



Metropolitan Transportation Commission

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

Meeting Agenda

Operations Committee

Committee Members:

Dave Cortese, Chair Damon Connolly, Vice Chair

*Eddie Ahn, Sam Liccardo, Jake Mackenzie,
David Rabbitt, Warren Slocum, James P. Spering*

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

Friday, September 11, 2020

9:05 AM

Board Room - 1st Floor (REMOTE)

In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for Committee members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to Committee members.

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

Attendee Link: <https://bayareametro.zoom.us/j/92105183248>

iPhone One-Tap: US: +16699006833,,92105183248#

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

Webinar ID: 921 0518 3248

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

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

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

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Pledge of Allegiance**3. Compensation Announcement – Clerk of the Committee****4. Consent Calendar**

- 4a.** [20-1214](#) Minutes of the July 10, 2020 Meeting
- Action: Committee Approval
- Attachments: [4a OPS Minutes Jul 2020.pdf](#)
-
- 4b.** [20-1256](#) Contract - Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements Technical Assistance: Alta Planning + Design (\$300,000)
- Action: Committee Approval
- Presenter: Cathy Chea
- Attachments: [4b Contract Dumbarton Forward Bicycle Access Ardenwood Park and Rid](#)
-
- 4c.** [20-1206](#) Contract - Bay Area Complete Trip Program, Phase 1: Iteris, Inc. (\$1,346,132)
- Action: Committee Approval
- Presenter: Janet Banner
- Attachments: [4c Contract Complete Trip.pdf](#)
-
- 4d.** [20-1207](#) Contract Amendment - Bay Area Vanpool Program: Enterprise Rent-a-Car of San Francisco, LLC (\$400,000)
- Action: Committee Approval
- Presenter: Barbara Laurensen
- Attachments: [4d Contract Amendment Bay Area Vanpool Program.pdf](#)
-
- 4e.** [20-1208](#) Fourth Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements June 2020 (Unaudited)
- Action: Information
- Presenter: Raymond Woo
- Attachments: [4e FY20 4th Qtr SAFE Financial Statements Memo\(Unaudited\).pdf](#)

- 4f. [20-1209](#) Clipper® Contract Change Order Amendment - Clipper Card Procurement: Cubic Transportation Systems, Inc. (\$4,000,000)
- Action:** Committee Approval
- Presenter:** Edward Meng
- Attachments:** [4f_Change Order Card Procurement.pdf](#)
- 4g. [20-1210](#) Next Generation Clipper® Funding Agreement Supplements: - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation - Transit Operators (\$1,275,000)
- Action:** Committee Approval
- Presenter:** Edward Meng
- Attachments:** [4g_Clipper CAD AVL Funding Agt.pdf](#)
- 4h. [20-1211](#) Contract Amendment - Financial Management, Planning, Compliance, and Risk Management Support: Kimley Horn and Associates (KHA) (\$100,000)
- Action:** Committee Approval
- Presenter:** Edward Meng
- Attachments:** [4h_Contract Amendment KHA.pdf](#)
- 4i. [20-1212](#) Clipper® Purchase Order - Network Services: AT&T (\$400,000)
- Action:** Committee Approval
- Presenter:** Sarah Doggett
- Attachments:** [4i_Purchase Order ATT Network.pdf](#)
- 4j. [20-1242](#) Next Generation Clipper® Regional Fare Payment System Integrator (SI) Contract Update and Use of Contingency
- Action:** Information
- Presenter:** Jason Weinstein
- Attachments:** [4j_Next Gen Clipper Update and Contingency.pdf](#)
- 4k. [20-1299](#) Bid Protest of Carma Technology Corp. - Appointment of Hearing Panel on Appeal of Protest Determination and Delegation of Authority to Decide Appeal
- Action:** Committee Approval
- Presenter:** Lisa Klein
- Attachments:** [4k_Appointment of hearing panel Carma Bid Protest.pdf](#)
[4k_Corr Rec Carma Appeal to Operations Committee.pdf](#)

5. Approval

- 5a. [20-1213](#) Contracts to Deliver Bay Bridge Forward (2020)
- i. Contract - I-580 Westbound High Occupancy Vehicle Lane Extension: Kimley-Horn & Associates, Inc. (\$1,485,000);
 - ii. Contract - I-80 Westbound High Occupancy Vehicle Lane Extension: Verano Technical Services, Inc. (\$640,000);
 - iii. Contract - I-80/Powell Street Interchange Transit Access Improvements: T.Y. Lin International (\$1,250,000);
 - iv. Contract - I-80 Design Alternative Assessment: HDR Engineering, Inc. (\$1,246,000); and
 - v. Contract - Bay Bridge Forward (2020) Program/Project Manager: Gray-Bowen-Scott (\$349,000)

Contracts to deliver Bay Bridge Forward (2020) operational projects.

Action: Committee Approval

Presenter: Kevin Chen

Attachments: [5a Bay Bridge Forward Contracts.pdf](#)

6. Public Comment / Other Business

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

7. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, October 9, 2020 at 9:35 a.m. remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1214 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 8/4/2020 **In control:** Operations Committee
On agenda: 9/11/2020 **Final action:**
Title: Minutes of the July 10, 2020 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a OPS Minutes_Jul 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the July 10, 2020 Meeting

Recommended Action:
Committee Approval

Attachments:



Metropolitan Transportation Commission

Meeting Minutes - Draft

Operations Committee

Agenda Item 4a

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

Committee Members:

Dave Cortese, Chair Damon Connolly, Vice Chair

*Eddie Ahn, Sam Liccardo, Jake Mackenzie,
David Rabbitt, Warren Slocum, James P. Spering*

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

Friday, July 10, 2020

9:05 AM

Board Room - 1st Floor (Remote)

*** PLEASE NOTE MEETING START TIME ***

1. Roll Call / Confirm Quorum

Present: 6 - Chair Cortese, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Spering, Commissioner Ahn and Pedroza

Absent: 3 - Vice Chair Connolly, Commissioner Liccardo and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacopini

Non-Voting Member Absent: Commissioner Stracner

Ex Officio Voting Members Present: Commission Vice Chair Pedroza

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

Commission Vice Chair Pedroza was deputized to act as ex-officio voting member of the Committee in the absence of a quorum.

2. Pledge of Allegiance

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

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

Aye: 5 - Chair Cortese, Commissioner Mackenzie, Commissioner Spering, Commissioner Ahn and Pedroza

Absent: 4 - Vice Chair Connolly, Commissioner Liccardo, Commissioner Rabbitt and Commissioner Slocum

4a. [20-0944](#) Minutes of the June 12, 2020 Meeting

Action: Committee Approval

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

4b. [20-0945](#) Contract Amendment - Interstate-880 (I-880) Integrated Corridor Management (ICM) North Segment Construction Management Services: MNS Engineers, Inc. (\$456,000)

Action: Committee Approval

Presenter: Sarah Burnworth

Attachments: [4b Contract Amendment - MNS Engineers.pdf](#)

4c. [20-0946](#) Contract Amendment - Innovative Deployments to Enhance Arterials (IDEA) Program: Automated Traffic Signal Performance Measures Evaluation Project - DKS Associates (\$235,000)

Action: Committee Approval

Presenter: Elliot Huang

Attachments: [4c Contract Amendment - ATSPM Evaluation - DKS.pdf](#)

4d. [20-0947](#) Clipper® Contract Change Order - Price Adjustment: Cubic Transportation Systems, Inc. (Cubic) (\$56,498)

Action: Committee Approval

Presenter: Lysa Hale

Attachments: [4d Change Order Cubic Transportation Systems.pdf](#)

4e. [20-1009](#) Contract Amendment - Bay Bridge Forward Commuter Parking Initiative Construction Management Services: WSP USA, Inc. (\$130,000)

Action: Committee Approval

Presenter: James Go

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

Commissioner Rabbitt arrived after the approval of the Consent Calendar.

5. Approval

- 5a. [20-0948](#) Partnership Agreements - MTC SHIFT: County of Sonoma (\$86,250), Genentech, Inc. (\$97,500), Kaiser Foundation Hospital/Kaiser Foundation Health Plan (\$294,750), Lucile Salter Packard Children's Hospital at Stanford (\$151,125), Stanford Health Care (\$151,125), Tesla, Inc. (\$294,750)

Request for approval of employer partnership agreements to fund commute management platforms for 36 months to manage parking demand and reduce single-occupancy vehicle travel.

Action: Committee Approval

Presenter: Michelle Go

Attachments: [5a PartnershipAgreements MTCSHIFT.pdf](#)
[5a Correspondence Received Operations.pdf](#)

Aleta Dupree was called to speak.

Upon the motion by Commissioner Spering and second by Commissioner Mackenzie, the Partnership Agreements - MTC SHIFT: County of Sonoma (\$86,250), Genentech, Inc. (\$97,500), Kaiser Foundation Hospital/Kaiser Foundation Health Plan (\$294,750), Lucile Salter Packard Children's Hospital at Stanford (\$151,125), Stanford Health Care (\$151,125), Tesla, Inc. (\$294,750) were unanimously approved. The motion carried by the following vote:

Aye: 5 - Chair Cortese, Commissioner Mackenzie, Commissioner Rabbitt, Commissioner Spering and Commissioner Ahn

Absent: 3 - Vice Chair Connolly, Commissioner Liccardo and Commissioner Slocum

6. Public Comment / Other Business

7. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, September 11, 2020 at 9:05 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA or remotely and by webcast as appropriate depending on the status of any shelter in place orders. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1256 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 8/11/2020 **In control:** Operations Committee
On agenda: 9/11/2020 **Final action:**
Title: Contract - Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot
Improvements Technical Assistance: Alta Planning + Design (\$300,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4b Contract Dumbarton Forward Bicycle Access Ardenwood Park and Ride Lot.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract - Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot
Improvements Technical Assistance: Alta Planning + Design (\$300,000)

Presenter:

Cathy Chea

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4b

Contract – Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements Technical Assistance: Alta Planning + Design (\$300,000)

Subject: Contract – Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements Technical Assistance: Alta Planning + Design, Inc. (\$300,000).

Background: Travel in the State Route 84 (SR-84) corridor between Interstate 880 (I-880) and U.S. Highway 101 (US 101) is heaviest in the westbound direction during the AM peak period and in the eastbound direction during the PM peak period. In both the AM and PM peak periods, the peak direction carries about 80 percent of the total SR-84 Transbay flow. High traffic volumes in the westbound AM peak period result in bottlenecks along the westbound SR-84 freeway corridor in the Fremont-Newark area, westbound Bayfront Expressway, southbound Willow Road, southbound University Avenue, and southbound Marsh Road. Conversely, PM peak period bottlenecks occur along eastbound Bayfront Expressway, northbound Willow Road, Northbound University Avenue, northbound Marsh Road, and the eastbound SR-84 freeway corridor in the Fremont-Newark area.

In late 2018, MTC, in partnership with the respective congestion management agencies, transit agencies, cities/counties, and businesses, conducted a Dumbarton Forward Design Alternatives Assessment (DAA) of the Dumbarton Bridge corridor to identify innovative near-term strategies to address traffic flow, increase person throughput and manage transportation demand.

The DAA identified concepts that could improve the existing bicycle network along the corridor to provide a commute alternative between the East Bay and the Peninsula. Other improvements identified in the DAA included concepts for possibly reconfiguring the existing Ardenwood Commuter Park & Ride lot in Fremont to provide additional parking spaces.

On June 10, 2020, MTC issued a Request for Qualifications (RFQ) to procure consultant services to advance the Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements from concepts to project initiation.

Proposals were received from three firms: Alta Planning + Design, Inc., IBI Group, and Parisi Transportation Consulting. A panel consisting of MTC and City of Menlo Park staff reviewed the proposals and evaluated them based on each firm's understanding of the project, proposed work plan to complete the work, qualifications/experience, and presentation, in descending order of importance. Based upon this evaluation, staff recommends the selection of Alta Planning + Design. The Alta Planning + Design team demonstrated superior understanding of the project and provided a more holistic approach to the work plan, with emphasis on planning, design, and stakeholder coordination. The team also demonstrated a greater knowledge of the project area and on-going projects impacting the project area.

