be it

RESOLVED, that the SAFE budget for FY 2020-21, as prepared in accordance with generally accepted accounting principles, attached hereto as Attachment A and incorporated herein as though set forth in full, is hereby approved in the amounts and for the purposes listed therein; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the SAFE operating budget for FY 2020-21, provided that there shall be no increase in the overall SAFE operating budget without prior approval of SAFE; and, be it further

RESOLVED, that SAFE delegates to the Operations Committee the authority to approve all contracts and expenditures in SAFE's Budget for FY 2020-21, provided that there shall be no increase in the overall budget without prior approval of SAFE; and be it further

RESOLVED, that SAFE's Executive Director, or the responsible staff person designated by the Executive Director, shall submit written requests to the Operations Committee for approval of consultants, professional services, and expenditures authorized in the SAFE Budget for FY 2020-21; and be it further

RESOLVED, that SAFE's Executive Director and Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior fiscal year for which expenditures were budgeted and encumbered and which will take place in FY 2020-21; and be it further

RESOLVED, that the Chief Financial Officer is authorized to make advances for cash flow purposes from available resources for operating, project and grant funding purposes with such advances to be repaid as funds are received; and be it further

RESOLVED, that SAFE's Executive Director, or the responsible staff person designated by the Executive Director, shall furnish the Operations Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Operations Committee.

METROPOLITAN TRANSPORTATION
COMMISSION SERVICE AUTHORITY FOR
FREEWAYS AND EXPRESSWAYS

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission Service Authority for Freeways and Expressways at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 24, 2020.

Date: June 24, 2020
W.I.: 6031, 6032
Referred by: Operations

Attachment A
SAFE Resolution No. 66

FY 2020-21 SAFE Budget

**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
FY 2020-21 OPERATING AND CAPITAL BUDGET**

Date: June 24, 2020
SAFE: WE 6031, 6032

SAFE RESOLUTION NO. 66

ATTACHMENT A: TABLE OF CONTENTS

SAFE Operating Program	Page 2
SAFE Capital Program	Page 6

Revenue and Expense Summary

OPERATING REVENUE/EXPENSE	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./Dec.
Freeway Assist/SAFE Project	\$3,429,072	\$7,000,000	\$6,442,000	-8.0%	(\$558,000)
FSP	\$4,992,986	\$13,750,000	\$14,625,000	6.4%	\$875,000
Subtotal Operating Revenue	\$8,422,058	\$20,750,000	\$21,067,000	1.5%	\$317,000
Freeway Assist/SAFE Project	\$1,833,890	\$3,206,260	\$2,762,900	-13.8%	(\$443,360)
FSP	\$16,924,476	\$17,572,500	\$18,668,000	6.2%	\$1,095,500
Subtotal Operating Expense	\$18,758,366	\$20,778,760	\$21,430,900	3.1%	\$652,140
Operating Surplus (Shortfall) before Transfer	(\$10,555,103)	(\$28,760)	(\$363,900)	1165.3%	(\$31,500)
Transfers Out	\$218,795	\$1,921,000	\$1,100,000	-42.7%	(\$821,000)
Total Operating Surplus (Shortfall)	(\$10,773,898)	(\$1,949,760)	(\$1,463,900)	-24.9%	\$485,860
Transfer In from Reserve	\$0	\$1,981,260	\$1,463,900	-26.1%	(\$517,360)

REVENUE DETAIL

OPERATING REVENUE	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./Dec.
FREEWAY ASSIST/SAFE REVENUE					
DMV (Vehicle Registration Fees)	\$3,291,828	\$6,600,000	\$6,402,000	-3.0%	(\$198,000)
Interest	\$137,244	\$400,000	\$40,000	-90.0%	(\$360,000)
Subtotal: SAFE Revenue	\$3,429,072	\$7,000,000	\$6,442,000	-8.0%	-\$558,000
FSP REVENUE					
State Local Assistance Program (LAP)	\$2,776,712	\$6,650,000	\$7,200,000	8.3%	\$550,000
Road Repair & Accountability Act (SB 1)	\$2,216,274	\$7,000,000	\$7,425,000	6.1%	\$425,000
Traffic Mitigation Program (Caltrans)	\$0	\$100,000	\$0	-100.0%	(\$100,000)
Subtotal: FSP Revenue	\$4,992,986	\$13,750,000	\$14,625,000	6.4%	\$875,000
Total Operating Revenue	\$8,422,058	\$20,750,000	\$21,067,000	1.5%	\$317,000

EXPENSE DETAIL

OPERATING EXPENSE					
	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./Dec.)
I. Salaries and Benefits					
Freeway Assist/SAFE Project	\$331,832	\$651,700	\$542,100	-16.8%	(\$109,600)
FSP Project	\$126,197	\$314,000	\$319,000	1.6%	\$5,000
II. General Operations					
Freeway Assist/SAFE Project	\$547,360	\$1,119,560	\$740,800	-33.8%	(\$378,760)
FSP Project	\$118,877	\$238,500	\$234,000	-1.9%	(\$4,500)
III. Consultant Services					
Freeway Assist/SAFE Project	\$317,716	\$500,000	\$500,000	0.0%	\$0
FSP Project	\$100,000	\$150,000	\$125,000	-16.7%	(\$25,000)
IV. Operating Contracts					
Freeway Assist/SAFE Project	\$636,982	\$935,000	\$980,000	4.8%	\$45,000
FSP Project	\$16,579,402	\$16,870,000	\$17,990,000	6.6%	\$1,120,000
Freeway Assist Operating Expense	\$1,833,890	\$3,206,260	\$2,762,900	-13.8%	-\$443,360
FSP Operating Expense	\$16,924,476	\$17,572,500	\$18,668,000	6.2%	\$1,095,500
Total Operating Expense	\$18,758,366	\$20,778,760	\$21,430,900	3.1%	\$652,140

TRANSFERS

TRANSFERS OUT					
Transfers Out to MTC					
MTC (1122, Travel Model Research)		\$100,000	\$0	-100.0%	(\$100,000)
MTC (1212, Performance Measure & Monitoring)		\$125,000	\$0	-100.0%	(\$125,000)
MTC (1161, Bay Area Regional Architecture)		\$0	\$250,000	N/A	\$250,000
MTC (1223, Transportation Management Systems)		\$546,000	\$25,000	-95.4%	(\$521,000)
MTC (1224, Regional Travel Info Systems)		\$0	\$300,000	N/A	\$300,000
MTC (1235, Incident Management)		\$175,000	\$275,000	57.1%	\$100,000
MTC (1237, I-880 Corridor Operations)		\$975,000	\$250,000	-74.4%	(\$725,000)
Total Transfers Out to MTC Op. Budget	\$218,795	\$1,921,000	\$1,100,000	-42.7%	(\$821,000)
Transfer Out to Express Lanes Capital	\$0	\$0	\$0	100%	\$0
Total Transfers Out	\$218,795	\$1,921,000	\$1,100,000	-42.7%	-\$821,000
Total Expense and Transfers	\$18,977,161	\$22,699,760	\$22,530,900	-0.7%	-\$168,860

I. SALARIES AND BENEFITS EXPENSE

	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./Dec.)
FREEWAY ASSIST/SAFE Program					
Salaries and Benefits	\$331,832	\$644,000	\$531,000	-17.5%	(\$113,000)
Temporary Assistance	\$0	\$7,700	\$11,100	44.2%	\$3,400
Freeway Assist/SAFE Subtotal	\$331,832	\$651,700	\$542,100	-16.8%	-\$109,600
FREEWAY SERVICE PATROL					
Salaries and Benefits	\$126,197	\$314,000	\$319,000	1.6%	\$5,000
FSP Subtotal	\$126,197	\$314,000	\$319,000	1.6%	\$5,000
Total Salaries and Benefits	\$458,029	\$965,700	\$861,100	-10.8%	-\$104,600

II. GENERAL OPERATIONS EXPENSE

	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./Dec.)
FREEWAY ASSIST/SAFE					
Office Operations (meals, postage, printing)		\$14,000	\$14,000	0.0%	\$0
Travel/Training	\$4,190	\$9,000	\$9,000	0.0%	\$0
SAFE overhead	\$188,016	\$347,500	\$288,000	-17.1%	(\$59,500)
Data Security Improvements/HW Transition	\$107,737	\$210,000	\$40,000	100%	(\$170,000)
Legislative advocacy	\$8,257	\$24,000	\$0	-100.0%	(\$24,000)
Professional Memberships	\$5,000	\$9,800	\$9,800	0.0%	\$0
Insurance	\$46,520	\$60,000	\$55,000	-8.3%	(\$5,000)
Audit	\$73,229	\$75,000	\$65,000	-13.3%	(\$10,000)
Prior Year Enc	\$0	\$60,260	\$0	-100.0%	(\$60,260)
Freeway Assist Subtotal w/o Depreciation	\$432,949	\$809,560	\$480,800	-40.6%	-\$328,760
FREEWAY SERVICE PATROL					
Travel/Training	\$854	\$9,000	\$9,000	0.0%	\$0
FSP Overhead	\$71,503	\$169,500	\$170,000	0.3%	\$500
Insurance	\$46,520	\$60,000	\$55,000	-8.3%	(\$5,000)
FSP Subtotal w/o Depreciation	\$118,877	\$238,500	\$234,000	-1.9%	-\$4,500
Total General Operations w/o Depreciation	\$551,826	\$1,048,060	\$714,800	-31.8%	-\$333,260
FREEWAY ASSIST/SAFE					
Office depreciation	\$114,411	\$310,000	\$260,000	-16.1%	(\$50,000)
FREEWAY SERVICE PATROL					
Office depreciation	\$0	\$0	\$0	0.0%	\$0
Freeway Assist Subtotal with Depreciation	\$547,360	\$1,119,560	\$740,800	-33.8%	-\$378,760
FSP Subtotal with Depreciation	\$118,877	\$238,500	\$234,000	-1.9%	-\$4,500
Total General Operations with Depreciation	\$666,237	\$1,358,060	\$974,800	-28.2%	-\$383,260

III. PROJECT CONSULTANT SERVICES EXPENSE

	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./((Dec.))
FREEWAY ASSIST/SAFE					
Freeway Assist Marketing	\$17,716	\$100,000	\$0	-100.0%	(\$100,000)
Transportation Asset-EOC Platform (STIR project)	\$0	\$0	\$100,000	N/A	\$100,000
Emergency Management	\$300,000	\$300,000	\$350,000	16.7%	\$50,000
Consultant other	\$0	\$100,000	\$50,000	-50.0%	(\$50,000)
Freeway Assist/SAFE Subtotal	\$317,716	\$500,000	\$500,000	0.0%	\$0
FREEWAY SERVICE PATROL					
Information/Data Management	\$100,000	\$100,000	\$100,000	0.0%	\$0
Consultant other	\$0	\$50,000	\$25,000	-50.0%	(\$25,000)
FSP Subtotal	\$100,000	\$150,000	\$125,000	-16.7%	-\$25,000
Total Consultant Expense	\$417,716	\$650,000	\$625,000	-3.8%	-\$25,000

