



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

## Meeting Agenda

### Bay Area Toll Authority Oversight Committee

#### *Committee Members:*

*Amy R. Worth, Chair    Libby Schaaf, Vice Chair*

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,  
Nick Josefowitz, Gina Papan, Hillary Ronen,  
Non-Voting Member: Tony Tavares*

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Wednesday, September 9, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

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The Bay Area Toll Authority Oversight Committee is scheduled to meet on Wednesday, September 9, 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, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/98997197889>  
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)  
Webinar ID: 989 9719 7889

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

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.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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. Call to Order / 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)

## 4. Consent Calendar

- 4a. [20-1097](#) Minutes of the July 8, 2020 meeting  
**Action:** Committee Approval  
**Attachments:** [4a - 20-1097 July 8 BATA O Draft Minutes.pdf](#)
- 4b. [20-0413](#) BATA Financial Statements as of June 2020 (Unaudited)  
**Action:** Committee Approval  
**Presenter:** Raymond Woo  
**Attachments:** [4b - 20-0413 Financial Statements June2020 Unaudited.pdf](#)
- 4c. [20-1241](#) Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP USA, Inc. (\$315,000)  
**Action:** Committee Approval  
**Presenter:** James Go  
**Attachments:** [4c - 20-1241 ContractAmend\\_WSP\\_RSRbridge.pdf](#)

## 5. Approval

- 5a. [20-1295](#) Contract Actions and Referral to Authority - BATA Tolling:
- i. Contract Change Order - FasTrak® Regional Customer Service Center: Additional Operating Costs for BATA Bridge Toll Collection: Conduent State and Local Solutions, Inc. (\$28,700,000) (Committee Approval)
  - ii. Contract Amendment-Preliminary Design of Satellite Customer Service Centers - HNTB Corporation (\$500,000) (Committee Approval)
  - iii. BATA Resolution No. 52, Revised - FasTrak® Regional Customer Service Center Policy Revision to Support All Electronic Tolling at State-owned Bridges (Authority Approval)
  - iv. BATA Resolution No. 137 - Suspension of the Assessment of Violation Penalties on the State-owned Bridges (Authority Approval)

A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) for operations costs related to cashless toll collection and a contract amendment with HNTB Corporation for design of satellite customer service centers and a request to refer BATA Resolution No. 52, Revised and BATA Resolution No. 137 to the full Authority for approval of revisions to support conversion to all electronic tolling and to allow suspension of penalties for violation notices issued during the period while cash payment is not available on the state-owned bridges that started in March 2020.

**Action:** Committee Approval / Authority Approval

**Presenter:** Andrew Fremier

**Attachments:** [5a - 20-1295 Support All Electric Tolling.pdf](#)

- 5b. [20-0272](#) Contract - Conversion of Northern Toll Bridges to Open Road Tolling: HDR Corporation (\$4,700,000)

This item requests Committee approval to enter into a contract with HDR Construction Control Corporation (HDR) in an amount not to exceed \$4,700,000 to plan and design the civil infrastructure for the conversion of the northern toll bridges (Antioch, Carquinez and Benicia-Martinez Bridges) to open road tolling (ORT), subject to approval of future BATA budgets. Should a contract not be able to be negotiated with HDR then approval is requested to enter into a contract with AECOM Technical Services, Inc. (AECOM).

**Action:** Committee Approval

**Presenter:** Peter Lee

**Attachments:** [5b - 20-0272 Contract ORT North Bridge Civil Design Consultant HDR.pdf](#)

**6. Public Comment / Other Business**

**7. Adjournment / Next Meeting**

The next meeting of the BATA Oversight Committee is scheduled to be held on October 14, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).

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

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

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

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

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

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

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

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

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



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1097      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 7/1/2020      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 8/12/2020      **Final action:**

**Title:** Minutes of the July 8, 2020 meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4a - 20-1097 July 8 BATA O Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the July 8, 2020 meeting

**Recommended Action:**  
Committee Approval



# Metropolitan Transportation Commission Meeting Minutes

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

## Bay Area Toll Authority Oversight Committee

### *Committee Members:*

*Amy R. Worth, Chair    Libby Schaaf, Vice Chair*

*Jeannie Bruins, Carol Dutra-Vernaci, Federal D. Glover,  
Nick Josefowitz, Gina Papan, Hillary Ronen,  
Non-Voting Member: Tony Tavares*

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Wednesday, July 8, 2020

9:35 AM

Board Room - 1st Floor (REMOTE)

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### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover,  
Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen, and Chair  
Worth

**Absent:** 1 - Commissioner Schaaf

Non-Voting Member Present: Commissioner Tavares

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

Ad Hoc Non-Voting Members Present: Commissioner Ahn, Commissioner Cortese, Commissioner  
Giacopini, Commissioner Mackenzie, and Commissioner Spering

#### 2. Pledge of Allegiance

#### 3. Compensation Announcement (Clerk)

#### 4. Consent Calendar

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

**Aye:** 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover,  
Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair  
Worth

**Absent:** 1 - Commissioner Schaaf

**4a.**     [20-0869](#)     Minutes of the June 10, 2020 meeting

**Action:** Committee Approval

- 4b. [20-0909](#) Contract Change Order - FasTrak® Regional Customer Service Center:  
Support VTA 237 Express Lane: Conduent State and Local Solutions, Inc.  
(\$800,000)

**Action:** Committee Approval

**Presenter:** Beth Zelinski

## 5. Approval

- 5a. [20-0881](#) Funding Agreement Amendment - I-80/I-680/SR-12 Interchange Package  
2A: Solano Transportation Authority (\$7,100,000)

A request to amend the funding agreement with the Solano Transportation Authority (STA) for activities associated with the I-80/I-680/SR-12 Interchange Package 2A project in an additional amount not to exceed \$7,100,000.

**Action:** Committee Approval

**Presenter:** Lisa Klein

**Upon the motion by Commissioner Ronen and the second by Commissioner Papan, the Committee unanimously approved the funding agreement amendment with the Solano Transportation Authority. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair Worth

**Absent:** 1 - Commissioner Schaaf

**5b.**      [20-0901](#)      Contract Amendment - Toll Facilities Maintenance: Econolite Systems Inc.  
(\$10,500,000)

A request for approval to enter into a contract amendment with Econolite Systems, Inc. (Econolite), formerly known as Aegis ITS, Inc., in an amount not to exceed \$10,500,000 through August 31, 2023 to maintain existing toll facilities and equipment and provide as-needed maintenance and repair services at the seven state-owned Bay Area toll facilities on a scheduled and as-needed basis, subject to the approval of future BATA budgets.

**Action:** Committee Approval

**Presenter:** Angela Louie

Written public comment was received from Aleta Dupree in a single letter for agenda items 5b and 5c (attached to agenda item 5b).

Stuart James was called to speak.

**Upon the motion by Commissioner Dutra-Vernaci and the second by Commissioner Glover, the Committee unanimously approved the contract amendment with Econolite Systems Inc. The motion carried by the following vote:**

**Aye:** 7 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Papan, Commissioner Ronen and Chair Worth

**Absent:** 1 - Commissioner Schaaf

- 5c. [20-0934](#) Recommendation and Contract Actions - BATA Tolling Operations:
- i. Contract Change Order - FasTrak® Customer Service Center Transition to All Electronic Tolling: Conduent State & Local Solutions, Inc. (\$10,500,000);
  - ii. Contract Amendment - FasTrak® Public Education for All Electronic Tolling: Caribou Public Relations (\$990,000);
  - iii. Purchase Order - FasTrak® Toll Tags: Neology, Inc. (\$2,881,000); and
  - iv. Contract Amendment - Civil Design for All Electronic Tolling at Southern Bridges: AECOM Technical Services, Inc. (\$250,000)

A recommended roadmap for all electronic tolling at State-owned bridges and requests to authorize the Executive Director or designee to negotiate and enter into supporting contract actions.

**Action:** Committee Approval

**Presenter:** Andrew Fremier

Written public comment was received from Aleta Dupree in a single letter for agenda items 5b and 5c (attached to agenda item 5b).

Aleta Dupree was called to speak.

Commissioner Josefowitz recused himself from agenda item 5c.

**Upon the motion by Commissioner Bruins and the second by Commissioner Dutra-Vernaci, the Committee approved the contract change order with Conduent State & Local Solutions, Inc. the contract amendment with Caribou Public Relations, the purchase order with Neology, Inc. and the contract amendment with AECOM Technical Services, Inc. The motion carried by the following vote:**

**Aye:** 6 - Commissioner Bruins, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Papan, Commissioner Ronen and Chair Worth

**Absent:** 1 - Commissioner Schaaf

## 6. Information

- 6a. [20-1096](#) I-880 Express Lanes, I-680 Express Lanes Clean Air Vehicle and FasTrak® Marketing Campaign

A presentation of images for the campaign to promote the opening of the I-880 Express Lanes and the new clean air vehicle requirement for the I-680 Express Lanes in Fall.

**Action:** Information

**Presenter:** Lysa Hale

Aleta Dupree was called to speak.

**7. Public Comment / Other Business**

**8. Adjournment / Next Meeting**

The next meeting of the BATA Oversight Committee is scheduled to be held on August 12, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-0413      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 2/27/2020      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 9/9/2020      **Final action:**

**Title:** BATA Financial Statements as of June 2020 (Unaudited)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4b - 20-0413 Financial Statements June2020 Unaudited.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
BATA Financial Statements as of June 2020 (Unaudited)

**Presenter:**  
Raymond Woo

**Recommended Action:**  
Committee Approval

# Bay Area Toll Authority Oversight Committee

September 9, 2020

Agenda Item 4b - 20-0413

## BATA Financial Statements as of June 2020 (Unaudited)

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**Subject:** Attached are the BATA unaudited financial statements for the fiscal year ending on June 30, 2020. The June 2020 financials are preliminary, unaudited, and subject to change upon completion of the annual audit process.

Overall toll traffic and revenue will be down 15%, approximately \$100 million for FY 2019-20. BATA has a small projected surplus of \$10.8 million after all operating expenses and encumbrances. Please keep in mind this number can change depending on year-end accruals. BATA will still have to tap overall reserves when the \$88 million in bridge rehabilitation expenditures are taken into account.

Major financial highlights include:

### **Revenues:**

Total revenue for FY 2019-20 is approximately \$788 million, or 88% of the adopted budget. The decrease is due to the regional shelter-in-place order effective in mid-March.

Toll Revenue – Compared to the same three month period of March through June of 2019 and 2020, total traffic toll dropped 35%. The result is an estimated toll revenue loss of \$100 million.

Total toll revenue for the year at \$633 million, was 86% of the budget. The total paid traffic count for the year at 120 million was at the same level as in FY 2010-11 and was the first time since FY 2009-10 that we had a decrease in traffic count compared to the year before.

Rebate for BABs – BATA also received \$71.9 million in subsidy payments from the U.S. government to offset the interest expense for the \$3.3 billion Build America Bonds (BABs) portfolio.

Violation Revenue – Total violation revenue for FY 2019-20 was \$28 million, an increase of \$1.4 million over FY 2019. The violation revenue included a \$2.9 million of violation accrual for the year.

Interest Revenue – \$37 million in interest revenue was 74% of the adopted budget. The economic downturn triggered by the health crisis caused the cut in interest rate. In addition, the suspension of cash collection on all BATA bridges has had a negative effect on BATA cash balance, effecting the interest earnings for the year.

Fastrak Reimbursement – Total reimbursement revenue from other agencies for the Fastrak service was \$8.4 million, 77% of the budget. The revenue shortfall in this category was mainly due to less drivers in the Bay Area during the pandemic.

**Expense:**

At the time this report was prepared, total expense with encumbrance was \$777 million, 87% of the adopted budget.

Caltrans Operations and Maintenance – The total Caltrans Operations and Maintenance expense was \$26 million, about 13% under budget. However, with 11 months of expense recorded the amount will increase to approximately \$29 million or 98% of the adopted FY 2020 operating budget.

FasTrak® Operations and Maintenance – Electronic toll collection costs were \$48 million, \$7 million below the adopted budget. However, when the year-end closing process is completed the final expense amount is expected to increase to approximately \$53 million or 99% of the adopted budget.

Bridge Toll Administration – BATA's expense for bridge toll administration ended FY 2019-20 at \$16 million, \$7 million under the adopted budget. The savings are mainly the result of certain consultant contracts being deferred to future years due to the COVID pandemic.