The table below provides the final ranking based upon panel evaluations:

Consultant	Ranking
1) Alta Planning + Design	1
2) Parisi Transportation Consulting	2
3) IBI Group	3

Attachment A includes a summary of Alta Planning + Design, Inc. and its subcontractors' small business and disadvantaged business enterprise status.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a contract with Alta Planning + Design, Inc. in an amount not to exceed \$300,000 for the above-described work.

Attachments: Attachment A: Contractor DBE and SBE Status


Therese W. McMillan

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Alta Planning + Design, Inc.	Project management, technical lead for bicycle access and commuter park & ride lot improvements.			X			X
Subcontractors	Impact Sciences	Biological, cultural, and environmental technical lead	X	43382		X	45450	
	W-Trans	Traffic engineering	X	26209		X	9829	

*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.:	1237
Consultant:	Alta Planning + Design, Inc. Oakland, CA
Work Project Title:	Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements
Purpose of Project:	To advance the bicycle access and Ardenwood Commuter Park & Ride Lot improvements identified in the DAA from concepts to project initiation
Brief Scope of Work:	Identify specific improvements (e.g., gap closures, additional signage, etc.) to bicycle access along the Dumbarton corridor and identify possible options for reconfiguring the existing Ardenwood Commuter Park & Ride Lot to add more parking spaces.
Project Cost Not to Exceed:	\$300,000
Funding Source:	STP
Fiscal Impact:	Funding is included in the FY 2020-21 MTC Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Alta Planning + Design, Inc. to provide technical assistance for the Dumbarton Forward Bicycle Access and Ardenwood Commuter Park & Ride Lot Improvements project as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside funds in an amount not to exceed \$300,000 for such contract.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1206 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Contract - Bay Area Complete Trip Program, Phase 1: Iteris, Inc. (\$1,346,132)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_Contract_Complete_Trip.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - Bay Area Complete Trip Program, Phase 1: Iteris, Inc. (\$1,346,132)

Presenter:
Janet Banner

Recommended Action:
Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4c

Contract – Bay Area Complete Trip Program, Phase 1: Iteris, Inc. (\$1,346,132)

Subject: Contract – Bay Area Complete Trip Program, Phase 1: Iteris, Inc. (\$1,346,132).

Background: MTC has submitted a Bay Area team proposal for Phase 1 of the US Department of Transportation (USDOT) Complete Trip program, which will identify ways to provide more efficient, affordable, and accessible transportation services for people with disabilities, older adults and other underserved communities that often face greater challenges in accessing essential services. During Phase 1, the team (MTC, Santa Clara Valley Transportation Authority, San Francisco County Transportation Authority, California Partners for Advanced Transportation Technology - U.C. Berkeley, Prospect Silicon Valley, and numerous private sector partners) will take the preliminary proposed idea and develop it into a structured concept that is suitable for further design, building, testing, and operation during the subsequent phases of the deployment.

In February 2019, following a competitive Request for Qualifications process, this Committee approved a bench of consultants for On-Call Project/Program Management and Strategic Advisor Services to support MTC on a range of operational projects. Award of a contract with one of the pre-qualified consultants may take place by direct selection or via a mini-procurement, pursuant to MTC's procurement procedures.

Staff is recommending a direct selection of Iteris, Inc. (Iteris) from this on-call project management bench. Iteris assisted MTC in preparing the Phase 1 proposal, and Iteris is uniquely qualified to provide the services needed for Phase 1 of the Complete Trip project. Iteris has the subject matter expertise needed including knowledge of the USDOT Complete Trip program, federal deployment programs and systems engineering. Iteris also has built relationships with the numerous subcontractors required for this project.

If the MTC team is selected by USDOT for the Phase 1 work, Iteris will be responsible for contracting with all of the private sector, academic and non-profit partners and will assist MTC with on-time delivery of the Phase 1 deliverables. Attachment A includes a summary of Iteris and its project team's SBE and DBE status.

Issues: A constrained timeline: USDOT has specified that the Phase 1 work must begin on October 1, 2020; however, as of September 4, 2020, we are awaiting award status and a subsequent contract with USDOT. Execution of the proposed contract with Iteris would be subject to receiving the award from USDOT.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to enter into a contract with Iteris in an amount not to exceed \$1,346,132 to support MTC and its partners in Phase 1 Complete Trip deliverables, subject to the execution of a contract between MTC and USDOT for funding the Phase 1 work.

Attachments: Attachment A: Small Business and Disadvantaged Business Enterprise Status, Complete Trip Phase 1 Contract.



Therese W. McMillan

Complete Trip Phase 1 Contract
Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Iteris, Inc.	Project Management/Systems Engineering			X			X
Subcontractor	TransSight	511 Systems/System Requirements	X	42484		X	2004682	
Subcontractor	Interline	Data Management/Performance Measurement			X	X	2011482	
Subcontractor	DemandTrans	Demand Responsive Transportation			X			X
Subcontractor	CirclePoint	Outreach/Communication			X	X	40528	
Subcontractor	Susan Shaheen	Subject matter expert in shared/on-demand mobility			X			X
Subcontractor	U.C. Berkeley PATH	Performance Measurement/Human Use Approval			X			X
Subcontractor	Prospect Silicon Valley	Participant Training and Stakeholder Education			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

Work Item No.:	TBD
Consultant:	Iteris, Inc. Santa Ana, CA
Work Project Title:	Complete Trip Project – Phase 1
Purpose of Project:	Provide more efficient, affordable, and accessible transportation services for people with disabilities, older adults, lower income, Limited English Proficiency, and other underserved communities
Brief Scope of Work:	Phase 1 scope involves taking the preliminary proposed idea and developing it into a structured concept that is suitable for further design, building, testing, and operation during the subsequent phases of the deployment.
Project Cost Not to Exceed:	\$1,346,132
Funding Source:	US Department of Transportation (USDOT) - TBD
Fiscal Impact:	Funding is subject to award and execution of MTC/USDOT contract
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with Iteris, Inc. for Phase 1 Project Management described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$1,346,132 for such contract, subject to USDOT award.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1207 **Version:** 1 **Name:**
Type: Contract **Status:** Consent
File created: 8/4/2020 **In control:** Operations Committee
On agenda: 9/11/2020 **Final action:**
Title: Contract Amendment - Bay Area Vanpool Program: Enterprise Rent-a-Car of San Francisco, LLC (\$400,000)
Sponsors:
Indexes:
Code sections:
Attachments: [4d Contract Amendment Bay Area Vanpool Program.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment - Bay Area Vanpool Program: Enterprise Rent-a-Car of San Francisco, LLC (\$400,000)

Presenter:
Barbara Laurenson

Recommended Action:
Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4d

Contract Amendment – Bay Area Vanpool Program: Enterprise Rent-a-Car of San Francisco, LLC (\$400,000)

Subject: Request for approval of a Contract Amendment to the Bay Area Vanpool Program with Enterprise Rent-a-Car of San Francisco, LLC (“Enterprise”), to support vanpooling during COVID-19 recovery.

Background: In July 2018, this Committee awarded a contract to Enterprise to provide a \$350 monthly subsidy to leased vanpools with an origin or destination in the nine-county Bay Area and that are open to the public, not just to employees of one employer. The contract aims to grow the vanpool fleet, provide vanpool data to the National Transit Database, and increase the Bay Area’s share of federal transit funds.

During COVID-19, about 60 percent of the vanpools subsidized by MTC have been idle. Of the 40 percent still operating, average vehicle ridership is down about 40 percent. Enterprise requested MTC’s financial help to keep vans viable by covering the costs of empty seats and the non-subsidized costs of idle vans.

MTC staff supported this funding request for the following reasons:

- 1) Vanpools fill commute patterns not well-served by transit;
- 2) Vanpools support workers who commute from outside the Bay Area;
- 3) The vanpools in MTC’s subsidy program often serve lower-income workers (those working in prisons, manufacturing, government, etc.); and
- 4) Vanpools, with their regular rider base, will complement transit to support higher person throughput, especially during COVID-19 recovery when transit capacity is limited, and some riders may seek other options.

At its June 6, 2020 meeting, the Programming & Allocations Committee approved expenditures for the MTC Regional Share of Coronavirus Aid, Relief, and Economic Security (CARES) Act funding, including \$400,000 to support the ongoing operations of regional vanpool services. The proposed contract amendment would add the approved funding to the Enterprise contract for this purpose.

Attachment A includes a summary of Enterprise and its subcontractors’ small business and disadvantaged business enterprise status.

Issues: None

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with Enterprise Rent-a-Car of San Francisco, LLC, in an amount not to exceed \$400,000 to support vanpool operations during COVID-19.

Attachments: Attachment A: Small Business and Disadvantaged Business Enterprise Status, Bay Area Vanpool Program Contract.


Therese W. McMillan

Bay Area Vanpool Program Contract
Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Enterprise Rent-a-Car of San Francisco, LLC	Provide turn-key vanpool service			X			X
Subcontractor	2Meart.com LLC	Graphics reproduction, installation, and removal	X	42012				X
Subcontractor	HATA, Inc.	Key cutting and vehicle programming	X	37093				X

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

**Denotes certification by the State of California.

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Consultant:	Enterprise Rent-a-Car of San Francisco, LLC San Francisco, CA
Work Project Title:	Bay Area Vanpool Program
Purpose of Project:	To support and grow vanpooling in the Bay Area and report passenger miles traveled to the National Transit Database
Brief Scope of Work:	To provide turn-key vanpool service in the Bay Area that meets National Transit Database reporting requirements.
Project Cost Not to Exceed:	\$400,000
	Total contract value including amendments before this amendment = \$9,550,000
	Total contract amount with this amendment = \$9,950,000
Funding Source:	CMAQ, TFCA, CARES Act
Fiscal Impact:	Funds available in the FY 2020-21 MTC agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a Contract Amendment with Enterprise Rent-a-Car of San Francisco, LLC as described above, and the Chief Financial Officer is authorized to set aside \$400,000 for such purpose.
Operations Committee:	
	<hr/> Dave Cortese, Chair
Approved:	September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1208 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Fourth Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements June 2020 (Unaudited)

Sponsors:

Indexes:

Code sections:

Attachments: [4e FY20 4th Qtr SAFE Financial Statements Memo\(Unaudited\).pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Fourth Quarter MTC Service Authority for Freeways and Expressways (SAFE) Financial Statements
June 2020 (Unaudited)

Presenter:
Raymond Woo

Recommended Action:
Information

Attachments:

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

September 11, 2020

Agenda Item 4e

**Fourth Quarter MTC Service Authority for Freeways and Expressways (SAFE)
Financial Statements June 2020 (Unaudited)**

Subject: MTC SAFE Financial Statements for the fourth quarter ending June 30, 2020 (unaudited).

Background: Overall SAFE will end the FY 2019-20 budget year in good shape with a positive balance and no expenses over budget. Major financial highlights for the year include:

SAFE Program

The preliminary results for FY 2019-20 show a revenue surplus of \$2.4 million (shown as a transfer to the operating reserve on page 1 of Attachment A). Note that these numbers are not final as there are additional revenue and expenses to be recorded before the results are final.

The revenue earned for the year is \$6.1 million, or 88% of the adopted budget. Interest earning is substantially lower due to the lower interest rate environment effected by the recent economic downturn. In addition, only 11 months of DMV registration revenue is currently recorded. Total revenue should increase when we finalize recording revenue for the year.

The total expenses for the year total \$1.8 million, or 58% of the adopted budget. Some of the savings are due to a temporary reduction in services caused by the current pandemic. The projects that have been temporarily reduced will resume in the upcoming fiscal year. Final expenditures should increase as we are still processing year end invoices.

Freeway Service Patrol (FSP) Program

The total program expense is \$17.8 million, or 84% of the adopted budget. The savings are mainly the result of lower fuel costs and reduced services due to the current pandemic. Tow related expenses were \$14 million, which is 95% of all FSP expenditures.

