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## AGENDA

### Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, February 24, 2020

**Time:** 3:00 p.m.

**Place:** **Millbrae Library Room A**  
**1 Library Avenue, Millbrae, California 94030**

- |   |                                     |              |
|---|-------------------------------------|--------------|
| 1. Public comment on items not on the agenda.   | Presentations are limited to 3 mins |              |
| 2. Issues from the February 2020 C/CAG Board meeting:   | Information (Lacap)                 | No Materials |
| <ul style="list-style-type: none"><li>• Approved – Memorandum of Understanding (MOU) w/ San Mateo County Transportation Authority (SMCTA) for Environmental Phase of the US-101/SR-92 Interchange Near Term Improvements</li><li>• Approved – Cooperative Agreement w/ Caltrans and SMCTA for Environmental Phase of the US-101/SR-92 Interchange Near Term Improvements</li><li>• Approved – Appointment of Tom Francis and Kristen Jensen to the Resource Management and Climate Protection (RMCP) Committee</li><li>• Approved – FY 2020-21 Transportation Fund for Clear Air Expenditure Plan</li><li>• Approved – Appointment of Jessica Alba to the CMEQ Committee</li><li>• Approved – C/CAG Carpool 2020 Incentives Program</li><li>• Approved – Approach to a fiscally constrained list of projects to be submitted to MTC for Plan Bay Area 2050</li><li>• Nominations for Election of Officers – Marie Chuang (Hillsborough) for Chair, Davina Hurt (Belmont) for Vice-Chair</li></ul> |                                     |              |
| 3. Approval of minutes of January 27, 2020 meeting.   | Action (Garbarino)                  | Page 1 - 5   |
| 4. Receive a presentation on the San Mateo County Safe Routes to School FY 2018-2019 Annual Report.   | Information (Hiatt)                 | Page 6       |
| 5. Review and recommend approval of a subscription to StreetLight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share.  | Action (Hiatt)                      | Page 7 – 15  |
| 6. Review and recommend the reallocation of Measure M accumulated interest and unspent administration funds.  | Action (Wever)                      | Page 16 – 19 |
| 7. Review and recommend approval of the fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.   | Action (Lacap)                      | Page 20 - 28 |



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- |   |                         |              |
|---|-------------------------|--------------|
| 8. Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report and next steps | Action (Lacap)          | Page 29 - 35 |
| 9. Executive Director Report.   | Information (Wong)      | No Materials |
| 10. Member comments and announcements.  | Information (Garbarino) |              |
| Adjournment and establishment of next meeting date:<br><b>March 30, 2020</b>  | Action (Garbarino)      |              |

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: Jeff Lacap, 650-599-1455

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION  
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES  
MEETING OF January 27, 2020**

The meeting was called to order by Chair Garbarino in Conference Room C at San Mateo City Hall at 3:00 p.m. Attendance sheet is attached.

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

None.

**2. Issues from the December 2019 C/CAG Board meeting. (Information)**

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

**3. Approval of minutes of the January 27, 2020 meeting. (Action)**

*Motion – Committee member Lee/ 2<sup>nd</sup> Committee member Bonilla: To approve the minutes of the August 26, 2019 CMEQ meeting, as amended. Motion passed (11-0).*

**4. Review and approval of the 2020 CMEQ meeting calendar. (Action)**

C/CAG Staff Jeff Lacap presented the 2020 CMEQ meeting calendar. Because Conference Room C at San Mateo City Hall is not available for the February, May, and September 2020 CMEQ meetings, Member Papan offered to check the availability of meeting rooms in the City of Millbrae.

*Motion – Committee member Lee/ 2<sup>nd</sup> Committee member Ratto: To approve the 2020 CMEQ meeting calendar. Motion passed unanimously (11-0).*

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

C/CAG Staff Jeff Lacap provided a presentation on the Final 2019 CMP and monitoring report since the report was released for public review back in December. The Final 2019 CMP will be brought back to the C/CAG Board for a public hearing and adoption.