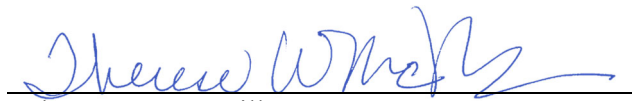
Transfers – A total of \$67 million, or 72% of the transfer budget was made to various programs. The majority of these transfers were for the RM2 transit operating projects. BATA transferred \$41 million to various transit operators, which represented 60% of all transfers. Staff expects the final transfer will be more in-line with the budget as we are still receiving invoices from vendors.

Debt Service – Debt service costs, including fees, were \$594 million for FY 2019-20, \$27 million under budget. The savings are mainly the result of restructuring several of the existing bonds at lower interest rates.

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

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

**Attachments:** Attachment A – BATA Financial Statements for period ending June 30, 2019 (Unaudited)

  
Therese W. McMillan

## BATA Operating Budget

## Attachment A

As of June 2020

	FY 2019-20	Actual	Current Budget	% of Budget	year
	Budget	YTD	Balance Over/(Under)	(col 2/1)	Expired
<b>REVENUE:</b>					
1 RM 1 Toll Revenues	603,709,547	520,341,025	(83,368,522)	86.2%	100.0%
2 RM 2 Toll Revenues	130,989,803	112,462,611	(18,527,192)	85.9%	100.0%
3 Toll Violation Revenues	25,000,000	28,074,119	3,074,119	112.3%	100.0%
4 Other Revenue	-	6,005,022	6,005,022	N/A	100.0%
5 Interest Income	50,000,000	37,036,802	(12,963,198)	74.1%	100.0%
6 BAIFA Reimbursement	780,000	522,382	(257,618)	67.0%	100.0%
7 GGB&HTD Fastrak Reimbursement	7,200,000	5,203,365	(1,996,635)	72.3%	100.0%
8 SFO Fastrak Reimbursement	463,000	221,844	(241,156)	47.9%	100.0%
9 Alameda CMA Reimbursement	1,700,000	1,376,052	(323,948)	80.9%	100.0%
10 VTA 237 Express Lane Reimb.	660,000	1,030,070	370,070	156.1%	100.0%
11 Rebate for Build America Bonds	71,713,641	71,885,581	171,940	100.2%	100.0%
12 BAHHA Reimbursement	2,000,000	2,000,000	-	100.0%	100.0%
13 Transbay Terminal Review Reimbursement	600,000	196,008	(403,992)	32.7%	100.0%
14 EBRPD Reimbursement	1,361,459	1,361,459	-	N/A	100.0%
<b>Total Revenue</b>	<b>896,177,450</b>	<b>787,716,340</b>	<b>(108,461,110)</b>	<b>87.9%</b>	<b>100.0%</b>
<b>EXPENSE:</b>					
<b>Caltrans Operations and Maintenance:</b>					
1 Toll Collection & Operations Services	24,000,000	21,151,203	(2,848,797)	88.1%	100.0%
2 Toll & Bridge Facility Maint	5,700,000	4,797,795	(902,205)	84.2%	100.0%
<b>Caltrans O &amp; M Subtotal</b>	<b>29,700,000</b>	<b>25,948,998</b>	<b>(3,751,002)</b>	<b>87.4%</b>	<b>100.0%</b>
<b>Fastrak Operations and Maintenance:</b>					
3 RCSC Operations	27,000,000	27,147,384	147,384	100.5%	100.0%
4 ATCAS Maintenance, IT equip	5,650,000	5,235,904	(414,096)	92.7%	100.0%
5 Banking Costs	16,900,000	13,385,214	(3,514,786)	79.2%	100.0%
6 Collection Exp./DMV Exp.	4,200,000	2,508,312	(1,691,688)	59.7%	100.0%
<b>BATA O &amp; M Subtotal</b>	<b>53,750,000</b>	<b>48,276,814</b>	<b>(5,473,186)</b>	<b>89.8%</b>	<b>100.0%</b>
<b>BATA Toll Bridge Administration:</b>					
7 Staff Costs - Salaries, Benefits & Temps	11,908,744	11,352,080	(556,664)	95.3%	100.0%
8 Travel, Printing, Memberships & Other	637,965	281,537	(356,428)	44.1%	100.0%
9 Audit/Accounting	2,604,117	1,239,225	(1,364,892)	47.6%	100.0%
10 Misc. Toll Admin Operating Expenses	2,520,109	1,469,700	(1,050,409)	58.3%	100.0%
11 Professional Fees	4,140,000	1,906,729	(2,233,271)	46.1%	100.0%
28 Transbay Transit Center Review Pannel	255,000	135,706	(119,294)	53.2%	100.0%
12 Other	1,000,000	3,527	(996,473)	0.4%	100.0%
<b>Toll Bridge Admin Subtotal</b>	<b>23,065,935</b>	<b>16,388,504</b>	<b>(6,677,431)</b>	<b>71.1%</b>	<b>100.0%</b>
<b>Other/Transfers:</b>					
13 Transfers to MTC 1% Admin	8,096,994	6,987,362	(1,109,632)	86.3%	100.0%
14 Transfers to MTC - PERS Retirement	6,991,519	5,881,887	(1,109,632)	84.1%	100.0%
15 Transfers to MTC - Other	1,400,314	485,778	(914,536)	34.7%	100.0%
16 Transfer from Legal Reserve	4,880,110	2,309,223	(2,570,887)	47.3%	100.0%
17 Transbay Transit Terminal Maint	5,201,958	5,201,958	-	100.0%	100.0%
18 Beale St Assessment	1,800,000	1,718,667	(81,333)	95.5%	100.0%
19 Depreciation and Amortization	5,050,000	2,426,590	(2,623,410)	48.1%	100.0%
20 RM2/Clipper Marketing	6,940,000	5,135,036	(1,804,964)	74.0%	100.0%
21 RM2 Operating	49,776,125	35,710,282	(14,065,843)	71.7%	100.0%
22 ABAG SFEP	1,105,475	1,105,475	-	100.0%	100.0%
23 BART for IG Contract	1,000,000	-	(1,000,000)	0.0%	100.0%
<b>Transfers</b>	<b>92,242,495</b>	<b>66,962,258</b>	<b>(25,280,237)</b>	<b>72.6%</b>	<b>100.0%</b>
<b>Debt Service:</b>					
24 Interest and principal payments	607,490,461	577,789,438	(29,701,023)	95.1%	100.0%
25 Financing Costs	14,073,400	16,464,794	2,391,394	117.0%	100.0%
<b>Total Debt Service</b>	<b>621,563,861</b>	<b>594,254,232</b>	<b>(27,309,629)</b>	<b>95.6%</b>	<b>100.0%</b>
<b>Transfer to Capital Fund In (Out):</b>					
26 Transfer to Capital Fund	(75,805,159)	-	(75,805,159)	0.0%	100.0%
Reserve for Yearend Encumbrance Balance	-	(25,051,482)	25,051,482		
27 Furniture/Equip./Vehicle	(50,000)	-	(50,000)	0.0%	100.0%
<b>Total Capital Reserve In (Out)</b>	<b>(75,855,159)</b>	<b>(25,051,482)</b>	<b>(50,803,677)</b>	<b>33.0%</b>	<b>100.0%</b>
<b>Total Expense &amp; Transfers</b>	<b>896,177,450</b>	<b>776,882,288</b>	<b>(119,295,162)</b>	<b>86.7%</b>	<b>100.0%</b>
<b>Net</b>	<b>-</b>	<b>10,834,052</b>			

**Regional Measure 2 Operating Budget  
As of June 2020 (\$000)**

**Attachment A**

		Balance		
	Project Title	Total Budget	Actual	Over/(Under)
<b>RM2 Operating Assistance Program</b>				
1	Richmond Bridge Express Bus	2,474	1,855	(619)
2	Napa Vine Service	426	362	(64)
3	Express Bus North - serving SFOBB, Dumbarton, San Mateo bridges	3,751	2,583	(1,168)
4	Express Bus South - serving Carquinez and Benicia Bridges	7,074	5,728	(1,346)
5	Dumbarton Bus	3,017	2,680	(337)
6	WETA Ferry Operations	16,500	13,677	(2,823)
7	Owl Service - BART Corridor	2,004	1,259	(745)
8	MUNI Metro 3rd St	2,500	-	(2,500)
9	AC Enhanced Bus Service	3,000	2,500	(500)
11	Water Emergency Transportation Authority Regional Planning	3,000	2,066	(934)
12	Clipper Operations	2,000	-	(2,000)
13	Transbay Transit Center	3,000	3,000	-
<b>Total RM2 Operating Assistance Program</b>		<b>48,746</b>	<b>35,710</b>	<b>(13,036)</b>
<b>RM2 Marketing Assistance Program</b>				
N/A	Clipper Marketing	4,785	3,883	(902)
N/A	511 Real Time Transit	110	77	(33)
N/A	Seamless Transit Map	580	438	(142)
N/A	Regional Resource Center	200	172	(28)
N/A	AC Transit Services	500	-	(500)
N/A	Bike to Work, Trails and Transit Week	50	-	(50)
N/A	Wayfinding Analysis and Design	50	50	-
N/A	Fare Integration Project	150	-	(150)
N/A	Salesforce Transit Center	515	515	-
<b>Total RM2 Marketing Assistance Program</b>		<b>6,940</b>	<b>5,135</b>	<b>(1,805)</b>
<b>Total</b>		<b>\$55,686</b>	<b>\$40,845</b>	<b>(\$14,841)</b>

CONTRACTS EXECUTED BY EXECUTIVE DIRECTOR  
\$2,500-200,000

		June'20
Civic Resource Group	Website Maintance	\$100,000

**PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR**  
**\$2,500-\$200,000**

**June'20**

Boomerang Solutions		\$15,756
	<i>Computer Maintainance</i>	
San Francisco Estuary Institute		\$48,000
	<i>Website Maintance</i>	

As of June 2020 (\$000) - Life to Date

Program	Project Title	Total Budget	Actual	Encumbrance	Balance Remaining
1	BART/MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000	70	1,430	\$1,500
2	SF MUNI Metro 3rd Street LRT Extension	30,000	30,000	-	-
3	MUNI Historic Streetcar Expansion (E-Line)	10,000	10,000	-	-
4	Dumbarton Commuter Rail Service <sup>i,iv,xii</sup>	9,157	8,932	33	192
5	Vallejo Ferry Intermodal Station <sup>v</sup>	26,000	25,484	215	301
6	Solano County Express Bus Intermodal Facilities <sup>vi</sup>	12,251	12,222	30	-
7	Solano County Corridor Improvements near I-80 / I-680 Interchange	100,000	98,574	1,426	-
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	37,175	37,175	-	-
9	Richmond Parkway Park & Ride <sup>vii</sup>	3,850	946	2,861	43
10	SMART Extension to Larkspur <sup>ii,vii</sup>	56,500	56,468	32	-
11	Greenbrae Interchange Improvement <sup>ii,viii</sup>	43,500	31,797	11,703	-
12	Direct HOV lane connector from I-680 to the Pleasant Hill BART <sup>ix</sup>	20,425	18,570	1,537	318
13	Rail Extension to East Contra Costa/E-BART	96,000	94,334	1,666.00	-
14	Capital Corridor Improvements in Interstate-80/Interstate 680 Corridor <sup>vi,x</sup>	35,950	35,950	-	-
15	Central Contra Costa Bay Area Rapid Transit (BART) Crossover	25,000	25,000	-	-
16	Benicia-Martinez Bridge: New Span	50,000	50,000	-	-
17	Remaining Regional Express Bus North - Competitive Program Projects <sup>v,x</sup>	18,799	18,771	28	-
18	Clipper	35,000	20,817	14,163	20
19	Real-time transit information	20,000	19,585	415	-
20	Safe Routes to Transit	22,500	21,154	1,346	-
21	BART Tube Seismic Retrofit	33,801	33,801	-	-
22	Transbay Terminal/Downtown Extension	150,000	149,993	7	-
23	Oakland Airport Connector	115,199	115,199	-	-
24	AC Transit Enhanced Bus - Phase 1 (International Blvd/Telegraph Ave. Corridor) <sup>vii</sup>	77,760	72,570	5,190	-
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	12,000	12,000	-	-
26	Commute Ferry Service for Berkeley/Albany	12,000	12,000	-	-
27	Commute Ferry Service for South San Francisco	12,000	11,998	2	-
28	Water Transit Facility Imps., Spare Vessels and Environmental Review	48,000	48,000	-	-
29	Regional Express Bus South - Remaining Projects <sup>iv,vii,xii</sup>	54,933	35,878	7,791	11,264
30	I-880 North Safety Improvements <sup>xi</sup>	12,300	12,089	211	-
31	BART Warm Springs Extension <sup>i</sup>	186,000	182,083	3,917	-
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	65,000	52,621	7,384	4,995
33	Regional Rail Master Plan	6,500	6,062	394	44
34	Integrated Fare Structure Program	1,500	900	600	-
35	Transit Commute Benefits Promotion	5,000	3,366	1,634	-
36	Caldecott Tunnel Improvements <sup>ix</sup>	45,075	45,074	1	-
37	BART's Fixed Guideway Rehab	64,000	24,000	40,000	-
38	Regional Express Lane Network <sup>iii</sup>	4,825	-	4,825	-
39	Modifications in I-80 and San Pablo <sup>iii</sup>	8,000	8,000	-	-
40	Caltrain Electrification <sup>viii,xii</sup>	20,000	19,991	9	-
Total		\$1,589,000	\$1,461,474	\$108,850	\$18,677

<sup>i</sup> Allocated \$91 million from the Dumbarton Commuter Rail Service to the BART to Warm Springs Extension Project, per Resolution #3801 dated 1/28/09.