Capital Programs

The total life-to-date budget for the Capital Program is \$22 million. As of the end of the third quarter of FY 2019-20, life-to-date expenses for those programs plus encumbrances total \$18.6 million.

Actions under Executive Director Contract signature authority are detailed in Attachment A.

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

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

Attachments: Attachment A: 4th Quarter SAFE Financial Statements



Therese W. McMillan

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

	1	2	3	4	5
	FY 2019-20 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget	% of Budget year Expired
<u>SAFE Program</u>					
REVENUE:					
Vehicle Registration Fees	6,600,000	5,969,916	(630,084)	90.5%	100.0%
Interest Income	400,000	192,086	(207,914)	48.0%	100.0%
Total Revenue	7,000,000	6,162,002	(837,998)	88.0%	100.0%
EXPENSE:					
Salaries and Benefits	651,700	580,722	(70,978)	89.1%	100.0%
General Operations	1,119,560	694,565	(424,995)	62.0%	100.0%
Consultant Services	500,000	72,040	(427,960)	14.4%	100.0%
Callbox Operating Expense	935,000	500,708	(434,292)	53.6%	100.0%
Total Expense	3,206,260	1,848,035	(1,358,225)	57.6%	100.0%
OPERATING/CAPITAL TRANSFERS In (Out):					
MTC	(1,921,000)	(805,355)	(1,115,645)	41.9%	100.0%
FSP	(3,822,500)	(4,431,797)	609,297	115.9%	100.0%
Capital	(1,479,000)	(1,479,000)	-	100.0%	100.0%
Operating Reserve	3,428,760	2,402,185	1,026,575	70.1%	100.0%
Total Transfers	(3,793,740)	(4,313,967)	520,227	113.7%	100.0%
NET Operating Revenue (Exp)	-	-	-		
	1	2	3	4	5
	FY 2019-20 Budget	Actual YTD	Budget Balance Over/(Under)	% of Budget (col 2/1)	% of Budget year Expired
<u>FSP Program</u>					
REVENUE:					
Local Assistance Program (LAP)	6,650,000	4,558,006	(2,091,994)	68.5%	100.0%
SB1	7,000,000	5,789,362	(1,210,638)	82.7%	100.0%
Traffic Mitigation Program	100,000	-	(100,000)	0.0%	100.0%
Total Revenue	13,750,000	10,347,368	(3,402,632)	75.3%	100.0%
EXPENSE:					
Salaries and Benefits	314,000	272,670	(41,330)	86.8%	100.0%
General Operations	238,500	218,116	(20,384)	91.5%	100.0%
Consultant Services	150,000	87,547	(62,453)	58.4%	100.0%
Freeway Serv Operating Expense	1,370,000	208,041	(1,161,959)	15.2%	100.0%
FSP Tow Beat Expense	15,500,000	13,992,791	(1,507,209)	90.3%	100.0%
Total Expense	17,572,500	14,779,165	(2,793,335)	84.1%	100.0%
TRANSFERS In (Out):					
Transfers from Callbox	3,822,500	4,431,797	609,297	115.9%	100.0%
Total Transfers	3,822,500	4,431,797	609,297	115.9%	100.0%
Ending Balance	-	-	-		

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

	1	2	3	4	5
<u>Capital Program</u>	LTD Budget Thru FY 2019-20	Actual LTD	Encumbrance	Project Balance LTD	Actual LTD plus Encumb
<u>Active Programs</u>					
REVENUE:					
1. CMAQ	6,858,251	6,684,650	-	173,601	6,684,650
2. STP	1,556,260	1,131,161	-	425,099	1,131,161
Total Revenue	8,414,511	7,815,811	-	598,700	7,815,811
EXPENSE:					
6303-Bay Area Camera Upgrade	9,043,583	8,963,108	10,672	69,803	8,973,780
6306-Data - AVL telecom system update	3,826,260	2,417,993	25,783	1,382,484	2,443,776
6314-Callbox Site Mitigation	2,744,331	1,373,812	76,359	1,294,160	1,450,171
6318-Commuter Parking Initiative	5,700,000	5,700,000	-	-	5,700,000
6319-Emergency/Major Incidents Program	1,000,000	3,965	16,035	980,000	20,000
Total Expense	22,314,174	18,458,878	128,849	3,726,447	18,587,727
TRANSFERS In/(Out):					
SAFE	13,899,663	13,899,663	-	-	13,899,663
Total Transfer In/(Out)	13,899,663	13,899,663	-	-	13,899,663
Ending Balance	-	3,256,596	(128,849)	-	3,127,747

CONTRACTS EXECUTED BY EXECUTIVE DIRECTOR

\$200,000 and Under

April - June'20

LIMA Towing

\$28,431

FSP Tow Beat Contract 22

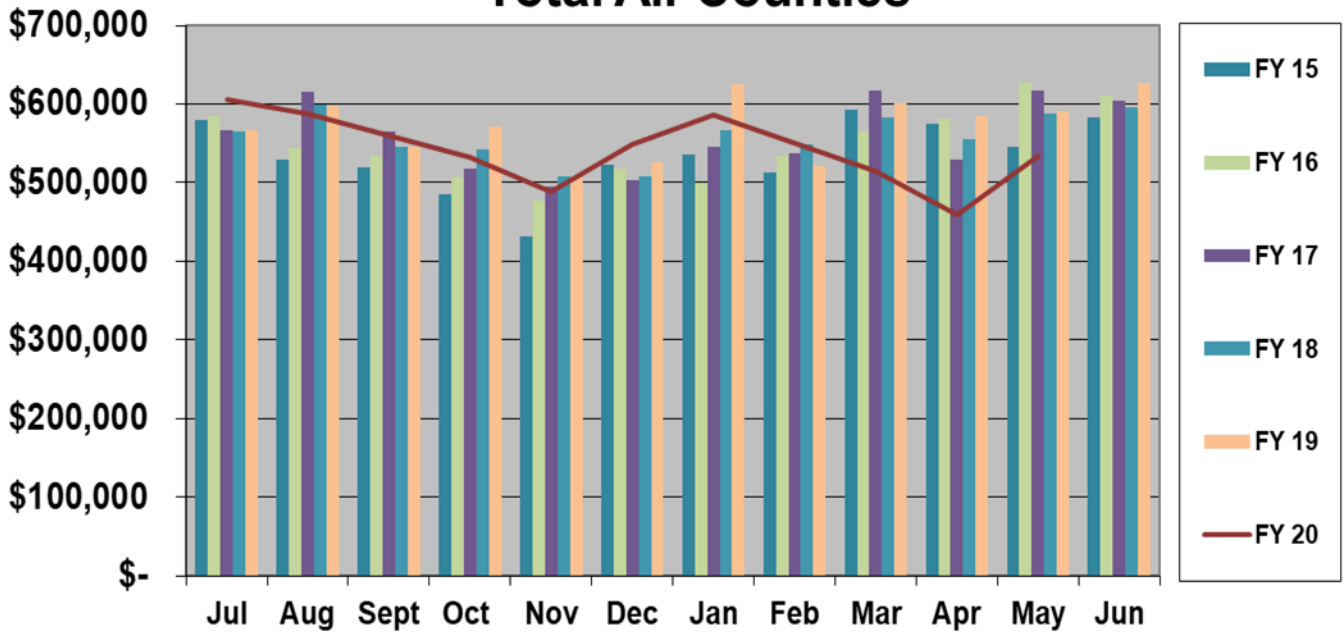
PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR

\$2,500 - \$200,000

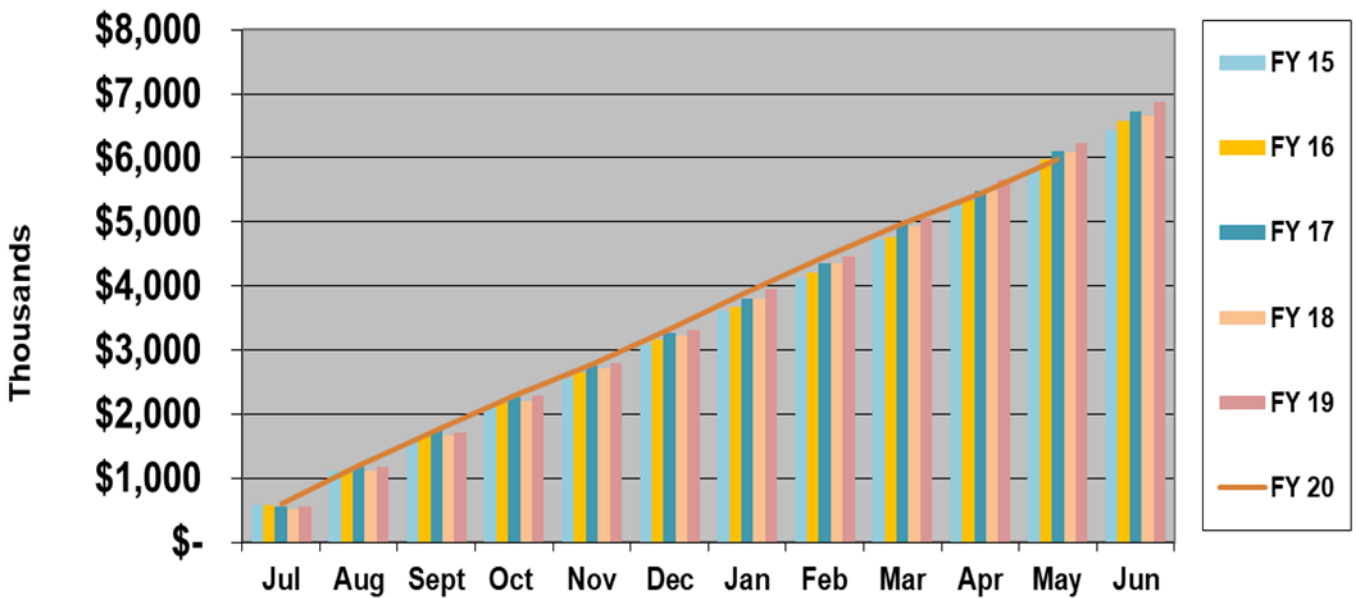
April - June'20

Easun Inc		21,000
	<i>Meeting Space Rental</i>	
Bay Area Tow		170,000.00
	<i>FSP Tow Beat 27</i>	
Remote Satellite Systems		25,000.00
	<i>Call Box Equipment</i>	

**Total DMV Revenue
Total All Counties**



Total YTD
All Counties DMV Revenue (\$000)





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1209 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Clipper® Contract Change Order Amendment - Clipper Card Procurement: Cubic Transportation Systems, Inc. (\$4,000,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4f Change Order Card Procurement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Clipper® Contract Change Order Amendment - Clipper Card Procurement: Cubic Transportation Systems, Inc. (\$4,000,000)

Presenter:
Edward Meng

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

September 11, 2020

Agenda Item 4f

**Clipper® Contract Change Order Amendment – Clipper Card Procurement: Cubic
Transportation Systems, Inc. (\$4,000,000)**

Subject: Request for approval of a Change Order Amendment for procurement of Clipper® cards: Cubic Transportation Systems, Inc. (Cubic) (\$4,000,000).

Background: Since its inception, the Clipper program has issued over eight million cards. Demand in 2020 (prior to the pandemic) has remained steady with the program issuing approximately 115,000 new adult cards each month. Demand for cards was still on the rise as BART discontinued sales of magnetic tickets at select stations.

The Clipper program partially offsets the cost of cards by charging most adults a \$3 card acquisition fee. In the early years of the program, there was no charge for Clipper cards, but transit operators encountered a loss of revenue due to some customers taking one ride and then disposing of the card with a negative balance. After the card fee was instituted, this loss was measurably reduced.

The actual cost of each card is approximately \$1.50, while the program cost of issuing each card is approximately \$1.50, bringing the total cost of issuing a new card to approximately \$3. Funds from the \$3 card fee will be used to partially fund this Change Order Amendment. The funds for this proposed change order amendment are currently available in the Clipper card fee account.

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

The Clipper Executive Board approved the proposed change order amendment at its July 27, 2020 meeting.