IV. PROJECT OPERATING CONTRACTS EXPENSE

	Actual as of 12/31/2019	FY 2019-20 Budget	FY 2020-21 Budget	Percent Change	Change \$ Inc./((Dec.))
FREEWAY ASSIST/SAFE					
CHP Administrative Services	\$13,678	\$20,000	\$25,000	25.0%	\$5,000
Freeway Assist Telecommunication Services	\$80,375	\$100,000	\$100,000	0.0%	\$0
Call Box Repairs/Maintenance/Vandalism	\$400,000	\$400,000	\$400,000	0.0%	\$0
Private Call Center	\$70,000	\$75,000	\$75,000	0.0%	\$0
Incident Management Operations	\$0	\$130,000	\$120,000	100.0%	(\$10,000)
SAFETY Corridor Programs (SAFE on 17)	\$66,851	\$100,000	\$100,000	0.0%	\$0
Emergency Operations Telecommunications	\$0	\$100,000	\$150,000	50.0%	\$50,000
Freeway Assist Operations	\$6,078	\$10,000	\$10,000	0.0%	\$0
Freeway Assist/SAFE Subtotal	\$636,982	\$935,000	\$980,000	4.8%	\$45,000
FREEWAY SERVICE PATROL					
FSP Tow Service	\$15,413,827	\$15,500,000	\$17,000,000	9.7%	\$1,500,000
CHP Funding Agreement	\$917,864	\$1,000,000	\$625,000	-37.5%	(\$375,000)
In-vehicle Maintenance	\$65,000	\$75,000	\$100,000	33.3%	\$25,000
FSP Telecommunication Services	\$113,225	\$150,000	\$100,000	-33.3%	(\$50,000)
Equipment Replacement (hardware & warranties)	\$6,000	\$50,000	\$60,000	20.0%	\$10,000
System Improvement (software & website)	\$10,795	\$25,000	\$30,000	20.0%	\$5,000
FSP General Operations	\$52,691	\$70,000	\$75,000	7.1%	\$5,000
FSP Subtotal	\$16,579,402	\$16,870,000	\$17,990,000	6.6%	\$1,120,000
Total Operating Contracts Expense	\$17,216,384	\$17,805,000	\$18,970,000	6.5%	\$1,165,000

SAFE CAPITAL PROGRAM
Fiscal Year 2020-21 - SAFE RES 66

Life to Date through FY 2019-20			FY 2020-21 SAFE RES 67		Life to Date through FY 2020-21	
Program	Fund	Budget	Fund	Budget	Fund	Budget
6306 FSP Data-AVL						
	CMAQ	0			CMAQ	0
	SAFE	400,000			SAFE	400,000
	SAFE	1,870,000			SAFE	1,870,000
	STP	1,556,260			STP	1,556,260
		3,826,260				3,826,260
6314 CBX Site Improvement						
	SAFE	2,744,331			SAFE	2,744,331
		2,744,331				2,744,331
6318 Commuter Parking Initiative						
	SAFE	5,700,000			SAFE	5,700,000
		5,700,000				5,700,000
6320 Emergency/Major Incidents Program						
	SAFE	1,000,000			SAFE	1,000,000
		1,000,000				1,000,000
Total		\$13,270,591				\$13,270,591

SAFE Capital Funds (+/-) \$0

SAFE Funds from Operating Reserve \$0



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0844 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/19/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Report on Travel during COVID-19 Shelter-In-Place

Report on travel on highways, bridges, transit, and local roads during COVID-19 Shelter-In-Place.

Sponsors:

Indexes:

Code sections:

Attachments: [6a_Traffic SIP..pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Report on Travel during COVID-19 Shelter-In-Place

Report on travel on highways, bridges, transit, and local roads during COVID-19 Shelter-In-Place.

Presenter:

Toshi Shepard-Ohta

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

June 12, 2020

Agenda Item 6a

Report on Travel during COVID-19 Shelter-In-Place

Subject: Report on travel on highways, bridges, transit, and local roads during COVID-19 Shelter-In-Place.

Background As a result of the major tech companies sending their workforce home to work remotely and the initial shelter-in-place (SIP) orders issued in mid-March, traffic across the Bay Area dramatically changed from highly congested to practically congestion free conditions. Staff has been monitoring the traffic condition and analyzing data sources such as Caltrans Performance Measurement System (PeMS), counts from Bay Area Toll Authority (BATA), INRIX, transit ridership (via Clipper data), and data provided by local jurisdictions. Staff will continue to monitor and report the state of the transportation system as circumstances change. Below is a snapshot of our key observations to date:

- Daily weekday traffic on the seven BATA administered toll bridges decreased between 41% and 66% during the week of March 23.
- Traffic on major corridors reached the lowest point by early-April and then increased approximately 20% to 30% by the end of May.
- The change in traffic has not been consistent across the region as corridors like I-80 in Alameda County experienced only a 40% decrease while US-101 in San Mateo County experience decreases over 60%.
- To allow for 6' social distancing some transit agencies have reduced passenger capacity on their vehicles by approximately 75%. On corridors with high rates of transit ridership and carpool, like the San Francisco-Oakland Bay Bridge, many commuters may switch to driving alone.
- Bay Wheels (bike share) ridership decreased 85% by early April but nearly tripled from its low by the end of May.
- Cities are also starting to implement street and traffic signal strategies to better allow people walking and biking to practice social distancing. Staff are coordinating with agencies on best practices and documenting the growing number and type of social distancing strategies implemented.

The significant adverse impact of COVID19 on the economy, traffic, transit ridership, sales and gas taxes and so forth has challenged us to be nimble and creative problem solvers and leaders. Key activities to date include:

- **Blue Ribbon Transit Recovery Task Force:** This 30-member task force lead by Commissioner Spering is to address the current public transit crisis with the goal to stabilize transit systems and restore ridership. It will also direct how to distribute the second round approved by Congress earlier this year through the Coronavirus Aid, Relief and Economic Security (CARES) Act. The first distribution of \$780 million in CARES Act funding was approved by MTC in April.
- **Ad Hoc BATA Recovery Working Group:** With leadership from BATA Oversight Chair Amy Worth and Caltrans Director 4 Director Tony Tavares, this working group is to strategize ways to support on-going toll bridge operations and maintenance within a constrained revenue outlook; manage congestion as traffic is expected to surge with the reopening of the economy while transit and carpooling is expected to recover more slowly; and fund and make progress to deliver low-hanging, near-term operational improvements via our Forward initiatives now and over long-haul.
- **Partner Coordination:** As companion to the Blue Ribbon Transit Recovery Task Force and Ad-Hoc BATA Recovery Working Group, there are numerous opportunities to coordinate and partner with transportation agencies, cities and counties and business groups to define and delivery creative transportation solutions. For example, in the early weeks of SIP, MTC and cities/counties participated in webinars on social distancing for bike and pedestrian activities. More recently, SFMTA has reached out to us to collaborate on conceptual congestion management strategies in anticipation of tsunami-like wave of traffic bound for the Bay Bridge/I-80 corridor as SIP protocols are lifted.

In February 2020 prior to SIP, the BATA Oversight Committee approved Bay Bridge Forward's suite of operational improvements to address bottlenecks at the approaches to the San Francisco-Oakland Bay Bridge, increase passenger throughput, and manage travel demand. Delivering Bay Bridge Forward and other investments is equally important then and now. Furthermore, the work to be carried out by the Blue Ribbon Transit Recovery Task Force and the Ad Hoc BATA Recovery Working Group will not only tackle the immediate impacts of COVID19 but also strategize about the long-game on how to invest, support, reposition and sustain our transportation system. With the Commission's leadership, we will brave this storm, and where practical we will stay the course, and where there is opportunity, we can forge new ground.

