

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Executive Officer, Transportation Authority

Subject: **Programming and Allocating \$24,676,944 for the Cycle 7 Pedestrian and Bicycle Program Call for Projects and \$2,183,325 for the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Call for Projects**

**Action**

Staff proposes the Board of Directors (Board):

1. Authorize an exception to the San Mateo County Transportation Authority (TA) Strategic Plan 2020-2024 guidelines to shift Pedestrian and Bicycle (Ped/Bike) Program funds from the Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory; and
2. Program and allocate \$24,676,944 of New Measure A and Measure W Ped/Bike Program category funds to the 24 projects selected through the Cycle 7 Call for Projects (CFP), as shown in Exhibit B; and
3. Program and allocate \$2,183,325 of New Measure A and Measure W Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program category funds to the nine projects selected through the Cycle 2 CFP, as shown in Exhibit D; and
4. Authorize the Executive Director, or her designee, to issue an additional CFP for the ACR/TDM Program; and
5. Authorize the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to these actions.

**Significance**

In June 2024, the TA issued a joint CFP for the seventh Ped/Bike Program cycle and the second ACR/TDM Program cycle, making available approximately \$19 million for the Ped/Bike Program and approximately \$6 million for the ACR/TDM Program, both from the New Measure A and Measure W funds. This first-of-its-kind CFP was issued for two TA funding programs, rather than the typical single program, to reduce local jurisdiction staff time preparing for numerous calls for projects and administrative time for the TA.

Applications were due August 30, 2024 and processed over the following several weeks. The TA Project Review Committee (Committee) met on October 21, 2024 to evaluate and score the submitted applications. The Committee, which was expanded to 18 members for the joint CFP,

included two TA staff members; one staff member from the City/County Association of Governments of San Mateo County (C/CAG); staff from the Peninsula Corridor Joint Powers Board (Caltrain), Caltrans District 4, San Mateo County Transit District, Metropolitan Transportation Commission and Commute.org; members of the C/CAG and San Mateo County Bicycle and Pedestrian Advisory Committees, and representatives from the San Mateo County Office of Education and Health Department.

**Cycle 7 Pedestrian and Bicycle Program**

The tables below outline the available funding and program sub-categories that were advertised as part of the Ped/Bike CFP.

**Cycle 7 Pedestrian and Bicycle Program Funding**

New Measure A (3% of Revenues)	\$7,000,000
Measure W (5% of Revenues)	\$11,950,000
<b>Total Available for CFP</b>	<b>\$18,950,000</b>

**Cycle 7 Pedestrian and Bicycle Program Sub-Categories**

Capital		\$18,000,000
<i>Large Capital (67%)</i>	95%	\$12,000,000
<i>Small Capital (33%)</i>		\$6,000,000
Safe Routes to School*	2.5%	\$475,000
Planning/Promotion	2.5%	\$475,000
<b>Total</b>	<b>100%</b>	<b>\$18,950,000</b>

\*Allocated to the San Mateo County Office of Education in April 2024.

Twenty-four applications were received from 16 jurisdictions, totaling nearly \$26 million in funding requests, resulting in a CFP that is oversubscribed by approximately \$8.8 million. The Small Capital and Planning/Promotion categories were undersubscribed, while the Large Capital program was oversubscribed.

At their respective November 2024 meetings, the TA’s Community Advisory Committee (CAC) and Board were presented two funding options for consideration. Based on input from members of the public, the TA CAC, and Board members, overwhelmingly supported increasing the funding available to construction-ready projects by:

- Allocating an additional \$5,726,944 from accrued New Measure A and Measure W revenues in Fiscal Year 2025 budget to fund all of the Large Capital project requests.

- Reallocating \$1,350,352 (out of \$6 million) from the Small Capital and Planning & Promotions subcategories to the Large Capital subcategory (increasing it to \$13,350,352) to fully expend the advertised funding.

The table below summarizes the additional funding proposed for award as part of Funding Option 2.

**Updated Cycle 7 Pedestrian and Bicycle Program Funding**

Cycle 7 Advertised Funding	\$18,950,000
Additional Accrued Sales Tax Through June 2022	\$5,726,944
<b>Updated Total Cycle 7 Program Funding*</b>	<b>\$24,676,944</b>

\*\$475,000 was allocated to the San Mateo County Office of Education in April 2024.

Based on the Committee's ranking of proposed projects and the increased funding made available for allocation, Exhibit B identifies the 12 large capital, 9 small capital, and 3 planning & promotions projects recommended for award. Exhibits A and B also note recommended funding award conditions and TA technical assistance to be provided for various projects.

**Cycle 2 Alternative Congestion Relief/Transportation Demand Management**

The tables below outline the available funding and ACR/TDM Program subcategories.

<b>Available Funding by Measure</b>	
New Measure A	\$2,342,640
Measure W	\$2,092,680
Rollover Funds from Cycle 1	\$1,634,680
<b>Total</b>	<b>\$6,070,000</b>

<b>Available Competitive Funding by Subcategory</b>	
Intelligent Transportation Systems (ITS) Planning & Design	\$2,200,000
TDM Planning	\$670,000
TDM Competitive Projects	\$3,200,000
<i>Small/Coastal Jurisdictions (30%)</i>	<i>\$960,000</i>
<i>Mid/Large Jurisdictions (70%)</i>	<i>\$2,240,000</i>
<b>Total</b>	<b>\$6,070,000</b>

The subcategories were designed to spread funds across projects, programs, or plans that best meet the program evaluation criteria, as set forth in the ACR/TDM Plan approved by the TA Board in January 2022. The TDM Competitive Projects sub-category also features investment goals for small/coastal jurisdictions and mid/large jurisdictions to support geographic funding distribution across San Mateo County.

In total, nine applications were received from seven jurisdictions. The total funding request was approximately \$1.58 million for competitive subcategories, resulting in an undersubscribed CFP by nearly \$4.5 million.

The Committee assessed and scored the submitted applications and subsequently recommended all nine applications be considered by the TA Board for award. As with the Ped/Bike CFP, the TA's CAC and Board were presented two ACR/TDM funding options for consideration in November. Based on the input from members of the public, the TA CAC, and Board members, the funding recommendation maximizes use of the full advertised amount to provide additional funding for projects whose costs exceeded the funding sub-thresholds.

The recommended Cycle 2 ACR/TDM Program of competitive projects and direct allocations, along with a brief description of the applications, are included as Exhibits C and D.

### **Additional ACR/TDM Call for Projects**

The TA Board, at its November 2024 meeting, also requested staff conduct an additional mid-cycle CFP. Staff has developed the following timeline for the ACR/TDM Program to allocate the remaining funds from Cycle 2, including individual education and information discussions with local agency staff to identify eligible projects:

- Local Agency Staff Education Sessions: April-May 2025
- Release of CFP: June 2025
- CFP Local Agency Staff Workshop: June 2025
- Notice of Intent to Submit Surveys Due: July 2025
- Applications Due: August 2025
- Expected Awards: December 2025

Staff will provide a brief verbal update on any comments received following the November TA Board meeting on the draft recommendations.