Issues: None

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a Contract Change Order Amendment with Cubic in an amount not to exceed \$4,000,000 to produce Clipper cards for distribution to customers.


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Change Order Amendment

Consultant:	Cubic Transportation Systems, Inc. San Diego, CA
Work Project Title:	Clipper Card Procurement (Change Order Amendment, CO-145)
Purpose of Project:	To procure Clipper cards
Brief Scope of Work:	Under this Change Order Amendment, Cubic Transportation Systems, Inc. will purchase Clipper cards as directed by MTC. This Amendment adds funds to an already existing Change Order.
Project Cost Not to Exceed:	\$4,000,000 (this Change Order Amendment) Total contract value including amendments before this amendment = \$173,393,541 Total contract amount with this amendment = \$177,393,541
Funding Source:	Clipper cardholder administrative fees, STP, CMAQ, STA, STP Exchange, Regional Measure 2 Capital and Regional Measure 2 Operating, Regional Measure 3, SB1 State of Good Repair
Fiscal Impact:	Funds available in the Clipper card fee account and in the FY 2020-21 MTC agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a Contract Change Order Amendment with Cubic Transportation Systems, Inc. as described above and in the Operations Committee Summary Sheet dated September 11, 2020, and the Chief Financial Officer is authorized to set aside \$4,000,000 for such amendment.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1210 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Next Generation Clipper® Funding Agreement Supplements: - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation - Transit Operators (\$1,275,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4g_Clipper CAD AVL Funding Agt.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Next Generation Clipper® Funding Agreement Supplements: - Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation - Transit Operators (\$1,275,000)

Presenter:

Edward Meng

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4g

Next Generation Clipper® Funding Agreement Supplements: – Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) Integration Implementation – Transit Operators (\$1,275,000)

Subject: Request for approval of funding agreement supplements for CAD/AVL software integration: Transit Operators (\$1,275,000).

Background: At its June 12, 2020 meeting, the Operations Committee approved a Contract Change Order with Cubic Transportation Systems, Inc. (Cubic) in the amount of \$1.8M in order to integrate the Next Generation Clipper onboard equipment with transit operator CAD/AVL systems.

MTC has also committed to funding costs that transit operators will incur with their CAD/AVL vendors for software development and integration. CAD/AVL vendor work will enable single sign-on functionality, automatically providing route identification and other required data parameters to the Next Generation Clipper onboard equipment. Single sign-on functionality will improve Clipper performance through streamlined bus operations and result in improved data collection.

MTC has previously-existing Master Funding Agreements with many of the region's transit operators. Some of these operators have agreed to pass through funds to operators with which MTC does not currently have existing funding agreements. The table below lists the transit operators, their onboard integration software development funding not-to-exceed amounts, and expected pass-through amounts for Committee approval.

Transit Operator	Not to Exceed Amount by Agency	Not to Exceed Amount by Funding Agreement
AC Transit	\$125,000	\$125,000
Golden Gate Transit	\$225,000	\$225,000
VTA	\$125,000	\$125,000
Napa VINE / NVTA	\$125,000	\$375,000
Petaluma	\$125,000 (via NVTA pass-through)	
SolTrans	\$125,000 (via NVTA pass-through)	
SamTrans	\$225,000	\$425,000
Tri Delta Transit	\$100,000 (via SamTrans pass-through)	
WestCAT	\$100,000 (via SamTrans pass-through)	
Total	\$1,275,000	\$1,275,000

The Clipper Executive Board approved the proposed funding agreement supplements at its August 17, 2020 meeting.

Issues: None.

Recommendation: Staff recommends approval of funding agreement supplements with transit operators in an overall amount not to exceed \$1,275,000 to provide funding for CAD/AVL software development and integration, as described above.



Therese W. McMillan

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Funding Agreement Supplements

Contractor: Alameda-Contra Costa Transit District, Golden Gate Bridge Highway and Transportation District, Santa Clara Valley Transportation Authority, Napa Valley Transportation Authority, City of Petaluma, Solano County Transit, San Mateo County Transit District, Eastern Contra Costa Transit Authority (Tri Delta Transit), Western Contra Costa Transit Authority (WestCAT)

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

Purpose of Amendment: Provide funding for transit operator costs associated with their CAD/AVL vendors for software development and integration in the amounts not to exceed and via the funding agreements shown in the table below.

Transit Operator	Not to Exceed Amount by Agency	Not to Exceed Amount by Funding Agreement
AC Transit	\$125,000	\$125,000
Golden Gate Transit	\$225,000	\$225,000
VTa	\$125,000	\$125,000
Napa VINE / NVTA	\$125,000	\$375,000
Petaluma	\$125,000 (via NVTA pass-through)	
SolTrans	\$125,000 (via NVTA pass-through)	
SamTrans	\$225,000	\$425,000
Tri Delta Transit	\$100,000 (via SamTrans pass-through)	
WestCAT	\$100,000 (via SamTrans pass-through)	
Total	\$1,275,000	\$1,275,000

Brief Scope of Work: Transit operator CAD/AVL vendors will develop software functionality to integrate bus operator login for existing CAD/AVL systems and the Next Generation Clipper onboard equipment.

Project Cost Not to Exceed: \$1,275,000 (these funding agreement supplements)

Funding Source: STP, CMAQ, State of Good Repair

Fiscal Impact: Funds available in the FY 2020-21 MTC agency budget

Motion by Committee:

That the Executive Director or designee is authorized to enter into funding agreement supplements with the transit operators listed above, for the purposes described herein and in the Operations Committee Summary Sheet dated September 11, 2020, and the Chief Financial Officer is authorized to set aside \$1,275,000 for such purpose.

Operations Committee:

Dave Cortese, Chair

Approved:

Date: September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1211 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Contract Amendment - Financial Management, Planning, Compliance, and Risk Management
Support: Kimley Horn and Associates (KHA) (\$100,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4h_Contract Amendment KHA.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment - Financial Management, Planning, Compliance, and Risk Management
Support: Kimley Horn and Associates (KHA) (\$100,000)

Presenter:
Edward Meng

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

September 11, 2020

Agenda Item 4h

**Contract Amendment – Financial Management, Planning, Compliance, and Risk Management
Support: Kimley Horn and Associates (KHA) (\$100,000)**

Subject: Request for approval of a contract amendment for Kimley Horn and Associates for financial management, planning, compliance and risk management services for the Clipper® program.

Background: MTC engages contractors to assist with financial and budget reviews, grant compliance, risk management, and other strategic and operational initiatives. KHA has provided support for these initiatives since 2017, but was only funded through FY 2019-20.

The proposed contract amendment would fund Kimley Horn and Associates to the end of their contract term in June 30, 2021. In addition to financial management, planning, compliance, and risk management, this amendment would fund services related to budget and funds management and analysis, cost forecasting, funding agreements and transfers with transit operators, annual contractual price adjustments, invoicing, and overall capital expenditure plans.

KHA is part of the pre-qualified Electronic Payment Implementation and Operations consultant bench competitively selected by MTC in May 2016. The current contract amount is \$200,000; the proposed amendment would add \$100,000. This contract will expire on June 30, 2021.

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

The Clipper Executive Board approved the proposed contract amendment at its August 17, 2020 meeting.

Issues: None

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to negotiate and enter into a Contract Amendment with Kimley Horn and Associates in an amount not to exceed \$100,000 to provide financial management, planning, compliance, and risk management support as described above.


Therese W. McMillan

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Consultant:	Kimley Horn and Associates Los Angeles, CA
Work Project Title:	Clipper® Financial Management, Planning, Compliance and Risk Management Support
Purpose of Project:	To provide financial management, planning, compliance and risk management support for the Clipper system
Brief Scope of Work:	To provide services for budget and funds management and compliance analysis, cost forecasting, funding agreements and transfers with transit operators, annual contractual price adjustments, invoicing, and overall capital expenditure plans
Project Cost Not to Exceed:	\$100,000
	Total contract value including amendments before this amendment = \$200,000
	Total contract amount with this amendment = \$300,000
Funding Source:	STP, CMAQ, STA, STP Exchange, LCTOP, Regional Measure 2 Capital and Regional Measure 2 Operating, Regional Measure 3, SB1 State of Good Repair, Inactive Card Funds, Float Account Interest
Fiscal Impact:	Funds available in the FY 2020-21 MTC agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a Contract Amendment with Kimley Horn and Associates as described above and in the Operations Committee Summary Sheet dated September 11, 2020, and the Chief Financial Officer is authorized to set aside \$100,000 for such purpose.
Operations Committee:	
	<hr/> Dave Cortese, Chair
Approved:	September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1212 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Clipper® Purchase Order - Network Services: AT&T (\$400,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4i_Purchase Order_ATT Network.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper® Purchase Order - Network Services: AT&T (\$400,000)

Presenter:

Sarah Doggett

Recommended Action:

Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

September 11, 2020

Agenda Item 4i

Clipper® Purchase Order – Network Services: AT&T (\$400,000)

Subject: Request for approval of a Purchase Order for Clipper Network Services for Fiscal Year 2020-21: AT&T (\$400,000).

Background: AT&T provides network services for the Clipper system that enable connections between card readers, other Clipper devices, data servers, and the Clipper Central System. Per the Clipper Memorandum of Understanding, approximately 95% of this cost is reimbursed by Clipper transit agencies. This Purchase Order would cover network operations during Fiscal Year 2020-21.

AT&T is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

The Clipper Executive Board approved the proposed purchase order at its June 22, 2020 meeting.

Issues: None.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to issue a Purchase Order to AT&T in an amount not to exceed \$400,000 for the services described above.


Therese W. McMillan

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Purchase Order

Consultant:	AT&T Carol Stream, IL
Work Project Title:	Clipper® Network Services
Purpose of Project:	To provide network services for the Clipper system during FY 2020-2021
Brief Scope of Work:	Provision of network services and operations to allow telecommunications connections between Clipper devices, data servers and the central system.
Project Cost Not to Exceed:	\$400,000
Funding Source:	Participating Operator funds, STP, CMAQ, STA, STP Exchange, Regional Measure 2 Operating funds, CARES Act funds, Inactive Card funds, Float Account Interest
Fiscal Impact:	Approximately 95% of the funding would be provided by the participating transit operators. Additional funding is included in the MTC Fiscal Year 2020-21 budget.
Motion by Committee:	That the Executive Director or designee is authorized to issue a Purchase Order to AT&T as described above and in the Operations Committee Summary Sheet dated September 11, 2020, and the Chief Financial Officer is authorized to set aside \$400,000 for such purpose.
Operations Committee:	<hr/>
	Dave Cortese, Chair
Approved:	September 11, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1242	Version:	1	Name:	
Type:	Report	Status:		Consent	
File created:	8/6/2020	In control:		Operations Committee	
On agenda:	9/11/2020	Final action:			
Title:	Next Generation Clipper® Regional Fare Payment System Integrator (SI) Contract Update and Use of Contingency				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4j_Next Gen Clipper Update and Contingency.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Next Generation Clipper® Regional Fare Payment System Integrator (SI) Contract Update and Use of Contingency

Presenter:

Jason Weinstein

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4j

Next Generation Clipper® Regional Fare Payment System Integrator (SI) Contract Update and Use of Contingency

Subject: Informational update on the Next-Generation Clipper Program and the use of approved program contingency to procure equipment and support operator-requested enhancements.

Background: The Next-Generation Clipper SI contract was awarded to Cubic in September 2018. When awarded, the following was authorized for the capital expenditures, contingency, and sales tax:

- \$165M of capital expenditures for the base contract; and
- \$23.5M of contingency and \$5.5M for sales tax.

The actual capital cost in the executed contract with Cubic was \$163M and sales tax is now estimated at \$6.5M, the net result of which is a current contingency balance of \$24.5M.

Since contract execution, staff has worked collaboratively with transit operators on the design and development of new equipment and the Clipper mobile app. This collaboration will continue as design for the new account-based system begins this month.

