

# 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*

### C/CAG BOARD MEETING NOTICE

Meeting No. 328

**DATE:** Thursday, April 9, 2020

**TIME:** 6:30 P.M.

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings telephonically or by other electronic means. Pursuant to the Shelter-in-Place Order issued by the San Mateo County Health Officer effective March 17, 2020, which was expanded and extended on March 31, 2020, the statewide Shelter-in-Place Order issued by the Governor in Executive Order N-33-20 on March 19, 2020, and the CDC's social distancing guidelines, which discourage large public gatherings, C/CAG meetings will be conducted via remote conferencing. Members of the public may observe or participate in the meeting remotely via one of the options below.

Join by Zoom:

<https://zoom.us/j/449211048>

Meeting ID: 449 211 048

Join by Phone:

(669) 900-6833

Meeting ID: 449 211 048

Persons who wish to address the C/CAG Board on an item to be considered at this meeting, or on items not on this agenda, are asked to submit comments in writing to [mguilles@smcgov.org](mailto:mguilles@smcgov.org) by 5:00 PM on Thursday April 9, 2020. Emailed comments should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda or is on the consent agenda. Members of the public are limited to one comment per agenda item. The length of the emailed comment should be commensurate with the two minutes customarily allowed for verbal comments, which is approximately 250-300 words. Staff will read the public comments addressing matters on this agenda received before the deadline of 5:00 PM on April 9, 2020 at the time the matter is called. Staff will read the public comments addressing items not on this agenda received before the deadline of 5:00 PM on April 9, 2020 during agenda item 3 "Public comments." Comments received after the deadline but before the end of the meeting

will be provided to the C/CAG Board after the meeting.

1.0 CALL TO ORDER/ ROLL CALL

2.0 BRIEF OVERVIEW OF TELECONFERENCE MEETING PROCEDURES

3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

*Note: Public comment is limited to two minutes per speaker.*

4.0 PRESENTATIONS/ ANNOUNCEMENTS

4.1. Receive an update on Regional Housing Needs Allocation (RHNA) p. 1

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

5.1 Approval of the minutes of regular business meeting No. 327 dated February 13, 2020.  
ACTION p. 2

5.2 Review and approval of Resolution 20-10 approving the population data to be used by C/CAG.  
ACTION p. 9

5.3 Review and approve the appointments of Peter Brown, Public Works Director, and Andrew Yang, Senior Civil Engineer, to the C/CAG Congestion Management Program Technical Advisory and Stormwater Committees representing the Cities of Belmont and Millbrae, respectively.  
ACTION p. 12

5.4 Review and approval of Resolution 20-11 authorizing the C/CAG Chair to execute Amendment No. 1 to the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program adding \$15,000 unspent funds from previous cycle for a new total of \$606,400.  
ACTION p. 17

5.5 Review and approval of Resolution 20-15 authorizing the C/CAG Chair to execute an Agreement with the San Mateo County Superintendent of Schools to administer and manage the San Mateo County Safe Routes to School Program in an amount not to exceed \$669,287 for Fiscal Year 2020-2021.  
ACTION p. 20

5.6 Review and approval of Resolution 20-09 approving the reallocation of Measure M accumulated interest and unspent administration funds from inception to June 30, 2019.  
ACTION p. 24

5.7 Receive a copy of the executed Amendment No. 1 to the agreement with Kimley-Horn for development of the Project Approval and Environmental Document (PA&ED) for the Smart Corridor Northern Cities for a time extension through June 30, 2020, in accordance with C/CAG Procurement Policy.  
INFORMATION p. 29

## 6.0 REGULAR AGENDA

- 6.1 Review and approve of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). ACTION p. 32
- 6.2 Conduct public hearing and approval of Resolution 20-13 adopting the Final 2019 Congestion Management Program (CMP) for San Mateo County and next steps. (*Special voting procedures apply*) ACTION p. 37
- 6.3 Review and approval of Resolution 20-14 authorizing the C/CAG Chair to enter into contract with StreetLight Data for a subscription to Data and Services for one year in the amount of \$275,000 and to execute Memorandums of Understanding (MOU's) with the San Mateo County Transportation Authority (SMCTA), and participating member agencies (AGENCIES) for the cost-share. ACTION p. 45
- 6.4 Review and approval of Resolution 20-12 approving 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 and authorize the Executive Director to make minor modifications to the list prior to final submittal to the MTC. ACTION p. 67
- 6.5 Discuss the potential need for a forum for cities to share practices relating to the COVID-19 Shelter-in-Place Order. ACTION p. 86
- 6.6 Election of a C/CAG Chairperson and a C/CAG Vice Chairperson. ACTION p. 88

## 7.0 COMMITTEE REPORTS

- 7.1 Committee Reports (oral reports)
- 7.2 Chairperson's Report
- 7.3 Board Members Report/ Communication

## 8.0 EXECUTIVE DIRECTOR'S REPORT

## 9.0 COMMUNICATIONS - Information Only

- 9.1 Letter from Sandy Wong, Executive Director, City/County Association of Governments, to The Honorable Elaine L. Chao, Secretary, U.S. Department of Transportation, dated 2/12/20. RE: INFRA Grant for Burlingame Broadway Grade Separation Project.

## 10.0 ADJOURNMENT

Next scheduled meeting May 14, 2020

**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:

Executive Director: Sandy Wong (650) 599-1409

Administrative Assistant: Mima Guilles (650) 599-1406



## C/CAG AGENDA REPORT

**DATE:** April 9, 2020

**TO:** City/County Association of Governments of San Mateo County Board of Directors

**FROM:** Sandy Wong, Executive Director

**SUBJECT:** Receive an update on Regional Housing Needs Allocation (RHNA)

(For further information, please contact Sandy Wong at 650-599-1409)

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### RECOMMENDATION:

That the C/CAG Board of Directors receive an update on Regional Housing Needs Allocation (RHNA).

### FISCAL IMPACT:

None.

### BACKGROUND/DISCUSSION:

Regional Housing Needs Allocation (RHNA) is the state-mandated process to identify the number of housing units (by affordability level) that each jurisdiction must accommodate in the Housing Element of its General Plan. As part of this process, the California Department of Housing and Community Development (HCD) develops the total housing need determination (RHND) for the Bay Area for an eight-year period (in the next cycle, from 2022 to 2030).

ABAG must then develop a methodology to distribute this need to local governments in a manner consistent with the development pattern in *Plan Bay Area 2050*. RHNA statutes outline a detailed process and schedule for how ABAG must develop an allocation methodology that meets the statute's objectives. The methodology must consider 12 statutory factors and accomplish two outcomes:

- Allocate a share of housing need (in units) to each jurisdiction
- Identify each jurisdiction's share of need by income category

Last summer, ABAG convened the bay area Housing Methodology Committee consists of elected officials and staff from each county, as well as stakeholders from interest groups, to assist in developing the methodology. San Mateo County representatives include Councilmember Bonilla of the City of San Mateo, member Carlos Romero of Urban Ecology, and Josh Abrams of 21-Element staff.

The Housing Methodology Committee has been meeting since October 2019. HCD is scheduled to release the region's number in Spring 2020. ABAG is scheduled to release the Draft Methodology in July 2020.

Staff recommends the C/CAG Board receive an update on the RHNA methodology development.

### ATTACHMENT:

Powerpoint available at: <https://www.ccag.ca.gov/committees/board-of-directors>

# C/CAG

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### BOARD MEETING MINUTES

Meeting No. 327  
February 13, 2020

#### 1.0 CALL TO ORDER/ ROLL CALL

Chair Maryann Moise Derwin called the meeting to order at 6:30 p.m. Roll call was taken.

Belmont	– Davina Hurt (arrive 6:50 p.m.)
Brisbane	– Cliff Lentz
Burlingame	– Ricardo Ortiz
Daly City	– Pamela DiGiovanni
East Palo Alto	– Lisa Gauthier
Foster City	– Catherine Mahanpour
Half Moon Bay	– Harvey Rarbak
Hillsborough	– Marie Chuang
Menlo Park	– Betsy Nash
Millbrae	– Gina Papan
Pacifica	– Sue Vaterlaus
Portola Valley	– Maryann Moise Derwin
Redwood City	– Alicia Aguirre
San Bruno	– Michael Salazar
San Carlos	– Adam Rak
San Mateo	– Diane Papan (arrive 6:45 p.m.)
South San Francisco	– Karyl Matsumoto
Woodside	– Ned Fluet
SMCTA (Non-Voting)	– Karyl Matsumoto

Absent:

Atherton  
Colma  
San Mateo County  
SamTrans (Non-voting) – Josh Powell

Others:

Sandy Wong	– C/CAG Executive Director
Mima Guilles	– C/CAG Clerk
Melissa Adrikopoulos	– C/CAG Legal Counsel
John Hoang	– C/CAG Staff
Matt Fabry	– C/CAG Staff
Susy Kalkin	– C/CAG Staff
Van Ocampo	– C/CAG Staff

Jeff Lacap	– C/CAG Staff
Reid Bogert	– C/CAG Staff
Mikaela Hiatt	– C/CAG Staff
Kimberly Wever	– C/CAG Staff
Kim Springer	– San Mateo County
John Ford	– Commute.Org
Leo Scott	– Gray/Bowen/Scott
Tom Francis	– BAWSCA
Mary McGrath	– SMCOE
Theresa Vallez-Kelly	– SMCOE
Alejandro Lopez	– Caltrans
Vince Jacala	– Caltrans
Jessica Alba	– Public
Greg Anderson	– Public
Rick Nahass	– Public
Zackary Clark	– Daily Journal

Other members of the public attended.

### 3.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

*Note: Public comment is limited to two minutes per speaker.*

Chair Derwin, welcome new members of the C/CAG Board, Pamela DiGiovanni of Daly City, Catherine Mahanpour of Foster City and Michael Salazar of City of San Bruno.

### 4.0 PRESENTATIONS/ ANNOUNCEMENTS

- 4.1 Receive notice on the March 12 “Green Streets for Sustainable Communities” symposium and the March 31 “Shore to Shore: Envisioning San Mateo County’s Resilient Water Future” summit.

The Board received brief information from Mathew Fabry, C/CAG staff on the upcoming “Green Streets for Sustainable Communities” symposium scheduled for March 12, 2020; and the “Shore to Shore: Envisioning San Mateo County’s Resilient Water Future” summit scheduled for March 31, 2020.

- 4.2 Receive a presentation on the San Mateo County Safe Routes to School FY 2018-2019 Annual Report.

The Board received a presentation from Mary McGrath and Theresa Vallez-Kelly, San Mateo County Office of Education, on the San Mateo County Safe Routes to School FY 2018-19 Annual Report. The presenters thanked and appreciated C/CAG for all the financial support making the program possible. Ms. Vallez-Kelly also thanked C/CAG staff John Hoang for his contribution.

- 4.3 Receive a presentation and update on the US 101 Express Lanes project.

The Board received a presentation and update from Leo Scott, on the US 101 Express Lanes project. Board members provided suggestions to notify the public regarding

construction activities including reaching out to SMC Alert, other counties information distribution channels, and large employers.

5.0 ACTION TO SET AGENDA AND APPROVE CONSENT AGENDA ITEMS

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

Sandy Wong, Executive Director, pointed out typos on the 2019 attendance report (page 17, 20, and 21 of the packet) and that replacement pages were provided on the Board table.

Board Member Rak MOVED approval of Items 5.1, 5.2, 5.3, 5.4, 5.5, 5.7.1, 5.7.2, 5.8.1, 5.8.2 and 5.9. Board Member Aguirre SECONDED. **MOTION CARRIED 18-0-0**

- 5.1 Approval of the minutes of regular business meeting No. 326 dated December 12, 2019. APPROVED
- 5.2 Review and accept the 2019 attendance report for the C/CAG Board and Committee meetings. APPROVED
- 5.3 Review and approval of Resolution 20-08 authorizing the 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. APPROVED
- 5.4 Receive a copy of the executed First Amendment to the funding agreement between SamTrans and C/CAG for the US-101 Mobility Action Plan providing for a six-month time extension only, in accordance with C/CAG procurement policy. APPROVED
- 5.5 Review and approval of Resolution 20-01 determining that the Skyway Center Project in San Carlos, including Zoning Ordinance Amendment, Planned Development Permit and related entitlements, is conditionally consistent with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. APPROVED
- 5.7 Review and approval of agreements for Project Approval and Environmental Document Phase of the US 101 SR92 Interchange Area Improvement Project:
  - 5.7.1 Review and approval of Resolution 20-02 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) with San Mateo County Transportation Authority (SMCTA) for the Project Approval & Environmental Document (PA&ED) Phase of the US 101/SR92 Interchange Near-Term Area Improvement Project. APPROVED
  - 5.7.2 Review and approval of Resolution 20-03 authorizing the C/CAG Chair to execute the COOPERATIVE AGREEMENT between CALTRANS, San Mateo County Transportation Authority (SMCTA) and C/CAG for the Project Approval & Environmental Document (PA&ED) Phase of the US 101/SR92 Interchange Near-Term Area Improvement Project. APPROVED

- 5.8 Review and approval of agreements for Project Approval and Environmental Document Phase of the US 101 Manage Lanes from I-380 to the San Mateo/San Francisco County Line:
- 5.8.1 Review and approval of Resolution 20-04 authorizing the C/CAG Chair to execute the Memorandum of Understanding (MOU) with San Mateo County Transportation Authority (SMCTA) to co-sponsor the Project Approval & Environmental Document Phase of the US 101 Managed Lane Project, north of I-380. APPROVED
- 5.8.2 Review and approval of Resolution 20-05 authorizing the C/CAG Chair to execute the Cooperative Agreement (Coop) between Caltrans, San Mateo County Transportation Authority (SMCTA) and C/CAG for the Project Approval & Environmental Document Phase of the US 101 Managed Lane Project north of I-380. APPROVED
- 5.9 Review and approval of Resolution 20-07 authorizing the C/CAG Chair to execute Amendment No. 3 to Iteris Smart Corridor ITS Network Monitoring and Maintenance Support Agreement to add \$140,272 for a new total amount of \$287,016 and a time extension through June 30, 2022. APPROVED

**Item 5.6 was removed from the Consent agenda.**

- 5.6 Review and approval of the appointments of Tom Francis, Water Resource Manager at Bay Area Water Supply and Conservation Agency, and Kristen Jensen, Senior Vice President at Community Bank of the Bay, to the Resource Management and Climate Protection (RMCP) Committee. APPROVED

The Board received a brief self-introduction from Tom Francis of BAWSCA.

Board Member D. Papan (San Mateo) MOVED approval of Item 5.6. Board Member Gauthier SECONDED. **MOTION CARRIED 18-0-0.**

6.0 REGULAR AGENDA

- 6.1 Review and approval of the appointment of one public member to the Congestion Management & Environmental Quality Committee. APPROVED

The Board received the following letters and in-person presentations from three candidates regarding their respective interest in serving on the C/CAG Congestion Management & Environmental Quality Committee (CMEQ):

Jessica Alba  
Greg Anderson  
Rick Nahass

Results from balloted votes were announced:

**Jessica Alba - City of Redwood City**

- Karyl Matsumoto - South San Francisco
- Davina Hurt - Belmont
- Betsy Nash - Menlo Park
- Harvey Rarback - Half Moon Bay
- Adam Rak - San Carlos
- Lisa Gauthier - East Palo Alto
- Alicia Aguirre - Redwood City
- Ricardo Ortiz - Burlingame
- Ned Fluet - Woodside
- Marie Chuang - Hillsborough
- Maryann Derwin - Portola Valley
- Pamela DiGiovanni - Daly City
- Diane Papan - San Mateo
- Michael Salazar - San Bruno
- Catherine Mahnapour - Foster City

**Greg Anderson - City of Brisbane**

- Gina Papan - Millbrae
- Cliff Lentz - Brisbane

**Rick Nahass - City of Pacifica**

- Sue Vaterlaus - Pacifica

**Absent**

- Atherton
- Colma
- San Mateo County

Jessica Alba 15 votes, Greg Anderson 2 votes, and Rick Nahass 1 vote. Jessica Alba with the highest votes was appointed to serve on the C/CAG Congestion Management & Environmental Quality Committee (CMEQ).

- 6.2 Review and approve of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified). NO ACTION

The Board received a legislative update on bills of interest and other activities of the state legislature. Two-year bills had until January 31, 2020 to pass out of the house of origin, and new bills in the second year of the 2020 session must be introduced by February 21, 2020. Governor Newsom introduced the 2021 Budget Proposal on January 10 and will be presenting the 2020 State of the State Address on February 19.

SB 50 (Weiner) failed passage out of the Senate by three votes and is no removed from the bills for consideration in 2020. Additional housing legislation has been a focus of Governor Newsom, however, and he and the President Pro Tempore, Toni Atkins, have made statements about the need for workable housing production legislation in 2020. Other bills of interest included introduction of a climate resiliency bond (potentially under SB 45), which C/CAG staff will be working with the local delegation on to maintain stormwater funding; SB 278 (FASTER/Beall); AB 2057/Seamless (Chiu), currently a spot bill, which includes intent for policies and funding to support regional transit interconnectivity; and AB 725 (Wicks), which would address housing production in moderate to above-moderate landuse areas, requiring a percentage of these areas to be up-zoned for multi-family housing.

Staff provided a summary of the Governor’s proposed budget for 2021, focusing on climate change, housing, health care, and education. The Governor referenced his recent Executive Orders on homelessness and climate change, including creation of a homelessness task force and better coordinated efforts between state agencies and municipalities to address homelessness, as well as the establishment of a Climate Catalyst

Fund to provide low interest loans for emerging alternative fuels and greenhouse gas reduction technologies.