### **Attachments**

This report includes the following attachments:

- Exhibit A: Cycle 7 Ped/Bike Project Descriptions
- Exhibit B: Cycle 7 Ped/Bike Final Program Recommendations
- Exhibit C: Cycle 2 ACR/TDM Project Descriptions
- Exhibit D: Cycle 2 ACR/TDM Final Program Recommendations

### **Budget Impact**

There are sufficient New Measure A and Measure W Pedestrian and Bicycle Program funds in the TA's Fiscal Year 2025 and prior-year budgets to fully fund the 24 recommended projects for the Cycle 7 Ped/Bike Program in the amount of \$24,676,944 and the nine recommended projects for the Cycle 2 ACR/TDM Program in the amount of \$2,183,325.

**Background**

The TA's Ped/Bike Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve walking and bicycling. Three percent of the New Measure A and five percent of Measure W of sales tax revenue is available to support the Ped/Bike Program.

The TA's ACR/TDM Program encourages the use of sustainable transportation options to enhance mobility. ACR/TDM initiatives work toward ensuring that people's trips are safe, reliable, and convenient, while discouraging driving, managing congestion, and reducing vehicle miles traveled. One percent of New Measure A and one percent of Measure W are available to support the ACR/TDM Program.

Prepared By: Sue-Ellen Atkinson,      Manager, Planning and Fund      650-508-6211  
AICP      Management

**Resolution No. 2024-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Programming and Allocating \$24,676,944 for the Cycle 7 Pedestrian and Bicycle Program Call for Projects and \$2,183,325 for the Cycle 2 Alternative Congestion Relief/Transportation Demand Management Call for Projects**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the TA of the half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

**Whereas**, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by the TA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

**Whereas**, in December 2019, the TA prepared and adopted its Strategic Plan 2020-2024 to address the requirements of both Measures and provide a policy framework for the implementation of the New Measure A and Measure W programs; and

**Whereas**, the Strategic Plan 2020-2024 designates three percent of New Measure A funds, in accordance with the 2004 Transportation Expenditure Plan, and five percent of Measure W funds, in accordance with the Congestion Relief Plan, to fund pedestrian and bicycle (Ped/Bike) projects; and

**Whereas**, the Strategic Plan 2020-2024 directed staff to prepare an Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) Plan (ACR/TDM Plan) to create a consolidated program and guide project funding decisions specific to the ACR category in Measure A and the TDM subcategory of the Countywide Highway Congestion Improvements category in Measure W; and

**Whereas**, in June 2024, the TA issued the joint competitive call for projects (CFP) for both the Cycle 7 Ped/Bike Program, with up to \$18,950,000 in New Measure A and Measure W funding available, and the Cycle 2 ACR/TDM Program, with up to \$6,070,000 in New Measure A and Measure W funding available; and

**Whereas**, the joint CFP yielded 24 applications from 16 sponsors requesting approximately \$26 million in total funding from Ped/Bike Program and nine applications from seven sponsors requesting approximately \$1.6 million in funding from the ACR/TDM Program; and

**Whereas**, the TA project review committee (Committee) evaluated and scored the project applications; and

**Whereas**, based on guidance received from the Board of Directors (Board) at its November 2024 meeting, staff and the Committee recommend making an exception to the TA Strategic Plan 2020-2024 guidelines to shift funds from the Ped/Bike Small Capital and Planning & Promotions sub-categories to the Ped/Bike Large Capital subcategory; and

**Whereas**, staff and the Committee further recommend that the Board authorize the programming and allocation of a total of \$24,676,944 to 24 Cycle 7 Ped/Bike Program projects, including 12 Large Capital Projects, 9 Small Capital Projects, and three Planning & Promotions Projects, which will provide for a fair geographic distribution of New Measure A and Measure W investment within San Mateo County; and

**Whereas**, consistent with the TA's Strategic Plan 2020-2024 and ACR/TDM Plan, staff and the Committee also recommend that the Board program and allocate a total of \$2,183,325 to fund all nine submitted projects in the Cycle 2 ACR/TDM Program, which includes five intelligent transportation systems projects, one TDM planning project, two small/coastal jurisdiction projects, and one mid/large jurisdiction project.

**Now, Therefore, Be It Resolved**, that the San Mateo County Transportation Authority Board of Directors:

1. Authorizes an exception to the TA Strategic Plan 2020-2024 guidelines to shift funds from the Pedestrian and Bicycle Program Small Capital and Planning & Promotions sub-categories to the Large Capital subcategory; and
2. Programs and allocates \$24,676,944 of New Measure A and Measure W Pedestrian and Bicycle Program category funds to the 24 projects selected through the



Pedestrian and Bicycle Call for Projects, as shown in Exhibit B, with the funded projects described further in Exhibit A; and

3. Programs and allocates \$2,183,325 of New Measure A and Measure W Alternative Congestion Relief and Transportation Demand Management Program funds to the nine projects selected through the call for projects, as shown in Exhibit D, with the funded projects described further in Exhibit C; and
4. Authorizes the Executive Director, or her designee, to issue an additional call for projects for the Alternative Congestion Relief and Transportation Demand Management Program; and
5. Authorizes the Executive Director, or her designee, to execute agreements and take any other actions necessary to give effect to these actions.

Regularly passed and adopted this 5th day of December, 2024 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Acting Authority Secretary



**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

This document summarizes all 24 submitted applications to the 2024 Cycle 7 Pedestrian and Bicycle Program Call for Projects. The projects are shown in ranked order by subcategory. To learn more about many of the infrastructure treatments mentioned, please refer to the C/CAG Comprehensive Bicycle and Pedestrian Plan Design Toolkit available [here](#).

**Large Capital Projects by Rank**

**1. Fashion Island Blvd/19<sup>th</sup> Avenue Separated Bikeway**

**Sponsor:** City of San Mateo **Total Score:** 78  
**Requested Phases:** CON **Requested Funding:** \$2,000,000  
**Recommended Phases:** CON **Recommended Award:** \$2,000,000

**Project Description:**  
The Fashion Island Blvd and 19th Ave project represents a 1.3-mile corridor with varying widths and conditions. There are no dedicated bike facilities connecting Foster City and San Mateo residents and workers to the Hayward Park Caltrain station. While intermittent bike facilities exist on Fashion Island Blvd between Delaware St and Mariners Island Drive, they are not contiguous and the facilities that cross both SR 92 and US 101 on-/off-ramps do not serve riders of all ages and abilities.

The project will construct a Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain and future proposed SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. The bikeway improvements are intended to be designed to improve conditions near the freeway on-/off-ramps, incorporate areas for green stormwater infrastructure, develop protected intersections, and fill in gaps in the existing bike network.

**2. James/El Camino Real Intersection Pedestrian Safety and Operation Improvement**

**Sponsor:** City of Redwood City **Total Score:** 73.4  
**Requested Phases:** CON **Requested Funding:** \$1,116,000  
**Recommended Phases:** CON **Recommended Award:** \$1,116,000

**Project Description:**  
The project is located at the intersection of El Camino Real and James Avenue, near the entrance to Sequoia High School. There are a high volume of pedestrians utilizing this intersection, and the project was identified as a priority pedestrian improvement project in the City’s adopted Walk Bike Thrive Plan based in part on the collision history. The City conducted a feasibility assessment in 2023 to identify the safety countermeasures to include in the design, and to select the preferred alternative for construction.