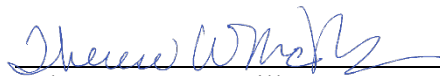
The collaboration with operator staff has borne fruits in identifying beneficial Clipper projects that will change the program's net costs. The projects—e.g., additional on-bus communication devices and Computer Aided Dispatch and Automated Vehicle Location (CAD/AVL) integration—have strong regional support, as described in greater detail in the attached PowerPoint presentation.

The proposed changes will use approximately \$15M in contingency from the currently available \$24.5M. Future requests for the use of the remaining \$9.5M in contingency are anticipated to be adequate due to well-defined design requirements for the account-based system and contractual fixed price incentives.

The Clipper Two Year Budget approved by the Clipper Executive Board in May 2020 accounted for these changes. The Clipper Executive Board approved the use of the contingency as described above at its June 22, 2020 meeting.

Issues: None.

Attachments: Attachment A: PowerPoint Presentation


Therese W. McMillan

Agenda Item 4j
Attachment



Use of Next-Generation Clipper® Program Contingency

Operations Committee

September 11, 2020

Approved System Integrator Contract Totals

		Capital (\$M)
Commission Approval	Cost	\$165
	Sales Tax (est.)*	\$5.5
	<u>Contingency (est.)</u>	<u>\$23.5</u>
	Total	\$194
	Actual Contract Cost	(\$163)
	<u>Estimated Sales Tax</u>	<u>(\$6.5)</u>
	Estimated Contingency	\$24.5

*Notes

- Metropolitan Transportation Commission approval 9/26/18
- Sales tax was estimated based on equipment projections from 2017

Summary of Equipment Price Changes

- Fleet changes and new equipment requests since September 2017 (\$12M)
- Program Changes to date (\$3M)
 - CAD/AVL Integration Design Approved at May 2020 CEB (Save \$8M)
 - Covers Cubic and CAD/AVL integration costs
 - Improved bus operator experience
 - Additional on-bus communication devices (Add \$11M)
- Included in the May 2020 budget approved by Clipper Executive Board
 - Use \$15M in contingency from the \$24.5M available
- Unanimous Operator support for changes:
 - Operators prefer Clipper & CAD/AVL system integration
 - Integration streamlines equipment on buses and provides future flexibility
 - Improved communications for continuous connectivity
 - Project stays on schedule and within budget
 - Remaining contingency anticipated to exceed future needs for system integrator contract



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1299 **Version:** 1 **Name:**
Type: Report **Status:** Consent
File created: 8/20/2020 **In control:** Operations Committee
On agenda: 9/11/2020 **Final action:**
Title: Bid Protest of Carma Technology Corp. - Appointment of Hearing Panel on Appeal of Protest
Determination and Delegation of Authority to Decide Appeal

Sponsors:

Indexes:

Code sections:

Attachments: [4k_Appointment of hearing panel_Carma Bid Protest.pdf](#)
[4k_Corr Rec_Carma Appeal to Operations Committee.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Bid Protest of Carma Technology Corp. - Appointment of Hearing Panel on Appeal of Protest
Determination and Delegation of Authority to Decide Appeal

Presenter:

Lisa Klein

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 4k

Bid Protest of Carma Technology Corp. – Appointment of Hearing Panel on Appeal of Protest Determination and Delegation of Authority to Decide Appeal

Subject: Appointment of hearing panel on the appeal of Carma Technology Corp. (Carma) in connection with its protest of the award of Smartphone App-Based Occupancy Verification System Pilot to RideFlag, and delegation of authority to hearing panel to determine the appeal.

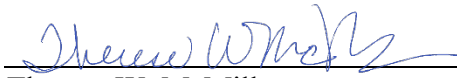
Background: On May 8, 2020, the Operations Committee approved the staff recommendation to award the Smartphone App-Based Occupancy Verification System Pilot to RideFlag following the release of a request for proposals (RFP). On May 12, 2020, Carma, another proposer that responded to the RFP, submitted a protest to the award to RideFlag pursuant to the RFP's protest procedures. An MTC staff person was then appointed as a protest review officer and conducted a review of the protest, and recommended to the MTC Executive Director that Carma's protest be denied. The Executive Director agreed with the recommendation and notified Carma of the result by letter of August 13, 2020. By letter of August 17, 2020, Carma appealed the Executive Director's determination to the Operations Committee pursuant to the RFP's protest procedures.

At this stage, staff requests the Committee approve the appointment of an ad hoc group of two commissioners from the Operations Committee to comprise the hearing panel related to Carma's appeal of the protest determination. Committee Chair Cortese has appointed Commissioner Ahn and Commissioner Sperring to serve on the hearing panel. Staff also requests the Committee to delegate authority to the hearing panel to decide the appeal on behalf of the Operations Committee. The decision will constitute the final agency decision on Carma's protest.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee approve the appointment of the ad hoc group of commissioners referenced above to comprise the hearing panel related to Carma's appeal of the protest determination, and delegate authority to the hearing panel to decide the appeal on behalf of the Operations Committee.

Attachments: None


Therese W. McMillan



Carma Technology Corporation
600 Congress Avenue, Floor 14
Austin, TX 78701

Aug 17, 2020

Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Appeal - App Vendor for Smartphone App-Based Occupancy Verification System Pilot

Dear Mr. Nguyen and Members of the Operations Committee:

I write in response to the selection dispute denial letter received on August 13, 2020, from Therese W. McMillan, Executive Director. We have reviewed the MTC Carma Bid Protest Memorandum dated August 7, 2020 ("Memorandum") that was attached to this letter.

I hereby appeal this decision to the MTC Operations Committee in accordance with Section IX (General Conditions) subsection C (Selection Dispute) of the RFP.

To the members of the Operations Committee, we are grateful for this opportunity and respectfully request oversight and reconsideration of the selection of RideFlag upon a thorough examination of the following:

- Of the two firms shortlisted by MTC for this project, only one (Carma) reasonably meets the minimum requirements for this project. As admitted in MTC's memorandum, RideFlag has only begun testing its proposed product as part of a new pilot program with UDOT. The memorandum makes clear that RideFlag had not even begun that UDOT pilot (February 1, 2020) at the time they responded to the RFP. No reasonable interpretation of the requirement for a "mature, functioning product" could include minimal beta testing of an app ("Express Lanes Pilot") that didn't even launch on the App Store until February 27, 2020. We encourage the members of the Operations Committee to seek clarification on:
 - How many toll transactions has the Express Lanes Pilot app processed as part of that program?
 - Does that amount reasonably meet the minimum requirements for a "mature, functioning product" that has "at least one existing toll facility where the proposed app is or has been deployed/tested"?
 - Furthermore, exactly how many of its 5,012 registered users have had a HOV toll transaction processed in its UDOT program to date?

- How many of those 5,012 registered users are associated with RideFlag's other (carpool ride-matching) product that has no occupancy verification element, as opposed to their Express Lanes Pilot app?
- How many of those 5,012 registered users are even in the state of Utah?
- We further encourage the members of the Operations Committee to compare the maturity of RideFlag's product and its deployment history with our product, *GoCarma*, which is the only app-based occupancy verification system currently in full commercial deployment and currently reducing HOV violations.

Fully deployed since January 2020 for the Dallas Fort-Worth (DFW) metroplex, in partnership with North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation (TxDOT), the GoCarma system has processed more than 638,000 toll transactions across 8 toll roads on behalf of 14,441 drivers from 33,127 registered users in DFW. This project was deployed in January following years of pilot testing with independent oversight and full integration with toll systems provided by TransCore and Cintra. As a vehicle registered in the GoCarma app is detected by a toll system as part of a toll transaction, the toll system immediately queries GoCarma for the verified HOV status of the vehicle. The GoCarma app is fully automated and does not require any app interaction before, during, or after any trip.

	Carma / GoCarma	RideFlag
Completed HOV Toll Discount Pilots	3 (Austin, San Francisco Bay Area, Dallas)	0
Full Metro-Wide Commercial Deployments	1	0
Deployed Toll Roads	8	0
Toll Transactions Processed to Date	638,000	?
Registered Users for HOV Toll Discounts	33,127	?
Active Drivers (seen in a toll transaction)	14,441	?
Live Integrations with High Volume Toll Systems	2 (TransCore, Cintra)	0
Year Founded	2007	2014
Registered Users	500,000+	5012
Previous Projects with MTC	3 (2012 VPP grant with partners CCTA, TAM and SCTC; 2013 At the request of MTC, Carma created >30k carpools during BART	0

	strike at no cost; and 2015 VPP grant with partners CCTA and MTC 511 SFBay	
--	----------------------------------------------------------------------------	--

- We further encourage the members of the Operations Committee to consider whether MTC's Evaluation Summary, as disclosed in the memorandum, reasonably evaluates the *Qualifications and Experience* of the 2 shortlisted vendors. We are astonished that MTC calculated a score of 15 for RideFlag's Qualifications and Experience and only a score of 18 for Carma's Qualifications and Experience. In addition to being the only vendor with a full commercial deployment of an app-based vehicle occupancy verification system, Carma is the only vendor that has completed multiple federally funded pilots for app-based HOV toll discount projects, including with Central Texas Regional Mobility Authority, Contra Costa Transportation Authority and NCTCOG. Between 2011 and 2014, Carma helped MTC achieve hundreds of thousands of carpool trips, including removing thousands of vehicles from Bay Area roads during the 2013 BART strike. Carma has verified millions of HOV trips since 2009. It's a gross misrepresentation to so minimally distinguish between the *Qualifications and Experience* of the two entities.
- MTC's memorandum admits that MTC did not speak to our reference customer NCTCOG as part of the evaluation process about our project in the Dallas Fort-Worth metroplex, whereas it admits it did speak to RideFlag's reference, UDOT. In fact, no MTC staff member has ever interviewed either of the two project managers at NCTCOG about their experience working with Carma or using the GoCarma app on TEXpress lanes. We urge members of the Operations Committee to contact Dan Lamers (817) 798-7976 dlamers@nctcog.org or Natalie Bettger (817) 695-9280 nbettger@nctcog.org.
- In its memorandum, MTC states that RideFlag does not describe their technology as including "Facial Recognition Technology", rather that it describes it as "Facial Image Differentiation (FID)". This is simply not true. In RideFlag's published (2020) document "Edge computing: Why computing at the edge is the best place for PII data", RideFlag describes "Our facial recognition system".¹

Even disregarding the term used, MTC's letter admits that RideFlag still relies on facial imaging at the start and end of a trip to determine whether a person without a smartphone is in a vehicle. A 2018 MIT Media Lab study shows that such technology has error rates up to 34.7% higher for darker-skinned women compared to lighter-skinned men. Given near universal backlash this summer against the use of such technologies due to such high error rates, racial discrimination, privacy concerns, mask mandates, legal pushback and other reasons of practicality:

- Is it appropriate for MTC to select a technology that requires users to take a picture at the start and end of a trip?
- Furthermore, is it appropriate to ask a parent to take a photo of a child or infant's face at the start and end of their car carpool trip?

¹ "Edge computing: Why computing at the edge is the best place for PII data" - Published by Mark Feltham, RideFlag CTO. https://www.linkedin.com/posts/markfeltham_rideflag-embraces-edge-computing-to-ensure-activity-6638556199480549376-AeED -

- Is it appropriate for MTC in 2020 to ask road users in a carpool to remove their face masks while in the vehicle with others, including casual carpoolers?

The memorandum states that Carma should have raised its objection to the use of facial recognition technology during the RFP protest period. However, MTC has changed many policies and bypassed RFP standards in several areas over the past few months as a result of COVID 19. It is surely reasonable and timely to object to any requirement for carpoolers to remove their face masks to take a picture. Should this not be subject to the same emergency oversight as toll bridge coin collection or travel on Bay Area commuter services that have changed policies including BART, Caltrain and Muni?

- While requiring in the RFP that “the app must not require the driver to interact with the app while driving”, MTC’s letter excuses RideFlag’s requirement for a person without a smartphone to be registered in the vehicle with a facial image / photograph at the start and end of a trip. Furthermore, on page 12 of its response to the RFP, Rideflag admits that the app must be open (at least in background mode) for the app to be able to verify vehicle occupancy. Even in cases where Rideflag does not require a photograph, it still requires at least the driver to open the app. By comparison, the GoCarma app works automatically regardless of whether the app is open or closed.

