



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, October 9, 2020

9:35 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/96892362073>

iPhone One-Tap: US: +16699006833,,96892362073# or +14086380968,,96892362073#

Join by Telephone (for higher quality, dial a number based on your current location) US:
+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782 or +1 646 876 9923
or +1 301 715 8592 or +1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 968 9236 2073

International numbers available: <https://bayareametro.zoom.us/j/96892362073>

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.** [20-1360](#) Minutes of the September 11, 2020 Meeting
- Action: Committee Approval
- Attachments: [4a OPS Minutes_Sept 2020.pdf](#)
-
- 4b.** [20-1361](#) Contract - Bay Area Regional Intelligent Transportation Systems (ITS) Architecture Redevelopment and Management: Kimley-Horn and Associates, Inc. (\$350,000)
- Action: Committee Approval
- Presenter: Nisar Ahmed
- Attachments: [4b Contract ITS Architecture.pdf](#)
-
- 4c.** [20-1362](#) Clipper® Contract Amendment - Public Education and Outreach: MIG, Inc. (\$1,800,000)
- Action: Committee Approval
- Presenter: Lysa Hale
- Attachments: [4c Contract Amendment MIG Inc.pdf](#)
-
- 4d.** [20-1365](#) Contract Amendment - Regional Transportation Emergency Preparedness Support: URS Corp. (\$450,000)
- Action: Committee Approval
- Presenter: Stephen Terrin
- Attachments: [4d Contract Amendment URS Corp.pdf](#)

5. Approval

- 5a. [20-1364](#) Contracts - Freeway Service Patrol Towing Services: Ayub Azam DbA AM/PM Tow, Atlas Towing Services Inc., Bay Area Tow Inc., Campbell Collision Center Inc. DbA Bob's Towing Services, C&M Towing Recovery Inc. DbA C&M Towing, Campbell's Towing Inc., Island Auto Towing, NEL Trucks Inc. DbA Nelsons Towing Service, Pizzagoni Family Inc. DbA Pizzagoni's Towing (\$32,130,000)

Contracts - Freeway Service Patrol Towing Services: Various Contractors (\$32,130,000).

Action: Committee Approval

Presenter: Giovanni DiFabio

Attachments: [5a Contract Freeway Service Patrol Biennial Procurement.pdf](#)

6. Information

- 6a. [20-1366](#) Clipper®: Next-Generation System Update

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

Action: Information

Presenter: Carol Kuester

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

- 6b. [20-1367](#) Clipper® START Update

Update on the Clipper START Means-Based Transit Discount Program.

Action: Information

Presenter: Lysa Hale

Attachments: [6b Update on Clipper START.pdf](#)

- 6c. [20-1397](#) Bay Area Express Lanes Strategic Plan - Approaches to Minimize Greenhouse Gas Emissions While Completing the Regional Express Lanes Network
- Update on the Bay Area Express Lanes Strategic Plan and presentation of approaches to minimize Express Lane Network Project increases in greenhouse gas emissions or vehicle miles traveled to be described in a forthcoming white paper. Discussion of trade-offs between express lane projects that convert existing travel lanes compared to those that construct new capacity to fill gaps and complete the network. Report on recommendations for the Strategic Plan.
- Action:** Information
- Presenter:** Jim Macrae
- Attachments:** [6c_Update on Exp Lane Strategic Plan-GHG white paper.pdf](#)

7. Public Comment / Other Business

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

8. Adjournment / Next Meeting

The next meeting of the Operations Committee will be Friday, November 6, 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 #: 20-1360 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 9/3/2020 **In control:** Operations Committee
On agenda: 10/9/2020 **Final action:**
Title: Minutes of the September 11, 2020 Meeting
Sponsors:
Indexes:
Code sections:
Attachments: [4a OPS Minutes_Sept 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the September 11, 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. Giacomini and Jimmy Stracner

Friday, September 11, 2020

9:05 AM

Board Room - 1st Floor (REMOTE)

1. Roll Call / Confirm Quorum

Present: 6 - Vice Chair Connolly, Chair Cortese, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Spering and Commissioner Ahn

Absent: 2 - Commissioner Rabbitt and Commissioner Slocum

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner Stracner

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

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

2. Pledge of Allegiance

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

Upon the motion by Commissioner Mackenzie and second by Vice Chair Connolly, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 6 - Vice Chair Connolly, Chair Cortese, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Spering and Commissioner Ahn

Absent: 2 - Commissioner Rabbitt and Commissioner Slocum

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_Ride_Lot.pdf](#)

- 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 Laurenson

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](#)

Aleta Dupree spoke on this item.

Upon the motion by Commissioner Spering and second by Commissioner Mackenzie, the 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) were unanimously approved. The motion carried by the following vote:

Aye: 6 - Vice Chair Connolly, Chair Cortese, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Spering and Commissioner Ahn

Absent: 2 - Commissioner Rabbitt and Commissioner Slocum

6. Public Comment / Other Business

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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
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Legislation Details (With Text)

File #: 20-1361 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 9/3/2020 **In control:** Operations Committee

On agenda: 10/9/2020 **Final action:**

Title: Contract - Bay Area Regional Intelligent Transportation Systems (ITS) Architecture Redevelopment and Management: Kimley-Horn and Associates, Inc. (\$350,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4b Contract ITS Architecture.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contract - Bay Area Regional Intelligent Transportation Systems (ITS) Architecture Redevelopment and Management: Kimley-Horn and Associates, Inc. (\$350,000)

Presenter:

Nisar Ahmed

Recommended Action:

Committee Approval

Attachments:

Metropolitan Transportation Commission Operations Committee

October 09, 2020

Agenda Item 4b

Contract – Bay Area Regional Intelligent Transportation Systems (ITS) Architecture Redevelopment and Management: Kimley-Horn and Associates, Inc. (\$350,000)

Subject: Contract – Bay Area Regional ITS Architecture Redevelopment and Management: Kimley-Horn and Associates, Inc. (\$350,000).

Background: MTC, as the Metropolitan Planning Organization (MPO) for the San Francisco Bay Area, maintains an online Regional ITS Architecture (“the Architecture”). MTC intends to further modernize the Architecture with map interface and direct stakeholders’ input for more streamlined content management. The Bay Area Regional ITS Architecture Update and Technical Support contract under the 2014 Transportation Management System Technical Advisor Services bench expired in June 2020.

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.

ITS Architecture development and management is a very specialized field and a handful of companies nationwide have the required expertise and experience to provide consulting services in this field. Many of those companies were pre-qualified on the 2019 On-Call Project/Program Management and Strategic Advisor Services bench, thus MTC decided to issue a competitive mini Request for Proposals (RFP) under that bench.

The mini-RFP was received by all pre-qualified consulting companies on the bench. MTC received one valid response from Kimley-Horn and Associates (KHA), which was evaluated by a panel of MTC staff. The panel reviewed the initial proposal and discussed a number of items with KHA. A revised response was submitted in a Best and Final Offer (BAFO) addressing the panel’s concerns. The table below provides the average score of the panel in various categories and the total score received by KHA.


	Total	Qualifications and Experience	Approach	Cost Effectiveness	Presentation	SBE
Firm	/ 105 pts	/ 25 pts	/ 45 pts	/ 20 pts	/ 10 pts	/ 5 pts
KHA	85.37	22	38.87	15	9.5	0

KHA was deemed qualified by the evaluation panel and received high scores in all evaluation categories. Neither KHA nor its subcontractors are small business enterprises or disadvantaged business enterprises.

Staff is recommending the selection of KHA for the contract to redevelop and manage the Bay Area Regional ITS Architecture system.

Issues: None identified.

Recommendation: Staff recommends that the Operations Committee authorize the Executive Director or designee to enter into a contract with KHA in an amount not to exceed \$350,000 to redevelop and maintain the Bay Area ITS Architecture system through February 2023 with an option to extend for an additional year.


Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract

Work Item No.:	1161
Consultant:	Kimley-Horn and Associates, Inc. Oakland, CA
Work Project Title:	Bay Area Regional Intelligent Transportation Systems (ITS) Architecture Redevelopment and Management
Purpose of Project:	Implement and manage an open technology-based, interactive and innovative regional ITS Architecture for the Bay Area transportation stakeholders that inspires broader participation and promotes interactivity with other regional, state, and national digital ITS Architecture platforms.
Brief Scope of Work:	Scope involves design, development, deployment, and management of a modernized Bay Area Regional ITS Architecture platform.
Project Cost Not to Exceed:	\$350,000
Funding Source:	SAFE (\$250,000), STA (\$100,000)
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 Kimley-Horn and Associates, Inc. for the purpose described above and in the Operations Committee Summary Sheet dated October 9, 2020 and that the Chief Financial Officer is authorized to set aside \$350,000 for such contract.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	October 9, 2020



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1362 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 9/3/2020 **In control:** Operations Committee

On agenda: 10/9/2020 **Final action:**

Title: Clipper® Contract Amendment - Public Education and Outreach: MIG, Inc. (\$1,800,000)

Sponsors:

Indexes:

Code sections:

Attachments: [4c_Contract_Amendment_MIG Inc.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Clipper® Contract Amendment - Public Education and Outreach: MIG, Inc. (\$1,800,000)

Presenter:
Lysa Hale

Recommended Action:
Committee Approval

Attachments:

**Metropolitan Transportation Commission
Operations Committee**

October 9, 2020

Agenda Item 4c

**Clipper® Contract Amendment – Public Education and Outreach:
MIG, Inc. (\$1,800,000)**

Subject: Request for approval of contract amendment for MIG, Inc. for Clipper public education and outreach (\$1,800,000).