The committee members had the following comments:

- Members would like to expand the intersections/locations in the county to be analyzed as part of the CMP Monitoring to better reflect the current built environment (including but limited to locations near the San Francisco International Airport and Downtown Redwood City) for the next update.
- Members would like to see more updates done to the 2019 CMP and future updates to reflect the increase of congestion so that regional agencies (such as MTC) can see the needs of San Mateo County.

- Members would like to see more detail within the staff reports to show a comprehensive list of all updates made to the CMP and provide explanations and context as to why parts of the report were updated.
- Members would like staff to research other agencies' CMP's (such as the San Francisco County Transportation Authority and Los Angeles County Metropolitan Transportation Authority) to see what performance metrics are used and what can be applied to the next update of the San Mateo County CMP.
- Members requested that comments made about the 2019 CMP by the CMEQ Committee at this meeting be relayed to the C/CAG Board at the time of adoption.

*Motion – Committee member Koelling/ 2<sup>nd</sup> Committee member Masur: To not approve the Final 2019 Congestion Management Program (CMP) and Monitoring Report. Motion passed unanimously (11-0).*

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

Jeff Lacap, C/CAG staff, presented an approach to fiscally constrain a list of transportation projects to be submitted to MTC for the update of Plan Bay Area 2050. 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.

MTC requests C/CAG begin to fiscally constrain their project lists for both regionally-significant and programmatic investments and submit a revised list by March 27, 2020. Because the original list of projects submitted by C/CAG to MTC in June 2019 were only regionally-significant projects, these projects will need financial revisions so that the overall submittal fits within this most recent imposed budget of \$5.261 billion to include both regionally-significant and programmatic investments.

C/CAG staff proposes to work with project sponsors to revise projects on the regionally significant list that meet all the following criteria below:

- Project was a newly submitted project (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

Committee members request that staff provide information on how projects were selected to have project cost revisions at the next meeting. It was also requested that an ad-hoc committee be formed to review the list prior to the next CMEQ meeting. Members Ratto and Papan were volunteered to participate.

*Motion – Committee member Mates/ 2<sup>nd</sup> Committee member Beach: To table Item #6 until next meeting. Motion passed unanimously (11-0).*

**7. Review and recommend approval of the Carpool 2020 Program in San Mateo County. (Action)**

C/CAG Staff Mikaela Hiatt presented ‘Carpool 2020’ a new carpool program building off the success of previous carpool programs in San Mateo County: Carpool! in San Mateo County and Carpool 2.0.

Carpool 2020 is a threefold program that pilots a variety of incentive programs all to increase carpooling in San Mateo County comprised of the following three (3) components:

1. Employer Incentives - Scoop
2. Driver Incentive – Waze Carpool
3. Rewards Based Incentives – Commute.org (continuation of Carpool 2.0)

Mikaela presented each component of the program and invited staff from Scoop, Waze Carpool, and Commute.org to answer any questions committee members had about the program.

For the Employer Incentives component, committee members had the following questions and/or comments: components of the report generated by Commute.org, how to get new carpoolers to join the program, the logistics of matching drivers and riders through the program, if existing employers in San Mateo County are using Scoop to manage their carpool program, if Scoop is working with Transportation Management Associations and government agencies, and the marketing of the program through social media.

For the Driver Incentive component, committee members had the following questions and/or comments: how drivers sign up on the Waze app, Waze’s partnerships with another government agencies, and public safety when using Waze.

For the Rewards Based Incentives component, committee members had the following questions and/or comments: whether there will be an update to the current Carpool 2.0 program.

*Motion – Committee member Levin/ 2<sup>nd</sup> Committee member Bonilla: To approve the Carpool 2020 Program in San Mateo County. Motion passed unanimously (11-0).*

**8. Review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report. (Action)**

C/CAG Staff Kim Wever provided a presentation on the Measure M fiscal year 2018-19 Annual Performance report. In FY 2018-19, 50% of Measure M revenues were distributed to the 21 local jurisdictions for local transportation and stormwater needs. The remaining 50% was expended in countywide programs including transit operation/senior mobility, Smart Corridor project, Safe Routes to School, and Stormwater pollution prevention. The percent share invested in each program was as directed by the C/CAG Board approved 5-year Implementation Plan. This item presents the accomplishments of fiscal year 2018-19.