- 6.3 Review and approve the Annual C/CAG Legislative Policies for 2020. APPROVED

The C/CAG Board received a recommendation from the Legislative Committee to review and approve the draft 2020 C/CAG Legislative Policies, which were updated based on input from the Legislative Committee in December to include additional policies regarding climate change, wildfire preparedness, bike/pedestrian funding support, regional transit interconnectivity, access to greenhouse gas inventory data.

Board Member Vaterlaus MOVED approval of Item 6.3. Board Member Rak SECONDED. **MOTION CARRIED 18-0-0.**

- 6.4 Review and accept the Measure M Fiscal Year 2018/19 Performance Report. APPROVED

The Board received a presentation from Kim Wever, C/CAG staff, on the performance of the various programs funded by Measure M during fiscal year 2018/19.

Board Member Chuang MOVED approval of Item 6.4. Board Member Lentz SECONDED. **MOTION CARRIED 18-0-0.**

- 6.5 Review and approval of Resolution 20-06 authorizing the C/CAG Carpool 2020 Incentives Program for up to \$700,000 and authorizing the Chair to execute individual agreements with Peninsula Traffic Congestion Relief Alliance (Commute.org) and Waze Carpool. APPROVED

The Board received a presentation from Mikaela Hiatt, C/CAG staff, on the proposed Carpool 2020 Incentive Program.

Board Member Ortiz MOVED approval of Item 6.5. Board Member Aguirre SECONDED. Board Member DiGiovanni recused herself on item 6.5. **MOTION CARRIED 17-0-0.**

- 6.6 Review and approve 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 (RTP/SCS) also known as Plan Bay Area 2050 APPROVED

The Board received a presentation from Jeff Lacap, C/CAG staff, on the approach to fiscally constrain the 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

Board Member Chuang MOVED approval of Item 6.6. Board Member Ortiz SECONDED. **MOTION CARRIED 18-0-0.**

- 6.7 Nominations for C/CAG Chair and Vice Chair for the March 2020 Election of Officers. APPROVED  
Board Member Rarback nominated Marie Chuang for C/CAG Chair

Board Member Ortiz nominated Davina Hurt for C/CAG Vice Chair

## 7.0 COMMITTEE REPORTS

### 7.1 Committee Reports (oral reports)

Board Member G. Papan (Millbrae) has sent an email out and would like others to share with their elected officials in their cities regarding Assembly Member Chiu on Seamless. The idea is to connect all the transportation agencies. After 15 years, got signage in the Millbrae Bart station. Bart does not have an access plan and a parking plan which has yet to be approved. No building permit yet. Bart is removing 160 spaces that they have missed planned on. Working with Kevin Mullin and Member Chu. Will correct the problem that everyone needs access to parking no matter what mode of transportation you're taking. And pre-existing parking should never be removed unless a jurisdiction says so. If you have transit issues, please share with MTC.

### 7.2 Chairperson's Report

None.

### 7.3 Board Members Report/ Communication

## 8.0 EXECUTIVE DIRECTOR'S REPORT

Sandy Wong, Executive Director, announced that Sean Charpentier will be taking the C/CAG Transportation Program Director position on March 2, 2020. She also announced the upcoming departure of John Hoang who has worked with C/CAG for the past 14 years. She paid tribute to John for his accomplishments and wishes him the best in the future. She also thanked all C/CAG staff members for taking on extra work during this transition period.

John Hoang expressed his appreciation for being a part of C/CAG for 14 years. He thanked the C/CAG Board, staff, the cities and the great leadership of the Executive Director, Sandy Wong.

## 9.0 COMMUNICATIONS - Information Only

## 10.0 ADJOURNMENT – 8:47 p.m.



## C/CAG AGENDA REPORT

Date: April 9, 2020  
To: City/County Association of Governments of San Mateo County Board of Directors  
From: Sandy Wong, Executive Director  
Subject: Review and approval of Resolution 20-10 approving the population data to be used by C/CAG

(For further information, contact Sandy Wong at 650-599-1409)

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### **RECOMMENDATION**

That the C/CAG Board review and approve resolution 20-10 approving the population data to be used by C/CAG.

### **FISCAL IMPACT**

Adopted population data will be used to determine C/CAG member contributions, special voting procedures, and other C/CAG programs.

### **BACKGROUND**

The C/CAG Joint Powers Agreement authorizes the C/CAG Board to adopt the population data to be used in C/CAG programs. It is recommended that the C/CAG Board adopt the most recent population data available, which is dated January 1, 2019 released by the State Department of Finance May 1, 2019, as the population to be used by C/CAG.

### **ATTACHMENTS**

1. Resolution 20-10
2. Population figures provided by the State Department of Finance as of January 1, 2019.

## **RESOLUTION 20-10**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE POPULATION DATA TO BE USED BY C/CAG**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population to perform county-wide planning activities as approved by or directed by two-thirds (2/3) of the members representing two-thirds (2/3) of the population of the County, and

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population for special voting procedures, and

**WHEREAS**, the C/CAG Joint Powers Agreement determines C/CAG Member's contribution to C/CAG based upon its population, and

**WHEREAS**, the C/CAG Joint Powers Agreement uses the population for termination and disposition of property, and

**WHEREAS**, the C/CAG Joint Powers Agreement may be amended at any time with the agreement of the majority of the members representing a majority of the population of the County, and

**WHEREAS**, the C/CAG Board of Directors shall establish by resolution the population figures to be utilized in determining the population of local governments based on the results of the decennial Federal census or population figures provided by the State Department of Finance.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG approves the attached table as the population data to be used by CCAG.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL 2020.**

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*Maryann Moise Derwin, Chair*

## City/County Population Estimates by Department of Finance

County/City	1/1/2019	January 1, 2018 (Info Only)	January 1, 2017 (Info Only)	January 1, 2016 (Info Only)	January 1, 2015 (Info Only)
<b>Total San Mateo County</b>	<b>774,485</b>	774,155	770,203	766,041	753,123
Atherton	<b>7,070</b>	7,135	7,148	7,150	6,935
Belmont	<b>27,174</b>	27,388	27,594	27,834	26,748
Brisbane	<b>4,691</b>	4,692	4,722	4,699	4,541
Burlingame	<b>30,317</b>	30,294	30,148	29,724	29,890
Colma	<b>1,512</b>	1,501	1,506	1,509	1,480
Daly City	<b>109,122</b>	107,864	109,287	109,139	105,810
East Palo Alto	<b>30,499</b>	30,917	30,340	30,545	29,137
Foster City	<b>33,693</b>	33,490	33,225	33,201	32,390
Half Moon Bay	<b>12,631</b>	12,639	12,591	12,528	12,051
Hillsborough	<b>11,769</b>	11,543	11,753	11,687	11,420
Menlo Park	<b>35,790</b>	35,268	35,670	33,863	33,273
Millbrae	<b>23,154</b>	22,854	23,168	23,136	22,898
Pacifica	<b>38,674</b>	38,418	38,124	37,806	38,551
Portola Valley	<b>4,659</b>	4,767	4,707	4,751	4,527
Redwood City	<b>85,319</b>	86,380	85,601	85,992	81,838
San Bruno	<b>45,257</b>	46,085	45,295	45,360	44,409
San Carlos	<b>29,864</b>	29,897	29,311	29,008	29,449
San Mateo	<b>104,570</b>	104,490	103,426	102,659	101,429
South San Francisco	<b>67,078</b>	67,082	65,451	64,585	66,193
Woodside	<b>5,615</b>	5,623	5,666	5,664	5,539
Balance of County	<b>66,027</b>	65,828	65,470	65,201	64,615

Department of Finance  
Demographic Research Unit  
Phone: (916) 323-4086

For more information: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>

Released on May 1, 2019

## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve the appointments of Peter Brown, Public Works Director, and Andrew Yang, Senior Civil Engineer, to the C/CAG Congestion Management Program Technical Advisory and Stormwater Committees representing the Cities of Belmont and Millbrae, respectively.

(For further information, contact Reid Bogert at 650-599-1433)

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### RECOMMENDATION

That the C/CAG Board review approve the appointments of Peter Brown, Public Works Director, and Andrew Yang, Senior Civil Engineer, to the C/CAG Congestion Management Program Technical Advisory and Stormwater Committees representing the Cities of Belmont and Millbrae, respectively.

### FISCAL IMPACT

None.

### BACKGROUND

Due to staff position changes, the Cities of Belmont and Millbrae are recommending new appointments to C/CAG's Stormwater and Congestion Management Program Technical Advisory Committees (CMP TAC). The recommended appointees, as detailed in the attached letters, are Peter Brown, Public Works Director, replacing Afshin Oskoui, former Public Works Director and now City Manager at the City of Belmont, and Andrew Yang, Senior Civil Engineer, replacing Khee Lim, former Director of Public Works and now interim Community Development Director at the City of Millbrae.

The Stormwater Committee provides policy and technical advice and recommendations to the C/CAG Board of Directors and direction to technical subcommittees on all matters relating to stormwater management and compliance with associated regulatory mandates from the State Water Resources Control Board and San Francisco Bay Regional Water Quality Control Board. The CMP TAC is composed of staff planners and engineers who provide professional recommendations to the Congestion Management and Environmental Quality Committee and C/CAG Board regarding transportation and air quality issues. Rosters for both committees are attached.

### ATTACHMENTS

1. Current Stormwater Committee Roster
2. Current CMP TAC Roster
3. Letter recommending appointment to the Stormwater Committee and CMP TAC from City Manager, Afshin Oskoui, City of Belmont
4. Letter recommending appointment to the Stormwater Committee and CMP TAC from City Manager, Tom Williams, City of Millbrae

### Current Stormwater Committee Roster – 2020

<b>Municipality/Agency</b>	<b>Representative</b>
Atherton	Robert Ovadia
Belmont	Peter Brown (pending)
Brisbane	Randy Breault (Chair)
Burlingame	Syed Murtuza
Colma	Brad Donohue
Daly City	Richard Chiu
East Palo Alto	Kamal Fallaha
Foster City	Norman Dorais
Half Moon Bay	Maziar Bozorginia
Hillsborough	Paul Willis
Menlo Park	Nikki Nagaya
Millbrae	Andrew Yang (pending)
Pacifica	Sam Bautista
Portola Valley	Howard Young
Redwood City	Saber Sarwary
San Bruno	Jimmy Tan
San Carlos	Steven Machida
San Mateo	Brad Underwood
South San Francisco	Eunejune Kim
Woodside	Sean Rose
San Mateo County	Jim Porter
Regional Water Quality Control Board	Dr. Tom Mumley

### Current CMP TAC Roster – 2020

<b>Agency</b>	<b>Representative</b>
San Mateo County Engineering	Jim Porter (Co-Chair)
SMCTA / PCJPB / Caltrain	Joseph Hurley (Co-Chair)
Atherton Engineering	Robert Ovadia
Belmont Engineering	Peter Brown (pending)
Brisbane Engineering	Randy Breault
Burlingame Engineering	Syed Murtuza
C/CAG	Sandy Wong
Colma Engineering	Brad Donohue
Daly City Engineering	Richard Chiu
Daly City Planning	Tatum Mothershead
Foster City Engineering	Norman Dorais
Hillsborough Engineering	Paul Willis
Half Moon Bay Engineering	Maziar Bozorginia
Menlo Park Engineering	Nikki Nagaya
Millbrae Engineering	Andrew Yang (pending)
Pacifica Engineering	Sam Bautista
Redwood City Engineering	Jessica Manzi
San Bruno Engineering	Jimmy Tan
San Carlos Engineering	Steven Machida
San Mateo Engineering	Brad Underwood
South San Francisco Engineering	Eunejune Kim
South San Francisco Planning	Billy Gross
Woodside Engineering	Sean Rose
MTC	James Choe
Caltrans	Vacant



## City of Belmont

One Twin Pines Lane, Suite 340, Belmont, CA 94002  
(650) 595-7408 • Fax (650) 637-2982  
[www.belmont.gov](http://www.belmont.gov)

City Manager  
Afshin Oskoui

February 21, 2020

Sandy Wong  
C/CAG of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City CA 94063-1665

Re: C/CAG TAC (Technical Advisory Committee and Stormwater Committee Member)

Dear Sandy,

The City of Belmont is requesting the appointment of Belmont Public Works Director Peter Brown, to replace Afshin Oskoui on the C/CAG CMP TAC and Stormwater Committee.

If you have any questions, please contact me at 650-595-7408 or [aoskoui@belmont.gov](mailto:aoskoui@belmont.gov).

Sincerely,

Afshin Oskoui  
City Manager

Cc: Peter Brown, Public Works Director



*City of Millbrae*  
621 Magnolia Avenue, Millbrae, CA 94030

REUBEN D. HOLOBER  
Mayor

ANN SCHNEIDER  
Vice Mayor

ANNE OLIVA  
Councilmember

GINA PAPAN  
Councilmember

WAYNE J. LEE  
Councilmember

February 19, 2020

Sandy Wong  
City/County Association of Governments of San Mateo County  
555 County Center, 5<sup>th</sup> Floor  
Redwood City, CA 94063

**Subject: Notification of Duly Authorized Representative for the City of Millbrae  
on the C/CAG Stormwater Subcommittee & Technical Advisory  
Committee (TAC)**

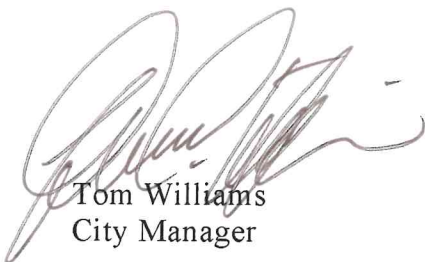
Dear Ms. Wong:

This is to document the person that I am authorizing to represent the City on the C/CAG Stormwater Subcommittee & Technical Advisory Committee (TAC).

**Authorized Representative: Andrew Yang, Senior Civil Engineer**

This notification will remain in effect until it is changed by me or my successor.

Very truly yours,



Tom Williams  
City Manager

cc: Andrew Yang, Senior Civil Engineer  
Jane Kao, Interim Public Works Director  
Khee Lim, Interim Community Development Director



## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of Resolution 20-11 authorizing the C/CAG Chair to execute Amendment No. 1 to the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program adding \$15,000 unspent funds from previous cycle for a new total of \$606,400.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 20-11 authorizing the C/CAG Chair to execute Amendment No. 1 to the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program adding \$15,000 unspent funds from previous cycle for a new total of \$606,400.

### FISCAL IMPACT

The current agreement, authorized by C/CAG Resolution 19-12 (approved March 14, 2019), with SMCOE is in the amount of \$591,400 (\$523,400 in Surface Transportation Program/Congestion Management and Air Quality [STP/CMAQ] funds and \$68,000 in Measure M funds).

Adding \$15,000 unspent federally programmed funds from the previous agreement, which ended in June 30, 2019, increases the Agreement amount to a new total of \$606,400.

### SOURCE OF FUNDS

- STP/CMAQ funds
- Measure M funds

### BACKGROUND

#### Safe Routes to School Program

The overall goal of the San Mateo County Safe Routes to School Program (SRTS Program) is to enable and encourage children to walk or bicycle to schools by implementing projects and activities to improve health and safety, and also reduce traffic congestion due to school-related travels. The Program, initiated in June 2011, is typically funded by a combination of federal funds received from the One Bay Area Grant 2 (OBAG 2) Program and local match Measure M (\$10 Vehicle Registration Fee). In addition to providing student safety education, outreach, encouragement, and evaluation activities, the Program includes performing walk and bike audits to document factors that impacts

safe walking and bicycling as well as traffic congestion attributed to school-related travels.

Agreement with San Mateo County Office of Education (SMCOE)

On January 1, 2018, the C/CAG Board approved the FY 2017-2018 and FY 2018-2019, calendar year from January 1, 2018 to June 30, 2019, budget in an amount of \$785,100 of STP/CMAQ funds and \$132,000 in Measure M funds for a total contract amount of \$917,100. The contract was amended on February 8, 2018 to include an additional \$10,104 remaining from the previous cycle to adjust the budget to a new total of \$927,204. Through June 30, 2019, SMCOE has spent \$816,712.16 of the \$927,204, leaving a remainder of \$92,887.84 in unspent federally programmed OBAG 2 funds from FY 2017-2018 and FY 2018-2019 contract.

On March 14, 2019, the C/CAG Board approved Resolution 19-12, authorizing a new agreement with SMCOE to manage the SRTS Program through FY 2019-2020. The contract amount of \$591,400, includes \$523,400 in STP/CMAQ funds and \$68,000 in matching Measure M funds.

Staff recommends adding the \$15,000 in unspent funds from the previous cycle to the current Agreement (FY19-20) for teacher stipends. Therefore, the new total fund amount to \$606,400.

**ATTACHMENTS**

1. Resolution 20-11
2. Amendment No. 1 to Agreement with C/CAG and San Mateo County Office of Education (*The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/> )*

## **RESOLUTION 20-11**

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT WITH THE SAN MATEO COUNTY OFFICE OF EDUCATION FOR THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM ADDING \$15,000 UNSPENT FUNDS FROM THE PREVIOUS CYCLE FOR A NEW TOTAL OF \$606,204.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, C/CAG is the designated administrator for the San Mateo County Safe Routes to School (SRTS) Program and the overall goal of SRTS is to enable and encourage children to walk or bicycle to school by implementing projects and activities to improve health and safety; and

**WHEREAS**, on March 14, 2019 the C/CAG Board approved Resolution 19-12 for an Agreement between C/CAG and San Mateo County Superintendent of Schools, also referred to as San Mateo County Office of Education (SMCOE) to manage the SRTS Program in an amount not to exceed \$591,400 for FY 2019-2020 from July 1, 2019 to June 30, 2020; and

**WHEREAS**, C/CAG has determined that unspent funds in the amount of \$92,887.84 remains from the previous Agreement with SMCOE, which ended in June 30, 2019; and

**WHEREAS**, C/CAG is amending the current Agreement to add \$15,000 from the previous cycle, for a new total amount of \$606,400, including \$536,543 in STP/CMAQ funds and \$69,857 in Measure M matching funds.

