
Authority Board **STAFF REPORT**

Meeting Date: June 21, 2023

Subject	NEW ITEM: Innovate 680 – Bay Area Mobility-on-Demand (Project 8009.05) – Authorization to Execute Amendment No. 4 to Cooperative Agreement No. 100.01 with the Federal Highway Administration and United States Department of Transportation (FHWA/USDOT) to Extend the Performance Period of the Advanced Transportation and Congestion Management Technologies Deployment Grant
Summary of Issues	<p>In January 2020, the Authority executed Cooperative Agreement No. 100.01 with the FHWA/USDOT to receive \$8 million in Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant funds to develop and deliver the Bay Area Mobility-on-Demand (MOD) project. The agreement allowed a three-year performance period to develop and pilot the MOD application, with a termination date of February 6, 2023.</p> <p>On February 11, 2020, the Authority executed Amendment No. 1 to Cooperative Agreement No. 100.01 with the FHWA/USDOT, which corrected the grant award number from 693JJ31950024 to 693JJ32040004.</p> <p>The project experienced delays due to the impact of COVID-19 on the mobility asset vendors. Staff assessed the delays and submitted a 12-month extension to the performance period. While FHWA staff approved the request, at that time it was determined that a short-term extension was needed to process the long term (12-month) extension.</p> <p>Amendments Nos. 2 and 3 to Cooperative Agreement No.</p>

	100.01 extended the performance period to July 14, 2023.
	FHWA has proposed Amendment No. 4 to Cooperative Agreement No. 100.01 to extend the performance period through November 6, 2023. This amendment will allow staff to resolve the new challenges and assess the schedule and request another extension with the USDOT with a plan to complete the pilot.
Recommendations	Staff requests authorization for the Chair to execute Amendment No. 4 to Cooperative Agreement No. 100.01 with the FHWA/USDOT to extend the performance period to November 6, 2023, and to allow the Executive Director or designee to make any non-substantive changes to the language.
Staff Contact	Ying Smith
Financial Implications	None
Options	The Authority may choose to not approve this request. However, this action would suspend the project and prevent the Authority from receiving reimbursements from the ATCMTD grant funds.
Attachments	A. Amendment No. 4 to Cooperative Agreement No. 100.01
Changes from Committee	N/A

Background

Interstate 680 (I-680) is ranked as the 8th most congested corridor in the San Francisco Bay Area. Commuters and travelers on I-680 experience significant delays and inconsistent flow of traffic in both directions. These delays are expected to continue in the future. Expanding and widening I-680 or building a rail service in the corridor would be very costly.

The Authority, in collaboration with regional partners such as GoMentum Station (now

American Automobile Association of Northern California, Nevada, and Utah (AAA NCNU), Bay Area Rapid Transit (BART), Central Contra Costa Transit Authority (County Connection), and local jurisdictions, have decided to take an integrated systems solutions approach to address these challenges. One of the several advanced technology strategies, which also is the cornerstone of the Authority's current Transportation Demand Management (TDM) program, is the development and deployment of a scalable congestion reduction platform to cover the I-680 corridor and surrounding communities. The platform will be a one-stop shop to meet the mobility needs of users by seamlessly connecting multiple forms of shared transportation. The MOD application will provide mobility choices to users based on their origin, destination, and mode choice/availability. The application will provide trip planning, travel time by option, cost by option, incentives based on time of day, and will combine available mobility options into a single intuitive mobile user interface. The real-time application will combine transportation assets from different providers, and handle everything from travel planning to payments. It will manage all travel needs in the smartest way possible as an environmentally sound alternative to private auto ownership.

The primary goal of the MOD project is to provide viable mobility options and technology tools to improve mobility in the corridor and reduce dependency on Single Occupant Vehicles (SOVs) by using shared modes of transportation and behavior change techniques such as incentives and rewards. The application will build on the 511 Contra Costa TDM program and will incorporate on-demand transit, Shared Autonomous Vehicles, ride sourcing, ridesharing, car sharing, and bike/scooter sharing situated near transit, employment centers, transit centers, and business districts to shift travelers from SOVs to alternative modes of transportation. These multi-modal transportation options will be integrated with other Innovate 680 program components such as shared mobility hubs and part-time bus lanes.

In June 2018, the USDOT issued a Notice of Funding Opportunity under the ATCMTD initiative requesting proposals for innovative technology programs. Authority staff, in collaboration with regional and private partners, submitted a proposal request for MOD applications, services, mobility assets, and system integration.

In April 2019, the Notice of Award of grant funding by USDOT was issued and the Authority authorized execution of the direct funding agreement with the FHWA.

In January 2020, the Authority executed Cooperative Agreement No. 100.01 with the

FHWA/USDOT to receive \$8 million of ATCMTD grant funds to develop and deliver the MOD project. The agreement allowed a three-year performance period to develop and pilot the MOD application. Amendment No. 1 to Cooperative Agreement No. 100.01 was then issued to correct the FHWA/USDOT funding grant award number.

The MOD project experienced delays as the mobility vendors lost contracts with the local agencies and revenue stream in order to keep them in business during the COVID-19 pandemic. The mobility equipment providers on this project such as HOPR Bike & Scooter Share, CARZAC Inc., and Gig Car Share, all have experienced the impacts. The MOD project needed both Application Programming Interface (API) of the mobility asset platforms and equipment. The availability of the APIs including the trip planner module were very crucial to the development of the MOD application. Staff had to move several tasks around to minimize the impact on the schedule while trying to locate mobility vendors and broker agreements to work on the MOD project. Meanwhile, the “discovery period” as defined by the application developer took longer than it was originally planned. This was due to not having the proper and comprehensive design specifications defined by one of the partners.

Other challenges that impacted the MOD project schedule and budget are:

1. Transportation Authority of Marin (TAM) retracted its commitment to the MOD project of contributing \$250,000 (\$141,000 in cash and \$109,000 in in-kind services). The major factor leading to this decision was lower revenue due to COVID-19.
2. County Connection, our transit partner, could not join the MOD project until fall of 2022 due to the unavailability of resources.

Authority staff, being transparent with the FHWA, had reported these issues to the FHWA and agreed to submit a “White Paper” explaining the following issues and needs:

1. Request a 12-month extension to the performance period of the award agreement.
2. Reallocate funds between the tasks to compensate for lost revenue from TAM.

The FHWA and USDOT staff approved the extension request earlier this year and determined for the sake of timing and schedule to issue a short-period extension while the 12-month extension request makes its way through the USDOT channels for formal approval.

Amendment No. 2 to Cooperative Agreement No. 100.01 to extend the performance period

to April 7, 2023 was executed by the Executive Director under Admin Code, Section 508.1.

On April 19, 2023, the Authority Board approved Amendment No. 3 to Cooperative Agreement No. 100.01 to extend the performance period to July 14, 2023.

Meanwhile, additional issues with BART and AAA NCNU carshare have arisen and may require additional time to resolve or develop a plan to move the MOD project forward. Authority staff reached out to the FHWA to report the issues and the potential need to extend the performance period by more than 12 months. FHWA staff granted the Authority additional time to assess the schedule for a longer extension to complete the pilot. This additional extension should permit more time for Authority staff to complete their internal discussions with project partners and refine its path forward for this project.

Staff requests authorization for the Chair to execute Amendment No. 4 to Cooperative Agreement No. 100.01 with the FHWA/USDOT to extend the performance period to November 6, 2023, and to allow the Executive Director or designee to make any non-substantive changes to the language.

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