

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

**1:15 p.m., Thursday, February 20, 2020**  
**San Mateo County Transit District Office<sup>1</sup>**  
**1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium**  
**San Carlos, California**

### TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |               |              |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting (February 2020) <ul style="list-style-type: none"><li>- Approved – MOU w/ SMCTA for PA/ED Phase of the US 101/SR 92 Interchange near term improvements</li><li>- Approved – Coop Agreement w/ Caltrans and SMCTA for PAED PA/ED Phase of the US 101/SR 92 Interchange near term improvements</li><li>- Approved – Appointment of Tom Francis and Kristen Jensen to the RMCP Committee.</li><li>- Approved – FY 2020-21 TFCA Expenditure Plan.</li><li>- Approved – Amend 3 to the Agreement w/ Iteris for the Smart Corridor ITS Network Monitoring/Maintenance for a 2-Yr extension and additional \$140,272 for a total of \$287,016.</li><li>- Approved – Appointment of Jessica Alba to the CMEQ Committee.</li><li>- Approved – the Carpool 2020 Incentives Program for up to \$700,000</li><li>- Approved – Approach to a fiscally constrained list of projects to be submitted to MTC for the updated Plan Bay Area 2050.</li><li>- Nominated – Marie Chuang (Hillsborough) for Chair, Davina Hurt (Vice-Chair)</li></ul> | Hoang         | No materials |
| 3. Approval of the minutes from January 16, 2020.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Hoang         | Page 1-2     |
| 4. Review and recommend approval of a subscription to StreetLight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share. (Action)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Hiatt         | Page 3-11    |
| 5. Approval of the Data Request Form to track the performance measures developed in the San Mateo Countywide Transportation Plan 2040 (Action)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Wever         | Page 12-28   |
| 6. Review and recommend the reallocation of Measure M accumulated interest and unspent administration funds (Action)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Wever         | Page 29-32   |
| 7. Review and approve the revised fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050 (Action)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Lacap         | Page 33-40   |
| 8. Regional Project and Funding Information (Information)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Lacap         | Page 41-50   |
| 9. Executive Director Report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Wong          | No materials |
| 10. Member Reports                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | All           |              |

<sup>1</sup> For public transit access use SamTrans Bus lines 260, 295, 390, 391, KX or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue. Driving directions: From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

*If you have any questions about this agenda, please contact C/CAG staff: John Hoang (650) 363-4105*

| <b>2020 TAC Roster and Attendance</b> |                          |                                 |            |
|---------------------------------------|--------------------------|---------------------------------|------------|
| <b>No.</b>                            | <b>Member</b>            | <b>Agency</b>                   | <b>Jan</b> |
| 1                                     | Jim Porter (Co-Chair)    | San Mateo County Engineering    | x          |
| 2                                     | Joseph Hurley (Co-Chair) | SMCTA / PCJPB / Caltrain        | x          |
| 3                                     | Robert Ovadia            | Atherton Engineering            | x          |
| 4                                     | Afshin Oskoui            | Belmont Engineering             | x          |
| 5                                     | Randy Breault            | Brisbane Engineering            | x          |
| 6                                     | Syed Murtuza             | Burlingame Engineering          | x          |
| 7                                     | Sandy Wong               | C/CAG                           | x          |
| 8                                     | Brad Donohue             | Colma Engineering               | x          |
| 9                                     | Richard Chiu             | Daly City Engineering           | x          |
| 10                                    | Tatum Mothershead        | Daly City Planning              | x          |
| 11                                    | Norm Dorais              | Foster City Engineering         | x          |
| 12                                    | Paul Willis              | Hillsborough Engineering        | x          |
| 13                                    | Maz Bozorginia           | Half Moon Bay Engineering       | x          |
| 14                                    | Nikki Nagaya             | Menlo Park Engineering          |            |
| 15                                    | Khee Lim                 | Millbrae Engineering            |            |
| 16                                    | Sam Bautista             | Pacifica Engineering            |            |
| 17                                    | Jessica Manzi            | Redwood City Engineering        | x          |
| 18                                    | Jimmy Tan                | San Bruno Engineering           | x          |
| 19                                    | Steven Machida           | San Carlos Engineering          | x          |
| 20                                    | Brad Underwood           | San Mateo Engineering           |            |
| 21                                    | Eunejune Kim             | South San Francisco Engineering | x          |
| 22                                    | Billy Gross              | South San Francisco Planning    | x          |
| 23                                    | Sean Rose                | Woodside Engineering            | x          |
| 24                                    | James Choe               | MTC                             | x          |

**CONGESTION MANAGEMENT PROGRAM (CMP)  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**January 16, 2020  
MINUTES**

The two hundred fifty-eighth (258th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2<sup>nd</sup> Floor Auditorium, San Carlos, CA. Co-Chair Hurley called the meeting to order on Thursday, January 16, 2020 at 1:15 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Kim Comstock – Commute.org; Marissa Fuhrer, Chris Knochel – Scoop; Tommy Hunt – Waze Carpool; Sal Akhter – Streetlight; Van Ocampo, John Hoang, Mikaela Hiatt, Kim Wever, Jeff Lacap - C/CAG; and other attendees not noted.

**1. Public comment on items not on the agenda.**

None.

**2. Issues from the last C/CAG Board meeting.**

None. Co-Chair Hurley added that the Shuttle Program Call for Project deadline to submit an application is February 21, 2020.

**3. Approval of the Minutes from November 21, 2019.**

Member Breault moved; Member Gross seconded. Item approved.

**4. Review and recommend approval of the Carpool 2020 Program in San Mateo County**

Mikaela Hiatt presented on the proposed Carpool 2020 program including the three different elements: 1) Employer Incentives (Scoop/Commuter.org), 2) Driver Incentives (Waze Carpool); and 3) Rewards Based Incentives (Commute.org). Comments and recommendations are summarized below:

- Consider excluding employers that already are required to have a TDM plan.
- Consider an employment cap.
- Reach out and work with business districts.
- Consider smaller employers such as 50-300 employees. These employers typically lack the resources to undertake implementing carpools. (Kim Comstock from Commute.org responded that there are other programs offered to Commute.org available through Commute.org)
- Would it be possible to differentiate whether a vehicle is EV or not?
- Provide TAC and update as project progresses.

Item was moved and seconded. Item passed.

**5. Review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report**

Kim Wever presented the Measure M FY 2018/19 annual report summarizing revenue and expenditures for the fiscal year as well as total to date for Administration, Local Streets and Roads, Senior Mobility, Intelligent Transportation System (ITS)/Smart Corridor, Safe Routes to School, and Stormwater/Municipal Regional Permit categories.

Item was moved and seconded. Item passed.

**6. Review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County**

Kim Wever presented the proposed FY 2020/21 TFCA Expenditure Plan which includes allocations of: \$600,000 to Commute.org for the Voluntary Trip Reduction Program, \$300,000 for SamTrans BART Shuttles, and \$435,000 for Carpool Incentives Programs/Innovative Projects. In response to Member Breault's questions, the SamTrans BART shuttle allocation doubled from last year's \$150,000 due to the project meeting Cost/Effectiveness measures allowing a higher fund allocation . Member Murtuza moved, Member Gross seconded.

**7. Review and recommend approval of a subscription to Streetlight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share**

Mikaela Hiatt presented on the proposed subscription for Streetlight data including cost and cost-share for member agencies. A summary of questions and comments include the following:

- Would C/CAG be committing to a full 3-year contract?
- Is C/CAG receiving a fair price?
- How does Streetlight gather its data?
- Concerned that the RFP was released over the holidays and process for drafting RFP.
- Questioned whether Streetlight can adjust its intellectual property clause in the contract.

The TAC recommended that C/CAG follow up with answers to the above questions and also e-mail the TAC a copy of the RFP. (The Q&A and RFP was sent to the TAC on January 24, 2020.) The TAC asked for the item to be brought back at the next TAC meeting.

**8. Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report**

Jeff Lacap presented the final draft 2019 CMP and monitoring report indicating revisions made based on comments previously received by the committees. Member Oskoui moved, Member Murtuza seconded.

**9. Review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RP/SCS) also known as Plan Bay Area 2050**

Jeff Lacap presented the project referenced list to be submitted to MTC. Member Breault asked whether the process considered environmental, cost, and project duration. It was confirmed that the Foster City's hovercraft project was moved to the regional project list. Member Bozorginia moved, Member Ovadia seconded.

**10. Regional Project and Funding Information**

Jeff Lacap presented on the items, as shown I the staff report include FHWA policy for inactive projects, PMP certification, and MTC/CTC Caltrans Federal Aid announcements.

**11. Executive Director Report**

None.

**12. Member Reports**

Co-Chair Hurley provided an update on the US 101 Express Lane and also mentioned that the TA Strategic Plan has been adopted.

Meeting adjourned at 3:26 p.m.

## C/CAG AGENDA REPORT

Date: February 20, 2020

To: City/County Association of Governments of San Mateo County Technical Advisory Committee

From: Mikaela Hiatt, Transportation Programs Specialist

Subject: Review and recommend approval of a subscription to StreetLight Data and Services for one year in the amount of \$275,000 and C/CAG member agency cost-share.

(For further information, contact Mikaela Hiatt at 650-599-1453.)

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### RECOMMENDATION

That the C/CAG TAC review and recommend approval of a subscription to StreetLight Data and Services for one year in the amount of \$275,000 and C/CAG member agency cost-share.

### FISCAL IMPACT

\$275,000 First Year Subscription Cost

- \$50,000 C/CAG
- \$50,000 SMCTA
- \$175,000 from Member Agencies

For more information, please see Attachment 3.

### SOURCE OF FUNDS

- SMCTA Measure A Funds
- C/CAG Measure M (\$10 Vehicle Registration Fee)
- Member Agency Funds

### BACKGROUND

At the October 17, 2019 TAC Meeting, staff presented the availability of geospatial data (big data) and analysis tools that can provide cities more capabilities and abilities to evaluate and analyze traffic patterns and transportation projects. The TAC discussed potential interest of a number of cities in the procurement of geospatial data (e.g. StreetLight Data) and the possibility of a joint subscription. The committee recommended C/CAG procure the data by going through the Request for Proposal (RFP) process. Additionally, the TAC requested C/CAG survey cities' interest in a cost sharing model.

C/CAG released an RFP for the procurement of Location-Based Big Data and Services for the

purpose of developing a deeper understanding of the travel patterns of those moving in and around San Mateo County. The RFP was released on December 13, 2019 and closed January 3, 2020 at 4:00 PM. C/CAG received one proposal from StreetLight Data by the closing deadline. One other company did inquire about the RFP but did not submit a proposal. After evaluating the StreetLight Data proposal, it was concluded that StreetLight meets the necessary requirements as stated by C/CAG in the RFP. Attachment 1 provides a summary of the proposal submitted by StreetLight Data.

At the January 16, 2020 TAC Meeting, C/CAG staff presented the proposal submitted by StreetLight Data and the cost sharing model that would support the StreetLight subscription. The TAC raised a series of questions regarding the RFP process, the StreetLight contract, and other available proposers. The committee requested staff to provide responses to the questions raised in the January 16<sup>th</sup> TAC Meeting as well as any additional questions or comments to be submitted to C/CAG staff by January 29, 2020 and return to the next TAC meeting in February for further discussion. Attachment 2 provides the Questions and Answers for the TAC regarding StreetLight Data.

**Cost and Cost Sharing**

C/CAG, along with the SMCTA, is interested in participating in the procurement of StreetLight Location-Based Data and Services for the entire region of San Mateo County, including the 20 cities and unincorporated County. It is proposed that C/CAG and SMCTA provide matching funds of \$100,000 (\$50,000 from each agency) towards the subscription cost of StreetLight, with the balance of the cost be divided between participating jurisdictions interested in utilizing such data and services. It is proposed that each participating jurisdictions’ monetary contribution or cost be based on population and be further tiered by large, medium, and small cities.

The cost quoted to C/CAG, as negotiated, is \$275,000 for the entire region within San Mateo County boundaries for the first year with the option to renew in the second and third year for \$363,000 each year thereafter. With a combined contribution of \$100,000 from C/CAG and the SMCTA for the subscription, participating jurisdiction will be responsible for the remaining \$175,000 for the first year. The subscription would also include the subsequent data and services outlined in the StreetLight Technical Proposal.

