

Appendices

Strategic Plan 2020-2024



SAN MATEO COUNTY
**Transportation
Authority**



Appendix A

Inventory of Measure A Listed Projects



Highway Program	Grade Separation Program	Pedestrian and Bicycle Program
Bayfront Expressway, Willow Road, and Marsh Road Adaptive Signal Timing Project (Menlo Park)	25th Avenue (San Mateo)	28th Avenue Bike Boulevard Implementation Project (San Mateo)
Holly Street/US 101 Interchange Modifications (San Carlos)	Broadway (Burlingame)	Alameda De Las Pulgas Bike and Pedestrian Improvements (Woodside)
I-380 Congestion Improvements (San Bruno and South San Francisco)	Ravenswood Avenue (Menlo Park)	Alpine Road at Arastradero Road and Portola Road at Farm Hill Road Shoulder Widening (Portola Valley)
Railroad Avenue Extension Project (South San Francisco)	San Bruno, San Mateo and Angus Avenues (San Bruno)	Alpine Road Bicycle Safety Improvement Project (County of San Mateo)
Route 1/Manor Drive Overcrossing Project (Pacifica)	South Linden Avenue (South San Francisco) and Scott Street (San Bruno)	Belmont Pedestrian and Bicycle Improvement Project
Sand Hill Road Signal Coordination and Interconnection (I-280 to Santa Cruz Avenue - Menlo Park)	Whipple Avenue (Redwood City)	Bike Transportation Plan Implementation - Class II and III Bike Facilities Project (East Palo Alto)
Skyline Boulevard (SR 35) Widening (I-280 to Sneath Lane - San Bruno)		Brewster Avenue Pedestrian Improvements (Redwood City)
SR 1 Congestion, Throughput and Safety Improvements (Gray Whale Cove to Miramar)		Burlingame Avenue Downtown Pedestrian and Bicycle Project (Burlingame)
SR 1 Safety and Operational Improvements (Main Street to Kehoe Avenue - Half Moon Bay)		Burlingame East Side Bicycle Route Improvements
SR 1 Safety and Operational Improvements (Poplar Street to Wavecrest Road - Half Moon Bay)		Burlingame West Side Bicycle Route Improvements
SR 1 San Pedro Creek Bridge Replacement (Pacifica)		California Drive/Bellevue Avenue Bike-Pedestrian Roundabout (Burlingame)
SR 92/El Camino Real (SR 82) Ramp Modifications (San Mateo)		Complete the Gap Trail (County of San Mateo)
SR 92/South Delaware Street Feasibility Study (San Mateo)		East Palo Alto US 101 Pedestrian and Bicycle Overcrossing
Triton Drive Widening - Foster City Boulevard to Pilgrim Drive (Foster City)		El Camino Real/Angus Avenue Intersection Improvements (San Bruno)
University Avenue/ US 101 Interchange Improvements (East Palo Alto)		Enhanced Pedestrian and Bicycle Visibility Project (City of Daly City)
US 101 Auxiliary lane project (Oyster Point Boulevard to San Francisco County line)		Haven Avenue Streetscape (Menlo Park)
US 101 Broadway interchange (Burlingame)		Highway 1 Trail Extension - Ruisseau Francais Avenue to Roosevelt Blvd (Half Moon Bay)
US 101 Candlestick Point interchange (Brisbane)		Highway 101 Undercrossing Project (Redwood City)
US 101 Express Lanes Project (Whipple Avenue to San Bruno Avenue)		Hillsdale Boulevard/US 101 Pedestrian/Bicycle Bridge (San Mateo)
US 101 Woodside Road (SR 84) Interchange (Redwood City)		Hillside Boulevard Improvements Phase I (Colma)
US 101/Peninsula Avenue/Poplar Avenue Interchange Area Safety Improvements (San Mateo)		Hudson Street Bicycle and Pedestrian Improvements (Redwood City)
US 101/Produce Avenue Interchange (South San Francisco)		Jefferson/Cleveland SRTS and Peninsula Bikeway Project (Redwood City)

Highway Program	Grade Separation Program	Pedestrian and Bicycle Program
US 101/SR 92 Direct Connector Project (Foster City/San Mateo)		John Daly Boulevard Streetscape Improvements (Daly City)
US 101/SR 92 Interchange Area Improvements (Foster City/San Mateo)		Kennedy Safe Routes to School Project (Redwood City)
US 101/Willow Road Interchange Improvements (Menlo Park and East Palo Alto)		Lake Merced Boulevard In-pavement Crosswalk (Daly City)
		Magnolia Avenue and Richmond Drive Bicycle and Pedestrian Improvements Project (Millbrae)
		Menlo Park Bicycle and Pedestrian Enhancement Project
		Menlo Park-East Palo Alto Connectivity Project
		Midcoast Multi-Modal Trail (County of San Mateo)
		Middle Avenue Pedestrian and Bicycle Crossing (Menlo Park)
		Middlefield Road Class II Bike Lanes Project (Atherton)
		Mission Street Streetscape Project (Daly City)
		North San Mateo Drive Pedestrian and Bicycle Improvement Project (San Mateo)
		Notre Dame Avenue Street Improvement Project (Belmont)
		Pacific Coast Bikeway Connectivity North Project (Half Moon Bay)
		Pedestrian Safety Improvement Plan for San Carlos Avenue (San Carlos)
		Pedro Point Headlands Trail (Pacifica)
		Pilot Bike-Sharing Program (Redwood City)
		Redwood City Safe Routes to Schools
		San Bruno Transit Corridor Pedestrian Connection
		San Mateo Citywide Bicycle Striping and Signage
		South San Francisco Sharrows and Striping Program
		Sunshine Garden Safety and Connectivity Improvements Project (South San Francisco)
		US 101 Ralston Avenue Bicycle/Pedestrian Overcrossing (Belmont)
		US 101/Holly Street Interchange Bicycle/Pedestrian Improvements (San Carlos)
		US 101/Holly Street Pedestrian and Bicycle Overcrossing (San Carlos)
		Woodside School Safety Improvement Project



Appendix B

Measure A Highway Pipeline Projects

Highways Pipeline Projects

Key Congested Areas (KCA)

Project Name	Sponsor	Status
US 101/Broadway Interchange Improvements	Burlingame	Project Complete
US 101/SR 92 Interchange Area Improvements	Foster City / San Mateo	Project Initiation Document (PID)
US 101/SR 92 Direct Connector Project	C/CAG-TA	Project Initiation Document (PID)
SR 92/Delaware Interchange Improvements	C/CAG	Project Initiation Document (PID)
US 101/University Avenue Interchange Improvements	East Palo Alto	Preliminary Design Phase
US 101/Willow Road Interchange Improvements	Menlo Park	Under construction
SR 1 Safety & Operational Improvements: Poplar to Wavecrest	Half Moon Bay	Final design
SR 1 Safety & Operational Improvements: Main to Kehoe	Half Moon Bay	Final design
SR 92 Safety & Operational Improvements: SR 1 to Pilarcitos Creek	Half Moon Bay	Project rescinded by sponsor
US 101/Woodside Road Interchange	Redwood City	Final design
SR 92/ El Camino Real Interchange Project	San Mateo	Project Complete
US 101/Peninsula Avenue Interchange	San Mateo	Environmental

Supplemental Roadways (SR)

Project Name	Sponsor	Status
US 101/Candlestick Point Interchange	Brisbane	Project Initiation Document (PID)
US 101 Managed Lane Project (from I-380 to the San Francisco County Line)	C/CAG	Project Initiation Document (PID)
San Mateo US 101 Express Lanes Project	C/CAG-TA	Under construction
SR 1 (Mid Coast) Congestion, Throughput and Safety Improvements	County of San Mateo	Final design
SR 1 Calera Parkway Project	Pacifica	Project rescinded by sponsor
I-380 Congestion Improvements	San Bruno-South San Francisco	Feasibility Study
SR 35 Widening: I-280 to Sneath Lane	San Bruno-South San Francisco	Project lacks support, yet to be fully rescinded
US 101/Holly Street Interchange Improvements	San Carlos	Pending Construction
US 101/Produce Avenue Interchange	South San Francisco	Preliminary Engineering / Environmental Review

(Updated October 2019)



Appendix C

Measure W Core
Principle Weightings
by Program from
SAG, TAG and Public
Survey

Core Principles Key

P1	Relieve Traffic Congestion Countywide
P2	Invest in a Financially-sustainable Public Transportation System that Increases Ridership, Embraces Innovation, Creates More Transportation Choices, Improves Travel Experience, and Provides Quality, Affordable Transit Options for Youth, Seniors, People with Disabilities, and People with Lower Incomes
P3	Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infrastructure/Plan for Climate Change
P4	Promote Economic Vitality, Economic Development & Creation of Quality Jobs
P5	Maximize Opportunities to Leverage Investment from Public/Private Sources
P6	Enhance Safety & Public Health
P7	Invest in Repair & Maintain Existing & Future Infrastructure
P8	Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
P9	Incorporate the Inclusion and Implementation of Complete Street Policies and Other Strategies that Encourage Safe Accommodation of All People Using the Roads, Regardless of Mode of Travel
P10	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Core Principles Weighting: Countywide Highway Congestion Improvements

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P8	P8	P8	P8	Medium (2 pts)
P2	P2	P2	P2	Low (1 pt)
P3	P3	P3	P3	
P4	P4	P4	P4	
P5	P5	P5	P5	
P6	P6	P6	P6	
P7	P7	P7	P7	
P9	P9	P9	P9	
P10	P10	P10	P10	
P11	P11	P11	P11	