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute Amendment No. 1 to the Agreement with the San Mateo County Office of Education for the San Mateo County Safe Routes to School Program for an additional \$15,000 unspent funds from the previous cycle, and further authorize the Executive Director to negotiate the final terms prior to execution by parties, subject to legal counsel approval as to form.

**PASS, APPROVED, AND ADOPTED, THIS 9<sup>TH</sup> OF APRIL, 2020.**

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*MaryAnn Moise Derwin, Chair*

## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, C/CAG Executive Director

Subject: Review and approval of Resolution 20-15 authorizing the C/CAG Chair to execute an Agreement with the San Mateo County Superintendent of Schools to administer and manage the San Mateo County Safe Routes to School Program in an amount not to exceed \$669,287 for Fiscal Year 2020-2021.

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

### RECOMMENDATION

That the C/CAG Board review and approve Resolution 20-15 authorizing the C/CAG Chair to execute an Agreement with the San Mateo County Superintendent of Schools to administer and manage the San Mateo County Safe Routes to School Program in an amount not to exceed \$669,287 for Fiscal Year 2020-2021.

### FISCAL IMPACT

- \$669,287
  - Funding for FY 20-21 will be \$669,287 with a total of \$592,185 in total STP/CMAQ and \$77,102 in locally matched Measure M funds. This includes the rollover of \$77,888 in total programmed funds from funding cycle FY 17-18 and FY 18-19 of which \$68,915 is federal Surface Transportation Program/Congestion Management and Air Quality (STP/CMAQ) funding and \$8,973 is programmed local Measure M funding.

### SOURCE OF FUNDS

- \$592,185 in STP/CMAQ Funding
- \$77,102 in Local Measure M Funding

### BACKGROUND

#### Safe Routes to School Program

The goal of the San Mateo County Safe Routes to School (SRTS) Program is to enable and encourage children to walk, bicycle, carpool, and utilize transit as means of getting to school. The Program achieves this goal by supporting schools to implement projects and activities that decrease traffic congestion around school sites, reduce school-related travel emissions, and improve the health, well-being, and safety of student participants.

C/CAG, as the Congestion Management Agency (CMA), is the designated agency for San Mateo County that receives federal Surface Transportation Program/Congestion Management and Air Quality (STP/CMAQ) funds, including funds designated for the SRTS Program. C/CAG administers the SRTS funds, serving as fiscal agent for the SRTS Program. The San Mateo County Superintendent of Schools, also referred to as San Mateo County Office of Education (SMCOE), serves as the lead agency managing the day-to-day operations and project implementation activities.

The C/CAG-sponsored SRTS Program, initiated in June 2011, is funded by a combination of federal Surface Transportation Program/Congestion Management and Air Quality (STP/CMAQ) funds and local matching funds from Measure M.

#### Agreement with the San Mateo County Office of Education

In 2010, MTC implemented the Climate Initiatives Program for the New Federal Transportation Act Cycle 1 STP/CMAQ funding program (OBAG 1) including a Regional Safe Routes to School element which funded countywide safe routes to school programs in the region. In June 2013, C/CAG entered into an agreement with SMCOE for a 3-Year funding agreement for FY 2013-2014 through FY 2015-2016 in the amount of \$2,992,000. The funding provided by MTC for FY 2013-2014 through FY 2015-2016 was under the OBAG 1 (One Bay Area Grant) program. The C/CAG Board approved the agreement with SMCOE to continue administering the program for FY 2016-2017 on June 9, 2016.

On June 8, 2017, the C/CAG Board approved the Agreement with SMCOE for a time extension only for FY 2016-2017, at no additional cost, through December 31, 2017. On September 14, 2017 the C/CAG Board approved Amendment No. 3 with SMCOE for an additional amount of \$120,000 of Measure M funds, with a completion date of December 31, 2017. Said amendment No. 3 was funded by C/CAG Measure M local fund as a stop-gap measure while the new OBAG 2 Federal fund was being approved.

On December 14, 2017, the C/CAG Board approved the Agreement with SMCOE to continue administering the Program, in an amount not to exceed \$917,100, for remaining FY 2017-18 and FY 2018-19 (1.5 years). On February 8, 2018, the C/CAG Board approved Amendment No. 1 with SMCOE adding \$10,104 unspent funds from previous cycle for a new total of \$927,204 for FY 2017-2018 and FY 2018-2019.

On March 14, 2019, the C/CAG Board approved Resolution 19-12, approving an Agreement with SMCOE to continue administering the program for FY 2019-2020, in an amount not to exceed 591,400. Pending Board approval of Resolution 20-11 at the April 9, 2020 C/CAG Board Meeting, \$15,000 will be added to said agreement to a new total of \$606,400. This contract will stand through August 31, 2020.

Staff recommends authorizing the FY 2020-2021 contract with SMCOE in an amount of \$669,287 to continue implementing the program. The contract will be effective July 1, 2020 through August 31, 2021.

#### **ATTACHMENTS**

1. Resolution 20-15
2. Draft Agreement between C/CAG and SMCOE for FY 2020-2021 (*The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/>*)

## **RESOLUTION 20-15**

### **RESOLUTION TO THE BOARD OF DIRECTORS OF THE CITY/COUNTY OF GOVERNMENTS OF SAN MATEO COUNTY AUTHORIZING THE C/CAG CHAIR TO EXECUTE AGREEMENT WITH THE SAN MATEO COUNTY SUPERINTENDENT OF SCHOOLS TO ADMINISTER AND MANAGE THE SAN MATEO COUNTY SAFE ROUTES TO SCHOOL PROGRAM IN AN AMOUNT NOT TO EXCEED \$669,287 FOR FY 2020-21.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

**WHEREAS**, C/CAG is the designated Congestion Management Agency (CMA) responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

**WHEREAS**, C/CAG and the San Mateo County Superintendent of Schools (Superintendent) wish to enter into an agreement to implement the program for FY 2020-2021 in the amount of \$669,287; and

**WHEREAS**, C/CAG has determined that the San Mateo County Superintendent of Schools will serve as the lead agency to implement the program; and

**WHEREAS**, the overall goal of the Safe Routes to School Program is to enable and encourage children to walk or bicycle to school by implementing projects and activities to improve health and safety;

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County that the Chair is authorized to execute the agreement between C/CAG and the San Mateo County Superintendent of Schools for the San Mateo County Safe Routes to School Program for an amount not to exceed \$669,287 for FY 2020-21. Be it further resolved that the C/CAG Executive Director is authorized to negotiate the final scope and terms of the Agreement and related materials prior to execution by both parties, subject to legal counsel approval as to form.

**PASS, APPROVED, AND ADOPTED, THIS 9<sup>TH</sup> OF APRIL, 2020.**

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*MaryAnn Moise Derwin, Chair*

## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-09 approving the reallocation of Measure M accumulated interest and unspent administration funds from inception to June 30, 2019

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 20-09 approving the reallocation of Measure M accumulated interest and unspent administration funds from inception to June 30, 2019.

### 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 provides an estimate of funds that would be allocated to jurisdictions for local streets and roads as well as establishes 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 5-Year 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 (Million)	5-Year Revenue (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 February 13, 2020, C/CAG Board meeting and included total-to-date (from inception to June 30, 2019) revenue, allocations, and expenditures. The cumulative total (from inception to June 30, 2019) total revenue and expenditures for interest and administration are as follows:

	Revenue	Expenditures	Balance
<b>Interest</b>	\$686,885.00	-	\$686,885.00
			\$1,220,237.2
<b>Administration</b>	\$2,945,210.20	(\$1,724,973.00)	0
			<b>\$1,907,122.2</b>
<b>Total Available to Distribute</b>			<b>0</b>

***Recommendations***

Through June 30, 2019, the combined accumulated interest and administration balance totals approximately \$1.9 million, as shown above. It is recommended that these funds be reallocated to the local jurisdictions as well as the four (4) countywide programs using the allocation percentages from the above Implementation Plan. The proposed reallocation amounts are shown in Attachment 1 of Resolution 20-09.

The proposed reallocation to Local Streets and Roads will be issued to the jurisdictions to claim the additional allocation through reimbursements. This distribution is calculated based on a straight 50% population and 50% road miles with no minimum amount for smaller jurisdictions shown in Attachment 1 of Resolution 20-09. The proposed reallocation to the countywide programs will be added to the respective programs. Specific recommendation for expenditures within each of the four (4) countywide programs will be presented to the C/CAG Board for approval at future meetings.

The proposed reallocation was brought to the Congestion Management Program Technical Advisory Committee (TAC) on February 20, 2020 and the Congestion Management and Environmental Quality Committee (CMEQ) on February 24, 2020. The TAC and CMEQ both reviewed and recommended approval of reallocation of Measure M accumulated interest and unspent administration funds from inception to June 30, 2019.

**ATTACHMENTS****1. Resolution 20-09**

- a. Attachment 1 - Reallocation of Measure M Accumulated Interest and Unspent Administration Balance from Inception to June 30, 2019

## RESOLUTION 20-09

### RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING THE REALLOCATION OF MEASURE M ACCUMULATED INTEREST AND UNSPENT ADMINISTRATION FUNDS FROM INCEPTION TO JUNE 30, 2019

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

**WHEREAS**, the C/CAG Measure M funds are derived from the imposition of ten dollars (\$10) Vehicle Registration Fee (VRF) annually on each motor vehicle registered in San Mateo County pursuant of California Government Code 65089.20; and

**WHEREAS**, Measure M was approved by the voters of San Mateo County on November 2, 2010, enabling C/CAG to generate an estimated \$6.7 million annually (May 2011 – May 2036) to help fund transportation-related congestion mitigation and water pollution mitigation programs and projects for the 20 cities and the County; and

**WHEREAS**, the current Measure M 5-Year Implementation Plan (FY 2017-2021), approved in May 2016 allocated up to 5% for Program Administration with the remaining net revenue allocated as follows: Local Streets and Roads (50%), Transit Operations and/or Senior Transportation (22%), Intelligent Transportation System and Smart Corridors (10%), Safe Routes to Schools (6%), and National Pollutant Discharge Elimination System/Municipal Regional Permit (12%), and

**WHEREAS**, \$686,885 in interest has accumulated since inception to June 30, 2019 is available to be reallocated to the local jurisdictions and the four (4) countywide programs using the allocation percentages from 5-Year Implementation Plan (FY 2017-2021), and

**WHEREAS**, \$1,220,237 in unspent administration funds from inception to June 30, 2019 is available to be reallocated to the local jurisdictions and the four (4) countywide programs using the allocation percentages from 5-Year Implementation Plan (FY 2017-2021).

**NOW, THEREFORE BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County to approve the reallocation of \$1,907,122 in combined accumulated interest and unspent administration funds from Measure M (\$10 VRF) be reallocated to the local jurisdictions and the four (4) countywide programs using the allocation percentages from 5-Year Implementation Plan (FY 2017-2021) as shown in Attachment 1.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH DAY OF APRIL 2020.**

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*Maryann Moise Derwin, Chair*

**Reallocation of Measure M Accumulated Interest and Unspent Administration Balance from Inception to 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>						
		<b>\$953,561.10</b>				
<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: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Receive a copy of the executed Amendment No. 1 to the agreement with Kimley-Horn for development of the Project Approval and Environmental Document (PA&ED) for the Smart Corridor Northern Cities for a time extension through June 30, 2020, in accordance with C/CAG Procurement Policy.

(For further information, contact Sandy Wong at 650-599-1409)

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### RECOMMENDATION

That the C/CAG Board receive a copy of the executed Amendment No. 1 to the agreement with Kimley-Horn for development of the Project Approval and Environmental Document (PA&ED) for the Smart Corridor Northern Cities for a time extension through June 30, 2020, in accordance with C/CAG Procurement Policy.

### FISCAL IMPACT

None. This amendment is for time extension only. The original contract amount is \$581,000.

### SOURCE OF FUNDS

STIP (State Transportation Improvement Program) programmed in Fiscal Year 2018/19

### BACKGROUND

#### *San Mateo County Smart Corridor*

The C/CAG sponsored San Mateo County Smart Corridor (Smart Corridor) project implements Intelligent Transportation System (ITS) equipment such as an interconnected traffic signal system, close circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection system on predefined designated local streets and state routes to provide local cities and Caltrans day to day traffic management capabilities in addressing recurrent traffic congestion as well as provide Caltrans capabilities for managing the system during non-recurring traffic congestion cause by diverted traffic due to major incidents on the freeway.

#### *Project Development for the Northern Cities Expansion*

The Smart Corridor Project - Northern Cities Expansion project is a joint effort by the cities of Daly City, Brisbane, Colma, City/County Association of Governments of San Mateo (C/CAG), and the California Department of Transportation (Caltrans District 4) to address traffic congestion along segments of I-280 and U.S. 101 extending to the San Francisco County line. The project builds on the previously completed phases of the Smart Corridor.

Per the C/CAG Board Resolution 19-14, on March 14, 2019, C/CAG entered into agreement with Kimley-Horn to provide technical services towards development of the Project Approval and Environmental Document (PA&ED) in an amount not to exceed \$581,000 with a completion date of December 31, 2019. C/CAG staff and consultant have determined that additional time is required to complete the project, therefore, have agreed to extend the agreement by executing Amendment No. 1 for a time extension to June 30, 2020.

**ATTACHMENT**

1. Executed Amendment No. 1 to the Agreement with Kimley-Horn

**AMENDMENT NO. 1 TO THE AGREEMENT  
BETWEEN  
CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY  
AND  
KIMLEY-HORN**

WHEREAS, the City/County Association of Governments for San Mateo County (hereinafter referred to as "C/CAG") and Kimley-Horn. (hereinafter referred to as "Consultant") are parties to an Agreement originally dated May 28, 2019, for development of the Project Approval and Environmental Document (PA&ED) for the Smart Corridor Northern Cities (the "Agreement"); and

WHEREAS, the Agreement term included completion date of December 31, 2019; and

WHEREAS, C/CAG and Consultant have determined that additional time is needed to complete the PA&ED document and desire to extend the agreement until June 30, 2020; and

WHEREAS, C/CAG and Consultant desire to amend the Agreement as set forth herein.


IT IS HEREBY AGREED by C/CAG and Consultant as follows:

1. The term of the Agreement, as provided in Article IV "Performance Period" therein, shall be extended through June 30, 2020.
3. Except as expressly amended herein, all other provisions of the Agreement shall remain in full force and effect.
4. This amendment shall take effect on January 1, 2020.

City/County Association of Governments (C/CAG)

Kimley-Horn

  
Sandy Wong, C/CAG Executive Director

  
By Brian E. Sowers  
Title: Sr. Vice President

Date: 2-27-2020

Date: 02/27/2020

Approved as to form:

  
Legal Counsel for C/CAG

**C/CAG AGENDA REPORT**

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approve C/CAG legislative policies, priorities, positions, and legislative update (a position may be taken on any legislation, including legislation not previously identified).

(For further information, contact Reid Bogert at 650-599-1433)

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**RECOMMENDATION**

That the C/CAG Board of Directors review and approve C/CAG legislative policies, priorities, positions, and legislative update (a position may be taken on any legislation, including legislation not previously identified).

**FISCAL IMPACT**

Unknown.

**SOURCE OF FUNDS**

N/A

**BACKGROUND**

The C/CAG Legislative Committee receives monthly written reports and oral briefings from C/CAG's State legislative advocates. Important or interesting issues that arise out of the committee meeting are reported to the Board.

This report will include a briefing on Governor Newsom's 2020 State of the State address to the legislature delivered on February 19, 2020 and status updates on bills advancing through the 2020 legislative session, including SB 278 (Beall)/Faster Bay Area and AB 2057 (Chiu) /Seamless Bay Area.

**ATTACHMENTS**

1. March 2020 Legislative report from Shaw/ Yoder/ Antwih, Inc.
2. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>





March 26, 2020

TO: Board of Directors, City/County Association of Governments of San Mateo County

FM: Matt Robinson & Andrew Antwih, Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – April 2020**

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***Legislative Update***

On March 16, in an effort to contain the spread of COVID-19, the California Legislature elected to recess until April 13 (note: the Legislature was scheduled to be on Spring Recess from April 2-13). Legislative offices have been conducting business remotely and members to continue to meet on issues via conference call and web-based tools. Prior to the scheduled return, the Legislature, along with Governor Newsom’s Administration, will determine whether it is safe to reconvene or if the Legislature should continue to work remotely for a longer period. If the return date is extended, it will likely impact most policy bills introduced earlier this year. Some committee chairs have begun to signal their desire to see only essential bills heard – bills dealing with COVID-19 response, wildfire recovery, and housing & homelessness.

***Governor’s Department of Finance Signals Tough Economic Times Ahead***

The Department of Finance signaled that the state’s fiscal outlook will be significantly impacted by COVID-19 and issued a letter to all agency and department heads, and a similar letter to legislative leaders. The letter states, in part,

“Due to rapidly deteriorating economic conditions resulting from the COVID-19 pandemic, the Department of Finance now anticipates potentially significant corresponding reductions to expected revenues. The impact on revenues could be immediate, affecting the 19-20 fiscal year, and will certainly produce impacts for the upcoming 2020-21 fiscal year and beyond.