<sup>ii</sup> Allocated \$1.5 million from the SMART Project to Greenbrae Interchange Improvement Project, per Resolution #3801 dated

<sup>iii</sup> Allocated \$4.5 million to Regional Express Lane and \$7.4 million to the Modifications in I-80 from the I-80 EB HOV Lane Extension, Resolution #3801 dated 4/24/13.

Res#3801 - Date 5/28/14		
Amount (\$000)	From	To
<sup>iv</sup> \$14,843	Program 4: Dumbarton Commuter Rail Service program	Program 29: Regional Express Bus South program
<sup>v</sup> \$2,000	Program 5: Vallejo Ferry Intermodal Station program	Program 17: Regional Express Bus North program
<sup>vi</sup> \$7,749	Program 6: Solano County Express Bus program	Program 14: I-80/I-680 Capital Corridor Improvements program
<sup>vii</sup> \$12,760	Program 9: Richmond Parkway Park & Ride \$12.15 million & Program 29: Regional Express Bus North program \$610 thousands.	Program 24: AC Transit Enhanced Bus program
<sup>viii</sup> \$20,000	Program 11: Greenbrae Interchange Improvement	Program 10: SMART Extension to Larkspur
<sup>ix</sup> \$5,425	Program 36: Caldecott Tunnel Improvements program	Program 12: I-680 Direct HOV Lane Connector to Pleasant Hill BART program
<sup>x</sup> \$3,202	Program 17: Regional Express Bus North program	Program 14: I-80/I-680 Capital Corridor Improvements program
<sup>xi</sup> \$2,300	Program 29: Regional Express Bus South program	Program 30: I-880 North Safety Improvements program
<sup>xii</sup> \$20,000	Program 4: Dumbarton Commuter Rail Service program	Program 40: Caltrain Electrification program

<sup>xiii</sup> Increasing funding by \$13 million to the Clipper Project (18), per Res #3801 dated 12/21/16.

<sup>xiv</sup> Increasing funding by \$21 million to the Regional Express Bus South Project (29), per Resolution #3801 dated 12/21/16.

<sup>xv</sup> Increasing funding by \$40 million to the BART's Fixed Guideway Rehab Project (37), per Resolution #3801 dated 12/21/16.

Shaded projects are completed

As of June 2020 (\$000) - Life to Date

Program #	Program	Total Budget	Total Expenses	Encumbrance	Balance Remaining
6811	Antioch Bridge Rehab	70	-	-	70
6812	Benicia-Martinez Bridge Rehab	6,988	3,927	-	3,061
6813	Carquinez Bridge Rehab	42,876	35,448	-	7,428
6814	Richmond-San Rafael Bridge Rehab	123,690	64,181	-	59,509
6825	San Francisco-Oakland Bay Bridge Rehab	249,682	206,735	-	42,947
6826	San Mateo-Hayward Bridge Rehab	134,775	108,312	-	26,463
6827	Dumbarton Bridge Rehab	5,132	4,793	-	339
6828	All Bridges Rehab	116,916	107,993	-	8,923
6829	Caltrans Reserve	2,758	4	-	2,754
8030	Completed/Defunded/Transferred Projects	117,303	116,626	-	677
8033	Minor Toll Plaza Rehab Projects	4,580	2,679	-	1,901
8210	New Benicia Bridge *	1,715	695	-	1,020
8315	Site Mitigation & Landscaping	154	83	-	71
8615	I-880/SR-92 Landscaping**	6,640	5,540	-	1,100
8629	Minor Bridge Rehab Projects	1,699	45	-	1,654
<b>TOTAL CALTRANS REHAB BUDGET</b>		<b>814,978</b>	<b>657,061</b>	<b>-</b>	<b>157,917</b>
8012	All Electronic Tolling	5,963	946	555	4,462
8528	Bay Lights Maintenance	800	672	128	-
8530	Drainage Studies for the Bridge	500	400	-	100
8531	Benicia New Toll Plaza ORT	4,153	4,153	-	-
8539	SFOBB Eyebare Repair Review	2,914	2,660	-	254
8540	Regional Transportation Sea Level Rise Asset	2,000	525	-	1,475
8594	SFOBB West Span Pathway PSR	12,300	11,543	468	289
8602	Hybrid/ETC Lane Modifications	874	874	-	-
8631	Procure New Callboxes	2,344	2,344	-	-
8900	2003 CSC Procurement	12,358	11,046	3	1,309
8901	ETC Transponder Procurement	99,500	88,324	9,950	1,226
8902	2012 CSC Procurement	23,450	19,927	458	3,065
8903	ATCAS Lane Host Upgrades	33,745	32,193	1,550	2
8904	Fastrak Sign & Sign Structure Improvements	29,510	29,346	70	94
8905	Misc. Bridge Improvements	25,154	10,901	6,836	7,417
8907	Toll Plaza Capital Improvements	28,833	22,736	2,522	3,575
8908	Enterprise Computing HW/SW	4,835	3,514	8	1,313
8909	Gateway Park Planning	18,575	17,314	517	744
8912	ETC Transponder Tag Swap	1,937	1,929	-	8
8913	SFOBB Administration Building	25,319	25,220	-	99
8914	Violation Enforcement System Upgrade	7,842	7,841	-	-
8916	Bay Crossing Study	540	540	-	-
8917	IT Security Procedures & Policies	1,300	658	31	611
8918	Maintenance Complex	531	495	32	4
8920	Plaza and Canopy Improvements	9,263	8,545	4	714
8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775	1,664	43	68
8922	Metering Lights Replacement	16,180	9,685	4,405	2,090
8923	Bridge Records Recordation and Storage	500	55	-	445
8924	Antioch Bridge Approach	50,000	49,070	840	90
8926	Bridge Modeling & Investigations	5,801	893	58	4,850
8927	CCTV Installation	-	-	-	-
8928	BATA Program Contingency	9,340	300	-	9,040
8930	Richmond-San Rafael Bridge Rehab	85,728	76,088	3,174	6,466
8933	Plan Bay Area TMS	9,000	7,584	1,055	361
8936	Backhaul Connection Infrastructure	1,000	774	94	132
8937	Future CSC Procurement	34,000	1,939	1,154	30,907
8938	Misc. East Span Project Improvements	12,084	-	-	12,084
8939	Asset Management	4,700	2,005	95	2,600
8940	HOV Lane Enforcement	6,600	1,144	256	5,200
8941	CHP - COZEEP/MAZEPP	300	-	-	300
8942	Bridge Yard Capital Improvements	500	-	-	500
8943	Bike/Ped Access to East Span of SFOBB	1,200	63	137	1,000
8944	Dumbarton Approach and Transit Strategies	17,000	621	1,379	15,000
8945	Next Gen Clipper (C2) System	9,600	-	9,600	-
8946	I-680/I-80/ISR-12 Interchange	7,200	6,864	336	-
8947	SR-37 Evaluation	8,000	2,299	4,376	1,325
8948	RSR Bridge Forward -	2,000	-	1,000	1,000
8000-05	Capital Program Audit	8,300	7,213	340	747
8000-16	SRA/RM1 Program Monitoring	46,445	45,241	327	877
<b>Total BATA REHAB BUDGET</b>		<b>691,793</b>	<b>518,148</b>	<b>51,801</b>	<b>121,843</b>
<b>TOTAL REHAB BUDGET</b>		<b>1,506,771</b>	<b>1,175,209</b>	<b>51,801</b>	<b>279,760</b>

Shaded projects are completed

\* Moved \$5 million from RM 1 New Benicia Bridge to Caltrans Rehab.

\*\* Moved \$5.958 million from RM 1 I-880/SR-92 Interchange Landscaping to Caltrans Rehab.

**Seismic Capital Project Budget**  
**As of June 2020 (\$000) - Life to Date**

**Attachment A**

	Program	Base Budget	Current Budget***	Total Expenses*	Encumbrance	Remaining Balance
8103	San Francisco-Oakland Bay Bridge East Span Repl	\$ 5,486,600	\$ 6,519,801	\$ 6,512,450	\$ 7,351	\$ -
8109	San Francisco-Oakland Bay Bridge West Span Retrofit	307,900	305,316	305,316	-	-
8106	San Francisco-Oakland Bay Bridge West Approach Repl	429,000	452,550	450,387	2,163	-
8100	Antioch Bridge Retrofit	-	71,100	71,093	7	-
8122	Dumbarton Bridge Retrofit	-	112,400	112,354	46	-
8112	Richmond-San Rafael Bridge Retrofit	808,100	794,950	794,870	80	-
8115	Benicia-Martinez Bridge Retrofit	177,800	177,830	177,817	13	-
8118	Carquinez Bridge Retrofit	114,200	114,206	114,206	-	-
8121	San Mateo-Hayward Bridge Retrofit	163,500	163,412	163,412	-	-
	<b>Subtotal for Bay Area Bridges</b>	<b>7,487,100</b>	<b>8,711,565</b>	<b>8,701,905</b>	<b>9,660</b>	<b>-</b>
8128	Misc Program Costs	30,000	26,030	26,024	6	-
8729	Program Contingency**	989,000	-	-	-	-
8124	Vincent Thomas Bridge Retrofit (non-BATA, for	58,500	58,420	58,411	9	-
8127	San Diego-Coronado Bridge Retrofit (non BATA, for	103,500	103,240	103,235	5	-
	<b>Subtotal for Other Bridges</b>	<b>162,000</b>	<b>161,660</b>	<b>161,646</b>	<b>14</b>	<b>-</b>
	<b>Total for Toll Bridge Seismic Retrofit Program</b>	<b>\$ 8,668,100</b>	<b>\$ 8,899,255</b>	<b>\$ 8,889,575</b>	<b>\$ 9,680</b>	<b>\$ -</b>

\*Includes pre AB144 LTD expenses from Caltrans to April 2006  
 BATA expenses from May 2006 to current

3,709,068  
 5,180,507  
 8,889,575

**\*\* Contingency Allocation**

Contingency per Budget	989,000
FY08 (Allocation) and Rescission	(203,920)
FY09 (Allocation) and Rescission	(44,790)
FY10 (Allocation) and Rescission	139,400
FY11 (Allocation) and Rescission	(577,670)
FY12 (Allocation) and Rescission	(15,520)
FY13 (Allocation) and Rescission	32,637
FY14 (Allocation) and Rescission	(130,000)
FY15 (Allocation) and Rescission	(103,800)
FY16 (Allocation) and Rescission	(12,731)
FY17 (Allocation) and Rescission	(33,200)
FY18 (Allocation) and Rescission	(24,671)
FY19 (Allocation) and Rescission	(14,735)
Remaining Balance	-

Shaded projects are completed

\*\*\*Financial reflects budget update approved on 6/27/18

## AB 1171 Project Budget

As of February 2020 (\$000) - Life to Date (Unaudited)

Project Title	Total Budget	Allocation	Actual	Encumbrance	Balance Remaining
Doyle Drive Replacement	80,000	80,000	80,000	-	-
East Contra Costa BART Extension	111,500	111,500	109,895	1,605	-
Transbay Terminal/Downtown Extension: Phase	150,000	150,000	149,785	215	-
Tri-Valley Transit Access Improve. To BART	95,000	24,852	15,666	9,186	70,148
Regional Express Lane Network	2,800	2,800	2,800	-	-
Fairfield/Vacaville Train Station	9,000	9,000	9,000	-	-
I80/680 Interchange	100,000	100,000	98,770	1,230	-
Other Corridor Improvement	10,200	10,150	10,150	-	50
VTA Mission/Warren/Truck Rail Facility	6,500	6,500	5,811	689	-
BART to Warm Spring Extension	5,000	5,000	5,000	-	-
Total	\$570,000	\$499,802	\$486,877	\$12,925	\$70,198

Note: AB 1171 is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the \$1 seismic surcharge on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Project list is included in MTC Resolution #3434.