Core Principles Weighting: Grade Separations

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P6	P6	P6	P6	Medium (2 pts)
P2	P2	P2	P2	Low (1 pt)
P3	P3	P3	P3	
P8	P8	P8	P8	
P9	P9	P9	P9	
P11	P11	P11	P11	
P4	P4	P4	P4	
P5	P5	P5	P5	
P7	P7	P7	P7	
P10	P10	P10	P10	

Core Principles Weighting: Pedestrian & Bicycle Improvements

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P6	P6	P6	P6	High (3 pts)
P9	P9	P9	P9	Medium (2 pts)
P10	P10	P10	P10	Low (1 pt)
P1	P1	P1	P1	
P3	P3	P3	P3	
P7	P7	P7	P7	
P8	P8	P8	P8	
P11	P11	P11	P11	
P2	P2	P2	P2	
P4	P4	P4	P4	
P5	P5	P5	P5	

Core Principles Weighting: Regional Transit Connections

SAG Survey	TAG Survey	Public Survey Input	Final Recommended Weighting	
P1	P1	P1	P1	High (3 pts)
P2	P2	P2	P2	Medium (2 pts)
P5	P5	P5	P5	Low (1 pt)
P8	P8	P8	P8	
P3	P3	P3	P3	
P4	P4	P4	P4	
P7	P7	P7	P7	
P10	P10	P10	P10	
P11	P11	P11	P11	
P6	P6	P6	P6	
P9	P9	P9	P9	

Core Principles Weighting All Categories

Countywide Highway Congestion Improvements	Grade Separations	Bicycle & Pedestrian Improvements	Regional Transit Connections	Local Investment Share	
P1	P1	P6	P1	P7	High (3 pts)
P8	P6	P9	P2	P6	Medium (2 pts)
P2	P2	P10	P5	P1	Low (1 pt)
P3	P3	P1	P8	P2	
P4	P8	P3	P3	P3	
P5	P9	P7	P4	P4	
P6	P11	P8	P7	P5	
P7	P4	P11	P10	P9	
P9	P5	P2	P11	P8	
P10	P7	P4	P6	P10	
P11	P10	P5	P9	P11	



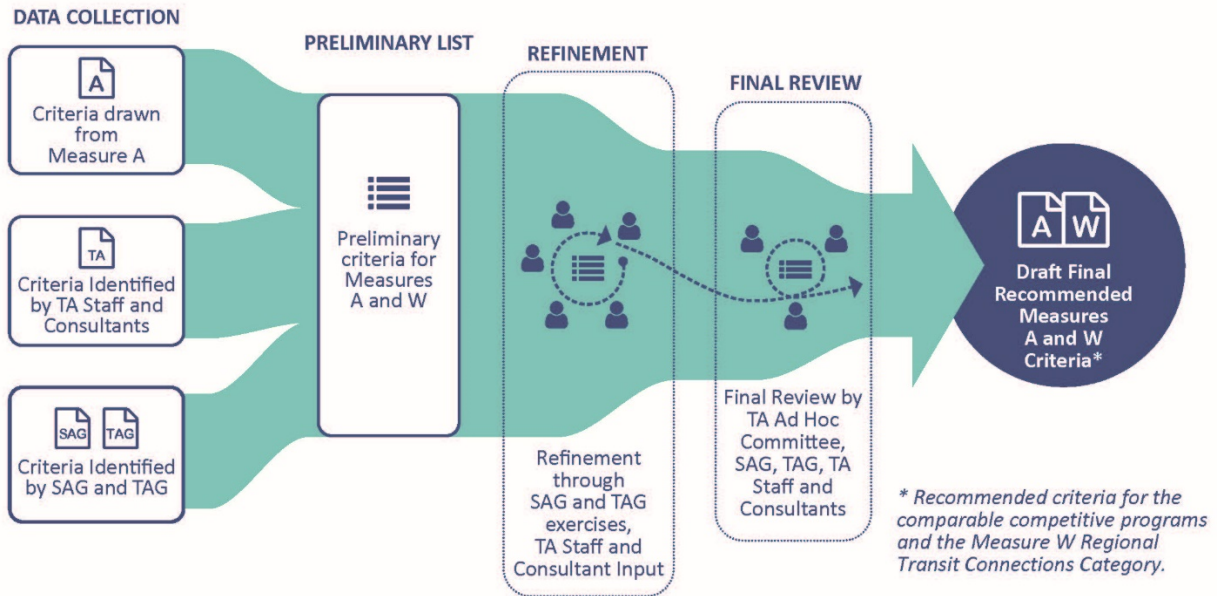
Appendix D

Proposed Evaluation Criteria from SAG and TAG



Significant input went into the criteria development process. As part of the SAG and TAG meetings, staff shared existing evaluation criteria used for the Measure A programs and added a few suggestions for each of the 11 Measure W Core Principles with respect to each of the funding categories. Working with that initial set of criteria, SAG and TAG members generated hundreds of evaluation criteria that were relevant to the Core Principles for each of the programs. The proposed evaluation criteria were brought back to the SAG and TAG for further refinement and consolidation through facilitated breakout sessions. Board Ad Hoc members, staff and consultant also contributed significant input into this process, which is illustrated below.

The recommended draft criteria for evaluating projects for Measures A and W funding applications were developed and refined through an iterative process with a Stakeholder Advisory Group (SAG), a Technical Advisory Group (TAG), input from Transportation Authority (TA) Board Ad Hoc members, consultants, and TA staff.



The following pages show the Recommended Consolidated Evaluation Criteria by Program Category (Highway Program, Grade Separation Program, Bicycle and Pedestrian Program, and the Regional Transit Connections Program) relevant to specific Core Principles and the initial suggested criteria they were generated from.

Recommended Consolidated Evaluation Criteria: Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Ability to relieve congestion/performance improvement
2. **SAG/TAG Recommended Criteria:**
Adds capacity for and incentivizes multi-occupant vehicles; Any projects that reduce traffic congestion and improve transit capacity will support this core principle; Each project should improve safety; Each project should reduce congestion; Focus on improving congestion and connectivity in job centers; Include projected congestion in high growth areas.; Peak period hours of vehicle delay; Potential reduction in loss of economic productivity due to congestion; Prioritize safety to reduce conflict zones and points; Project incorporates technology that reduces congestion; Project provides time or financial incentives for usage of alternative transportation.; Reduces bottlenecks at interchanges

Recommended Consolidated Evaluation Criteria: Clear and complete proposal

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Clear and complete proposal
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Severity of current and projected congestion

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Current congestion
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Highway Program

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential reduction in GHG emissions?
- 2. SAG/TAG Recommended Criteria:**
GHG and air pollution reduction; No air quality impacts; Potential reduction in GHG emissions; Potential to reduce Greenhouse Gas Emissions; this is a component of public health; Project descriptions should be refined to achieve safe streets, VMT, and GHG; Reduces pollutant emissions; Reduction in GHG emissions; reduction in GHG emissions per dollar spent; Reduction in other air pollutants; Reduction of GHGs.; The 3rd bullet below (Includes green construction practices & design elements) should also be listed here with "Reduce GHG Emissions";

Recommended Consolidated Evaluation Criteria: Demonstrates coordination with adjacent projects/integration of inter-related projects

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Demonstrates coordination with adjacent projects/integration of inter-related projects
- 2. SAG/TAG Recommended Criteria:**
Include existing and planned infrastructure improvements.;

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Demonstrates stakeholder support;
- 2. SAG/TAG Recommended Criteria:**
Establish project support for Economic Development by location/access to a priority development area, transit oriented development or of regional significance. Support letters from local Chamber of Commerce, SAMCEDA or Bay Area Council could show support; Ability to easily allow P3s so that employers are able to: study, design, and build major transit projects. Especially as it relates to allowing an easier way to "pass through" funding for major capital projects without third party intervention.

Recommended Consolidated Evaluation Criteria: Ease and speed of implementation

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Ease and speed of implementation
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Has a credible funding

plan Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Has a credible funding plan
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Identified safety issue (e.g. documented collision history due to site conditions that is higher than average for the facility type)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Ability to address safety issue; Identified safety issue; Project addresses documented collision history due to site conditions that is higher than average for the facility type;
2. **SAG/TAG Recommended Criteria:**
Could this be an opportunity to fund infrastructure before there is a history of collisions, in areas with known safety concerns? Other funding sources base competitiveness on collision history, this is an opportunity to fund improvements before collisions occur. Ex: preventative measures for areas with a lack of infrastructure but local attractions, such as the coast; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)?; Interchanges: meet multiple criteria, include bike/pedestrian safety; More data about collision historicity as it relates to time and speed factors. Evaluations off site conditions as having structural deficits- as causative factors or causative factors due to lack of endorsement of speeding. What is the relation between collision sites and proximity to schools, and hospitals and actual reason/ traffic patterns for using certain sites.; Potential impact on number of accidents; Prioritize safety to reduce conflict zones and points; Reduces speeding; Reduction in accidents involving bicycles/pedestrians; Reduction in vehicle accidents; The hotspots for ped/bike collisions in the county tend to be in low income areas. Include equity criteria – projects in communities of concern, near unsafe crossings (i.e. 101 overcrossing project in EPA)

Recommended Consolidated Evaluation Criteria: Impact project has on low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Include equity criteria for rural, coastal communities

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Includes green construction practices and design elements;

2. SAG/TAG Recommended Criteria:

% of project costs devoted to green stormwater infrastructure; % reduction in impervious surface area as part of infrastructure projects; Decrease in stormwater runoff; Do you mean green construction practices or green infrastructure (read stormwater treatment)? Later is likely required but could give extra points for exceeding requirements; Increase urban canopy in highway and on ramp right of way; Meets stormwater treatment criteria; Project includes green infrastructure; Rewards street trees and increasing urban canopy; rewards trees in highway ROW; trash capture devices in storm drains in right of way; Use environmentally construction practices when building highways; but other than that do not know how this criteria fits into “highways” bucket.