As a result, the Department of Finance will now reevaluate all budget changes within the context of a workload budget, based on the merits of each proposal, and ultimately subject to the availability of funding.”

We expect a very constrained budget process leading up to adoption of the 2020-21 State Budget with very little room, if any, for new programs.

### **COVID-19 Significantly Impacting Bay Area Transit**

The COVID-19 outbreak and subsequent social distancing/shelter in place protocols have wreaked havoc on Bay Area transit systems. Most systems are seeing ridership drops of 60-90 percent and operations have been scaled back substantially. However, because transit is a lifeline service, systems are expected to keep running. The California Transit Association's initial estimates show that transit agencies require *at least* \$1 billion in new emergency state funding to offset an actual and anticipated four to six months of direct costs and passenger fare revenue losses associated with COVID-19, starting from the time the first county-level shelter at home orders were issued. The funding need is pronounced at every transit agency in the state; however, it is especially acute for several of the state's largest transit agencies, specifically those which rely on farebox and user revenues disproportionately to support their operating budgets – e.g. BART, Caltrain, and the transit services operated by the Golden Gate Bridge, Highway and Transportation District. Though, we know the impacts are being felt by all systems, including those operating in Solano County.

### **FASTER Bay Area / Seamless Bay Area**

As the Board is aware, there has been a significant effort in the Bay Area to implement a new funding source for transportation by way of a nine-county sales tax measure that would generate an estimated \$100 billion over 40 years, known as FASTER Bay Area. The measure is proposed to fund primarily large-scale, mass transportation infrastructure projects throughout the Bay Area (e.g. second transbay crossing for at least BART, additional Caltrain improvements, regional express bus/managed lanes, subway improvements, etc.). After a lot of deliberation and stakeholder engagement, it became clear that it would be a challenge to finalize the plan in time for the November 2020 ballot. The COVID-19 outbreak only made matters worse as the Bay Area's economy and transportation system have been hit hard. On March 17, the FASTER proponents released a document stating:

*FASTER will continue to work towards passing legislation to authorize a Bay Area ballot initiative **but we will no longer be proposing that it be eligible for the November 2020 ballot.** This change will give us more time to work with the Bay Area's transit operators, elected officials, stakeholders, and the broader public.*

Given all that's happening with COVID-19, it is unlikely that SB 278 (Beall) will move forward this year. However, Senator Beall may still have an interest in setting up a 2022 ballot measure.

In addition to FASTER Bay Area, stakeholders in the Bay Area have been pushing for several policy changes meant to improve the operation and effectiveness of the region's transit agencies. Known as Seamless Bay Area, the proposal would, through legislation, require transit agencies to establish set region-wide fares and coordinate scheduling, system mapping, and data collected/shared. The legislation would also create regional transit task force to further study and make recommendations on the items above. AB 2057 (Chiu), currently a "spot bill," will need to be amended in the coming weeks to contain many of these items. Given that this bill will likely have fiscal impacts on transit agencies in the wake of the COVID-19 crisis, it is unknown if legislation like this will move forward.

### ***Bills of Interest***

#### **SB 45 (Allen) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.**

This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of general obligation bonds in the amount of \$5.5 billion pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. Stormwater projects are eligible for over \$400 million in funding. If approved by the Legislature, the bond would be on the November 3, 2020 ballot.

#### **SB 278 (Beall) FASTER Spot Bill**

This bill represents the legislative vehicle for a potential FASTER Bay Area framework and expenditure plan.

#### **SB 902 (Wiener) Housing Production**

This bill would authorize local governments to rezone neighborhoods for increased housing density, up to ten homes per parcel and would require a legislative body pass a resolution to adopt the plan and exempts that zoning action from being considered a project under the California Environmental Quality Act. To be eligible, an area must be urban infill, or be near high quality public transportation or a job-rich area. The local government can determine whether the individual projects will be ministerial/by right or subject to discretionary approval. The bill also authorizes two, three, or four homes per parcel to be built as a use by-right in residential areas that are outside of very high fire hazard severity zones.

#### **SB 1100 (Atkins) California Sea Level Rise State and Regional Support Collaborative**

This bill would create the California Sea Level Rise State and Regional Support Collaborative and require the collaborative to provide information to the public and support to local, regional, and other state agencies for the identification, assessment, and the mitigation of sea level rise. The bill would require, upon appropriation, the Collaborative to expend no more than \$100,000,000 annually from appropriate bond funds in grants to local governments to update local and regional land use plans to take into account sea level rise and for directly related investments to implement those plans.

#### **AB 2057 (Chiu) Seamless Bay Area**

This bill represents the legislative vehicle for a potential Seamless Bay Area framework, with the stated intent of requiring future regional funds for public transportation in the nine-county San Francisco Bay area to be conditioned on advancing institutional reforms that improve accountability and establish a seamlessly integrated regional transit system, so that these funds are responsibly spent and advance state mobility and environmental goals.

#### **AB 2237 (Berman) – Contracting Limits**

This bill would raise the limit for contracts no subject to competitive bidding from \$75,000 to \$150,000 for county transportation agencies in the Bay Area, including the San Mateo County Transportation Authority. SamTrans already has a \$150,000 threshold.

**AB 3145 (Grayson) Mitigation Fee Cap**

This bill would prohibit a city or county from imposing a mitigation fee or exaction if the total dollar amount they would impose on a proposed housing development is greater than 12 percent of the city or county's median home price, unless approved by the Department of Housing and Community Development.

**ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.**

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.

## C/CAG AGENDA REPORT

**Date:** April 9, 2020

**To:** City/County Association of Governments of San Mateo County Board of Directors

**From:** Sandy Wong, Executive Director

**Subject:** Conduct public hearing and approval of Resolution 20-13 adopting the Final 2019 Congestion Management Program (CMP) for San Mateo County and next steps. (Special voting procedures apply)

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

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### RECOMMENDATION

That the C/CAG Board conduct public hearing and approval of Resolution 20-13 adopting the Final 2019 Congestion Management Program (CMP) for San Mateo County and next steps. (Special voting procedures apply)

### FISCAL IMPACT

\$71,833 for consultant services to provide traffic monitoring services for the 2019 CMP; approved by the C/CAG Board at the February 2019 meeting.

### BACKGROUND

#### *Overview*

Per state legislation established in 1991, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2019 CMP, which is developed to be consistent with MTC's Plan Bay Area 2040, also provides updated program information and performance monitoring results for the CMP roadway system.

CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, separate and unrelated efforts to the CMP, such as the recently adopted CEQA guidelines based on Senate Bill (SB) 743 require vehicle miles traveled (VMT) as the primary metric for traffic impacts under CEQA. Hence, there will be different metrics being used to report roadway and traffic conditions in various reports such as the CMP, traffic impact analysis under CEQA, other monitoring reports by local jurisdictions during the transition period. It is anticipated CMP legislation will be amended to better align with these recent regulations in the future.

Since the CMP legislation has not been updated to provide new guidance with regard to performance metrics, for the 2019 CMP update, C/CAG has made minor updates to the various chapters in this CMP and provided the monitoring report on the roadway segments and intersections using the same methodology and same locations as in past cycles.

### ***2019 Draft CMP Update***

On October 17, 2019, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2019 Draft CMP.

The C/CAG Congestion Management and Environmental Quality Committee (CMEQ) also recommended approval of the 2019 Draft CMP at their meeting on October 28, 2019, but further recommended that staff investigate into expanding the CMP network of monitored roadway segments and intersections within the county and research other performance measures used in other Congestion Management Programs within the region and the State to be incorporated in future updates.

The C/CAG Board approved the Draft 2019 CMP on November 14, 2019 and authorized its release for review and comments. The Draft 2019 CMP and the notices of its availability for review were issued on November 22, 2019 to all interested parties including local and regional transportation agencies and local jurisdictions. Comments were due by January 20, 2020. No comments have been received.

Since the draft version was presented to the C/CAG Board in November, minor grammatical and editorial changes were made to the 2019 Final CMP and appendices in addition to the following items:

- Update of ‘Current TSM/TDM Programs in San Mateo County’ in Chapter 5.
  - Provided updated descriptions of the current programs from Commute.org, City of Menlo Park, and the San Francisco International Airport.
- Update of ‘Table VI: Origins and Destinations of Home-to-Work Trips’ in Chapter 5.
  - The updated table is using the latest data from the San Mateo County Travel Demand Model to illustrate the travel patterns of all work-based trips to and from San Mateo County.
- Updated Appendix H: SMCTA Strategic Plan
  - The San Mateo County Transportation Authority (SMCTA) approved its Final Strategic Plan 2020-2024 on December 5, 2019, which outlines the principles, vision, goals, and implementation procedures for both Measure A and Measure W funds over the next five years. A copy is placed into the Appendix of the CMP for information only.
- Updated all maps and added the San Francisco International Airport within the county boundary to highlight its importance

## ***Recommendation***

The Congestion Management Program Technical Advisory Committee (CMP TAC) recommended adoption of the Final 2019 CMP at their January 16, 2020 meeting.

On January 27, 2020, the CMEQ Committee did not recommend approval of the 2019 Final CMP. Instead, the committee requested that staff make the commitment to revamp the next CMP to reflect current the environment in San Mateo County as opposed to maintaining status quo by continuing to use the framework as adopted in the 1990's.

Based on the CMEQ Committee's request, staff checked with MTC regarding the Final CMP submittal schedule and determined that the Final CMP will be presented to the C/CAG Board in March instead of February. Staff has also added the following statement to the Final 2019 CMP:

*It is recommended for C/CAG to initiate a process to evaluate the CMP Roadway Network as well as the most appropriate performance monitoring measures to be adopted for use by C/CAG in order to prepare for the next cycle of the CMP update, scheduled for 2021. It is expected that such a process will take one year due to its countywide nature and the significance of the CMP.*

On February 24, 2020, with the above statement added, the CMEQ Committee recommended approval of the Final 2019 CMP and next steps.

Staff recommends that the C/CAG Board approve Resolution 20-13 adopting the Final 2019 Congestion Management Program (CMP) and Monitoring Report for San Mateo County and further direct staff to begin the process to evaluate the CMP Roadway Network and explore new performance metrics. Upon adoption of the 2019 CMP, C/CAG Staff will forward the document to the Metropolitan Transportation Commission.

## **ATTACHMENTS**

- Resolution 20-13
- 2019 CMP Executive Summary
- Final 2019 San Mateo County CMP & Appendix (Available for download at: <http://ccag.ca.gov/committees/congestion-management-and-environmental-quality-committee/>)

## **RESOLUTION 20-13**

### **A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) ADOPTING THE FINAL 2019 CONGESTION MANAGEMENT PROGRAM (CMP) FOR SAN MATEO COUNTY AND NEXT STEPS**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

**WHEREAS**, C/CAG has developed a Congestion Management Program for 2019 and has circulated it for comment to local jurisdictions and other interested parties; and

**WHEREAS**, C/CAG has conducted a Public Hearing in compliance with the requirements for adoption of a Congestion Management Program; and

**WHEREAS**, C/CAG has considered the comments received in writing and at the Public Hearing; and

**WHEREAS**, upon adoption of the 2019 CMP, C/CAG will begin the process to evaluate the CMP Roadway Network and explore new performance metrics for the update of the 2021 CMP; and

**WHEREAS**, C/CAG has voted to adopt the 2019 Congestion Management Program for San Mateo County.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of C/CAG hereby adopts the 2019 Congestion Management Program for San Mateo County.

**PASSED, APPROVED, AND ADOPTED THIS 9TH DAY OF APRIL 2020.**

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*Maryann Moise Derwin, Chair*



## Executive Summary

The City/County Association of Governments of San Mateo County (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2019 CMP, which is developed to be consistent with MTC's Plan Bay Area 2040, provides updated program information and performance monitoring results for the CMP roadway system.

The CMP roadway system comprises of 53 roadway segments and 16 intersections. The roadway network includes all the State highways within the County in addition to Mission Street, Geneva Avenue, and Bayshore Boulevard. The intersections are located mostly along El Camino Real (Chapter 2). Baseline Level of Service (LOS) Standards were adopted for each of the roadway segments and intersections on the system wherein five roadway segments and four intersections were designated LOS F (F designated as the worse possible congestion) (Chapter 3). In addition to vehicle counts taken at the CMP intersections, bicycle and pedestrian counts were also conducted at each CMP intersection.

CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, separate and unrelated efforts to the CMP, such as the recently adopted CEQA guidelines based on Senate Bill (SB) 743 require vehicle miles traveled (VMT) as the primary metric for traffic impacts under CEQA. Hence, there will be different metrics being used to report roadway and traffic conditions in various reports such as the CMP, traffic impact analysis under CEQA, other monitoring reports by local jurisdictions during the transition period. It is anticipated CMP legislation will be amended to better align with these recent regulations in the future.

Since the CMP legislation has not been updated to provide new guidance with regard to performance metrics, for the 2019 CMP update, C/CAG has made minor updates to the various chapters in this CMP and provided the monitoring report on the roadway segments and intersections using the same methodology and same locations as in past cycles

Notwithstanding the CMP legislation, it is recommended that C/CAG to initiate a process to evaluate the CMP Roadway Network as well as the most appropriate performance monitoring measures to be adopted for use by C/CAG in order to prepare for the next cycle of the CMP update, scheduled for 2021. It is expected that such a process will take one year due to its countywide nature and the significance of the CMP.

In addition to the roadway system LOS, the CMP also includes other elements to evaluate the performance of the roadway and transit network such as travel time to traverse the length of the County by single-occupant vehicle, carpool, and transit in addition to transit ridership during the peak periods (Chapter 4). Monitoring is completed every two years to determine compliance with the adopted LOS standards and changes to the performance elements are measured.

The results of the 2019 Monitoring indicate the following roadway segments exceeded its LOS Standard before the reduction of interregional trips:

- SR-35 between I-280 and SR-92 – AM and PM Periods
- SR-84 between SR-1 and Portola Road – PM Period
- SR-84 between I-280 and Alameda de las Pulgas – AM and PM Periods
- SR-84 between Willow Road and University Avenue – AM Period
- SR-92 between SR-1 and I-280 – AM and PM Periods
- SR-92 between I-280 and US-101 – AM and PM Periods
- SR-92 between US-101 and Alameda County Line – AM and PM Periods
- US-101 between San Francisco County Line and I-380 – AM and PM Periods
- US-101 between I-380 and Millbrae Avenue – AM and PM Periods
- US-101 between Millbrae Avenue and Broadway – AM and PM Periods
- US-101 between Broadway and Peninsula Avenue – AM and PM Periods
- US-101 between SR-92 and Whipple Avenue – AM and PM Periods
- SR-109 between Kavanaugh Drive and SR-84 – PM Period
- I-280 between San Francisco County Line and SR-1 (north) – AM Period
- I-280 between SR-1 (north) and SR-1 (south) – AM Period
- I-280 between SR-1 (south) and San Bruno Avenue – AM and PM Periods
- I-280 between San Bruno Avenue and SR-92 – PM Period
- I-280 between SR-92 and SR-84 – AM and PM Periods
- I-280 between SR-84 and Santa Clara County Line – PM Period

It is noted that twelve (12) CMP segments had deficient level of service (without interregional travel exemptions) in both the AM and PM peak periods. Four (4) segments had deficient level of service in the PM peak period only.

The CMP-enabling legislation allows for the reduction in volume for those trips that are interregional. In this case, “interregional” are those trips that originate from outside the county. Based on the monitoring report and after the exclusions for interregional traffic was applied, five out of the 53 roadway segments exceeded the LOS standard. The segments in violation of the LOS Standard in 2019 are as follows:

- PM – Northbound and Southbound SR 35 between I-280 and SR-92
- PM – Eastbound and Westbound SR-84 between SR-1 and Portola Road
- AM & PM – Westbound SR-84 between I-280 and Alameda de Las Pulgas
- AM – Westbound SR-92 between I-280 and US-101
- PM – Eastbound SR-92 between US-101 and Alameda County Line

Regarding intersections, all intersection locations are in compliance with their LOS Standards.

Travel time for single occupancy vehicles and high occupancy vehicles along US-101 identified as part of the 2019 monitoring indicates a minor improvement in the northbound direction during the AM peak hour.

Travel times for bus and passenger rail modes are estimated based on SamTrans and Caltrain published schedules for travel between County lines during peak commute periods (7 a.m. – 9 a.m. and 4 p.m. to 7 p.m.). Caltrain travel times show a 2% decrease in the AM southbound peak period and 8% increase in the PM southbound peak period.

Because a new SamTrans route that traverses San Mateo County to San Francisco was introduced in August 2019, new travel times are presented.

The CMP includes C/CAG’s programs and policies regarding transportation systems management (TSM) and transportation demand management (TDM), which address efforts to increase efficiency of the existing system and encourage utilization of alternative modes of transportation. The TSM/TDM programs under Measure A, Commute.org, Transportation Fund for Clean Air (TFCA), local cities, and C/CAG are updated in the 2019 CMP to reflect the current status (Chapter 5). Also included in the CMP is the C/CAG Land Use Impact Analysis Program Policy which address long-range planning, individual large developments generating 100 or more net peak period trips on the CMP network, and cumulative developments.

The Policy provides procedures for local jurisdictions to analyze and mitigate potential impacts to the CMP network resulting from land use decisions (Chapter 6 and Appendix I). The Countywide Congestion Relief Plan (CRP), (reauthorized through June 2023) was developed to address the roadway system deficiencies (or violations of LOS Standards) on a countywide basis. The CRP relieves individual jurisdictions from the need to develop individual deficiency plans to mitigate (or reduce) existing congestion on specific locations. Elements contained in the CRP includes revised provision for Countywide programs such as Employer-based shuttle program and local transportation services, Travel Demand Management, Countywide Intelligent Transportation System (ITS) program and traffic operational improvement strategies, Ramp Metering, and other programs Linking Transportation and Land Use (Chapter 7). The seven-year Capital Improvement Program (CIP) consists of projects programmed in the updated 2020 State Transportation Improvement Program (STIP), OBAG 2, and TDA Article 3 in Chapter 8, Table X.