The project will construct modifications to the intersection alignment and geometry, ADA improvements, pedestrian crossing improvements, and traffic signal upgrades to install a new 8-phase system allowing for a separate phase for pedestrians.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**3. Huntington Avenue Bikeway Phase II**

<b>Sponsor:</b> City of San Bruno	<b>Total Score:</b> 71.6
<b>Requested Phases:</b> CON	<b>Requested Funding:</b> \$2,000,000
<b>Recommended Phases:</b> CON	<b>Recommended Award:</b> \$2,000,000

**Project Description:**

The Huntington Avenue Bicycle and Pedestrian Project (Phase II) will construct a 1/3 mile long two-way separated Class IV cycle track on the east side of Huntington Avenue between San Bruno BART station and Herman Street. The project is the final gap closure in the bikeway network that, when complete, will connect from San Bruno to South San Francisco via the Centennial Trail, providing connectivity to BART and Caltrain for users.

**4. Vera Avenue Permanent Bike Boulevard Project**

<b>Sponsor:</b> City of Redwood City	<b>Total Score:</b> 71
<b>Requested Phases:</b> CON	<b>Requested Funding:</b> \$1,326,000
<b>Recommended Phases:</b> CON	<b>Recommended Award:</b> \$1,326,000

**Project Description:**

The City of Redwood City utilized funds from a C/CAG Transportation Development Act (TDA) Article 3 grant award to implement a bike boulevard on Vera Avenue using temporary/quick-build construction materials in Spring 2022. The City conducted post-installation evaluations, including a neighborhood workshop and survey, to solicit feedback on the pilot installation to inform future plans to install the facility with permanent materials.

Utilizing that feedback, this project will construct a permanent bike boulevard on Vera Avenue, including neighborhood traffic circles, bicycle crossing enhancements at intersections, and signage improvements. The project will result in a safe east-west connection between neighborhoods west of Redwood City and the downtown area. The project is part of the RWCMoves bicycle backbone network.

**5. East Bayshore Road Pedestrian and Cyclist Improvements**

<b>Sponsor:</b> City of East Palo Alto	<b>Total Score:</b> 69.6
<b>Requested Phases:</b> CON	<b>Requested Funding:</b> \$1,925,000
<b>Recommended Phases:</b> CON	<b>Recommended Award:</b> \$1,925,000

**Project Description:**

East Bayshore Road has discontinuous sidewalks and no bicycle facilities in the project area. Twelve pedestrian and cyclist collisions have occurred over the past five years on East Bayshore Road in recent years, with two of those pedestrian collisions resulting in fatalities. The Project will develop connections to existing Class II bicycling infrastructure in the vicinity, and will connect to a new Class I crossing of Highway 101 at University Avenue (being constructed as a separate effort).

The project will construct Class II bike lanes, sidewalks to fill gaps in the local network, curb ramps, bulb-outs, high-visibility crosswalks, and lighting to enhance pedestrian visibility.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**6. Parkway Heights Middle School Pedestrian and Bike Improvements**

<b>Sponsor:</b> City of South San Francisco	<b>Total Score:</b> 66.25
<b>Requested Phases:</b> PS&E, CON	<b>Requested Funding:</b> \$2,000,000
<b>Recommended Phases:</b> PS&E, CON	<b>Recommended Award:</b> \$2,000,000

**Project Description:**

South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education (funded by SMCTA), to evaluate student travel conditions near several schools, including Parkway Heights Middle School. The walk audits included school staff, the City’s Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The key needs identified for Parkway Heights Middle School and the vicinity include widening existing sidewalks, curb extensions, corner islands, curb ramps, high-visibility crosswalks, Class IV bicycle lanes, a hardened centerline, and speed humps. The project will incorporate these elements in the design phase, and then proceed to construction of the improvements.

**Please note**, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project’s design prior to finalizing design and authorizing the construction phase.

**7. Santa Cruz Ave and Sand Hill Road Corridor Safety Improvements**

<b>Sponsor:</b> City of Menlo Park	<b>Total Score:</b> 65.7
<b>Requested Phases:</b> PS&E, CON	<b>Requested Funding:</b> \$1,387,370
<b>Recommended Phases:</b> PS&E, CON	<b>Recommended Award:</b> \$1,387,780

**Project Description:**

The Project focuses on enhancing pedestrian and bicyclist safety along a 1.2 mile stretch of Santa Cruz Avenue between Orange Avenue and University Drive, and the city-owned portions of Sand Hill Road between Sharon Park Drive and Oak Avenue, along with the Santa Cruz Avenue/Junipero Serra Boulevard intersection and the adjacent section of Sharon Park Drive between Sand Hill Road and Sharon Road. This project targets high priority locations identified in the City’s Vision Zero Action Plan based on the analysis and suggestions in the Menlo Park Complete Streets Safety Assessment (CSSA) Draft Report.

The project will implement safety countermeasures at 23 intersections along the Santa Cruz Avenue corridor including enhanced signage and striping, median islands, adding bollards to existing bike lane buffer at spot locations, in-street pedestrian signage, intersection daylighting, a pedestrian hybrid beacon, and 2 radar speed feedback signs. For the Sand Hill Road corridor, this project will implement measures including upgrading 4 high visibility crosswalks, enhanced signage and striping, bike lane extension across intersections, bike box, intersection guidelines, leading pedestrian interval, yellow signal back plates, and 2 radar speed feedback signs. At Sand Hill Road/Oak Avenue, more extensive enhancements will be implemented, including no turn on red restrictions, bike box, bike signals, and a bike ramp to significantly improve safety and close a key gap in the regional active transportation network. Additionally, segments of the existing bike lane on Sand Hill Road will be upgraded to a separated bike lane, and a new separated bike lane will be installed on Sharon Park Drive between Sharon Road and Sand Hill Road.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**Please note**, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project’s design prior to finalizing design and authorizing the construction phase.

**8. Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements**

<b>Sponsor:</b> City of South San Francisco	<b>Total Score:</b> 61.75
<b>Requested Phases:</b> PS&E, CON	<b>Requested Funding:</b> \$2,000,000
<b>Recommended Phases:</b> PS&E, CON	<b>Recommended Award:</b> \$2,000,000

**Project Description:**  
South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education to evaluate student travel conditions near several schools, including Parkway Heights Middle School. The walk audits included school staff, the City’s Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The key needs identified for Alta Loma Middle and Buri Buri Elementary Schools and the vicinity include new and upgraded sidewalks, mini roundabouts, curb extensions, raised crosswalks, and speed reduction measures. The project will incorporate these elements in the design phase, and then proceed to construction of the improvements.

**Please note**, the evaluation committee recommended a third-party design consultant review at the 65% design phase of PS&E. This is to ensure industry best practices are incorporated into the project’s design prior to finalizing design and authorizing the construction phase.

**9. Alpine Road Corridor Improvement Project**

<b>Sponsor:</b> San Mateo County	<b>Total Score:</b> 58.5
<b>Requested Phases:</b> PA/ED	<b>Requested Funding:</b> \$2,000,000
<b>Recommended Phases:</b> PA/ED	<b>Recommended Award:</b> \$2,000,000

**Project Description:**  
The Alpine Road Corridor Improvement Project represents a 1.8-mile stretch of roadway which extends from the unincorporated San Mateo County/Menlo Park boundary to the unincorporated San Mateo County/Portola Valley boundary. It is a heavily used arterial, serving drivers, bicyclists, pedestrians, and transit riders. Alpine Road is mostly one lane in each direction with high vehicular speeds and a posted speed limit of 35 mph. High vehicular speeds, numerous conflict zones with both the I-280 ramps and private driveways, and little dedicated space or buffers for pedestrians and cyclists creates an uncomfortable and stressful active transportation environment. There is an existing narrow Class II bike lane on both sides of the roadway that does not provide adequate facilities for people of all ages and abilities.