Under Californian law (California Vehicle Code, Section 23123.5), it is illegal for a driver to hold a smartphone while driving. It is easy to envision how a requirement for a driver to take a photo or to even open an app increases the potential for a violation of this law and elevated road safety risk. In fact, based on our experience of conducting extensive research on casual carpooling in the Bay Area in partnership with the Transportation Sustainability Research Center at UC Berkeley,² it’s not plausible that Rideflag’s requirement is compatible with the efficiency and speed of casual carpool pick-ups. A typical casual carpool pick-up takes less than 15 seconds, so introducing a manual pick-up step that includes a photograph, a process which Rideflag states takes about 15 seconds (RFP response, page 5), inherently adds road safety risk and doubles casual carpool load times.

At the very least, this requirement is in violation of the spirit of the California’s distracted driving legislation and the current trend nationally towards even more stringent distracted driving legislation. The Operations Committee should ensure that consideration is only given to technologies are fully automated and never require driver interaction prior to, during or following any trip. This is crucial to ensuring road safety, but also to gaining public acceptance – particular in the case of family-pools traveling with young children in the vehicle.

- On June 22nd, 2020, Carma’s law firm issued a letter to RideFlag requiring RideFlag to immediately cease-and-desist from the continued manufacture, use, sale and/or offer for sale of RideFlag’s occupancy validation system and any other products using technology that infringes Carma’s patent rights.

²Casual Carpooling in The San Francisco Bay Area: Understanding User Characteristics, Behaviors, and Motivations, Transport Policy 51 (January 2016)
https://www.researchgate.net/publication/292208482_Casual_Carpooling_in_The_San_Francisco_Bay_Area_Understanding_User_Characteristics_Behaviors_and_Motivations

We are alarmed and disappointed to learn that MTC staff involved in the evaluation and dispute process did not perform simple due diligence on RideFlag's deceitful marketing claims. In response to the fact that RideFlag is clearing infringing Carma's patents, it's disappointing that MTC's memorandum again merely repeats RideFlag's misleading assertions.

The memorandum states that, "*The RideFlag OCV solution described in this RFP **has seven (7) USPTO separate patent protected filings** for Occupancy Count Validation using app-to-app and smartphone facial differentiation/recognition validation.*" (Memorandum, page 8, emphasis added.)

This is facially incorrect, as is evident from even a simple online search. In fact, U.S. Government records reflect that RideFlag does not own a single granted U.S. Patent. Below is a screenshot of the U.S. Patent and Trademark Office (USPTO) website reflecting that no granted U.S. patent is assigned of record to a company with the name RideFlag in its name.

The screenshot shows the USPTO Patent Full-Text and Image Database search interface. At the top, there is a navigation bar with links: Help, Home, Quick, Advanced, Pat Num, Order Copy, and PTDLs. Below the navigation bar, the text "Searching US Patents Text Collection ..." is displayed. The search results section shows "Results of Search in US Patents Text Collection db for: AN/rideflag: 0 patents." The text "AN/rideflag" is circled in red. Below the search results, a message states "No patents have matched your query". At the bottom, there is a "Refine Search" button and a search input field containing "an/rideflag", which is also circled in red.

The USPTO website does reflect that three (3) – **not seven (7)** – granted U.S. patents were filed by inventors Michael Papineau and Mark Feltham.

[USPTO PATENT FULL-TEXT AND IMAGE DATABASE](#)

[Home](#) [Quick](#) [Advanced](#) [Pat Num](#) [Help](#)

[Bottom](#) [View Cart](#)

Searching US Patent Collection...


Results of Search in US Patent Collection db for:
(IN/papineau AND IN/feltham): 3 patents.
Hits 1 through 3 out of 3


Jump To


Refine Search

PAT. NO.	Title
1 10,628,691	Streamlined vehicle occupancy verification utilizing confirmation
2 10,490,076	Vehicle parking space occupancy verification and use authorization
3 10,354,458	Vehicle occupancy verification utilizing proximity confirmation

Yet, those three U.S. Patents (Nos. 10,354,458, 10,490,076, and 10,628,691) are all owned by their inventors, Michael Papineau and Mark Feltham; **not RideFlag**. Below are screenshots of U.S. Government records showing that the three (3) patents have not been assigned by their inventors to RideFlag or any other corporate entity.

Application #	Attorney Docket #	Patent #	Status
15/789,503	RFG-npr-001	10,354,458  Issued - 07/16/2019	Patented Case - 06/26/2019
Assignments			
Assignment Data does not exist for application 15789503			

Application #	Attorney Docket #	Patent #	Status
15/878,308	RFG-npr-003	10,490,076  Issued - 11/26/2019	Patented Case - 11/06/2019
Assignments			
Assignment Data does not exist for application 15878308			

Application #	Attorney Docket #	Patent #	Status
16/512,148	RFG-npr-006	10,628,691  Issued - 04/21/2020	Patented Case - 04/01/2020
Assignments			
Assignment Data does not exist for application 16512148			

Even if these three (3) U.S. patents *were* assigned to RideFlag (which they are not), they do not cover “Occupancy Count Validation using app-to-app and smartphone facial differentiation/recognition validation,” as alleged by the Memorandum.

For example, Mr. Papineau’s U.S. Patent No. 10,490,076 is entitled “Vehicle Parking Space Occupancy Verification and Use Authorization,” which clearly relates to vehicle *parking space occupancy* and nothing more.

Mr. Papineau’s U.S. Patent No. 10,354,458 requires, “*transmitting said digital photograph to said server to verify that a number of occupants in said commuter vehicle is equal to or greater than the number of RF signals detected within said commuter vehicle; [and] delivering communications in the form of a push notification from the server to individuals associated with said mobile devices and requiring a response from each of said individuals receiving said push notification.*” The RideFlag OCV solution is not alleged to involve requiring message responses from individuals receiving push notifications following photographic verification.

Thus, even if Mr. Papineau and his colleague were to execute a remedial assignment of their rights in these three (3) granted patents to RideFlag, RideFlag would at most hold three patents that do not even cover the RideFlag OCV solution.

Finally, Carma Technologies now holds twelve (12) granted or allowed U.S. patents covering all aspects of occupancy verification and ride sharing, each of which holds a priority date of February 12, 2007, and of which the seven granted patents are shown below (the other five are allowed and will issue shortly):

Searching US Patent Collection...

Results of Search in US Patent Collection db for:
AN/"carma technology": 7 patents.
Hits 1 through 7 out of 7

Jump To

Refine Search

PAT. NO.	Title
1 10,741,071	Systems and methods for proxy communication in a shared transport system
2 10,672,271	Systems and methods for detecting continued occupancy of transport users in transport vehicles
3 10,593,208	Systems and methods for electronic rider verification in a shared transport network
4 10,593,207	Displaying optimal transportation modes between two geographic points
5 10,593,206	Ride hailing with optimal pick-up points in shared transport system
6 10,453,339	Pooled point-to-point ride hailing in shared transport system
7 10,083,608	Shared transport system and service network

Carma's U.S. Pat. No. 10,083,608 ("Continuous Coordinated Proximity Monitoring in a Shared Transport Network") is clearly infringed by the RideFlag OCV solution. The Memorandum asserts that MTC's Professional Services Agreement has an indemnification clause that "protect[s] the agency against patent infringement." The memorandum's assertion that its indemnification clause protects the agency against patent infringement has no legal basis. Any indemnification clause between MTC and RideFlag would only specify, at most, that RideFlag is obligated to cover MTC's legal costs and damages. MTC's reliance on indemnification from RideFlag recalls the adage that "an indemnification clause is only as good as the indemnifier's ability to pay." Here, RideFlag is a new entrant to the market with an unproven product, minimal revenues, even fewer patent rights, and virtually no ability to cover MTC's legal damages.

- Carma is also aware that RideFlag has been holding itself out to U.S.-based state government and commercial entities as a leading provider of patented occupancy validation technology. As above, RideFlag in fact holds 0 U.S. patents, while its founders individually filed patent applications as recently as 2017, many years after the launches of the world's largest ridesharing and HOV verification companies and more than ten years after Carma was founded and filed its own patent portfolio. Carma believes that RideFlag's misstatements about its patents are made in violation of 15 U.S.C. § 52 of U.S. Code prohibiting the dissemination of false advertisements for the purpose of inducing the purchase of services and engaging in unfair and deceptive acts under that Title. RideFlag's inaccurate statements about its technology and IP may also run afoul of various U.S. state laws governing the accuracy of statements made to government agencies in the process of bidding on government RFPs and contracting with state governments.

We believe that a reasonable review of the above should lead to a determination that MTC's management of the evaluation, selection and dispute review process did not meet the standards that should be expected by the Operations Committee. Therefore, we request the Operations Committee rule if RideFlag's inaccurate statements about its technology and IP run afoul of MTC policies, or U.S.

and State of CA laws, governing the accuracy of statements made to government agencies in the process of bidding on government RFPs and contracting with government agencies.

Again, we thank you for this opportunity to submit this appeal. We strongly support MTC and the Operations Committee in piloting technologies for mitigating HOV violations and would welcome an opportunity to work with you further on this project. We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to be 'P. Steinberg', written in a cursive style.

Paul Steinberg, Chief Business Officer
paul.steinberg@gocarma.com
408-540-9942



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1213 **Version:** 1 **Name:**

Type: Contract **Status:** Committee Approval

File created: 8/4/2020 **In control:** Operations Committee

On agenda: 9/11/2020 **Final action:**

Title: Contracts to Deliver Bay Bridge Forward (2020)
i. Contract - I-580 Westbound High Occupancy Vehicle Lane Extension: Kimley-Horn & Associates, Inc. (\$1,485,000);
ii. Contract - I-80 Westbound High Occupancy Vehicle Lane Extension: Verano Technical Services, Inc. (\$640,000);
iii. Contract - I-80/Powell Street Interchange Transit Access Improvements: T.Y. Lin International (\$1,250,000);
iv. Contract - I-80 Design Alternative Assessment: HDR Engineering, Inc. (\$1,246,000); and
v. Contract - Bay Bridge Forward (2020) Program/Project Manager: Gray-Bowen-Scott (\$349,000)

Contracts to deliver Bay Bridge Forward (2020) operational projects.

Sponsors:

Indexes:

Code sections:

Attachments: [5a Bay Bridge Forward Contracts.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contracts to Deliver Bay Bridge Forward (2020)
i. Contract - I-580 Westbound High Occupancy Vehicle Lane Extension: Kimley-Horn & Associates, Inc. (\$1,485,000);
ii. Contract - I-80 Westbound High Occupancy Vehicle Lane Extension: Verano Technical Services, Inc. (\$640,000);
iii. Contract - I-80/Powell Street Interchange Transit Access Improvements: T.Y. Lin International (\$1,250,000);
iv. Contract - I-80 Design Alternative Assessment: HDR Engineering, Inc. (\$1,246,000); and
v. Contract - Bay Bridge Forward (2020) Program/Project Manager: Gray-Bowen-Scott (\$349,000)

Contracts to deliver Bay Bridge Forward (2020) operational projects.

Presenter:

Kevin Chen

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

September 11, 2020

Agenda Item 5a

Contracts to Deliver Bay Bridge Forward (2020)

- i. Contract – I-580 Westbound High Occupancy Vehicle Lane Extension:
Kimley-Horn & Associates, Inc. (\$1,485,000);**
 - ii. Contract – I-80 Westbound High Occupancy Vehicle Lane Extension:
Verano Technical Services, Inc. (\$640,000);**
 - iii. Contract – I-80/Powell Street Interchange Transit Access Improvements:
T.Y. Lin International (\$1,250,000);**
 - iv. Contract – I-80 Design Alternative Assessment: HDR Engineering, Inc. (\$1,246,000); and**
 - v. Contract – Bay Bridge Forward (2020) Program/Project Manager: Gray-Bowen-Scott (\$349,000)**
-

Subject: Contracts to deliver Bay Bridge Forward (2020) operational projects.