Committee members had questions about the allocation distribution to jurisdictions, minimum amounts received for Local Streets and Roads, the results of the student and parent surveys for

Safe Routes to School, and if administration for the countywide transportation programs (i.e. stormwater pollution prevention) uses the 5% administration fund.

*Motion – Committee member Papan/2nd Committee member Bonilla: To recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report. Motion passed unanimously (11-0).*

*Item 10 was moved up on the agenda.*

**10. Nominations and elections of CMEQ Chair and Vice Chair. (Action)**

*Motion: To nominate and elect Richard Garbarino as the Chair and Mike O’Neill as the Vice Chair of the CMEQ Committee, Lee/Koelling. Motion passed unanimously (11-0).*

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

C/CAG Staff Kim Wever presented the proposed revised list of projects for the FY20/21 TFCA funds which includes Commute.org funding, SamTrans BART Shuttle, and continuing the C/CAG Countywide Carpooling Incentives Program for San Mateo County commuters.

Committee members had questions about the allocation of funds to the Carpool Incentives Program. There was also a suggestion that more communications/signage be placed at transit stations for the SamTrans BART Shuttle.

*Motion – Committee member Mazur/ 2nd Committee member Koelling: To recommend approval of the Fiscal Year 2020/21 TFCA County Program Manager Fund for San Mateo County. Motion passed unanimously (11-0).*

**11. Executive Director Report (Information)**

None.

**12. Member comments and announcements (Information)**

None.

**13. Adjournment and establishment of next meeting date**

The meeting adjourned at 5:00 pm.

The next regular meeting was scheduled for February 24, 2020.

**2020 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report**

Name	Representing	Jan	Feb	Mar	Apr	May	Jun	Jul (No Mtg.)	Aug	Sept	Oct	Nov	Dec (No Mtg.)
Metropolitan Transportation Commission	Gina Papan	X											
City of Redwood City	Shelly Masur	X											
Town of Atherton	Elizabeth Lewis												
City of Burlingame	Emily Beach	X											
Environmental Community	Lennie Roberts	X											
City of Pacifica	Mike O'Neill	X											
City of South San Francisco	Richard Garbarino	X											
City of Millbrae	Wayne Lee	X											
City of San Mateo	Rick Bonilla	X											
Agencies with Transportation Interests	Adina Levin	X											
Business Community	Linda Koelling	X											
San Mateo County Transit District (SamTrans)	Pete Ratto	X											
City of Belmont	Julia Mates	X											
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>												
<i>Public Member</i>	<i>Vacant</i>												
<i>Elected Official</i>	<i>Vacant</i>												

**Staff and guests in attendance for the January 27, 2020 Meeting**  
 Sandy Wong, Jeff Lacap, John Hoang, Kim Wever, Mikaela Hiatt - C/CAG Staff  
 Dani Simons - Waze Carpool  
 Kim Comstock - Commute.org  
 Chris Knochel, David Weisman - Scoop

## **C/CAG AGENDA REPORT**

Date: February 24, 2020

To: City/County Association of Governments of San Mateo County Congestion Management and Environmental Quality Committee

From: Mikaela Hiatt, Transportation Programs Specialist

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

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

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### **RECOMMENDATION**

That the C/CAG CMEQ Committee receive a presentation on the San Mateo County Safe Routes to School FY 2018-2019 Annual Report.

### **BACKGROUND**

The San Mateo County Safe Routes to School Program (SRTS Program) is funded by a combination of federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds and local Measure M funds. C/CAG has contracted with the San Mateo County Office of Education (SMCOE) to administer the SRTS Program since 2011. SMCOE prepares the Annual Report to report on activities within each fiscal year and projected goals for the next year.

