

SMCTA Measure A & Measure W Bicycle and Pedestrian Call for Projects Cycle 5 (2020)

TA Project Evaluation Committee Draft Allocation Recommendations

Sponsor	Project Title	Proposed Work Phases	Total Project Budget	Funding Request Amount	TA Scoring Committee Recommended Funding Allocations	Local Match %	Project Readiness	Funding Leverage	Project Need	Effectiveness	Sustainability	Total Score
Large Infrastructure (<= \$1 million)												
Burlingame	California Drive Bicycle Facility	CON	\$1,070,000	\$800,000	\$800,000	25%	10.5	4.0	14.8	33.7	6.7	69.7
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	CON	\$20,258,334	\$2,000,000	\$1,130,000 ¹	41%	9.8	7.0	18.5	24.8	8.7	68.8
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PAED, PS&E, ROW, CON	\$6,755,136	\$2,000,000	\$2,000,000 ²	70%	7.8	7.3	14.2	24.8	9.5	63.7
Redwood City	Hopkins Avenue Traffic Safety Implementation	CON	\$2,859,216	\$1,200,000	\$1,200,000	58%	11.0	6.0	12.5	20.7	11.5	61.7
Belmont	Ralston Avenue Corridor Project - Segment 3	CON	\$3,000,000	\$1,000,000		67%	14.0	6.0	15.0	21.3	5.0	61.3
San Carlos	San Carlos Avenue Pedestrian Safety Improvement Project - Phase III	CON	\$1,500,000	\$1,350,000		10%	9.5	2.0	14.8	20.5	6.3	53.2
Half Moon Bay	Highway 1 Safety and Operational Improvements North	CON	\$11,162,290	\$2,500,000		60%	8.5	6.0	16.5	11.0	4.0	46.0
Belmont	Ralston Avenue Corridor Project - Segment 4	CON	\$2,900,000	\$1,000,000		66%	6.8	5.3	15.7	15.5	2.7	46.0
San Bruno	Crystal Springs Road Pedestrian and Bike Improvements Project	PAED, PS&E, CON	\$1,960,000	\$1,568,000		20%	8.0	4.0	9.0	17.3	5.8	44.2
			\$51,464,976	\$13,418,000	\$5,130,000							

Evaluation Committee Large Infrastructure Category Note: The TA Project Evaluation Committee came to consensus to recommend fully funding the construction of the Redwood City Hopkins Avenue Traffic Safety Implementation project and recommends a partial funding award to the Menlo Park Middle Avenue Bicycle/Pedestrian Caltrain Crossing.

Small Infrastructure (> \$1 million)

Redwood City	EI Camino Real Corridor Safety Project	PAED, PS&E	\$400,000	\$300,000	\$300,000	25%	9.8	4.0	17.5	36.5	8.4	76.3
Redwood City	Roosevelt Avenue Pilot Traffic Calming Implementation	CON	\$894,834	\$625,000		30%	10.2	5.0	14.5	33.2	10.8	73.7
Burlingame	Burlingame Station Pedestrian Improvements	CON	\$890,000	\$600,000	\$600,000	33%	12.0	5.0	12.8	21.8	7.7	59.3
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure	PLAN, PAED, PS&E	\$170,000	\$153,000	\$153,000	10%	8.5	2.0	13.3	27.3	7.5	58.7
San Mateo County	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	\$950,000	\$700,000	\$700,000	26%	8.3	4.2	15.0	24.0	5.0	56.5
Daly City	John Daly Boulevard/Skyline Boulevard Pedestrian Connection Project	PS&E, CON	\$776,000	\$620,800	\$620,800	20%	9.0	4.0	14.3	21.0	5.7	54.0
Portola Valley	RRFB on Portola Road at Corte Madera Road	CON	\$146,718	\$102,703	\$102,703	30%	12.5	5.0	13.0	14.3	4.8	49.7
Portola Valley	RRFB on Alpine Road at Golden Oaks Drive	ROW, CON	\$83,180	\$58,226	\$58,226	30%	12.2	5.0	14.2	11.8	4.8	48.0
San Bruno	Citywide Bicycle Route Implementation Project	PLAN, PS&E, CON	\$622,325	\$497,860		20%	10.3	4.0	10.3	15.5	7.5	47.7
			\$4,933,057	\$3,657,589	\$2,534,729							

Evaluation Committee Small Infrastructure Category Note: The TA Project Evaluation Committee came to consensus to recommend the Redwood City Roosevelt Avenue Pilot Traffic Calming Implementation project not be awarded because both of the City's other two applications are recommended to be funded in full. In an effort to promote equitable distribution of countywide funds, the Committee recommends that full funding be awarded to the Daly City and both Portola Valley projects. The remaining \$30,271 in the small infrastructure budget should be rolled over to the next cycle call for projects.

Non-Infrastructure

Daly City	Vision Zero Community Outreach Program	Program	\$100,000	\$50,000	\$50,000	50%	12.3	6.0	18.0	21.5	7.7	65.5
			\$100,000	\$50,000	\$50,000							

Evaluation Committee Non-Infrastructure Category Note: The remaining \$152,500 should be rolled over to a mid-cycle non-infrastructure only call for projects or to the next full cycle call for projects.

Proposed Conditions on Awards:

1. The recommendation is contingent on Menlo Park closing the funding gap with other grant or funding sources by May 2021 (successful receipt of regional and state grants will be known by then). If unsuccessful, then the award would be reallocated to fully fund the Belmont Ralston Avenue Corridor Project – Segment 3.

2. The recommendation is contingent on the City of San Bruno fully closing their funding gap or confirming the ability to implement Phase I of the project with the inclusion of a two-way rapid implementation separated bikeway between the Centennial Trail and Herman St (traffic study pending) by May 2021 (successful receipt of regional and state grants will be known by then) to receive the full \$2,000,000 award. If San Bruno is unsuccessful in closing their funding gap and cannot implement the rapid implementation segment, then the award will be reduced to \$1,401,000 to cover the buildout of only Phase I. The remaining funds would then be reallocated to the next eligible project(s) assuming it (they) can meet the award eligibility. The City of San Bruno will also be required to meet with TA staff after each requested phase to confirm that the original project benefits are included in the overall project design as it progresses from PAED to CON.