Background: On February 12, 2020, the Bay Area Toll Authority (BATA) Oversight Committee supported Bay Bridge Forward's suite of operational improvements to address bottlenecks at the approaches to the San Francisco-Oakland Bay Bridge (SFOBB), increase passenger throughput, and manage travel demand.

At the May 13, 2020, BATA Oversight Committee, staff provided an update on a funding plan to proceed with advancing the various projects under Bay Bridge Forward (2020). With an initial \$15 million in funding from the Alameda County Transportation Authority (ACTC) and MTC, MTC will:

- Prepare the I-80 Design Alternative Assessment (DAA) to identify a recommended set of corridor-wide operational improvements to advance into the project delivery pipeline; and
- Complete the environmental and design phases for the following capital projects: the I-580 Westbound High Occupancy Vehicle (HOV) lane extension, I-80 Westbound HOV lane extension, and I-80/Powell Interchange transit access improvements.

Intending to break the project delivery paradigm by shaving years off to deliver capital projects, staff continues to discuss project streamlining opportunities with Caltrans. With streamlining, we may be able to deliver these Bay Bridge Forward operational projects in two years or less.

Given the recent impacts of COVID-19 and social distancing protocols, there has been a dramatic reduction in transit services, transit ridership, and car/vanpooling, resulting in an increase in single-occupancy vehicles. As the economy and travel activities continue to resume, traffic demand could soon overwhelm the regional highway system, particularly in the SFOBB corridor. Operational improvements identified under Bay Bridge Forward (2020) will provide a jump start in improving traffic operations and reducing delays to support and incentivize transit and shared mobility in the corridor.

i. Contract – I-580 Westbound HOV Lane Extension: Kimley-Horn and Associates, Inc. (\$1,485,000)

On May 6, 2020, MTC issued a Request for Qualifications (RFQ) to hire a consultant for the Alameda I-580 Westbound HOV Lane Extension Project to extend the HOV lane approaching the Bay Bridge toll plaza to approximately the I-980/SR 24 interchange, which would provide travel time savings for HOVs and buses. On July 2, MTC received Statements of Qualifications (SOQs) from two firms: Kimley-Horn and Associates, Inc. (Kimley-Horn) and Rajappan & Meyer Consulting Engineers, Inc. A panel comprised of staff from MTC, Alameda County Transportation Commission (ACTC), and Caltrans reviewed the proposals based on individual/team expertise and experience, understanding of the project, depth of resources and availability, and presentation. Based upon this evaluation, staff recommends the selection of Kimley-Horn and Associates, Inc.

Kimley-Horn and Associates, Inc.'s proposal outlined an approach that demonstrated a more robust understanding and project delivery approach to the project. The proposed team has experience working on similar HOV lane conversion projects, including the I-580 Westbound Open Road Tolling and HOV Lane Extension Project in Contra Costa County, and a successful HOV lane conversion in Minnesota.

The table below provides the final ranking based upon panel evaluations:

Consultant	Ranking
1) Kimley-Horn and Associates, Inc.	1
2) Rajappan & Meyer Consulting Engineers, Inc.	2

Attachment A-1 includes a summary of Kimley-Horn and Associates, Inc. and its subcontractors' small business enterprise (SBE) and disadvantaged business enterprise (DBE) status.

ii. Contract – I- 80 Westbound HOV Lane Extension: Verano Technical Services, Inc. (\$640,000)

On June 15, 2020, MTC issued an RFQ to hire a consultant for the Alameda I-80 Westbound HOV Lane Extension Project to extend the HOV lane approaching the Bay Bridge toll plaza in the vicinity of the Emeryville Crescent, which would provide travel time savings for HOVs and buses. On July 24, MTC received one SOQ from Verano Technical Services, Inc. A panel comprised of staff from MTC and ACTC reviewed the proposal based on individual/team expertise and experience, understanding of the project, depth of resources and availability, and presentation. Based upon this evaluation, staff recommends the selection of Verano Technical Services, Inc.

Verano Technical Services, Inc.'s proposal demonstrated a strong project team that clearly understands the project delivery approach and project challenges. The proposed team successfully delivered MTC's West Grand Avenue On-Ramp Bus/HOV Lane project, which has similar project characteristics.

Attachment A-2 includes a summary of Verano Technical Services, Inc. and its subcontractors' SBE and DBE status.

iii. Contract – I-80/Powell Street Interchange Transit Access Improvements: T.Y. Lin International (\$1,250,000)

On July 9, 2020, MTC issued an RFQ to hire a consultant for the Alameda I-80/Powell Street Interchange Transit Access Improvement Project to improve bus access at this interchange in the City of Emeryville. On August 6, MTC received SOQs from four firms: T.Y. Lin International, Parsons Transportation Group, Inc., AECOM Technical Services, Inc., and Rajappan & Meyer Consulting Engineers, Inc. A panel comprised of staff from MTC, ACTC, City of Emeryville, and AC Transit reviewed the SOQs based on individual/team expertise and experience, understanding of the project, depth of resources, and presentation and developed a short-list of firms to be considered for selection: T.Y. Lin International, AECOM Technical Services, Inc., and Parsons Transportation Group, Inc. Interviews were held with the short-listed firms on August 17. Based on the results of the initial evaluation, as well as the interviews, staff recommends the selection of T.Y. Lin International.

T.Y. Lin International's SOQ outlined an approach that demonstrated a strong understanding and delivery approach of the project. The firm's team has experience working on similar interchange improvements involving roundabouts, and pedestrian, bicycle, and transit access, including the I-80/Ashby interchange improvement project in the City of Berkeley.

The table below provides the final ranking based upon panel evaluations:

Consultant	Ranking
1) T.Y. Lin International	1
2) AECOM Technical Services, Inc.	2
3) Parsons Transportation Group, Inc.	3
4) Rajappan & Meyer Consulting Engineers, Inc.	4

Attachment A-3 includes a summary of T.Y. Lin International and its subcontractors' SBE and DBE status.

iv. Contract – I-80 Design Alternative Assessment: HDR Engineering, Inc. (\$1,246,000)

On June 26, 2020, MTC issued an RFQ to hire a consultant for the Alameda/Contra Costa County I-80 Design Alternative Assessment to identify a range of near-term and mid-term operational and demand management strategies that can support higher occupancy modes of travel in the I-80 corridor between the Carquinez Bridge in Crocket and the Bay Bridge in Oakland. On July 23, MTC received SOQs from five firms: ARUP North America Ltd., HDR Engineering, Inc., Kimley-Horn and Associates, Inc., Kittelson & Associates, Inc., and WSP USA, Inc.

A panel comprised of staff from MTC, ACTC, and Contra Costa County Transportation Authority reviewed the SOQs based on qualifications, understanding of the project, approach, and presentation and developed a short-list of firms to be considered for selection: HDR Engineering, Inc., Kimley-Horn and Associates, Inc., Kittelson & Associates, Inc., and WSP USA, Inc. Interviews were held with the short-listed firms on August 10. Based on this evaluation, staff recommends the selection of HDR Engineering, Inc.

HDR Engineering, Inc.'s SOQ outlined an approach that demonstrated a stronger understanding of the needs of the project. The firm's team has experience working on similar and relevant transportation projects on the region's highway network, including I-580 and I-680.

The table below provides the final ranking based upon panel evaluations:

Consultant	Ranking
1) HDR Engineering, Inc.	1
2) WSP USA, Inc.	2
3) Kittelson & Associates, Inc.	3
4) Kimley-Horn and Associates, Inc.	4
5) ARUP North America Ltd.	5

Attachment A-4 includes a summary of HDR Engineering, Inc. and its subcontractors' SBE and DBE status.

v. Contract – Bay Bridge Forward (2020) Program/Project Manager, Gray-Bowen-Scott (\$350,000)

In February 2019, after a competitive procurement process, the MTC Operations Committee approved the On-Call Project/Program Management and Strategic Advisor Services Bench, comprised of 14 pre-qualified firms. On June 6, 2020, MTC issued a Request for Proposal (RFP) and invited all 14 pre-qualified firms under this bench to submit proposals for Bay Bridge Forward (2020) Project/Program Manager to provide project/program management and strategic advisory services and assist MTC with the development and delivery of the Bay Bridge Forward (2020) projects. On July 27, MTC received proposals from two firms: Gray-Bowen-Scott and Mott MacDonald Group, Inc. A panel comprised of MTC staff reviewed the proposals based on qualifications and team experience, approach to completing the project, cost effectiveness, and presentation. Based on this evaluation, staff recommends the selection of Gray-Bowen-Scott.

Gray-Bowen-Scott met MTC's project and programmatic needs; had direct experience with projects and initiatives similar to Bay Bridge Forward (2020); and have key staff who demonstrated extensive relevant project experience, such as Innovate 680, MTC Express Lanes, and design alternative assessments. The team also demonstrated strong experience with the Caltrans project development and delivery process.

The table below provides the final ranking based upon panel evaluations:

Consultant	Ranking
1) Gray-Bowen-Scott	1
2) Mott MacDonald Group, Inc.	2

Gray-Bowen-Scott is neither a small business nor a disadvantaged business enterprise and has no subcontractors.

Issues: None identified

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

- i. Contract – Interstate 580 Westbound High Occupancy Vehicle Lane Extension: Kimley-Horn & Associates, Inc., (\$1,485,000)
- ii. Contract – Interstate 80 Westbound High Occupancy Vehicle Lane Extension: Verano Technical Services, Inc., (\$640,000);
- iii. Contract – Interstate 80/Powell Street Interchange Transit Access Improvements: T.Y. Lin International, (\$1,250,000)
- iv. Contract – Interstate 80 Design Alternative Assessment: HDR Engineering, Inc., (\$1,246,000)
- v. Contract – Bay Bridge Forward (2020) Program/Project Manager: Gray-Bowen-Scott, (\$349,000)

Attachments: Attachment A-1: Kimley-Horn and Associates, Inc. and its Subcontractors' Small Business Enterprise and Disadvantaged Business Enterprise Status;
Attachment A-2: Verano Technical Services, Inc. and its Subcontractors' Small Business Enterprise and Disadvantaged Business Enterprise Status;
Attachment A-3: T.Y. Lin International and its Subcontractors' Small Business Enterprise and Disadvantaged Business Enterprise Status;
Attachment A-4: HDR Engineering, Inc. and its Subcontractors' Small Business Enterprise and Disadvantaged Business Enterprise Status;
Request for Committee Approval Sheets; and
PowerPoint Presentation: Bay Bridge Forward (2020)


Therese W. McMillan

Kimley-Horn and Associates, Inc. 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
Prime Contractor	Kimley-Horn and Associates, Inc.	Preliminary Engineering, Environmental Planning, and Final Design			X			X
Subcontractor	Elite Transportation Group, Inc.	Traffic Engineering	X	45726		X	2011002	
Subcontractor	Parikh Consultants, Inc.	Geotechnical	X	20259		X	9631	
Subcontractor	WRECO	Hydrology and Hydraulics, Water Quality, Biology, Initial Site Assessment	X	30066				X
Subcontractor	Cogstone Resource Management, Inc.	Paleontology	X	33150		X	39024	
Subcontractor	Associated Right of Way Services, Inc.	Right-of-Way			X			X
Subcontractor	Towill, Inc.	Land Surveying and Mapping			X	X	20103590	
Subcontractor	Far Western Anthropological Research Group, Inc.	Archaeology			X			X

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

**Denotes certification by the State of California.

Verano Technical Services, Inc. Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Verano Technical Services, Inc.	Project Management			X			X
Subcontractor	AECOM	Striping, Signing, Specifications, Safety, Pavement, Traffic Evaluation			X			X
Subcontractor	ActiveWayz Engineering, Inc.	Preliminary and Final Engineering	X	43754		X	2002975	
Subcontractor	David J. Powers & Associates, Inc.	Environmental Clearance	X	38205				X
Subcontractor	Ruggeri-Jensen Azar	Surveying, Right of Way and Mapping			X			X
Subcontractor	WRECO	Drainage, Hydraulic and Water Quality Studies	X	30066				X
Subcontractor	Y&C Transportation Consultants, Inc.	Lighting	X	28989				X

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**Denotes certification by the State of California.