Recommended Consolidated Evaluation Criteria: Regional/countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Located in the State Highway Congestion & Safety Performance Assessment for San Mateo County

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

% matching fund contribution; Existing fund from other funding programs/state or federal programs; Match fund levels and consider factors if the match was local vs. other grant funds.; Project has matching funds

Recommended Consolidated Evaluation Criteria: Potential increase in person through-put

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Ability to relieve congestion/performance improvement; Potential increase in person through-put;

2. SAG/TAG Recommended Criteria:

% mode shift created by project; Adds capacity for and incentivizes multi-occupant vehicles; All projects should accomplish congestion relief; Allow current or projected increase in through-put to be considered; Expansion of highways (additional lanes) should only be allowed if there are benefits beyond just SOV capacity.; Focus on Express Lane project. Maybe down the road there can be a study into congestion pricing?; Increased person throughput per dollar spent; Interchange bottleneck relief should be a high priority; Potential increase in person-throughput; Potential reduction in interchange congestion; Potential reduction in SOV; Potential reduction in SOV trips; Prioritize projects that will provide relief sooner rather than later; Project incorporates technology that increases throughput.; Reduces bottlenecks at interchanges; Rewards increasing areas of managed lanes, incentivizes carpools, tactics that discourage SOV.; Through-put actually encompasses GHG/VMT reduction and should be considered as a metric for project effectiveness; We need a consistent TA-adopted method to estimate and compare through-put, and across all program categories (SOVs, transit, bicycles, pedestrians, etc.)

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential travel time savings;

2. SAG/TAG Recommended Criteria:

Average delay per vehicle; Average speed; Average travel time per direction with and without project; Include reduction in travel time; Mainline vehicle delay; Potential reduction in person-hours delay (PHD); Potential reduction in person-hours of delay (PHD); Potential travel time savings; Project should have significant impacts in regards to average commute time reduction, *greenhouse gas reduction* and SOV reduction; Reduction in VHD per capital and overall.; Time savings; Travel time savings; travel time savings per person, not per vehicle - per dollar spent

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential VMT reduction per capita;

2. SAG/TAG Recommended Criteria:

Consider total VMT instead of VMT per capita; Please make allowances for the definition of “VMT per capita” as either per employee and per resident (or total employees plus residents) as different projects may have different beneficiaries. Instead of requiring calculating GHG reductions for individual projects, perhaps look for consistency with an adopted Climate Action Plan/strategy document or other countywide sustainability plans for sea level rise, green infrastructure, resiliency, etc.; Potential VMT reduction per capita; Reduce employee based VMT in vicinity of the project; Reducing travel time can provide a small reduction in GHG, but would not encouraging multiple occupant vehicles provide a greater reduction? VMT reduction/capita the only available metric for fewer cars on the road? Also, remove the ? after GHG emissions reduction, it should be there.; reduction of VMT and GHG emissions as criteria; Suggest removing the operational vs. infrastructure expansion criteria under Sustainability, which seems to limit projects identified. Instead suggest relying on VMT reduction to determine impact/benefit on Sustainability, similar to Measure W

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Private sector contribution;

2. SAG/TAG Recommended Criteria:

% matching fund via private sector; Collaborate with employers to incentivize TDM for companies of all sizes; Collaborate with large employers TDM programs; Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Existing contribution from private developments; Explore opportunities from the Federal and State government that encourages public-private partnerships.; Make it easier for private companies to initiate and sponsor transit projects.; One potential criteria could be available existing fund from private sector or other sources, so the Measure W fund will be an addition to the existing funds; Partner with business associations to find P3 partners; private sector contribution; Private sector contributions should provide a higher score.; Project partners with private and public sector to find first-last mile solutions; Project should focus on leveraging HOVs provided by the public and private sector.

Recommended Consolidated Evaluation Criteria: Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Identify job centers and focus on the ingress/egress.

Recommended Consolidated Evaluation Criteria: Project accommodates multiple transportation modes (e.g. pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g. express lanes, bus only lanes)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Project accommodates multiple transportation modes where contextually appropriate and to the extent feasible (Complete Streets);

2. SAG/TAG Recommended Criteria:

% Mode shift from SOV to bike/ped/carpool, etc. created by project; % of project funding that is devoted to biking, walking, and transit improvements; Alternative transportation including public vanpools, microtransit, increased public ferry service. Rewards increased peak service frequency and transit options.; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages/abilities; Demonstrate how the project accommodates people walking or bicycling (allow a description as to why this wouldn't apply to a freeway project); Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? -would need checklist or other evaluation technique; Encourages reduction in gaps in bicycle network; Focuses on Alternative Transportation and reduces SOV; Includes bicycle and pedestrian safety and access improvements where applicable; increases multimodal access; Interchanges and non-freeway state highways projects (El Camino Real, Highway 1, and others) include Complete Streets components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Interchanges and non-freeway state highways projects (El Camino Real, Highway 1, and others) include components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Landscaping, Complete Streets concepts, and transitions into city streets should all be considered to improve the street quality for users; Potential alignment with Caltrans Complete Streets Policy where applicable; Priority given to projects that increase safety for pedestrians and bicyclists – protected bike lanes, enhanced cross walks, etc.; Project accommodates bicycle and pedestrian modes or project is a gap closure in bicycle and pedestrian infrastructure: more applicable to freeway interchange projects, bridge widening, improvements on state highway system such as SR84; Project considers incorporating design features to mitigate impacts to alternative modes where appropriate and applicable. Example: Interchange may look at T-ramps or signalized intersections for safety.; Project is a gap closure, project scope includes bicycle and pedestrian improvements; Project scope includes bicycle and pedestrian improvements; Project should help to create Complete Streets; e.g., nearby bike/pedestrian bridges or underpasses; Provide bike/ped access for projects that have opportunity to connect to local streets (e.g. freeway overcrossings) should be required; Provides separated bike and ped facilities.; provides separated bike and/or ped facilities; To the extent feasible

Recommended Consolidated Evaluation Criteria: Project improves access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Enhance Safety and Public Health

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Highway Program

N/A

2. **SAG/TAG Recommended Criteria:**

Connections to regional transit centers can result in VMT reduction; Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Invest in the Public Transportation System

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project includes resiliency elements to address climate change;

2. **SAG/TAG Recommended Criteria:**

design reflects anticipated sea level rise...design can adapt to climate change (not so much that it would 'address climate change'); Extent to which project includes resiliency elements to address climate change; Including resiliency and/or confirming that the proposed project is not subject to SLR impacts for its design life would be good to consider.; Sea level rise resiliency and risks should also be a factor when rating projects; Supports climate change resiliency improvements.

Recommended Consolidated Evaluation Criteria: Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project supports transit-oriented development;

2. **SAG/TAG Recommended Criteria:**

Ability to increase connectivity to other modes by increasing access; Access to concentrations of jobs and housing; Connection to Priority Development Area or dense residential or employment centers (for example, bike/ped bridge over 101 to business center or shuttle that goes from Caltrain or bike/ped/transit from homes to jobs); connections/proximity to housing near transit; Creates shorter access/direct/eased access to jobs, a job center, major employer, or an activity center; Does the project incentivize more affordable homes near transit?; Evaluation criteria might relate to the location of projects in proximity to job centers or portions of commute corridors that connect the most homes to the most jobs.; Extent to which the project supports dense housing near transit; First-last mile connections to express bus system/transit; Increase access to business centers and downtowns; Increased access to jobs and educational/career advancement opportunities for low-income communities and workers; Increases connectivity or access to the transit corridors; Number of existing and planned affordable transit oriented units served; Potential improved access and connections to existing or future multimodal transportation hubs; Potential improved access to concentrations of jobs and housing; Project connects to public transportation system; Project increases safe and efficient access to transit via multiple non SOV modes; Project provides/improves connection or access to a transit

Highway Program

station?; Projects should include first/last mile connections; Projects that connect over freeways to business/employment centers, such as ped/bike bridges, shuttles, etc.

Recommended Consolidated Evaluation Criteria: Project is primarily an operational improvement (e.g. safety or ITS) rather than infrastructure expansion (e.g. adding general purpose lanes)

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project is primarily an operational improvement rather than infrastructure expansion
2. **SAG/TAG Recommended Criteria:**
Use of new technology;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and fund programming documents

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project recognized in regional, county or local planning documents;
2. **SAG/TAG Recommended Criteria:**
Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Does the project support a Priority Development Area (PDA) or dense residential or employment centers; Extent to which project supports cities with strong TDM requirements for new development; Focus on improvements in high growth areas - Prioritize improving existing and planned infrastructure -Plan for future growth when determining transit lines Prioritize PDAs; Is project within or providing improved access to a PDA, TPA, or TOD area?; Potential alignment with Regional Mobility Action Plan where applicable; Project considers the County's Vulnerability Assessment and other climate change and adaptation plans; Rather than evaluate/establish particular climate change resiliency with each project, also should have an option to demonstrate consistency with a regional, county or local plan dealing with such issues.; score applications so that the inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections, and/or improved safety for pedestrians and bicyclists is valued at 10-20% of the total project score; Support projects in the PDA areas.