AB 1171 Program Budget:	\$570,000
Approved Projects:	\$499,802
AB 1171 Program Balance:	<u>\$70,198</u>

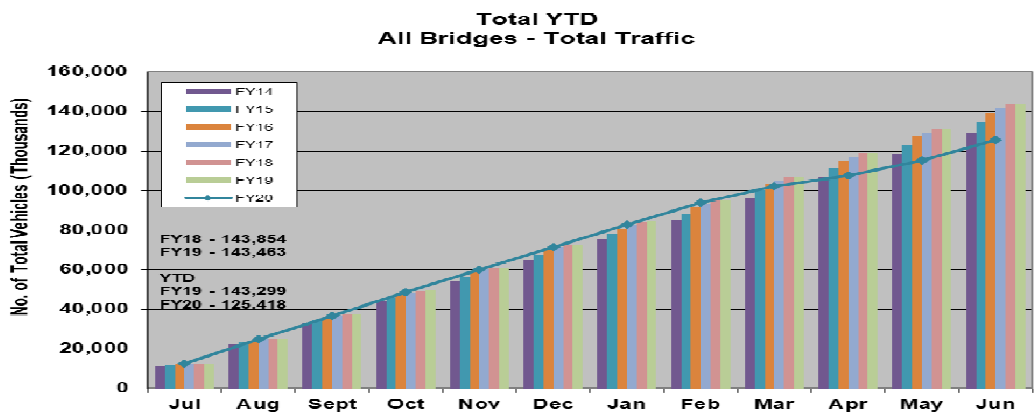
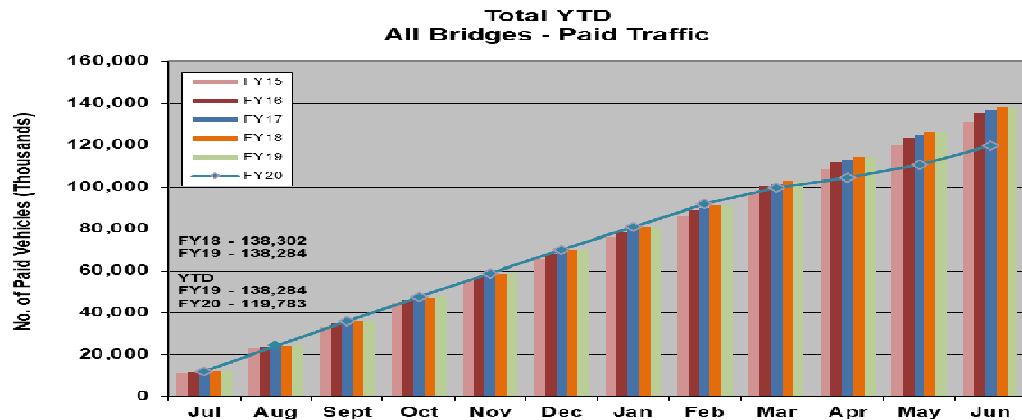
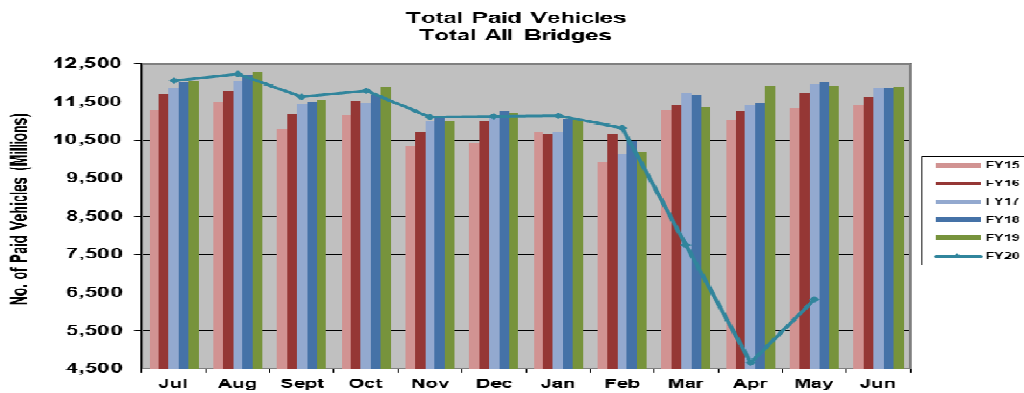
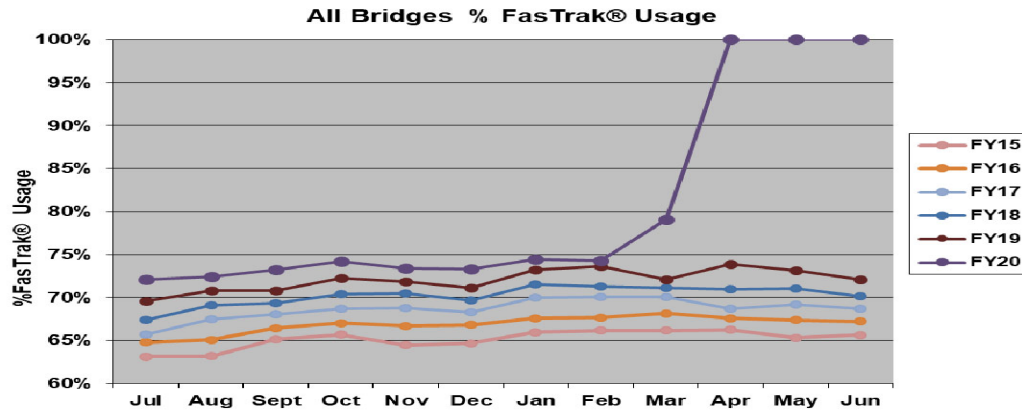
Shaded projects are completed

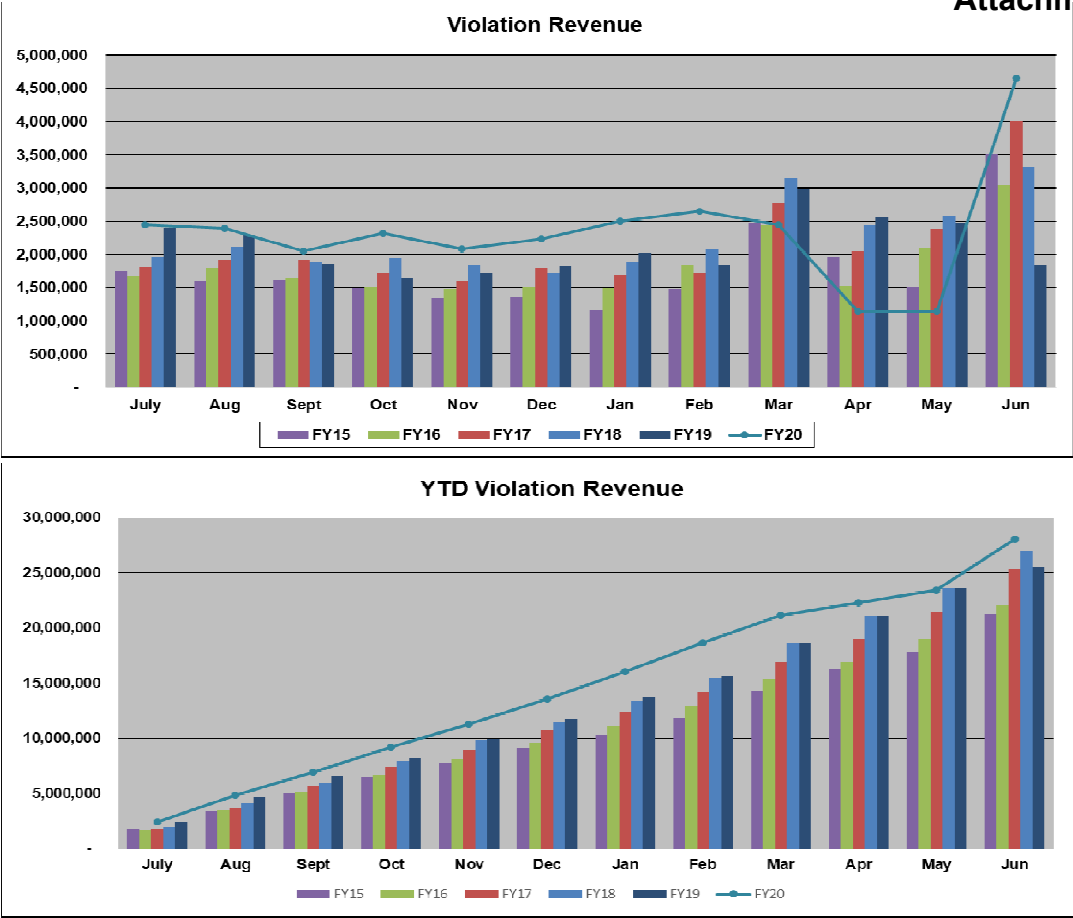
## Other Capital Projects

As of June 2020 (\$000) - Life to Date

					Balance
Project Title		Total Budget	Actual	Encumbrance	Remaining
<b>849</b>	<b>Express Lanes Capital</b>				
6840	Program Costs: Planning, Coordination & Management	20,255	20,255	-	-
6841	Centralized Toll System	20,980	20,980	-	-
6842	CC-680 Southern Segment Conversion	52,420	52,420	-	-
6843	Capitalized Start-up O&M	4,853	4,853	-	-
6844	ALA-880 Conversion	104,122	104,122	-	-
6845	CC-680 Northern Segment - Southbound Conversion	16,955	16,955	-	-
6846	SOL-80 West Conversion	637	637	-	-
6849	SOL-80 East Express Lane Conversion	10,997	10,997	-	-
6851	84/Dumbarton Bridge	323	323	-	-
6852	92/San Mateo Bridge	369	369	-	-
Express Lanes Total		\$ 231,911	\$ 231,911	\$ -	\$ - *
<b>847</b>	<b>BATA Project Savings</b>				
6953	CCC - AC Transit	83,000	23,745	22,987	36,268
6954	CCC - Muni	151,730	57,215	94,509	6
6955	CCC - BART	15,000	-	-	15,000
6956	BART Rail Car Replacement	270	-	-	270
BATA Project Savings Total		\$ 250,000	\$ 80,960	\$ 117,496	\$ 51,544
<b>Grand Total</b>		<b>\$ 481,911</b>	<b>\$ 312,871</b>	<b>\$ 117,496</b>	<b>\$ 51,544</b>

\* The BATA Express Lanes (EL) Capital Fund is closed out on 6/30/2019, the remaining balance of the \$345 million budget funded by BATA/SAFE are rebudgeted in BAIFA EL Capital Fund in FY 2019-20. The LTD budget in BATA EL Capital Fund budget will be amended to tie off with the LTD actual recorded in such fund as of 6/30/19 after the FY 2018-19 Yearend audit is completed.







# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1241      **Version:** 1      **Name:**

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

**File created:** 8/5/2020      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 9/9/2020      **Final action:**

**Title:** Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP USA, Inc. (\$315,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [4c - 20-1241 ContractAmend WSP RSRbridge.pdf](#)

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

Contract Amendment - I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project - On-Call Construction Management Services: WSP USA, Inc. (\$315,000)

### Presenter:

James Go

### Recommended Action:

Committee Approval

# Bay Area Toll Authority Oversight Committee

September 9, 2020

Agenda Item 4c - 20-1241

## **Contract Amendment – I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project – On-Call Construction Management Services: WSP USA, Inc. (\$315,000)**

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**Subject:** This item would authorize a contract amendment with WSP USA, Inc. (WSP), formerly known as Parsons Brinkerhoff, Inc. (PB), in an amount not to exceed \$315,000 for on-call construction management services to close out the remaining construction management services for the I-580 Richmond-San Rafael (RSR) Bridge Access Improvement Project – Construction Package A, Package B1 and the Lindsay Transportation Solutions movable barrier contract (Package C).