As indicated above, the cost for each participating jurisdiction is based on population, tiered by large, medium, and small jurisdiction classifications. Please see Table A for more information.

| <b>Table A - Maximum Cost</b>     |               |
|-----------------------------------|---------------|
| <b>Jurisdiction Size</b>          | <b>Year 1</b> |
| Large (population >50,000)        | \$40,000      |
| Medium (population 15,000-50,000) | \$25,000      |
| Small (population <15,000)        | \$10,000      |

The more jurisdictions that elect to participate in the StreetLight subscription, the less cost it will for each jurisdiction proportionately.

Based on an informal survey, staff anticipates up to half of the jurisdictions will participate in the first-year trial. To assist jurisdictions' decision, staff recommends setting the cap on jurisdictions' cost-share as shown in Table A, with the anticipation that the cost-share will go down if more jurisdictions participate.

For comparison, if jurisdictions were to enter into a 1-year subscription on their own, the cost for each single jurisdiction outside of a countywide subscription as quoted by StreetLight Data would be \$99,000 per jurisdiction, which totals \$2,079,000 per year for all jurisdictions.

If the above recommendation is approved by the TAC, staff will issue a request for commitment letters to jurisdictions to finalize the cost share amount for StreetLight Data and Services following the February 20, 2020 TAC meeting.

#### **ATTACHMENTS**

1. StreetLight Data Technical Proposal Executive Summary
2. Questions and Answers for StreetLight Data



## 2. Executive Summary

The transportation industry continues to evolve rapidly with the introduction of new modes and technologies such as scooter and bike-share services, ride-hailing services, and connected and autonomous vehicles (CAV). This evolution is fundamentally changing transportation and challenging the way transportation professionals think about and plan for the future. At the core of this challenge is the need for high-quality, timely data that represents the new mobility patterns of people and vehicles.

Traditional data collection methods make it difficult for transportation professionals to keep up with the rapid pace of changes in mobility due to limitations in scale, cost, and time. Empirical data compiled from a variety of sources such as mobile devices, connected vehicles, Internet of Things (IoT) sensors, and more is the best source of transportation behavior analytics in our dynamic transportation world.

StreetLight simplifies data-driven infrastructure and policy planning by providing the best Big Data resources & on-demand software together. At the core of our proposed solution is *StreetLight InSight*<sup>®</sup> - the only interactive transportation data platform. *StreetLight InSight* users can access customized analytics like origin-destination, select link, travel time, routing, and more in just a few mouse clicks – without downloading any software.

Several key factors differentiate the StreetLight team and our proposed solution:



### Immediate access to on-demand analytics

*StreetLight InSight* is not a model, a report, or a static heatmap. It's a self-serve platform that lets users ask mobility questions and get the answers within minutes.

- Get instant access to traffic metrics for any road, without sensors.
- Place a gate on any road – or 50,000 roads or more – and get accurate AADT and trip attributes for vehicles passing through each gate.
- Select locations or draw your own “zones,” and analyze travel patterns between them. Visualize and solve complex transportation problems virtually on the fly, and much more.

Access to the *StreetLight InSight* web-based platform for granular analysis into any of the study areas is available immediately - there will be no delay for C/CAG users to start running nuanced analyses relevant to their planning efforts. *StreetLight InSight* analytics are purpose-built for transportation and mobility planning and designed to facilitate project performance measurement. Analytics are downloadable as CSV files, so it is easy to use them with other modeling and analysis tools and combine them with existing data resources.

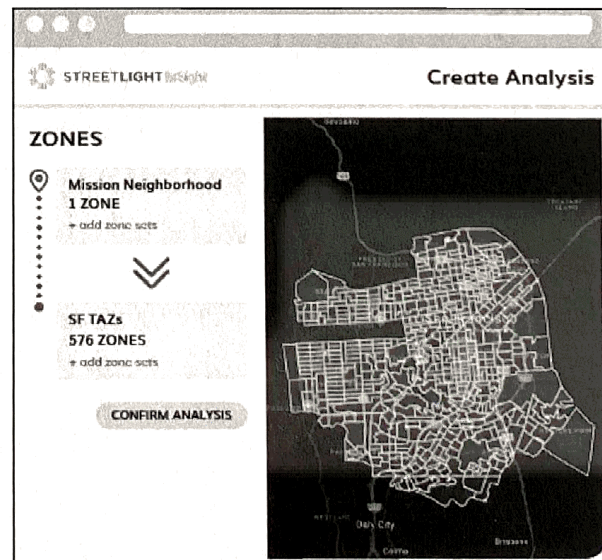


Figure 1: Analytics for every road, bike lane, Census Block, and more at your fingertips.

The *StreetLight InSight* software platform allows users to independently run analytics on-demand with specific, customized parameters (i.e., type of day, time of data, commercial or personal vehicle trips, etc.). Most analytics are ready in minutes, and more complex studies are available in hours - enabling staff to focus more time and energy on planning and problem-solving than data-crunching.

StreetLight's Software-as-a-Service (SaaS) subscription model allows organizations to run an unlimited number of analyses within their geography without incremental costs, making it affordable to collect data regularly and to study behavior changes over time.



Figure 2: *StreetLight InSight®* is the only interactive transportation data platform



**Best Geo-Location Data** - StreetLight selects the best range of real-world data sources from a fast-changing, emerging technology landscape. Our company has access to the largest mobility-relevant source of Location-Based Service (LBS) data in the U.S. as well as access to the largest source of trucking GPS and one of the largest sources of personal connected car GPS data.

StreetLight's data sets cover nearly 25% of the combined US and Canadian populations as a whole and are scalable and appropriate for micro, meso, and macro studies thanks to their high spatial precision.

Our LBS data provides all the advantages of cellular data, but without its limitations. LBS data has device persistence and large, well-distributed sample sizes, as does cellular. But cellular data is not spatially or temporally precise enough to accurately answer many mobility and transportation questions. Figure 1 illustrates a location record's potential location at different levels of spatial precision. The spatial precision for LBS data is 18m on average. At 300m to 1000m spatial precision, cellular data records cannot provide corridor- or intersection-level insights.

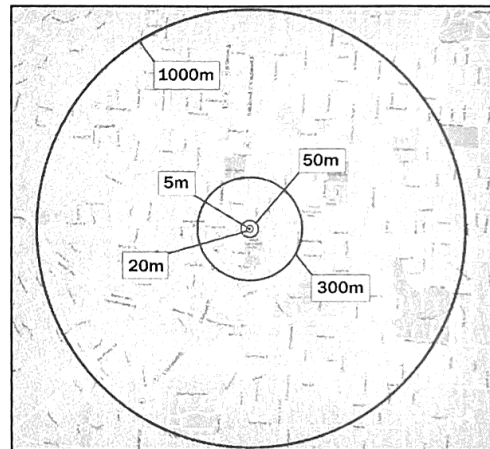


Figure 3: Illustration of spatial precision



**Data Science Expertise** - StreetLight has more experience processing Big Data for transportation than any other company around the world. Our team brings 100+ years of collective experience in data science and engineering to transportation. We process trillions of datapoints a month. Since the data landscape changes literally every month, it is a full-time specialty to stay on top of this, with many subspecialties, and StreetLight invests in it full-time.



**Privacy** - StreetLight is an industry leader in privacy practices, with a full-time VP of Privacy, and a commitment to Privacy By Design (PbD). StreetLight has put robust technical safeguards in place to protect data throughout the production process. These technical safeguards are complemented by administrative safeguards and training.

Examples include: setting a minimum baseline for suppliers in requiring that data be archival and de-identified before receipt; using a multi-step, multi-layered anonymization and aggregation methodology during processing; and employing automated privacy and coverage checks within *StreetLight InSight*. This is further supported by privacy training for employees and participation in industry and policy initiatives through the Future of Privacy Forum and the International Association of Privacy Professionals (IAPP).

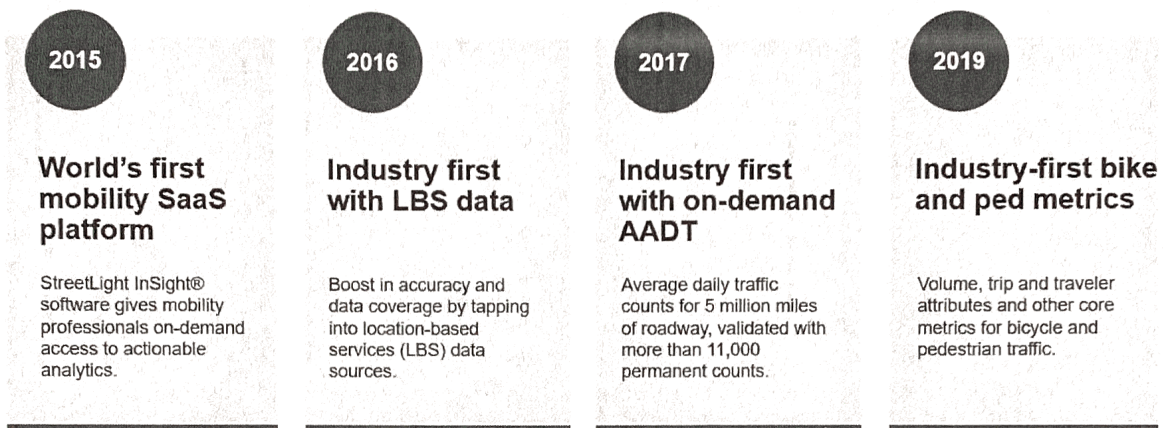


Figure 4: A journey of innovation marked by transportation industry-firsts.

StreetLight has been developing transportation analytics and planning tools since 2011 and continues to be an industry leader. Our team has provided products to hundreds of customers working on thousands of projects across the United States. Our goal with this proposal is to provide C/CAG with the most current and comprehensive transportation data possible, and believe that *StreetLight InSight* is the best available solution to help your C/CAG achieve its goals.

As outlined in this response, StreetLight will provide C/CAG with unlimited access to our *StreetLight InSight* platform from day one. This proposal details an annual Regional Subscription to *StreetLight InSight* Multimode Analytics for C/CAG and its member agencies that will allow users to run an unlimited number of *StreetLight InSight* analyses during the year. C/CAG's Regional Subscription will include:

- Unlimited access to the Multimode Analytics tier through the *StreetLight InSight* platform.
- Multi-Domain Subscription: Platform access for an unlimited number of C/CAG staff + a maximum of two (2) staff and/or consultants from each of the 20 cities/towns and unincorporated County geographical areas.
- Dedicated Customer Success Manager
- Unlimited Access to StreetLight Technical Support
- Two (2) Tickets to StreetLight User Summit

On the following pages, StreetLight has responded to all of the requests included in the RFQ and has detailed the value and benefits that C/CAG will receive through a Regional Subscription.



# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### Attachment 2

#### Q & A StreetLight Data

From TAC Meeting January 16, 2020

1. *Would C/CAG be committed to a full 3-year contract in the proposed model of \$275,000 for the first year and \$363,000 in the second and third years each?*

C/CAG would enter into agreement for one year with the option to renew for a second and third year each. C/CAG will review the effectiveness of the StreetLight platform by engaging member agencies utilizing the services and re-evaluate program effectiveness at the end of the first year and make the decision to extend to the second and/or third year accordingly.

Furthermore, the terms of the final contract will be negotiated between C/CAG and Streetlight. There are a few different options such as a one-year contract only, a one-year contract with option to renew for up to two additional years at a set price per year, a three-year contract, etc.

2. *Is C/CAG receiving a fair price?*

In comparison with the full price quoted by StreetLight Data (\$440,000 per year), C/CAG negotiated a fair price based on this cost estimate which was presented to the TAC.

In addition, individual jurisdictions on their own, can choose to pay \$99,000 for a 1-Yr subscription, which is the price quoted by Streetlight in their proposal for one city for one year. The total cost for all 21 jurisdictions will be \$2,079,000. The cost on a countywide basis will be at the discounted price as stated in #1.