Attachments: PowerPoint



Therese W. McMillan

Travel During Shelter-In-Place

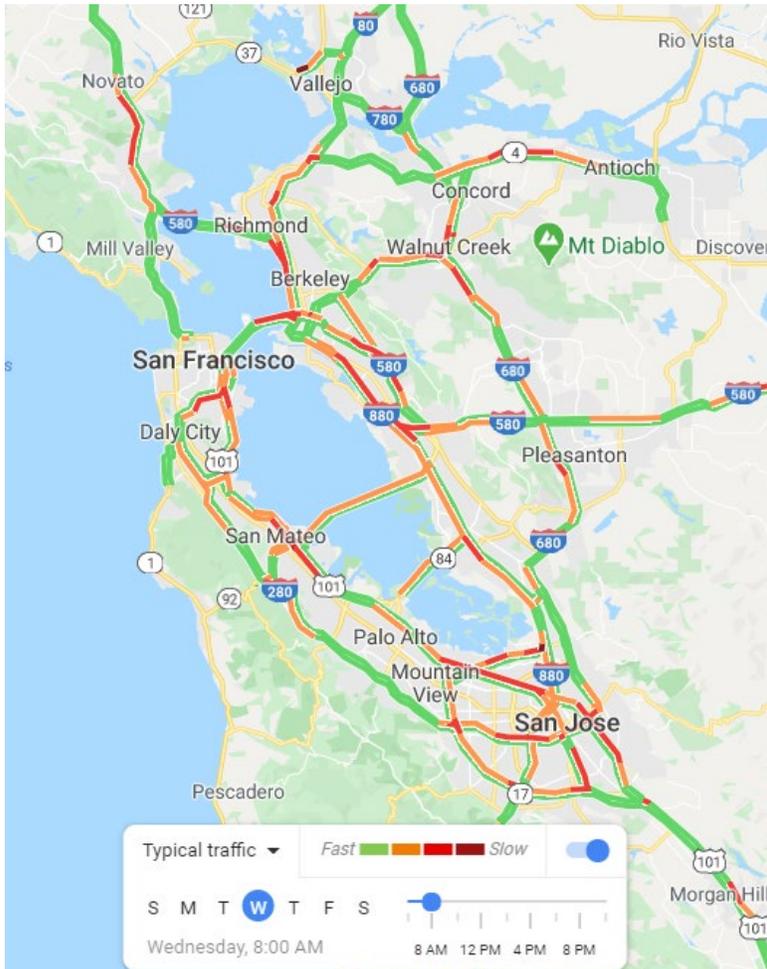
MTC Operations Committee

June 12, 2020

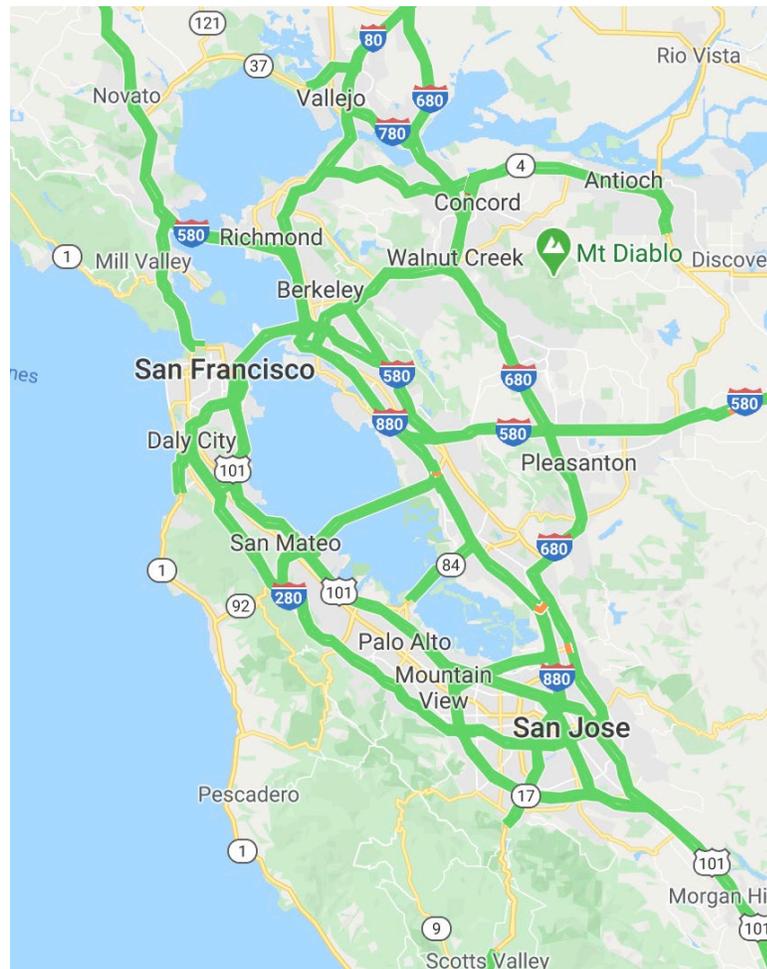


Traffic Quickly Disappeared Starting Days Before Shelter-in-Place

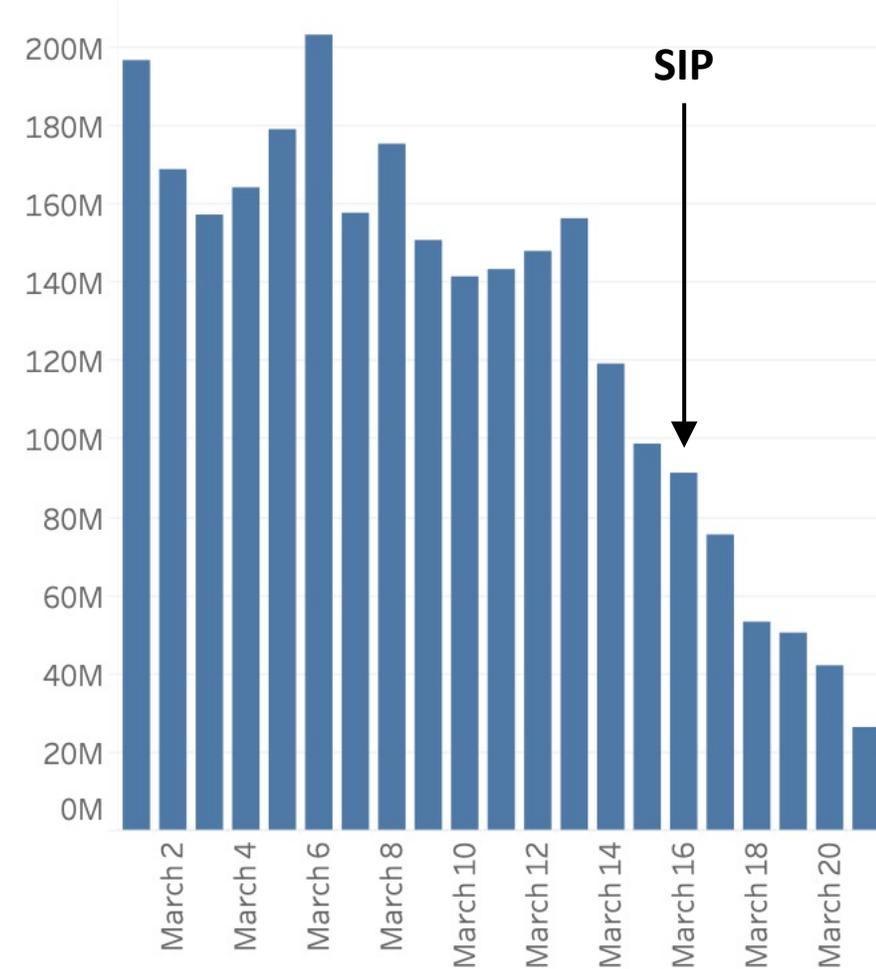
Typical Weekday
AM Peak



After Shelter-In-Place
AM Peak



Daily VMT

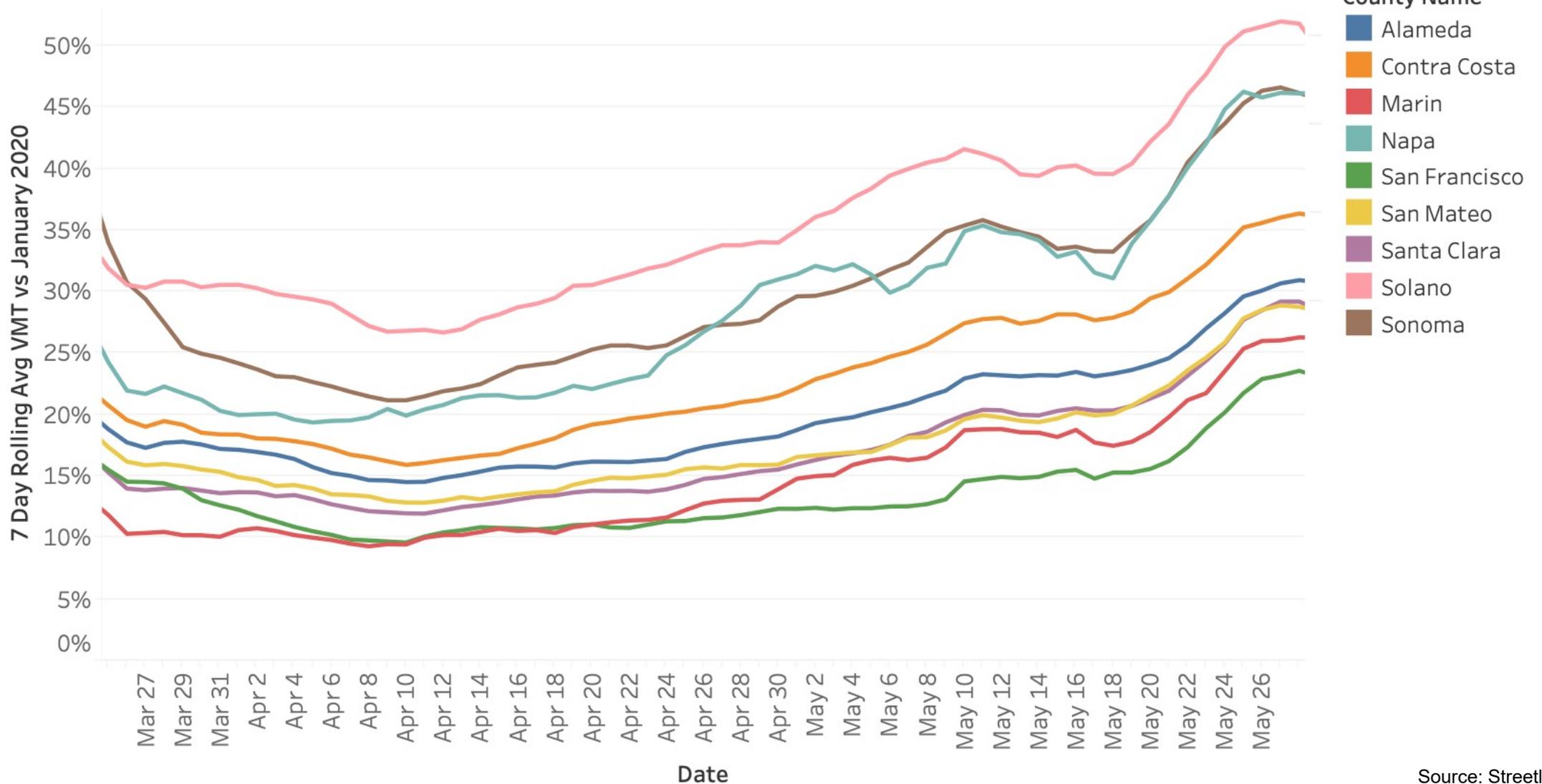


Source: Google Maps 2020

Source: Streetlight Data

VMT Began Increasing Again in Mid-April

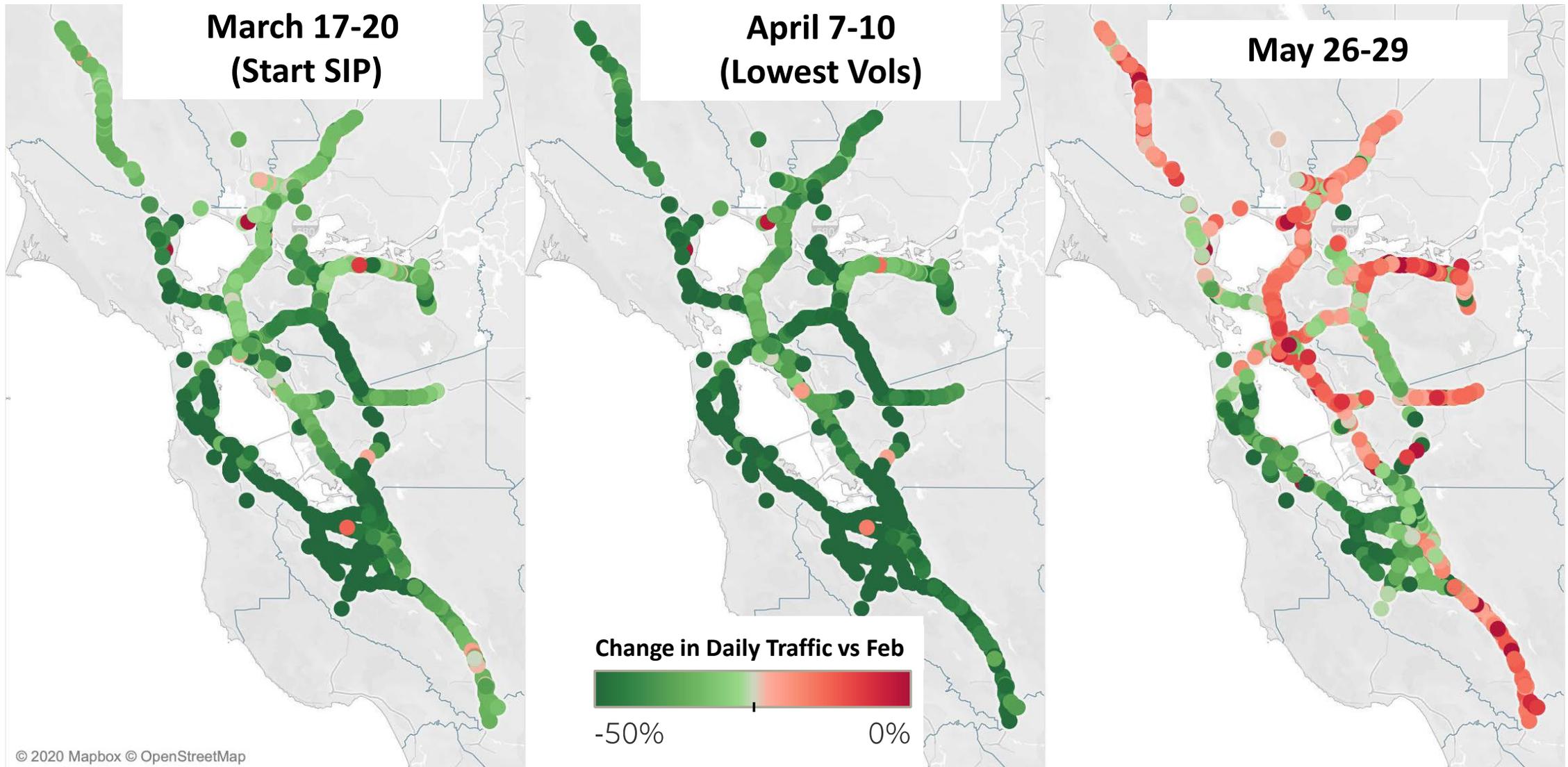
7 Day Rolling Average VMT %



Source: Streetlight Data

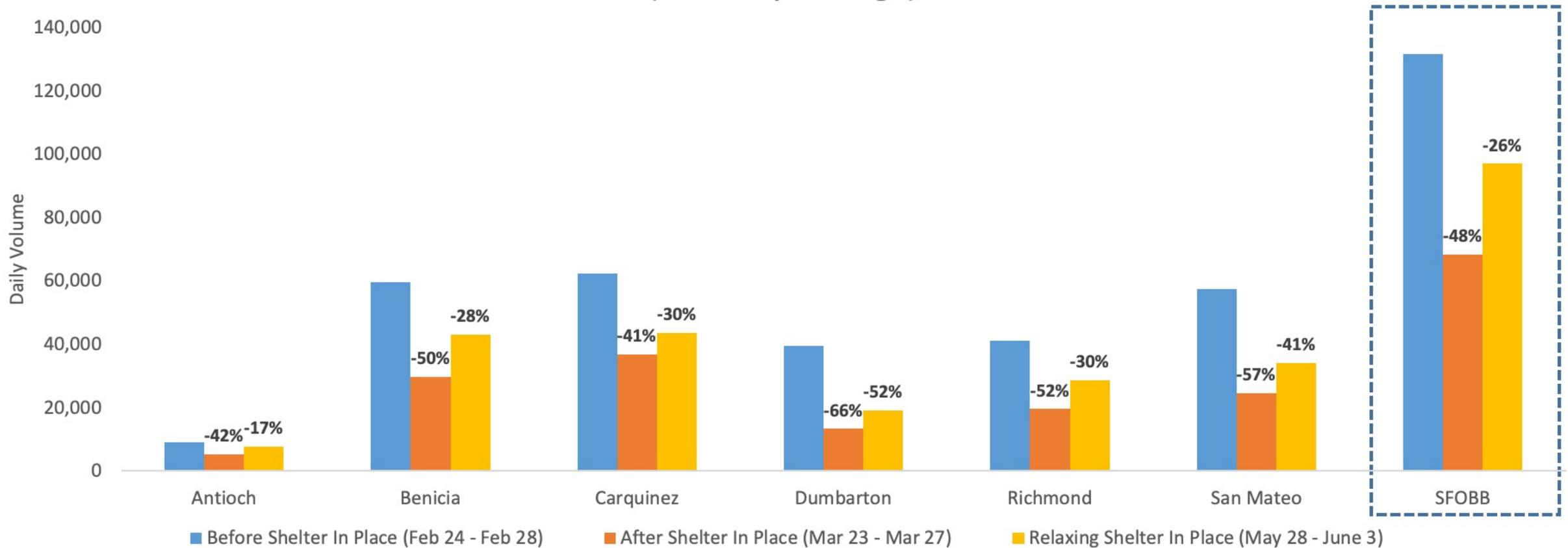


Traffic Reduced the Least on the Regions Peripheral Corridors & BART Corridors