The project will fund the PA/ED phase to work toward the ultimate buildout of constructing an enhanced Alpine Trail project, building on the Caltrans Project Initiation Documents (PID) previously funding through Cycle 6. These improvements are specifically designed to increasing the visibility of bicyclists and pedestrians, reduce the amount of conflict points, slow vehicular speeds, provide more space for multimodal users, and increase separation between vehicles and multimodal users.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**10. Hillside Boulevard Improvement Project – Phase II**

<b>Sponsor:</b> Town of Colma	<b>Total Score:</b> 56
<b>Requested Phases:</b> PS&E	<b>Requested Funding:</b> \$1,246,000
<b>Recommended Phases:</b> PS&E	<b>Recommended Award:</b> \$1,246,000

**Project Description:**

This project is intended to transform the Hillside Boulevard corridor into a complete street through traffic calming and infrastructure improvements. The project spans approximately 1.1 miles, from Serramonte Boulevard to Lawndale Boulevard.

The Town of Colma is requesting funds for design of the project, including new sidewalks with pedestrian lighting and signage, upgrading existing Class II bike lanes to Class IV protected bikeways, new ADA compliant curb ramps, mid-block crosswalks with Rectangular Rapid Flashing Beacons (RRFBs), high-visibility crosswalks, traffic signal modifications, and green streets infrastructure and landscape features, where applicable. The integration of the proposed improvement project along with the regional transportation corridor will support land use and housing goals and policies, improve accessibility, and promote micromobility.

**11. Brittan Avenue and San Carlos Avenue Sidewalk**

<b>Sponsor:</b> City of San Carlos	<b>Total Score:</b> 52.2
<b>Requested Phases:</b> CON	<b>Requested Funding:</b> \$2,000,000
<b>Recommended Phases:</b> CON	<b>Recommended Award:</b> \$2,000,000

**Project Description:**

The San Carlos Ave and Brittan Ave Sidewalk Improvement Project is intended to improve the path of travel on these roadways. The Project is a result of improvement recommendations from the City's Bicycle and Pedestrian Master Plan to establish a long-term vision for improving walking and bicycling in San Carlos. The Project also meets the City Council's strategic goal of improving alternative transportation and mobility within the City.

The Project includes two project sites. The portion of San Carlos Avenue between Alameda de las Pulgas to Cordilleras Ave includes replacing the asphalt pathway with sidewalk, curb, and gutter, re-striping the bike lane to match, resurfacing the roadway, and installing high-visibility thermoplastic striping and pavement markings. The Brittan Ave segment between Milano Wy to Alameda de las Pulgas will include constructing sidewalk, curb, and gutter to fill in the gap that currently lacks sidewalks, installing a high-visibility five-foot green bike lane with a three-foot buffer, constructing new ADA compliant curb ramps, relocating or installing signage and utilities, resurfacing the roadway, installing high-visibility thermoplastic striping and pavement markings, modifying existing driveway approaches for those properties fronting the roadway, and potentially installing a new rectangular rapid flashing beacon.

**Please note**, the evaluation committee recommended a third-party design consultant review at the 65% PS&E stage or prior to the design being finalized to ensure industry best practices are incorporated. This will be required prior to executing the agreement for the requested construction funding.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**12. Oceana Bike Lane Project**

<b>Sponsor:</b> City of Pacifica	<b>Total Score:</b> 48
<b>Requested Phases:</b> PS&E, CON	<b>Requested Funding:</b> \$1,846,332
<b>Recommended Phases:</b> PS&E	<b>Recommended Award:</b> \$151,926

**Project Description:**  
The project proposes to improve bicycle mobility along Oceana Boulevard from Milagra Drive to Clarendon Road. The improvements will enable multimodal transportation options in a location connecting to shopping centers and schools. This will help to reduce traffic congestion and greenhouse gas emissions, and improve public health through improved access to mobility options.

The project will design new Class II bicycle lanes with a new concrete curb adjacent to the bike lanes. Additionally, new ADA curb ramps will be included along the corridor to enhance and update the pedestrian experience, in addition to enhanced striping at crosswalks.

**Please note,** the evaluation committee recommended a reduced award to allow the City to move forward with PS&E for this project. The Committee recommended a third-party design review to ensure best practices are incorporated in the design.

**SMCTA Measure A and Measure W  
Cycle 7 Pedestrian and Bicycle Program Call for Projects  
Summary of Project Descriptions by Category**

**Small Capital Projects by Rank**

**1. Hillside Boulevard Complete Streets Corridor Project**

<b>Sponsor:</b> City of Daly City	<b>Total Score:</b> 83.6
<b>Requested Phases:</b> PLAN, PA/ED	<b>Requested Funding:</b> \$520,000
<b>Recommended Phases:</b> PLAN, PA/ED	<b>Recommended Award:</b> \$520,000

**Project Description:**

The Hillside Boulevard Complete Streets Corridor Project will include concept planning with community engagement, preliminary engineering and environmental clearance for a road diet on Hillside Boulevard between East Market Street and Hoffman Street, which is in both Daly City and unincorporated San Mateo County. This roadway is a transit route, and will include the County as a project partner. These improvements will enhance bicycle and pedestrian safety and access, provide transportation choices, implement first mile/last mile solutions, provide safe routes to schools, and reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

The Project will reduce the number of continuous travel lanes from 4 to 2 and add a center turn lane, in addition to widening sidewalks where space permits, curb extensions, rectangular rapid flashing beacons (RRFBs), ADA compliant curb ramps, and high visibility crosswalks. The design will also evaluate realigning skewed intersections at Lisbon, Sylvan, Villa, Chester, and Linden Streets. The Project will upgrade the bikeway from a shared route with sharrows to a combination of protected and buffered, and will also include wayfinding signage and spot access improvements along the A and B Street corridors to better connect to the Colma BART Station.

**2. Sharon/Eastridge and Oak/Oak Knoll Safety Improvements**

<b>Sponsor:</b> City of Menlo Park	<b>Total Score:</b> 65.6
<b>Requested Phases:</b> CON	<b>Requested Funding:</b> \$450,500
<b>Recommended Phases:</b> CON	<b>Recommended Award:</b> \$450,500

**Project Description:**

The City of Menlo Park's Sharon Road/Eastridge Avenue and Oak Avenue/Oak Knoll Lane Safety Improvement Project aims to significantly enhance pedestrian and bicyclist safety at two key intersections near local schools.

At the Sharon Road/Eastridge Avenue intersection, this project will construct 1 RRFB, 3 curb extensions, 1 new accessible curb ramp, improving 2 existing accessible curb ramps, enhanced pedestrian and bicyclist signage and striping, and upgrading 1 yellow high-visibility crosswalk. These improvements will help reduce vehicle speeds, while substantially improving safety, comfort, visibility and accessibility for pedestrians and bicyclists accessing key destinations such as La Entrada Elementary School, SamTrans bus stop, and City of Menlo Park Shuttle stop. This is especially critical for those crossing the uncontrolled Sharon Road leg of the intersection.

At Oak Avenue/Oak Knoll Lane, this project will construct 1 "quick-build" curb extension, 1 concrete curb extension, 2 new accessible curb ramps, relocating 1 crosswalk, enhanced pedestrian and bicyclist signage and striping, traffic calming improvements and realignment of the skewed intersection within existing right of way. These improvements will reduce vehicle



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speed and improve the safety, comfort, visibility and accessibility for pedestrians and bicyclists using this designated Bike Boulevard, including schoolchildren traveling to Oak Knoll Elementary School, as well as commuters heading to Stanford University and other key destinations.