Recommended Consolidated Evaluation Criteria: Project status and schedule Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project status and schedule;
2. **SAG/TAG Recommended Criteria:**
Priority to shovel ready projects -Priority to matching funds; Some phases of the project is completed: environmental, right-of-way, design

Recommended Consolidated Evaluation Criteria: Severity of current and projected congestion

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Projected congestion
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Regional/countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Regional significance;
2. **SAG/TAG Recommended Criteria:**
Measurement on how the project works as a part of the regional network. Much like the Highway 101 express lane project, how can we duplicate this project along other corridors to reduce congestion?; Project is multi-jurisdictional/multi-county; example: bus on shoulder; Similar to Measure A, prioritizing regional significance still would seem to make sense.

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change

Highway Program

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Cost Effectiveness;

2. SAG/TAG Recommended Criteria:

Demonstrate a savings compared to agency doing project alone.; Dollar amount – travel time savings per person per dollar spent; GHG and air pollutant reduction per dollars spent; Invest in projects that offer the most bang for our buck; Number of quality jobs created per dollar spent; Particulate pollution reduction per dollar spent with an emphasis on PM pollution reduction in communities with high asthma rates and other health disparities; travel time savings per person, not per vehicle - per dollar spent; VMT reduction per dollar spent; VMT reduction per dollar spent; project encourages more active transportation modes especially in communities with health disparities

Recommended Consolidated Evaluation Criteria: Ability to address identified safety

issue Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Identified safety issue; Safety and traffic benefit;
- 2. SAG/TAG Recommended Criteria:**
Extent to which project increases safe access to transit stations; increases separation from high volumes and speeds; One goal is to reduce suicide opportunities; Potential reduction of collisions at grade separated facilities; Project eliminates train/car or train/pedestrian/bike crash at an intersection with high crash rate; Project includes bicycle and pedestrian accommodation and safety measures; Provides safe connections across barrier (Caltrain tracks) for people walking, biking, and ADA; Safety is a highly important criterion.; Safety is the most important reason for a grade separation; What are the identified safety issues?; Will project enhance pedestrian and bicycle safety?

Recommended Consolidated Evaluation Criteria: Ability to relieve traffic congestion and improve local mobility

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Identified traffic issue;
- 2. SAG/TAG Recommended Criteria:**
Projects should reduce delay and queuing of vehicles; Projects should reduce delay and queuing of vehicles

Recommended Consolidated Evaluation Criteria: Consideration of Caltrain and High Speed Rail operational needs

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Regional benefit to the Caltrain system;
- 2. SAG/TAG Recommended Criteria:**
Improves transit operations and could increase ridership; Increases frequency and speed of Caltrain encouraging ridership; Is there an improvement in Caltrain operations?; Look to improve frequency due to planned developments/high growth areas especially in light of electrification of Caltrain; Prioritize projects that provide passing infrastructure where needed to increase rail passenger capacity; Project improves Caltrain operation/schedule; Project

Grade Separation Program

should transit operations and could increase ridership (Caltrain Business Plan may provide information on this); Supports Caltrain and encourages ridership.; What are the benefits to Caltrain riders

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential reduction in GHG emissions?;

2. SAG/TAG Recommended Criteria:

Encourages ridership which reduces GHGs.; GHGs could be reduced if there was congestion today; Project improves intersection operation, reduced air pollution/Greenhouse Gas Emissions in the area; Project improves traffic operation at the intersection and nearby intersections, reduces congestion/GHG emissions; Project reduces noise and air pollution level around the intersection (would need to provide a tool to calculate this); Reduce GHG emissions; reduction of GHG emissions as criteria; Reduction of greenhouse gases by elimination of congestion and vehicle emissions; Reduction of greenhouse gases by elimination of congestion and vehicle emissions; Seems that the category should focus more on travel times and GHG reduced due to reduction in local traffic congestion

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Demonstrates stakeholder support

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Ease and speed of implementation

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Ease and speed of implementation

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Has a credible funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Has a credible funding plan
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Includes green construction practices and design elements;
2. **SAG/TAG Recommended Criteria:**
Extent to which project includes resiliency elements to address climate change; green streets; Include Green construction practices, but not if it is cost prohibitive.; increase in pervious surfaces; It does seem possible for a grade sep to include resiliency.; Potential for green infrastructure element; Project addresses climate change; Project incorporates green infrastructure in the scope of work; reduction in stormwater runoff

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Percent of matching fund contribution;
2. **SAG/TAG Recommended Criteria:**
Figure out a way that sponsors are financially invested (local contributions) in the project as well; Match and grants.; Percent matching fund contribution; Project has some existing funding from other sources; private, federal, state

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings;
2. **SAG/TAG Recommended Criteria:**
Extent to which project increases travel time benefit for transit (such as local bus service), particularly for transit dependent populations; Change in average delay; Increases speed and safety of Caltrain. Reduces danger to crossing

Grade Separation Program

traffic; Project has the potential to reduce diverted/longer local trips; Travel time savings per person because of grade separation

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita;
2. **SAG/TAG Recommended Criteria:**
Change in total VMT (not per capita); reduction of VMT criteria

Recommended Consolidated Evaluation Criteria: Private sector contribution, including private, public partnerships

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Private sector contribution;
2. **SAG/TAG Recommended Criteria:**
Look to employers along Caltrain to assist with leveraging funds.; Private sector partnership; Provide extra scoring points if private funds are included

Recommended Consolidated Evaluation Criteria: Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible;
2. **SAG/TAG Recommended Criteria:**
Add more crosstown connections including bike/ped only; also address barriers in bike/ped networks; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages; Complies with Complete Street standards for interchanges, arterials with protected lanes/protected intersections for all ages/abilities; Consider social equity impacts of at-grade crossing street closures and pedestrian/bicycle related changes which are included in the grade separation project; Creating Improvement to pedestrian/bicycle infrastructure and safety associated with grade separation opportunities for new/improved bike/ped crossings and incorporating GI

Grade Separation Program

elements should provide additional scoring points.; Does not create new or substantially worsen barriers to bike/ped mobility; Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? - would need checklist or other evaluation technique; Does the project conform to Complete Street standards (like NACTO or other locally developed standards)? - would need checklist or other evaluation technique; Extent to which project accommodates all modes; Extent to which project includes components for biking, walking, and transit (wider sidewalks, bike lanes, BRT, etc.); Extent to which project increases safe access to transit stations; first and last mile to transit for people walking and biking/safe routes to transit; Grade seps that include crossing for the other modes in addition to vehicles.; How does grade separation project allow for improved multi-modal access on local roads crossing the rail corridor? Does it result in improved station access or connectivity?; Improve pedestrian/bike connections by Improve existing crossings; Improve pedestrian/bike connections by Providing new crossings; Improvement to pedestrian/bicycle infrastructure and safety associated with grade separation; Linkage of Grade separations to accessibility factors and the various modes of transportation people would use access boarding locations without increasing congestion, and safety issues. Investment in accessibility modes should review aging population travel patterns and needs.; Needs to be conceptually appropriate.; Ped/bike improvement is an important element of projects; Ped/bike improvement is essential; Points for projects that incorporate multimodal access where possible.; Prioritize projects that provide passing infrastructure where needed to increase rail passenger capacity; also address barriers in bike/ped networks; Project includes bicycle and pedestrian accommodation and safety measures; Project scope includes bicycle and pedestrian connection; Project scope includes bicycle and pedestrian infrastructure improvements.; Project will increase access for all people, including people with disabilities, and encourage more walking/biking; Projects should always include complete streets; Reduction in bicycle/pedestrians barriers; Reduction in bike/ped injuries; Reduction in bike/ped injuries/collisions/deaths; score applications so that the inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections, and/or improved safety for pedestrians and bicyclists is valued at 10-20% of the total project score; Submit a 'complete streets' checklist; Support adding active transportation elements to non-highway grade sep projects.

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A

2. **SAG/TAG Recommended Criteria:**

Consider life-cycle costs in project evaluation; Identify long term funding need for upkeep of Grade Separation.; Identify ongoing O&M cost; project accounts for long term repair/maintenance/operations needs; Project includes a plan for repair and maintenance

Recommended Consolidated Evaluation Criteria: Project assessment based on factors from the California Public Utilities Commission Grade Separation Priority List (e.g. train & vehicle volumes, collision history, site configuration & community impact, including need for emergency vehicle access)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Relieve Traffic Congestion Countywide

Suggested Criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Grade Separation Program

Quantitative assessment based on the California Public Utilities Commission Grade Separation Priority List Index Formula;

2. **SAG/TAG Recommended Criteria:**

ADT of crossing roadways; Collisions along the corridor that are influenced by the traffic impact resulting from the at-grade crossing; distances between RR and signalized intersection (s); How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)? Either in a place where there's been no safe crossing or the existing crossing wasn't safe; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)? Either in a place where there's been no safe crossing or the existing crossing wasn't safe; Look at where the crossings are causing severe delays on the arterials and local streets.; Need quantifiable metrics of high collision intersections; Probably intersection LOS improvement is appropriate here; Project enhances intersection operation; Project is at an intersection with high crash rate; Project is located in a high bike/ped collision/injury area; How does this project address collision history (show that police reports/collision types/times, etc. are addressed by the proposed project)?; Use quantitative collision factors. Similar to the highway program.; Where is there a higher than average accident rate?