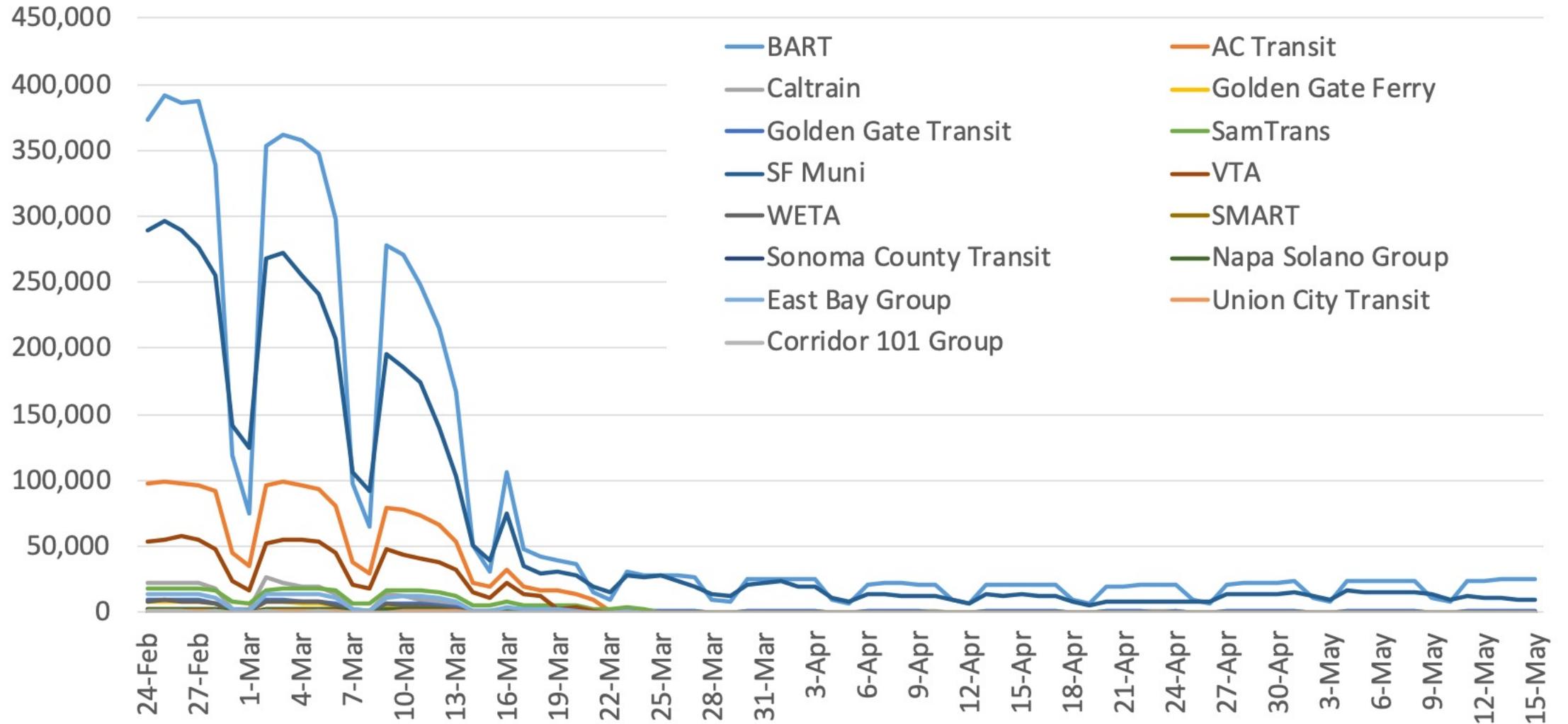
San Francisco-Oakland Bay Bridge Already Restored 74% of Traffic

Toll Plaza Bridge Counts
(Weekday Average)



Transit Ridership Has Declined, Slow to Recover

Daily Clipper Transactions (Not Ridership)

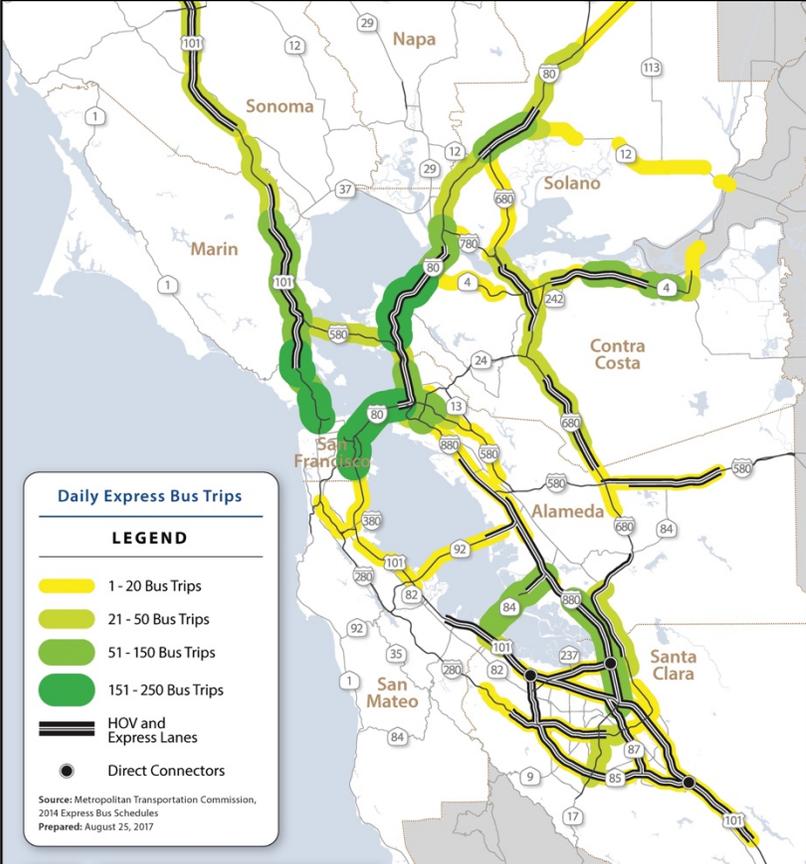


Source: MTC



Transit Ridership & Carpooling Historically Greatest on SFOBB Corridor

Express Bus Service



BART Ridership



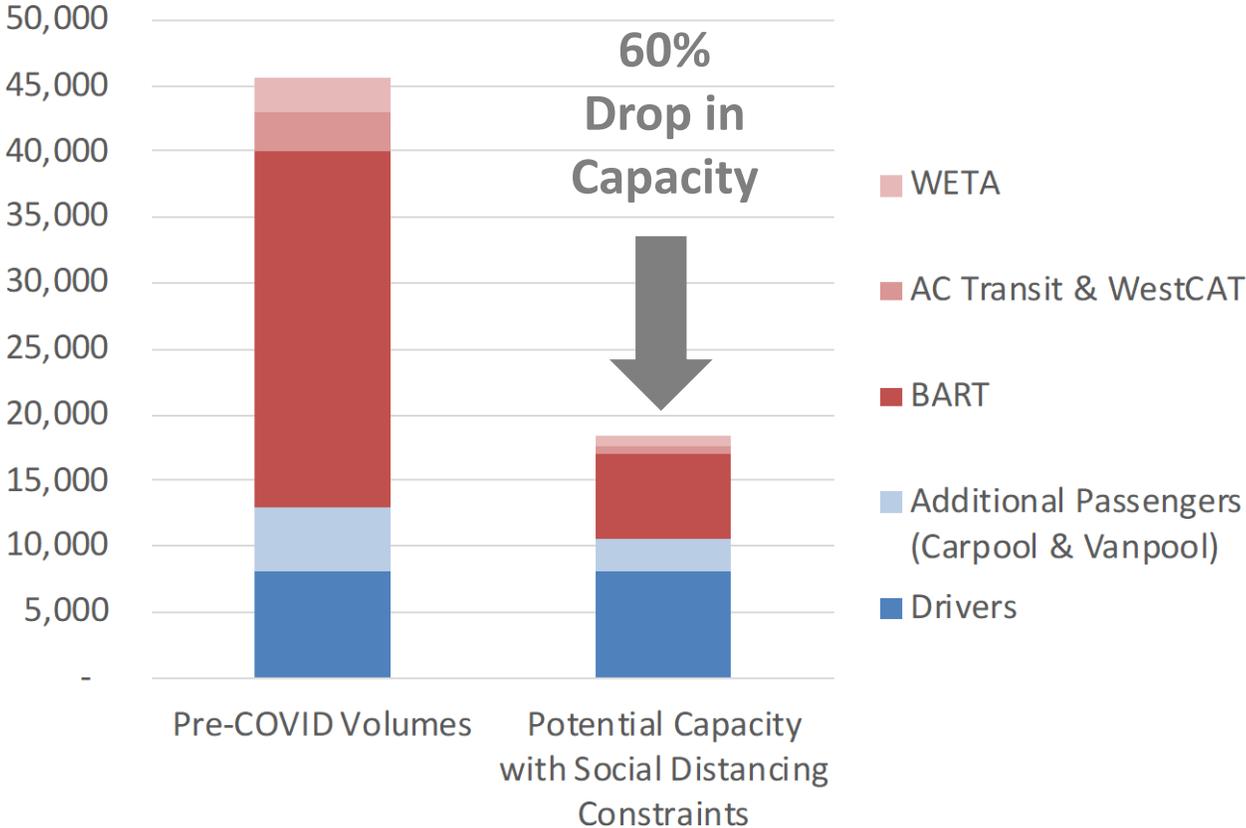
Carpool on BATA Bridges

Bridge	Carpool % of Traffic	Daily Carpool	HOV Policy
SFOBB	9.4%	16,565	3+
San Mateo	9.3%	7,033	2+
Dumbarton	8.4%	3,868	2+
Carquinez	3.2%	2,736	3+
Benicia	1.9%	1,537	3+
Antioch	6.6%	793	3+
RSR	3.5%	1,934	3+

