



Attachment B: 2022 Measure A & Measure W Alternative Congestion Relief and Transportation Demand Management Program Cycle 1 Call for Projects Application Submittals Summary List of Projects Descriptions: Ranked List

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2022 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.

Intelligent Transportation Systems (Planning & Design)

1. 101/92 Mobility Hub and Smart Corridor Concept Plan

Request: \$200,000

Sponsor: San Mateo (in partnership with SMCTA)

TA Technical Assistance: \$55,000

The proposed US 101/SR 92 Mobility Hub and Fashion Island Blvd/19th Ave Smart Corridor Concept Plan represents the first step in planning and designing a corridor that connect San Mateo and Foster City residents and workers directly with regional transit options, including Caltrain at the Hayward Park Station and planned SamTrans Express Bus service at the Caltrans Park and Ride lot. This initial planning effort will create a unified technology-driven vision that focusses on improving local access and safety for people walking, cycling, and taking transit which are intended to be complimentary to other improvements being made at the US 101/SR 92 interchange.

The Mobility Hub is proposed to include new bus stops, improved pedestrian connectivity to the local street network, sheltered waiting areas, real-time transit displays, interactive information kiosks, electric vehicle chargers, bicycle lockers, micromobility-ready charging areas, and parking management. The Fashion Island Boulevard and 19th Avenue Smart Corridor will include design options for a proposed Class IV separated bikeway. Smart corridor technology will be incorporated into the project design aimed to encourage regional transit usage. Smart corridor features may include smart streetlights, air quality monitoring, traffic signal detection enhancements, smart kiosks and digital bus stops with real-time transit information, and community-fiber network.

2. Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan

Request: \$200,000

Sponsor: C/CAG (in partnership with SMCTA)

TA Technical Assistance: \$55,000

The Countywide Shared, Connected, and Autonomous Vehicles (Countywide AV Strategic Plan) will be developed to cover policy and strategies that can be implemented across San Mateo County. The main goals of the Countywide AV Strategic Plan are to identify the current state of AVs in San Mateo County, establish a shared-vision for AV deployment, identify opportunities and challenges for AV

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deployment in the county (including regulatory, legal, and operational), identify opportunities for AV pilots and other AV-related projects, and develop an AV action plan with prioritized next steps that align with potential funding availability.

The proposed project will be advised by a project panel comprised of the C/CAG's technical advisory committee (TAC), and other related stakeholders including but not limited to the San Mateo County Transit District and San Mateo County, and it will include a series of one-on-one interviews with key internal staff and stakeholders to understand their AV priorities. The project will also include one workshop (virtual or in-person) to gather feedback on the Plan from a broad group of AV stakeholders. The list of interviewees and workshop invitees will be developed in consultation with the TA and C/CAG.

Planning

1. Midcoastside TDM Plan

Request: \$100,000

Sponsor: County of San Mateo (in partnership with Half Moon Bay)

The Midcoastside Transportation Demand Management Plan (Midcoastside TDM Plan) would include areas of the unincorporated San Mateo County Midcoast on the east and west sides of Highway 1, including the communities of Montara, Moss Beach, Princeton, Pillar Point Harbor, El Granada, and Miramar. The County intends to partner with the City of Half Moon Bay to holistically assess travel options in the greater area, if both are awarded funding. The Midcoastside TDM Plan will engage the public and relevant agencies/organizations; examine best practices for similar land use and geographic contexts; and use analysis to understand demand and the current policy context. The resulting recommendations will identify policy solutions, including guidance about how to apply the C/CAG TDM Policy to the midcoast context, and parking management strategies; programs and marketing strategies; supportive transit/micromobility/first-last mile services; and institutional and evaluation strategies.

The midcoastside region of San Mateo County has unique mobility challenges. With limited roadways, long travel distances, plentiful agricultural and open spaces, and heavy tourism traffic, it is no surprise that this part of the county sees higher use of automobiles than more urbanized areas: 86% of commute trips are made by driving alone (compared to 66.5% countywide). Despite these historic, geographical, and land use challenges, San Mateo County and Half Moon Bay are committed to making it easier to travel to and on the midcoast by transit, active transportation, and shared modes. There are compelling reasons to do so. A more "balanced transportation diet" for midcoastside residents, employees, and visitors will support climate goals, enhance economic mobility, support physical and mental health, and make mobility more affordable for low-income families.