3. *How does StreetLight collect and gather its data?*

StreetLight aggregates its data from the companies INRIX, Cuebiq, and Safegraph. All user data is anonymized. To learn more about the StreetLight Privacy statements please view the following link: <https://www.streetlightdata.com/streetlight-data-privacy-principles/>

4. *Why was the RFP listed over the holidays?*

C/CAG staff followed the adopted C/CAG Procurement Policy when releasing the RFP. Staff presented the Streetlight/Big Data concept at the October 2019 TAC meeting with the intent of going out for RFP per TAC recommendations. Shortly afterwards, a member agency indicated to

C/CAG staff that they were interested in purchasing Streetlight Data also for their city's use and that they would like to have access to the data in December 2019. Since C/CAG was already in the process of releasing the RFP, to accommodate, staff tried to expedite our work to meet the city's timeline. At the end, we weren't able to release the RFP earlier than December and ended up issuing it on December 13, 2019 with a deadline of January 3, 2020. The RFP was distributed to all known companies that were in the same business. The January 3<sup>rd</sup> date was established to allow staff adequate time for evaluation and review before presenting the recommendation to the TAC at the January 16, 2020 meeting. C/CAG staff contacted C/CAG legal counsel to ensure the procurement process followed the correct guidelines. C/CAG legal counsel confirmed the RFP process was legal and sufficient.

5. *Did C/CAG receive any other responses?*

C/CAG received one response from StreetLight Data and one inquiry from Strava Metro. Strava Metro inquired regarding the potential to submit a joint subscription with another company but did not submit a proposal.

C/CAG staff contact Raf Burde at Strava Metro regarding clarification for the question. Strava Metro did not respond to the request for clarification until January 26, 2020, after the RFP had been closed. After clarifying the request to submit a joint application, it was determined that Strava was looking to identify potential joint applicants through C/CAG facilitation. Staff is unable to fulfill this request, no matter the timeline.

6. *How did C/CAG draft the RFP?*

C/CAG spent time researching other Location-Based Data and Services Requests for Proposals. C/CAG reached out to many of the representing government agencies who released similar Requests for Proposals, discussing the terms of the procurement. C/CAG integrated the information found in the RFP's from these agencies (i.e. City of San Jose and City of Los Angeles DOT) as well as the desires we heard from the C/CAG member agencies to draft the RFP.

7. *Can StreetLight adjust its Intellectual Property clause?*

C/CAG will communicate more with StreetLight to see if there is flexibility. C/CAG will discuss with our legal counsel regarding contracting language acceptable to C/CAG. Individual jurisdictions need to address their legal concerns separately.

8. *Is MTC planning to renew their subscription with INRIX?*

C/CAG Staff reached out the MTC staff to inquire about MTC's intent to renew the INRIX subscription. Elliot Huang from MTC stated that it is likely that continue its subscription with INRIX.

9. *Will the StreetLight Data contract provide any barriers to procurement?*

After consulting with C/CAG legal counsel regarding the stipulations in the agreement, it was determined that the risk C/CAG is to assume in the contract is reasonable. C/CAG will need to enter into a Memorandum of Understanding (MOU) with the member agencies electing to participate in the StreetLight subscription. The language in the MOU will reflect similar language as is in the StreetLight contract to be negotiated with C/CAG legal counsel.

## C/CAG AGENDA REPORT

Date: February 20, 2020

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Kim Wever

Subject: Approval of the Data Request Form to track the performance measures developed in the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040)

(For further information or questions, contact Kim Wever at 650-599-1451)

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### **RECOMMENDATION**

That the TAC approves the Data Request Form to track the performance measures developed in the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040)

### **FISCAL IMPACT**

Not Applicable

### **SOURCE OF FUNDS**

Not Applicable

### **BACKGROUND**

The proposed Data Request Form was created as part of the follow-up strategy to implement the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). The C/CAG Board adopted the SMCTP 2040 at the February 9, 2017 meeting and subsequently at the November 15, 2018 meeting, the C/CAG Board approved the SMCTP 2040 Follow-Up Action Plan, including a list of nine near-term actions, one of which was to develop a Data Request Form. The purpose of the Data Request Form is to gather information from member agencies to establish and analyze baseline data to help track performance measures identified in the SMCTP 2040 and provide guidance towards the next Countywide Transportation Plan update.

At the August 15, 2019 meeting, the TAC approved the formation of an ad hoc working group, which comprised of three to four city staff representing a large, midrange, and smaller cities each to review and refine the draft Data Request Form. It was also requested that TAC members provide comments on the draft Data Request Form to staff via e-mail.

C/CAG received volunteers for the staff-level Ad Hoc Working Group from the cities of Brisbane, Belmont, and San Mateo including the following: Karen Kinser – Deputy Director of Public Works and Justin Yuen – Assistant Engineer (Brisbane); Sue Ellen Atkinson – Principal Transportation Planner (San Mateo); and Justin Lai – Associate Engineer and Jana Cadiz – Assistant Civil Engineer (Belmont).

The Ad Hoc Working Group met in person on October 16 and October 28, 2019. The group focused on revising the form to make it easier for gathering useful data and considered level of effort for city staff to acquire the data, availability of the data, and accuracy of the data. The group also took into consideration comments from the CTP Action Plan Working Group as well as the additional comments via-email from the cities of Burlingame, Brisbane, and Redwood City. The Ad Hoc Working Group discussed and modified each section of the Data Request Form.

At the November 21, 2019 meeting, the TAC reviewed the draft Data Request Form and recommended further refinement to the form and to regroup the original Ad Hoc Working Group as well as ask for additional volunteers.

C/CAG received additional volunteers for the Ad Hoc Working Group from the cities of Burlingame, San Bruno, and Daly City including the following: Art Morimoto – Assistant Public Works Director (Burlingame); Michael Kato – Associate Civil Engineer (San Bruno); and Shirley Chan – Traffic Engineer (Daly City).

The original Ad Hoc Working Group and the additional volunteers met in person on January 13, 2020. The group revised questions that were not clear or concise on what data to provide. The group decided on adding definitions and potential data sources. Staff received comments via e-mail from towns of Atherton and Hillsborough. Staff also had a phone call with Don Esse – Senior Operations Financial Analyst (San Mateo County Transit District) who provided comments and edits for the Transit Agencies section of the Data Request Form.

The attached Data Request Form is the updated draft of the three Ad Hoc Working Group meetings, a phone call with San Mateo County Transit District, as well as comments received from TAC members. Staff requests the TAC to review and approve the Data Request Form.

#### **ATTACHMENTS**

1. Draft Data Request Form
2. Draft Data Request Form with Redlines



# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### Data Request Form (Cities/County)

This Data Request form will be used to track the success of performance measures developed in the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). We request Planning and Public Works Department staff help us ensure progress is being made to implement this countywide plan. *Jurisdictions' answers will be aggregated to show countywide performance. While some agencies may have access to all the data below, we recognize that some data is unattainable for all, so please complete what you are able.*

Please return this form and any supporting information by [date] to Kim Wever ([kwever@smcgov.org](mailto:kwever@smcgov.org)).

COMPLETED BY (NAME/TITLE/MEMBER AGENCY):

DATE:

WORK PHONE NUMBER:

WORK EMAIL:

### ROADWAY SYSTEM

Questions 1-2 Use SWITRS and/or ask your police department

1. What is your agency's annual [will give exact year; 2 years prior] number of traffic fatalities and severe injuries on **local roads** (all roads not freeway)?

|                         |  |
|-------------------------|--|
| # of traffic fatalities |  |
| # of severe injuries    |  |
| Total annual #          |  |

2. Please specify number of vehicle, pedestrian, and bicycle collisions for [will provide year/time frame]:

|                                             |  |
|---------------------------------------------|--|
| # of vehicle collisions with other vehicles |  |
| # of pedestrian collisions with vehicles    |  |
| # of bicycle collisions with vehicles       |  |

**ROADWAY SYSTEM (CONT.)**

Questions 3-5 may be available for new projects only or hopefully from the Countywide Streetlight. Question 6 will need to be answered after July 2020 and CCAG VMT tool will be available.

- 3. What is the peak-period (4:00PM – 6:00PM) vehicle hours of delay for **major roadway facilities** (list of your jurisdiction’s arterial roads will be provided)?\_\_\_\_\_
- 4. What is the peak-period throughput for **major roadway facilities**?\_\_\_\_\_
- 5. What is the average peak-period vehicle occupancy of **major roadway facilities**?\_\_\_\_\_
- 6. What is the average VMT per capita for residential in your jurisdiction? \_\_\_\_\_

**BICYCLES**

- 1. How many miles of the following bicycle facilities are currently [Total for first year of collection, then just new facilities the next year] built in your jurisdiction?

|               |  |
|---------------|--|
| Class I       |  |
| Class II      |  |
| Class III     |  |
| Class IV      |  |
| Total (miles) |  |

- 2. How many units of the following are currently installed in your jurisdiction?

|                         |  |
|-------------------------|--|
| Bicycle Signals         |  |
| Bicycle Racks           |  |
| Bicycle Lockers         |  |
| Bicycle Repair Stations |  |

- 3. Can your jurisdiction provide bicycle count data? YES  NO

If yes, which locations, and what method do you use (i.e., manual counts or video, bicycle parked on racks/in lockers, streetlight)?\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## BICYCLES (CONT.)

4. How do you measure bicycle mode share (census data, other planning efforts, project based, or do not measure)? \_\_\_\_\_  
\_\_\_\_\_
5. What is the estimated bicycle mode share (all trips: work, shopping, social/recreational, school, non-homebased) for your jurisdiction?  
0.0-0.5%  0.51-1.0%  1.1-2.0%  2.1% and greater
6. Does your jurisdiction have an adopted bicycle mode share target (all trips) for 2040? YES  NO   
If, yes what is it? \_\_\_\_\_
7. What is your current bicycle mode share for worktrips? \_\_\_\_\_

## PEDESTRIANS

1. How many linear feet of new sidewalk or walking path has been added in the past 2 years?

|                   |  |
|-------------------|--|
| New sidewalk      |  |
| Improved sidewalk |  |

2. How many of the following devices are currently installed in your jurisdiction?

|                                           |  |
|-------------------------------------------|--|
| High Intensity Activated Crosswalk (HAWK) |  |
| Rapid Rectangular Flashing Beacon (RRFB)  |  |

3. What percentage of your signalized intersection have:

|                              |   |
|------------------------------|---|
| Audible Pedestrian Signals   | % |
| Leading Pedestrian Intervals | % |

4. Can your jurisdiction provide pedestrian counts? YES  NO

If yes, which locations, and what method do you use (i.e., manual counts or video)?

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## PEDESTRIANS (CONT.)

5. How do you measure pedestrian mode share (census data, other planning efforts, project based, or do not measure)? \_\_\_\_\_  
\_\_\_\_\_
6. What is the estimated pedestrian mode share (all trips: work, shopping, social/recreational, school, non-homebased) for your jurisdiction?  
0.0-2.0%  2.1-5.0%  5.1-10%  10.1% and greater
7. Does your jurisdiction have an adopted pedestrian mode share target (all trips) for 2040?  
YES  NO   
If, yes what is it? \_\_\_\_\_

## TRANSPORTATION SYSTEM MANAGEMENT AND INTELLIGENT TRANSPORTATION SYSTEMS

1. If your jurisdiction is part of the Smart Corridor, does your jurisdiction utilize a central signal system other than the KITS? YES  NO  NOT PART OF THE SMART CORRIDOR
2. How many signalized intersections within your jurisdiction are equipped with **public transit traffic signal pre-emption** within city limits? \_\_\_\_\_
3. How many signalized intersections within your jurisdiction are equipped with **emergency vehicle pre-emption** within city limits? \_\_\_\_\_

## TRANSPORTATION DEMAND MANAGEMENT (TDM)

1. Does your jurisdiction have a citywide TDM ordinance? YES  NO
2. Under what type of projects are commute alternative or TDM plans required? (major employers, certain zones, or not required) \_\_\_\_\_  
\_\_\_\_\_
3. How many Transportation Management Associations (TMAs) exist within your jurisdiction? \_\_\_\_\_

## PARKING

1. Does your jurisdiction reduce parking requirements for:

|                                               | Yes | No |
|-----------------------------------------------|-----|----|
| Affordable Housing Projects                   |     |    |
| Transit Oriented Development                  |     |    |
| Developments with Shared-Parking Arrangements |     |    |
| Transportation Demand Management(TDM) Plans   |     |    |
| Other: _____                                  |     |    |

2. Does your jurisdiction have a parking management master plan? YES  NO

If yes, how recently was it updated? Does the plan include bicycle parking improvements?