**Background:** In 2014, BATA took responsibility for funding and implementing the I-580 RSR Bridge Access Improvement Project. In the eastbound direction, the project effectively relieved traffic congestion on Eastbound I-580 and improved travel times for the afternoon commute by converting the shoulder into a Peak Period Use Lane (PPUL) that opened to traffic in April 2018. In the westbound direction, the project converted the shoulder into a bicycle-pedestrian path – closing a significant gap in the Bay Trail and providing new travel mode options across the bridge. The bicycle-pedestrian path opened in November 2019.

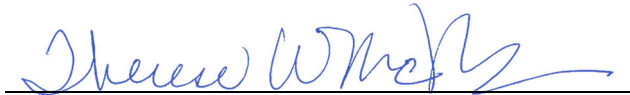
The construction of the lower deck PPUL and the upper deck bicycle-pedestrian path of the bridge are substantially complete. This amendment allows for the completion and close-out of the three construction packages currently under construction, as well as the completion of construction management services for the installation of a moveable concrete barrier system on the I-580 Sir Francis Drake westbound off-ramp toward Anderson Drive and Larkspur and the installation of the bicycle connector path toward Francisco Blvd and Grange Way.

In January 2014, after a competitive procurement, the BATA Oversight Committee authorized a pool of eight firms, including PB, to provide on-call construction management services for a two-year term through January 31, 2016, with an option to extend for an additional two-year period. Based on a Request for Qualifications (RFQ) issued in March 2016 to seek construction management services for the I-580 RSR Bridge Access Improvement Project, this Committee authorized a contract with PB on July 6, 2016. In 2017, PB changed its name to WSP.

Attachment A includes a summary of WSP and its project team's small business and disadvantaged business enterprise status.

**Recommendation:** Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with WSP USA, Inc. in an amount not to exceed \$315,000 to provide construction management services for the I-580 Richmond-San Rafael Bridge Access Improvement Project.

**Attachments:** Attachment A – Small Business and Disadvantaged Business Enterprise Status; and  
Request for Committee Approval –Summary of Proposed Contract Amendment



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Therese W. McMillan

## Attachment A

### Small Business and Disadvantaged Business Enterprise Status

Firm Name	Role on Project	DBE* Firm			SBE** Firm		
		Yes	If Yes, List #	No	Yes	If Yes, List #	No
WSP USA, Inc.	Construction Management			X			X
Applied Materials & Engineering	Material Testing	X	38639		X	1195	
CirclePoint	Public Outreach			X	X	40528	
Ganda and Associates	Biological Monitoring			X			X
Kleinfelder, Inc.	Material Source Inspection			X			X
Towill, Inc.	Surveying and Staking			X			X
Zoon Engineering	Inspection and Claims			X	X	58549	

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract Amendment

Work Item No.:	1251
Vendor:	WSP USA, Inc. Antioch, CA
Work Project Title:	On-Call Construction Management Services: Richmond-San Rafael Bridge Access Improvement Project
Purpose of Project:	To provide construction management services for the Richmond-San Rafael Bridge Access Improvement Project.
Brief Scope of Work:	Consultant shall perform construction management and construction administration services in accordance with Caltrans Construction Manual and Caltrans Standard Specifications and Plans for the construction of the Richmond-San Rafael Bridge Access Improvement Project.
Project Cost Not to Exceed:	This amendment: \$315,000 Current contract amount before this amendment: \$10,091,000 Maximum contract amount after this amendment: \$10,406,000
Funding Source:	Toll Bridge Rehabilitation Funds
Fiscal Impact:	Funds are included in the FY 2020-2021 Toll Bridge Rehabilitation Program Budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with WSP USA, Inc. to perform construction management services for the Richmond-San Rafael Bridge Access Improvement Project, as described above and in the BATA Oversight Committee Summary Sheet dated September 9, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$315,000 for such contract amendment.
BATA Oversight Committee:	
	<hr/> Amy Rein Worth, Chair
Approval Date:	Date: September 9, 2020



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-1295      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Committee Approval  
**File created:** 8/14/2020      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 9/9/2020      **Final action:**  
**Title:** Contract Actions and Referral to Authority - BATA Tolling:  
i. Contract Change Order - FasTrak® Regional Customer Service Center: Additional Operating Costs for BATA Bridge Toll Collection: Conduent State and Local Solutions, Inc. (\$28,700,000) (Committee Approval)  
ii. Contract Amendment-Preliminary Design of Satellite Customer Service Centers - HNTB Corporation (\$500,000) (Committee Approval)  
iii. BATA Resolution No. 52, Revised - FasTrak® Regional Customer Service Center Policy Revision to Support All Electronic Tolling at State-owned Bridges (Authority Approval)  
iv. BATA Resolution No. 137 - Suspension of the Assessment of Violation Penalties on the State-owned Bridges (Authority Approval)

A request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) for operations costs related to cashless toll collection and a contract amendment with HNTB Corporation for design of satellite customer service centers and a request to refer BATA Resolution No. 52, Revised and BATA Resolution No. 137 to the full Authority for approval of revisions to support conversion to all electronic tolling and to allow suspension of penalties for violation notices issued during the period while cash payment is not available on the state-owned bridges that started in March 2020.

### Sponsors:

### Indexes:

### Code sections:

**Attachments:** [5a - 20-1295 Support All Electric Tolling.pdf](#)

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

Contract Actions and Referral to Authority - BATA Tolling:  
i. Contract Change Order - FasTrak® Regional Customer Service Center: Additional Operating Costs for BATA Bridge Toll Collection: Conduent State and Local Solutions, Inc. (\$28,700,000) (Committee Approval)  
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**Presenter:**

Andrew Fremier

**Recommended Action:**

Committee Approval / Authority Approval

# Bay Area Toll Authority Oversight Committee

September 9, 2020

Agenda Item 5a - 20-1295

## **Contract Actions and Referral to Authority – BATA Tolling:**

- i. Contract Change Order – FasTrak® Regional Customer Service Center: Additional Operating Costs for BATA Bridge Toll Collection: Conduent State and Local Solutions, Inc. (\$28,700,000)**
  - ii. Contract Amendment–Preliminary Design of Satellite Customer Service Centers – HNTB Corporation (\$500,000)**
  - iii. BATA Resolution No. 52, Revised – FasTrak® Regional Customer Service Center Policy Revision to Support All Electronic Tolling at State-owned Bridges**
  - iv. BATA Resolution No. 137 – Suspension of the Assessment of Violation Penalties on the State-owned Bridges**
- 

**Subject:** Request to authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. (Conduent) and a contract amendment with HNTB Corporation (HNTB), and a request that BATA Resolution No. 52, Revised, and BATA Resolution No. 137 be referred to the full Authority for approval.

**Background:** In response to the shelter-in-place order that began in March and to protect toll collectors and the traveling public, all tolls are being collected electronically at State-owned bridges. Non-FasTrak customers no longer stop at the toll plaza to pay cash, but instead are sent a notice for the toll only and no penalty. These no-penalty notices were intended as a short-term solution to maintain toll collection during the emergency COVID situation. BATA staff expected the toll collectors to return when the shelter-in-place order was lifted; however, the toll collectors have remained out of the booths with no estimated return date. In the meantime, BATA has worked with Conduent to develop a plan to accelerate deployment of more robust electronic toll collection based on the existing model at the Golden Gate Bridge. In this model, non-FasTrak customers will receive an invoice in the mail before receiving a toll violation.

In May, June, and July 2020, this Committee approved contract actions for accelerated deployment of invoices. Activities to support all electronic tolling could be in place by early 2021.

### **i. Contract Change Order – FasTrak® Regional Customer Service Center: Additional Operating Costs for BATA Bridge Toll Collection: Conduent State and Local Solutions, Inc. (\$28,700,000)**

At the August 26 Authority meeting, staff presented an update to inform the Authority about the status of COVID-19 cashless toll collection, including strategies for collecting outstanding tolls. This item describes the proposed approach for collecting unpaid tolls and seeks approval for a contract change order to implement this effort.

Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management

system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

In the interim period from March 2020 to when invoice functionality is deployed or until toll collectors return, BATA will modify the process for unpaid notices. Under this process, the CSC will send a reminder for the toll-only notice. If the reminder remains unpaid, then the standard violation notice process will resume with a first violation notice, second violation notice and if still unpaid, referral to be paid with DMV vehicle registration or to a collections agency. BATA staff recommend that all notices be sent with a \$0 penalty during this emergency COVID-19 period until the invoice process is deployed.

Under this change order, Conduent will implement system changes to generate a reminder letter and process any payments from this reminder letter and then re-insert any unpaid reminder letters into the violation process. In addition, the change order will cover the added costs from the initial notice for the period of March 2020 to December 2020. The volume of toll bills being generated by former cash customers is six times the pre-COVID monthly violation notice volume; this volume was not envisioned in the contract costs for FY 2020-21.

The estimated volume of notices from March to December 2020 is shown below, with the assumption that traffic will continue to increase through the end of the year. The potential toll revenue to be collected from the 20 million initial toll notices is estimated at \$130 million.

	<b>Initial Notice</b>	<b>Reminder Letters</b>	<b>1<sup>st</sup> Violation Notices</b>	<b>2<sup>nd</sup> Violation Notices</b>
March-December 2020	20 million	7 million	6 million	5 million
<b>Total Notifications</b>				<b>38 million</b>

The estimated cost of this change order to complete system changes and process the additional notices is \$28,700,000.

Attachment A-1 includes a summary of Conduent and its project team's small business and disadvantaged business enterprise status.

**ii. Contract Amendment–Preliminary Design of Satellite Customer Service Centers: HNTB Corporation (\$500,000)**

The increased volume of transaction processing, customer communications, and violations review requires additional customer service center staffing and resources. Compounded by COVID social distancing requirements within the

existing call centers, staff is exploring options for additional space at toll bridge facilities on a temporary and/or permanent basis to safely expand Conduent's operations.

Staff is requesting the Committee authorize a contract amendment with HNTB in an amount not to exceed \$500,000 to provide due diligence, programming and preliminary design of tenant improvements at toll bridge facilities that include: the toll administration buildings at the administration buildings at the San Francisco-Oakland Bay Bridge (SFOBB) and Benicia-Martinez Bridge (BMB). Preliminary design will inform the cost to complete design of and construct these improvements. HNTB was originally selected as part of a competitively procured consultant bench to provide on-call construction management and design services in December 2017 and has an existing contract for \$200,000 to explore the feasibility of setting up a temporary call-center at the SFOBB Bridge Yard. Under the terms of the bench procurement, work can be assigned via a mini-procurement or direct selection. HNTB was directly selected for the scope of the existing \$200,000 contract and the additional scope of this \$500,000 contract amendment because of its work for BATA providing program management support for the FasTrak® CSC and design support for the 2017 Bridge Yard renovation and SFOBB administration building construction.

HNTB is not a small or disadvantaged business enterprise and has no subconsultants.

**iii. BATA Resolution No. 52, Revised – FasTrak® Regional Customer Service Center Policy Revision to Support All Electronic Tolling at State-owned Bridges**

BATA Resolution No. 52, Revised was amended on October 24, 2012, to reflect FasTrak® Regional Customer Service Center policies to support deployment of all electronic tolling at the Golden Gate Bridge. As part of this deployment, the Golden Gate Bridge, Highway and Transportation District (GGB) adopted license plate accounts, one-time payments, and post paid invoices as options for toll payment. BATA also adopted use of license plate accounts and one-time payments at state-owned bridges but did not adopt invoices; failure to pay tolls via FasTrak®, license plate account, one-time payment account, or cash at the state-owned bridge toll plazas results in violation notices.

BATA Resolution No. 52, Revised currently includes invoices for the Golden Gate Bridge only. In order to support all electronic tolling at the State-owned bridges staff recommends that the FasTrak® Regional Customer Service Center Policies be revised to authorize invoices as payment options for those bridges.