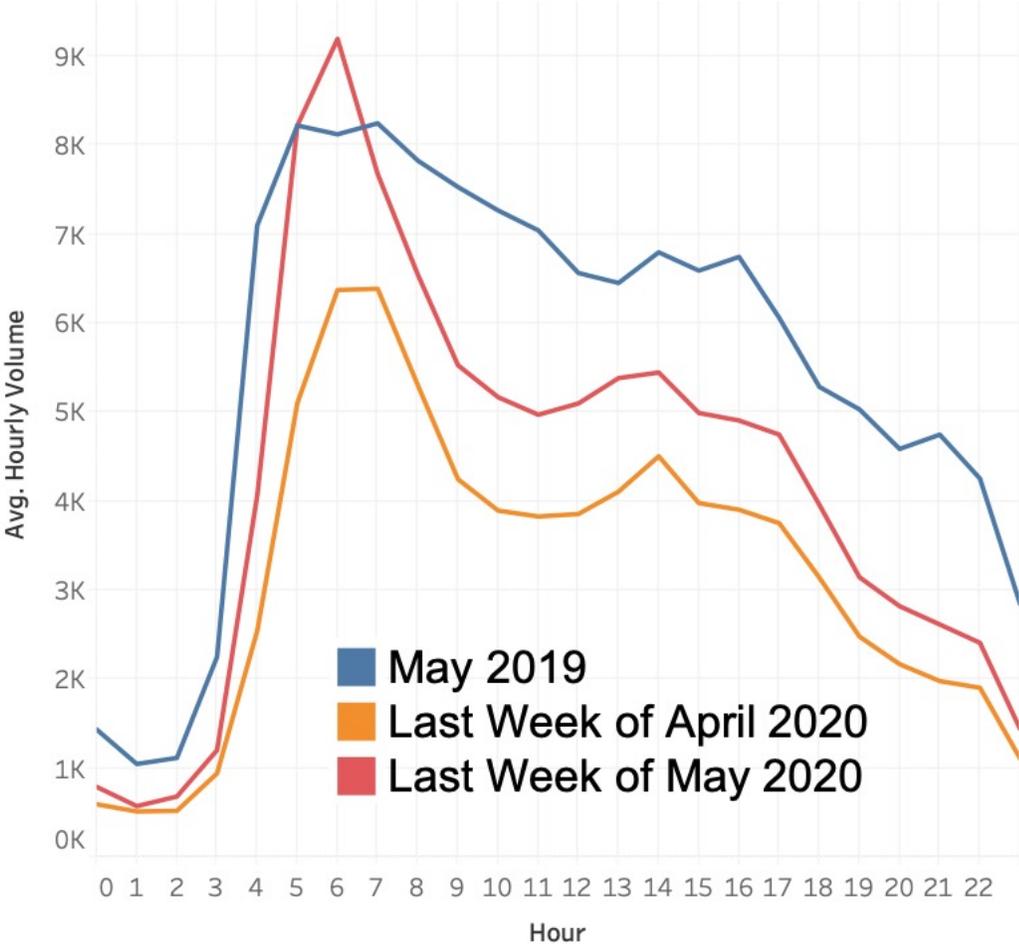
Source: BART, MTC, BATA

Greatest Loss in Transit Ridership and Carpool on Bay Bridge Corridor → Likely Worst Increase in Congestion

SFOBB Corridor WB Peak Hour Passenger Throughput

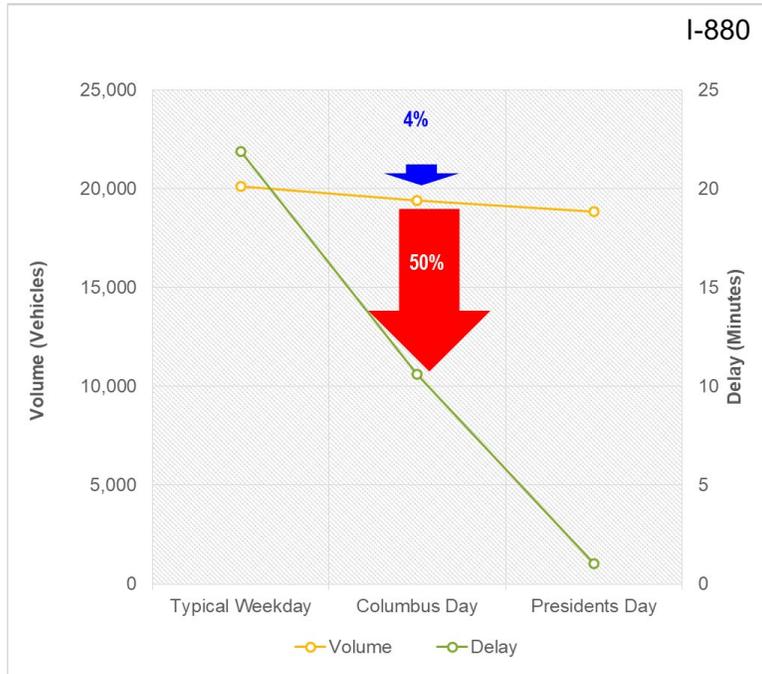


SFOBB WB Hourly Volumes (Tu-Fri)

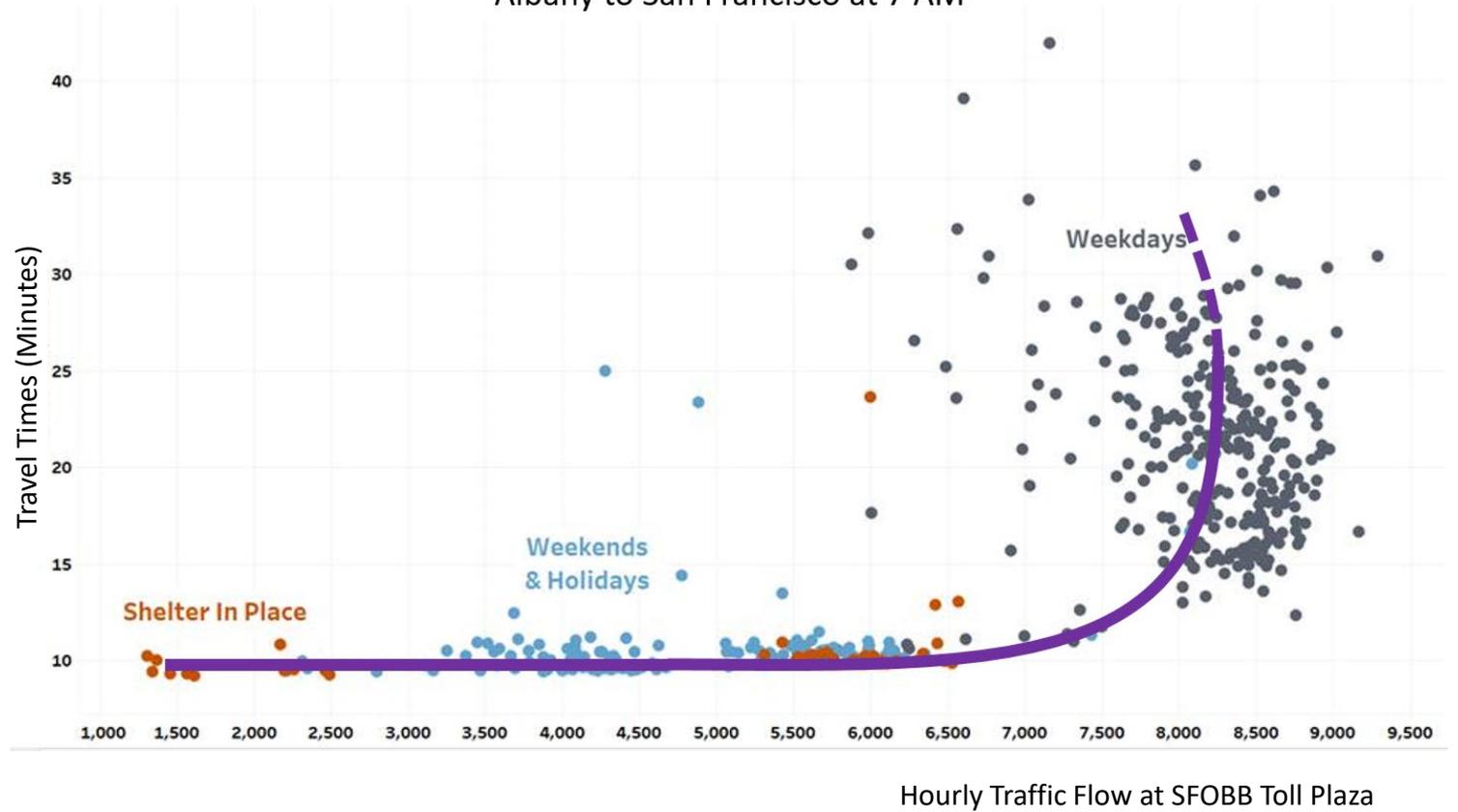


Reliability Cuts Both Ways → Slight Uptick in Demand May Lead to Considerable Delays

**3% to 5% Lower Traffic Demand
Yields 50% to 70% Less Delay**



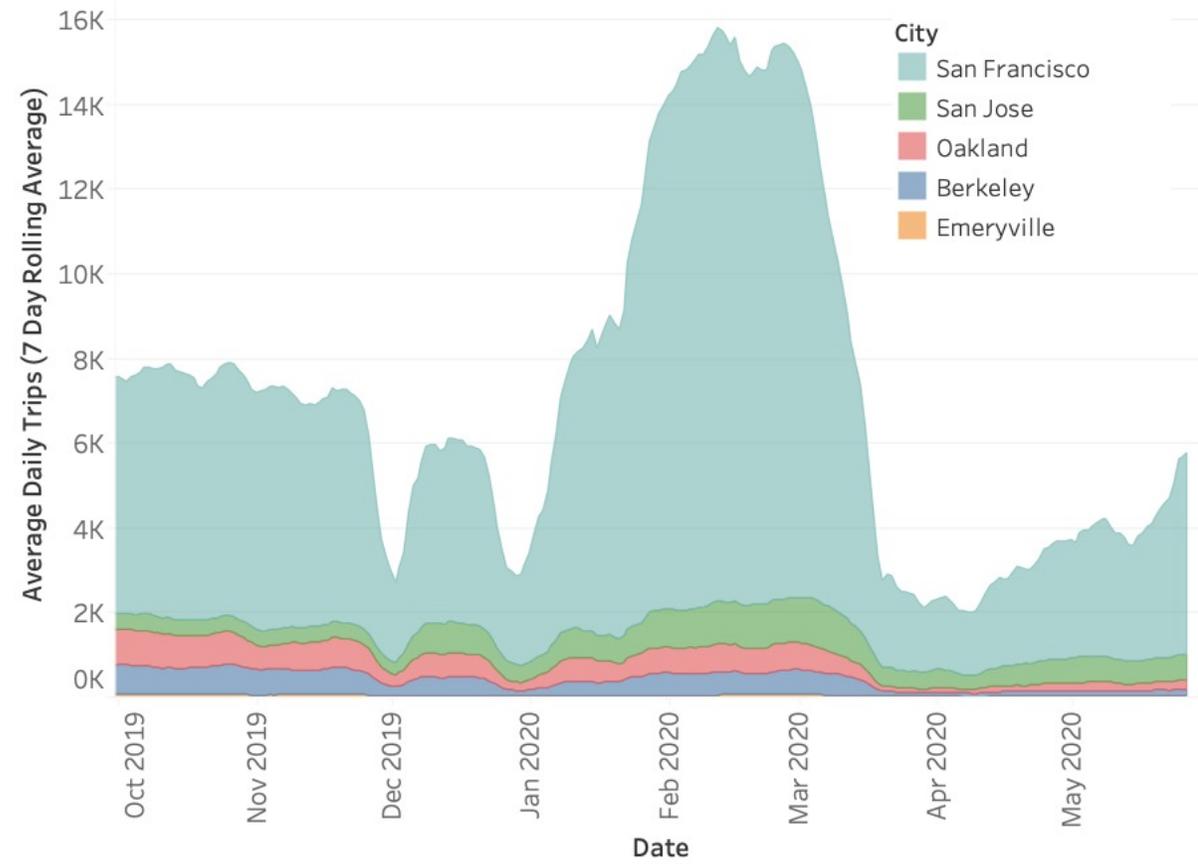
I-80/Bay Bridge Corridor:
Albany to San Francisco at 7 AM



