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**January 19, 2021**

**Procurement:**

Request for Proposals for  
San Mateo County Congestion Management Program (CMP) 2021 Update

**QUESTIONS AND ANSWERS**

Listed below are questions received prior to the closing date and time of request for clarifications regarding the 2021 CMP Update RFP:

**Question 1:** Regarding the Task 1 Companion Network, it says that the new companion network will be monitored together with the CMP network. Based on this is it assumed that the Companion Network will not include any existing CMP intersections or roadway segments?

**Response 1:** Yes, the Companion Network is proposed to not include any existing roadway segments or intersections found in the CMP Network.

**Question 2:** Is it expected that HCM 1994 will still be used as the primary method for calculating segment LOS or is C/CAG considering a change in standards?

**Response 2:** C/CAG staff proposes to not do any major updates or implement any new approaches to the Monitoring Report for the upcoming update.

**Question 3:** Under Task 3.1 it says that the consultant will collect travel time runs and ADT counts for 53 segments either through traditional counts or available Caltrans or City data. However, in the 2019 Monitoring Report, C/CAG utilized INRIX data for freeway segments and collected 3-day ADT counts at 21 locations for arterial and rural highway segments to utilize in V/C calculations. Based on this:

- Is it expected that this methodology will continue for 2021 to use INRIX avg. speed data for freeways and ADT counts for arterial/highway segments, or will traditional travel time runs AND ADT counts be required for all 53 segments plus the companion network? (provided the data is not available from Caltrans or the City)

**Response 3:** C/CAG staff proposes to not do any major updates or implement any new approaches to the Monitoring Report for the upcoming update. Therefore, it is expected that this methodology will continue for 2021 to use INRIX avg. speed data for freeways and ADT counts for arterial/highway segments.

**Question 4:** If the data collection methodology from 2019 will continue, is it expected that arterials/highways in the companion network will be monitored similarly with 72-hour ADT counts; since INRIX is primarily used for freeways?

**Response 4:** Yes, the Companion Network is expected to be monitored similar to the CMP Network.

**Question 5:** Is there an established budget for this project?

**Response 5:** The proposed consultant budget is part of the evaluation of the consultant proposal. Consultants should submit a proposal with the most favorable terms from a price and technical viewpoint.

**Question 6:** Is there a table that could be provided showing the limits of each CMP segment and whether the LOS of it is evaluated using average travel time or V/C ratio?

**Response 6:** Please refer to Appendix F of the 2019 CMP: <https://ccag.ca.gov/wp-content/uploads/2020/04/2019-Final-CMP-Appendix-040920-compressed.pdf> and Chapter 3 of the 2019 CMP: <https://ccag.ca.gov/wp-content/uploads/2020/04/2019-CMP-Final-040920.pdf>

**Question 7:** Does C/CAG have a preferred traffic software to do the intersection LOS calculations? (Synchro, VISTRO, etc.)

**Response 7:** C/CAG has no preference to a specific traffic software.

**Question 8:** Can C/CAG provide the specific cross streets at end endpoints of the 53 segments?

**Response 8:** Please refer to Chapter 3 of the 2019 CMP: <https://ccag.ca.gov/wp-content/uploads/2020/04/2019-CMP-Final-040920.pdf>

**Question 9:** How many runs are expected to be conducted for the travel time runs, and what time frames can we collect during?

**Response 9:** C/CAG typically collects data in the Spring. C/CAG would rely on consultant's knowledge of current industry standards on travel time data collection.

**Question 10:** Can you confirm which segments have HOV or Express lanes?

**Response 10:** Currently, Express Lanes are under construction on US-101 from Santa Clara County Line to I-380 in both directions. There is an existing HOV lane in the NB direction on US-101 from Santa Clara County Line to Whipple Avenue.