### **ATTACHMENTS**

Safe Routes to School Annual Report (*available online at [ccag.ca.gov](http://ccag.ca.gov).*)



## C/CAG AGENDA REPORT

Date: February 24, 2020

To: City/County Association of Governments of San Mateo County Congestion Management and Environmental Quality Committee

From: Mikaela Hiatt, Transportation Programs Specialist

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

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

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### RECOMMENDATION

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

### FISCAL IMPACT

\$275,000 First Year Subscription Cost

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

For more information, please see Attachment 3.

### SOURCE OF FUNDS

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

### BACKGROUND

At the October 17, 2019 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 (e.g. StreetLight Data) and the possibility of a joint subscription. The committee recommended C/CAG procure the data by going through the Request for Proposal (RFP) process. Additionally, the TAC requested C/CAG survey cities' interest in a cost sharing model.

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

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

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

This item will be presented to the TAC for recommendation of approval at the February 20, 2020 meeting.

**Cost and Cost Sharing**

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

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

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

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

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

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

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

#### **ATTACHMENTS**

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

## 2. Executive Summary

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

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

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

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



### Immediate access to on-demand analytics

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

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

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

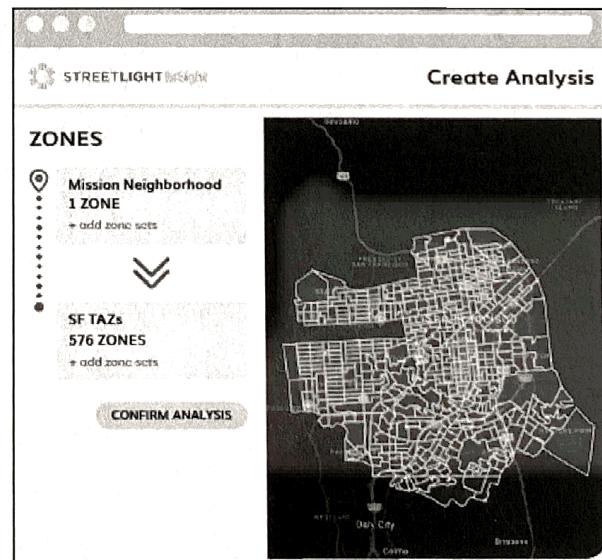


Figure 1: Analytics for every road, bike lane, Census Block, and more at your fingertips.