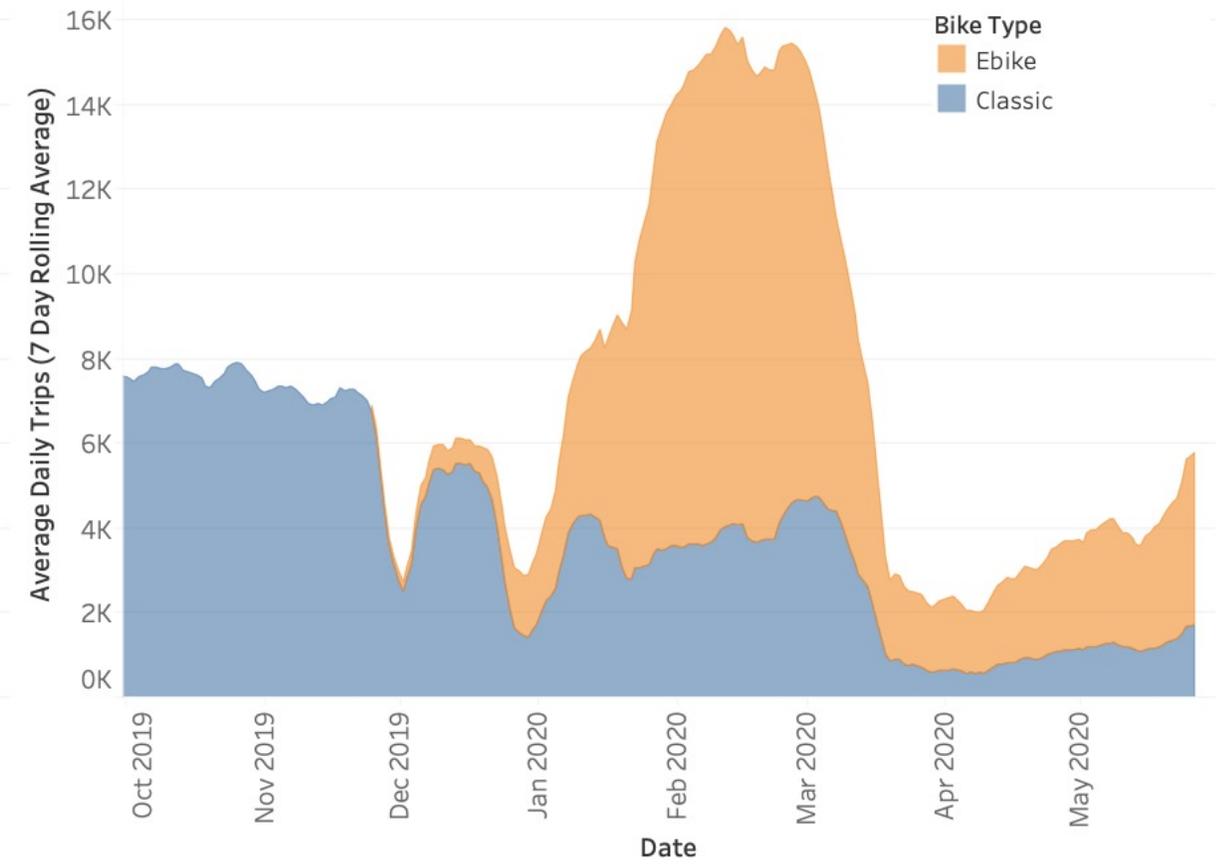
Source: BATA, INRIX, 2019 and 2020

Bikeshare Was Down Significantly but Growing Since April

Average Daily Trips by City



Average Daily Trips by Bike Type



Source: Lyft



Working Towards a New Normal

Commission Initiatives & Partner Coordination

Transit

Blue Ribbon Transit Recovery Task Force

Bridges

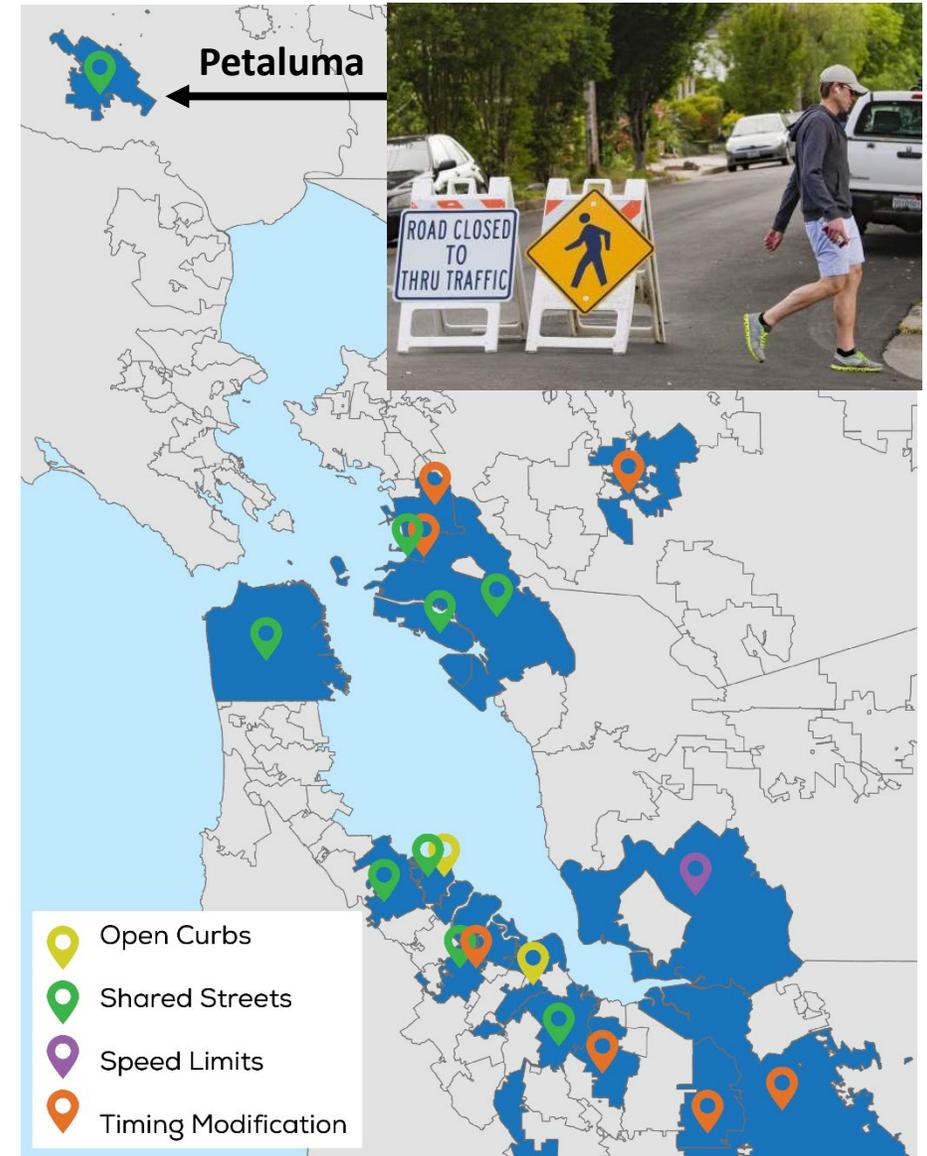
BATA Recovery Working Group

Congestion Management

SFMTA Partner Coordination

Walking & Biking

Cities implementing social distancing actions





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0818 **Version:** 1 **Name:**

Type: Report **Status:** Informational

File created: 5/12/2020 **In control:** Operations Committee

On agenda: 6/12/2020 **Final action:**

Title: Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050

Presentation of the Regional Express Lane Network recommended for consideration for Plan Bay Area 2050 (Plan). The recommended Network maximizes multiple outcomes, addresses deficiencies identified in the Plan Bay Area 2050 Project Performance Assessment, and has a cost of \$3.7 billion.

Sponsors:

Indexes:

Code sections:

Attachments: [6b Bay Area Express Lanes recommendation for PBA 2050.pdf](#)
[6b Public Comment-highway widening opposition letter MTC 6-11-20.pdf](#)
[6b Public Comment-Recommendations for Express Lanes for PBA2050 - June 12 Ops Cmte - Item](#)

Date	Ver.	Action By	Action	Result
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Subject:

Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050

Presentation of the Regional Express Lane Network recommended for consideration for Plan Bay Area 2050 (Plan). The recommended Network maximizes multiple outcomes, addresses deficiencies identified in the Plan Bay Area 2050 Project Performance Assessment, and has a cost of \$3.7 billion.

Presenter:

Jim Macrae

Recommended Action:

Information

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

June 12, 2020

Agenda Item 6b

Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050

Subject: Presentation of the Regional Express Lane Network recommended for consideration for Plan Bay Area 2050 (Plan). The recommended Network maximizes multiple outcomes, addresses deficiencies identified in the Plan Bay Area 2050 Project Performance Assessment, and has a cost of \$3.7 billion.

Background: At the May 2020 Operations Committee meeting, staff presented an informational item on the Regional Express Lane Network for Plan Bay Area 2050. The presentation included:

- Review of deficiencies identified in the Plan's Project Performance Assessment, including equity, greenhouse gas (GHG) emission increases, and relatively low benefit to cost ratios. The key takeaways included: (1) express lanes must address equity through policy measures rather than network definition; (2) widening projects add more GHG emissions than lane conversion projects in the Plan Bay Area analysis; and (3) coupling express lanes with cost-effective express bus service in transit-supportive corridors can likely offset GHG increases to some degree.
- Network scenarios that highlighted trade-offs among express lane goals including minimizing GHG emissions, service express bus, completing the pipeline, and connecting to the mega-region;
- Regional Express Bus concept combined with the Express Lane Network submitted for the Plan; and
- Regional Express Lane Network goals and future work for the Express Lane Strategic Implementation Plan.

Commissioner comments on the Network included:

- Support for projects which help minimize greenhouse gas emission increases by not constructing new lanes;
- Support for a regional express bus network, with emphasis on increasing equity outcomes, filling in transit gaps, and lowering GHG emissions;
- Support for greater connectivity by closing high-occupancy vehicle (HOV) lane gaps to prevent degradation of HOV lanes; and
- The importance of increasing public exposure to priced corridors to both introduce and encourage acceptance of the concept of priced corridors in preparation for future changes.

Based on the analysis presented in May and the ensuing discussion with regional partners and the Policy Advisory Council, staff recommends the Regional Express Lane Network presented in Attachment A. The Network is highly connected, well matched with proposed Regional Express Bus services and weighted toward conversion of existing freeway capacity. It is based on segments that meet multiple express lane outcomes presented in May and adds several HOV conversion projects. Such projects are relatively low-cost ways to increase network connectivity while minimizing GHG increases.