Recommended Consolidated Evaluation Criteria: Project improves access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Supports economic activity and spurs new economic development in the vicinity

2. **SAG/TAG Recommended Criteria:**

connections to commercial areas; connections to employment centers from residential areas; connections to housing in x mile radius; employment density within defined distance of existing at-grade crossing; If a grade sep can be shown to encourage nearby economic development then that project should score higher.; Number of existing and planned affordable housing units planned within a quarter mile of the project; Points for projects that facilitate access to public transit, if possible.; Project creates direct and safer access to downtown or activity centers; repeat above concerns about promotion of jobs vs. promotion of housing at all levels & integrated communities; Should be near to and provide access to major employment sites;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and programming documents

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Project recognized in regional, county or local planning documents;

2. **SAG/TAG Recommended Criteria:**

Grade Separation Program

Alignment with Caltrain Business Plan; Criteria should be coordinated with those in the Caltrain Business Plan; Does the city have a Vision Zero policy/plan? (get x number of points) – must define, see MTC ATP guidelines; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Points if project advances Vision Zero goals; Potential opportunities provided in the current Caltrain Business Plan discussion?; Project is consistent with local adopted policies.; Should be discussed in Caltrain Business Plan.

Recommended Consolidated Evaluation Criteria: Project status and schedule

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Project status and schedule;
2. **SAG/TAG Recommended Criteria:**
Some phases are completed (planning, design, environmental).

Recommended Consolidated Evaluation Criteria: Project supports transit-oriented development

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Extent to which project supports affordable TOD

Recommended Consolidated Evaluation Criteria: Results from a public planning process

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Results from a public planning process
2. **SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria:

Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Cost effectiveness;

2. SAG/TAG Recommended Criteria:

Dollar amount – travel time savings per person; Extent to which project reduces VMT and reduces GHG emissions per dollar spent; Travel time savings per person per dollar spent

Recommended Consolidated Evaluation Criteria: Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micro mobility stations

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Accommodates multiple transportation modes (pedestrian and bicycle);

2. SAG/TAG Recommended Criteria:

creation of new amenities at transit stations for walking and biking: secure bike parking, storage for micromobility; Does the project create new amenities at transit stations such as safe storage for bikes/micromobility?; Extent to which project incorporates complete streets principles; Extent to which project increases pedestrian and bicycle amenities such as secure bike parking and micromobility parking and charging areas; How does the project increase walking/biking amenities: secure bike parking, micromobility parking, e-device charging areas; Include funding for things like storage on transit; Increase comfort for bike and pedestrian users; Increase comfort for users of all ages and abilities (e.g. 8-80); Maybe fund bike parking at transit centers?; micromobility share (bikes/scooters) programs; Project accommodates all modes; Project includes infrastructure to support multimodal sharing (like bike parking) and meets first/last mile needs; Project makes walking or biking safer; Project provides better facilities at transit station (bike locker)/scooter or bike share corrals; Project should be safe for people of all ages; provides safe barrier crossings

Recommended Consolidated Evaluation Criteria: Clear and complete proposal

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Clear and complete proposal

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Closes gap in or extends countywide pedestrian and bicycle network

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Bicycle and Pedestrian Program

Closes gap in countywide pedestrian network; Closes gap in countywide pedestrian and bicycle network; Provides connectivity to pedestrian and bicycle system;

2. **SAG/TAG Recommended Criteria:**

Address barriers that exist in the bike network; Close bike/ped gaps that may be disrupted due to growth; Close bike/pedestrian gaps; Closes active transportation route gaps; serves last mile needs; Connects with alternative modes of transportation; Creates complete biking/walking networks; Does project fix gaps that impede walking/biking?; extent to which the project addresses biking and walking demand (gap closure, documented usage without facilities, surveys/counts that show high usage, connection to key destinations); Filling gaps in bike network; how does project make walking/biking more convenient and accessible?; Identifies barriers to bike travel and overcomes them; Include regional connections for bicycle commuters; Inclusion of quality bicycle and pedestrian facilities, network gap closures, across-barrier connections; Multi-jurisdictional project; bike lane/bike boulevard that goes through two jurisdictions, bike-pedestrian bridge that serves more than one jurisdiction; Project addresses a barrier (freeway, train tracks, large intersections, creeks) in bicycle-pedestrian network, potential for mode shift; Project addresses a barrier in bicycle and pedestrian infrastructure, sidewalk gap, bike-pedestrian bridge, connection to a regional bike network; Project closes gap and connects to a high-quality bicycle/pedestrian network; Project fills gaps in bicycle/pedestrian network/Provides safer crossings of barriers; Project fills gaps in bicycle/pedestrian network/Provides safer crossings of barriers; Project is multi-jurisdictional/regional significance such as bike lane/bike boulevard that goes through multiple jurisdictions; Project makes walking or biking more convenient/accessible (look at ADA standards as well);

Recommended Consolidated Evaluation Criteria: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Potential change in GHG Emissions?; Reduced Emissions and Air Quality; Reduces emissions and improves air quality;

2. **SAG/TAG Recommended Criteria:**

GHG and air pollution reduction; GHG reduction leads to good public health; improves air quality; Project has goal/target reduction of VMT, travel times and GHGs; Project reduces GHGs; There should definitely be criteria that reduces VMT and GHG

Recommended Consolidated Evaluation Criteria: Degree to which the project reduces stress level, increases safety and accommodates people of all abilities.

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria:

1. **Existing Measure A Criteria / Staff Suggested Additions:**

N/A

2. **SAG/TAG Recommended Criteria:**

Measure the level of traffic stress by comparing car travel to how many fewer bikes go through; More points for better bicycle class, i.e. separated bike lanes should score better than sharrows; Project is an upgrade of an existing facility to a higher-quality one; sharrow to bike lane or exiting bike lane to buffered/protected bike lane. Or project reduces exposure to the speed or volume of traffic.

Recommended Consolidated Evaluation Criteria: Demonstrates stakeholder support

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Demonstrates stakeholder support;

2. SAG/TAG Recommended Criteria:

Support from business

Recommended Consolidated Evaluation Criteria: Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Staff Suggested Additions:

Closes gap in countywide pedestrian and bicycle network; Enhances connectivity to schools, transit stations and other activity centers; Improves links for pedestrian and/or bicycle access between TOD, transit and other high use activity centers; Serves area of high population density; Supports livable, walkable and healthy communities

2. SAG/TAG Recommended Criteria:

Connects a first/last mile to high density nodes – jobs centers, high density housing; Does the project create easier and safer routes to transit for active modes?; does the project create more convenient and safe routes to transit; Enhance commuter routes, add first/last mile, and add infrastructure to schools First/last mile – gap closures; First/last mile connections to transit; First/last mile to transit should be considered; Focus on first-last mile solutions; High travel demand has high priority; how does the project connect to schools, transit, homes, jobs; Improves access to transit, including mid-block bike/pedestrian to stop jaywalking; Include connectivity to parks, open space and shorelines (bay and coastal); Include criteria for equitable access to parks, open space, and shoreline visitor destinations; Increase in walking and biking by providing safe and comfortable alternatives to key destinations or completing gaps in the network; Increased access to open space, opportunities to recreate; Increased access to recreational, open space, and other health promoting spaces for communities with health disparities; Increased safe and healthy access to opportunity for disadvantaged communities and communities with health disparities; Increased safe and healthy access to opportunity for disadvantaged communities and communities with health disparities; Is there a 1st/last mile plan connected to the project; Points for providing multimodal, active connections between bus stops and train stations.; Project connects bicycle and pedestrian network seamlessly into public transportation system; Project connects to/serves schools, transit, or employment centers; Project creates better access to transit stop/station such a midblock crossing with HAWK or RRFB for a better access to a mid-block bus stop; Project creates safer, better access to transit stop/station; Project improves links for pedestrian and/or bicycle access between TOD, transit and other high use activity centers; Project includes sustainable first/last mile options to reach transit; project is a first-last mile connection to transit; Project is in close proximity of schools, senior center, etc.; Project provides/improves connection or access to a transit station?; Project should be a first/last mile project; Provides a first/last mile connection

Bicycle and Pedestrian Program

to transit? Improves connection/access to a station, to a TOD/TPA; Remove barriers to access; Safe connections to business centers, employment centers, retail centers; Safe Routes to Transit;

Recommended Consolidated Evaluation Criteria: Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)

Relevant to the following Measure W Core Principles:

- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Transportation not recreational measure. Ok if it's recreational as long as part of a transportation system.

Recommended Consolidated Evaluation Criteria: Project has a credible cost estimate and funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Has a credible funding plan

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact/green infrastructure (includes resiliency elements to address climate change)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Includes low environmental impact/green development; Project includes resiliency elements to address climate change;

2. SAG/TAG Recommended Criteria:

Does project include a "Green streets" element, combining stormwater street treatments with complete streets elements?; Extent to which project includes resiliency elements to address climate change; Increase in the number of greened acres where the first inch of water is treated naturally - i.e. permeable surfaces OR increase gallons of naturally treated stormwater; Project has a green infrastructure plan; Project includes green infrastructure (if capital project Rewards street trees and increasing urban canopy; reduces urban heat island effect; rewards shade on roadways and multimodal paths; rewards trees in highway ROW

Recommended Consolidated Evaluation Criteria: Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity

Relevant to the following Measure W Core Principles:

- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Bicycle and Pedestrian Program

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)

Relevant to the following Measure W Core Principles:

- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
N/A
- 2. SAG/TAG Recommended Criteria:**
Extent to which the project supports Priority Development Areas or dense housing near transit; Higher density should rank higher; Is project within or providing improved access to a PDA, TPA, or TOD area?; Number of existing and planned affordable transit-oriented units served; Points for projects in 51% or more EnviroScreen areas; points for projects that increase active transportation in Priority Development Areas; Project is adjacent to or provides access routes to dense affordable housing near transit; Service to Priority Development Areas and Priority Production Areas (by definition, higher density); Should apply to both existing and projected (housing?)