**3. Safe Routes Intersection Improvements**

<b>Sponsor:</b> City of Millbrae	<b>Total Score:</b> 63.2
<b>Requested Phases:</b> PS&E, CON	<b>Requested Funding:</b> \$675,000
<b>Recommended Phases:</b> PS&E, CON	<b>Recommended Award:</b> \$675,000

**Project Description:**

The Safe Route Intersection Improvements Project will improve the intersection of Magnolia Avenue and Millbrae Avenue and its' approaches by constructing pedestrian traffic calming measures at or near the intersection, and upgrading the traffic signals to provide protected left turns. This is intended to improve crossing safety for pedestrians and bicyclists, in order to encourage more users to walk and bike to school, transit, and other locations in Millbrae.

**4. Hillsdale High School/31<sup>st</sup> Avenue Pedestrian Safety Improvement Project**

<b>Sponsor:</b> City of San Mateo	<b>Total Score:</b> 61
<b>Requested Phases:</b> PA/ED, PS&E, ROW	<b>Requested Funding:</b> \$351,648
<b>Recommended Phases:</b> PA/ED, PS&E, ROW	<b>Recommended Award:</b> \$351,648

**Project Description:**

31<sup>st</sup> Avenue is a busy, multimodal corridor providing direct access to Hillsdale High School, the Hillsdale Shopping Center, Hillsdale Caltrain Station, and Rail Corridor TOD area. Approximately 60% of Hillsdale High School students use 31<sup>st</sup> Avenue to access school, and 31<sup>st</sup> Avenue is served by two SamTrans bus routes to bring students from Foster City to Hillsdale High School and a San Mateo Union High School District to transport students by bus. The project aims to address pedestrian safety concerns voiced by Hillsdale High School students, parents, staff, and nearby residents, including pedestrian visibility issues, illegally parked vehicles at crosswalks, and speeding.

The project includes design, environmental, community outreach, and right-of-way phases to make improvements in the school parking lot and at the driveway. The outcome is expected to be a construction-ready design with a number of pedestrian safety improvements, including curb extensions and raised crosswalks at major crossings, high-visibility crosswalks at all intersections, ADA compliant curb ramps, and a new signal and protected intersection at 31<sup>st</sup> Avenue and Alameda de las Pulgas. The improvements will provide added safety and mobility benefits for students and community members walking, biking, and accessing transit on 31<sup>st</sup> Avenue.

**5. Bay Trail Class I Gap Closure**

<b>Sponsor:</b> City of Burlingame	<b>Total Score:</b> 58
<b>Requested Phases:</b> PS&E	<b>Requested Funding:</b> \$180,000
<b>Recommended Phases:</b> PS&E	<b>Recommended Award:</b> \$180,000

**Project Description:**

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The Bay Trail Gap Closure Project aims to complete a critical gap in the Bay Trail between the Burlingame and San Mateo borders at Airport Boulevard. The existing site along Airport Boulevard is characterized by a lack of continuous paths for cyclists and pedestrians. In the absence of a completed trail network, users must utilize busy streets to traverse between the segments.

This project will design a dedicated, continuous path for cyclists and pedestrians, linking existing trail segments. The design will include signage and safety enhancements such as improved crossings and lighting.

**6. Ponderosa Elementary School Pedestrian and Bike Improvements**

**Sponsor:** City of South San Francisco  
**Requested Phases:** PS&E, CON  
**Recommended Phases:** PS&E, CON

**Total Score:** 54.5  
**Requested Funding:** \$897,000  
**Recommended Award:** \$897,000

**Project Description:**

South San Francisco conducted a walk audit in partnership with the San Mateo County Office of Education (funded by SMCTA), to evaluate student travel conditions near several schools, including Ponderosa Elementary School. The walk audits included school staff, the City's Bicycle and Pedestrian Advisory Committee (BPAC), and consultants.

The planned improvements at Ponderosa Elementary School include curb extensions, corner islands, high-visibility crosswalks, speed humps, and hardened centerlines. These improvements are intended to address the safety concerns identified in the walk audit and aim to create a more pedestrian friendly environment for the school's students and caregivers.

**7. Spur Trail Connectivity Project Phase I**

**Sponsor:** City of Millbrae  
**Requested Phases:** PLAN, PA/ED, PS&E, CON  
**Recommended Phases:** PLAN, PA/ED, PS&E, CON

**Total Score:** 49.3  
**Requested Funding:** \$900,000  
**Recommended Award:** \$900,000

**Project Description:**

The Millbrae Spur Trail Connectivity Project will involve preliminary engineering and environmental review of a two-mile-long bicycle and pedestrian facility. This proposed trail connection provides an important connection to the Millbrae Transit Center, including BART, Caltrain, and SamTrans, as well as the Bay Trail. It will also connect to several parks and schools within the City of Millbrae, offering residents alternative modes of transportation.

The project will evaluate bicycle and pedestrian facilities to connect the Spur Trail to the Bay Trail, enhancing connectivity and providing safe, accessible pathways for cyclists and pedestrians. This project closes a critical gap in the city's bicycle network from Lomita Trail to Spur Trail and will provide safe and direct routes for cyclists and pedestrians to access transit at the Millbrae BART and Caltrain stations, parks, schools, and other key destinations throughout Millbrae. The project will consider various alignments to connect to the transit

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center, and to continue connectivity across the US 101/Millbrae Avenue overcrossing to reach the Bay Trail.

**8. Ped/Bike Connection to Hatch Elementary School**

<b>Sponsor:</b> City of Half Moon Bay	<b>Total Score:</b> 49
<b>Requested Phases:</b> PA/ED, PS&E, CON	<b>Requested Funding:</b> \$702,000
<b>Recommended Phases:</b> PA/ED, PS&E, CON	<b>Recommended Award:</b> \$702,000

**Project Description:**

This project will construct a 500-foot ADA compliant pathway parallel to Second Avenue between Central Avenue and Myrtle Street to provide a safe route to Hatch Elementary School. It will also provide connectivity to commercial destinations, Downtown Half Moon Bay, and the beach. In doing so, it will provide a fully separated bicycle and pedestrian path, removing conflict with vehicles along this corridor.

The existing pathway is comprised of dirt and degraded asphalt, and is uneven with tripping hazards along the length. The project will install a new pathway constructed of permeable materials, ADA curb ramps, striping including crosswalks, and rectangular rapid flashing beacons (RRFBs) at all mid-block crossings.

**9. Burlingame Transit Station Bike and Pedestrian Improvement Project**

<b>Sponsor:</b> City of Burlingame	<b>Total Score:</b> 45.3
<b>Requested Phases:</b> PS&E	<b>Requested Funding:</b> \$148,500
<b>Recommended Phases:</b> PS&E	<b>Recommended Award:</b> \$148,500

**Project Description:**

The area around the Burlingame Caltrain Station currently lacks sufficient infrastructure for safe and efficient active transportation. The sidewalks are discontinuous, the crosswalk is not highly visible, and there are minimal facilities for bicyclists. These deficiencies create unsafe conditions for pedestrians and bicyclists, particularly in navigating the busy area surrounding the station. The Burlingame Station Bicycle Facility Improvement Project prioritizes creating a safe, attractive, and accessible bicycle network to and from the Burlingame Caltrain Station to nearby Burlingame Community Center, schools, tennis courts, aquatic center, parks, as well as the neighboring communities.