Other elements included in the 2019 CMP are updates to Measure M, an additional VRF approved by the voters in November 2010, imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County to help fund transportation-related congestion mitigation and water pollution mitigation programs (Chapter 11). The most current Measure M 5-Year Implementation Plan for Fiscal Year 2017-2021 is included in Appendix M.

The Traffic Impact Analysis (TIA) Policy, which provides uniform procedures to analyze traffic impacts on the CMP network, was added to the 2009 CMP and remains the same. The TIA

Policy applies to all General Plan updates, Specific Area Plans, and modifications to the CMP roadway network. (Chapter 12 and Appendix L)

## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments Board of Directors of San Mateo County

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-14 authorizing the C/CAG Chair to enter into contract with StreetLight Data for a subscription to Data and Services for one year in the amount of \$275,000 and to execute Memorandums of Understanding (MOU's) with the San Mateo County Transportation Authority (SMCTA), and participating member agencies (AGENCIES) for the cost-share.

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

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### RECOMMENDATION

That the C/CAG Board of Directors review and approve Resolution 20-14 authorizing the C/CAG Chair to enter into contract with StreetLight Data for a subscription to Data and Services for one year in the amount of \$275,000 and to execute Memorandums of Understanding (MOU's) with the San Mateo County Transportation Authority (SMCTA), and participating member agencies (AGENCIES) for the cost-share, and further authorize the C/CAG Executive Director to negotiate terms and conditions of said documents prior to execution by the Chair, subject to legal counsel approval.

### FISCAL IMPACT

\$275,000 First Year Subscription Cost

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

### SOURCE OF FUNDS

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

### BACKGROUND

At the October 17, 2019 Technical Advisory Committee (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 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. 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 2 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 3 provides the Questions and Answers for the TAC regarding StreetLight Data.

At the February 20, 2020 TAC Meeting, the TAC approved the recommendation to the C/CAG Board for a subscription to StreetLight Data and C/CAG Participating Member Agency cost share for the amount of \$275,000 for one year. At the February 24, 2020 Congestion Management and Environmental Quality (CMEQ) Meeting, the CMEQ also approved the recommendation to the C/CAG Board for a subscription to StreetLight Data and C/CAG Participating Member Agency cost share for the amount of \$275,000 for one year.

**Cost and Cost Sharing**

C/CAG, along with the SMCTA, is interested in participating in the procurement of a subscription to StreetLight Data 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 received interest from over half of the jurisdictions for participation 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 as 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.

### **Contract**

Upon approval of Resolution 20-14 by the C/CAG Board, C/CAG will enter into MOU's with the Participating Member Agencies and the SMCTA for the subscription and cost share to StreetLight Data and Services.

The SMCTA and the Participating Member Agencies will agree to the terms in the MOU as well as their portion of the cost share in an amount not to exceed the numbers in Table A. Based on the informal survey taken by C/CAG staff, the cost share for each of the cities will be lower than the amounts shown in Table A. The SMCTA share for \$50,000 is fixed and will be treated as such in the MOU between C/CAG and the SMCTA.

When all Participating Member Agencies and the SMCTA have signed the MOU's with C/CAG for the subscription and cost share to StreetLight Data and Services, C/CAG as the lead agency in the subscription to StreetLight Data will sign an agreement directly with StreetLight Data for the Project in an amount totaling \$275,000. For your reference, please find a sample StreetLight Agreement Template in Attachment 4.

C/CAG staff is continuing to work with Participating Member Agencies, the SMCTA, and StreetLight Data on the above stated documents. Executed documents will be brought back to the C/CAG Board for information.

### **ATTACHMENTS**

1. Resolution 20-14
2. Questions and Answers for StreetLight Data
3. StreetLight Data Executive Summary
4. StreetLight Data Privacy Framework
5. StreetLight Data Powerpoint Presentation – April 9, 2020 Board Meeting
6. Draft StreetLight Agreement Template (*The document is available for download at the C/CAG website at: <http://ccag.ca.gov/committees/board-of-directors/> )*

## RESOLUTION 20-14

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) AUTHORIZING THE C/CAG CHAIR TO ENTER INTO CONTRACT WITH STREETLIGHT DATA FOR A SUBSCRIPTION TO DATA AND SERVICES FOR ONE YEAR IN THE AMOUNT OF \$275,000 AND TO EXECUTE MEMORANDUMS OF UNDERSTANDING (MOU'S) WITH THE SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA), AND PARTICIPATING MEMBER AGENCIES (AGENCIES) FOR THE COST-SHARE.**

**RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG), that

**WHEREAS**, C/CAG is the designated Congestion Management Agency responsible for the development and implementation of the Congestion Management Program for San Mateo County; and

**WHEREAS**, C/CAG received a request from Member Agencies to explore a countywide subscription, for the purpose of cost efficiency, for Location-Based Big Data and Services; and

**WHEREAS**, C/CAG released a request for proposals (RFP) for Location-Based Big Data and Services in December of 2019 and received 1 (one) proposal from StreetLight Data with a 1 (one) year subscription cost of \$275,000; and

**WHEREAS**, a number of C/CAG Member Agencies are willing to participate in the subscription to StreetLight Data and such participants are hereby collectively referred to as "AGENCIES"; and

**WHEREAS**, C/CAG, the SMCTA, and AGENCIES have determined that StreetLight Data will provide technical tools to aid the parties for transportation planning and operational analysis (the "Project"); and

**WHEREAS**, C/CAG, the SMCTA, and AGENCIES have expressed interest to partner together to jointly fund the one-year subscription to StreetLight Data for the Project; and

**WHEREAS**, the one-year cost of subscription is \$275,000 of which the SMCTA will provide \$50,000, C/CAG will provide \$50,000, and the AGENCIES will jointly provide \$175,000 for the Project with a cost breakdown as follows:

- \$40,000 maximum one-year cost for subscription for participating agencies with populations over 50,000
- \$25,000 maximum one-year cost for subscription for participating agencies with populations between 15,000 and 50,000
- \$10,000 maximum one-year cost for subscription for participating agencies with populations below 15,000; and

**WHEREAS**, C/CAG has received interest from over half of its member agencies to participate in the subscription and cost sharing, indicating that the cost for member agencies are anticipated to be lower than the maximum amount stated for a one-year subscription; and



**WHEREAS**, C/CAG will subscribe to StreetLight Data for one year with the SMCTA and AGENCIES as Named Users to access the agreement and subscription; and

**WHEREAS**, C/CAG desires to enter into a Memorandum of Understanding (MOU) with the SMCTA to provide an amount of \$50,000 for one-year subscription and SMCTA as a named user to access the subscription; and

**WHEREAS**, C/CAG desires to enter into an MOU with AGENCIES to provide an amount not to exceed the AGENCIES's share based on its population as stated above at an aggregate total of \$175,000 for one-year subscription and AGENCIES as named users to access the subscription; and

**WHEREAS**, C/CAG staff is continuing to work with the AGENCIES, the SMCTA, and StreetLight Data on the above documents and such documents will be reviewed and approved by C/CAG legal counsel prior to C/CAG Chair signature; and

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the City/County Association of Governments of San Mateo County that the C/CAG Chair is authorized to enter into contract with StreetLight Data for a subscription to Data and Services for one year in the amount of \$275,000 and enter into MOU's between C/CAG, the SMCTA, and Participating Member Agencies for StreetLight Data and Services and cost share. Be it further resolved that the Executive Director is authorized to negotiate the final scope and terms of said materials prior to execution by both parties, subject to legal counsel approval.

**PASSED, APPROVED, AND ADOPTED THIS 9<sup>TH</sup> DAY OF APRIL, 2020.**

---

*Maryann Moise Derwin, Chair*

## 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.

## 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.

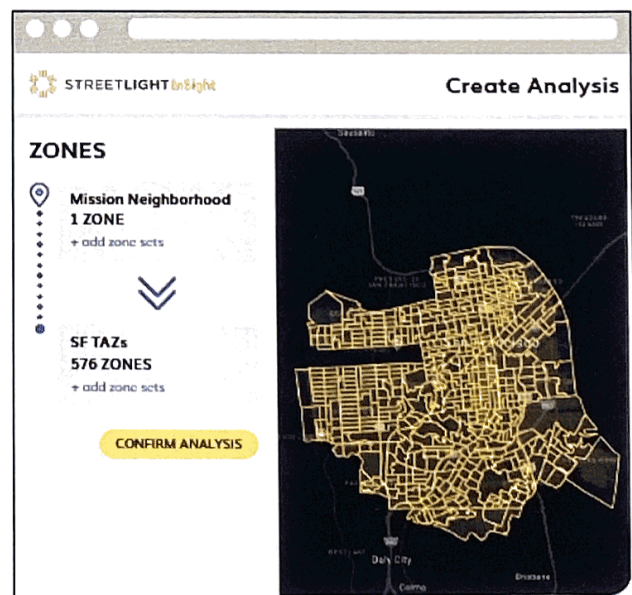


Figure 1: Analytics for every road, bike lane, Census Block, and more at your fingertips.

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.

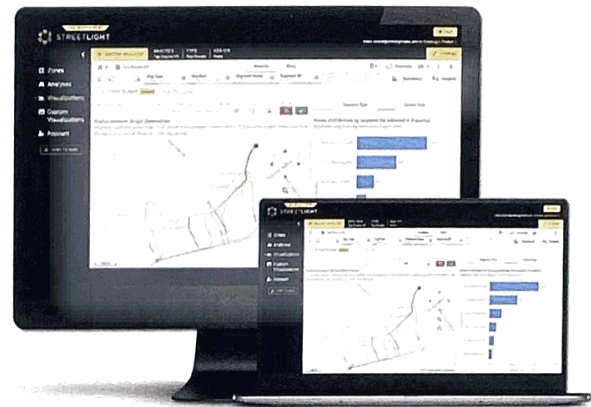


Figure 2: *StreetLight InSight®* is the only interactive transportation data platform



**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.

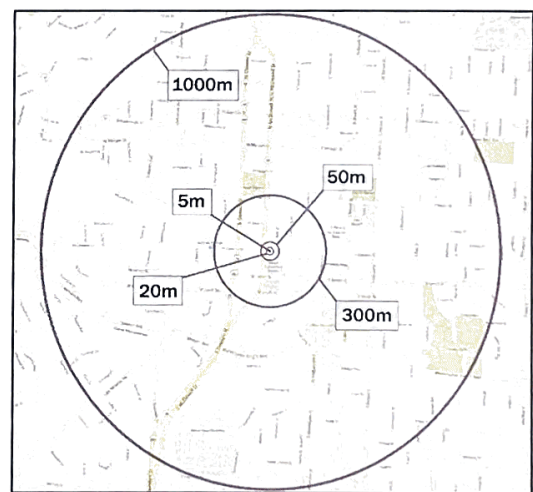


Figure 3: *Illustration of spatial precision*



**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.

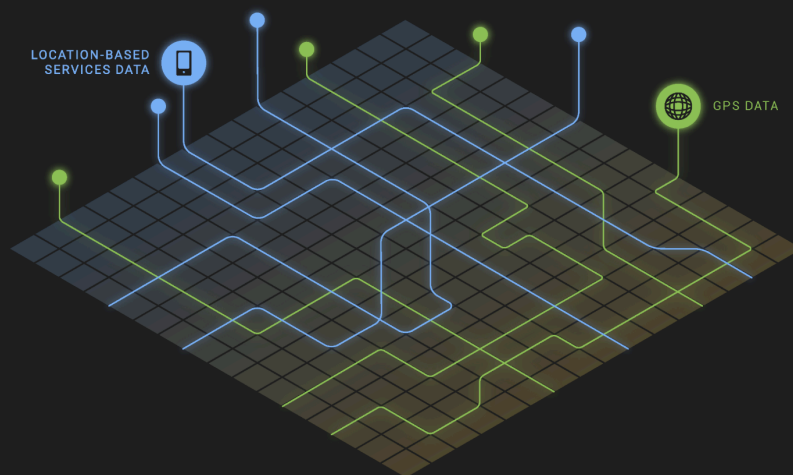


# StreetLight Data Privacy Framework

**Privacy by Design is a core principle at StreetLight Data and has been since our inception in 2011.** Our analytics only describe the movement of groups of people – not the movement of individuals.

- This means that we do not process, use, or distribute personally identifiable information in our products.
- Our services do not enable marketing messages targeted to individual devices like cell phones.
- However, we recognize that there are risks and misconceptions regarding the emerging area of market analytics using location-based information. This document outlines our key privacy procedures.

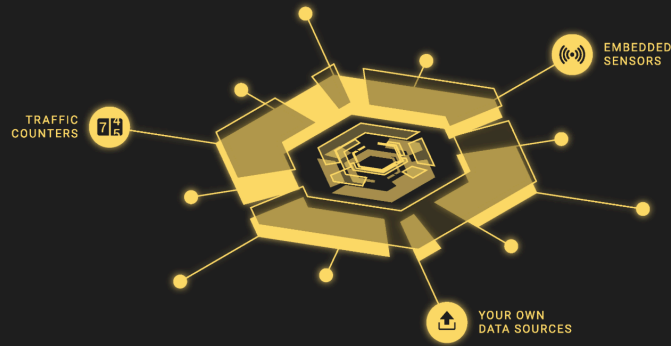
## 1. Data Sources and Supplier Guidelines



- Every month, we ingest, index and process over 100 billion anonymized location records, whose sources include navigation-GPS and other location-based data from connected cars, trucks, and location apps collected on an “opt-in” basis. StreetLight also uses publicly available Census, traffic counts, and points of interest data.
- We have established guidelines for our data suppliers to promote responsible data practices and ensure the data they provide meets our high standards for privacy protection. Data source material must meet the following requirements:
  1. Data must be archival. No real-time data.
  2. Data files are not to contain personally identifiable information. We expect our suppliers to remove personally identifiable information from all location records and to take reasonable steps to “de-identify” the remaining information using best practices. For example, records may contain encrypted device identifiers for which StreetLight does not have access to the decryption algorithms.
- StreetLight is committed to supporting suppliers who embrace privacy as a core value and adhere to best practices for data protection, including Privacy by Design.



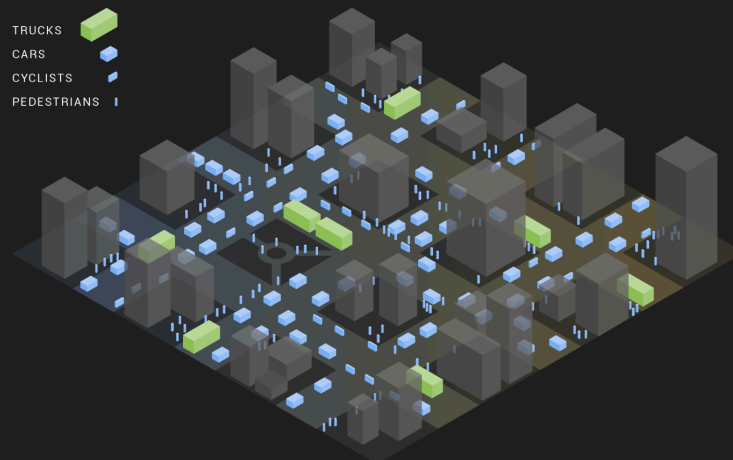
## 2. Data Processing into Metrics and Procedures for Protecting Our Data Sources



- Once in house, the data sources are algorithmically processed into metrics. This process occurs in our secure data repository that sits behind a multilayered network security architecture supported by system audits and controls. Here are some highlights of the steps we take to transform the data into metrics:
  1. Records are decomposed and contribute to the creation of multidimensional probability distribution functions for analysis with other materials through normalization, aggregation and contextualization.
  2. The resulting output is provided as metrics about aggregated composite groups; for example, “half of the group of people who travel to this location live 10 miles away or more.”
  3. Every analysis in the StreetLight InSight® platform goes through an automated coverage and privacy check to ensure sufficient source material penetration and aggregation by factors such as time, space, and land use.