T.Y. Lin International 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
Prime Contractor	T.Y. Lin International	Project Management, Engineering, Environmental, Construction Support			X			X
Subcontractor	Associated Right of Way Services, Inc.	Right of Way			X			X
Subcontractor	Horizon Water and Environment, LLC	Environmental Clearance				X	52574	
Subcontractor	Iteris, Inc.	Traffic / Transportation			X			X
Subcontractor	Kittelson And Associates, Inc.	Traffic / Roundabout Support			X			X
Subcontractor	Parikh Consultants, Inc.	Geotechnical	X	20259		X	9631	
Subcontractor	Rincon Consultants, Inc.	Permitting			X			X
Subcontractor	Toole Design Group, LLC	Urban Design			X			X
Subcontractor	Towill, Inc.	Land Surveying and Mapping			X	X	20103590	
Subcontractor	WRECO	Drainage, Hydraulic and Water Quality Studies	X	30066				X

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HDR Engineering, Inc. 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
Prime Contractor	HDR Engineering, Inc.	Project Management			X			X
Subcontractor	Fehr & Peers	Traffic Operations			X			X
Subcontractor	Elite Transportation Group, Inc.	Traffic Modeling	X	45726		X	2011002	
Subcontractor	ActiveWayz Engineering, Inc.	Design	X	43754		X	2002975	

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**Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1237

Consultant: Kimley-Horn and Associates, Inc.
Pleasanton, CA

Work Project Title: Alameda I-580 Westbound (WB) High Occupancy Vehicle (HOV) Lane Extension Project

Purpose of Project: As part of the Bay Bridge Forward (2020) effort, this project will extend the I-580 WB HOV lane approaching the Bay Bridge toll plaza to approximately the I-980/SR 24 interchange. This project would provide travel time savings for HOVs and buses.

Brief Scope of Work: Consultant shall complete Project Initiation Documents, Project Approval and Environmental Documents, Final Design, and Design Services during construction to satisfy state and federal project development requirements.

Project Cost Not to Exceed: \$1,485,000

Funding Source: STP/RM 2/Local Funds from ACTC

Fiscal Impact: Funding is included in the FY 2020-21 MTC Budget

Motion: That the Executive Director or designee is authorized to negotiate and enter into a contract with Kimley-Horn and Associates, Inc. for the Alameda I-580 WB HOV Lane Extension Project as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$1,485,000 for such contract.

Operations Committee:

Dave Cortese, Chair

Approved: September 11, 2020

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1237

Consultant: Verano Technical Services, Inc.
San Ramon, CA

Work Project Title: Alameda I-80 Westbound (WB) High Occupancy Vehicle (HOV) Lane Extension Project

Purpose of Project: As part of the Bay Bridge Forward (2020) effort, this project will extend the I-80 WB HOV lane approaching the Bay Bridge toll plaza in the vicinity of the Emeryville Crescent. This project would provide travel time savings for HOVs and buses.

Brief Scope of Work: Consultant shall complete Feasibility Report, Preliminary Engineering, Environmental Clearance, Permit Engineering Evaluation Report documentation, Final Design, and Design Services during construction to satisfy state and federal project development requirements.

Project Cost Not to Exceed: \$640,000

Funding Source: RM2/Local Funds from ACTC

Fiscal Impact: Funding is included in the FY 2020-21 MTC Budget

Motion: That the Executive Director or designee is authorized to negotiate and enter into a contract with Verano Technical Services, Inc. for the Alameda I-80 WB HOV Lane Extension Project as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$640,000 for such contract.

Operations Committee:

Dave Cortese, Chair

Approved: September 11, 2020

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1237

Consultant: T.Y. Lin International

Work Project Title: Alameda I-80/Powell Street Interchange Transit Access Improvements Project.

Purpose of Project: As part of the Bay Bridge Forward (2020) effort, improve transit vehicle access at the I-80/Powell Street interchange in the City of Emeryville.

Brief Scope of Work: Consultant shall complete Preliminary Engineering, Environmental Studies, Final Design, and Design Services during construction to satisfy state and federal project development requirements

Project Cost Not to Exceed: \$1,250,000

Funding Source: RM2/Local Funds from ACTC

Fiscal Impact: Funding is included in the FY 2020-21 MTC Budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with T.Y. Lin International, or a contract with AECOM Technical Services, Inc. should an agreement with T. Y. Lin International not be reached, for the Alameda I-80/Powell Street Interchange Transit Access Improvements Project as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$1,250,000 for such contract.

Operations Committee:

Dave Cortese, Chair

Approved: September 11, 2020

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1237

Consultant: HDR Engineering, Inc.
Walnut Creek, CA

Work Project Title: Alameda/Contra Costa County I-80 Design Alternatives Assessment

Purpose of Project: As part of the Bay Bridge Forward (2020) effort, to identify a range of near-term and mid-term operational and demand management strategies that support higher occupancy modes of travel in the I-80 corridor between the Carquinez Bridge in Crockett and Bay Bridge in Oakland.

Brief Scope of Work: Conduct a Design Alternatives Assessment that includes: data collection and assessment of existing conditions; development and evaluation of alternatives; and development of traffic forecasts and operations analysis.

Project Cost Not to Exceed: \$1,246,000

Funding Source: STP

Fiscal Impact: Funding is included in the FY 2020-21 MTC Budget

Motion: That the Executive Director or designee is authorized to negotiate and enter into a contract with HDR Engineering, Inc., or a contract with WSP USA, Inc. should an agreement with HDR Engineering, Inc. not be reached, for the Alameda/Contra Costa County I-80 Design Alternatives Assessment as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$1,246,000 for such contract.

Operations Committee:

Dave Cortese, Chair

Approved: September 11, 2020

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.: 1237

Consultant: Gray-Bowen-Scott
Walnut Creek, CA

Work Project Title: Bay Bridge Forward (2020) Project/Program Management

Purpose of Project: On-Call Project/Program Management and Strategic Advisory Services for Bay Bridge Forward (2020).

Brief Scope of Work: Provide project/program management and strategic advisory services to assist MTC with the development and delivery of the Bay Bridge Forward (2020) projects.

Project Cost Not to Exceed: \$349,000

Funding Source: STP

Fiscal Impact: Funding is included in the FY 2020-21 MTC Budget

Motion: That the Executive Director or designee is authorized to negotiate and enter into a contract with Gray-Bowen-Scott for the Bay Bridge Forward (2020) project/program management services as described above and in the Operations Committee Summary Sheet dated September 11, 2020 and that the Chief Financial Officer is authorized to set aside \$349,000 for such contract.

Operations Committee:

Dave Cortese, Chair

Approved: September 11, 2020



Bay Bridge Forward (2020)

MTC Operations Committee

September 11, 2020

Traffic Congestion Has Already Returned at the Bridge Approaches

(Images from 8/17/2020, morning commute)

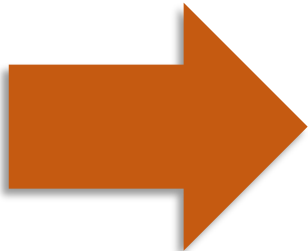
Toll Plaza



I-580 and I-80 Approaches



Breaking the Project Delivery Paradigm

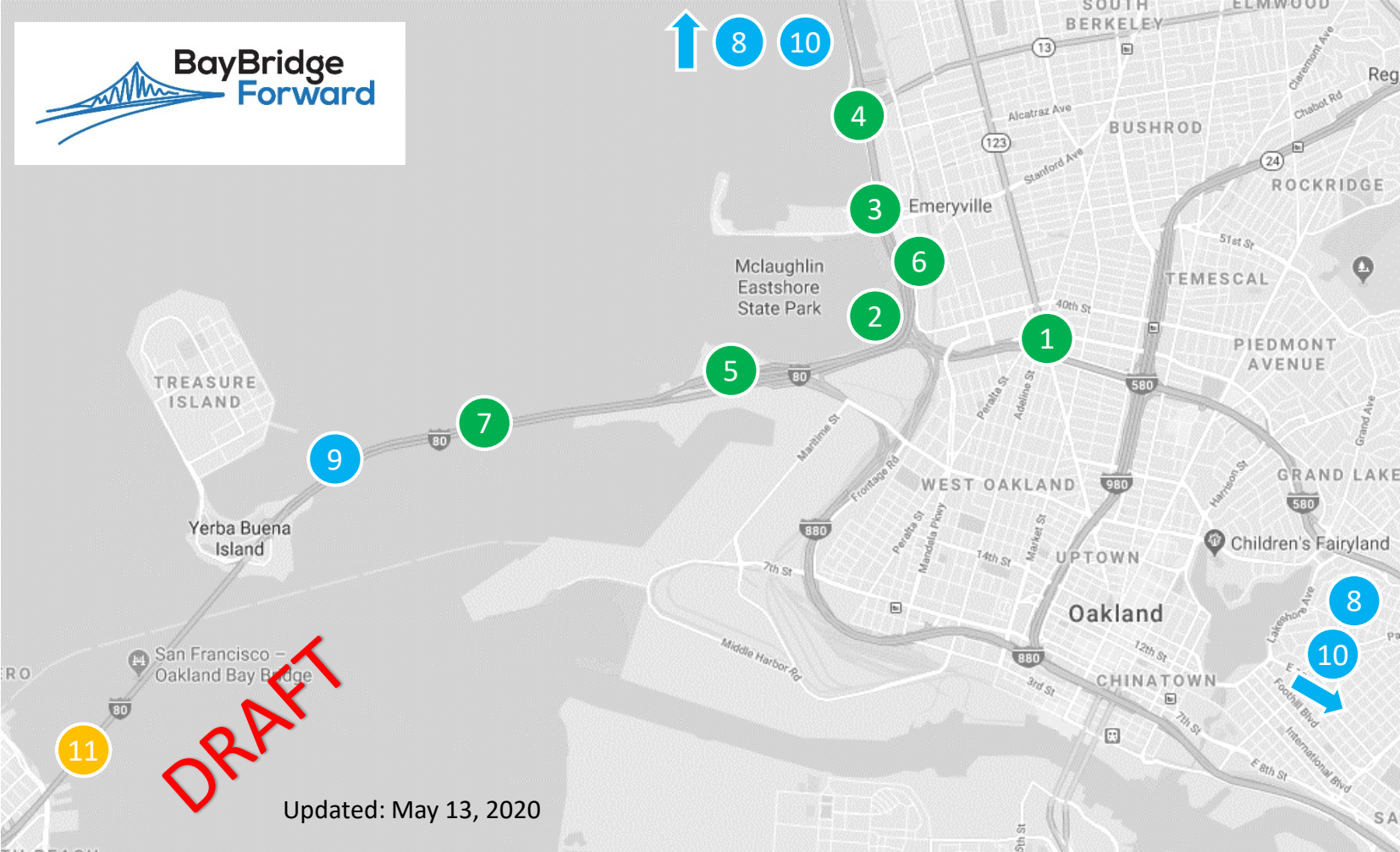


“Quick Builds”



Bay Bridge Forward (2020)

Near-Term Investment to Reduce Delay, Move More People and Buses



Operational Improvements		Cost (2019\$, M)
1	ALA 580 WB Bus/HOV Lane Extension	40
2	ALA I-80 WB Bus/HOV Lane Extension	
3	I-80 Powell Interchange Transit Access Impro. ALA/CC I-80 Design Alternative	
4	Assessment/Operational Improvements Bridge Approach Bus/HOV Lane Hours of Operations	
5		
6	I-80 HOV Lane Access Mod/Restrictions Dynamic Bridge Operations: Dynamic transit routing, advanced traveler's information on alternate modes, and others	
7		
Express Bus Service/Transit Core		
8	Pilot Transbay Express Bus Routes (AC Transit, WestCAT)	19
9	SFOBB Bike Shuttle	
10	Commuter Parking on I-580/I-80	
Shared Mobility		
11	MTC SHIFT Employer Focused	6
Total		65