Background: This amendment would provide funds for two initiatives: public outreach for the new Clipper mobile app and public education for the Clipper START program. This contract amendment was contemplated in and is included in the Two Year Clipper Budget and Work Plan. MIG, Inc. is part of the pre-qualified Electronic Payment Implementation and Operations consultant bench competitively selected by MTC in May 2016.

i. **Mobile App Public Outreach (\$1,500,000)**

The new Clipper mobile app will actively be in testing with a representative group of transit riders before the end of 2020, and it will roll out to the public when testing is complete. For the public launch, both handset providers will partially fund launch activities, and MTC will need to fund remaining activities. These will include design and production of ads placed in out-of-home space donated by the transit operators – interior car cards; king-, queen- and tail-sized advertising; and transit shelter advertising. MTC will supplement donated space with paid space, ensuring some portion of the advertising flows back to some transit operators in the form of paid advertising. Out-of-home advertising will be supplemented by digital advertising. MTC may also be required by our partners to place stickers on some or all card readers indicating that they accept new payment methods.

ii. **Clipper START Public Education (\$300,000)**

MTC planned for extending the advertising for the four initial operators through the end of 2020. With 17 new operators joining the program, MTC will roll out launch advertising for the new operators in two groups: Group 1 in October/November 2020 and Group 2 in January 2021. This will include design and production of ads placed in out-of-home space donated by the transit operators – interior car cards; king-, queen- and tail-sized advertising; and transit shelter advertising. This will be supplemented by digital advertising to run through the end of the fiscal year – June 30, 2021. The advertising will be supplemented by outreach to social service agencies and community-based organizations, as well as press releases by MTC and the participating agencies and promotion through MTC's and transit agencies' other assets, such as social media.

These funds are required for Clipper to promote these important programs and will also help Clipper meet Title VI requirements. The app, in particular, is critical to the program's and transit agencies' ability to promote an additional contactless form of payment to address concerns posed by COVID-19. Clipper START will help people facing financial hardship in these difficult times.

The Clipper Executive Board approved this contract amendment on September 21, 2020.

MIG, Inc.'s and its subcontractors' small business enterprise and disadvantaged business enterprise status is set forth in Attachment A.

Issues: None

Recommendation: Staff recommends approval of a contract amendment with MIG, Inc. in an amount not to exceed \$1,800,000.

Attachments: Attachment A: Contractor Small Business and Disadvantaged Business Enterprise Status


Therese W. McMillan

Contractor 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	MIG, Inc.	Implement customer research and education activities			X		X
Subcontractor	Zeba Media	Advertising purchasing	X	44627			
Subcontractor	EMC	Research			X		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

Work Item No.: 1221

Contractor: MIG, Inc.
Berkeley, CA

Work Project Title: Public Education and Outreach Services

Purpose of Amendment: Provide assistance with Clipper communications efforts

Brief Scope of Work: Provide public education and outreach through print, online and paid media, i.e., advertisements.

Project Cost Not to Exceed: \$1,800,000 (this amendment)

Total Contract value including amendments before this amendment = \$4,830,000

Total contract amount with this amendment = \$6,630,000

Funding Source: Regional Measure 2 Marketing and Operations, STA, STP, Senate Bill 1 State of Good Repair

Fiscal Impact: Funds are included 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 MIG, Inc., for the purposes described herein and in the Operations Committee Summary Sheet dated October 9, 2020 and the Chief Financial Officer is authorized to set aside \$1,800,000 for such amendment.

Operations Committee:

Dave Cortese, Chair

Approved:

Date: October 9, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1365 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 9/3/2020 **In control:** Operations Committee

On agenda: 10/9/2020 **Final action:**

Title: Contract Amendment - Regional Transportation Emergency Preparedness Support: URS Corp.
(\$450,000)

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment - Regional Transportation Emergency Preparedness Support: URS Corp.
(\$450,000)

Presenter:
Stephen Terrin

Recommended Action:
Committee Approval

Attachments:

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

October 9, 2020

Agenda Item 4d

**Contract Amendment – Regional Transportation Emergency Preparedness Support:
URS Corp. (\$450,000)**

Subject: Request for approval of contract amendment for URS Corp. (URS) for regional transportation emergency preparedness support (\$450,000).

Background: MTC's Emergency Management Program works with the Bay Area's transportation agencies, California Department of Transportation (Caltrans), and the California Office of Emergency Services (Cal OES) to develop coordinated, multimodal transportation response plans. During a major disaster, transportation agencies may be called on to provide first responder agencies with resources for life/safety support, while also continuing to provide transportation services to meet the mobility needs of the public. This increased need for resources, combined with potential damage to the transportation system and disruption of normal services, creates the need to coordinate available transportation resources and prioritize efforts to restore capacity and services.

MTC has directly led regional emergency transportation preparedness since 1989. Initially, MTC led the preparation of regional plans, which provided detailed definition of roles and responsibilities of not only transportation agencies, but also county and state offices of emergency management. In recent years, MTC has continued to take a more assertive role in leading regional transportation preparedness and response coordination during emergencies, while also assisting with funding for responding agencies.

In 2014, following a competitive procurement process, MTC retained URS to provide emergency preparedness support services. URS has assisted in conducting and evaluating annual regional transportation emergency preparedness exercises, updated the Regional Transportation Emergency Management Plan and Emergency Operations Plan, and undertaken numerous other emergency preparedness activities within the Bay Area.

As part of the original contract, URS completed an agency-specific Continuity of Operations Plan (COOP) for MTC. This was done just prior to the staff merger with the Association of Bay Area Governments (ABAG) thus leaving ABAG's programs unaddressed in the continuity planning process. The scope of the work to be completed under the proposed contract amendment with URS includes the integration of the ABAG program elements to create a comprehensive MTC/ABAG COOP. The scope of work under the proposed contract amendment would also include the 2020 annual regional exercise that was delayed due to COVID-19.

Additional funding authorization is needed to continue emergency preparedness activities such as the COOP and the regional exercise. The proposed amendment would add \$450,000 to the contract, bringing the contract total to \$2,095,575.

The Committee's 2014 action approved a three-year contract with the option to extend the contract for up to three years. As such, the current contract is set to expire on November 30, 2020. Staff recommends moving forward with using URS's services for an additional 18-month period under a sole source contract amendment. If the proposed contract amendment is approved, staff will start immediately preparing specifications for a competitive procurement for future regional transportation emergency preparedness support with the plan to award a new contract in July 2022.

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

Issues: None identified.

Recommendation: Staff recommends that this Committee authorize the Executive Director or designated representative to negotiate and enter into a contract amendment with URS for regional transportation emergency preparedness support services in an amount not to exceed \$450,000 for FY 2020-21 through FY 2021-22.



Therese W. McMillan

REQUEST FOR OPERATIONS COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	6031
Contractor:	URS Corp. San Francisco, CA
Work Project Title:	Regional Transportation Emergency Preparedness Support
Purpose of Amendment:	Provide regional emergency preparedness support and practice execution of transportation plans.
Brief Scope of Work:	Develop or revise SF Bay Area emergency transportation plans; design, conduct and evaluate emergency preparedness exercises; assess and revise MTC's and ABAG's Emergency Operations Plan and Continuity of Operations Plan; and provide technical assistance and additional emergency preparedness tasks as needed.
Project Cost Not to Exceed:	\$450,000 (this amendment) Previous approved agreement = \$1,645,575 Total contract amount with this amendment = \$2,095,575
Funding Source:	SAFE
Fiscal Impact:	\$50,000 is included in the FY 2020-21 SAFE Budget; \$400,000 is subject to approval and inclusion in the FY 2021-22 agency budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with URS Corp. for regional emergency preparedness support as described above and in the Operations Committee Summary Sheet dated October 9, 2020; and that the Chief Financial Officer is authorized to set aside funds in the amount of \$50,000 for FY 2020-21 and in the amount of \$400,000 for FY 2021-22, subject to budgetary approval.
Operations Committee:	<hr/> Dave Cortese, Chair
Approved:	Date: October 9, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-1364	Version:	1	Name:	
Type:	Contract	Status:		Committee Approval	
File created:	9/3/2020	In control:		Operations Committee	
On agenda:	10/9/2020	Final action:			
Title:	Contracts - Freeway Service Patrol Towing Services: Ayub Azam DbA AM/PM Tow, Atlas Towing Services Inc., Bay Area Tow Inc., Campbell Collision Center Inc. DbA Bob's Towing Services, C&M Towing Recovery Inc. DbA C&M Towing, Campbell's Towing Inc., Island Auto Towing, NEL Trucks Inc. DbA Nelsons Towing Service, Pizzagoni Family Inc. DbA Pizzagoni's Towing (\$32,130,000)				
	Contracts - Freeway Service Patrol Towing Services: Various Contractors (\$32,130,000).				

Sponsors:

Indexes:

Code sections:

Attachments: [5a Contract Freeway Service Patrol Biennial Procurement.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Contracts - Freeway Service Patrol Towing Services: Ayub Azam DbA AM/PM Tow, Atlas Towing Services Inc., Bay Area Tow Inc., Campbell Collision Center Inc. DbA Bob's Towing Services, C&M Towing Recovery Inc. DbA C&M Towing, Campbell's Towing Inc., Island Auto Towing, NEL Trucks Inc. DbA Nelsons Towing Service, Pizzagoni Family Inc. DbA Pizzagoni's Towing (\$32,130,000)

Contracts - Freeway Service Patrol Towing Services: Various Contractors (\$32,130,000).