Recommended Consolidated Evaluation Criteria: Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Project addresses documented collision history due to site conditions; Safety improvement/enhancement;
- 2. SAG/TAG Recommended Criteria:**
Accidents rates; documented collision history and identified safety need; Identifies barriers to bike travel and overcomes them; Measure the level of traffic stress by comparing car travel to how many fewer bikes go through; Mid-block bike/ped stop should be included because a crossing prevents jay walking which is a safety issue; Prioritize projects that enhance safety for alternatives to driving; i.e. protected bike lanes, bulb outs, decreasing crossing distance on cross walks, etc.; Project protects pedestrians and bicyclists from dangers. Encourages Alternative Transportation and reduction of SOV; Reduce exposure to dangerous intersections; Reduction in all collisions, particularly bicycle and pedestrian-involved collisions, with a focus on areas with a high-rate of collisions and sensitive locations such as schools, senior centers, and Communities of Concern; Should demonstrate collision improvement/safety improvement through criteria similar to Measure A (connectivity, gap closure, collision history, etc.); Will project reduce collisions

Recommended Consolidated Evaluation Criteria: Percent of matching funds

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Existing contribution from private developments; Existing fund from other funding programs/state or federal programs; Is there a matching contribution?; Match fund levels and consider factors if the match was local vs. other grant funds; One potential criteria could be available existing fund from private sector or other sources, so the Measure W fund will be an addition to the existing funds.; Percent matching fund contribution; Percent of private sector contribution/matching fund; Priority to matching funds; Project has matching funds; There is existing contribution from private development; There is existing funding from school district bonds; There is exiting funding from other sources/federal, state, or local

Recommended Consolidated Evaluation Criteria: Potential increase in person throughput, mode share

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Potential increase in person through-put;

2. SAG/TAG Recommended Criteria:

% increase in biking or walking mode share/increased usage; % mode shift created by the project or program; % mode shift from SOV to biking/walking; Commuter routes and high use factors. Improve facilities that will receive high use; How many mode shift; Increase in bike/walk mode share; increase mode shift to bike/walk; Increased mode shift to biking/walking from SOV; Is there a reduction in VMT?; Measure A criteria are adequate. Agree with increase in person through-put metric; Person throughput – TA staff may need to help collect; Project encourages mode shift; Project increases ability to get to work without using a car – enhanced bike lanes, crosswalks, more access for wheelchair users; Project should support county wide vision for mode shift; Projects that create high mode shift are good for the environment; Reduction in vehicle miles of travel; Should show projected percent increase in mode share; Specific projection for the area; Will there be an increase in walking and biking because project provides alternative to driving.

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Bicycle and Pedestrian Program

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita
- 2. SAG/TAG Recommended Criteria:**
N/A

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Private sector contribution;
- 2. SAG/TAG Recommended Criteria:**
Does project partner with private sector; Encourage P3s to close bike/ped gaps – especially with new development; I think the Measure A criteria are also relevant under Measure W; particularly the private sector contribution (which could be through impact fees collected from private development).; Partner with employers to leverage P3s where possible; Private sector contribution; Private sector contributions should provide a higher score

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria:

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
N/A
- 2. SAG/TAG Recommended Criteria:**
Future proof – category is not for current maintenance; Include a cost estimate for ongoing maintenance; Long lasting materials or maintenance plan - ok for TA to fund the plan; project accounts for long term repair/maintenance/operations needs; Project reduces the wear and tear on existing/future infrastructure; Projects already include long term materials and plans; Supports proactive maintenance of multimodal trails

Recommended Consolidated Evaluation Criteria: Serves low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Serves a low income transit dependent community in the immediate vicinity; Serves low income/transit dependent in the immediate vicinity

2. SAG/TAG Recommended Criteria:

Also, suggest allowing (but not requiring) coordination with public health to obtain data on public health conditions (childhood obesity rates, asthma, chronic diseases tied to inactivity) for points in this category as well. So if a project is not at a specific location that has collision history, but serves a neighborhood/community with documented public health issues that could be improved with infrastructure changes, they'd also be eligible for points in this category.; Connections to Communities of Concern (public health); Focus on PDAs and Communities of Concern in improving bike/ped connectivity between bus, rail, etc.; helps reduce health equity as per EnviroScreen; Improvement in localized air quality, especially for communities with health disparities; Long standing health disparity, asthma; Project encourages specific age groups/users to mode shift; Project serves low income transit dependent community in the immediate vicinity;

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Project recognized in regional, county or local planning documents;

2. SAG/TAG Recommended Criteria:

Allow projects that would benefit vulnerable populations (seniors, schoolchildren, disabled users) by improving mobility points here too; Does the city have a Vision Zero plan?; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Project considers the County's Vulnerability Assessment and other climate change and adaptation plans; Project is consistent with local (General Plan or specific plans) complete streets policy; Project is located in a city with a Vision Zero policy/plan – must define, see MTC ATP guidelines; Rather than evaluate/establish particular climate change resiliency with each project, also should have an option to demonstrate consistency with a regional, county or local plan dealing with such issues; Vision Zero principles should be incorporated into project

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck”

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Relieve Traffic Congestion Countywide

Initial suggested criteria:

1. Existing Measure A Criteria / Staff Suggested Additions:

Value: Benefit relative to the amount of funding requested (high impact, low cost projects – “bang for the buck

2. SAG/TAG Recommended Criteria:

Also look at the rate per user, i.e. are you getting a high number of users for the dollars spent – (return on investment); Degree of increase in non SOV travel per dollar spent; Degree of reduction in SOV use per dollar spent; Demonstrate a savings compared to agency doing project alone; Extent of mode shift per dollar spent; Increase in person throughput per dollar spent; Must demonstrate savings compared to agency acting alone; Project is multi-jurisdictional;

Recommended Consolidated Evaluation Criteria: A high level of non-single occupant vehicle (SOV) first/last mile access options/accommodations either exist or are part of the regional transit project

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode
- Invest in the Public Transportation System
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Clear and complete proposal A high level of non-single occupant vehicle (SOV) first/last mile access options either exist or are included as part of the proposal; Potential for new transit ridership diverted from single occupant vehicles (SOVs); Where applicable, project accommodates first/last mile access modes;

2. SAG/TAG Recommended Criteria:

Ability of proposal to increase transit ridership; Attracts riders away from SOV mode; First/last mile; First/last mile (on demand connection to regional service); First/last mile connections; First/last mile connections; First/last mile/safe routes to transit; First/last-mile planning; Improves access by non-SOV trips; Incentivize Transit, Bike, Ped, Carpooling... core principle above seems to describe a requirement to accommodate first/last mile elements.; Increase access to transit and/or level of transit service; Invest in emerging technologies for last mile solutions; Last mile (shuttles); New ridership diverted from SOV trips; Potential new transit ridership diverted from SOV's; Potential to attract riders away from SOV mode; Project includes sustainable first/last mile options to reach transit; projects that enable regional transit to accommodate multiple modes for last mile; Promotion of first/last mile connections; Providing improved or on-demand services to transit hubs; Reward pilots to increase ridership; projects that support last mile connections; Rewards last mile connections; park and ride; supports transit to transit deserts/ underserved areas.; safe access to and from transit via biking and walking (both on-street safety and personal safety); Safe access to transit for bikes/pedestrians as part of the project design; Would this program fund first/last mile solutions?

Recommended Consolidated Evaluation Criteria: Ability to relieve congestion for regional trips

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Provides congestion relief in San Mateo County

2. SAG/TAG Recommended Criteria:

N/A

Recommended Consolidated Criteria Language: Degree to which project reduces GHG emissions and improves air quality

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Regional Transit Program

Potential reduction in GHG emissions;

2. **SAG/TAG Recommended Criteria:**

Clean energy; Clean vehicles and energy; Extent to which the project reduces PM and other local air pollutants, particularly in communities with health disparities; Proposes to use clean energy technology; reduction in air pollution/particulate; reduction of VMT and GHG emissions as criteria.; Support projects that improve air quality (reduces GHG, PMT, Nox, Sox); that help increase health equity as per EnviroScreen; rewards active transportation for first and last mile.; Uses clean vehicles

Recommended Consolidated Evaluation Criteria: Has a credible cost estimate and funding plan

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Solid funding plan in place

2. **SAG/TAG Recommended Criteria:**

N/A

Recommended Consolidated Evaluation Criteria: Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**

Solid funding plan in place Includes green construction practices and design elements; Project includes resiliency elements to address climate change;

2. **SAG/TAG Recommended Criteria:**

Extent to which project includes green construction practices and green design elements; Extent to which project includes resiliency elements to address climate change; Extent to which project reduces impervious surfaces; Green infrastructure with capital improvements; Project addresses climate change; Project has a green infrastructure element; Resiliency for climate change

Recommended Consolidated Evaluation Criteria: Need to increase access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Enhances connectivity to major employment centers/ high population activity centers; Improves access from transit-oriented development to major activity centers; Supports jobs and housing growth/economic development