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2. Midcoastside TDM Plan

Request: \$100,000

Sponsor: Half Moon Bay (in partnership with San Mateo County)

The Midcoastside Transportation Demand Management Plan (Midcoastside TDM Plan) would include all of Half Moon Bay's city limits and will partner San Mateo County to holistically assess travel options in the greater midcoastside area, if both are awarded funding. The Midcoastside TDM Plan will engage the public and relevant agencies/organizations; examine best practices for similar land use and geographic contexts; and use analysis to understand demand and the current policy context. The resulting recommendations will identify policy solutions, including guidance about how to apply the C/CAG TDM Policy to the midcoast context, and parking management strategies; programs and marketing strategies; supportive transit/micromobility/first-last mile services; and institutional and evaluation strategies.

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3. Burlingame TDM Plan

Request: \$100,000

Sponsor: Burlingame

The City of Burlingame proposes to develop a Transportation Demand Management (TDM) Plan that will provide strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and greenhouse gas emissions. The TDM Plan would establish specific TDM guidelines and requirements that encourage travel by a variety of modes for residents, employees and visitors, focusing different strategies in different parts of the community as appropriate to promote sustainability and economic development. The effort would also be intended to provide consistency with the C/CAG TDM Policy.

A TDM Plan and the programs it would provide will identify ways to reduce single-occupancy vehicle (SOV) trips and VMT at the project- and citywide-levels. TDM programs allow developers and building managers flexibility to select measures that reduce VMT. Strategies to be assessed include,

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but are not limited to: carpooling; designating parking for clean air and ridesharing vehicles; transit subsidies; bicycle parking and amenities; bicycle and scooter sharing programs; employer-sponsored shuttles/bus services; and alternative work schedules. A citywide TDM Plan would allow better coordination and consistency between projects and provide the city guidance on priority efforts.

4. Bicycle Parking Guidelines

Request: \$72,000

Sponsor: Redwood City

The Redwood City TDM Plan and Ordinance requires various new single and multifamily residential developments, new industrial or office developments, and some existing uses requesting changes in parking, density, or square footage to develop a TDM plan and to submit their annual TDM report to the City. Bicycle parking and other associated amenities such as showers are required or recommended for almost all new projects. However, Redwood City does not have any unified design requirement for bicycle parking to help consistently implement the ordinance and evaluate development applications.

The Redwood City Bicycle Parking Guidelines will be used to provide guidelines on quantity, design, and installation of short-term and long-term bicycle parking at new and existing development projects and public facilities. The Redwood City Bicycle Parking Guidelines will be used citywide for all types of land use projects, such as office, commercial, and residential projects, as well as for public facilities such as libraries and parks. This will help facilitate implementation of high-quality, affordable, and reliable end-of-the-trip transportation facility for active modes of transportation and help shift vehicle trips especially short trips to bicycle trips.

5. Transportation Management Association Feasibility Study

Request: \$100,000

Sponsor: Redwood City

The Redwood City TDM Plan and Ordinance highlighted the need for the City to further assess how TDM programs could be better implemented and managed. Redwood City will evaluate the potential to form a Transportation Management Association (TMA) for Downtown Redwood City that will work to expand needed commuter benefits to small businesses and lower income employees. The feasibility study will also assess the potential of expanding to a citywide TMA if it can better serve the Redwood City community.

The TMA Feasibility Study will evaluate models of forming TMAs based on a best practice review of peer agencies, perform case studies to determine the most appropriate financial models, and recommend a TMA structure for Redwood City. Additionally, stakeholder outreach with business groups, developers, and employees will help collect feedback on potential TMA structures that could

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best serve downtown Redwood City. The TMA Feasibility will also feature an implementation plan with the associated fee structure and participation criteria.