Presenter:

Giovanni DiFabio

Recommended Action:

Committee Approval

Attachments:

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

October 9, 2020

Agenda Item 5a

Contracts – Freeway Service Patrol Towing Services: Ayub Azam DbA AM/PM Tow, Atlas Towing Services Inc., Bay Area Tow Inc., Campbell Collision Center Inc. DbA Bob’s Towing Services, C&M Towing Recovery Inc. DbA C&M Towing, Campbell’s Towing Inc., Island Auto Towing, NEL Trucks Inc. DbA Nelsons Towing Service, Pizzagani Family Inc. DbA Pizzagani’s Towing (\$32,130,000)

Subject: Contracts – Freeway Service Patrol Towing Services: Various Contractors (\$32,130,000).

Background: The Bay Area Freeway Service Patrol (FSP) program is in its 27th year of service. FSP continues to be a vital program in providing congestion relief by quickly clearing incidents during commute hours on the Bay Area’s busiest freeways. MTC SAFE contracts with private tow operators to patrol segments of highways that are referred to as “beats.” In 2018, this Committee approved a moderate expansion of FSP service with use of Senate Bill 1 (SB1) funding. Expanded FSP service was implemented in all nine Bay Area counties in 2018 and in 2020. On June 12, 2020, staff provided this Committee an information item outlining the biennial FSP Request for Qualifications Bid Invitation (RFQBI) that resulted in the contract award recommendations contained herein.

On July 2, 2020, an RFQBI was released to procure towing services on 12 different beats, shown in Attachment A. The RFQBI is a three-step procurement process that: 1) qualifies interested tow providers through experience and inspections; 2) solicits bids from tow providers meeting those requirements; and 3) recommends contract award to the bidder submitting the lowest responsive bid for a particular beat. Fifteen proposers participated in the procurement and fourteen proposers passed step 1. On the closing date of step 2, MTC SAFE received 37 price proposals for the 12 beats available. Proposers with the lowest contract hourly rate are recommended for contract award, subject to the award limitations designed to ensure that bidders are not extended beyond their operational capacity.

MTC SAFE incorporated a Small Business Enterprise (SBE) preference with a five percent bid preference awarded to SBE certified vendors. Five proposers received the SBE preference in this procurement. Three SBE certified proposers submitted price proposals that resulted in five contract award recommendations as depicted in Attachment A. Two SBE certified proposers submitted price proposals that did not result in an award recommendation despite the SBE preference.

The FSP Program is authorized by California Street & Highways Code Sections 2560-2565, and MTC SAFE receives dedicated funds from vehicle registration fees and SB1 for this purpose. There are sufficient funds in existing FSP state grants, MTC SAFE reserves, and future FSP grants to undertake these contracts through FY 2024-25.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into four-year contracts with the tow contractors in the respective amounts listed in Attachment A, totaling \$32,130,000 over four years subject to annual approval of MTC SAFE budgets.

Attachments: Attachment A: FSP Contract Not to Exceed Amounts and FSP Procurement Map



Therese W. McMillan

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contracts

Work Item No.: 6032

Consultants: Ayub Azam DbA AM/PM Tow, Atlas Towing Services Inc., Bay Area Tow Inc., Campbell Collision Center Inc. DbA Bob's Towing Services, C&M Towing Recovery Inc. DbA C&M Towing, Campbell's Towing Inc., Island Auto Towing, NEL Trucks Inc. DbA Nelsons Towing Service, Pizzagoni Family Inc. DbA Pizzagoni's Towing

Work Project Title: Freeway Service Patrol (FSP) Tow Operations

Purpose of Project: Incident Management and Congestion relief utilizing Freeway Service Patrol service during Fiscal Years 2021-22 through 2024-25 on up to 12 tow services beats, as designated in the Request for Qualifications Bid Invitation (RFQBI) dated July 2, 2020.

Brief Scope of Work: Provide tow services during hours of congestion and special events as specified by the FSP Partnership, which includes MTC SAFE, Caltrans, and California Highway Patrol.

Project Cost Not to Exceed: \$32,130,000

Funding Source: State, SAFE

Fiscal Impact: \$ 7,815,000 is subject to approval of FY 2021-22 agency budget
\$ 7,950,000 is subject to approval of FY 2022-23 agency budget
\$ 8,100,000 is subject to approval of FY 2023-24 agency budget
\$ 8,265,000 is subject to approval of FY 2024-25 agency budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract with each of the tow contractors in the respective not to exceed amounts specified in Attachment A for Freeway Service Patrol Towing Services as described herein and in the Operations Committee Summary Sheet dated October 9, 2020 and the Chief Financial Officer is authorized to set aside \$32,130,000 for such contracts in the yearly amounts provided above, with such amounts subject to approval of such fiscal years' budgets.

Operations Committee:

Dave Cortese, Chair

Approved: October 9, 2020

FSP Contract Not to Exceed Amounts and FSP Procurement Map

Beat	Contractor	SBE	Amount	Year 1	Year 2	Year 3	Year 4
1	Ayub Azam DbA AM/PM Tow		\$3,140,000	\$765,000	\$780,000	\$790,000	\$805,000
2	Bay Area Tow Inc.	X	\$3,240,000	\$785,000	\$800,000	\$820,000	\$835,000
4	Atlas Towing Services Inc.	X	\$2,760,000	\$675,000	\$685,000	\$695,000	\$705,000
6	NEL Trucks Inc. DbA Nelsons Towing Service,		\$3,465,000	\$840,000	\$860,000	\$875,000	\$890,000
8	C&M Towing Recovery Inc. DbA C&M Towing		\$2,745,000	\$670,000	\$675,000	\$690,000	\$710,000
12	Bay Area Tow Inc.	X	\$2,140,000	\$520,000	\$530,000	\$540,000	\$550,000
19	Campbell's Towing Inc.		\$3,290,000	\$800,000	\$815,000	\$830,000	\$845,000
21	C&M Towing Recovery Inc. DbA C&M Towing		\$1,385,000	\$335,000	\$340,000	\$350,000	\$360,000
22	Island Auto Towing		\$3,280,000	\$800,000	\$815,000	\$825,000	\$840,000
23	Campbell Collision Center Inc. DbA Bob's Towing Services	X	\$1,365,000	\$330,000	\$335,000	\$345,000	\$355,000
25	Pizzagoni Family Inc. DbA Pizzagoni's Towing		\$2,825,000	\$690,000	\$700,000	\$710,000	\$725,000
32	Campbell Collision Center Inc. DbA Bob's Towing Services	X	\$2,495,000	\$605,000	\$615,000	\$630,000	\$645,000
Totals			\$32,130,000	\$7,815,000	\$7,950,000	\$8,100,000	\$8,265,000





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1366 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/3/2020 **In control:** Operations Committee
On agenda: 10/9/2020 **Final action:**
Title: Clipper®: Next-Generation System Update

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

Sponsors:

Indexes:

Code sections:

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

Date	Ver.	Action By	Action	Result
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Subject:

Clipper®: Next-Generation System Update

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

Presenter:

Carol Kuester

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

October 9, 2020

Agenda Item 6a

Clipper®: Next-Generation System Update

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

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

Clipper continues to be a great success story for Bay Area transit. Clipper today serves riders on 22 transit systems while maintaining a high level of customer satisfaction.

We launched a new and improved Clipper website on July 8, 2020. Working with the Center for Accessible Technology we have improved the accessibility of the website to all users by providing:

- More intuitive site navigation
- A streamlined account management and purchasing experience
- Better access to information about how to get a card, add value and use Clipper
- News stories and features to keep customers up to date

The Clipper system today is delivered through a single vendor contract. Planning for the next-generation Clipper system began a few years ago with the system to be delivered through four distinct contracts. The development of the new system began in earnest with the award of the first contract (Next-Generation System Integrator contract) in September of 2018. Separate procurements for the Customer Service Center and for payment services are currently out for bid with contract awards expected in early 2021. The fourth and final procurement, for Clipper fare media, should be released in early 2021.

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

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

Last month staff provided an informational update on the use of the allotted contingency for the Next-Generation System Integrator contract. Development of the next-generation system is proceeding on schedule and within budget. New card readers will be installed on buses and platform locations starting in mid to late 2021 and the customer transition to the account-based system will occur in 2023.

Customers will soon see improvements starting with the much anticipated mobile app. The Clipper mobile app will completely change how people pay their transit fares in the region, enabling them to use their phones to pay their fares. The app will give people a choice: It will allow customers to manage their accounts while still paying fares with a plastic card, or to create a card that will allow them to use their phone to pay their fares. Customers will be able to convert any kind of plastic card – adult, youth, senior and Regional Transit Connection – to be used on their phone. The app will be in testing by the end of 2020 for a representative group of transit riders and will roll out to the public when testing is complete.

Issues: None identified.