2. SAG/TAG Recommended Criteria:

Connections to major activity centers and housing; Connectivity and planning will help relieve traffic in San Mateo County and throughout the 9 – County Bay Area.; Connects major job centers with housing across county lines; Express buses to high job centers; Extent to which project increases access to affordable housing near transit; Extent to which project increases access to affordable housing near transit; High level of service to jobs/housing centers; Include connectivity to parks and open space destinations; Include equitable access to parks, open space and coastal shorelines; Include tourism/recreation connectivity for parks, open space and coastal shoreline destinations; Invest in infrastructure near job centers; Invest in infrastructure near job centers; Number of existing and planned affordable transit oriented units within a quarter mile of the project; Parks and open space; Potential to connect major job centers with housing across county lines; Potential to provide high-level service to jobs/housing centers inside San Mateo County and between other counties; Project creates better access to job centers and activity centers; Project is in proximity of an existing or designated high density residential area.; Provides high level service to jobs/housing centers within County and with other counties; Provides service to areas of PDA, TPA, and or TOD.; Provides services or enhances access to high employment opportunity areas and economic centers.; Providing extra points for projects within ½ mile of housing would create new opportunities for housing not designed as TOD to access transit.; Proximity to higher density housing and affordable housing; Proximity to PDAs, dense housing, affordable housing; Residential and employment density served by the project; Schools, education centers; Shopping centers;

Recommended Consolidated Evaluation Criteria: Percent of matching fund contribution

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Percent of matching fund contribution;

2. SAG/TAG Recommended Criteria:

Percent matching fund contribution; Private match should count more than public match in the matrix; Project has matching funds; Project has some existing funds from other sources; federal/state

Recommended Consolidated Evaluation Criteria: Potential increase in transit ridership, mode shift from SOV trips

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Reduces single occupant vehicle (SOV) trips and vehicle miles traveled (VMT); Ridership

2. SAG/TAG Recommended Criteria:

Add capacity for and incentivizes multi-occupant vehicles; Attract riders from SOV mode; Attracts riders away from SOV mode; Attracts riders from away from SOV mode; mode shift to transit from SOV; Person throughput; Potential increase in person through-put; Potential to attract riders away from SOV mode; Project reduces VMT; Reduce SOV use;

Recommended Consolidated Evaluation Criteria: Potential travel time savings

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential travel time savings
- 2. SAG/TAG Recommended Criteria:**
Extent to which project provides a faster alternative to SOV travel; Potential time savings by reducing VMT;

Recommended Consolidated Evaluation Criteria: Potential VMT reduction per capita

Relevant to the following Measure W Core Principles:

- Relieve Traffic Congestion Countywide
- Reduce VMT, Travel Times & GHG Emissions

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Potential VMT reduction per capita;
- 2. SAG/TAG Recommended Criteria:**
Project has potential to reduce number of short-distance vehicle trips by providing competitive/ alternate transportation options.; Project has potential to reducing traffic in parallel corridors/ corridors that serve same destinations (101, El Camino, etc); Project reduces employee based VMT

Recommended Consolidated Evaluation Criteria: Private sector contribution, including public/private partnerships (e.g. value capture of terminal land with revenues reinvested in support of service)

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs

Initial suggested criteria

- 1. Existing Measure A Criteria / Staff Suggested Additions:**
Does this project involve value capture of station/terminal lands?; Private sector contribution;
- 2. SAG/TAG Recommended Criteria:**
Amount to private and public contribution; Attracts private sector support via station locations, frequency, first/last mile; Does the project involve value capture of station/terminal lands?; Evaluation criteria should include ability to detail any private sector funding sources or public/private partnership opportunities; Explore opportunities for P3s; Explore opportunities for P3s. Dumbarton corridor provides a great example.; Extent to which project is funded through value capture; Potential to attract private sector support via station locations, frequency, and first/last mile support; Potential to provide incentive for employers to implement TDM programs; Preference give to public-private partnerships; Prioritize projects that help public transit provide services using private sector assets; support projects that open up private sector transportation to the public.; Private sector contribution should provide additional scoring points.; Private sector contribution; Private sector partnership; Project has some fund contribution from private sector; Public Private Partnerships to create housing around transit centers and intermodal facilities

Recommended Consolidated Evaluation Criteria: Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)

Relevant to the following Measure W Core Principles:

- Invest in Repair & Maintenance of Existing & Future Infrastructure

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

Longer life cycles; Lower operating and maintenance costs; Provide a plan for maintenance; Quantify ongoing O&M costs

Recommended Consolidated Evaluation Criteria: Project includes promotion/marketing of proposed service, including first/last mile access partnerships

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Project includes promotion/marketing of proposed service, including first/last mile access partnerships;

2. SAG/TAG Recommended Criteria:

Does the project result in more incentives for residents of affordable housing developments to use non SOV modes?;; First/last mile as encouragement; Incentives not available to SOV (E.g. free bike parking); Include public outreach campaign/communication plan on benefits for health and environment; Offers residents/employees a range of TDM strategies, including transit passes, etc., and includes active transportation infrastructure such as bicycle parking and repair stations; Project/program promotes alternatives to driving – public transit, walk/bike to school/work days; Promotion/marketing; Provides incentive for employers to implement strong TDM programs; TDM programs that incent residents to take public transit

Recommended Consolidated Evaluation Criteria: Project recognized in adopted statewide, regional, county or local planning and programming documents

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Incorporate Complete Streets Policies/Strategies Accommodation of all People using Roads, Regardless of Mode

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

N/A

2. SAG/TAG Recommended Criteria:

points where projects are located in 51% or above Enviroscreen communities; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Does the project incorporate the city/county/broader region's bicycle and pedestrian plan and its projects?; Promotion of bike/pedestrian access in City and regional plans

Recommended Consolidated Evaluation Criteria: Project Status and Schedule

Relevant to the following Measure W Core Principles:

- Maximize Opportunities to Leverage Investment from Public/Private Sources

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
N/A
2. **SAG/TAG Recommended Criteria:**
Project readiness; Project readiness/shovel ready

Recommended Consolidated Evaluation Criteria: Provides service to an area underserved by other public transit

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Closes gap in regional transit network; Provides new or improved connections to regional transit; Provides service to an area under-served by other public transit;
2. **SAG/TAG Recommended Criteria:**
Addresses equity for rural, low population density communities with high tourism/visitor congestion; Extent to which project improves connections to regional transit; Extent to which project improves connections to regional transit; More access on the Coastside; Moving forward, all projects in San Mateo county must be measured in their regional connectivity; Potential to provide high-level service to jobs/housing centers inside San Mateo County and between other counties; Include tourism/recreation congestion criteria for rural and coastal low population density communities

Recommended Consolidated Evaluation Criteria: Safety improvement/enhancement

Relevant to the following Measure W Core Principles:

- Enhance Safety and Public Health

Initial suggested criteria

1. **Existing Measure A Criteria / Staff Suggested Additions:**
Safety improvement/enhancement;
2. **SAG/TAG Recommended Criteria:**
Bus stop shelter improvements; Extent to which the project address collision history; Extent to which the project is designed with safety in mind for people of all ages, genders, and abilities, such as safety considerations for children and females at transit stations/at night; Improving safety. Anything here should improve safety.; Increase safety, security and cleanliness; Proposes grade separated crossings; Protected bus stops; Safety and accessibility at stations and terminals; This section could focus on making safety upgrades to transit corridors (e.g., quad gates, other rail crossing improvements) or making improvements to improve air quality (e.g., electric vs. diesel train or bus service; electric shuttles) or encourage physical activity.

Recommended Consolidated Evaluation Criteria: Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)

Relevant to the following Measure W Core Principles:

- Invest in the Public Transportation System
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Maximize Traffic Reduction Associated with Creation of Housing in High Quality Transit Corridors
- Promote Economic Vitality, Economic Development & Creation of Quality Jobs
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Provides service to special populations (e.g. low income/transit dependent, seniors, disabled, other) and connects to the services used by these populations;

2. SAG/TAG Recommended Criteria:

Extent to which project provides service to transit dependent populations and connects to the services used by these populations; Focus on access for riders from low-income areas as many rely on public transit to get around; Improve access for people in low-income areas; affordable housing; More access for low income communities; More access for people in low-income areas; More access to low-income communities; Priority service to low-income areas for equity (where there is no private investment); Service to low-income communities; Service to special populations e.g. youth

Recommended Consolidated Evaluation Criteria: Service frequency (e.g. headways), reliability (e.g. on-time performance) and coordinated seamless connections with other transit systems (e.g. schedule alignment)

Relevant to the following Measure W Core Principles:

- Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
- Invest in the Public Transportation System
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Links with other fixed route transit;

2. SAG/TAG Recommended Criteria:

Connections to regional transit services from coast-side communities; Extent to which project supports existing transit users with faster or more frequent service; Need to connect to larger network and other transportation systems. Integrating a fare system above and beyond what a Clipper Card provides. Potentially ride share.; Project improves efficiency of existing infrastructure.; Projects should focus on seamless transit connections throughout the 9-county bay area based on the percentage of commuters traveling to and from San Mateo County.; Provide more frequent and reliable service; Rewards increased peak service frequency and transit options; rewards projects that include alternative transportation including public vanpools, microtransit, increased public ferry service.; Schedules align with other transit systems to support the bullet above; Seamless and easier connections; Support alternative transportation including public vanpools, microtransit, increased public ferry service and trans-Bay transportation options. Rewards increased peak service frequency and transit options.

