

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

TA Project Evaluation Committee Final 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 | El 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.