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# C/CAG

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### Data Request Form (Transit Agencies)

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Please return this form and any supporting information by [date] to Kim Wever ([kwever@smcgov.org](mailto:kwever@smcgov.org)).

---

COMPLETED BY (NAME/TITLE/PARTNER AGENCY):

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DATE:

WORK PHONE NUMBER:

WORK EMAIL:

### PUBLIC TRANSPORTATION

1. What is the increase(%) in ridership in the last 2 years? \_\_\_\_\_

2. Do you have a percentage target for transit-to-work trips? YES  NO

If yes, what is the target?

3. For all routes, please provide the following:

|                               |  |
|-------------------------------|--|
| Passengers per service hour   |  |
| Miles per service hour        |  |
| Cost (Gross expense) per trip |  |
| Farebox recovery ratio        |  |

## MODAL CONNECTIVITY

1. How many of the following are located at or near your public transit stations and stops in San Mateo County:

### Bicycle Access Facilities

|                 |  |
|-----------------|--|
| Bicycle Racks   |  |
| Bicycle Lockers |  |

### Pedestrian Access Facilities

|            |  |
|------------|--|
| Crosswalks |  |
| Elevators  |  |
| Escalators |  |

2. Do you know how many public shuttles drop off/pickup at your public transit stations and stops?

YES  NO

If yes, do you know the number of shuttle buses operating and their hours of operation?

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# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### Data Request Form (Cities/County)

**Note:** Draft Data Request Form will be further reviewed and refined by the C/CAG Technical Advisory Committee.

This Data Request form will be used to track the success of performance measures developed in the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040). We request Planning and Public Works Department staff help us ensure progress is being made to implement this countywide plan. Jurisdictions' answers will be aggregated to show countywide performance. While some agencies may have access to all the data below, we recognize that some data is unattainable for all, so please complete what you are able.

Please return this form and any supporting information by [date] to Kim Wever ([kwever@smcgov.org](mailto:kwever@smcgov.org)).

COMPLETED BY (NAME/TITLE/MEMBER AGENCY):

DATE:

WORK PHONE NUMBER:

WORK EMAIL:

### ROADWAY SYSTEM

Questions 1-2 Use SWITRS and/or ask your police department

**1.** What is your agency's annual [will give exact year; 2 years prior] number rate of traffic fatalities and serious-severe injuries on local roads (all roads not freeway)?

|                         |  |
|-------------------------|--|
| # of traffic fatalities |  |
| # of severe injuries    |  |
| Total annual #          |  |

**1-2.** Please specify number of vehicle, pedestrian, and bicycle crashes/collisions for [will provide year/time frame].

|                                                            |  |
|------------------------------------------------------------|--|
| Total annual rate (%)                                      |  |
| # of vehicle <u>crashes/collisions with other vehicles</u> |  |



|                                                        |  |
|--------------------------------------------------------|--|
| # of pedestrian<br>crashes/collisions with<br>vehicles |  |
| # of bicycle<br>crashes/collisions with<br>vehicles    |  |

Questions 3-5 may be available for new projects only or hopefully from the Countywide Streetlight. Question 6 will need to be answered after July 2020 and CCAG VMT tool will be available.

- 2.3. What is the peak-period (4:00PM – 6:00PM) vehicle hours of delay for major roadway facilities (list of your jurisdiction’s arterial roads will be provided)? \_\_\_\_\_
- 3.4. What is the peak-period throughput for major roadway facilities? \_\_\_\_\_
5. What is the average peak-period vehicle occupancy of major roadway facilities? \_\_\_\_\_ [KW2]
- 4.6. What is average VMT per capita for residential in your jurisdiction? \_\_\_\_\_

## BICYCLES

1. How many miles of the following bicycle facilities are currently [KW3] [Total for first year of collection, then just new facilities the next year] built in your jurisdiction?

|               |  |
|---------------|--|
| Class I       |  |
| Class II      |  |
| Class III     |  |
| Class IV      |  |
| Total (miles) |  |

2. How many units of the following signal modifications are currently installed in your jurisdiction?

|                                                |  |
|------------------------------------------------|--|
| High-Intensity Activated Crosswalk (HAWK)      |  |
| Rapid Rectangular Flashing Beacon (RRFB) [KW4] |  |
| Bicycle Signals/detectors                      |  |
| Bicycle Racks                                  |  |

|                                |  |
|--------------------------------|--|
| <u>Bicycle Lockers</u>         |  |
| <u>Bicycle Repair Stations</u> |  |

3. Can your jurisdiction provide bicycle count data? Do you currently conduct regular bicycle counts?

YES  NO

If yes, which locations, and what method do you use (i.e., manual counts or video, bicycle parked on racks/in lockers, streetlight)?

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[KW5]

4. How do you measure bicycle mode share (census data, other planning efforts, project based, or do not measure)?

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5. What is the estimated [KW6] bicycle mode share (all trips: work, shopping, social/recreational, school, non-homebased) for your jurisdiction? \_\_\_\_\_

~~5.~~ 0.0-0.5%  0.51-1.0%  1.1-2.0%  2.1% and greater

6. ~~What is your~~ Does your jurisdiction have an adopted bicycle mode share target (all trips) for 2040? If, yes what is it?

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[KW7]

7. What is your current bicycle mode share for work trips? \_\_\_\_\_

## PEDESTRIANS

1. How many linear feet of new sidewalk or walking path has been added in the past 25 years?

|                          |  |
|--------------------------|--|
| <u>New sidewalk</u>      |  |
| <u>Improved sidewalk</u> |  |

2. How many of the following devices are currently installed in your jurisdiction?

|                                                  |  |
|--------------------------------------------------|--|
| <u>High Intensity Activated Crosswalk (HAWK)</u> |  |
| <u>Rapid Rectangular Flashing Beacon (RRFB)</u>  |  |

3. What percentage of your signalized intersection have:

|                                     |          |
|-------------------------------------|----------|
| <u>Audible Pedestrian Signals</u>   | <u>%</u> |
| <u>Leading Pedestrian Intervals</u> | <u>%</u> |

4. Can your jurisdiction provide Do you currently conduct regular pedestrian counts? YES

NO

If yes, which locations, and what method do you use (i.e., manual counts or video)?

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5. How do you measure pedestrian mode share (census data, other planning efforts, project based, or do not measure)?

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6. What is the estimated pedestrian mode share (all trips: work, shopping, social/recreational, school, non-homebased) for your jurisdiction? \_\_\_\_\_

7. 0.0-2.0%  2.1-5.0%  5.1-10%  10.1% and greater

8. Does your jurisdiction have an adopted What is your pedestrian mode share target (all trips) for 2040? If, yes what is it? \_\_\_\_\_

## TRANSPORTATION SYSTEM MANAGEMENT AND INTELLIGENT TRANSPORTATION SYSTEMS

1. If your jurisdiction is part of the Smart Corridor, does your jurisdiction utilize a central signal system other than the KITS? YES  NO  NOT PART OF THE SMART CORRIDOR
2. How many signalized intersections within your jurisdiction are equipped with public transit traffic signal pre-emption within city limits?  
\_\_\_\_\_
3. How many signalized intersections within your jurisdiction are equipped with emergency vehicle preemption within city limits?  
\_\_\_\_\_

**TRANSPORTATION DEMAND MANAGEMENT (TDM)**

1. Does your jurisdiction have a citywide TDM ordinance? YES  NO
2. Under what type of projects are commute alternative or TDM plans required? (major employers, certain zones, or not required)  
\_\_\_\_\_  
\_\_\_\_\_
- ~~1. Does your jurisdiction require commute alternative plans with major development projects or for major employers? YES  NO~~
- ~~2-3. How many ~~commute alternative plans~~ Transportation Management Associations (TMAs) exist within your jurisdiction? \_\_\_\_\_~~
- ~~3. Approximately how many employees are served by these plans? \_\_\_\_\_ [KW9]~~

**PARKING**

1. Does your jurisdiction reduce parking requirements for:
  - ~~• affordable housing projects, transit-oriented development or developments with shared parking arrangements? YES  NO~~

|                                                      | <u>Yes</u> | <u>No</u> |
|------------------------------------------------------|------------|-----------|
| <u>Affordable Housing Projects</u>                   |            |           |
| <u>Transit Oriented Development</u>                  |            |           |
| <u>Developments with Shared-Parking Arrangements</u> |            |           |
| <u>Transportation Demand Management(TDM) Plans</u>   |            |           |
| <u>Other: _____</u>                                  |            |           |

2. Does your jurisdiction have a parking management master plan? YES  NO

If yes, how recently was it updated? Does the plan include bicycle parking improvements?

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DRAFT

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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### Data Request Form (Transit Agencies)

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COMPLETED BY (NAME/TITLE/PARTNERAGENCY):

DATE:

WORK PHONE NUMBER:

WORK EMAIL:

### PUBLIC TRANSPORTATION

1. What is the increase(%) in ridership in the last 2 years public transportation trips since 2015?

\_\_\_\_\_

2. Do you have a percentage target for transit-to-work trips? YES  NO

If yes, what is the target?

\_\_\_\_\_

3. For all routes, please provide the following:

|                                                               |  |
|---------------------------------------------------------------|--|
| Passengers per service hour                                   |  |
| <u>Miles per service hour</u>                                 |  |
| Cost <del>per</del> <u>passenger (Gross Expense) per Trip</u> |  |
| Farebox recovery ratio                                        |  |

**MODAL CONNECTIVITY**

**1.** How many of the following are located at or near your public transit stations and stops in San Mateo County?

Bicycle Access Facilities

|                        |  |
|------------------------|--|
| <u>Bicycle Racks</u>   |  |
| <u>Bicycle Lockers</u> |  |

Pedestrian Access Facilities

|                   |  |
|-------------------|--|
| <u>Crosswalks</u> |  |
| <u>Elevators</u>  |  |
| <u>Escalators</u> |  |

~~1. bicycle and pedestrian access improvements?~~

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**MODAL CONNECTIVITY (CONT.)**

~~2. Do you know how many public shuttles drop off/pickup at your public transit stations and stops? Do you regulate shuttles between work sites and public transit stations and stops?~~

YES  NO

If yes, do you know the number of shuttle buses operating and their hours of operation?

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~~3. If your agency addresses the impact of transportation network companies (TNCs) such as Uber and Lyft, explain how.~~

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## C/CAG AGENDA REPORT

Date: February 20, 2020  
To: Congestion Management Program Technical Advisory Committee (TAC)  
From: Kim Wever  
Subject: Review and recommend the reallocation of Measure M accumulated interest and unspent administration funds

(For further information or response to questions, contact Kim Wever at 650-599-1451)

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### RECOMMENDATION

That the TAC review and recommend the reallocation of Measure M accumulated interest and unspent administration funds.

### FISCAL IMPACT

- \$1,907,122 total as of June 30, 2019
  - Interest balance of \$686,855
  - Administration balance of \$1,220,237

### SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

### BACKGROUND

The C/CAG sponsored Measure M; approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school (SRTS), and stormwater pollution prevention.

In May 2016, the Board adopted Resolution 16-11 authorizing the approval of the second Measure M 5-Year Implementation Plan (Fiscal Year 2017-2021). The first Implementation Plan was from 2011-2016. The current plan provided an estimate of funds that would be allocated to jurisdictions for local streets and roads as well as established allocation percentages for administration and the countywide transportation programs. The allocations for the Countywide Transportation Programs were originally derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year



implementation period. It was intended that the Countywide Transportation Programs be re-evaluated at the end of every 5-Year period to determine whether the initial funding level (allocations) was adequate or whether adjustments are needed based on the actual expenditures incurred over the 5-Year period.

As shown below, the FY 2017-2021 Implementation Plan maintains the same criteria as the initial plan, including the assumption that estimated revenue will remain at \$6.7 million annually, although actual revenue will vary yearly.