## 3. The Result: Multimode metrics for millions of roads and Census Blocks in No. America

- Available on-demand, these are the basic tools to perform powerful analyses for a wide variety of transportation studies:
  - Average Annual Daily Traffic (AADT)
  - Origin, Destination and Route
  - Trip attributes, such as average speed, distance and duration





Attachment 5  
StreetLight Data Powerpoint Presentation  
April 9, 2020 Board Meeting



WHY C/CAG  
WANTS BIG,  
GEOSPATIAL  
DATA

Local Interest	Received requests from Local Jurisdictions regarding procurement possibilities
Data Set	Provide robust and thorough data and analysis tools
Run Analyses	Ability to run traffic analyses multi-modally
Increase Efficiency	Such powerful tools can help save time and money
Opportunity	Utilize the technology available acting as a leader for innovation

## C/CAG's PROCUREMENT PROCESS

- Released RFP for Location Based Big Data and Services
- Received one proposal from StreetLight Data, with inquiries from one other company, Strava Metro
- Reviewed the proposal and it met the requirements set in the RFP
- Brought to committees for recommendation of approval

# WHAT MAKES UP STREETLIGHT?



Location-Based Services data  
from smartphone apps



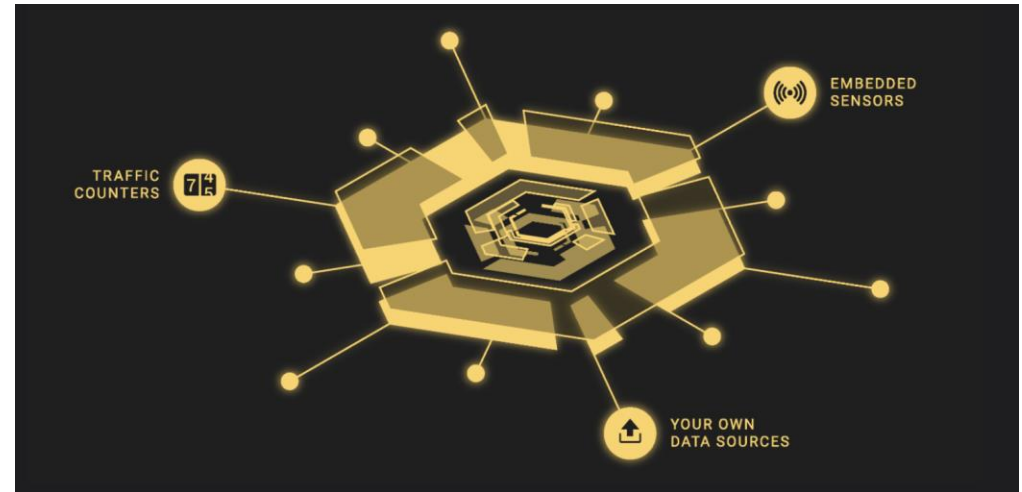
Navigation-GPS data from  
connected cars and trucks



Road network, census, parcel,  
and other contextual data

# STREETLIGHT'S PRIVACY POLICY

- StreetLight collects anonymized information
  - Requires suppliers to de-identify devices
- All data is archival
- Layered on top of publicly available U.S. Census Data



# WHAT DOES STREETLIGHT DO?

Set up & run transportation studies on your desktop.

## On-demand.

- Design and run your own analyses. No software installation, sensor deployment, or survey design required.
- Choose specific dates, hours of the day, and even the types of trips you want to study.
- *StreetLight InSight* Metrics are more comprehensive, precise, and up-to-date than most traditional data resources.

No sensor deployment or survey collection



Origin-Destination Matrices



Trip Purpose



Select Link Analyses



Avg Travel Times &  
Travel Time Distributions

**AADT**

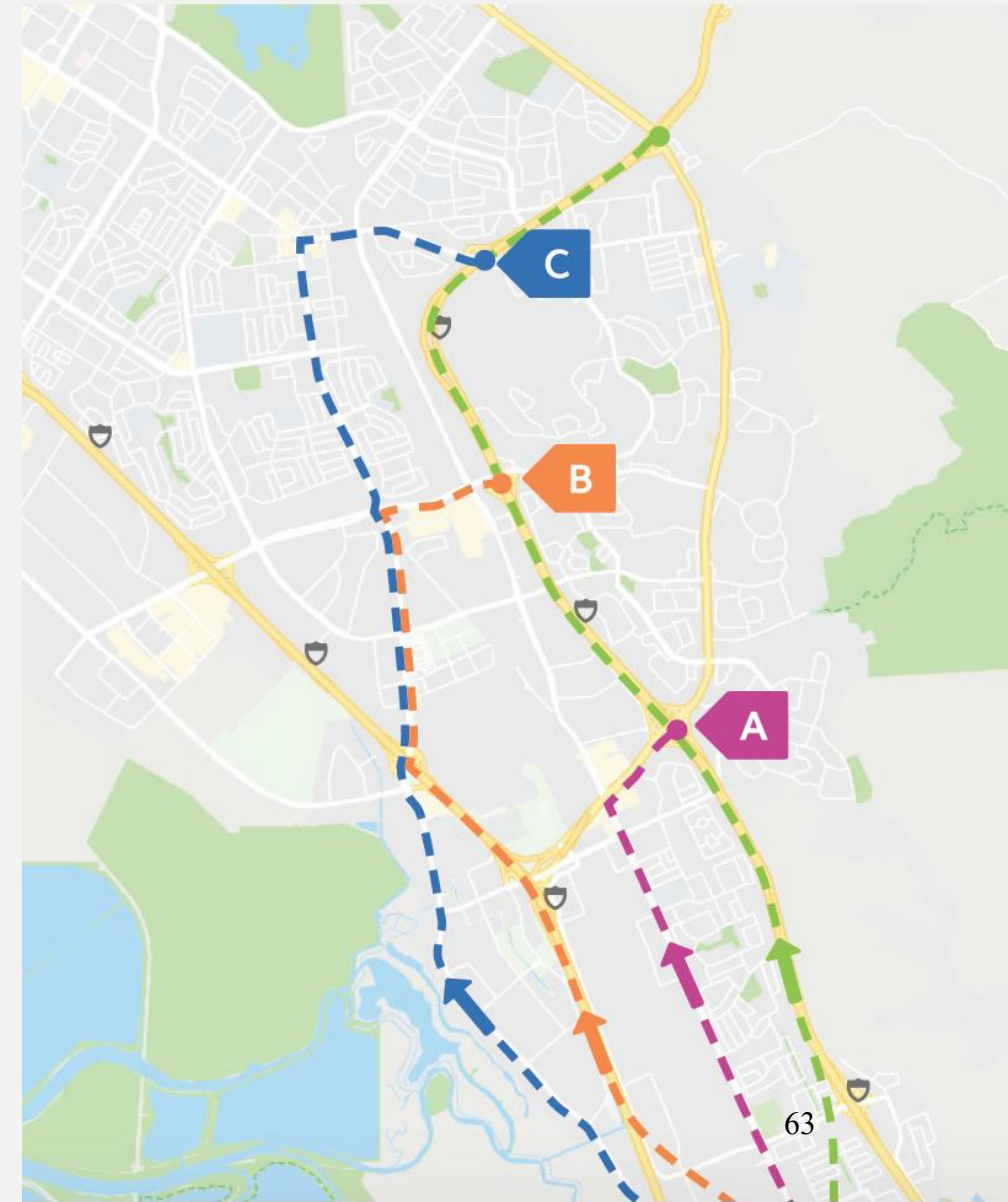
StreetLight AADT



Commercial & Personal  
Travel Vehicle Comparisons

## CASE STUDY: CUT THROUGH TRAFFIC MITIGATION ANALYSIS

- Problem with driver cut through traffic with GPS apps
- City implemented turn restrictions and ramp meters
- Goal: Evaluate effectiveness
- StreetLight was able to create before and after analysis using origin and destination data
- City discovered the results were effective



# SUBSCRIPTION MODELS



## **Single-Domain Regional Subscription:**

Limited Users at \$99,000/Agency with Population under 300,000.

Aggregate Cost for SMC Cities: ~\$2 million



## **Multi-Domain Regional Subscription:**

**Unlimited use for the users and consultants**  
**\$440,000 normal rate for San Mateo County population**



## **Pay-Per-Use (PPU) or Project Based Subscription:**

Restricted use only to the project study area and number of unique analysis zones in that study area  
50 zone analysis would cost about \$24,000+



## COST BREAKDOWN

- **First Trial Year** - Discounted at \$275,000
- **Second and Third Years Are Optional** – Discounted at \$363,000
- C/CAG and TA each to contribute \$50,000 in Local Funds
- Local Jurisdictions divide remaining cost proportionately
  - C/CAG place ceiling on each Member Agency's contribution amount
  - Cost per Agency decreases with more participation

MAXIMUM CONTRIBUTIONS	
Jurisdiction Size	Maximum 1 <sup>st</sup> Year Cost
Large (Population >50,000)	\$40,000
Medium (Population 15,000-50,000)	\$25,000
Small (Population <15,000)	\$10,000

# THANK YOU! QUESTIONS?

Mikaela Hiatt  
mhiatt@smcgov.org

## C/CAG AGENDA REPORT

Date: April 9, 2020

To: City/County Association of Governments of San Mateo County Board of Directors

From: Sandy Wong, Executive Director

Subject: Review and approval of Resolution 20-12 approving 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 and authorize the Executive Director to make minor modifications to the list prior to final submittal to the MTC.

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

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### RECOMMENDATION

That the C/CAG Board review and approve Resolution 20-12 approving 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 and authorize the Executive Director to make minor modifications to the list prior to final submittal to the MTC.

### 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 CTA 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 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.

## Proposed Revisions

On February 13, 2020, the C/CAG Board approved the approach to a fiscally constrained list of projects, including Regionally Significant Projects and Programmatic Investment Categories 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 revise the amount of project cost to be included in the San Mateo County constrained budget for regionally significant projects that meet the criteria listed below:
  - Project was a new project submitted during the request for regionally significant projects in June 2019 (Not in the adopted Plan Bay Area 2040)
  - Project has a completion date of 2030 or beyond
  - Project is in the conceptual or planning phase
3. Coordinate with cross-county project sponsors and MTC staff on large multi-county projects.

Based on the C/CAG Board approved approach described above, C/CAG staff has worked with project sponsors of the 12 projects whose project costs are being revised as shown in the highlighted rows in Attachment 1. No projects were removed from the list during this process.

## Transformative Projects and Project Performance Assessment

Concurrently, transformative, multi-county projects were modeled and analyzed during the Project Performance Assessment by MTC in late 2019. Projects that had performance deficiencies are currently developing collaborative solutions with MTC to address those project performance deficiencies in March 2020 in order to be included in Plan Bay Area 2050.

Discussions are still ongoing between C/CAG staff, MTC staff, and project sponsors, to address the deficiencies and to negotiate the proportionate amount of budget capacity between the regional and county budgets to be assigned to the projects. Letters are under development to address performance shortcomings and potential strategies. The three transformative projects that have performance deficiencies, costs over \$1 Billion each, and involves multiple counties are:

- Dumbarton Rail Corridor – Submitted by SamTrans
- Regional Hovercraft Ferry Network – Submitted by City of Foster City
- Muni Metro T-Third Extension to South San Francisco – Submitted by City of San Francisco
- Caltrain Enhanced Growth Scenario – Submitted by Caltrain

The current C/CAG proposal, based on the recommendation from the Congestion Management and Environmental Quality (CMEQ) Committee at their February 24<sup>th</sup> meeting, recommends allocating \$250 million for the Dumbarton Rail Corridor, \$1 million each for the Regional Hovercraft Ferry Network and the Muni Metro T-Third Extension to South San Francisco, for early planning efforts. The CMEQ committee further recommended increasing the budget in the Grade Separation Programmatic Category. However, upon conferring with Caltrain Staff after the February 24<sup>th</sup> CMEQ

meeting, the Caltrain Enhanced Growth Scenario project is required to be added to the county list with the commitment of \$250 million from the county budget of \$5.261 billion.

The Caltrain Enhanced Growth Scenario is a revised scenario from the Caltrain Business Plan and addresses the performance issues highlighted by MTC of the three previously submitted projects from Caltrain: the 2040 Caltrain Base Growth Scenario, the 2040 Caltrain Moderate Growth Scenario, and the 2040 Caltrain High Growth Scenario.

Another transformative project is the Regional Express Lanes System, submitted by MTC, which includes the managed lanes along US-101 in San Mateo County between I-380 and the San Francisco Countyline. MTC Express Lanes staff is leading the discussions with all the Express Lanes project sponsors, including C/CAG and SMCTA, to address the performance issues highlighted by MTC. A letter is also under development to address performance shortcomings and potential strategies.

At the time this staff report is written, C/CAG and San Mateo County Transportation Authority (SMCTA), co-sponsors of the express lane project north of I-380 (RTP ID: 17-06-0008), are collaborating with MTC staff in addressing the performance issues as well as the proportionate amount of regional versus county budget to be included in Plan Bay Area 2050. The current assumption is that the project will use a 50/50 split of regional versus county budget capacity, subject to final negotiation with MTC.

### Recommendation

The Congestion Management Program Technical Advisory Committee (CMP TAC) recommended approval of the fiscally constrained list at their February 20, 2020 meeting.

The Congestion Management and Environmental Quality (CMEQ) Committee recommended approval of the list at their February 24, 2020 meeting, but commented that there was lack of information on the Regional Hovercraft Ferry Network and Muni Metro T-Third Extension to South San Francisco projects. C/CAG staff reached out to the project sponsors to provide factsheets of their respective projects; they are included as an attachment to this staff report.

While the attached fiscally constrained project list has gone through multiple reviews including the TAC and CMEQ committees, coordination between MTC and Project Sponsors for the transformative and multi-county projects is still on-going. Hence, MTC has yet to determine the amount of regional budget to be assigned to those projects. Further refinements on the financially constrained county project list may be necessary.

Staff requests that the C/CAG Board review and approve the fiscally constrained list of projects to be submitted to the MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050 and authorize the Executive Director to make minor modifications to the list prior to final submittal to the MTC.

### **ATTACHMENTS**

1. Resolution 20-12
2. Plan Bay Area 2050 - San Mateo County Financially Constrained Project List
3. Project Factsheet - Dumbarton Rail Corridor
4. Project Factsheet - Regional Hovercraft Ferry Network
5. Project Factsheet - Muni Metro T-Third Extension to South San Francisco

## **RESOLUTION 20-12**

### **RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY APPROVING 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 AND AUTHORIZE THE EXECUTIVE DIRECTOR TO MAKE MINOR MODIFICATIONS TO THE LIST PRIOR TO FINAL SUBMITTAL TO THE MTC**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has initiated an update of the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050; and

**WHEREAS**, C/CAG is the delegated county level administrator of a fiscally constrained list of transportation projects for the update of Plan Bay Area 2050 by MTC; and,

**WHEREAS**, 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.; and,

**WHEREAS**, on June 13, 2019, C/CAG adopted a list of regionally significant projects to be considered for inclusion in Plan Bay Area 2050; and,

**WHEREAS**, 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; and,

**WHEREAS**, C/CAG worked with project sponsors to fiscally constrained list of projects, including Regionally Significant Projects and Programmatic Investment Categories; and

**WHEREAS**, the MTC is in the process of refining regional budget assignments and evaluating solutions to address project performance deficiencies of transformative and multi-county projects, which may affect the attached list in the future; and,

**WHEREAS**, the deadline to submit the fiscally constrained list of projects to MTC is March 27, 2020,

**NOW THEREFORE BE IT RESOLVED**, by the Board of Directors of the City/County Association of Governments of San Mateo County approves 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 and authorize the Executive Director to make minor modifications to the list prior to final submittal to the MTC.

**PASSED, APPROVED, AND ADOPTED, THIS 9TH OF APRIL 2020.**

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**Maryann Moise Derwin, Chair**

**Attachment 1 - Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Regionally Significant Projects (04/09/20)**

RTP ID	Project Title	Project Sponsor	Total (YOE\$)	Secured Funding	Amount to be Included in PBA 2050 Target, in millions	Bin	Status	Supports MTC/ABAG's Transportation Strategies
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	\$36	\$30	\$6	(1) 2021-2035	Design Phase	A,E,M
17-06-0007	US-101 Express Lanes: I-380 to Santa Clara County Line	San Mateo City/County Association of Governments (CCAG)	\$546	\$546	\$0	(1) 2021-2035	In Construction	D,I,J,M
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	\$210	\$44	\$166	(1) 2021-2035	Design Phase	A,E,M
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	\$19	\$10	\$9	(1) 2021-2035	Design Phase	A,E
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	\$15	\$15	\$0	(1) 2021-2035	Design Phase	A,M
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	\$25	\$1	\$24	(1) 2021-2035	Planning Phase	A,M
17-06-0008 <sup>1</sup>	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 (\$205 Pending)	\$205	(1) 2021-2035	Planning Phase	D,I,J,M
17-06-0009	Improve operations at U.S. 101 near Route 92 - Phased	San Mateo City/County Association of Governments (CCAG)	\$274	\$6	\$268	(1) 2021-2035	Planning Phase	A,M
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	\$159	\$13	\$146	(1) 2021-2035	Planning Phase	A,M
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	\$91	\$4	\$86	(1) 2021-2035	Planning Phase	A,M
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	A

**Footnote: 1** Project budget was revised to reflect the request of \$205M regional funding. Pending final decision by MTC.