Additionally, as part of GGB's all electronic tolling deployment, a network of cash payment locations was established to accommodate cash customers. A list of these locations is currently available on the Bay Area FasTrak website. Some

convenience fees charged by businesses enrolled in the cash payment network system are the responsibility of the customer. However, GGB absorbs the cost of convenience fees for one-time payment, invoice payments, and license plate account replenishment. Current cash payment network convenience fees are shown in the table below.

**Cash Payment Network Convenience Fees**

Payment Type	Convenience Fee	Paid by
FasTrak Account Reload	\$1.95	Customer
License Plate Account Reload	\$1.95	Agency
One-Time Payment Account Funding	\$1.95	Agency
Invoice Payment	\$1.00	Agency
Violation Notice Payment	\$2.95	Customer

For customers of state-owned bridges who also currently use the cash payment network, BATA absorbs the cost of convenience fees or passes them on to customers as indicated above except for invoice payments since BATA does not currently offer invoices. Staff recommends absorbing the cost of invoice payments to maintain consistency with GGB. Staff also recommends that the FasTrak® Regional Customer Service Center Policies be revised to include a reference to the cash payment network policy.

Attachment A-2 includes BATA Resolution No. 52, Revised

**iv. BATA Resolution No. 137 – Suspension of Violation Penalties at the State-owned Bridges**

As described in item i above, staff recommends that violation notices sent out while cash toll collection is not available have penalties set to \$0 until such time that invoicing functionality is in place at all state-owned bridges or until toll collectors return to all such bridges. Unpaid violations would still escalate to DMV hold or to collections.

Attachment A-3 includes BATA Resolution No. 137

- Recommendation:**
- i. Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent in an amount not to exceed \$28,700,000 to provide system and operations support for cashless toll collection implemented in March 2020.
  - ii. Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with HNTB in an

amount not to exceed \$500,000 for preliminary design of tenant improvements for satellite customer service centers.

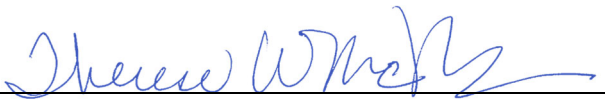
iii. Staff recommends that this Committee refer BATA Resolution No. 52, Revised, to the Authority for approval to include Post Paid License Plate Toll Invoices and information about the cash payment network as described above.

iv. Staff recommends that this Committee refer BATA Resolution No. 137 to the Authority for approval to suspend violation penalties on the state-owned bridges while cash collection is not available as described above.

**Attachments:** Attachment A-1 – Condent State & Local Solutions, Inc., Small Business and Disadvantaged Business Enterprise Status;

Attachment A-2 – BATA Resolution No. 52, Revised

Attachment A-3 – BATA Resolution No. 137

  
Therese W. McMillan

## Attachment A-1

### Conduent State & Local Solutions, Inc., Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	DBE #	No	Yes	SBE #	No
Prime Contractor	Conduent	System Development and Operations			X			X
Subcontractor	Atos	Network Management			X			X

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract Change Order

Work Item No.: 1252

Vendor: Conduent State and Local Solutions, Inc. (Conduent),  
San Francisco, CA

Work Project Title: FasTrak® Regional Customer Service Center (CSC)

Purpose of Project: Support cashless toll collection implemented in March 2020

Brief Scope of Work: Provide system and operations support for cashless toll  
collection, including modifying the process to collect on  
unpaid notices

Project Cost Not to Exceed: This Change Order: \$28,700,000  
  
Current contract amount before this Change Order: \$226,944,475  
  
Maximum contract amount after this Change Order: \$255,644,475

Funding Source: BATA Toll Bridge Program Operating Funds

Fiscal Impact: \$28,700,000 in funds for operations are included in the FY  
2020-21 Toll Bridge Program Operating Budget.

Motion by Committee: That the Executive Director or designee is authorized to  
negotiate and enter into a contract change order with  
Conduent for services as described above and in the BATA  
Oversight Committee Summary Sheet dated September 9,  
2020, and the Chief Financial Officer is directed to set aside  
funds in the amount of \$28,700,000 for such contract change  
order.

BATA Oversight Committee:

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Amy Worth, Chair

Approved: September 9, 2020

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract Amendment

Work Item No.:	1251
Vendor:	HNTB Corporation (HNTB) Oakland, CA
Work Project Title:	Preliminary Design of Satellite Customer Service Centers
Purpose of Project:	Due diligence, programming and preliminary design of tenant improvements.
Brief Scope of Work:	To provide preliminary design services for a buildout of satellite customer service centers at facilities that include the Bridge Yard and San Francisco-Oakland Bay Bridge and Benicia-Martinez Bridge administration buildings
Project Cost Not to Exceed:	This Contract Amendment: \$500,000  Current contract before this Contract Amendment: \$200,000  Maximum contract value after this Contract Amendment: \$700,000
Funding Source:	BATA Toll Bridge Program Operating Funds
Fiscal Impact:	\$500,000 in funds for operations are available in the FY 2020-21 Toll Bridge Program Operating Budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with HNTB for services as described above and in the BATA Oversight Committee Summary Sheet dated September 9, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$500,000 for such contract amendment.
BATA Oversight Committee:	

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Amy Worth, Chair

Approved: September 9, 2020

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/2020-BATA

### ABSTRACT

#### BATA Resolution No. 52, Revised

This resolution adopts the FasTrak® Regional Customer Service Center Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area.

Attachment A to this Resolution was revised on July 26, 2006 to revise the policies for toll tag deposit and prepaid toll balances for the FasTrak® program, effective October 1, 2006.

Attachment A to this Resolution was revised on October 24, 2012 to amend the policies to add license plate and one-time payment accounts and to delete the commercial post-paid account from the FasTrak® program, effective December 8, 2012 or upon commencement of Golden Gate Bridge Highway and Transportation District All Electronic Toll Collection Program.

This resolution was revised on July 27, 2016, to clarify that the FasTrak® Regional Customer Service Center Policies are applicable to all facilities served by the FasTrak® Regional Customer Service Center. Attachment A to this Resolution was also revised on July 27, 2016 to update the minimum balance for License Plate and One Time Payment Accounts and to make other clarifying changes.

Attachment A to this Resolution was revised on February 28, 2018 to amend the policies to increase the California Department of Motor Vehicles (DMV) Hold fee consistent with DMV fee increases.

Attachment A to this Resolution was revised on September 23, 2020 to amend the policies to authorize post-paid license plate toll invoices for state-owned bridges upon commencement of All Electronic Tolling at state-owned bridges and include information about the cash payment network.

Further discussion of this resolution is contained in the Executive Director's memoranda dated July 7, 2004; July 5, 2006, October 3, 2012, July 6, 2016, February 7, 2018, and September 9, 2020.

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 09/23/20-BATA

Re: Adoption of the FasTrak® Regional Customer Service Center (RCSC) Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area, as revised for all facilities served by the RCSC

BAY AREA TOLL AUTHORITY  
RESOLUTION No. 52, Revised

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”); and

WHEREAS, Streets and Highways Code §§ 30950 *et seq.* transfers to BATA certain duties and responsibilities of the California Transportation Commission (“CTC”) and California Department of Transportation (“Caltrans”) for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, in accordance with Streets and Highways Code § 30950.2, BATA is responsible for programming, administering, and allocating all toll revenues, except revenues from the seismic retrofit surcharge, from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission; and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges, and

WHEREAS, the California Department of Transportation (Caltrans) implemented electronic toll collection on all Bay Area state-owned toll bridges on December 31, 2000, and

WHEREAS, pursuant to the BATA-Caltrans Cooperative Agreement dated July 1, 2004, Caltrans delegated to BATA certain responsibilities related to the administration of the electronic toll collection program, and

WHEREAS, BATA and the Golden Gate Bridge Highway and Transportation District entered into a Cooperative Agreement on August 26, 2003 to consolidate FasTrak™ Service Center operations, and

WHEREAS, the consolidated Regional Customer Service Center requires a common set of operating policies, and

WHEREAS, BATA has contracted and will contract to provide other entities and toll facility operators, including those operating express lanes, with some or all of the services of its consolidated Regional Customer Service Center; now, therefore, be it

RESOLVED, that BATA hereby adopts the FasTrak™ Regional Customer Service Center Policies, effective May 30, 2005, as revised, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length.

BAY AREA TOLL AUTHORITY



\_\_\_\_\_  
Dave Cortese, Chair

The above resolution, revising and superseding the resolution approved on July 28, 2004, was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on July 27, 2016.

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/20-BATA

Attachment A  
Resolution No. 52  
Page 1 of 4

**FasTrak® Regional Customer Service Center (RCSC) Policies,  
effective December 8, 2012 on the  
San Francisco Bay Area State-Owned Toll Bridges, as revised for all  
facilities served by the RCSC**

## Attachment A



### **Regional Customer Service Center Policies** effective December 8, 2012, as revised on September 23, 2020

	Policy	Regional CSC effective December 8, 2012, as revised on September 23, 2020
1.	General	
2.	Terms & Conditions	Regional CSC license agreement
3.	Privacy Policy	Regional CSC privacy policy
4.	Account types	
5.	Prepaid Accounts	- Private, Business, Non-revenue, Anonymous
6.	Commercial Post Paid Accounts	Deleted
7.	License Plate Account	Yes
8.	One Time Payment	Yes
9.	Account policies	
10.	Prepaid Toll Account Opening Balance	Credit Card Account - \$25 per tag Cash/check Account- \$50 per tag N/A for License Plate Account and One Time Payment
11.	Replenishment Amount	<b>Private:</b> Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 1-month average based on previous 90 days usage  <b>Business:</b> Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 45-day average based on previous 90 days usage  N/A for License Plate Account and One Time Payment
12.	Replenishment Threshold	Credit Card Account - \$15 min. or 2-week average use based on previous 90 days  Cash/check Account - \$30 min. or 2-week average use based on previous 90 days  N/A for License Plate Account and One Time Payment
13.	License Plate Account and One Time Payment Minimum Balance	Credit card – Charged to credit card Cash/check - \$7.25 or current toll rate on GGB for 2 axle vehicle
14.	Tag Deposit	Credit Card Account - \$20 per tag, waived for first 3 tags  Cash/check Account - \$20 per tag  N/A for License Plate Account and One Time Payment

## Attachment A



### **Regional Customer Service Center Policies** effective December 8, 2012, as revised on September 23, 2020

	Policy	Regional CSC effective December 8, 2012, as revised on September 23, 2020
15.	Max number of tags	None
16.	Lost/stolen tags maximum liability	\$0 after notification, No maximum
17.	Low Balances	Credit Card Account - Automatic replenishment Cash/check Account - Send notice requesting replenishment; In-lane display shows low balance message
18.	Account Suspension	Immediate tag suspension when account balance is less than zero
19.	Account Revocation	Negative Balance for 90 days OR No activity for one year
20.	One Time Payment Account Closure	Limited term – account closed after 30 days Balance not refundable
21.	Reciprocity	
22.	Toll Discounts apply to customers of other toll facilities	Yes
23.	Guarantee of tolls to other toll agencies based on Regional CSC tag and plate files	Yes
24.	Account fees	
25.	Additional Statement Fee	1. \$1 for monthly paper statements 2. \$1 statement regeneration 3. \$7 for disk (business and commercial accounts only)
26.	Bad Check Fee	\$25
27.	Tag Replacement Charges	\$20 interior \$20 exterior
28.	Infrequent User Fee	None.
29.	Account Maintenance Fee	None.
30.	Tags Fees/Sales	None.
31.	Post Paid License Plate Toll Invoices	Golden Gate Bridge and state-owned bridges

## Attachment A



### **Regional Customer Service Center Policies** effective December 8, 2012, as revised on September 23, 2020

	Policy	Regional CSC effective December 8, 2012, as revised on September 23, 2020
32.	Violation Policies	
33.	Toll Evasion	<p><u>All Violations</u></p> <p>1<sup>st</sup> Notice Toll + \$25 penalty</p> <p>2<sup>nd</sup> Notice Toll + \$70 penalty</p> <p>Exceptions:</p> <ol style="list-style-type: none"> <li>1. If the violation is determined to be the fault of the toll agency.</li> <li>2. For 1<sup>st</sup> time offense, a non-customer can open a FasTrak account and the \$25 penalty will be waived.</li> <li>3. For FasTrak account holders in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.</li> </ol> <p>Processing fee of \$4 for DMV registration holds or as otherwise set by the DMV, when applicable.</p>
34.	Cash Payment Network	
35.	Electronic Toll Collection Payment Locations	<p>Toll payment can be made at the FasTrak® Regional Customer Service Center, by mail and by the internet. For cash customers, toll payments can also be made via a network of cash payment locations. A list of available walk-in centers can be found on the Bay Area FasTrak® website, <a href="http://www.bayareaFasTrak.org">http://www.bayareaFasTrak.org</a>. Convenience fees that may be charged by businesses enrolled in the cash payment network system are the responsibility of the customer. However, BATA, Golden Gate Bridge Highway and Transportation District, and other entities and toll facility operators supported by the FasTrak® Regional Customer Service Center will absorb the cost of convenience fees for One-Time Payments, Invoice Payments, and License Plate Account replenishment until further notice.</p>

Date: September 23, 2020  
W.I.: 1252

ABSTRACT

BATA Resolution No. 137

This resolution suspends the assessment of violation penalties on the state-owned bridges within the geographic jurisdiction of the Metropolitan Transportation Commission until such time as toll collectors return to the toll booths, post-paid license plate toll invoices are deployed on all such state-owned bridges, or further action is taken by the Authority to reinstate penalties.