**Measure M 5-Year Implementation Plan  
Fiscal Year 2017/18 – 2020/21**

| Program Description                                                                           | Allocation          | Annual Revenue<br>(Million) | 5-Year Revenue<br>(Million) |
|-----------------------------------------------------------------------------------------------|---------------------|-----------------------------|-----------------------------|
| ▪ Program Administration                                                                      | 5% of total revenue | \$0.34                      | \$1.70                      |
| <i>Net Available for Programs (after Program Administration deduction)</i>                    |                     |                             |                             |
| ▪ Local Streets and Roads                                                                     | 50%                 | \$3.18                      | \$15.90                     |
| ▪ Transit Operations and/or Senior Transportation                                             | 22%                 | \$1.40                      | \$7.00                      |
| ▪ Intelligent Transportation System (ITS) and Smart Corridors                                 | 10%                 | \$0.64                      | \$3.18                      |
| ▪ Safe Routes to Schools (SRTS)                                                               | 6%                  | \$0.38                      | \$1.90                      |
| ▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP) | 12%                 | \$0.76                      | \$3.82                      |
| Total Revenue                                                                                 |                     | \$6.70                      | \$33.50                     |

Staff presented the Measure M Fiscal Year 2018-19 Performance Report at the January 16, 2020, TAC Meeting and included Total to Date (from inception to June 30, 2019) revenue, allocations, and expenditures.

|                                      | Revenue        | Expenditures     | Balance               |
|--------------------------------------|----------------|------------------|-----------------------|
| <b>Interest</b>                      | \$686,885.00   | -                | \$686,885.00          |
| <b>Administration</b>                | \$2,945,210.20 | (\$1,724,973.00) | \$1,220,237.20        |
| <b>Total Available to Distribute</b> |                |                  | <b>\$1,907,122.20</b> |

***Recommendations***

Through June 30, 2019, the combined accumulate interest and administration balance totals approximately \$1.9 million, as shown above. It is recommended that these funds be reallocated

to the five (5) programs using the allocation percentages from the above Implementation Plan. The proposed reallocation amounts are shown in Attachment 1.

The proposed reallocation to Local Streets and Roads will be added to the First Half Fiscal Year 2019-20 Allocation to be issued in March 2020. This distribution will be calculated based on a straight 50% population and 50% road miles with no minimum amount for smaller jurisdictions. The proposed reallocation to the Countywide Transportation Programs will be added to the respective programs.

Staff recommends reviewing the attached table and recommend approval of the reallocation of Measure M accumulated interest and administration funds.

**ATTACHMENTS**

1. Measure M Reallocation of Interest and Administration

**Reallocation of Interest and Administration Balance as of June 30, 2019**

|                                           |     |                |
|-------------------------------------------|-----|----------------|
| <b>Local Streets and Roads</b>            | 50% | \$953,561.10   |
| <b>Countywide Transportation Programs</b> |     |                |
| <i>Transit Operations/Senior</i>          | 22% | \$419,566.88   |
| <i>ITS / Smart Corridor</i>               | 10% | \$190,712.22   |
| <i>Safe Routes to School</i>              | 6%  | \$114,427.33   |
| <i>NPDES and MRP</i>                      | 12% | \$228,854.66   |
| <b>Total</b>                              |     | \$1,907,122.20 |

| <b>Local Streets and Roads Distribution</b> | \$953,561.10      |                        |                   |                        |                     |                        |
|---------------------------------------------|-------------------|------------------------|-------------------|------------------------|---------------------|------------------------|
| <b>Jurisdiction</b>                         | <b>Road Miles</b> | <b>% of Road Miles</b> | <b>Population</b> | <b>% of Population</b> | <b>% Allocation</b> | <b>Allocation (\$)</b> |
| Atherton                                    | 50                | 2.54%                  | 7,148             | 0.93%                  | 1.73%               | \$16,519.51            |
| Belmont                                     | 71                | 3.57%                  | 27,594            | 3.58%                  | 3.57%               | \$34,082.97            |
| Brisbane                                    | 27                | 1.38%                  | 4,722             | 0.61%                  | 1.00%               | \$9,508.76             |
| Burlingame                                  | 75                | 3.76%                  | 30,148            | 3.91%                  | 3.84%               | \$36,608.35            |
| Colma                                       | 9                 | 0.45%                  | 1,506             | 0.20%                  | 0.32%               | \$3,056.93             |
| Daly City                                   | 130               | 6.56%                  | 109,287           | 14.19%                 | 10.38%              | \$98,933.09            |
| East Palo Alto                              | 40                | 1.99%                  | 30,340            | 3.94%                  | 2.96%               | \$28,267.15            |
| Foster City                                 | 65                | 3.25%                  | 33,225            | 4.31%                  | 3.78%               | \$36,048.25            |
| Half Moon Bay                               | 41                | 2.06%                  | 12,591            | 1.63%                  | 1.85%               | \$17,611.04            |
| Hillsborough                                | 85                | 4.28%                  | 11,753            | 1.53%                  | 2.90%               | \$27,678.93            |
| Menlo Park                                  | 100               | 5.03%                  | 35,670            | 4.63%                  | 4.83%               | \$46,056.12            |
| Millbrae                                    | 55                | 2.75%                  | 23,168            | 3.01%                  | 2.88%               | \$27,457.51            |
| Pacifica                                    | 97                | 4.88%                  | 38,124            | 4.95%                  | 4.92%               | \$46,873.96            |
| Portola Valley                              | 44                | 2.19%                  | 4,707             | 0.61%                  | 1.40%               | \$13,366.89            |
| Redwood City                                | 186               | 9.36%                  | 85,601            | 11.11%                 | 10.24%              | \$97,621.89            |
| San Bruno                                   | 85                | 4.29%                  | 45,295            | 5.88%                  | 5.08%               | \$48,474.40            |
| San Carlos                                  | 92                | 4.63%                  | 29,311            | 3.81%                  | 4.22%               | \$40,240.30            |
| San Mateo                                   | 210               | 10.54%                 | 103,426           | 13.43%                 | 11.98%              | \$114,260.54           |
| South San Francisco                         | 145               | 7.28%                  | 65,451            | 8.50%                  | 7.89%               | \$75,213.39            |
| Woodside                                    | 66                | 3.33%                  | 5,666             | 0.74%                  | 2.03%               | \$19,392.07            |
| San Mateo County                            | 316               | 15.89%                 | 65,470            | 8.50%                  | 12.20%              | \$116,289.05           |
| <b>Total</b>                                | <b>1989</b>       | <b>100%</b>            | <b>770,203</b>    | <b>100%</b>            | <b>100%</b>         | <b>\$953,561.10</b>    |

Note: Road Miles and Population from November 2018 data

## C/CAG AGENDA REPORT

Date: February 20, 2020

To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review and recommend approval of the revised fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

(For further information or questions contact Jeff Lacap at 650-599-1455)

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### RECOMMENDATION

That the C/CAG Board review and recommend approval of the fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

### FISCAL IMPACT

N/A. Plan Bay Area 2050 is a long-range planning document. It is not a funding program.

### SOURCE OF FUNDS

N/A

### BACKGROUND

Metropolitan Transportation Commission (MTC) is continuing the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the summer of 2021. The RTP/SCS, also known as Plan Bay Area 2050, will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. It is important to note that Plan Bay Area 2050 will not make any funding commitment towards any specific transportation projects but sets a high-level roadmap for future transportation investments.

### Regionally-Significant Projects Category

In early 2019, The Metropolitan Transportation Commission (MTC) requested the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's) to coordinate transportation project submittals for their county. C/CAG is the designated County Transportation Agency for San Mateo County. Projects/programs seeking future regional, state or federal funding through the planning horizon year of 2050 must be submitted for consideration in the adopted plan.

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon.

On March 4, 2019, the Metropolitan Transportation Commission (MTC) adopted guidance for the request for regionally-significant transportation projects. Regionally-significant project means a transportation project that is adding capacity to a facility which serves regional transportation needs. At that time, MTC provided San Mateo County with a target of \$4.578 billion for regionally-significant projects only.

On June 13, 2019 the C/CAG Board adopted Resolution 19-51 endorsing a list of 32 regionally-significant projects submitted to MTC for project performance review and to be considered for inclusion in the Plan Bay Area 2050 totaling \$4.545 billion.

### Programmatic Investments Category

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing.

During the project submittal process in Summer 2019 described above, MTC did not ask for a programmatic investment submittal.

### Financial Constraint

As part of the initial project submittal process in 2019, MTC was in the midst of developing revenue projections and the county target of \$4.578 billion provided was only for regionally-significant projects. It was expected that the project total cost for both regionally-significant and programmatic investments would need to be revised during the MTC project level assessment process with a possibility that some projects and programs, particularly those that are in early conceptual stages, would be revised to include only early phases of funding in this RTP.

On January 2, 2020, MTC staff provided the revised revenue forecast and projections, and that San Mateo County's combined total budget for both regionally-significant and programmatic investments is \$5.261 billion.

In addition, the revenue forecast has been split into two 15-year periods ("bins"): revenues generated from FY21 through FY35 ("Bin 1") and revenues generated from FY36 to FY50 ("Bin 2"). Staff will need to sort the projects into the Bins based on their respective completion date.

## Approach

On February 13, 2020, the C/CAG Board approved the approach to fiscally constrained list of projects using the following approach to develop the Final Draft San Mateo County List:

1. Develop a list of Programmatic Investment categories, with their associated costs, similar to that from Plan Bay Area 2040. The current needs of each programmatic category will be assessed, and project costs may be revised as well.
2. Work with project sponsors to review cost estimates for regionally significant projects that meet the criteria listed below.
3. Coordinate with cross-county project sponsors and MTC staff on large regional projects.

Because the original list of projects submitted by C/CAG to MTC in June 2019 were only regionally-significant projects, these projects will need financial revisions so that the overall submittal fits within this most recent imposed fiscally constraint budget of \$5.261 billion to include both regionally-significant and programmatic investments. C/CAG revised project costs of regionally significant projects that meet all the criteria below:

- Project was a new project submitted during the request for regionally significant projects in June 2019
- Project has a completion date of 2030 or beyond
- Project is in the conceptual or planning phase

C/CAG staff worked with project sponsors of the 12 projects earlier this month whose project costs are being revised. No projects were removed from the list during this process.

Attachment 1 shows the revised list that includes both regionally significant projects, programmatic categories, and their respective project costs.

Concurrently, mega transformative projects were modeled and analyzed during the Project Performance Assessment in late 2019. Projects that had performance deficiencies are currently developing collaborative solutions with MTC to address these challenges in March 2020 in order to be included in Plan Bay Area 2050. C/CAG staff will continue to work with MTC staff and project sponsors to negotiate the proportionate amount of funding to be allocated between the regional and county shares because these projects are multi-county mega projects that each have a total project cost of over one billion dollars.

Because the revenue projections will not be finalized until the actual adoption of Plan Bay Area 2050, MTC may further revise the revenue projections and further project refinements may be necessary.