The recommended Network costs approximately \$3.7 billion and includes 530 lane-miles of which 290 miles are lane conversions of existing HOV lanes or general purpose lanes, 80 miles are new lanes, and 160 miles are dual-lane projects where one express lane is an HOV conversion (80 miles) and one is new capacity (80 miles). The recommended Network, which is 70 percent lane conversions projects, better supports GHG goals than the original network submitted for Plan project assessment by focusing more on lane conversion and supporting future Express Bus operations.

As a reminder, staff will be undertaking research on the following topics throughout 2020 to form a Bay Area Express Lane Strategic Implementation Plan: equity, bond financing, express bus, consistent policies, GHG reduction policies, cost saving measures, and strategic funding principles. Staff will present the Strategic Plan for adoption at the end of the year.

Equity is particularly important in this research. Staff will continue to work with express lane partners and the Equity and Access Subcommittee of MTC's Policy Advisory Council to explore a means-based tolling pilot as well as other possible equity approaches, including targeted incentives, complementary bus service, toll revenue for equity projects, origin-destination connections to jobs, environmental equity, and workforce development programs. The group will work closely with San Mateo and San Francisco partners to learn from and collaborate on their ongoing express lane equity studies, scheduled to finish in fall 2021.

Issues:

While the recommended Network better supports GHG goals than the original \$6.1B network, it still includes widening projects and will contribute to increased GHG emissions. Though coupling the Network with express bus routes should mitigate GHG emission increases, it is likely that offsets in other parts of the Plan will be needed to meet the state-mandated GHG goals. A number of complementary strategies are included in Draft Blueprint (e.g., optimizing the transit system through fare integration and seamless payments, expanding bicycle and pedestrian infrastructure and first and last mile options). In addition, one of the most effective strategies to reduce GHG emissions is likely to be tolling all freeway lanes in corridors with robust transit and reinvesting net toll revenue to provide more seamless transit; this is an expansion of the congestion pricing concept introduced by express lanes. Ultimately, however, if the Plan's Draft Blueprint does not meet the state-mandated 19 percent per-capita GHG target, some freeway widening projects from both the Express Lane Network and other county priorities may need to be removed from the Plan.

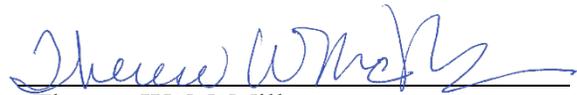
In addition, it will be important that commitments to complementary strategies and policies to both reduce GHG emissions and ensure equity are carried through project design and implementation. This will require policy approaches, which could include GHG mitigation requirements or prioritizing lane conversion projects that staff will explore over the coming months.

To pay for the \$3.7B Network, staff assumes financing with toll revenue will be necessary. Staff also anticipates toll revenue will be needed to help fund capital and/or operating costs of the proposed express bus system. The amount of the Plan's discretionary funds will dictate how much financing will be needed and whether toll revenue can support both the remaining cost of network build out and express bus service.

While the current COVID-19 emergency will certainly affect carpooling, express bus and express lanes capital funding and operations in the near-term, the mid- and long-term impacts are not yet clear. As a result, it is currently premature to alter their planning assumptions. However, staff will continue to monitor over the coming months and adjust as needed.

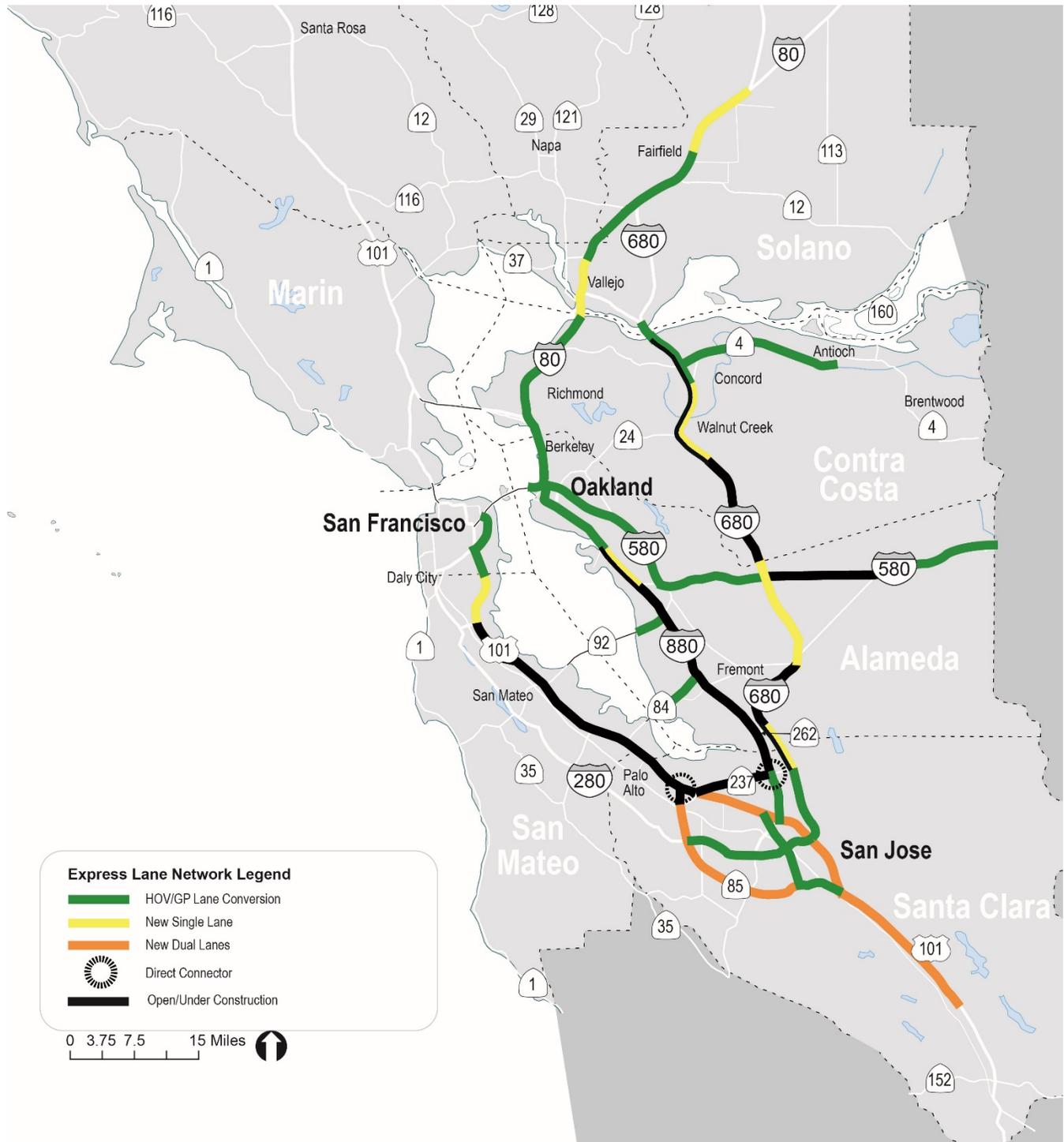
Attachments:

Attachment A: Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050 By Construction Type
Attachment B: Presentation



Therese W. McMillan

Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050 By Construction Type



Bay Area Express Lanes Network Recommendation for Plan Bay Area 2050

MTC Operations Committee
June 12, 2020



METROPOLITAN TRANSPORTATION COMMISSION

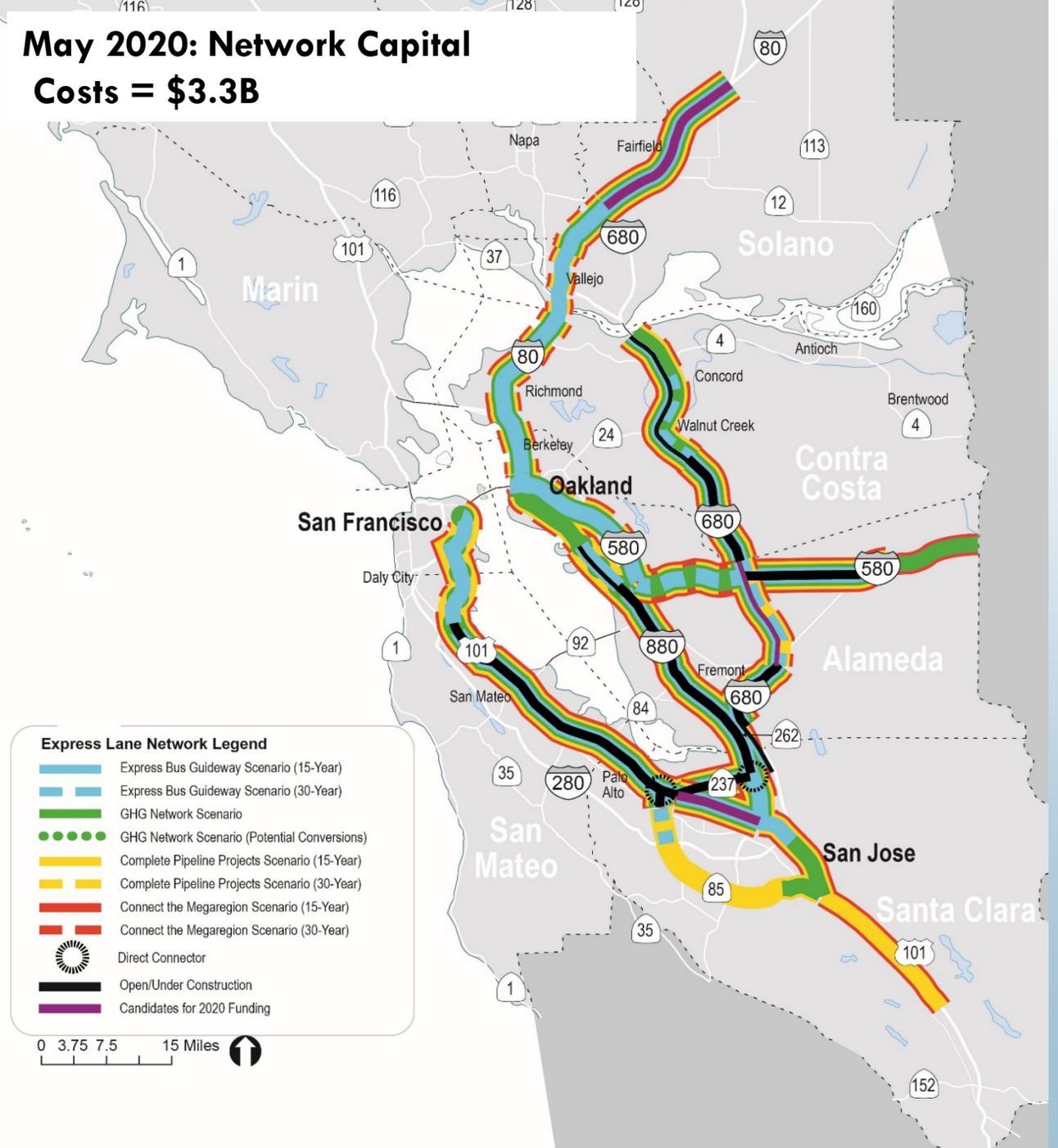
May 2020 Presentation

Key Takeaways

- Many express lane segments meet multiple objectives
- Widening projects increase GHG emissions
- Coupling express lanes with cost-effective express bus can likely offset some GHG emission increases
- Express lanes must address equity through policy