Recommendation: Information

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


Therese W. McMillan



Clipper® Next-Generation System

MTC Operations Committee

October 9, 2020

Clipper Successes

CONTACTLESS
PAYMENT



SEAMLESS TRAVEL
SINCE

2006

OPERATOR COMMITMENT:
BART Clipper-Only
Transition Complete in 2020



CLIPPER START
MEANS-BASED
DISCOUNT
LAUNCHED ON

22

TRANSIT
AGENCIES

4 OPERATORS,
WILL EXPAND TO

21



CUSTOMER
SATISFACTION



New Clipper Website



Next-Generation System will be Even Better



MORE PAYMENT OPTIONS

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



TRANSITION TO FLEXIBLE SYSTEM

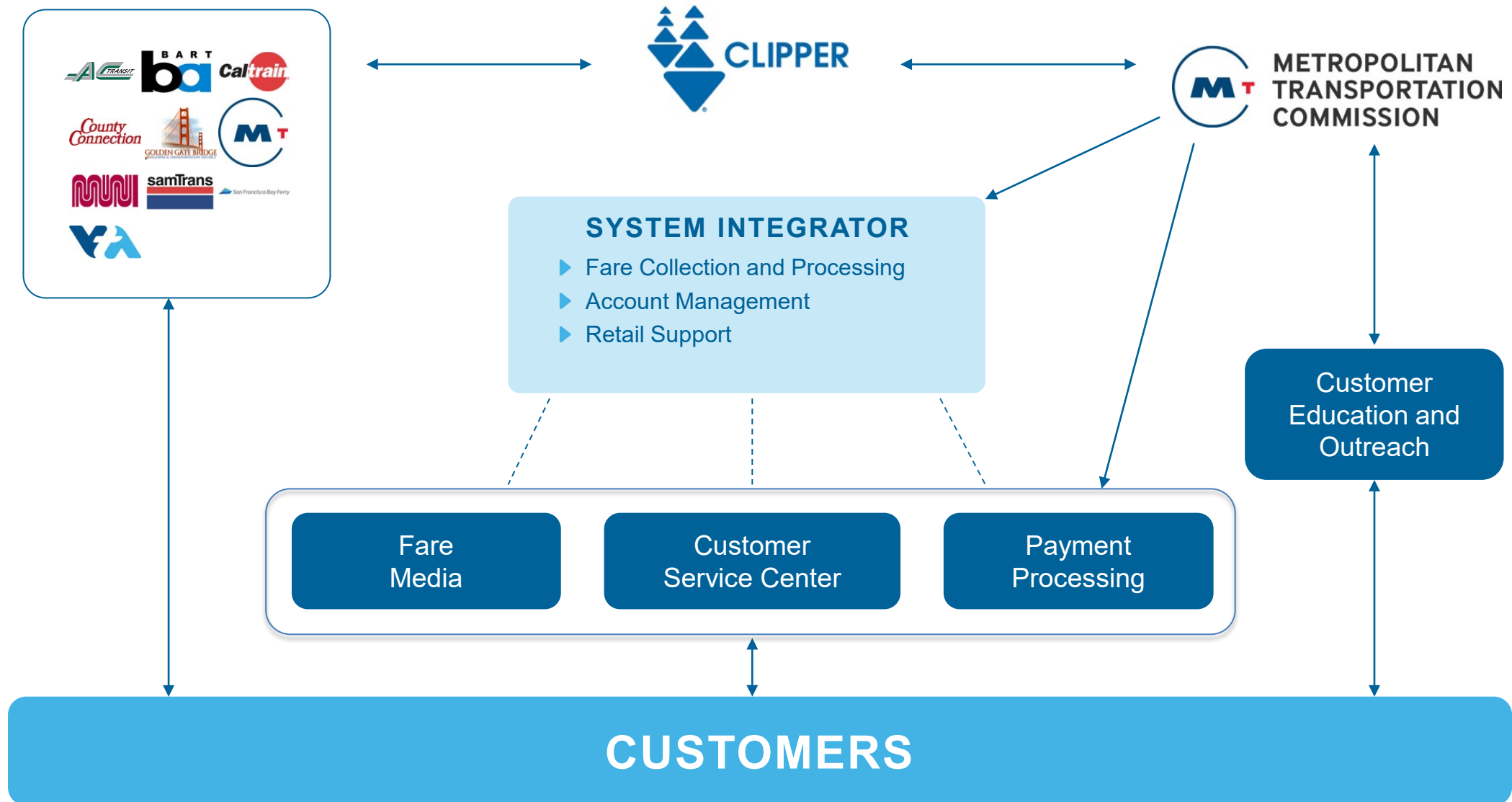
- ▶ Software Upgrades
- ▶ New Equipment
- ▶ Incentives and Programs



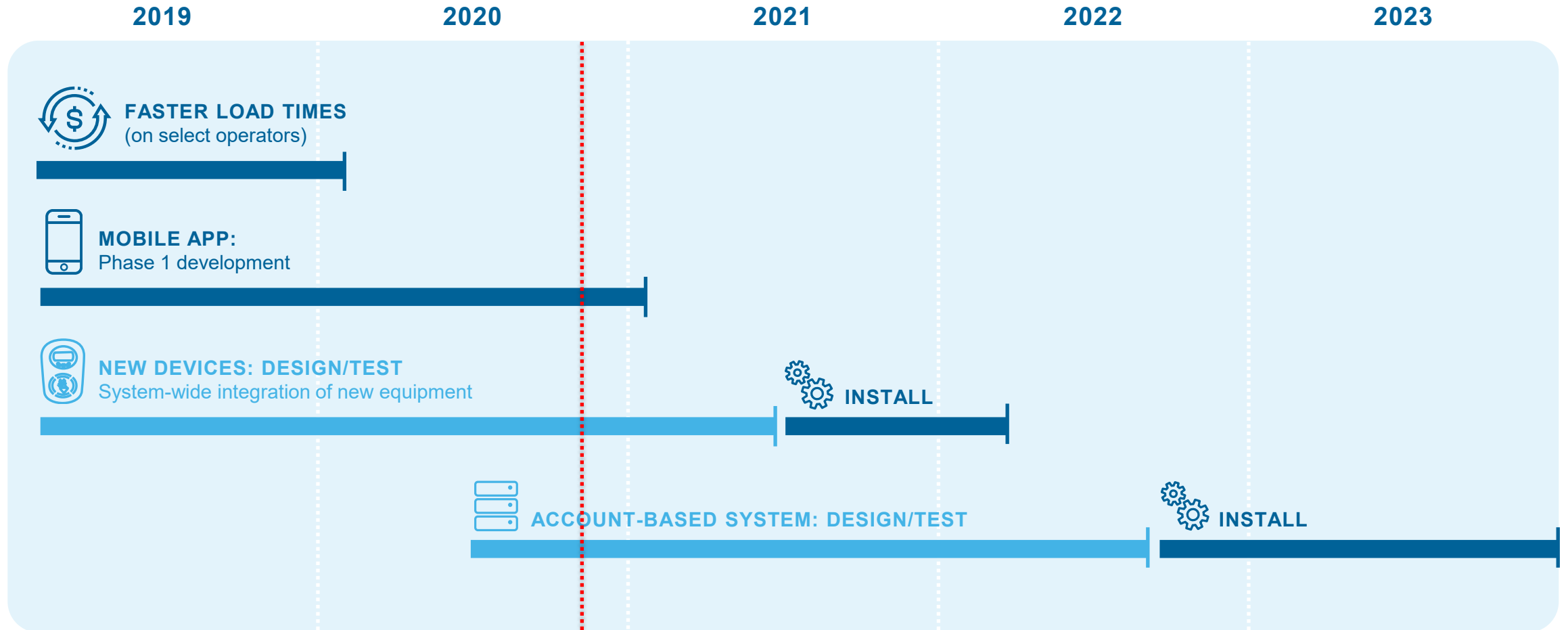
INTEGRATION WITH OTHER SERVICES

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

Clipper is Delivered by Transit Operators & MTC



Schedule



New Technologies



Bus Card
Readers &
Driver Units

~3900



Clipper Rail
Card
Readers

~1500



Rail
Stand-Alone
Card Readers

~827



Customer
Service
Terminal

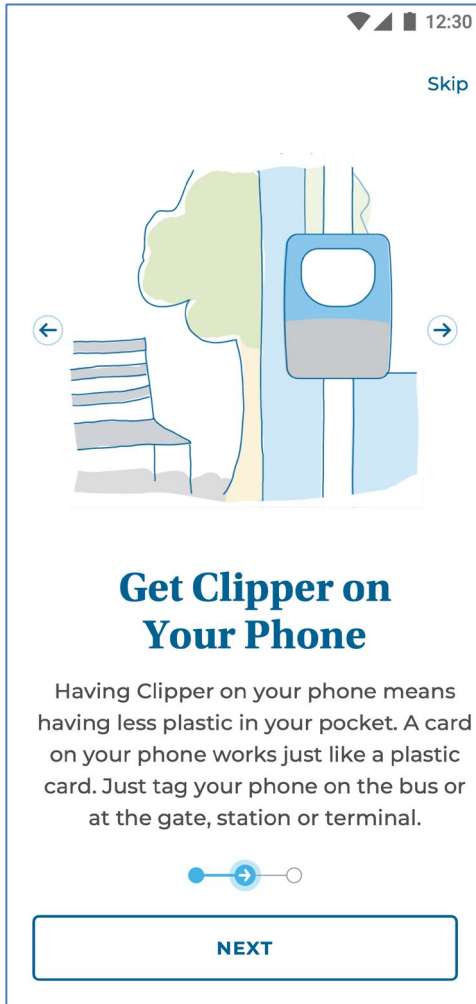
~60



Handheld
Retail &
Inspection

~1000

Clipper Mobile App will Transform Fare Payment



WITH THE CLIPPER MOBILE APP YOU CAN...