Staff requests that the C/CAG CMP TAC review and recommend approval of the revised fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

## **ATTACHMENTS**

1. Plan Bay Area 2050 - San Mateo County Financially Constrained Project List

**Plan Bay Area 2050 - San Mateo County Financially Constrained Project List**  
**Regionally Significant Projects**

| RTP ID     | Project Title                                                                                                                                      | Project Sponsor                                         | Total (YOE\$) | Less Secured Funding | Amount to be Included in PBA 2050 Target, in millions | Bin           | Status          |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------|----------------------|-------------------------------------------------------|---------------|-----------------|
| 17-06-0017 | Route 101/Holly St Interchange Access Improvements                                                                                                 | San Carlos                                              | \$36          | -\$30.00             | \$6                                                   | (1) 2021-2035 | In Construction |
| 17-06-0007 | US-101 Express Lanes: I-380 to Whipple                                                                                                             | San Mateo City/County Association of Governments (CCAG) | \$546         | -\$545.70            | \$0                                                   | (1) 2021-2035 | In Construction |
| 17-06-0010 | Improve U.S. 101/Woodside Road interchange                                                                                                         | Redwood City                                            | \$165         | -\$44.45             | \$120                                                 | (1) 2021-2035 | Design Phase    |
| 17-06-0023 | Route 1 Improvements in Half Moon Bay                                                                                                              | Half Moon Bay                                           | \$19          | -\$10.15             | \$9                                                   | (1) 2021-2035 | Design Phase    |
| 17-06-0025 | US 101/University Ave. Interchange Improvements                                                                                                    | East Palo Alto                                          | \$15          | -\$15.30             | \$0                                                   | (1) 2021-2035 | Design Phase    |
| 17-06-0004 | Hwy 1 / Manor Drive Overcrossing Improvement                                                                                                       | Pacifica                                                | \$25          | -\$1.07              | \$24                                                  | (1) 2021-2035 | Planning Phase  |
| 17-06-0008 | Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line | San Mateo City/County Association of Governments (CCAG) | \$418         | -\$7.12              | \$411                                                 | (1) 2021-2035 | Planning Phase  |
| 17-06-0009 | Improve operations at U.S. 101 near Route 92 - Phased                                                                                              | San Mateo City/County Association of Governments (CCAG) | \$274         | -\$5.63              | \$268                                                 | (1) 2021-2035 | Planning Phase  |
| 17-06-0011 | US 101 Produce Avenue Interchange                                                                                                                  | South San Francisco                                     | \$159         | -\$12.99             | \$146                                                 | (1) 2021-2035 | Planning Phase  |
| 17-06-0012 | U.S. 101 Interchange at Peninsula Avenue                                                                                                           | San Mateo (City)                                        | \$91          | -\$4.40              | \$86                                                  | (1) 2021-2035 | Planning Phase  |

**Plan Bay Area 2050 - San Mateo County Financially Constrained Project List**  
**Regionally Significant Projects**

| RTP ID     | Project Title                                                                                                                                                                 | Project Sponsor                                         | Total (YOE\$) | Less Secured Funding | Amount to be Included in PBA 2050 Target, in millions | Bin           | Status                            |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------|----------------------|-------------------------------------------------------|---------------|-----------------------------------|
| 17-06-0016 | Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study and Dumbarton Corridor Transportation Studies - Phased | San Mateo City/County Association of Governments (CCAG) | \$60          |                      | \$60                                                  | (2) 2036-2050 | Planning and Implementation Phase |
| 17-06-0020 | Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)                        | San Mateo County                                        | \$9           | -\$2.70              | \$6                                                   | (1) 2021-2035 | Planning Phase                    |
| 17-06-0021 | Environmental Studies for 101/Candlestick Interchange                                                                                                                         | Brisbane                                                | \$28          | -\$2.39              | \$26                                                  | (1) 2021-2035 | Planning Phase                    |
| 17-06-0024 | Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)                                                                          | Brisbane                                                | \$21          | \$0.00               | \$21                                                  | (1) 2021-2035 | Planning Phase                    |
| 17-06-0029 | Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase                                                                    | San Mateo County Transit District (SamTrans)            | \$352         | -\$3.91              | \$348                                                 |               | Planning Phase                    |
| 17-06-0035 | I-280 improvements near D Street exit                                                                                                                                         | Daly City                                               | \$1           | \$0.00               | \$1                                                   | (1) 2021-2035 | Planning Phase                    |
| 17-06-0037 | Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road                                     | Millbrae                                                | \$16          | \$0.00               | \$16                                                  | (1) 2021-2035 | Planning Phase                    |
| 17-06-0038 | Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase                                | Brisbane                                                | \$19          | \$0.00               | \$19                                                  | (1) 2021-2035 | Planning Phase                    |
| 17-06-0040 | Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road                                                                                              | Redwood City                                            | \$31          | -\$4.40              | \$27                                                  | (1) 2021-2035 | Planning Phase                    |
| 17-06-0030 | Environmental Clearance and Design of the Redwood City Ferry Terminal and Service                                                                                             | Redwood City                                            | \$9           | -\$2.00              | \$7                                                   | (1) 2021-2035 | Conceptual Phase                  |



**Plan Bay Area 2050 - San Mateo County Financially Constrained Project List**  
**Regionally Significant Projects**

| RTP ID                | Project Title                                                                                                                                           | Project Sponsor                                         | Total (YOE\$) | Less Secured Funding | Amount to be Included in PBA 2050 Target, in millions | Bin           | Status                                                     |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|---------------|----------------------|-------------------------------------------------------|---------------|------------------------------------------------------------|
| 17-06-0014            | Reconstruct U.S. 101/Willow Road interchange                                                                                                            | Menlo Park                                              | \$2           | \$0.00               | \$2                                                   | (1) 2021-2035 | In Construction; cost reduced for remaining component      |
| 17-06-0019            | State Route 92-82 (El Camino) Interchange Improvement                                                                                                   | San Mateo (City)                                        | \$2           | \$0.00               | \$2                                                   | (1) 2021-2035 | Project is completed; cost reduced for remaining component |
| <del>17-06-0013</del> | <del>Reconstruct U.S. 101/Broadway interchange*</del>                                                                                                   | <del>Burlingame</del>                                   | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project is completed</del>                            |
| <del>17-06-0015</del> | <del>Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*</del>                                           | <del>Caltrans</del>                                     | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project is completed</del>                            |
| <del>17-06-0018</del> | <del>Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only*</del>                                      | <del>San Bruno</del>                                    | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <del>17-06-0022</del> | <del>Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase</del>                                                     | <del>San Mateo County</del>                             | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <del>17-06-0027</del> | <del>Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real</del> | <del>San Mateo County Transit District (SamTrans)</del> | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project is in construction</del>                      |
| <del>17-06-0034</del> | <del>Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*</del>                        | <del>Pacifica</del>                                     | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <del>17-06-0031</del> | <del>Redwood City Street Car Project</del>                                                                                                              | <del>Redwood City</del>                                 | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <del>17-06-0032</del> | <del>Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*</del>                                                                       | <del>Pacifica</del>                                     | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project is completed</del>                            |
| <del>17-06-0033</del> | <del>Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*</del>                                 | <del>Half Moon Bay</del>                                | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <del>17-06-0036</del> | <del>Widen Skyline Boulevard (Route 35) to 4 lane roadway from I-280 to Sneath Lane - Phased*</del>                                                     | <del>San Bruno</del>                                    | <del>-</del>  | <del>-</del>         | <del>-</del>                                          | <del>-</del>  | <del>Project will not move forward</del>                   |
| <b>NEW</b>            | Introduce network of regional express bus routes                                                                                                        | San Mateo County Transit District (SamTrans)            | \$478         | \$0.00               | \$478                                                 | (1) 2021-2035 | Planning Phase                                             |
| <b>NEW</b>            | Redwood City Transit Center Expansion Project                                                                                                           | Redwood City                                            | \$112         | \$0.00               | \$112                                                 | (1) 2021-2035 | Conceptual/Planning Phase                                  |
| <b>NEW</b>            | El Camino Real Road Diet                                                                                                                                | Millbrae                                                | \$82          | \$0.00               | \$82                                                  | (1) 2021-2035 | Planning Phase                                             |
| <b>New</b>            | Pilot Hovercraft Ferry Service from Foster City                                                                                                         | Foster City                                             | \$182         | \$0.00               | \$182                                                 | (1) 2021-2035 | Planning Phase                                             |

**Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Regionally Significant Projects**

| RTP ID | Project Title                                                                                            | Project Sponsor                              | Total Estimated Cost from 6/30/2019 Submittal (in 2019\$) | Amount to be Included in PBA 2050 Target, in millions | Bin           | Status                                                                                                                                                                  |
|--------|----------------------------------------------------------------------------------------------------------|----------------------------------------------|-----------------------------------------------------------|-------------------------------------------------------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NEW    | <i>El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade</i>     | <i>San Bruno</i>                             | \$25                                                      | \$3                                                   | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Eastbound I-380 Freeway Expansion</i>                                                                 | <i>San Bruno</i>                             | \$150                                                     | \$11                                                  | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Interstate 380 Congestion Improvements</i>                                                            | <i>San Bruno</i>                             | \$150                                                     | \$11                                                  | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>HSR Millbrae SFO Station</i>                                                                          | <i>Millbrae</i>                              | \$251                                                     | \$39                                                  | (1) 2021-2035 | <i>Planning Phase</i>                                                                                                                                                   |
| NEW    | <i>Millbrae SFO Guideway Improvement</i>                                                                 | <i>Millbrae</i>                              | \$502                                                     | \$110                                                 | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Grand Avenue Off- Ramp Realignment</i>                                                                | <i>South San Francisco</i>                   | \$35                                                      | \$12                                                  | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Railroad Avenue Extension</i>                                                                         | <i>South San Francisco</i>                   | \$261                                                     | \$30                                                  | (2) 2036-2050 | <i>Planning Phase</i>                                                                                                                                                   |
| NEW    | <i>3rd Avenue/US101 Interchange</i>                                                                      | <i>San Mateo (City)</i>                      | \$65                                                      | \$6                                                   | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Local Road Connection from I-380 Terminus/N Access Road to "The East Side" of South San Francisco</i> | <i>South San Francisco</i>                   | \$128                                                     | \$28                                                  | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Sierra Point Connection</i>                                                                           | <i>South San Francisco</i>                   | \$20                                                      | \$17                                                  | (2) 2036-2050 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | <i>Hillsdale Transit Center</i>                                                                          | <i>San Mateo (City)</i>                      | \$70                                                      | \$1                                                   | (1) 2021-2035 | <i>Planning Phase</i>                                                                                                                                                   |
| NEW    | <i>El Camino Real Complete Streets Improvements</i>                                                      | <i>Atherton</i>                              | \$15                                                      | \$5                                                   | (1) 2021-2035 | <i>Conceptual Phase</i>                                                                                                                                                 |
| NEW    | Regional Hovercraft Ferry Network                                                                        | Foster City                                  |                                                           | \$2,600                                               | (1) 2021-2035 | Mega Transformative multi county projects. To be determined in Summer 2020 if portion of the project needs to be counted towards the San Mateo County financial target. |
| NEW    | Muni Metro T-Third Extension to South San Francisco                                                      | South San Francisco                          |                                                           | \$1,800                                               | (2) 2036-2050 |                                                                                                                                                                         |
| NEW    | Dumbarton Rail Corridor                                                                                  | San Mateo County Transit District (SamTrans) |                                                           | \$3,900                                               | (1) 2021-2035 |                                                                                                                                                                         |
|        |                                                                                                          |                                              | Regionally Significant Subtotal (in millions)             | \$2,733                                               |               |                                                                                                                                                                         |

**Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Programmatic Categories**

| RTP ID     | Programmatic Category                                                                         | Programmatic Category Description                                                                                                                                                                                                                                                             | PBA 2040 Cost (in millions)                         | Proposed PBA 2050 Cost (\$ in millions) |
|------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------------------------------------|
| 17-06-0001 | Bicycle and Pedestrian Program                                                                | Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to new multi-purpose pedestrian/bicycle bridges over US 101 and sidewalk gap closures                            | \$247                                               | \$350                                   |
| 17-06-0002 | County Safety, Security and Other                                                             | Projects in this category address safety and security needs of San Mateo County including county-wide implementation of Safe Routes to School Program                                                                                                                                         | \$41                                                | \$85                                    |
| 17-06-0003 | Multimodal Streetscape                                                                        | Projects in this category implement multimodal or complete streets elements, including but not limited to projects along facilities such as El Camino Real, Bay Road, Ralston Avenue, University Avenue, Middlefield Road, Palmetto Avenue, Mission Street, Geneva Avenue, and Carolan Avenue | \$289                                               | \$400                                   |
| 17-06-0004 | Minor Roadway Expansions                                                                      | This category includes roadway capacity increasing projects (new roadways, widening or extensions of existing roadways) on minor roads such as Blomquist Street, California Drive, Railroad Avenue, Manor Drive, and Alameda de las Pulgas                                                    | \$58                                                | \$100                                   |
| 17-06-0005 | Roadway Operations                                                                            | County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide and County-wide implementation of local circulation improvements and traffic management programs countywide                                                         | \$64                                                | \$150                                   |
| 17-06-0006 | County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements | Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.                                                                                                                         | \$93                                                | \$150                                   |
| 17-06-0039 | Grade Separations                                                                             | This project includes grade separations of the Caltrain right of way at approximately 2 to 3 high priority locations in San Mateo County, including 25th Avenue. This project is based on San Mateo County's Measure A grade separation category.                                             | \$265                                               | \$600                                   |
| NEW        | Minor Highway Improvements                                                                    | Project types include minor highway extension or new lane (less than ¼ mile) and interchange modification (no additional capacity)                                                                                                                                                            | -                                                   | \$300                                   |
|            |                                                                                               |                                                                                                                                                                                                                                                                                               | <b>Programmatic Category Subtotal (in millions)</b> | <b>\$2,135</b>                          |

| <b>Plan Bay Area 2050 Summary</b>             |                |
|-----------------------------------------------|----------------|
| Regionally Significant Projects (in millions) | \$2,733        |
| Programmatic Categories (in millions)         | \$2,135        |
|                                               | <b>\$4,868</b> |

## C/CAG AGENDA REPORT

Date: February 20, 2020

To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)

From: Jeff Lacap, Transportation Programs Specialist

Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at 650-599-1455 or [jlacap@smcgov.org](mailto:jlacap@smcgov.org))

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### RECOMMENDATION

Regional project and funding information.