**Attachment 1 - Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Regionally Significant Projects (04/09/20)**

RTP ID	Project Title	Project Sponsor	Total (YOE\$)	Secured Funding	Amount to be Included in PBA 2050 Target, in millions	Bin	Status	Supports MTC/ABAG's Transportation Strategies
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	\$3	\$6	(1) 2021-2035	Planning Phase	A
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	\$28	\$2	\$26	(1) 2021-2035	Planning Phase	A,M
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	\$21	\$0	\$21	(1) 2021-2035	Planning Phase	A,M
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	\$4	\$348		Planning Phase	I,J
17-06-0035	I-280 improvements near D Street exit	Daly City	\$1	\$0	\$1	(1) 2021-2035	Planning Phase	A,M
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	\$16	(1) 2021-2035	Planning Phase	A,M
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	\$19	(1) 2021-2035	Planning Phase	A,M
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	\$31	\$4	\$27	(1) 2021-2035	Planning Phase	A
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	\$9	\$2	\$7	(1) 2021-2035	Conceptual Phase	J
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	\$2	\$0	\$2	(1) 2021-2035	In Construction; cost reduced for remaining component	A,M
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement	San Mateo (City)	\$2	\$0	\$2	(1) 2021-2035	Project is completed; cost reduced for remaining component	A,M

**Attachment 1 - Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Regionally Significant Projects (04/09/20)**

RTP ID	Project Title	Project Sponsor	Total (YOE\$)	Secured Funding	Amount to be Included in PBA 2050 Target, in millions	Bin	Status	Supports MTC/ABAG's Transportation Strategies
<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>-</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>-</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>-</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>-</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>-</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>-</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>-</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>-</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>-</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>	<del>-</del>
<b>NEW</b>	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	\$478	\$0	\$478	(1) 2021-2035	Planning Phase	I,J
<b>NEW</b>	Redwood City Transit Center Expansion Project	Redwood City	\$112	\$0	\$112	(1) 2021-2035	Conceptual/Planning Phase	J
<b>NEW</b>	El Camino Real Road Diet	Millbrae	\$82	\$0	\$82	(1) 2021-2035	Planning Phase	E
<b>NEW</b>	Pilot Hovercraft Ferry Service from Foster City	Foster City	\$182	\$0	\$182	(1) 2021-2035	Planning Phase	J

**Attachment 1 - Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Regionally Significant Projects (04/09/20)**

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	Supports MTC/ABAG's Transportation Strategies
<b>NEW<sup>2</sup></b>	<i>El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade</i>	<i>San Bruno</i>	\$25	\$25	(1) 2021-2035	<i>Conceptual Phase</i>	<i>A,M</i>
<b>NEW</b>	<i>Eastbound I-380 Freeway Expansion</i>	<i>San Bruno</i>	\$150	\$11	(1) 2021-2035	<i>Conceptual Phase</i>	<i>A</i>
<b>NEW</b>	<i>Interstate 380 Congestion Improvements</i>	<i>San Bruno</i>	\$150	\$11	(1) 2021-2035	<i>Conceptual Phase</i>	<i>A,M</i>
<b>NEW</b>	<i>HSR Millbrae SFO Station</i>	<i>Millbrae</i>	\$251	\$39	(1) 2021-2035	<i>Planning Phase</i>	<i>J</i>
<b>NEW</b>	<i>Millbrae SFO Guideway Improvement</i>	<i>Millbrae</i>	\$502	\$110	(1) 2021-2035	<i>Conceptual Phase</i>	<i>J, K</i>
<b>NEW<sup>2</sup></b>	<i>Grand Avenue Off- Ramp Realignment</i>	<i>South San Francisco</i>	\$35	\$35	(1) 2021-2035	<i>Conceptual Phase</i>	<i>A,M</i>
<b>NEW</b>	<i>Railroad Avenue Extension</i>	<i>South San Francisco</i>	\$261	\$30	(2) 2036-2050	<i>Planning Phase</i>	<i>A</i>
<b>NEW<sup>2</sup></b>	<i>3rd Avenue/US101 Interchange</i>	<i>San Mateo (City)</i>	\$65	\$65	(1) 2021-2035	<i>Conceptual Phase</i>	<i>A,M</i>
<b>NEW</b>	<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>	<i>A</i>
<b>NEW</b>	<i>Sierra Point Connection</i>	<i>South San Francisco</i>	\$20	\$17	(2) 2036-2050	<i>Conceptual Phase</i>	<i>A</i>
<b>NEW</b>	<i>Hillsdale Transit Center</i>	<i>San Mateo (City)</i>	\$70	\$1	(1) 2021-2035	<i>Planning Phase</i>	<i>J</i>
<b>NEW<sup>2</sup></b>	<i>El Camino Real Complete Streets Improvements</i>	<i>Atherton</i>	\$15	\$15	(1) 2021-2035	<i>Conceptual Phase</i>	<i>E</i>
<b>NEW<sup>3</sup></b>	Regional Hovercraft Ferry Network	Foster City	\$2,600	\$1	(1) 2021-2035	Conceptual Phase	J
<b>NEW<sup>3</sup></b>	Muni Metro T-Third Extension to South San Francisco	South San Francisco	\$1,800	\$1	(2) 2036-2050	Conceptual Phase	J
<b>NEW<sup>3</sup></b>	Caltrain Enhanced Growth	Caltrain	\$1,211	\$250	(1) 2021-2035	Planning Phase	J,L
<b>NEW<sup>3</sup></b>	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	\$3,900	\$250	(1) 2021-2035	Planning Phase	J,L

Regionally Significant Subtotal (in millions)	\$3,188
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**Footnotes and Legend:**

<b>Highlight</b>	Project budget was revised based on approach approved by C/CAG Board on 2/13/20.
<b>2</b>	Project budget was increased/decreased after 2/24/20 CMEQ meeting. Subject to revision based on final negotiation with MTC.
<b>3</b>	Transformative multi county projects that are requesting regional and multi county funds. Amount to be included in PBA 2050 target reflects the recommended San Mateo county share. Subject to revision based on final negotiation with MTC.

**Attachment 1 - Plan Bay Area 2050 - San Mateo County Financially Constrained Project List  
Programmatic Categories (04/09/20)**

RTP ID	Programmatic Category	Programmatic Category Description	Proposed PBA 2050 Cost (\$ in millions)	Supports MTC/ABAG's Transportation Strategies
17-06-0001 <sup>2</sup>	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	\$400	E
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	\$85	A
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	\$400	E
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	\$100	A
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	\$200	A
17-06-0006 <sup>2</sup>	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.	\$142	A
17-06-0039 <sup>2</sup>	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.	\$446	J,L
NEW	Minor Highway Improvements	Project types include minor highway extension or new lane (less than ¼ mile) and interchange modification (no additional capacity)	\$300	A,M

<b>Programmatic Category Subtotal (in millions)</b>	<b>\$2,073</b>
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Plan Bay Area 2050 Summary (in millions)	
Regionally Significant Projects	\$3,188
Programmatic Categories	\$2,073
	\$5,261
San Mateo County Target	\$5,261

- MTC/ABAG PBA 2050 Transportation Strategies**
- A. Operate and maintain the existing system
  - B. Enable seamless mobility with unified trip planning and fare programs
  - C. Reform regional transit fare policy
  - D. Implement per-mile tolling on congested freeways with transit alternatives
  - E. Build a complete streets network
  - F. Advance regional Vision Zero policy through street design and reduced speeds
  - G. Advance low-cost transit projects
  - H. Build new Transbay rail crossing
  - I. Build a next generation bus rapid transit network
  - J. Make strategic modernization & expansion investments for public transit
  - K. Extend the regional rail network
  - L. Increase existing rail capacity and frequency by modernizing the network

**Footnote:**

<b>2</b>	Project budget was increased/decreased after 2/24/20 CMEQ meeting. Subject to revision based on final negotiation with MTC.
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**Project Type:** Transit

**Project Sponsor:** SamTrans

**Project Title:** Dumbarton Rail

Project Information	Project Components		Other Information				
	<b>1</b>						
<b>Description</b>	<b>New rail line connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont along Dumbarton Bridge</b>		For Costing: <ul style="list-style-type: none"> <li>• Rebuilt Dumbarton Bridge and existing rail line</li> <li>• A rebuilt rail corridor between Redwood City and the Tricities area (Newark-Fremont-Union City) through the Dumbarton Corridor, as well as complementary bicycle and pedestrian facilities [see detailed submission below for more details on ROW]</li> <li>• A combination of double and single track will be constructed on the Dumbarton rail corridor to achieve the required headways. The bridge over the Bay and track through Don Edwards Marsh will be single track.</li> <li>• Dual mode Bi-level EMU/Battery is recommended for this alternative. Total 30 power cars and trailers (12 power cars, 12 trailers, 3 spare power cars, 3 spare trailers). Based on Caltrain Peninsula Corridor Electrification Program. The portion of the project utilizing UPRR tracks assumed to operate via battery.</li> <li>• 4-car consist is recommended trainset, 6 total trains.</li> <li>• RWC station to the Dumbarton Wye to be single track, then combination of double and single track to Newark. Beyond Newark utilize existing UPRR tracks with some additional track and new Shinn connection</li> <li>• Who will be the service operator?                             <ul style="list-style-type: none"> <li>○ No service operator has been identified.</li> <li>○ <i>Additionally, Union Pacific has the right to operate freight service on the Dumbarton Rail ROW.</i></li> </ul> </li> <li>• Are new vehicle assets part of the submission / included in the cost estimate? Or is the service planned with existing assets (of which operator)?                             <ul style="list-style-type: none"> <li>○ <u>New</u> vehicle assets are considered within the original cost Estimate, including rolling stock and maintenance facilities with a 25% spare ratio.</li> </ul> </li> </ul> <p><i>[Note that the preferred alternative includes both rail and bus rolling stock, totaling \$2,403.9 million (\$2018), due to the nature of the combined alternative. This project includes only rail.]</i></p> <p>[See additional details in submission below]</p>				
<b>Transit mode</b>	Commuter Rail						
<b>Routing change</b>	Transit connections: <ul style="list-style-type: none"> <li>• Redwood City                             <ul style="list-style-type: none"> <li>○ SamTrans (bus)</li> <li>○ Caltrain (rail)</li> <li>○ Pacific Shores Shuttle (bus)</li> </ul> </li> <li>• Menlo Park/Willow Road                             <ul style="list-style-type: none"> <li>○ ACtransit (bus)</li> </ul> </li> <li>• Newark                             <ul style="list-style-type: none"> <li>○ (proposed station)</li> </ul> </li> <li>• Centreville [Fremont]                             <ul style="list-style-type: none"> <li>○ Stanford Marguerite Shuttle (bus)</li> <li>○ ACtransit (bus)</li> <li>○ Altamont Commuter Express (ACE) (rail)</li> <li>○ Amtrak (rail)</li> </ul> </li> <li>• Union City                             <ul style="list-style-type: none"> <li>○ BART (commuter rail)</li> <li>○ ACtransit (bus)</li> <li>○ Stanford Marguerite Shuttle (bus)</li> <li>○ UC transit (bus)</li> </ul> </li> </ul>						
<b>Station/stops changes</b>	Six stops: <ul style="list-style-type: none"> <li>• Redwood City</li> <li>• Marsh Road</li> <li>• Menlo Park/Willow Road</li> <li>• Newark/East Bay Terminal</li> <li>• Centreville [Fremont]</li> <li>• Union City</li> </ul>						
<b>Fare</b>	\$7 per trip (based on the then-current Caltrain commuter rail fares of \$8.75 (November 2017), adjusted down to account for eight-ride and monthly pass rates)						
<b>Frequency by time of day*</b> Early AM: 3 to 6 am AM: 6 to 10 am Mid: 10 am to 3 pm PM: 3 to 7 pm	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Early AM: n/a</td> </tr> <tr> <td style="text-align: center;">AM: 15 min</td> </tr> <tr> <td style="text-align: center;">Mid: 30 min</td> </tr> <tr> <td style="text-align: center;">PM: 15 min</td> </tr> <tr> <td style="text-align: center;">Evening: n/a</td> </tr> </table>	Early AM: n/a		AM: 15 min	Mid: 30 min	PM: 15 min	Evening: n/a
Early AM: n/a							
AM: 15 min							
Mid: 30 min							
PM: 15 min							
Evening: n/a							

**Project Type:** Transit

**Project Sponsor:** SamTrans

**Project Title:** Dumbarton Rail

Evening: 7 pm to 3 am		
<b>Travel time between stations (rail)</b>	Total end-to-end travel time: 30 mins (assuming average speed of 45mph and 100sec dwell time) <ul style="list-style-type: none"><li>• [OLD] Redwood City to Menlo Park/Willow Road: 6 minutes<ul style="list-style-type: none"><li>○ Redwood City to Marsh Road: 4.5</li><li>○ Marsh Road to Menlo Park/Willow Road: 3.5</li></ul></li><li>• Menlo Park/Willow Road to Newark: 8.5 minutes</li><li>• Newark to Centreville [Fremont]: 5.2 minutes</li><li>• Centreville [Fremont] to Union City: 5 minutes</li></ul>	[Note: the information is based on Dumbarton Transportation Corridor Feasibility Study completed in 2017. Detailed information from Cross Bay Transit Partners and Sam Trans will be forthcoming in 2019 and may supersede these responses. CBTP and Sam Trans are planning for the Dumbarton Rail Corridor Project]
<b>Vehicle capacity</b>	EMU 4 car trains (total 6 trains) 113 seats per car; 452 seats per train Seat+stand cap of train is 523	
<b>Parking capacity</b> / <b>Parking cost at stations</b>	<ul style="list-style-type: none"><li>• Redwood City, 557 spaces, surface lot, \$82.50 monthly and \$5.50 daily</li><li>• Centerville [Fremont], 150 spaces, surface lot and on-street, \$3 daily (<i>Fremont city website, May 7, 2019</i>)</li><li>• Union City, 1,155 spaces, surface lot(s), \$0.50 per hour or \$4.00 max all day. Permit parking for \$120 per calendar quarter.</li></ul>	

\*Frequency is averaged within these time periods

**Total Capital Cost (2019\$): \$3B**

**Total Annual Op Cost (2019\$): \$51M**

**First Year of Construction: 2022**

**First Year of Operations: 2028**

<http://www.samtrans.com/Assets/Dumbarton+Rail+Corridor/PDFs/171120+DTCS+-+Full+Report.pdf>

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**For reference - from online submission:**

**C/CAG**

**Project Type:** Transit

**Project Sponsor:** SamTrans

**Project Title:** Dumbarton Rail

**Project Purpose:**

Improvements to enhance mobility in the Dumbarton Corridor between Alameda, San Mateo, and Santa Clara counties

**Project Description:**

Examine potential solutions to address both congestion on the Dumbarton Bridge (Highway 84) and connecting roadways, as well as the rehabilitation and repurposing of the Dumbarton rail bridge to the south.

**SamTrans**

**Project Purpose:**

The project purpose is to expand rail capacity, integrated with existing systems to facilitate non-SOV transportation options and influence rider behavior, refocus growth to city-centers along the line. The Corridor has been the subject of feasibility studies since the early 1990s, all part of an attempt to address the growing demand for travel between the East Bay and Peninsula and lack of a high-capacity transit option across the southern portion of the Bay. Traffic congestion and the jobs-housing imbalance between the two sides of the Bay has grown and are projected to worsen if the Corridor isn't improved to move more people, especially during the peak commute travel periods. The fact remains: projected regional growth will deteriorate the reliability of the existing Dumbarton services and facilities. An increasing desire for innovative solutions among the community has culminated in an effort to develop a multimodal strategy that could be implemented through a partnership with private sector stakeholders. The convenience and accessibility of an interconnected network of multimodal public transportation is expected to attract new riders from private autos, reduce traffic on the project area's roadway system and contribute to environmental benefits such as reduction in noise and air pollution. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of this multimodal Program. It would facilitate substantial additional transit capacity across the San Francisco Bay, providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.

**Project Description:**

The mode is passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay. The route is via a rebuilt Dumbarton Bridge and existing rail line (primarily). The Dumbarton Transportation Corridor is proposed as a multimodal transportation program consisting of enhanced bus service, a rebuilt rail corridor between Redwood City and the Tricities area (Newark-Fremont-Union City) through the Dumbarton Corridor, as well as complementary bicycle and pedestrian facilities. As part of the broader multi-modal program, the rail line will connect to the existing Rail Network in Northern California, to provide new rail transit and regional services between the East Bay, the Peninsula and the San Joaquin River Valley. In addition to the transportation improvements, the DTC Program is expected to support and facilitate transit oriented development at each station site, including a mix of uses appropriate to each site.

Existing Dumbarton Rail Right-of-Way (ROW) (moving from west to east) are summarized below:

Redwood City Station to Redwood Junction

- 0.9 miles along the Peninsula Corridor Joint Powers Board (Caltrain) ROW
- Existing rail infrastructure owned by Caltrain
- Limited freight operations
- Significant passenger rail operations (Caltrain)

Redwood Junction to Newark Junction/Carter

- 10.5 miles along Dumbarton Rail ROW, which also spans the Rail Bridge, Don Edwards
- National Wildlife Refuge, and Newark Slough Bridge.

**Project Type:** Transit

**Project Sponsor:** SamTrans

**Project Title:** Dumbarton Rail

- Existing rail infrastructure owned by the San Mateo County Transit District (SamTrans)
- Limited freight operations between Redwood Junction and Chilco Street in Menlo Park
- (located 3,100 feet east of the crossing of US 101)
- No current freight or passenger operations between Chilco Street and Newark Junction
- (including across the Dumbarton Rail Bridge)

Newark Junction/Carter

- 0.4 miles through Newark Junction along the Coast Subdivision
- Existing rail infrastructure owned by the Union Pacific Railroad (UP)
- Significant freight operations along this segment

Newark Junction/Carter to Oakland Subdivision

- 3.9 miles along Centerville Line)
- Existing rail infrastructure owned by UP
- Significant freight and passenger rail service along this segment
- No rail connection between Centerville Line and Oakland Subdivision at this location

Oakland Subdivision to Niles Subdivision at Industrial Parkway in Hayward

- 2.3 miles along Oakland Subdivision
- Existing rail infrastructure owned by UP
- Limited freight operations

Stations are under consideration in the following communities:

- Redwood City
- Menlo Park/Willow Rd.
- Newark/Fremont/Union City/East Bay Terminal

Rail service frequency will be determined through further study of ridership and system operating characteristics. Fares are TBD through further project definition and coordination with private partner. Rolling stock will be procured as required to meet operating plan. Likely EMU or hybrid diesel electric for operational flexibility, but rolling stock determination has not been made. Parking facilities are TBD, and will be coordinated with station and station area development.