Small/Coastal Competitive Projects

1. JUHSD Workforce Housing TDM

Request: \$83,000

Sponsor: Commute.org

The proposed project will serve Jefferson Union High School District (JUHSD) teachers and staff who reside at the new 122-unit Serramonte Del Rey affordable housing development site in Daly City. Subsidized vanpools and bike purchases will help these employees get from their new home to their workplaces at Jefferson High School, Thornton High School, Westmoor High School in Daly City and Oceana High School, and Terra Nova High School in Pacifica. JUHSD faculty and staff residing at a newly constructed teacher housing complex would be eligible to choose between a subsidized vanpool or bicycle purchase program to reduce the congestion, financial cost, and environmental impacts of making single-occupancy vehicle trips to work.

For the vanpool program, Commute.org would organize leasing up to four vans to serve residents getting to each high school (Jefferson and Thornton would be combined as they are 1/4 miles apart). In exchange for committing to using the van at least 2-3 days per week, participants would only pay \$50-\$75 per month for their seat in the vanpool. For the bike program, Commute.org would use the grant funds to subsidize 50% off the purchase of a bike or e-bike, up to \$1000, from online or local retailers who offer maintenance programs/warranties. The program would also fund bicycle education and test group rides from the housing complex to the school locations most convenient for bicycling.

2. Pedal for a Purpose E-Bicycle Pilot Program

Request: \$200,000

Sponsor: Half Moon Bay

The Pedal for a Purpose E-Bicycle Pilot Program will be available for teachers, agricultural and hospitality workers who live and work on the coastside, including in unincorporated areas adjacent to Half Moon Bay, to provide an affordable and reliable transportation alternative to driving alone. The program will accept and review applications submitted by residents and/or local non-profits on behalf of residents to initiate the purchase of an e-bike from Bike Works (a Half Moon Bay local bike shop) using a voucher program. Recipients will receive a \$5,000 voucher to be used for an e-bike, helmet, and lock from Bike Works.

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After receiving the voucher, recipients will work with Half Moon Bay's Program Manager, Bike Works, and local non-profits to order an e-bike that fits their measurements and needs for commuting. The awarded applicants will be asked to sign a pledge to commute via e-bike three times per week to decrease vehicle miles traveled. The City is committed to hosting a Community Bike Day to provide bike education, measurements, and safety courses to recipients as well as the community.

3. Rideshare Voucher Program

Request: \$67,500

Sponsor: Colma

While the Town of Colma has access to public transit services, those that do not have access to a car still find it challenging to travel within the Town. For residents who have disabilities and mobility issues, traveling to major destinations within Colma such as the Colma and South San Francisco BART stations, 280 Metro Center, and Serra Center experience the lack of east/west public transit connectivity. This causes mobility and equity problems which in turn lead to higher rates of individual auto use and the level of need is likely not high enough to justify the cost of a full or part-time shuttle alternative.

To improve accessibility and connectivity, the Town proposes to create a pilot rideshare voucher program that addresses these long-term deficiencies in transit offerings and provides direct resources to Veterans, seniors, and service industry workers - all groups that are likely to experience transportation affordability challenges. A rideshare voucher is normally a discount code for a service like Uber, Lyft, or taxis that could be used by residents of Colma and by people employed in the Town that work at a local business. For those that do not have access to a smartphone, Town staff will assist with arranging a ride on their behalf.

4. El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements

Request: \$162,000

Sponsor: Colma

El Camino Real (ECR) provides access to the two Bay Area Rapid Transit (BART) stations, Colma BART station north and South San Francisco BART station south limits of the Town, and a number of SamTrans bus stops along the corridor. The ECR and Mission Road intersection is impacted by the existing geometry of the intersection and lack of traffic signal and pedestrian and bicycle facilities with no left turn from Mission Road to ECR southbound. Because of the lack of accessible sidewalk facilities on the southbound portion of ECR near the intersection, pedestrians currently are forced to cross the intersection or walk next to the traffic lane without a shoulder buffer.

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This funding request is for the design phase (plans, specifications and estimates) and environmental studies for the El Camino Real and Mission Road intersection improvements which are part of the larger ECR Improvement project that stretches the entire town. The reconfiguration of the intersection is a near-term priority to the Town and will include the realignment to a 90-degree angle, a new traffic signal, and various pedestrian and bicycle enhancements to help people better access nearby transit stops. These changes will improve connectivity, reduce speeds and enhance safety and mobility for all users.