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

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



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



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

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

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

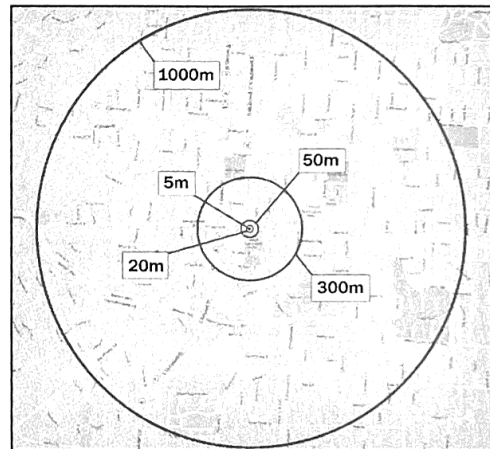


Figure 3: Illustration of spatial precision



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



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

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

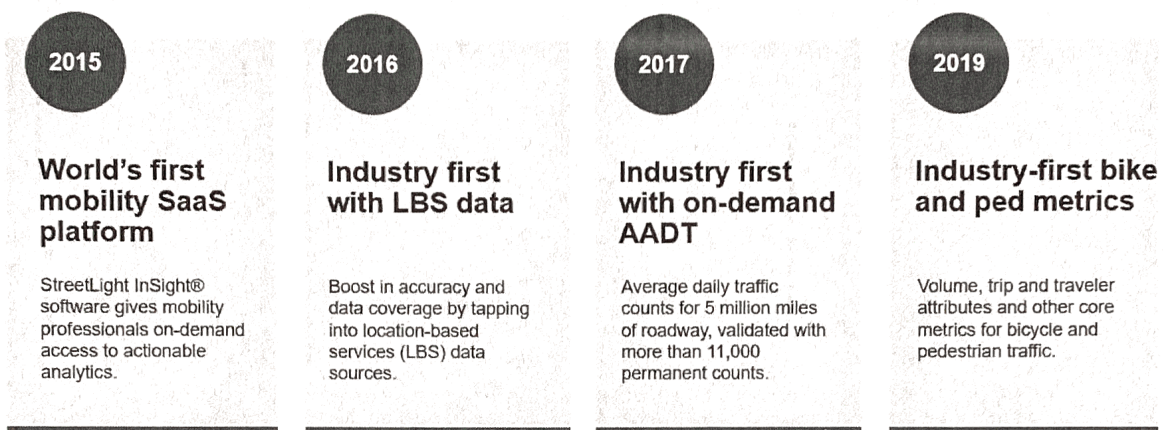


Figure 4: A journey of innovation marked by transportation industry-firsts.

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

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

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

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

## 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.

Date: February 24, 2020  
To: Congestion Management and Environmental Quality (CMEQ) Committee  
From: Kim Wever, Transportation Programs Specialist  
Subject: Review and recommend the reallocation of Measure M accumulated interest and unspent administration funds

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

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## **RECOMMENDATION**

That the C/CAG CMEQ Committee review and recommend the reallocation of Measure M accumulated interest and unspent administration funds.

## **FISCAL IMPACT**

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

## **SOURCE OF FUNDS**

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

## **BACKGROUND**

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

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

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

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

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

Program Description	Allocation	Annual Revenue (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 January 27, 2020, CMEQ Meeting and included Total to Date (from inception to June 30, 2019) revenue, allocations, and expenditures.

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

***Recommendations***

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

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

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

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

#### **ATTACHMENTS**

1. Measure M Reallocation of Interest and Administration

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

Local Streets and Roads	50%	\$953,561.10
Countywide Transportation Programs		
<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>		<b>\$1,907,122.20</b>

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

Note: Road Miles and Population from November 2018 data

## C/CAG AGENDA REPORT

Date: February 20, 2020

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Programs Specialist

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

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

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### **RECOMMENDATION**

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

### **FISCAL IMPACT**

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

### **SOURCE OF FUNDS**

N/A

### **BACKGROUND**

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

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

### Regionally-Significant Projects Category

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

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

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

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

### Programmatic Investments Category

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

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

### Financial Constraint

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

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

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

## Approach

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

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

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

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

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

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

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

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

## Next Steps

C/CAG staff will present the fiscally constrained list to the C/CAG CMP TAC at their February 20<sup>th</sup> meeting for review and recommendation of approval. The revised list will be presented to the C/CAG Board in March for review and endorsement.



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

**ATTACHMENTS**

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

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

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

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

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

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

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

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

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

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

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

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

## C/CAG AGENDA REPORT

**Date:** February 24, 2020

**To:** C/CAG Congestion Management and Environmental Quality Committee (CMEQ)

**From:** Jeff Lacap, Transportation Programs Specialist

**Subject:** Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report and next steps

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

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### RECOMMENDATION

That the C/CAG CMEQ Committee review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report and next steps

### 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.

Due to the lack of guidance or update CMP legislation 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 to date.

Since the draft version was presented to the CMEQ Committee in October, 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 and Next Steps***

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 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 updated the Final 2019 CMP by including the following statement:

*It is recommended for C/CAG to initiate a process to evaluate the expansion of the CMP Roadway Network to include additional locations to be analyzed 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.*

Staff recommends that the CMEQ Committee make the recommendation to the C/CAG Board to approve the Final 2019 CMP and further direct staff to begin the process to evaluate the expansion of the CMP Roadway Network and explore new performance metrics. A copy of the Executive Summary is included as an attachment to this staff report.

***2019 CMP Approval Schedule (Tentative)***

<u>Date</u>	<u>Activity</u>
January 16, 2020	Final CMP to TAC
February 24, 2020	Final CMP to CMEQ
March 12, 2020	Final CMP to Board
March 13, 2020	Final CMP to MTC

**ATTACHMENTS**

- 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/>)

## 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.

Due to the lack of guidance or update CMP legislation 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

**It is recommended for C/CAG to initiate a process to evaluate the expansion of CMP Roadway Network to include additional locations to be analyzed 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)