### FISCAL IMPACT

None

### SOURCE OF FUNDS

N/A

### BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

#### FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send in your invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

## Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, at (415) 778-5269 or [chohorst@mtc.ca.gov](mailto:chohorst@mtc.ca.gov) if you need to update your certification.

## Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

### *2021 TIP Development*

MTC is beginning the process of developing the 2021 Transportation Improvement Program (TIP). The current 2019 TIP covers federal FY 2018-19 through FY 2021-22. The 2021 TIP will cover the four-year period from FY 2020-21 through FY 2023-24.

Because the San Francisco Bay Air Basin is classified as a non-attainment area for federal air quality standards, MTC is required to conduct a regional air quality conformity analysis and make a conformity finding when adopting a new TIP or RTP, when adding certain capacity-increasing projects to the RTP or TIP, or when making significant scope or schedule changes to such projects. MTC uses the California Air Resources Board's (CARB's) EMFAC modeling tool when conducting these analyses.

On September 27, 2019, EPA and the National Highway Traffic Safety Administration (NHTSA) published a final rule (Part I of the SAFE Vehicles Rule) withdrawing a previously-granted waiver that allowed California to set its own fuel efficiency standards. Once the rule went into effect on November 26, 2019, the projected fleet fuel efficiency in the latest version of EMFAC could no longer be considered the latest planning assumptions and the model was deemed invalid. The CARB has provided an adjustment factor to EMFAC for MPOs to use for Air Quality conformity determinations for plans, and programs. It is unclear whether federal EPA will approve the adjustment factor for conformity purposes. In addition, EPA and NHTSA are working to finalize Part II of the SAFE Vehicle Rule, which may require further adjustment of the EMFAC model. FHWA has indicated it cannot approve any air quality conformity determination unless and until EPA informs them the model is valid.

Due to the issues above, it is uncertain whether or not USDOT would be able to approve an updated TIP. MTC has been working with state and local partners to identify and implement regulatory and legislative solutions. Further guidance on how this affects the TIP update and current and future projects will be made available as soon as possible. Please see Attachment 3 for more information.

### *ATP Cycle 5 Update*

The Cycle 5 Call for Projects is scheduled for adoption by the California Transportation Commission (CTC) on March 25, 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years are expected to include 21/22, 22/23, 23/24 and 24/25 fiscal years. MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the CTC for adoption.

Upon CTC approval of MTC’s Regional ATP Guidelines and the Statewide ATP Guidelines, expected in March 2020, MTC will issue a call for projects for the regional program in addition to the statewide program. Applications for the Regional ATP are due to MTC by June 15, 2020, which is the same due date as the Statewide Competitive ATP. Applications are due on February 28, 2020 and your project must serve a disadvantaged community. More information can be found here:

<https://fs27.formsite.com/6Dqgcx/DACTACycle5/index.html>

### *Technical Assistance for Disadvantaged Communities for Cycle 5 of the Active Transportation Program*

The Active Transportation Resource Center (ATRC), managed by Caltrans has announced the launch of the Active Transportation Program Disadvantaged Communities Technical Assistance (ATP DAC TA) Program for 2021 ATP Cycle 5. The ATP DAC TA Program provides no-cost training workshops and application development assistance to agencies with projects serving disadvantaged communities that have had limited success in receiving funding for active transportation projects. The ATP DAC TA Program will offer tailored assistance for up to 10 disadvantaged communities statewide.

### *SB 1 Competitive Program and Funding Updates*

Solutions for Congested Corridors Program (SCCP) – The primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. The Call for Projects is currently open with applications due June 30, 2020.

Competitive Local Partnership Program (LPP) - The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Call for Projects is anticipated to be announced by the CTC at the March 25, 2020 meeting with applications due in May.

Trade Corridor Enhancement Program (TCEP) - The purpose of the program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. The Call for Projects is anticipated to be announced by the CTC at the March 25, 2020 meeting with applications due in May.

For more information, please visit the CTC website: <https://catc.ca.gov/programs/sb1>

### *Disadvantaged Business Enterprise (DBE) Running Tally Procedure*

Title 49 of the Code of Federal Regulations (CFR), Part 26.37(c) requires recipients of federal-aid funding to “provide a running tally of actual attainments (e.g., payments actually made to DBE firms), including a means of comparing these attainments to commitments.”

Effective March 1, 2020, after submitting an invoice for reimbursement that includes a payment to a DBE, but no later than the 10th of the following month, the prime contractor/consultant shall complete and email the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments to [business.support.unit@dot.ca.gov](mailto:business.support.unit@dot.ca.gov) with a copy to local administering agencies. See Attachment 4 for more information.

#### *Caltrans Call for Local Roadway Safety Plan (LRSP)*

From Highway Safety Improvement Program (HSIP) Cycle 11 (approximately April 2022) and on, an LRSP (or its equivalent) will be required for an agency to be eligible to apply for HSIP funds. To assist local agencies developing their safety plans, a total of \$10 million from the HSIP was set aside and exchanged for state funds (each applicant may have up to \$72,000 of state funds). As of this month, Caltrans had allocated all \$10 million of the LRSP funding set aside for this effort.

Caltrans HQ is in the process of requesting additional funds to capture the remaining needs. Caltrans District 4 will be accepting requests from interested agencies that did not receive the initial LRSP funding. If your agency is still interested in the LRSP funding, please contact Xi Zhang at 510-622-5929, or [Xi.Zhang@dot.ca.gov](mailto:Xi.Zhang@dot.ca.gov) to inform him of your interest, or for additional information. Please contact Xi no later than February 21<sup>st</sup>,

#### **ATTACHMENTS**

1. Caltrans Inactive Obligation Project List for San Mateo County as of February 7, 2020
2. MTC's PMP Certification Status of Agencies within San Mateo County as of February 12, 2020
3. 2021 Transportation Improvement Program (TIP) Update
4. Caltrans Disadvantaged Business Enterprise (DBE) Running Tally Procedure

ended on 02/07/2020 Projects > \$50k

| Project Number | Status   | Agency Action Required                                                           | State Project No | Project Prefix | District | County | Agency              | Project Description                                                                                                                                                           | Latest Date | Earliest Authorization Date | Latest Payment Date | Last Action Date | Program Codes | Total Cost Amount | Obligations Amount | Expenditure Amount | Unexpended Balance |
|----------------|----------|----------------------------------------------------------------------------------|------------------|----------------|----------|--------|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-----------------------------|---------------------|------------------|---------------|-------------------|--------------------|--------------------|--------------------|
| 5333018        | Inactive | Final invoice under review by Caltrans. Monitor for progress.                    | 0418000269L      | ATPL           | 4        | SM     | Woodside            | IN WOODSIDE, ALONG STATE ROUTE 84 FROM WOODSIDE ELEMENTARY SCHOOL TO CANADA ROAD CONSTRUCT SEPARATE MULTI-USE PATH                                                            | 02/26/2019  | 02/26/2019                  |                     | 02/26/2019       | Z003          | \$596,462.00      | \$136,000.00       | \$0.00             | \$136,000.00       |
| 5438011        | Inactive | Invoice overdue. Contact DLAE.                                                   | 0400021118L      | HPLUL          | 4        | SM     | East Palo Alto      | BAY ROAD: CLARKE/ILLINOIS TO COOLEY LANDING (BAY TRAIL) ROAD WIDEN, RESURFACE, STREETScape, BIKE LANE                                                                         | 01/25/2019  | 04/04/2012                  | 01/25/2019          | 01/25/2019       | Z400          | \$17,325,020.00   | \$9,747,135.64     | \$1,389,744.01     | \$8,357,391.63     |
| 5102048        | Inactive | Invoice overdue. Contact DLAE.                                                   | 0417000037L      | CML            | 4        | SM     | San Mateo           | DOWNTOWN SAN MATEO: EL CAMINO REAL TO DELAWARE, 9TH TO TILTON AVE REPLACE EXISTING PARKING METERS WITH SMART METERS AND INSTALL PARKING AVAILABILITY SIGNS AT CITY FACILITIES | 03/19/2019  | 08/17/2016                  | 03/19/2019          | 03/19/2019       | Z400          | \$2,471,000.00    | \$2,000,000.00     | \$115,000.00       | \$1,885,000.00     |
| 5177040        | Inactive | Invoice returned to agency. Contact DLAE.                                        | 0419000112L      | CML            | 4        | SM     | South San Francisco | EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS                                                                                                  | 01/04/2019  | 01/04/2019                  |                     | 01/04/2019       | Z003          | \$150,000.00      | \$125,000.00       | \$0.00             | \$125,000.00       |
| 5350022        | Inactive | Invoice under review by Caltrans. Monitor for progress.                          | 0419000057L      | STPL           | 4        | SM     | Pacifica            | VARIOUS LOCATIONS IN THE CITY OF PACIFICA REMOVE AND INSTALL 100 CURB RAMPS                                                                                                   | 02/21/2019  | 02/21/2019                  |                     | 02/21/2019       | Z230          | \$658,400.00      | \$400,000.00       | \$0.00             | \$400,000.00       |
| 5029033        | Future   | Invoice ASAP to avoid inactivity.                                                | 0414000186L      | STPL           | 4        | SM     | Redwood City        | WHIPPLE AND VETERANS, ROAD REHABILITATION                                                                                                                                     | 06/13/2019  | 02/17/2015                  | 06/13/2019          | 06/13/2019       | M23E          | \$999,648.00      | \$548,000.00       | \$292,727.29       | \$255,272.71       |
| 5029025        | Inactive | Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE. | 0400021046L      | BPMP           | 4        | SM     | Redwood City        | BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE                                                                        | 08/02/2017  | 04/13/2011                  | 08/02/2017          | 08/02/2017       | Q120          | \$75,000.00       | \$66,398.00        | \$39,121.06        | \$27,276.94        |
| 5333014        | Future   | Invoice ASAP to avoid inactivity.                                                | 0412000122L      | BHLS           | 4        | SM     | Woodside            | KINGS MOUNTAIN RD OVER WEST UNION CREEK; 0.05 MI EAST OF TRIPP RD, BRIDGE REHABILITATION                                                                                      | 05/29/2019  | 03/16/2012                  | 05/29/2019          | 05/29/2019       | L1CE          | \$135,090.00      | \$119,595.00       | \$95,718.71        | \$23,876.29        |
| 5333013        | Future   | Invoice ASAP to avoid inactivity.                                                | 0412000121L      | BHLS           | 4        | SM     | Woodside            | MOUNTAIN HOME RD OVER BEAR CREEK; 0.3 MI SOUTH OF SR 84, BRIDGE REHABILITATION                                                                                                | 05/29/2019  | 03/16/2012                  | 05/29/2019          | 05/29/2019       | L1CE          | \$107,428.00      | \$95,106.00        | \$90,585.92        | \$4,520.08         |



PMP\_Certification\_Status\_Listing

|                                        |                         |
|----------------------------------------|-------------------------|
| PMP Certification<br>February 12, 2020 | Expired                 |
|                                        | Expiring within 60 days |
|                                        | Certified               |

\* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

| County    | Jurisdiction        | Last Major Inspection* | Certified | P-TAP Cycle | Certification Expiration Date |
|-----------|---------------------|------------------------|-----------|-------------|-------------------------------|
| San Mateo | Atherton            | 8/13/2018              | Yes       | 19          | 9/1/2020                      |
| San Mateo | Belmont             | 8/30/2017              | Pending   | 20          | 4/30/2020                     |
| San Mateo | Brisbane            | 8/11/2018              | Yes       | 19          | 9/1/2020                      |
| San Mateo | Burlingame          | 9/1/2018               | Yes       | 19          | 10/1/2020                     |
| San Mateo | Colma               | 8/31/2017              | Pending   | 20          | 4/30/2020                     |
| San Mateo | Daly City           | 1/31/2017              | Pending   | 20          | 4/30/2020                     |
| San Mateo | East Palo Alto      | 12/19/2018             | Yes       | 19          | 1/1/2021                      |
| San Mateo | Foster City         | 2/28/2018              | Yes       | 18          | 3/1/2020                      |
| San Mateo | Half Moon Bay       | 12/31/2015             | Pending   | 20          | 4/30/2020                     |
| San Mateo | Hillsborough        | 10/2/2018              | Yes       | 19          | 11/1/2020                     |
| San Mateo | Menlo Park          | 11/12/2018             | Yes       | 19          | 12/1/2020                     |
| San Mateo | Millbrae*           | 8/31/2017              | Yes       | 18          | 9/1/2020                      |
| San Mateo | Pacifica            | 8/20/2018              | Yes       | 19          | 9/1/2020                      |
| San Mateo | Portola Valley      | 9/1/2018               | Yes       | 19          | 10/1/2020                     |
| San Mateo | Redwood City        | 11/14/2018             | Yes       | 19          | 12/1/2020                     |
| San Mateo | San Bruno           | 9/30/2017              | Yes       | 20          | 4/30/2020                     |
| San Mateo | San Carlos          | 8/31/2016              | Pending   | 20          | 4/30/2020                     |
| San Mateo | San Mateo*          | 11/30/2017             | Yes       | 18          | 12/1/2020                     |
| San Mateo | San Mateo County    | 8/31/2016              | Pending   | 20          | 4/20/2020                     |
| San Mateo | South San Francisco | 9/1/2017               | Pending   | 20          | 4/20/2020                     |
| San Mateo | Woodside            | 11/15/2018             | Yes       | 19          | 12/1/2020                     |

(\* ) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^ ) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

[http://mtc.ca.gov/sites/default/files/PMP\\_Certification\\_Status\\_Listing.xlsx](http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx)



## *Memorandum*

TO: Transit Finance Working Group, Programming and Delivery Working Group, and Local Streets and Roads Working Group

DATE: January 15, 2020

FR: Adam Crenshaw

RE: 2021 Transportation Improvement Program (TIP) Update

### **Background**

Current state statute requires Caltrans, in cooperation with the metropolitan planning organizations (MPOs), to prepare a TIP and submit it to USDOT every even numbered year. In the San Francisco Bay Area region, the preliminary efforts to develop an updated TIP begin in January of every even numbered year.

Because the San Francisco Bay Air Basin is classified as a non-attainment area for federal air quality standards, MTC is required to conduct a regional air quality conformity analysis and make a conformity finding when adopting a new TIP or RTP, when adding certain capacity-increasing projects to the RTP or TIP, or when making significant scope or schedule changes to such projects. MTC uses the California Air Resources Board's (CARB's) EMFAC modeling tool when conducting these analyses.

On September 27, 2019, EPA and the National Highway Traffic Safety Administration (NHTSA) published a final rule (Part I of the SAFE Vehicles Rule) withdrawing a previously-granted waiver that allowed California to set its own fuel efficiency standards. Once the rule went into effect on November 26, 2019, the projected fleet fuel efficiency in the latest version of EMFAC could no longer be considered the latest planning assumptions and the model was deemed invalid. The CARB has provided an adjustment factor to EMFAC for MPOs to use for Air Quality conformity determinations for plans, and programs. It is unclear whether federal EPA will approve the adjustment factor for conformity purposes. In addition, EPA and NHTSA are working to finalize Part II of the SAFE Vehicle Rule, which may require further adjustment of the EMFAC model. FHWA has indicated it cannot approve any air quality conformity determination unless and until EPA informs them the model is valid.

Due to the issues above, it uncertain whether or not USDOT would be able to approve an updated TIP. MTC has been working with state and local partners to identify and implement regulatory and legislative solutions. Further guidance on how this affects the TIP update and current and future projects will be made available as soon as possible. Until then the region must prepare for various air quality conformity scenarios.

### **TIP Project Review**

The following project review efforts will be helpful in preparing for any outcome and the deadlines will be enforced in all scenarios outlined below.

1. Due January 31, 2020 – Review Non-Exempt Projects

The first step in this process will be to review your projects that must be included in the regional network model and analyzed for regional air quality conformity purposes (non-exempt projects). Please

review the list of existing non-exempt and potentially non-exempt projects included as Appendix A-1 of the attachments to see if what is included in the TIP is consistent with the current scope and schedule for the project. Please also review the projects currently included in Plan Bay Area 2040 (Appendix A-2) to see if there are any additional non-exempt projects that need to be included in the TIP. Attachment A includes more information about this step of the process.

2. *Due January 31, 2020 – Review of Projects to be Archived*

Along with the step above, sponsors should review their projects that are included in the 2019 TIP document for informational purposes only (Attachment B). Please provide justification for retaining these projects in the TIP by January 31, 2020, otherwise these projects will be archived.

3. *Due February 1, 2020 – Submit All Outstanding Applications in FMS*

Project sponsors and CTAs should review In-Process applications and submit any that are ongoing. In-Process applications that are not submitted by the deadline will be deleted shortly after February 1.

## **2021 TIP Update Scenarios**

### Scenario 1 – Normal TIP Update Process

If an emissions model is approved for use in a regional conformity analysis, we will be able to proceed with a normal TIP Update this year. FMS will be locked for a period of time so that we may create copies of all ongoing projects. Project sponsors and CTAs will then be asked to review, update, and submit all ongoing projects so that they may be included in the 2021 TIP. New and revised non-exempt projects would be incorporated into the 2021 TIP and a new regional air quality conformity analysis would be developed.

The Draft 2021 TIP and Conformity Analysis would be expected to be released for public review this summer and approved in the early fall. Final federal approval would be expected in December, 2020.

### Scenario 2 – TIP Update with No Changes to Non-Exempt Projects

This scenario is similar to Scenario 1 above, but no new non-exempt projects and no significant changes to existing non-exempt projects would be incorporated into the 2021 TIP. MTC staff would work with the sponsors of these non-exempt projects to identify what minor changes could move forward. Project sponsors and CTAs would still be asked to review all of their ongoing projects.

The Draft 2021 TIP would be expected to be released for public review this summer and approved in the early fall. Final federal approval of the 2021 TIP would be expected in December, 2020.

### Scenario 3 – Delayed TIP Update

In this scenario the TIP Update would be delayed and federal programming activities would continue to rely on the 2019 TIP. Revisions to the 2019 TIP would still be processed on a regular basis and MTC staff would work with project sponsors to identify and implement allowable changes to non-exempt projects.

One critical aspect of this scenario is that no new fiscal years would be added to the TIP period. The active years of the TIP would remain federal fiscal years 2018-19, 2019-20, 2020-21, and 2021-22. The TIP is required to be financially constrained, so as these years become fully programmed the capacity for new projects and funding will become increasingly limited.

#### Attachments:

- A. Review of Non-Exempt Projects
- B. Review of Projects to be Archived



Expires – Upon Issuance of LPP

## Disadvantaged Business Enterprise (DBE) Running Tally Procedure

### I. BACKGROUND

[Title 49 of the Code of Federal Regulations \(CFR\), Part 26.37\(c\)](#) requires recipients of federal-aid funding to “provide a running tally of actual attainments<sup>1</sup>, including a means of comparing these attainments to commitments.” This requirement does not apply to projects that do not have federal funding.

### II. POLICY

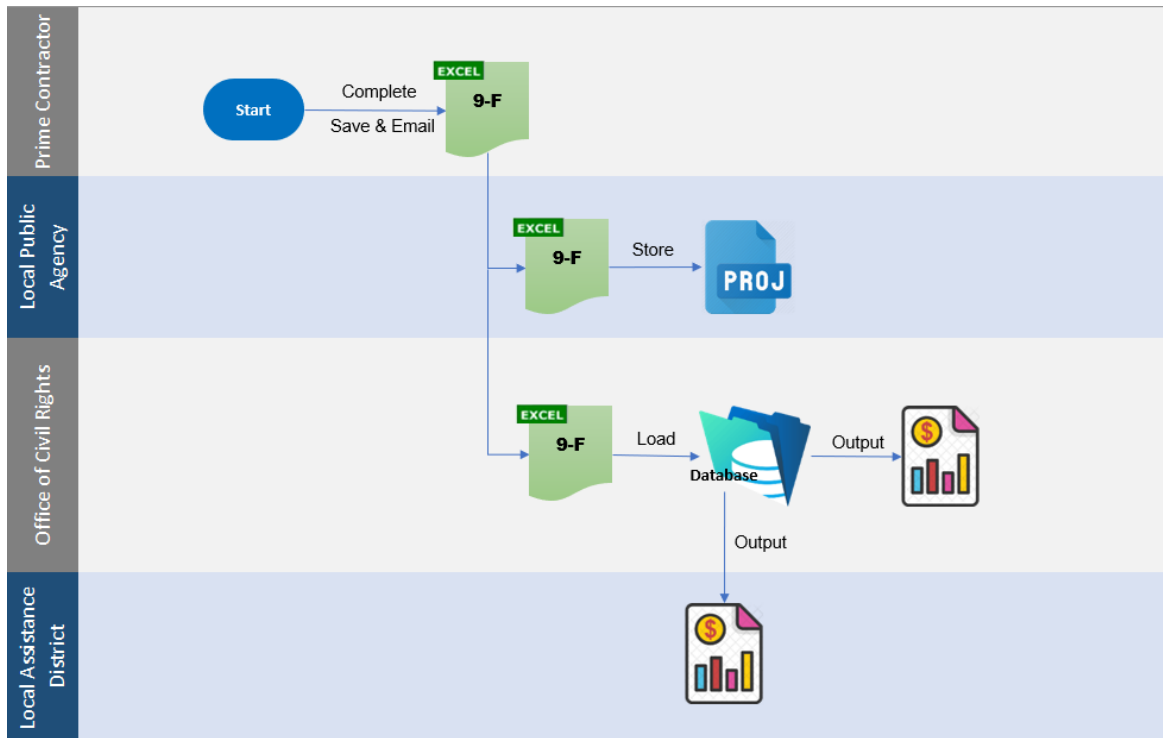
To comply with [49 CFR 26.37\(c\)](#), the prime contractor/consultant must complete the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments until all DBE subcontracting or material supply activity on the entire project is completed.

### III. PROCEDURE

Effective March 1, 2020, after submitting an invoice for reimbursement that includes a payment to a DBE, but no later than the 10<sup>th</sup> of the following month, the prime contractor/consultant shall complete and email the Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments to [business.support.unit@dot.ca.gov](mailto:business.support.unit@dot.ca.gov) with a copy to local administering agencies. Exhibit 9-F lists accurate payment amount, total amount paid to date, and total commitment amount for each DBE on the federal-aid highway project. It also includes contract award amount and total payment to date to the prime contractor/consultant.

The following flowchart shows the process of generating the Running Tally of Actual Attainment summary report once the Exhibit 9-F is submitted.

<sup>1</sup> e.g., payments actually made to DBE firms



**IV. APPLICABILITY/IMPACTS**

This policy applies to all federal-aid highway projects with DBE participation.

Recommended: Original Signature By 02/11/2020  
 Hau Doan, Policy Liaison Engineer Date  
 Office of Guidance and Oversight

Approved: Original Signature By 02/11/2020  
 Felicia Haslem, Acting Office Chief Date  
 Office of Guidance and Oversight

Attachments:

- Exhibit 9-F: Disadvantaged Business Enterprise Running Tally of Payments
- Sample Output: Running Tally of Attainments Summary Reports