5. Commuter Shuttle Stop Improvements

Request: \$200,000

Sponsor: Brisbane

The City of Brisbane is has two nearby regional transit connections at the Bayshore Caltrain Station and the Balboa BART Station which are served by a local shuttle that provides access to Brisbane employment centers. The 2021 Caltrain Commuter Shuttle Survey identified that more than half of riders use the shuttle at least four days a week to commute to/from work. Brisbane's goal is to continue supporting transit-access by improving the level of accessibility and safety for existing customers as well as encouraging future riders to use the free shuttle service, which will lead to further reductions in Vehicle Miles Traveled (VMT) and congestion.

The City of Brisbane shuttle stop improvement project will provide upgrades to passenger access infrastructure and amenities at 10 of the 16 shuttle stops. The improvements generally include the installation of passenger shelters, benches, trash cans, as well as any additional site improvements, such as concrete flatwork, that may be required to accommodate the installation of these amenities and comply with the Americans with Disabilities Act (ADA). In locations where stops are reasonably close together, some will have shelters installed and some will receive benches without shelters.

6. Eucalyptus Pedestrian Pathway

Request: \$200,000

Sponsor: Hillsborough

The Town of Hillsborough will to improve a widely used route taken by kindergarten through 8th grade students and families attending North Elementary School and Crocker Middle School. The current area is consists of unimproved roadway shoulders that are not accessible or in usable condition during the winter months due to stormwater runoff and mud. During these months, pedestrians are either unable to use this path or are forced to walk on the asphalt roadway and share the roadway with vehicles, creating a hazardous condition that often act as a barrier for local families to choose active modes of transportation to get to school causing increased congestion near campuses.

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The Town of Hillsborough is proposing to undertake a pathway upgrade and enhancement project that would provide greater pedestrian accessibility and safety along Eucalyptus Avenue. The project improvements would occur on land licensed to the Town and public right-of-way. The project includes a permeable concrete path with landscaped buffer zone between the pedestrian path and the edge of the roadway to separate pedestrians from vehicles and creating a more comfortable environment. These improvements are designed to encourage a larger portion students within 0.5 miles of the schools to walk instead of being driven to alleviate school-related congestion.

Mid/Large Competitive Projects

1. Essential Wheels E-bike Loaner Program

Request: \$200,000

Sponsor: Hillsborough

In the greater Downtown Redwood City area, there are a larger number of employees who need affordable, reliable commute options to get to jobs and community resources. There is a need along the Peninsula to support post-COVID-19 safe return to office travel options, reduce traffic congestion, increase transit accessibility, improve essential workers' quality of life, and cut vehicle-related emissions. Essential and service sector workers who live or work in Redwood City could easily switch to active transportation options if provided the right resources for trips under five miles, especially from Downtown Redwood City, Friendly Acres, Redwood Village, and unincorporated San Mateo County's North Fair Oaks neighborhoods.

Essential Wheels is a project that will develop, implement, and launch an e-bike loaner program to support a gradual but significant transportation mode shift away from automobile use. Redwood City is sponsoring the nonprofit Manzanita Works to reach and serve an initial 50 essential and service workers who live or work in Redwood City. The program will be collaborating with service provider Good Karma Bikes on acquiring and maintaining a supply of high-quality e-bikes, and coordinate with local electricity provider Peninsula Clean Energy on connecting the essential workforce to e-bike purchase subsidies and lease programs to transition participants to their own e-bikes – thereby freeing up loaner e-bikes for additional workers.

2. / 3. Burlingame and Millbrae Bike Sharing Program

Request: \$200,000 each (\$400,000 joint total)

Sponsor: Burlingame and Millbrae

The cities of Millbrae and Burlingame will jointly implement a public bike sharing program system to enhance multimodal mobility for residents, employees, workers, and visitors. The bike sharing program will offer a clean transportation alternative for short-distance trips, first and last mile

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connectors, and recreation opportunities while reducing vehicle miles traveled (VMT) and congestion in both cities.