May 2020: Network Capital

Costs = \$3.3B



Express Lanes Network Recommendation for Plan Bay Area 2050

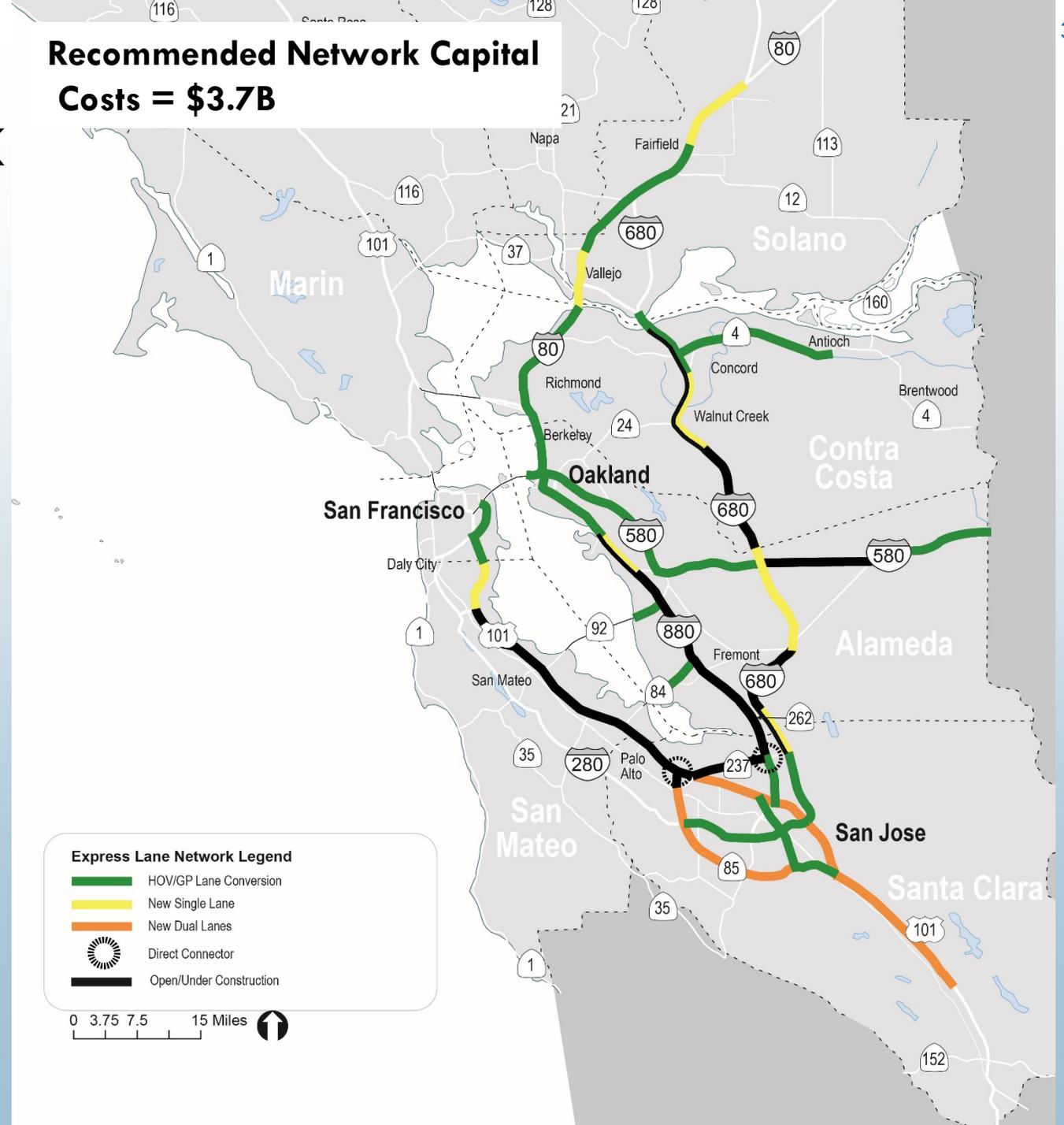


Recommended Network Capital Costs = \$3.7B

Express Lane Network Legend

- HOV/GP Lane Conversion
- New Single Lane
- New Dual Lanes
- Direct Connector
- Open/Under Construction

0 3.75 7.5 15 Miles



Express Lane Network Considerations

- Plan Bay Area 2050 must meet an aggressive GHG emissions reduction target by 2035: 19% per capita
- Some prior widening segments now proposed as conversions; however, Network still includes some widening
- Not a large increase in freeway capacity overall



Project Type	Lane Miles
Convert existing HOV lanes	150
Convert existing GP lanes	140
Dual lanes - convert HOV	80
- widen for new lane	80
Add new single lane - widen	80
TOTAL	530



160 new lane miles
less than a 4% increase in
freeway miles

Express Lanes Network Considerations Continued

- Coupled strategies to offset GHG emissions
 - Transit: Express bus, fare integration & seamless payment
 - First and last mile
 - Bicycle and pedestrian infrastructure
 - All-lane freeway tolling in corridors with robust transit
- Require commitments through design and implementation
- May still need to revisit widening for Express Lanes and other highway capacity projects



Equity Commitments

- Continued collaboration with:
 - Express Lane Partners
 - Equity and Access Subcommittee of Policy Advisory Council
- Next Steps
 - Stronger commitment to Equity for Plan Bay Area 2050
 - Begin work to develop means-based toll discount pilot



Next Steps

July 2020

August 2020

Sept 2020

Dec 2020

- **Planning Cmte:**
Plan Bay Area 2050
Draft Blueprint Results
(July)

- **Express Lanes Network for Plan Bay Area 2050:**
Possible Reduction of Widening Projects

- **Planning Cmte:**
Plan Bay Area 2050
Define Final Blueprint
- action item

- **Planning Cmte:**
Plan Bay Area 2050
Advance Blueprint to EIR

- **Operation Cmte:**
Express Lanes Strategic Plan
Adoption

Express Lanes Strategic Plan Policy Development



Re: Highway Widening
To: Metropolitan Transportation Commission
From: Greenbelt Alliance and Save the Bay

June 12, 2020

Dear MTC Commissioners,

In the proposed Bay Area Express Lanes Network Recommendations for Plan Bay Area, MTC staff are proposing 160 miles of highway widening. Per staff's own analysis, significant highway widening is expensive and inconsistent with Plan Bay Area's mandated greenhouse gas reduction targets. There is an enormous body of evidence that indicates that highway widening does not solve congestion and can actually make it worse.¹

If the Bay Area is to reach its greenhouse gas reduction targets as mandated by California law and treat the climate crisis with the urgency it deserves, Plan Bay Area must focus squarely on increasing person-throughput and reducing Vehicle Miles Traveled (VMT) on our highways. Widening is far more expensive than lane conversion--we must be strategic with our limited financial resources, especially in the current financial crisis.

We are very concerned about highway widening in the express lanes plan and we urge you to take a conversion-first approach.

Thank you,

A handwritten signature in black ink, appearing to read "Zoe Siegel".

Zoe Siegel
Director of Special Projects, Greenbelt Alliance

A handwritten signature in black ink, appearing to read "Cheryl Brown".

Cheryl Brown
Political Director, Save The Bay

¹ <http://t4america.org/maps-tools/congestion-con/>



June 11, 2020

Metropolitan Transportation Commission
375 Beale Street, Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Network for Plan Bay Area 2050 - MTC Operations Committee
Agenda Item #6b

Dear MTC Operations Committee Members and Staff:

We write to you today regarding the Bay Area Express Lanes Network for Plan Bay Area 2050 amidst unprecedented economic scarcity and uncertainty and a society grappling with racial and economic inequality like no other time in recent history.

We would like to thank Commissioners for your support of an equitable and GHG-reducing express lane plan at the May 7th Operations Committee meeting, including:

- "Support for a regional express bus network, with emphasis on increasing equity outcomes, filling in transit gaps, and lowering GHG emissions";
- "Support for projects which help minimize greenhouse gas emission (GHG) increases by not constructing new lanes"; and
- "Support for greater connectivity by closing high-occupancy vehicle (HOV) lane gaps to prevent degradation of HOV lanes."

As conveyed in the SPUR/Transform May 7th letter to the Commission, we strongly support staff's analysis that in completing the Bay Area Express Lanes Network, MTC should prioritize:

- **Conversion of existing travel lanes** to express lanes, and
- Significant **enhancement and equity-focused design of our regional express bus service**, other high-capacity travel options such as carpool and vanpool programs, and travel demand management measures.

Recommended Strategy Changes

Unfortunately, staff's proposal still includes 160 miles of highway lane widening projects without presenting sufficient justification. Plan Bay Area 2050 must advance a regional express lanes network that can be delivered quickly within our ever-tightening fiscal constraints, and that maximizes person throughput, single occupancy vehicle trip reduction, local and global air pollution reduction, and social equity. Toward these objectives, we recommend the following:

- Regional *express lane network infrastructure* prioritization:
 - **Commit to directing future federal, state, and regional funding for express lane projects that convert carpool and general purpose lanes before any widenings**, excluding those projects that are already under construction or already candidates for 2020 funding.¹
- Regional express lane network *mobility strategies*:
 - **Commit to planning, funding, and implementing a regionally integrated high ridership express bus network, including high-priority Regional Express Transit Network (ReX) lines and other high ridership express bus improvements submitted by public agencies** (see Attachment A) for inclusion in Plan Bay Area 2050, with improvements taking place within the next ten years.
 - **Create a flexible fund to support additional equity-centered actions that emphasize person-throughput and trip reduction across the region --** including projects, programs, and policies -- similar to those contemplated by the Hwy 101 Mobility Action Plan.²
- Additional regional *equity mitigations*:
 - Commit to a **regional low-income discount** for express lane users, and **discounted or free** express bus service for low income residents.
 - Commit to delivering **express bus options that serve low income and communities of color** through route selection, service plans, and first/last mile investments that are reflective of community feedback and engagement.

Ongoing work following Plan Bay Area Blueprint Adoption

We also recommend the following ongoing planning actions after the adoption of the Plan Bay Area Blueprint:

- Commit to launching a collaborative **planning process for a regionally integrated high quality express bus network within the next two years** in partnership with relevant agencies.
- Partner with relevant countywide agencies and key stakeholders to **establish regionally consistent express lane metrics and targets** related to cost-effectiveness, VMT, GHG, air pollution, person throughput, operating speeds, estimated out of pocket costs to communities of concern, and other outcomes.
- In cases where a highway widening/expansion project is being considered, and where the project has not yet proceeded into the construction phase, **require countywide agencies to prepare a study that compares (a) expansion and (b) conversion in terms of VMT reduction, person throughput, equity measures, and other key performance targets**. For each widening/expansion proposal, this study must be completed prior to:
 - The inclusion of the express lane widening project in the RTP, and

¹ This includes dual express lane projects that involve converting one lane and widening one lane in each direction. In these cases, convert the lane first and only widen if performance metrics are not met with the conversion.

² <https://www.101mobilityactionplan.com/>

- The provision of funding or recommendation of funding by MTC to the express lane widening project.
- Require countywide transportation agencies to study and implement mobility and equity strategies prior to the allocation of funds for express lane projects beyond the design phase, including:
 - **A Mobility Action Plan for each corridor** to identify the most promising equitable person throughput and VMT reduction strategies.
 - **An Equity Study for each corridor** to identify and commit to actions that result in maximum benefits to Communities of Concern as it relates to access to opportunity, affordability, and community health.

Summary

MTC must prioritize a wiser, not wider, approach to express lane planning, unlocking untapped capacity on our highways. A frequent and truly rapid regional express bus network, coupled with other mode shift strategies, running on existing and future express lanes and other transit-priority lanes offers a practical, efficient, cost-effective, and adaptable approach to expanding high quality regional transportation options in uncertain times. Planned carefully, these transportation strategies are also essential to shift express lanes from a regressive pain point in Plan Bay Area 2050 to a progressive vehicle for equitable access.

If MTC adopts the above recommendations, our organizations will gain greater confidence that MTC's Express Lane network will be a powerful component of our regional plan that we can afford to implement to help our region achieve the goals set out in Plan Bay Area 2050. The time for bold, principled, and pragmatic action is now.

Thank you for your consideration,

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Attachment A: Regional Express Bus Concept for Plan Bay Area 2050