- ▶ Manage your Clipper card on your phone
- ▶ Pay your fares on all transit agencies
- ▶ Add Clipper value faster
- ▶ Plan your transit trips

Using the Clipper mobile app will be as convenient as using a credit card – you'll be able to link your credit card to the app.

The app will be in testing by the end of 2020 for a representative group of transit riders. It will roll out to the public when testing is complete.

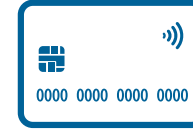
Clipper – Seamless Mobility!



**Clipper Card
(today)**



**Clipper Mobile
(early 2021)**



**Open Payment
(potential future)**

**PRIMARY
CUSTOMERS
SUPPORTED**

- ▶ Regular riders
- ▶ Discount-qualified riders
- ▶ Employers
- ▶ Institutions

- ▶ Tourists
- ▶ Casual riders

**PRODUCTS
AVAILABLE**


- ▶ Stored value
- ▶ Transit agency passes
- ▶ RTC discounts
- ▶ Employer discounts
- ▶ Joint & regional fares

- ▶ Full fare
- ▶ Discount fares not available

Clipper Fall Campaign Messages


MYTH

I need a credit card to use Clipper.



TRUTH

We take cash and debit, too!
Any amount, hundreds of locations.



Ride **WESTCAT** with Clipper

CLIPPER. YOUR ALL-IN-ONE TRANSIT CARD

clippercard.com

MYTH

I can't get a transfer with Clipper.



TRUTH

Transfer discounts are available and automatic.



Ride sometimes or ride every day.
On all Bay Area transit agencies.

CLIPPER. YOUR ALL-IN-ONE TRANSIT CARD | clippercard.com

MYTH

Clipper is only for people who use monthly passes.



TRUTH

Clipper is for anyone who rides transit, anytime.



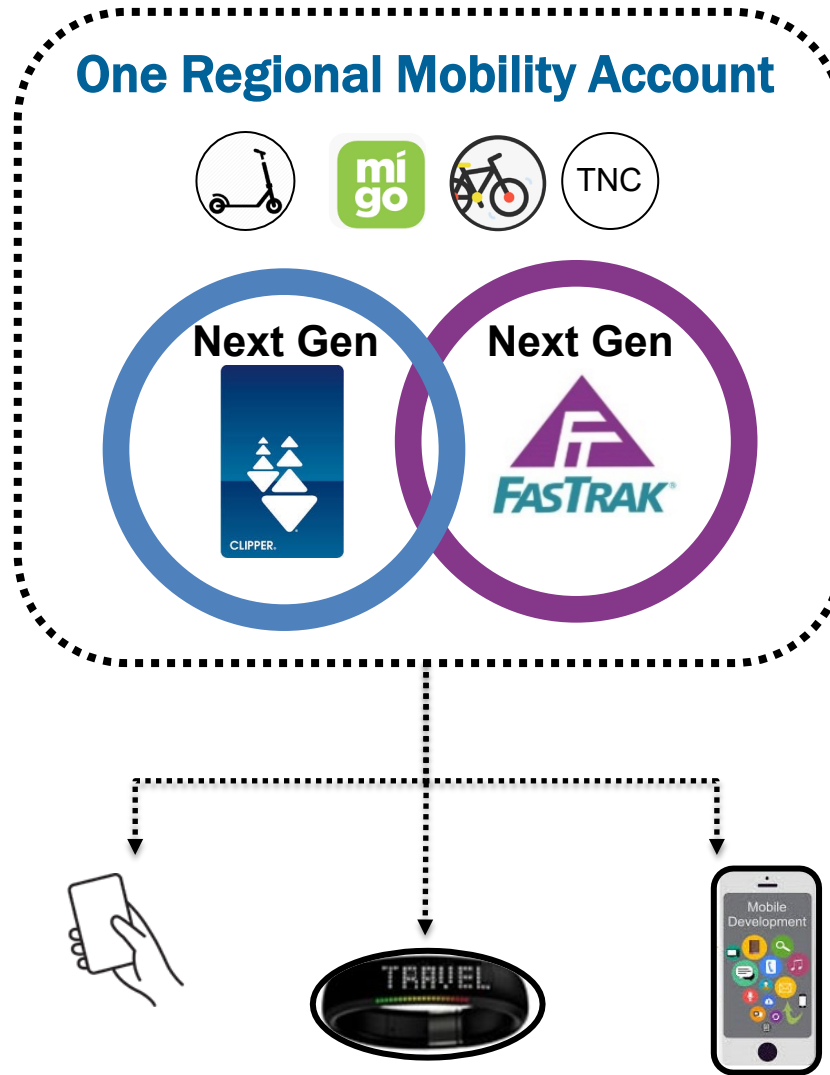
Ride **Petaluma Transit** with Clipper

CLIPPER. YOUR ALL-IN-ONE TRANSIT CARD | clippercard.com

Clipper Fall Campaign On the Street



Future of Mobility?





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

SolTrans
5008



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1367 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/3/2020 **In control:** Operations Committee
On agenda: 10/9/2020 **Final action:**
Title: Clipper® START Update

Update on the Clipper START Means-Based Transit Discount Program.

Sponsors:

Indexes:

Code sections:

Attachments: [6b Update on Clipper START.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Clipper® START Update

Update on the Clipper START Means-Based Transit Discount Program.

Presenter:

Lysa Hale

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

October 9, 2020

Agenda Item 6b

Clipper® START Update

Subject: Update on the Clipper START Means-Based Transit Discount Program.

Background: The Clipper START program is the first of its kind in the region, with the goals of improving transportation affordability and increasing access to opportunity for adult transit passengers who earn a lower income. The program is a 12- to 18-month pilot offering a 20 or 50 percent discount on single-ride fares for eligible adults who earn under 200 percent of the federal poverty level (approximately \$52,000 for a family of four).

Four agencies are participating in the initial launch: the Bay Area Rapid Transit District (BART), offering a 20 percent discount; and the Peninsula Corridor Joint Power Board (PCJPB/Caltrain); Golden Gate Bridge, Highway and Transit District (GGBHTD); and San Francisco Municipal Transit Agency (SFMTA)- each providing a 50 percent discount. MTC is subsidizing half of the 20% discount, with operators covering the remainder. Operators providing more than a 20% discount will pay the difference for their remainder of revenue loss.

The pilot launched on July 15, 2020 and through August 31 had received 803 applications and approved 771 applications. Table 1 shows county of origin for the applicants by percentage. Table 2 shows trips taken by agency.

Table 1: County of Origin, by Percentage

Alameda	16%
Contra Costa	9%
Marin	3%
Napa	<1%
San Francisco	59%
San Mateo	5%
Santa Clara	5%
Solano	1%
Sonoma	2%
Total	100%

Table 2: Clipper START Trips, by Agency

	BART	Caltrain	Golden Gate Transit	Muni	Total
July	92	3	12	10	117
August	290	14	17	119	440
Total	382	17	29	129	557

Pilot Program Expansion


MTC Resolution No. 4320 established the framework for the Regional Means-Based Transit Fare Pilot Program in May 2018. In response to COVID-19, interest by the MTC Blue Ribbon Transit Recovery Task Force, and requests by transit operators, MTC Commission approved MTC Resolution No. 4420, which included approximately \$5 million for the expansion of the pilot beyond the four original participating transit operators.

Seventeen additional operators are interested in joining the pilot program, as listed in Attachment A. Note that all large operators, with the exception of the Santa Clara Valley Transportation Authority (VTA), have indicated interest in joining the regional program. VTA currently offers two VTA-specific means-based discount programs: UPLIFT and the Transit Assistance Program (TAP). While there is conceptual agreement between MTC and operator staff concerning the additional operators joining the pilot program, each operator's program participation is subject to the approval of its governing board. Transit operator launch dates will be staggered depending on board approvals and Title VI analyses.

Issues: None.

Recommendation: Information only.

Attachments: Attachment A: Transit Operators Interested in Joining Clipper® START Pilot FY2020-21 through FY2021-22


Therese W. McMillan

**Transit Operators Interested in Joining Clipper® START Pilot
FY2020-21 through FY2021-22**

Table 1 below lists transit operators *interested* in participating in the Clipper START Pilot. Operators may withdraw from the list; however, no new transit operators may be added. Actual participation in the Clipper START Pilot is contingent on transit operator board approval, compliance with the Regional Means-Based Framework, and consistency with the current FTA Title VI requirements.

**Table 1: Transit Operator Interest with Level of Discount
(as of September 9, 2020)**

20% Discount	50% Discount
Alameda-Contra Costa Transit District (AC Transit)	Marin Transit
County Connection	Sonoma-Marin Area Rail Transit (SMART)
Fairfield and Suisun Transit (FAST)	San Francisco Bay Area Water Emergency Transportation Authority (San Francisco Ferry)
Livermore-Amador Valley Transit Authority (LAVTA)	
Napa VINE	
Petaluma Transit	
San Mateo County Transit District (SamTrans)	
Santa Rosa CityBus	
Solano County Transit (SolTrans)	
Sonoma County Transit	
Eastern Contra Costa Transit Authority (Tri Delta Transit)	
Union City Transit	
Vacaville – City Coach	
Western Contra Costa Transportation Authority (WestCAT)	
Subtotal: 14	Subtotal: 3
Total: 17	



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-1397 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 9/14/2020 **In control:** Operations Committee
On agenda: 10/9/2020 **Final action:**
Title: Bay Area Express Lanes Strategic Plan - Approaches to Minimize Greenhouse Gas Emissions While Completing the Regional Express Lanes Network

Update on the Bay Area Express Lanes Strategic Plan and presentation of approaches to minimize Express Lane Network Project increases in greenhouse gas emissions or vehicle miles traveled to be described in a forthcoming white paper. Discussion of trade-offs between express lane projects that convert existing travel lanes compared to those that construct new capacity to fill gaps and complete the network. Report on recommendations for the Strategic Plan.