The improvements would include enhancement of bicycle accessibility such as new Class I trail in front of the station, high visibility crosswalks, extended sidewalks, curb ramps, curb extensions, and bio-retention areas at the intersection of North Lane and California Drive. The project proposes to include connectivity to existing facilities.

**Please note,** the evaluation committee recommended conditional award if the City agrees to include entire gap closure connections in the PS&E to existing bicycle facilities on California Drive north and south of the proposed project location.

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## Planning/Promotions Projects by Rank

### 1. Countywide Bike Education

<b>Sponsor:</b> Commute.org	<b>Total Score:</b> 69.25
<b>Requested Phases:</b> Planning	<b>Requested Funding:</b> \$100,000
<b>Recommended Phases:</b> Planning	<b>Recommended Award:</b> \$100,000

**Project Description:**

The Countywide Bicycle Education program aims to encourage greater bicycle use for transportation in the county. It seeks to achieve this by offering various courses and training sessions across the county engaging those who are new to riding as well as those who need advanced urban cycling skills. The effort is geared toward ongoing education and training to support the growing community of cyclists.

Commute.org will oversee all project administration. They will partner with Silicon Valley Bicycle Coalition to provide educators and managing course logistics. The program aims to provide at least 15 courses on a variety of topics, including general education, basic bike maintenance, learn to ride, smart cycling, and an introduction to e-bikes.

### 2. Countywide Bicycle Trainers

<b>Sponsor:</b> Commute.org	<b>Total Score:</b> 65.75
<b>Requested Phases:</b> Planning	<b>Requested Funding:</b> \$100,000
<b>Recommended Phases:</b> Planning	<b>Recommended Award:</b> \$100,000

**Project Description:**

The Countywide Bicycle Trainers program aims to grow the number of League of American Bicyclists-certified Cycling Instructors (LCIs) in San Mateo County to support ongoing bike education and training. A large barrier to offering additional bicycle education courses has been the limited certified bicycle instructors, particularly in San Mateo County.

The goal is to train at least 10 people through the LCI program, including prerequisite courses and a weekend seminar. The establishment of the Countywide Bicycle Trainers program holds significant potential to bring important benefits to the community by creating more qualified bicycle education instructors in San Mateo County, including those that are Spanish speaking. Additional benefits include enhancing bicycle safety, promoting better health, contributing to sustainability, and fostering a stronger sense of community. Silicon Valley Bicycle Coalition is expected to be a key program partner, responsible for providing educators and managing course logistics. Funds will be reserved for program scholarships and stipends for those who meet needs-based criteria.

### 3. Bikeshare and Scooter-share Education and Marketing Campaign

<b>Sponsor:</b> C/CAG	<b>Total Score:</b> 65.67
<b>Requested Phases:</b> Planning	<b>Requested Funding:</b> \$100,000
<b>Recommended Phases:</b> Planning	<b>Recommended Award:</b> \$100,000

**Project Description:**

C/CAG is planning to launch a bike and scooter share pilot program with a vision to provide residents and visitors with an affordable, convenient, and sustainable transportation option

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that reduces vehicle miles traveled, connects communities to destinations across the County, and integrates with transit. Through their Community Outreach Plan developed for the pilot, C/CAG developed a Market Service Plan to promote the pilot program. These funds are requested to implement the strategies in the Market Service Plan.

C/CAG plans to utilize a multifaceted approach in implementing strategies to market the pilot including press events, e-blasts and social media posts focused on low-income discount program enrollment, low-income focused program enrollment/engagement, advertisement/digital printed ads, free monthly memberships to Bay Area influencers from Equity Focus Areas to promote the program, and paid focus groups with low-income residents or workers conducted in several languages.

Exhibit B. 2024 Pedestrian and Bicycle Program Cycle 7 Program of Final Recommended Projects

Sponsor	Project Title	Total Score	Total Project Budget	Request Amount	Matching Funds	Match %	TA Technical Assistance	Requested Phases	Recommended Phases	Recommended Measure A Funding	Recommended Measure W Funding
<b>Large Capital Projects</b>											
San Mateo (City)	Fashion Island Blvd/19th Avenue Separated Bikeway	78	\$22,769,000	\$2,000,000	\$500,000	25%	\$200,000	CON	CON		\$2,200,000
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	73.4	\$1,431,400	\$1,116,000	\$124,000	10%		CON	CON	\$1,116,000	
San Bruno	Huntington Ave Bikeway Phase II	71.6	\$5,900,000	\$2,000,000	\$200,000	10%		CON	CON	\$2,000,000	
Redwood City	Vera Avenue Permanent Bike Boulevard Project-Construction Phase	71	\$1,728,000	\$1,326,000	\$70,000	5%		CON	CON	\$1,326,000	
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	69.6	\$3,980,000	\$1,925,000	\$1,475,000	43%		CON	CON	\$1,925,000	
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements <sup>1</sup>	66.25	\$2,200,000	\$2,000,000	\$200,000	10%		PS&E, CON	PS&E, CON		\$2,000,000
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements <sup>1</sup>	65.7	\$1,632,200	\$1,387,370	\$244,830	18%		PS&E, CON	PS&E, CON	\$1,387,370	
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements <sup>1</sup>	61.75	\$2,200,000	\$2,000,000	\$200,000	10%		PS&E, CON	PS&E, CON		\$2,000,000
San Mateo County	Alpine Road Corridor Improvement Project	58.5	\$2,200,000	\$2,000,000	\$200,000	10%	\$200,000	PA/ED	PA/ED		\$2,200,000
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	56	\$1,400,000	\$1,246,000	\$154,000	11%		PS&E	PS&E		\$1,246,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk <sup>1</sup>	52.2	\$5,078,800	\$2,000,000	\$200,000	10%		CON	CON		\$2,000,000
Pacifica	Oceana Bike Lane Project <sup>2</sup>	48	\$2,051,480	\$1,846,332	\$205,000	11%		PS&E, CON	PS&E		\$151,926
		<b>Totals</b>	<b>\$52,570,880</b>	<b>\$20,846,702</b>	<b>\$3,772,830</b>		<b>\$400,000</b>			<b>\$7,754,370</b>	<b>\$11,797,926</b>
<b>Small Capital Projects</b>											
Daly City	Hillside Boulevard Complete Streets Corridor Project	83.6	\$650,000	\$520,000	\$130,000	20%		PLAN, PA/ED	PLAN, PA/ED		\$520,000
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	65.6	\$530,000	\$450,500	\$79,500	17.6%		CON	CON		\$450,500
Millbrae	Safe Route Intersection Improvements	63.2	\$750,000	\$675,000	\$75,000	11%		PS&E/CON	PS&E/CON		\$675,000
San Mateo (City)	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	61	\$390,720	\$351,648	\$39,072	11%		PA/ED, PS&E, ROW	PA/ED, PS&E, ROW	\$351,648	
Burlingame	Bay Trail Class I Gap Closure	58	\$200,000	\$180,000	\$20,000	10%		PS&E	PS&E	\$180,000	
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	54.5	\$997,000	\$897,000	\$100,000	11%		PS&E, CON	PS&E, CON	\$897,000	
Millbrae	Spur Trail Connectivity Project Phase 1	49.3	\$2,655,000	\$900,000	\$100,000	10%		PLAN, PA/ED, PS&E, CON	PLAN, PA/ED, PS&E, CON		\$900,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	49	\$780,000	\$702,000	\$78,000	10%		PA/ED, PS&E, CON	PA/ED, PS&E, CON		\$702,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project <sup>3</sup>	45.3	\$165,000	\$148,500	\$16,500	10%		PS&E	PS&E		\$148,500
		<b>Totals</b>	<b>\$7,117,720</b>	<b>\$4,824,648</b>	<b>\$638,072</b>					<b>\$1,428,648</b>	<b>\$3,396,000</b>
<b>Planning &amp; Promotions Projects</b>											
Commute.org	Countywide Bike Education	69.25	\$111,000	\$100,000	\$11,000	10%		PLAN	PLAN		\$100,000
Commute.org	Countywide Bicycle Trainers	65.75	\$111,000	\$100,000	\$11,000	10%		PLAN	PLAN		\$100,000
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	65.67	\$110,000	\$100,000	\$10,000	10.00%		PLAN	PLAN		\$100,000
		<b>Totals</b>	<b>\$332,000</b>	<b>\$300,000</b>	<b>\$32,000</b>					<b>\$0</b>	<b>\$300,000</b>
		<b>Totals</b>	<b>\$60,020,600</b>	<b>\$25,971,350</b>	<b>\$4,442,902</b>					<b>\$9,183,018</b>	<b>\$15,493,926</b>