Discussion of this action is contained in the Bay Area Toll Authority Oversight Summary Sheet dated September 9, 2020.

Date: September 23, 2020  
W.I.: 1252  
Referred by: BATA Oversight

RE: Suspension of the assessment of violation penalties on the state-owned bridges

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 137

WHEREAS, the Bay Area Toll Authority (the “Authority”) was created pursuant to Sections 30950 *et seq.* of the California Streets and Highways Code; and

WHEREAS, the Authority administers the toll revenues from and finances improvements for the seven state-owned toll bridges in the San Francisco Bay area: the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the San Francisco-Oakland Bay Bridge, and the San Mateo-Hayward Bridge; and

WHEREAS, the California Department of Transportation (“Caltrans”) implemented electronic toll collection on all Bay area state-owned toll bridges on December 31, 2000; and

WHEREAS, pursuant to the BATA-Caltrans Cooperative Agreement dated April 25, 2006, as amended and restated on June 13, 2011, as subsequently amended, Caltrans delegated to BATA certain responsibilities related to the administration of the electronic toll collection program; and

WHEREAS, BATA and the Golden Gate Bridge Highway and Transportation District entered into a Cooperative Agreement on August 23, 2003 to consolidate FasTrak® Customer Service Center operations; and

WHEREAS, the consolidated Regional Customer Service Center requires a common set of operating policies; and

WHEREAS, BATA has contracted and will contract to provide other entities and toll facility operators, including those operating express lanes, with some or all of the services of its consolidated Regional Customer Service Center; and

WHEREAS, pursuant to BATA Resolution No. 52, Revised, BATA has adopted FasTrak® Regional Customer Service Center Policies which include violation policies that specify penalties of \$25 and \$70, respectively for first and second notices of toll evasion violation; and

WHEREAS, due to the outbreak of a novel coronavirus disease designated as Coronavirus Disease 2019 (“COVID-19”) by the United States Centers for Disease Control and Prevention, which has been declared a global pandemic by the World Health Organization, the nine counties of the San Francisco Bay area (the “Counties”) and the State of California (the “State”) as a whole were placed under shelter-in-place or stay-at-home orders that restricted travel outside the home (collectively, the “Shelter-in-Place Orders”); and

WHEREAS, due to the effects of COVID-19 and the Shelter-in-Place Orders, on March 21, 2020, Caltrans removed toll collectors from toll booths on the seven state-owned bridges to protect their safety and the safety of the public; and

WHEREAS, as a result of this action, non-FasTrak® customers can no longer stop at the toll plaza to pay cash tolls, but instead are sent a notice to pay such toll without penalty, and a portion of such toll notices have gone unpaid; and

WHEREAS, BATA desires to institute All Electronic Tolling on the state-owned bridges, in connection with which non-Fastrak® customers would receive in the mail a post-paid, license-plate based invoice for tolls that, if unpaid, would result in a toll violation and notice thereof being sent to such customers; and

WHEREAS, until such time as post-paid license plate toll invoices are deployed in connection with All Electronic Tolling or the toll collectors return to toll booths on all state-owned bridges within the geographic jurisdiction of the Metropolitan Transportation Commission (the “Bridges”), BATA desires to pursue unpaid tolls by sending a reminder notice, followed by a first and then a second violation notice, and, if such toll remains unpaid following the second violation notice, to refer the toll for payment in connection with DMV vehicle registration or to refer the toll to a collection agency, but to forgo assessing additional penalties in connection with such violations; now, therefore, be it

RESOLVED, that the Authority finds that the foregoing recitals are true and correct; and be it further

RESOLVED, that the Authority hereby suspends the assessment of \$25 and \$70 penalties described in the Regional Customer Service Center Policies for unpaid tolls resulting from unpaid tolls for crossings on the state-owned toll bridges until such time as the toll collectors return to the toll booths on all Bridges or post-paid license plate toll invoices are deployed on all Bridges, or further action is taken by the Authority to reinstate assessment of violation penalties; and be it further

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer, and other appropriate officers of the Authority, be and they are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to execute and deliver any and all certificates, documents, amendments, instructions, orders, representations and requests, and to do any and all things and take any and all actions that may be necessary or advisable, in their discretion, to suspend assessing violation penalties on the state-owned bridges until further action is taken by the Authority to reinstate assessing violation penalties and otherwise effectuate the actions that the Authority has approved in this Resolution; and be it further

RESOLVED, that this Resolution shall take effect from and after its adoption.

BAY AREA TOLL AUTHORITY

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Scott Haggerty, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on September 23, 2020

# BATA Tolling Operations



TOLL

TOLL

BAY AREA TOLL  
AUTHORITY

## BATA Oversight

Item 5a

September 9, 2020

# PRESENTATION OUTLINE: COMMITTEE ACTIONS

1. FasTrak® Regional Customer Service Center Additional Operating Costs for BATA Bridge Toll Collection
2. Preliminary Design of Satellite Customer Service Centers
3. BATA Resolution No. 52, Revised – FasTrak® Regional Customer Service Center Policy Revision
4. BATA Resolution No. 137 – Suspension of the Assessment of Violation Penalties at State-owned Bridges



# FasTrak® Regional Customer Service Center Additional Operating Costs for BATA Bridge Toll Collection



# TRADITIONAL TOLLING VS. COVID-19 TOLL COLLECTION

## Traditional Tolling



Violation Notice  
\$25 per Transaction

Unpaid

Second Notice  
\$70 per transaction

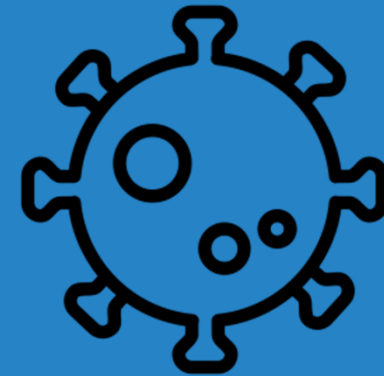
Unpaid

DMV Hold/Collections

March 2020

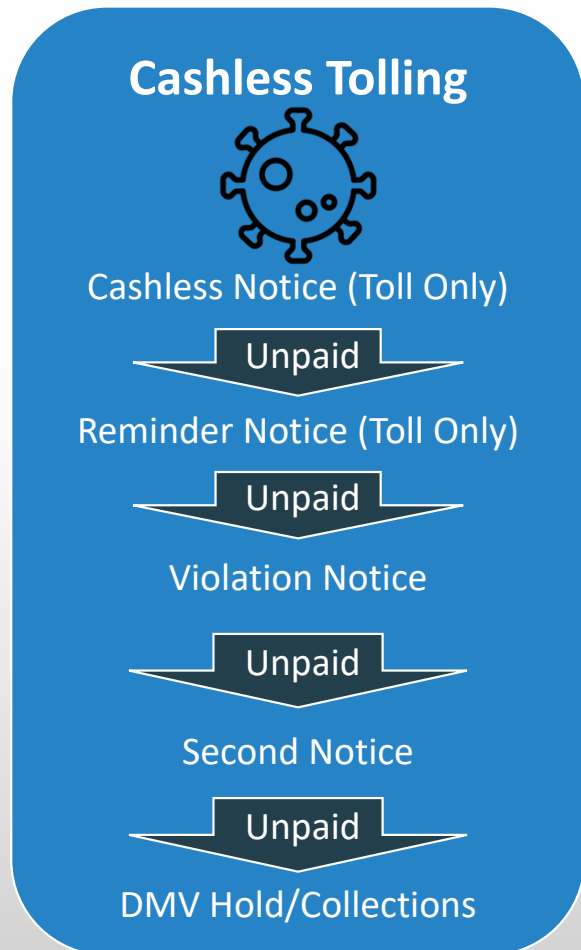


## COVID-19 Tolling



Cashless Notice  
Toll only

## PROPOSED ESCALATION PROCESS



- **System modifications and manual processes for additional steps to mimic invoice and violations**
- **Must be customer-friendly and understandable**
- **Time sensitive**

## CONDUENT CHANGE ORDER: \$28.7M

**FY20-21 BATA operating budget did not foresee volume of notices and additional escalation process related to COVID**

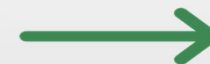
- Volume of notices is 6 times higher than pre-COVID



Change Order  
Amount

**\$23.2M**

- Escalation of unpaid cashless notices requires up to 2 additional pieces of correspondence compared to pre-COVID violation process



**\$5.5M**

**\$28.7M**

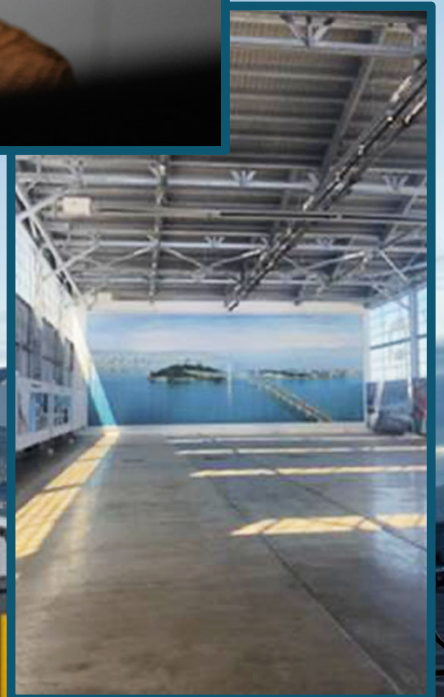
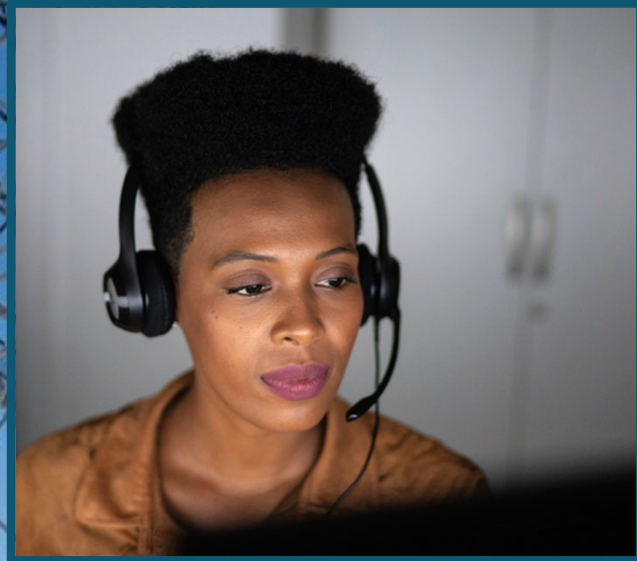