Sponsors:

Indexes:

Code sections:

Attachments: [6c Update on Exp Lane Strategic Plan-GHG white paper.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Bay Area Express Lanes Strategic Plan - Approaches to Minimize Greenhouse Gas Emissions While Completing the Regional Express Lanes Network

Update on the Bay Area Express Lanes Strategic Plan and presentation of approaches to minimize Express Lane Network Project increases in greenhouse gas emissions or vehicle miles traveled to be described in a forthcoming white paper. Discussion of trade-offs between express lane projects that convert existing travel lanes compared to those that construct new capacity to fill gaps and complete the network. Report on recommendations for the Strategic Plan.

Presenter:

Jim Macrae

Recommended Action:

Information

Attachments:

Metropolitan Transportation Commission Operations Committee

October 9, 2020

Agenda Item 6c

Bay Area Express Lanes Strategic Plan – Approaches to Minimize Greenhouse Gas Emissions While Completing the Regional Express Lanes Network

Subject: Update on the Bay Area Express Lanes Strategic Plan and presentation of approaches to minimize Express Lane Network Project increases in greenhouse gas emissions or vehicle miles traveled to be described in a forthcoming white paper. Discussion of trade-offs between express lane projects that convert existing travel lanes compared to those that construct new capacity to fill gaps and complete the network. Report on recommendations for the Strategic Plan.

Background: A working group of Bay Area Express Lane providers and Caltrans regularly meets to work on the Bay Area Express Lanes Strategic Plan (Strategic Plan). In December 2020, staff presented to this Committee a two-track effort to advance the express lane network. Using agreed upon program goals, Track 1 identified recommendations for the California Transportation Commission's 2020 Senate Bill 1 (SB1) project endorsements. Initial programming of the Regional Measure 3 Express Lanes Program was also presented to the Programming and Allocations Committee in May as MTC Resolution No. 4411, Revised.

Track 2 was to originally develop a 10-year strategy for implementing express lane projects. Due to timing related to Plan Bay Area 2050, staff pivoted to more directly align with Plan Bay Area 2050 development. Track 2 encompasses:

1. An express lane network that reflects key policies and goals of the Plan Bay Area 2050 over 30 years. Staff presented the recommended Regional Express Lane Network to the Operations Committee in June; and
2. A Strategic Plan that sets forth agreed upon goals, policies, and strategies to guide implementation of the network.

The Strategic Plan involves additional research on several topics that have emerged as important focus areas in Plan Bay Area 2050 and through staff presentations to MTC. These include greenhouse gas emissions/vehicle miles traveled reduction, express bus, financing strategies, strategic funding principles and cost effectiveness, consistent tolling policies, and relation to a future all-lane tolling study. Staff has substantially completed the first white paper, which describes approaches to minimize and address increases to greenhouse gas/vehicle miles traveled and will present a summary and recommendations to this committee.

1. Greenhouse Gas and Vehicles Miles Traveled in the Bay Area

The Bay Area Express Lanes Network is a transportation infrastructure project that seeks to improve the efficiency of the regional highway network while also helping to achieve regional greenhouse gas target of 19% per capita reduction from 2005 levels by 2035. Today, the region has 210 express lane miles in operation or under construction (see Attachment A). To complete the network and provide seamless travel for express buses and carpools, it will be necessary to connect existing segments and close gaps.

The consideration of greenhouse gas reduction and completing the network together presents trade-offs between lane conversion and new-lane express lane projects. Projects that add capacity will likely be subject to recently revised guidelines for the California Environmental Quality Act (CEQA) in accordance with Senate Bill 743

(SB 743). SB 743 does not explicitly require analysis of greenhouse gas emissions. However, the guidelines require that vehicle miles traveled be used to analyze transportation impacts as a means to meet the state's greenhouse gas reduction goals. Projects that add capacity are likely to increase vehicle miles traveled, requiring mitigation, while projects that convert existing lanes are not.

The current plan for the express lane network is unlikely to be able to be completed with conversion projects alone. Practically, some gaps in the network may only be able to be filled by increasing capacity. At the same time, it is imperative to close gaps and provide a connected network since the connected network is critical to make transit and carpooling fast and reliable.

The diversity of express lane projects and the heterogeneous characteristics of the Bay Area mean that different types of projects have different considerations when it comes to greenhouse gas and vehicle miles traveled impacts. It is important to acknowledge that these considerations are general, and that specific project-level analysis is required to determine whether recommendations are appropriate.

2. Different Project Types have Different Greenhouse Gas/Vehicle Miles Traveled Reduction Strategies

Determining whether to close gaps by converting an existing lane or building a new lane has potential wide-ranging effects on greenhouse gas emissions.

- **Lane conversion:** Converting a high-occupancy vehicle (HOV) lane or a general purpose lane to an express lane is unlikely to increase vehicle miles traveled. However, without improving transit, carpooling, and transportation demand management (TDM), general purpose lane conversion in particular may lead to short-term increases in congestion, possibly affecting greenhouse gas emissions.
- **New construction:** Building new capacity introduces challenges with increases in vehicle miles traveled that may need to be mitigated. While in the short-term, congestion may be expected to ease, within a few years, highways with new capacity can be expected to return to a congested state due to induced demand, resulting in possible increased greenhouse gas emissions. As with lane conversion, congestion and/or VMT reduction with new construction likely requires improving transit, carpooling, and transportation demand management (TDM).

3. Operational, Political and Financial Implications

While lane conversions can be expected to have the best long-term outcomes for greenhouse gas/vehicle miles traveled reduction, they have several challenges to implementation. Similarly, new construction presents challenges of its own.

- **Lane conversion:** Challenges with conversion arise primarily when considering converting general purpose lanes. Conversion of general purpose lanes to express lanes has no significant historical precedent in the United States, but conversion of general purpose lanes to HOV lanes has been unpopular historically due to short-term increases to congestion in general purpose lanes. These may be overcome by investment in transit and promoting other TDM strategies, however investments will likely need to be rigorous to be effective, increasing costs. Conversion of general purpose lanes to express lanes also faces barriers in current state and federal statutes.

- **New construction:** Under SB743, capacity increases require mitigation for increases in vehicle miles traveled. In addition to the expense of mitigation, the fact that this statutory requirement is relatively new means that there are few established options to for mitigation. Emerging concepts of vehicle miles traveled exchanges and banks may help in this regard eventually.

Issues:

It is unlikely that the network can be completed solely through lane conversion. While mitigations for increases in vehicle miles traveled must occur at the project level under CEQA, it is important to consider the network as a regional system and try to identify potential regional approaches to minimize increases in greenhouse gas emissions. Staff recommends MTC consider the following steps to advance greenhouse gas reduction goals while fostering regional cooperation and supporting completion of the Express Lanes Network:

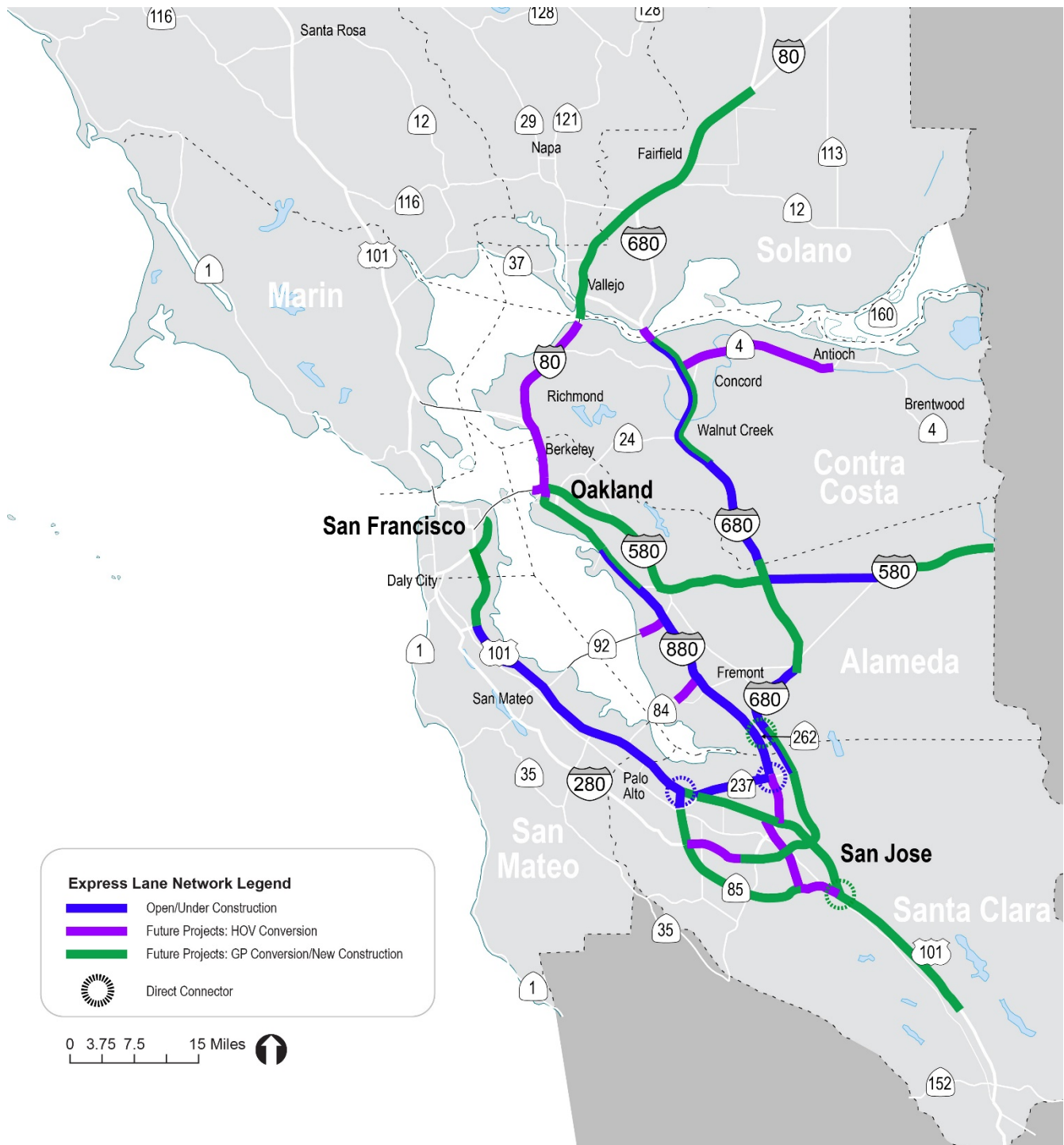
- **Participate with partners in regional mitigation solutions:** MTC and express lanes partners should closely track and contribute to the SB 743 implementation process and to the development of mitigation tools such as vehicle miles traveled exchanges and banks. MTC may have a role in the promotion or development of a regional vehicle miles traveled bank or exchange to help enable off-site mitigations. It should be noted that such an effort would be a considerable undertaking;
- **Advocate for legislation:** MTC and express lane partners should advocate for clear laws and policies that allow testing pilots or implementation of general purpose lane conversion; and
- **Consider encouraging lane conversion projects through funding principles:** MTC may want to incentivize lane conversion projects through strategic funding principles. Staff will explore this further with the Committee in a future presentation on strategic funding principles.

MTC is currently awaiting feedback from express lanes partners on the final draft of the white paper. Changes may need to be implemented in consideration of this feedback. On completion of editing, the paper will be made available for review.

Attachments: Attachment A: Bay Area Express Lanes Network Map by Project Type
Attachment B: Presentation: Bay Area Express Lanes White Paper – Minimizing and Addressing Increases in Greenhouse Gas Emissions/Vehicle Miles Traveled


Therese W. McMillan

Bay Area Express Lanes Network Map by Project Type



Operations Committee Presentation: Bay Area Express Lanes White Paper Minimizing and Addressing Increases in Greenhouse Gas Emissions / Vehicle Miles Traveled

October 9, 2020



METROPOLITAN TRANSPORTATION COMMISSION

Background:

Simultaneous Efforts, in Concert with Partners

Summer 19

Fall 19

Winter 19

Spring 20

Summer 20

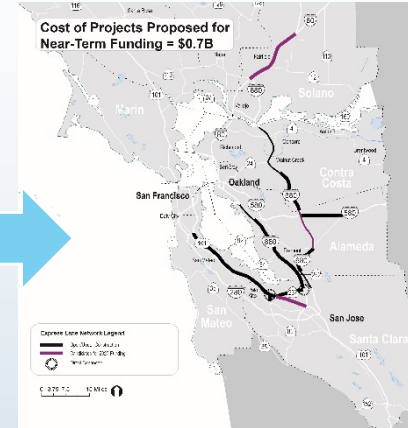
Track 1: Near-Term Funding



Identify express lane candidates for 2020 SB1 Cycle 2 Congested Corridors & Trade Corridors Programs

MTC adopts RM3 and SB1 programs

Sponsors submit applications to CTC



Track 2: Plan Bay Area 2050



Develop 10-year plan express lanes implementation plan

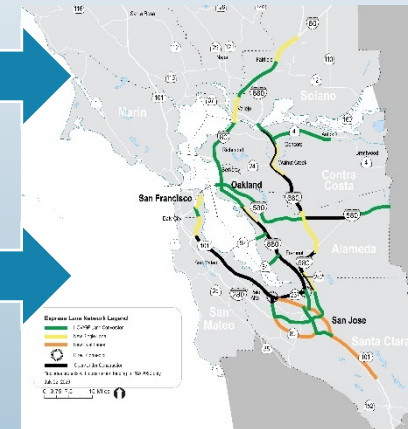
Transition to 15/30-year implementation

Finalize network, commitment letter

Consider emerging Plan Bay Area 2050 policy issues

- Reduce congestion
- Incentivize HOV
- Timeliness
- Cost Effectiveness

- Equity
- GHG/VMT Reduction
- Express Bus



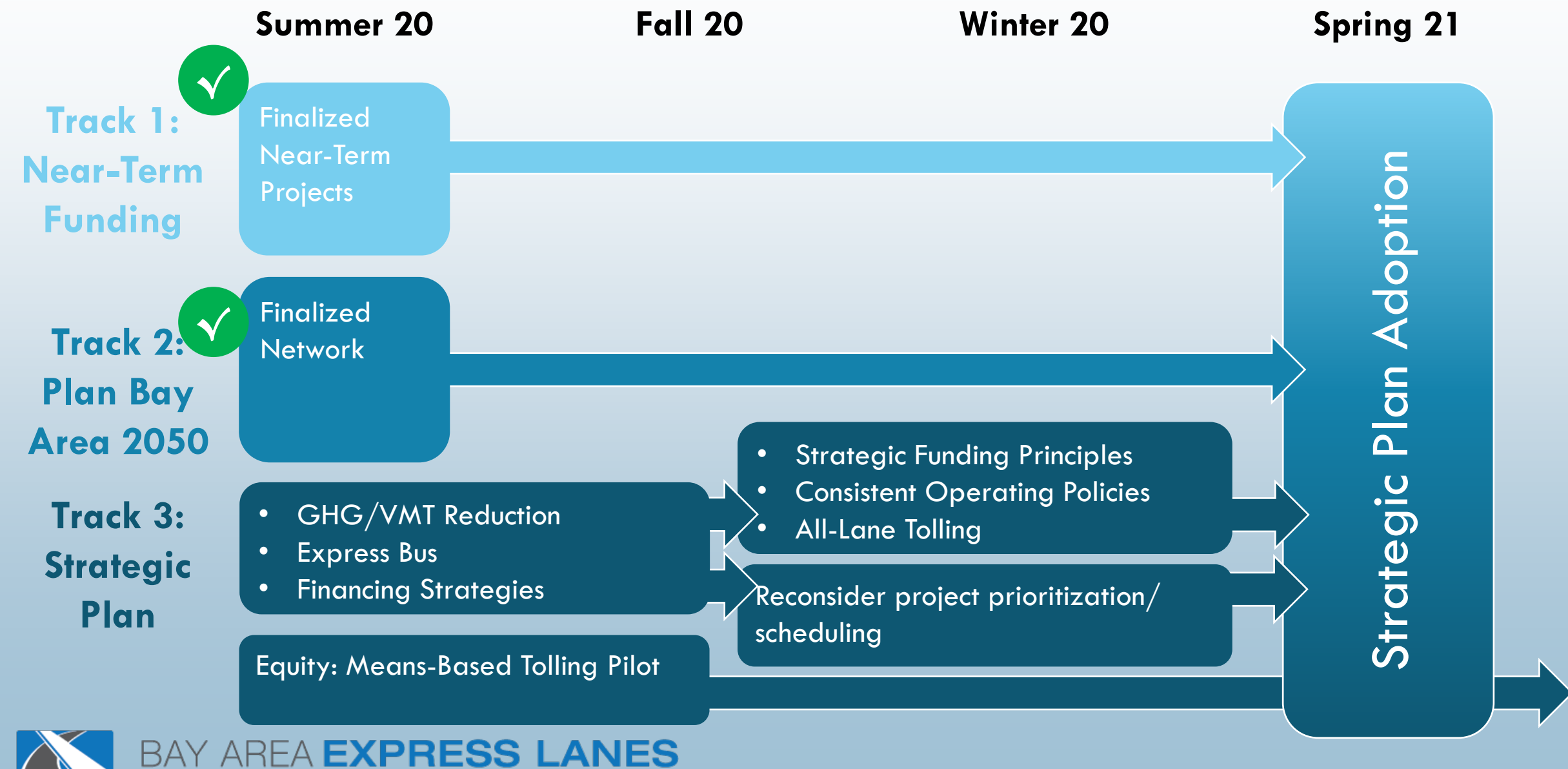
Track 3: Strategic Plan

White Papers

Equity: Means-Based Tolling Pilot

Background:

Simultaneous Efforts, in Concert with Partners



Greenhouse Gas/Vehicle Miles Traveled Paper

Question

How do we ensure project flexibility to fill in network gaps while meeting greenhouse gas reduction goals?