Evaluation Committee Notes and Proposed Conditions on Awards:

1. For various projects requesting multiple phases without concept designs, or for which the Evaluation Committee had concerns regarding initial concepts, require a third party consultant design review to ensure best practices are incorporated during the PS&E phase (65% design). This would be required before a construction phase agreement would be executed.
2. Evaluation committee recommends a reduced award to allow Pacifica to proceed with PS&E phase only with third-party consultant design review.
3. Conditional award if the City agrees that the PS&E will include entire gap closure connections to existing bicycle facilities on California Drive north and south of the proposed project location.

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The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2024 Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Program Call for Projects (CFP). This document is organized by sub-category and projects are listed by their rank as scored by the evaluation committee.

## **Competitive – Mid/Large Jurisdictions**

### **1. Daly City Micromobility Pilot**

**Sponsor:** City of Daly City

**Request:** \$200,000

**Funding Recommendation:** \$200,000

**Project Description:**

The proposed project expands the existing Bay Wheels program into Daly City and provides residents an affordable, convenient and sustainable transportation option that reduces vehicle miles traveled while connecting residents across neighborhoods. By making micromobility available to residents in Daly City, the project will provide congestion relief on crowded corridors and serve as a valuable first and last mile complement to transit. The effort would include up to 80 bikes and up to 10 stations.

Daly City has been working with MTC and C/CAG on the expanded program for the first year of operation. The grant request would be utilized to pay for the second year of the pilot bikeshare program in Daly City.

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## **Competitive – Small/Coastal Jurisdictions**

### **1. Half Moon Bay FY 24-25 Bicycle Pedestrian Small-Scale Projects**

**Sponsor:** City of Half Moon Bay

**Request:** \$200,000

**Funding Recommendation:** \$200,000

**Project Description:**

This project aims to complete a series of small-scale projects recommended by Half Moon Bay's 2019 Bicycle and Pedestrian Master Plan. The project includes both design and construction phases. The first portion of the project involves adding or upgrading existing standard crosswalks to high-visibility at key crossing locations to improve safety for people biking and walking. There is a need for crosswalks in the downtown corridor of Half Moon Bay, and some existing ones need to be upgraded to high-visibility. The second portion of the project involves upgrading class-2 bike lane striping to include modern high-visibility elements at potential conflict points along Miramontes Point Road to reduce the risk of bicycle collisions with vehicles and to enhance safe bike and pedestrian access. The third portion involves installing additional bicycle parking amenities at various parks throughout the City to encourage cycling and reduce vehicle miles traveled (VMT).

### **2. Bayshore-VWR Bus Stop Improvements**

**Sponsor:** City of Brisbane

**Request:** \$200,000

**Funding Recommendation:** \$450,000

**Project Description:**

Bayshore Boulevard is a principal arterial serving commuters throughout the Bay Area, and is the road most used by residents wishing to travel to locations outside of Brisbane. The proposed project aims to make the existing SamTrans bus stop at Bayshore/VWR an appealing transportation option for residents of Brisbane who would normally drive. Enhancing the level of passenger amenities at the existing SamTrans Bus Stop, which also serves a commute.org shuttle, will improve access to equitable, sustainable, affordable, and safe transportation options resulting in a decrease in vehicle miles traveled (VMT) and congestion, improvements to environment in reduction of greenhouse gas emissions, while enhancing the quality of life and safety for current and future SamTrans riders.

The project will serve all residents of Brisbane, in particular the residents of a mobile home park near the aforementioned bus stop, in addition to employees at the nearby Amazon warehouse. The Bayshore/VWR bus stop also provides commute.org shuttle services to BART Balboa Park Station and Caltrain, making this location a key stop for residents seeking to travel to other Bay Area locations without a vehicle.

**Please note**, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$450,000.



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## **Intelligent Transportation Systems Projects by Rank**

### **1. San Mateo Countywide AV Shuttle Pilot Program Feasibility Study**

**Sponsor:** C/CAG (with SMCTA)

**Request:** \$200,000

**Funding Recommendation:** \$420,000

**Project Description:**

The proposed Shared Automated Vehicle (SAV) Feasibility Study will be developed to consider SAV pilot projects and strategies that can be implemented across San Mateo County's diverse land-uses. This includes the county's coastal areas and the more developed communities on both sides of US-101. The proposed SAV Feasibility Study will build upon the development of the San Mateo Countywide Automated Vehicles (AV) Strategic Plan, being developed by the City/County Association of Governments of San Mateo County (C/CAG) and the San Mateo County Transportation Authority (TA) to prepare for the advent of AVs in San Mateo County.

The SAV Feasibility Study intends to identify new or existing shuttle routes suitable for implementing SAV pilot projects, identify project sponsors and fund sources, and evaluate the technologies and vendors to implement the projects. The SAV Feasibility Study will contribute towards broader transportation goals such as congestion relief and reducing vehicle miles traveled (VMT) by providing first/last mile transportation solutions. They may increase transportation sustainability by providing alternatives to single-occupancy vehicle trips. Lastly, SAVs can contribute to economic development opportunities by shifting how we travel and access employment, job centers and business districts, and fosters community development by providing access to recreational centers and coastside.

**Please note,** the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$420,000.

### **2. Smart Corridor Northern County Incident Response Timing Plans**

**Sponsor:** C/CAG

**Request:** \$200,000

**Funding Recommendation:** \$200,000

**Project Description:**

The San Mateo County Smart Corridor is designed to improve mobility of local arterial streets by proactively operating traffic technology, such as interconnected traffic signal systems, transit signal priority (TSP), closed circuit televisions (CCTV), and dynamic message signs on designated local streets and state routes. The infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring congestion on local street and optimize traffic flow for all modes. The initial segments between San Bruno and East Palo Alto are complete and in operation but since being in operation for over 5 years, their incident response timing plans need to be reviewed and

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updated. The South San Francisco segment is under construction and expected to finish in 2024. The final segments in Daly City, Colma, and Brisbane will begin construction in the Fall of 2024 and is expected to have equipment ready by Fall of 2025. Incident response timing plans have been developed and implemented for segments from San Bruno to East Palo Alto and are used by Caltrans and the local jurisdictions for deployment of incident response strategies. TSP is currently in operation in portions of the County, but needs to be expanded countywide to serve more routes and more riders.