## Design of Satellite Customer Service Center Locations

# HNTB CONTRACT AMENDMENT: \$500,000

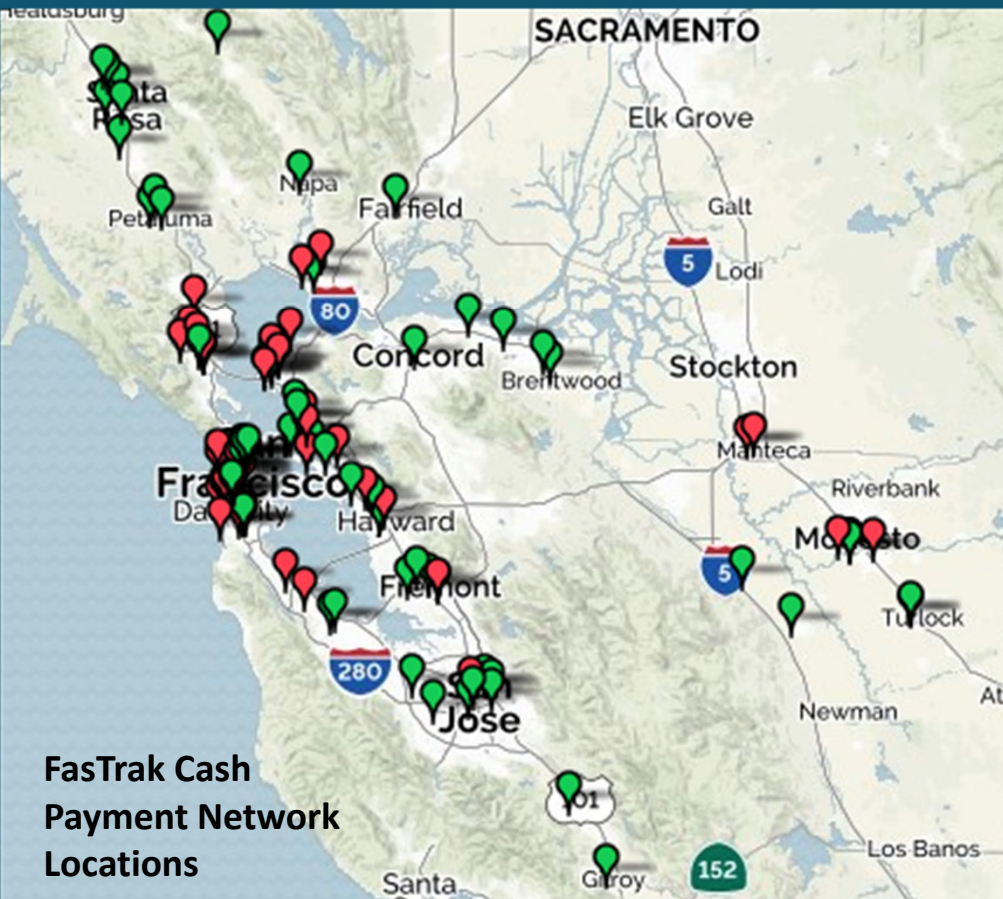
- Preliminary design services to repurpose toll plaza administration buildings and/or Bridge Yard
- Additional socially-distant space for CSC staff
- Includes due diligence, programming and design of tenant improvements



A photograph of a toll collector in a red and yellow safety vest handing a toll to a driver in a car. The scene is set at a toll plaza with a white barrier. The image is overlaid with a semi-transparent blue filter.

# REVISED RESOLUTION 52: REGIONAL CUSTOMER SERVICE CENTER POLICIES

# CSC POLICY REVISIONS TO SUPPORT ALL ELECTRONIC TOLLING



- Allow invoices for BATA to support more robust all electronic tolling
- Incorporate cash payment network fees policy; treatment of invoices to be consistent with GGB
  - Network established in 2013 with GGB AET
  - Customer pays fees for FasTrak account reload and violation notices
  - Agency absorbs fees for invoice payment license plate account reload, and one-time payments

# RESOLUTION 137: SUSPENSION OF ASSESSMENT OF VIOLATION PENALTIES AT STATE-OWNED BRIDGES

# SUSPEND ASSESSMENT OF PENALTIES DURING CASHLESS TOLLING

- \$0 penalties for all notices
- Reinstate penalties when toll collectors return to all bridges or invoices deployed to all bridges in early 2021

## Cashless Tolling



Cashless Notice (Toll Only)

Unpaid

Reminder Notice (Toll Only)

Unpaid

Violation Notice

Unpaid

Second Notice

Unpaid

DMV Hold/Collections

## RECOMMENDED ACTIONS

- **Staff recommends that this Committee authorize the Executive Director or designee to negotiate and enter into:**
  - A contract change order with Conduent in an amount not to exceed \$28,700,000 to provide system and operations support for cashless toll collection implemented in March 2020.
  - A contract amendment with HNTB in an amount not to exceed \$500,000 for preliminary design of tenant improvements for satellite customer service centers.
- **Staff recommends that this Committee refer to the Authority for approval:**
  - Resolution No. 52, Revised, to include invoices and reference to cash payment network policy.
  - Resolution No. 137 to suspend the assessment of violation penalties on the state-owned bridges until such time as the toll collectors return to the toll booths at all bridges or until post paid license plate toll invoices are deployed on all bridges.

# QUESTIONS?



**For more information contact:**

- Andrew Fremier, [afremier@bayareametro.gov](mailto:afremier@bayareametro.gov)
- Carol Kuester, [ckuester@bayareametro.gov](mailto:ckuester@bayareametro.gov)



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 20-0272      **Version:** 1      **Name:**  
**Type:** Contract      **Status:** Committee Approval  
**File created:** 1/30/2020      **In control:** Bay Area Toll Authority Oversight Committee  
**On agenda:** 9/9/2020      **Final action:**  
**Title:** Contract - Conversion of Northern Toll Bridges to Open Road Tolling: HDR Corporation (\$4,700,000)

This item requests Committee approval to enter into a contract with HDR Construction Control Corporation (HDR) in an amount not to exceed \$4,700,000 to plan and design the civil infrastructure for the conversion of the northern toll bridges (Antioch, Carquinez and Benicia-Martinez Bridges) to open road tolling (ORT), subject to approval of future BATA budgets. Should a contract not be able to be negotiated with HDR then approval is requested to enter into a contract with AECOM Technical Services, Inc. (AECOM).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [5b - 20-0272 Contract ORT North Bridge Civil Design Consultant HDR.pdf](#)

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

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**Presenter:**

Peter Lee

**Recommended Action:**

Committee Approval

# Bay Area Toll Authority Oversight Committee

September 9, 2020

Agenda Item 5b - 20-0272

## Contract – Conversion of Northern Toll Bridges to Open Road Tolling: HDR Corporation (\$4,700,000)

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**Subject:** This item requests Committee approval to enter into a contract with HDR Construction Control Corporation (HDR) in an amount not to exceed \$4,700,000 to plan and design the civil infrastructure for the conversion of the northern toll bridges (Antioch, Carquinez and Benicia-Martinez Bridges) to open road tolling (ORT), subject to approval of future BATA budgets. Should a contract not be able to be negotiated with HDR, then approval is requested to enter into a contract with AECOM Technical Services, Inc. (AECOM).

**Background:** As presented at the July 2020 BATA Oversight Committee, BATA is proceeding with a multi-phased All Electronic Tolling (AET) implementation plan at the state-owned toll bridges beginning with introduction of invoices expected in January 2021, and followed by ORT, with booths removed and cars driving under open tolling gantries. Accelerated by the COVID-19 pandemic and the suspension of cash toll collection, the design and implementation of the permanent conversion to AET is now underway.

This contract will plan and design the civil infrastructure for the final conversion of Antioch, Carquinez, and Benicia Martinez Bridges to ORT, which includes the removal of the existing toll booths and installation of new toll gantries. In the request for qualifications, BATA reserved the right to negotiate and amend into this contract at a later date the conversion of the Dumbarton and San Mateo-Hayward Bridges, subject to Committee approval. The expected benefits of removing the toll booths include: more efficient tolling, increased safety, decreased vehicle delay, and lower vehicle emissions. Construction is anticipated to begin in 2023.

### Procurement Process

On June 15, 2020, BATA issued a Request for Qualifications (RFQ) to consultant firms on the 2017 Construction Management and Design Services Consultant Bench for the planning and design the project. By the submission due date of July 21, 2020, BATA received two Statements of Qualifications (SOQs) from AECOM and HDR.

### Evaluation

SOQs were evaluated by a panel of two BATA staff members and an external review panelist from Caltrans. SOQs were scored using the following evaluation criteria as listed in the RFQ: Qualifications and Experience (25 points), Work Plan and Schedule (25 points), Understanding of the Project (25 points), Availability (15 points), and Presentation (10 points).

After a thorough review of the SOQs and the interviews and while both firms were qualified, the evaluation panel unanimously recommended HDR as the top ranked firm. The evaluation panel determined the HDR team to be most advantageous to BATA based on the team's extensive experience working on similar tolling projects in California and nationally; their understanding of the complexity of managing a multi-faceted program; and their depth of understanding of the project elements.

The following table shows the final scores of the two firms.

	AECOM	HDR
<b>Total (100 points maximum)</b>	<b>79.3</b>	<b>85.3</b>

Attachment A includes a summary of HDR and its project team's small business and disadvantaged business enterprise status.


The estimated cost of the planning and design of this project is \$4.7 million in total. For FY 2020-21, \$1,000,000 is budgeted for this contract in the Toll Bridge Rehabilitation Program. Staff plans to request the remaining Toll Bridge Rehabilitation Program funds in future BATA budgets.

As such, the full scope and future requests of the remaining \$3.7 million is subject to the approval of future BATA budgets. The project will be managed to produce usable work products based on budgeted funds as they are approved. Initial funded work includes preparing the project report, environmental documentation, and preliminary engineering.

**Recommendation:** Staff requests that this Committee authorize the Executive Director or designee to negotiate and enter into a contract with HDR in an amount not to exceed \$4,700,000 to plan and design the conversion of the northern toll bridges to open road tolling, subject to the approval of future BATA budgets.

Should the Executive Director or designee not be able to negotiate and enter into a contract with HDR, staff requests that this Committee authorize the Executive Director or designee to negotiate and enter into a contract with AECOM in an amount not to exceed \$4,700,000 to plan and design the conversion of the northern toll bridges to open road tolling, subject to the approval of future BATA budgets.

**Attachments:** Attachment A – Small Business and Disadvantaged Business Enterprise Status; and  
Request for Committee Approval – Summary of Proposed Contract Sheet

  
Therese W. McMillan

## Attachment A

### Small Business Enterprise (SBE) and Disadvantaged Business Enterprise (DBE) Status

		DBE* Firm			SBE** Firm				
		Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor		HDR	Project Management; Environmental; Traffic Operations; Civil Design; Transit Operations' Policy/ Concept of Operations/ Safety			X			X
		Circlepoint	Environmental Review			X	X	40528	
Subcontractor		Gray-Bowen-Scott	Policy/ Concept of Operations/ Safety			X			X
		Fehr & Peers	Traffic Operations; Electrical/ Electrical Systems Design			X			X
		Far Western Anthropological Research Group, Inc.	Cultural Analysis			X	X	39874	
		JRP Historical Consulting LLC	Cultural Analysis			X	X	1509783	
		Haygood & Associates	Landscaping	X	3171		X	2007900	
		Kimley-Horn	Project Management and Engineering Design			X			X
		Parikh Consultants, Inc.	Geotechnical Analysis	X	20259		X	9631	
		Towill	Mapping/ Surveys			X			X
	WRECO	Water Quality/ Sea Level Rise; Stormwater/ Drainage Design	X	30066		X	60800		

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.

## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Contract

Work Item No.: 1251

Contractor: HDR Corporation  
Walnut Creek, CA

Work Project Title: Planning and Design of ORT Conversion at the Northern Toll Bridges

Purpose of Project: To provide environmental design and project delivery services for open road tolling civil infrastructure at the Antioch, Benicia-Martinez, and Carquinez toll bridges

Brief Scope of Work: Obtain environmental clearance and provide design services for the ORT project

Project Cost Not to Exceed: \$4,700,000

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: For FY 2020-21, \$1,000,000 is budgeted for this contract in the Toll Bridge Rehabilitation Program. The remaining funds are subject to the approval of future BATA budgets.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with HDR Corporation to provide design services as described above and in the BATA Oversight Committee Summary Sheet dated September 9, 2020 and the Chief Financial Officer is authorized to set aside funds in the amount of \$4,700,000 for such contract, subject to approval of future BATA budgets.

Should the Executive Director or designee not be able to negotiate and enter into a contract with HDR Corporation, that the Executive Director or designee is authorized to negotiate and enter into a contract with AECOM Technical Services, Inc. and the Chief Financial Officer is authorized to set aside funds in the amount of \$4,700,000 for such contract, subject to approval of future BATA budgets

BATA Oversight Committee:

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Amy Worth, Chair

Approved: September 9, 2020