Implementation of a cross-city bike sharing program aligns with the Cities' policy goals to reduce single occupant vehicle trips and improve multimodal mobility. Burlingame and Millbrae will use the \$400,000 as startup funding for the program to entice vendors that will install, operate, and maintain an e-bike sharing network connecting both cities. Both cities may utilize docking stations or other innovative solutions for controlled and established parking locations. The project will serve as a one-year pilot program with the opportunity to expand and continue for longer depending on success or funding models.

4. El Camino Real and Ravenswood Ave Crossing Improvement

Request: \$200,000

Sponsor: Menlo Park

The El Camino Real and Ravenswood Avenue intersection is one of the busiest intersections in the City of Menlo Park, serving over 37,000 vehicles per day. The area includes a robust transit network including four SamTrans bus routes along El Camino Real and provides access to Menlo Park Caltrain Station just one block away. Additionally, the Caltrain station provides transit connections with the City's shuttle program that includes commuter shuttles to employers along Marsh and Willow Road and east of US 101. This intersection serves a high number of pedestrian coming to and from Menlo Park on transit to access local businesses, jobs, community amenities, and more but is missing essential pedestrian infrastructure that makes traversing the intersection difficult.

This project will add a new pedestrian crosswalk across El Camino Real at Ravenswood Avenue to complete the crosswalks at this intersection, upgrade crosswalks and improved median islands that include a pedestrian refuge on both crossings, and provide leading pedestrian intervals at one of Menlo Park's busiest intersections. The intersection will serve new developments set to open soon (e.g., Middle Plaza at 500 El Camino Real and Springline at 1300 El Camino Real), the new Guild Theater (a music venue with a regional draw), and downtown Menlo Park. The intersection is located one block from the Caltrain station. The crossing improvements will encourage pedestrian travel to the train station while improving safety and access for pedestrians.

5. California Drive Congestion Management Video Detection

Request: \$144,200

Sponsor: Burlingame

California drive is identified as a major priority bicycle facility in Burlingame's 2020 Bicycle and Pedestrian Master Plan and is the only local road that extends the full length of the city connecting San Mateo to Millbrae. Improvements have been to the much of the corridor or are in the works but many existing signalized intersection do not have video detection to help cyclists catch the green

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lights passively which means they need to dismount and press a button on the sidewalk. Proper detection has been shown to directly build bike ridership levels on a corridor by improving the perceived level of comfort, increasing reliability, and reducing crashes.

This project aims to complete the southern leg of a planned bicycle facility with upgraded camera detection system for real-time detection, data collection, and congestion management. More specifically the improvement will allow the system to detect bicyclists at various approaches, activate custom green time extensions for bicyclists, reduce the chance that a rider cannot be detected, improve compliance, and overall operation of the project intersections at California Drive & Burlingame Ave, California Drive & Howard Ave, California Drive & Bayswater Ave.

6. Westmoor Ave and Westridge Ave Intersection Quick Build Improvements

Request: \$168,000

Sponsor: Daly City

Westmoor Avenue and Westridge Avenue are two-lane roadways that provide access to several activity centers including a shopping center, medical offices, multiple transit stops, an elementary school as well as single and multi-family housing. Residents in the adjacent neighborhoods feel the crossings are unsafe, in particular given that the intersections are adjacent to the high speed corridor of Skyline Boulevard (State Route 35). The locations were identified in the City's Systemic Safety Analysis Report (SSAR) as high priorities to promote safer crossings and encourage more short trips be taken on foot to help reduce congestion and vehicles miles traveled (VMT) in the area.

The project proposes to design and construct a "quick-build" project to install striping to channelize vehicular traffic along Westmoor Avenue and Westridge Avenue near Skyline Boulevard and pavement markings to improve pedestrian crossings at the intersections adjacent to Skyline Boulevard. The new painted curb extensions will prohibit vehicles from parking adjacent to the curbs around the intersection and "daylight" the intersection such that motorists will be able to better see pedestrians at the corners and pedestrians can better see oncoming traffic. These low-cost measures to create painted curb extensions, painted islands, new pedestrian signal heads, and high-visibility crosswalks will also slow traffic exiting Skyline Boulevard onto the local streets.