



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: See Below

DATE: September 16, 2024

Approved

Date

9/26/24

COUNCIL DISTRICT: Citywide

SUBJECT: Grant Acceptance of Caltrans Sustainable Transportation Planning Grant

RECOMMENDATION

Adopt a "Resolution of Local Support" to receive grant funds from the California Department of Transportation Sustainable Transportation Planning Grant program that indicates the City will:

- (a) Follow all grant program requirements; and,
- (b) Authorize the City Manager or her designee to negotiate and execute grant agreements and all documents necessary to effectuate the grant agreements administered by the California Department of Transportation, in an amount not to exceed \$221,325 for the reimbursement for the "San José Travel Models Big Data Update".

SUMMARY AND OUTCOME

Acceptance of the funds will provide \$221,325 in state grant funding to update the City's computer-based travel forecasting models (travel models) with post-pandemic data, including on-demand location-based geospatial transportation data (big data.) Adoption of the above resolution is required by Caltrans as part of the grant award process.

This grant opportunity will provide funding to fuse big data analytics into the City's travel models, offering very detailed data that will let City of San José staff better understand and predict how people are traveling and how they might travel in the future. Integrated with the University of California Berkeley/Lawrence Berkeley National Laboratory's

Mobiliti travel demand model platform, City staff will be able to quickly test different infrastructure scenarios and identify how changes in city infrastructure will directly impact traffic dynamics, such as congestion and energy usage. This supports key City priorities related to shifting trips away from single-occupant vehicles and reducing vehicle miles traveled and related greenhouse gas emissions.

BACKGROUND

San José's travel models support the City's multimodal planning priorities by measuring travel patterns and transportation impacts, such as the type of transportation used for a trip (mode share) and vehicle miles traveled. A high-quality, interconnected multimodal network advances the City's goals for safety, equity, and transportation mode shift. These efforts are guided by several City planning documents, including the *Move San José Plan*, *Envision San José 2040 General Plan*, and *Climate Smart San José*.

The Department of Transportation actively pursues grant funds for projects that support the goals of the Transportation and Aviation City Service Area. On January 18, 2024, the department submitted the *San José Travel Models Big Data Update* application for funding consideration under the Caltrans Sustainable Transportation Planning Grant Program. The department has been notified that the project has been preliminary recommended for funding, pending adoption of the "Resolution of Local Support."

ANALYSIS

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's mission: Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Sustainable Transportation Planning Grant program is funded through Senate Bill 1, the Road Repair and Accountability Act of 2017.

Upon City Council approval and final determination by Caltrans, the City will be eligible to receive Sustainable Transportation Planning Grant funding to support outreach and planning efforts to update the City's travel models with post-pandemic data, including big data.

San José Travel Models Big Data Update

San José's travel models are an effective tool for the City to measure travel patterns and transportation impacts, such as mode share and vehicle miles traveled, for a given land use and transportation network scenario. Historically, the San José Department of Transportation has updated its travel models every four years to remain consistent with the roll-out of the latest Metropolitan Transportation Commission and the Association of

Bay Area Government adopted Regional Transportation Plan/Sustainable Communities Strategy. The latest Regional Transportation Plan / Sustainable Communities Strategy, Plan Bay Area 2050, was adopted in October 2021; however, the City last updated and recalibrated most of its traffic counts and forecast models during the pandemic in 2020. Leveraging big data to update the City's travel models will provide San José planners and engineers with access to current, comprehensive post-pandemic data and modeling tools that will help fill data gaps and allow it to be more effective in estimating and assessing post-pandemic travel behaviors and transportation demand. Additionally, having a more refined travel model will provide the City greater opportunity to move the needle toward its transportation and climate goals and allow us to implement transportation projects and initiatives that are more effective and impactful.

Climate Smart San José Analysis

The recommendation in this memorandum aligns with one or more Climate Smart San José energy, water, or mobility goals. Updating our travel models will allow the Department of Transportation to assess various strategies and alternatives and leverage that toward our Climate Smart San José goals to reduce vehicle miles traveled and associated greenhouse gas emissions by 2040.

EVALUATION AND FOLLOW-UP

Upon execution of the grant agreements, staff will bring forward recommendations for City Council consideration to recognize and appropriate the grant funding and local match as part of the Fiscal Year 2025-2029 Adopted Traffic Capital Improvement Program.

COST SUMMARY/IMPLICATIONS

Project cost of \$250,000 will be funded via \$221,325 in grant funds and \$28,675 for local match from Construction Excise Tax funds. These funds will be programmed in the Fiscal Year 2025-2029 Capital Improvement Program, through the Fiscal Year 2023-2024 Mid-Year Budget Review Report process. A summary and schedule of expenditures are shown in the table below.

Expenditures by Fiscal Year

Expenses	FY 2024-2025	FY 2025-2026	FY 2026-2027
Staffing	\$ 2,500	\$ 2,000	\$ 2,500
Consultant	\$ 65,000	\$ 100,000	\$ 78,000
TOTAL	\$ 67,500	\$ 102,000	\$ 80,500
Revenue	\$59,758	\$90,300	\$71,267
Local Match*	\$7,742	\$11,700	\$9,233
Total	\$67,500	\$102,00	\$80,500

* The Local Match of \$28,675 will be funded from the Construction Excise Tax Funds (F465) ending fund balance.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, City Manager's Budget Office, and the Planning, Building, and Code Enforcement Department.

PUBLIC OUTREACH

This memorandum will be posted on the City's Council Agenda website for the October 8, 2024 City Council meeting.

COMMISSION RECOMMENDATION AND INPUT

No commission recommendation or input is associated with this action.

CEQA

Statutorily Exempt, File No. PP17-001, CEQA Guidelines Section 15262, Feasibility and Planning Studies.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

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/s/

JOHN RISTOW

Director of Transportation

For questions, please contact the Department of Transportation, Devin Gianchandani, Senior Transportation Specialist, at devin.gianchandani@sanjoseca.gov.