This project will create and deploy incident response timing plans for the remaining Smart Corridor segments (Daly City, Colma, and Brisbane) to ensure that Caltrans and local jurisdictions can proactively deploy incident response strategies to manage congestion on local streets in San Mateo County. In addition, the project will also review the existing incident response timing plans to see if any updates need to be implemented and deployed. Lastly, the project will set the framework for a transition plan for a countywide cloud-based TSP system.

### 3. Sidewalk Data Purchase

**Sponsor:** C/CAG

**Request:** \$200,000

**Funding Recommendation:** \$253,000

**Project Description:**

As the Congestion Management Agency for the County of San Mateo, C/CAG updates the San Mateo County Comprehensive Bicycle and Pedestrian Plan every five years. The plan identifies pedestrian and bicycle infrastructure gaps within the County to enhance multimodal transportation options and recommend projects to improve bicycle and pedestrian safety. For the next Bike and Pedestrian Plan update, C/CAG plans to collect sidewalk data to document existing conditions and identify unsafe and disconnected sidewalk infrastructure. C/CAG intends to partner with a third-party data vendor that uses advanced technology, such as drone data and artificial intelligence, to gather the information. With this vendor, C/CAG aims to gather sidewalk data to create a detailed map of sidewalk conditions and assets, including ramps and ADA accessibility.

In addition to informing the County Bike and Pedestrian Plan, C/CAG would share the data with local jurisdictions for their own use. For example, cities could use the data to better understand gaps in the network, prioritize pedestrian improvement projects, and apply for external grants for these projects.

**Please note**, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$253,000.

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**4. Incident Response Timing**

**Sponsor:** City of South San Francisco

**Request:** \$100,000

**Funding Recommendation:** \$100,000

**Project Description:**

The San Mateo County Smart Corridor Program is designed to improve mobility of local arterial streets by proactively operating traffic technology, such as interconnected traffic signal systems, transit signal priority (TSP), closed circuit televisions (CCTV), and dynamic message signs on designated local streets and state routes. The infrastructure provides local cities and Caltrans with day-to-day traffic management capabilities to address recurring and non-recurring congestion on local street and optimize traffic flow for all modes.

This project will create and deploy incident response timing plans for the City of South San Francisco to ensure that Caltrans and local jurisdictions can proactively deploy incident response strategies to manage congestion on local streets in San Mateo County. In addition, the project will also update the guidelines (Operations Manual) for deployment of the timing plans by Caltrans and prepare graphics and diagrams for all strategies. This project is one piece of a chain of projects that will establish the framework for a transition plan for a countywide cloud-based TSP system.

**5. Transportation Big Data Subscription**

**Sponsor:** City of Menlo Park

**Request:** \$80,325

**Funding Recommendation:** \$80,325

**Project Description:**

This request will fund a three-year subscription to Streetlight Data. The data helps to identify travel behavior within the City of Menlo Park including daily and peak hour vehicle, bicycle and pedestrian data, speed data, turning movement analysis and origin and destination data. The speed and volume data was used in the development of the City's Vision Zero Action Plan. In addition, the data is used to develop projects like the City' Middle Avenue Complete Streets Project, Middlefield Road Safe Streets project, Belle Haven Traffic Calming Plan (an Equity Priority Community), and for spot improvements at Santa Cruz Avenue and Doyle Street and quick build projects such as intersection improvements at Willow Road and Alma Street.

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Alternative Congestion Relief and  
Transportation Demand Management Program  
Cycle 2 Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

## **Planning**

### **1. Millbrae Regional Shuttle Feasibility Project**

**Sponsor:** Millbrae

**Request:** \$100,000

**Funding Recommendation:** \$180,000

**Project Description:**

The regional shuttle program feasibility study in Millbrae aims to enhance mobility for senior citizens and individuals with disabilities and other by evaluating the potential for a dedicated shuttle service. This service would improve first and last mile connectivity, linking residential areas with key transit hubs and local destinations. By addressing transportation gaps and providing accessible, reliable options, the program seeks to promote independence, reduce isolation, and ensure equitable access to essential services, ultimately fostering greater community inclusion and mobility for underserved populations.

**Please note**, the applicant indicated the full project cost exceeded the maximum funding request under the ACR/TDM CFP. As the program is undersubscribed, the Committee recommended funding the full project cost for a total award of \$180,000. The Evaluation Committee recommended a conditional award pending approval of a revised full project scope of work to be approved by the TA prior to the December Board program adoption.

Exhibit D. 2024 ACR/TDM Program Cycle 2 Program of Final Recommended Projects

Sponsor	Project Title	Total Score	Total Project Cost	Requested Amount	Matching Funds	Match %	Recommended Measure A Funding	Recommended Measure W Funding	TA Technical Assistance
<b>Competitive - Mid/Large Jurisdictions</b>									
Daly City	Daly City Micromobility Pilot	78.0	\$220,000	\$200,000	\$20,000	10%		\$200,000	
		<b>Totals</b>	<b>\$220,000</b>	<b>\$200,000</b>	<b>\$20,000</b>		<b>\$0</b>	<b>\$200,000</b>	
<b>Competitive - Small/Coastal Jurisdictions</b>									
Half Moon Bay	FY 24 25 Bicycle Pedestrian Small-Scale Projects	68.4	\$220,000	\$200,000	\$20,000	10%		\$200,000	
Brisbane	Bayshore-VWR Bus Stop Improvements	62.6	\$600,000	\$200,000	\$20,000	10%		\$450,000	
		<b>Totals</b>	<b>\$820,000</b>	<b>\$400,000</b>	<b>\$40,000</b>		<b>\$0</b>	<b>\$650,000</b>	
<b>Intelligent Transportation Systems</b>									
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	71.7	\$220,000	\$200,000	\$20,000	10%	\$420,000		\$100,000
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	69.5	\$220,000	\$200,000	\$20,000	10%	\$200,000		
C/CAG	Sidewalk Data Purchase	69.4	\$220,000	\$200,000	\$20,000	10%	\$253,000		
South San Francisco	Incident Response Timing	63.8	\$110,000	\$100,000	\$10,000	10%	\$100,000		
Menlo Park	Transportation Big Data Subscription	61.6	\$94,500	\$80,325	\$14,175	15%	\$80,325		
		<b>Totals</b>	<b>\$864,500</b>	<b>\$780,325</b>	<b>\$84,175</b>		<b>\$1,053,325</b>	<b>\$0</b>	<b>\$100,000</b>
<b>Planning</b>									
Millbrae	Millbrae Regional Shuttle Feasibility Project	52.1	\$198,000	\$100,000	\$18,000	10%		\$180,000	
		<b>Totals</b>	<b>\$198,000</b>	<b>\$100,000</b>	<b>\$18,000</b>		<b>\$0</b>	<b>\$180,000</b>	
		<b>Totals</b>	<b>\$2,102,500</b>	<b>\$1,480,325</b>	<b>\$162,175</b>		<b>\$1,053,325</b>	<b>\$1,030,000</b>	<b>\$100,000</b>