# Foster City Network



## Legend

- 1** Route 1  
Petaluma - Oakland Airport
- 2** Route 2  
Hercules - SF - Fremont
- 3** Route 3  
Albany - SFO - Menlo Park
- 4** Route 4  
Jack London Square - Fremont
- 5** Route 5  
Mill Valley - SF - Union City
- 6** Route 6  
Union City - Sunnyvale

## Connections

- Easy Transfer Hub
- Bus
- Ferry
- Airport
- BART
- Muni Streetcar
- Muni Metro
- Caltrain & Amtrak
- SMART
- Caltrain Shuttle



**Project Type:** Transit

**Project Sponsor:** City of South San Francisco

**Project Title:** Muni Metro to South San Francisco

**Date Modified:** March 5, 2020

Project Information	Transit Components							
	1							
<b>Description</b>	Muni Metro T-Third Extension to South SF Ferry Terminal							
<b>Transit mode</b>	LRT							
<b>Routing change</b>	Extend from current terminal at Bayshore Boulevard/Sunnydale in SF, along Bayshore Blvd, which eventually joins with Airport Blvd, then cross US101 below or above grade, and connect to South SF ferry terminal (see map below)							
<b>Station/stops changes</b>	Six new stops: Brisbane @ Industrial Way Brisbane @ Guadalupe Brisbane @ Valley Bayshore @ Airport Blvd/Sister Cities Oyster Pt Blvd @ Gateway Blvd South SF ferry terminal							
<b>Fare in 2018\$</b>	Same as Muni fare							
<b>Frequency by time of day*</b> Early AM: 3 to 6 am AM: 6 to 10 am Mid: 10 am to 3 pm PM: 3 to 7 pm Evening: 7 pm to 3 am	<table border="1" style="width: 100%;"> <tr><td style="text-align: center;">Early AM:</td><td rowspan="5" style="vertical-align: middle; text-align: center;">Same as existing T-Third</td></tr> <tr><td style="text-align: center;">AM:</td></tr> <tr><td style="text-align: center;">Mid:</td></tr> <tr><td style="text-align: center;">PM:</td></tr> <tr><td style="text-align: center;">Evening:</td></tr> </table>	Early AM:	Same as existing T-Third	AM:	Mid:	PM:	Evening:	
Early AM:	Same as existing T-Third							
AM:								
Mid:								
PM:								
Evening:								
<b>Travel time between stations (rail)</b>	Bayshore/Sunnydale – Bayshore/Industrial: 3 min Bayshore/Industrial – Bayshore/Guadalupe: 2 min Bayshore/Guadalupe – Bayshore/Valley: 1 min Bayshore/Valley – Bayshore/Airport/Sister Cities: 5 min Bayshore/Airport/Sister Cities – Oyster Point/Gateway: 1 min Oyster Point/Gateway - Ferry terminal: 6 min							
<b>Transit priority infrastructure (bus)</b>	n/a							
<b>Extents of transit priority infrastructure and travel lane removal</b>	Dedicated lanes for train (this will result in turn lanes being removed. Total of two mixed flow lanes in either direction + dedicated train right of way in center median)							
<b>Vehicle capacity</b>	Same as existing T-Third							
<b>Parking capacity</b>	n/a							
<b>Parking cost at stations</b>	n/a							

**Total Capital Cost: \$1.2B (2018\$)**

**Total Annual Op Cost: \$18M (2018\$)**

**First Year of Construction: 2028**

**First Year of Operations: 2033**

**Project Type:** Transit

**Project Title:** Muni Metro to South San Francisco

**Project Sponsor:** City of South San Francisco

**Date Modified:** March 5, 2020



**Project Type:** Transit

**Project Title:** Muni Metro to South San Francisco

**Project Sponsor:** City of South San Francisco

**Date Modified:** March 5, 2020

**For reference - from online submission:**

**Project Purpose:**

South San Francisco ("City") is a major center for jobs, particularly within Biotechnology. The City expects an increase of approximately 18,000 jobs in the next 24 months, and will need to accommodate this increase in workforce; the City has begun increasing housing within its limits. A major challenge is connecting residents to their jobs, within South San Francisco and its neighboring cities, while reducing the traffic congestion affecting the Bay Area. The purpose of the project is to implement an efficient way to moving people by enhancing an existing transportation infrastructure, within and between areas of an increasing residential and employment population. The project will assist in alleviating traffic congestion by providing commuters an additional mode of transportation, a light rail system, which would directly connect South San Francisco to SFMTA's T-Line, Brisbane Caltrain Station, Oyster Point Ferry Terminal and SamTrans bus lines. By directly connecting separate transit modes, this would encourage more continuity between the separate transit modes and, hopefully, serve as a model for connecting the Bay Area efficiently.

**Project Description:**

The Project is expected to be in two phases. Phase 1 would extend the existing San Francisco Municipal Transportation Authority ("SFMTA") Third Street Light T-Line, which currently terminates at Bayshore Boulevard and Sunnysdale Avenue (in San Francisco), by continuing the light rail system into the cities of Brisbane and South San Francisco ("SSF") along Bayshore and Airport Boulevards. This would include constructing a station (three total projected) within Brisbane along Bayshore Boulevard and a station within SSF at Airport and Oyster Point Boulevards. A connection from the light rail system to the Brisbane Caltrain Station will be proposed. Phase 2 would continue the light rail system along Oyster Point Boulevard, crossing State Highway 101 above or below grade, connecting to a proposed station adjacent to the Oyster Point Ferry Terminal. The proposed light rail line would also run along existing SamTrans bus services along Bayshore and Airport Boulevards.

Service, including frequency and fares, would align with connected transit services. Creating these connections is expected to encourage expanded transit services, such as more bus and shuttle services provided by SamTrans and businesses. The increase of modal options and the connectivity of these options will promote increase ridership to existing transit systems, while contributing to a reduction to traffic congestion on our streets and highways.



## C/CAG AGENDA REPORT

**DATE:** April 9, 2020

**TO:** City/County Association of Governments of San Mateo County Board of Directors

**FROM:** Sandy Wong, Executive Director

**SUBJECT:** Discuss the potential need for a forum for cities to share practices relating to the COVID-19 Shelter-in-Place Order

(For further information, please contact Sandy Wong at 650-599-1409)

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### **RECOMMENDATION:**

That the C/CAG Board discuss the potential need for a forum for cities to share practices relating to the COVID-19 Shelter-in-Place Order.

### **FISCAL IMPACT:**

None.

### **BACKGROUND/DISCUSSION:**

While the Shelter-in-Place Order is in effect, the County is taking the lead on a range of responses such as the activation of the 24-hour Emergency Operation Center (EOC), health-related responses, volunteer organization, distribution of emergency medical supplies, homeless support, and distribution of updated information to the public.

C/CAG as an agency does not have a role in the COVID-19 response, nor does it provide information on the issue to member agencies or the public. In addition to the County, however, each individual city in San Mateo County is taking action to respond to this emergency situation. A C/CAG Board member requested addition of this item to the agenda to discuss whether it would be beneficial for C/CAG to create a forum where city council members could share information about how they are responding to the COVID-19 pandemic. For example, council members could share city-specific information and practices regarding the steps they have taken to:

- Implement the Shelter in Place Order.
- Organize and empower volunteer groups to take an active role in helping to keep their neighborhoods safe.
- Communicate information to their citizens and businesses.
- Make sure vulnerable people do not fall through the cracks.

Note that while there are a number of possible solutions for information-sharing among council members, the Brown Act as well as the C/CAG scope may pose some limitations. If directed by the C/CAG Board, staff can investigate options that could facilitate information-sharing among the cities, within those limits. Possible solutions could include establishing a webpage, acting as a bulletin board, where cities could share information. Alternatively, a COVID-19 information-sharing agenda item could be added to each future C/CAG Board meeting agenda during this crisis. However, caution

should be used to ensure that any C/CAG effort does not overlap, contradict, or add confusion to the central information and responses provided by the EOC, County Public Health, and the County Manager. A centralized information center with consistent, clear messaging is essential to avoid confusion and increase the likelihood of the unified response needed to protect the public health.

**ATTACHMENT:**

None.

## C/CAG AGENDA REPORT

**DATE:** April 9, 2020

**TO:** City/County Association of Governments of San Mateo County Board of Directors

**FROM:** Sandy Wong, Executive Director

**SUBJECT:** Election of a C/CAG Chairperson and a C/CAG Vice Chairperson

(For further information, please contact Sandy Wong at 650-599-1409)

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### **RECOMMENDATION:**

That the C/CAG Board of Directors elect a Chairperson and a Vice Chairperson.

### **FISCAL IMPACT:**

None.

### **BACKGROUND/DISCUSSION:**

In accordance with C/CAG bylaws, officers of the Board of Directors shall consist of a Chairperson, and a Vice Chairperson. The Chairperson and Vice Chairperson shall be elected from among the nominees by the Board of Directors at the March meeting to serve for a term of twelve (12) months commencing on April 1. However, due to the health risk posted by the COVID-19, the regular C/CAG Board meeting originally scheduled for March 12, 2020 was canceled. It is recommended the C/CAG Board elect its officers at the April 9, 2020 meeting to serve a term from April 10, 2020 through March 31, 2021.

In accordance with C/CAG bylaws, there shall be a two-term limit for each office. That is, a member may not serve more than two consecutive terms as the Chairperson, and not more than two consecutive terms as Vice Chairperson.

The bylaws further states that nomination of officers of the Board of Directors shall be made from the floor only at the regular February Board meeting. Nominations shall be made only by voting members of the Board of Directors. This procedure is to allow time for the candidates to provide the Board Members with background information to assist them in casting their votes.

At the February 13, 2020 Board meeting, Board member Marie Chuang was nominated for Chairperson; Board member Davina Hurt was nominated for Vice Chairperson.

Election of the Chairperson shall precede election of the Vice Chairperson. The voting shall be public.

### **ATTACHMENTS:**

Attachment 1: Background information for Board member Marie Chuang, Hillsborough  
Attachment 2: Background information for Board member Davina Hurt, Belmont





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**TOWN OF HILLSBOROUGH**  
*California*

February 21, 2020

City/County Association of Governments Governing Board  
c/o Mima Guilles, Executive Assistant  
City/County Association of Governments  
555 County Center, 5th Floor  
Redwood City, CA 94063

Re: Letter Seeking Appointment for Chair of the City/County Association of Governments of  
San Mateo County (C/CAG) Board

Dear Honorable C/CAG Board Members:

Thank you for the opportunity to serve as C/CAG Board Vice Chair for the past two years. Please accept this letter as my application for the Chair position.

The policy decisions that C/CAG makes greatly impact the lives of the people we have the honor to represent. The Joint Powers Authority, composed of twenty cities and one county, engages in vital issues for our community: transportation, air quality, storm water runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. I am passionate and committed to the work C/CAG does and enjoy working towards finding sustainable solutions that will address outcomes of the County's phenomenal growth.

I have served on the C/CAG Board for the past five years, four as Board Member, one as Alternate and two as Vice Chair. I have a deep knowledge and experience of the complexity and collaboration with different government entities. I serve on the Central County Fire Board, which oversees services for Hillsborough, Burlingame and Millbrae, and served two years as Chair. I also serve and have served on various city and regional bodies. I believe to be effective we need to identify measurable results, set goals and build consensus.

I promise to listen, be accessible, think creatively and work collaboratively with all cities in San Mateo County.

Thank you for your consideration. I would be honored to earn your vote. Please feel free to email me at [mchuang@hillsborough.net](mailto:mchuang@hillsborough.net) or call me at (650)477-6523 if you would like to discuss my candidacy.

Respectfully,

Marie Chuang  
Vice Chair, C/CAG  
Councilmember/Former Mayor  
Town of Hillsborough

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Town of Hillsborough



February 21, 2020

C/CAG of San Mateo County  
c/o Mima Guilles  
555 County Center Fifth Floor  
Redwood City, CA 94063

Re: Letter Seeking Appointment to Vice Chair of C/CAG Board

Dear Director Wong, Chair Moise Derwin, Mayors and Honorable C/CAG Directors:

It is my honor and pleasure to submit a formal letter of interest supporting my nomination to the Vice Chair position of City/County Association of Governments of San Mateo County (C/CAG.)

Very few people do everything in just their city. Increasingly, we are used to living in one community; working in another; shopping in a third; or making a trek to the ocean and the Sierras. It is undeniable that what happens in our individual cities can greatly affect our neighboring communities, thereby requiring open communication and strategic coordination. I am committed to working with the 20 cities and the county for effective regional governance that creates and sustains thriving communities, where we leverage our resources and improve coordination of our government systems with a unified voice to Sacramento and beyond.

I will continue the great tradition of collaborative leadership that has been a hallmark of this county and persist in forming private and public partnerships to further our goals in transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling.

My public service background coupled with my professional experience has served me well in navigating challenges and opportunities in the City of Belmont. I was elected to the Belmont City Council in 2015 and served as mayor in 2019. During my tenure, Belmont has made great strides in creating housing, tackling major infrastructure improvements, maintaining our open space, enhancing parks, and continuing economic development/revitalization with a General Plan update that received the APA Award of Excellence. I will bring the same results-oriented drive, tenacity and strategic thinking to C/CAG as Vice Chair.

I am fortunate to serve on an array of boards that intersect key mission areas of C/CAG's, which will bring added value and a unique perspective to the executive team and board. Today, I am a director on the Bay Area Air Quality Management District Board for San Mateo County with standing committee

assignments in Community and Public Health, Climate Protection, and the Legislative Committee for the betterment of our climate. In transportation, I am a board member of Peninsula Traffic Congestion Relief Alliance (Commute.org) and it's Ad-Hoc Strategic Planning committee. I serve as a board of director on the South Bay Waste Management Authority (Rethink Waste,) where I sit on the Education and Zero Waste committee. As a city representative, I also serve on the Emergency Services Council of San Mateo County, the 2+2 committee with Mid-Peninsula Water District and the SFO Roundtable. As an alternate, I'm prepared to serve the Belmont Senior Citizen Advisory Committee and Silicon Valley Clean Water. Specific to Belmont governance, I am honored to be the council liaison to the Youth Advisory Committee and passionate about my sub-committee work on gun storage safety, vaping prevention, and placemaking with emphasis on public art.

By way of academic background, I have a Bachelors in History and Political Science with a minor in Biology at Baylor University in Waco, Texas. After placing roots here, I graduated from Santa Clara Law School with a juris doctorate and a certificate in International public law with a focus in environmental justice. I work as an attorney and I am most proud of contributing to expert testimony presented to the Rwanda International Criminal Tribunal. Summarized below are additional pertinent experiences and achievements outside of my elected role:

- Chair to a Department of Consumer Affairs Board (Court Reporters Board)
- Vice President of the Samaritan House Board
- Past Belmont Planning Commissioner
- Past Belmont Chamber of Commerce Executive Board Member
- Past Bay Area Legal Aid Clerk in Santa Clara County.

With a teen daughter who will inherit the environment we are currently managing, I feel a very strong sense of purpose and duty to serve in leadership and assist in the continued thoughtful planning and implementation of such projects as *Safe Routes to School*, *US 101 Managed Lanes*, and *Flood/ Sea Level Rise Resiliency*. As you are all aware, it is becoming harder and harder for our younger generation to live and work in this region. The steps we take today, especially in transportation and housing, will make a great difference in whether we can keep a diverse and inclusive region for all generations to thrive. I truly believe in the power of coming together to make good things happen, while serving with integrity, distinction, compassion and respect. I look forward to meeting these regional challenges with you and serving the whole county with fairness and equity as your Vice Chair.

Thank you for your consideration of my appointment to the Vice Chair position. I respectfully ask for your support.

Best,

A handwritten signature in black ink, appearing to read 'Davina Hurt', written over a light gray rectangular background.

Davina Hurt  
Councilmember, City of Belmont

C: Belmont City Council

01.1

# 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*

February 12, 2020

The Honorable Elaine L. Chao  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: INFRA Grant for Burlingame Broadway Grade Separation Project

Dear Secretary Chao:

Thank you for your national leadership in ensuring our Nation has the safest, most efficient and modern transportation system in the world. As the Executive Director of the City/County Association of Governments of San Mateo County (C/CAG), I am writing to express our unequivocal support for the City of Burlingame's Infrastructure for Rebuilding America grant application for the Broadway Grade Separation Project.

C/CAG's Board consists of 21 elected officials with one representing each of the 20 incorporated city and town in the county, and the County of San Mateo. C/CAG is the County Transportation Agency (also known as Congestion Management Agency) for San Mateo County. We collaborate with others to manage traffic congestion and to make improvements to transportation infrastructures.

San Mateo County is home to diverse businesses, from international corporations to small shops and manufacturers. It includes several major transportation arteries and facilities, including Interstate 280, U.S. 101, the Dumbarton and Hayward-San Mateo bridges, San Francisco International Airport, and the Port of Redwood City. Several areas of San Mateo County are undergoing an unprecedented building boom with development and cranes filling the skies to fill the demand for more office space and housing near jobs and transit.

Even though the City of Burlingame is relatively small compared with many of the other 20 incorporated cities within the County's jurisdiction, it has one of the busiest local arterials on the Peninsula, with over 70,000 vehicles using the Broadway corridor on an average daily basis.

Broadway is the only gateway to the City of Burlingame with direct connection to the Downtown Business District, the Rollins Road Industrial District, and numerous auto dealerships, hotels, hospitality services, and Sutter Health Mills-Peninsula Medical Center. The concentration of these major destinations generates high traffic volumes that are compounded by the at-grade railroad crossing serving Caltrain and Union Pacific Railroad, which experiences some of the worst traffic congestion in the area. These volumes result in significant traffic queuing on Broadway, which extends back to the U.S. 101 ramps.

With the support of the U.S. Department of Transportation, the Broadway Grade Separation Project can improve public safety, reduce congestion, and improve response times for police and emergency services. I am confident that this project will mutually serve our regional, and national interests by improving our country's infrastructure and protecting our citizens.

Sincerely,



Sandy Wong

Executive Director

City/County Association of Governments of San Mateo