Goal

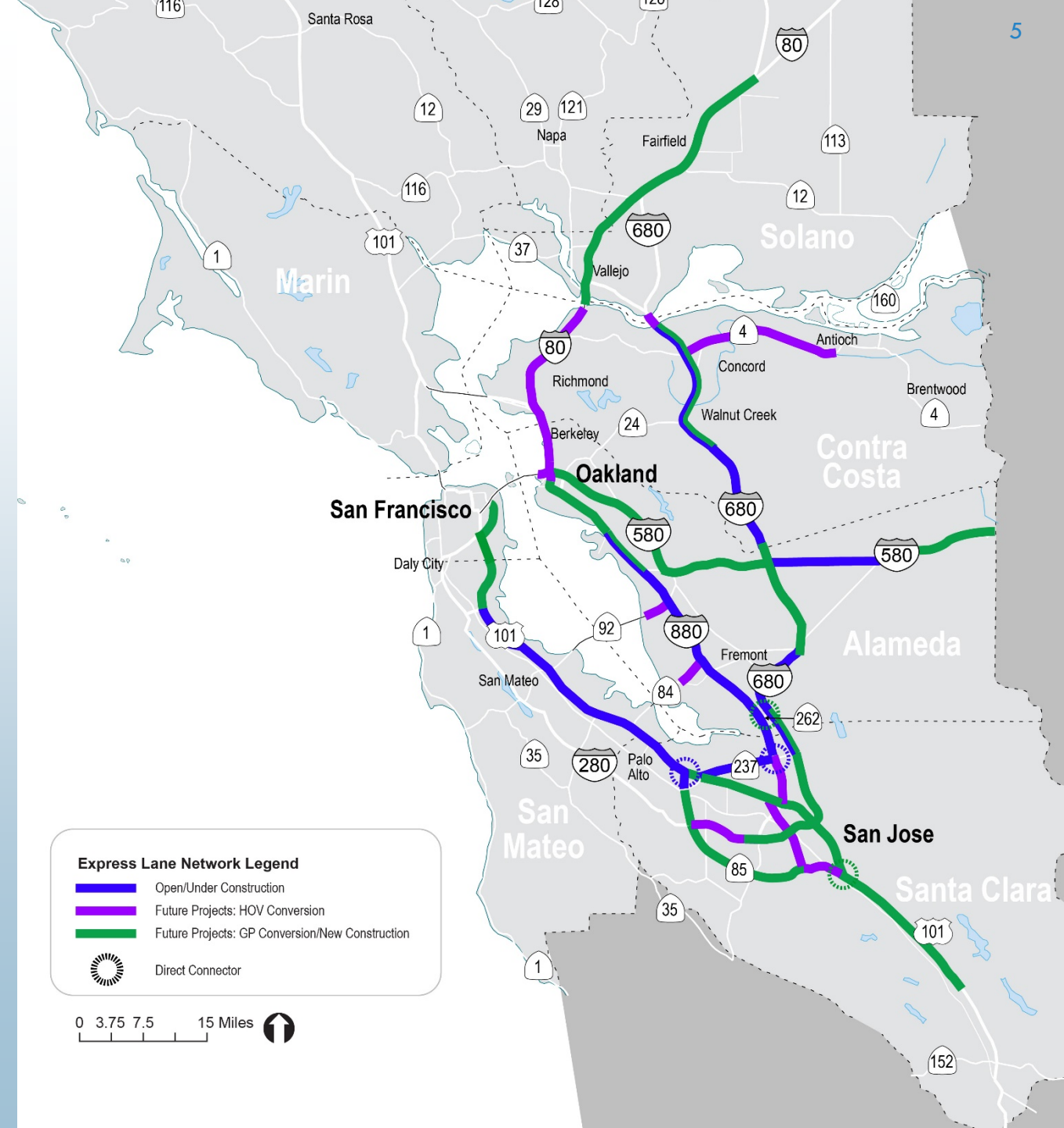
- Identify approaches that reduce greenhouse gas/vehicle miles traveled
- Recommend steps MTC and partner agencies can take to reduce greenhouse gas/vehicle miles traveled while completing the network

Organization

- HOV/General Purpose Lane Conversion
- New Lane Construction

Gap Closure

- Projects shown in green embody trade offs because they either:
 - Increase capacity (require vehicle miles traveled mitigation); or
 - Convert general purpose lanes
- Tradeoffs between these project types are complex



Tradeoffs Between Project Types

		Benefits	Challenges
Lane Conversion	New Lane Construction	<ul style="list-style-type: none">• Smaller increase to vehicle miles traveled• Uses existing capacity• Incentivizes HOV/transit• Faster and cheaper construction	<ul style="list-style-type: none">• Legislative ambiguity• Not feasible for every project• Success could depend on driver adoption of congestion mitigation strategies (transit, carpool and other transportation demand management)
		<ul style="list-style-type: none">• Short-term congestion relief• May be needed to close gaps• Dual lanes may improve operations for cars and transit	<ul style="list-style-type: none">• Vehicle miles traveled impact analysis and mitigation (SB 743)• Long-term increases to congestion, greenhouse gas, and vehicle miles traveled

GHG/VMT Reduction Recommendations

1. Participate with Partners in Regional Mitigation Solutions

SB 743 has just gone into effect. In the near-term, closely track results of vehicle miles traveled impact analysis for upcoming projects, participate in mitigation strategies, and add to the vehicle miles traveled toolbox.

Contra Costa

Innovate 680

- Offsets capacity increase with bus efficiency, transportation demand management, etc.
- Vehicle Miles Traveled Mitigation Tool

CalTrans Sustainable Communities – Technical Grant: Development of Vehicle Miles Traveled Mitigation Program

Alameda

Adapting SANDAG Vehicle Miles Traveled Reduction Calculator

VTA & CCAG

Vehicle Miles Traveled Mitigation Tool

Regional Advance Mitigation Planning Program pilot (MTC + SCC)

Regional Conservation Investment Strategies (MTC)

- East Bay
- Santa Clara

SCAG

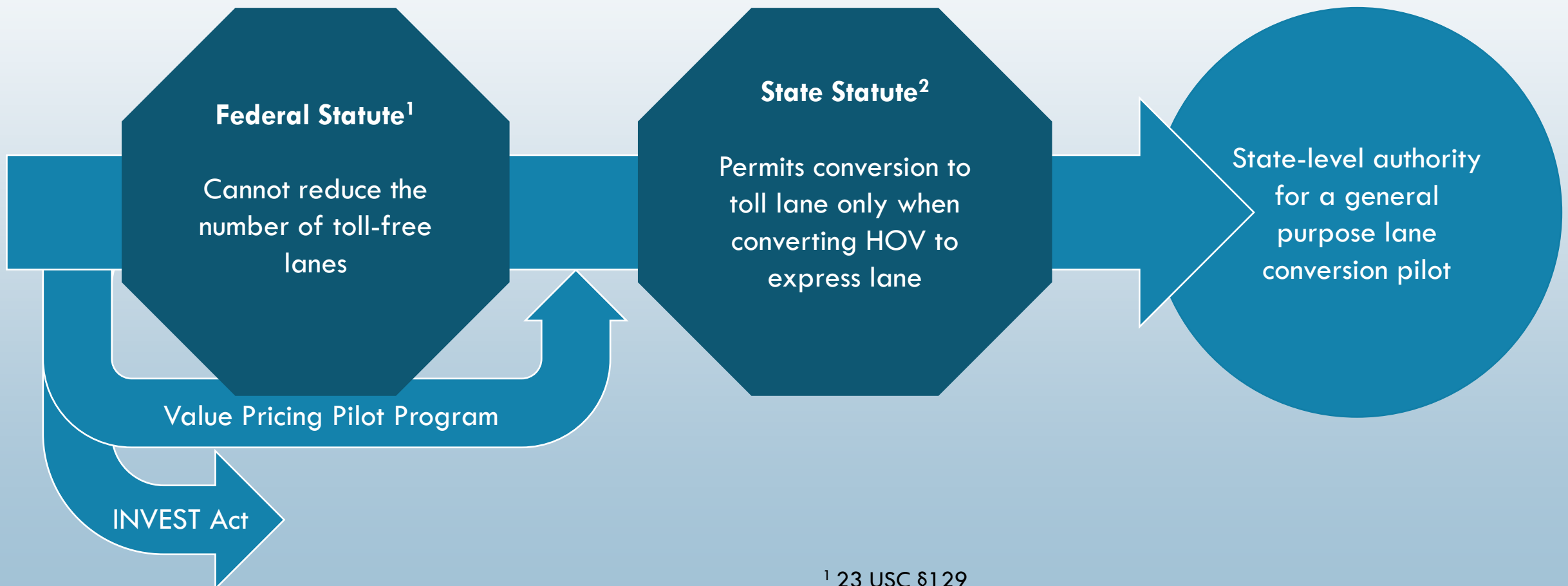
Caltrans

SB 743 Guidelines



GHG/VMT Reduction Recommendations

2. Advocate for legislation: MTC should advocate for clear opportunities to test or implement general purpose lane conversion



¹ 23 USC §129

² Streets & Highway Code §143(q), §149.7(m); Government Code §64112(b)

GHG/VMT Reduction Recommendations

3. Consider encouraging lane conversion projects through funding principles:

- Environmental impact analysis will likely have varied results for general purpose lane conversions. To avoid analysis becoming a checkmark toward new lane construction, MTC may want to further encourage general purpose lane conversion through funding principles
- Recommendations on Funding Principles under development