Recommended Consolidated Evaluation Criteria: Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck"), considering performance metrics that account for capital & operating costs (e.g. cost/passenger, farebox recovery ratio & passengers/service hour)

Relevant to the following Measure W Core Principles:

- Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infr./Plan for Climate Change
- Maximize Opportunities to Leverage Investment from Public/Private Sources
- Reduce VMT, Travel Times & GHG Emissions
- Relieve Traffic Congestion Countywide

Initial suggested criteria

1. Existing Measure A Criteria / Staff Suggested Additions:

Adds cost effective capacity needed to grow service and increase ridership; Annualized capital and operations cost per transit rider; Farebox recovery ratio; Operating cost per passenger;


2. SAG/TAG Recommended Criteria:

Cost-effective capacity to grow service; Dollar amount – travel time savings per person per dollar spent; Extent to which project adds cost effective capacity needed to grow service and increase ridership per dollar spent; Extent to which project reduces GHG and air pollution emissions per dollar spent; Extent to which project reduces VMT and reduces GHG emissions per dollar spent; Per person, per dollar spent; Person throughput per dollar spent; Travel time savings per person per dollar spent; VMT reduction per dollar spent



Appendix E

Evaluation Criteria for the Competitive Measure A and W Programs



Core Principles Key

P1	Relieve Traffic Congestion Countywide
P2	Invest in a Financially-sustainable Public Transportation System that Increases Ridership, Embraces Innovation, Creates More Transportation Choices, Improves Travel Experience, and Provides Quality, Affordable Transit Options for Youth, Seniors, People with Disabilities, and People with Lower Incomes
P3	Implement Environmentally-friendly Transportation Solutions, Green Stormwater Infrastructure/Plan for Climate Change
P4	Promote Economic Vitality, Economic Development & Creation of Quality Jobs
P5	Maximize Opportunities to Leverage Investment from Public/Private Sources
P6	Enhance Safety & Public Health
P7	Invest in Repair & Maintain Existing & Future Infrastructure
P8	Facilitate the Reduction of Vehicle Miles Travelled, Travel Times and Greenhouse Gas Emissions
P9	Incorporate the Inclusion and Implementation of Complete Street Policies and Other Strategies that Encourage Safe Accommodation of All People Using the Roads, Regardless of Mode of Travel
P10	Incentivize Transit, Bicycle, Pedestrian, Carpooling and Shared Ride Options over Driving Alone
P11	Maximize Traffic Reduction Potential Associated with the Creation of New Housing Opportunities in High-Quality Transit Corridors

Evaluation Criteria Point Guide

Highway Program Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
17 - 19	6
14 - 16	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

Bicycle & Pedestrian Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
18 - 19	7
15 - 17	6
12 - 14	5
10 - 11	4
7 - 9	3
4 - 6	2
2 - 3	1

Grade Separation Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
12 - 13	7
10 - 11	6
9	5
7 - 8	4
5 - 6	3
3 - 4	2
1 - 2	1

Regional Transit Connections Evaluation

Criteria Point Range	<i>Calibrated to 100 point scale</i>
19	7
16 - 18	6
14 - 15	5
11 - 13	4
8 - 10	3
5 - 7	2
2 - 4	1

Highway Program Evaluation Criteria (Measure A and Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 pts = 100%)
Need		69	22
Severity of current and projected congestion	P1 P8 P2 P4 P5 P6 P10	16	5
Need to improve access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	P1 P8 P2 P4 P9 P10 P11	16	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents	P1 P2 P3 P4 P5 P6 P9	15	5
Identified safety issue (e.g. documented collision history due to site conditions that is higher than average for the facility type)	P1 P8 P6 P9 P10	12	4
Regional/Countywide significance, including where applicable, location and relevance on the State Highway Congestion & Safety Performance Assessment for San Mateo County	P1 P8 P2 P6	10	3
Effectiveness		113	37
Potential increase in person through-put	P1 P8 P2 P3 P4 P5 P10 P11	18	6
Ability to relieve congestion/performance improvement (e.g. reduces/eliminates bottleneck)	P1 P8 P2 P4 P5 P6 P10	16	5
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	P1 P8 P3 P4 P5 P6 P7	16	5
Degree to which project reduces GHG emissions and improves air quality	P1 P8 P3 P5 P6 P9 P10	16	5
Potential VMT reduction per capita	P8 P2 P3 P4 P9 P10 P11	15	5
Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)	P1 P8 P6 P9 P10	12	4
Potential travel time savings	P1 P8 P4 P5 P10	12	4
Demonstrates coordination with adjacent projects/integration of inter-related projects	P1 P8 P5	8	3
Sustainability		46	16
Project accommodates multiple transportation modes (e.g. pedestrian & bicycle access as well as transit infrastructure) where contextually appropriate and to the extent feasible (Complete Streets), including infrastructure for transit (e.g. express lanes, bus only lanes)	P1 P8 P2 P3 P6 P9 P10	16	5
Project is primarily an operational improvement (e.g. safety or ITS) rather than infrastructure expansion (e.g. adding general purpose lanes)	P1 P8 P2 P4 P6	12	4
Impact project has on low income, transit dependent and or other vulnerable populations (e.g., Community of Concern, areas with high CalEnviroScreen scores)	P1 P8 P6	8	3
Innovative low environmental impact/green infrastructure, including resiliency elements to address climate change	P2 P3 P6 P9	8	3
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P7	2	1
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease and speed of implementation			3
Demonstrates stakeholder support/community engagement			3
Has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including public/private partnerships			2
Total			100

Measure W Core Principles weighted "High" with 3 points
 Measure W Core Principles weighted "Medium" with 2 points
 Measure W Core Principles weighted "Low" with 1 point

Grade Separation Program Evaluation Criteria (Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 pts = 100%)
Need		48	27
Project improves access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	P1 P6 P2 P8 P11 P4	13	7
Project assessment based on factors from the California Public Utilities Commission Grade Separation Priority List (e.g. train & vehicle volumes, collision history, site configuration & community impact, including need for emergency vehicle access)	P1 P6 P2 P8 P4 P5	12	7
Consideration of Caltrain and High-Speed Rail operational needs	P1 P6 P2 P8 P4 P10	12	7
Project recognized in adopted statewide, regional, county or local planning and programming documents	P1 P6 P2 P9 P5	11	6
Effectiveness		60	33
Potential increase in person through-put	P1 P6 P2 P8 P9 P4	13	7
Ability to relieve congestion/performance improvement (e.g. reduces/eliminates bottleneck)	P1 P6 P2 P8 P9 P10	13	7
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck")	P1 P6 P2 P8 P5	11	6
Degree to which project reduces GHG emissions and improves air quality	P1 P6 P2 P8	10	6
Potential VMT reduction per capita	P6 P3 P8	7	4
Ability to address safety issue (e.g. project improves site conditions to reduce potential for collisions)	P3 P8 P11	6	3
Sustainability		29	15
Project accommodates multiple transportation modes (Complete Streets), where contextually appropriate and to the extent feasible	P1 P6 P2 P8 P9 P10	13	7
Project supports transit-oriented development	P2 P8 P11 P4 P10	8	4
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P6 P7	4	2
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable	P3 P8	4	2
Readiness			15
Clear and complete proposal			3
Project Status and Schedule			3
Ease and Speed of Implementation			3
Demonstrates stakeholder support/community engagement			3
Project has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including private, public partnerships			2
Total			100

Measure W Core Principles weighted "High" with 3 points
 Measure W Core Principles weighted "Medium" with 2 points
 Measure W Core Principles weighted "Low" with 1 point

Bicycle and Pedestrian Program Evaluation Criteria (Measure A and Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 pts = 100%)
Need		51	19
Accommodates multiple transportation modes (pedestrian, bicycle & access to transit) and may include amenities at transit stations, such as bike lockers or micromobility stations	P6 P9 P10 P1 P8 P11 P2 P4	17	6
Extent that project serves a transportation need (recreation ok if it also serves a commute purpose)	P9 P10 P1 P8 P11 P4	13	5
Need for safety improvement/enhancement (e.g. project located in area with high rate of documented pedestrian or bicycle use collisions, or where significant barriers exist)	P6 P9 P10 P8 P4	12	5
Project recognized in adopted statewide, regional, county or local planning and fund programming documents (e.g. San Mateo County Comprehensive Bicycle and Pedestrian Plan, City Bicycle and/or Pedestrian Plan, Vision Zero Plan, General Plan, Specific Plan, Climate Action Plan)	P6 P9 P3 P5	9	3
Effectiveness		112	42
Enhances first/last mile connections to employment centers, TOD, transit stations, schools, and other high density/activity areas	P6 P9 P10 P1 P3 P8 P11 P2 P4	19	7
Potential increase in person throughput, mode share	P6 P9 P10 P1 P3 P8 P11 P4	18	7
Degree to which the project reduces stress level, increases safety and accommodates people of all abilities.	P6 P9 P10 P1 P3 P7 P8 P4	18	7
Closes gap in or extends Countywide pedestrian and bicycle network	P6 P9 P10 P1 P3 P8 P2 P4	17	6
Value: Benefit relative to the amount of funding requested (high impact, low cost projects -“bang for the buck”)	P6 P10 P1 P3 P8 P5	13	5
Degree to which project reduces GHG emissions and improves air quality	P6 P1 P3 P8 P11	11	4
Potential VMT reduction per capita	P10 P1 P8 P11	9	3
Potential travel time savings	P9 P1 P8	7	3
Sustainability		36	14
Serves high density/affordable housing (e.g. Planned Development Areas) in proximity to high quality transit service (high ridership & frequent service)	P10 P1 P8 P11 P2 P4	11	4
Serves low income, transit dependent and or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores and high concentrations of disabled, seniors and/or youth)	P6 P9 P10 P2	10	4
Innovative low environmental impact/green infrastructure (includes resiliency elements to address climate change)	P6 P3 P8	7	3
Project accounts for long term repair/maintenance/operations needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P6 P7	5	2
Integral transportation component that can support existing economic activity and help spur new economic development in the immediate vicinity	P11 P4	3	1
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease and speed of implementation			3
Demonstrates stakeholder support/community engagement			3
Project has a credible cost estimate and funding plan			3
Funding Leverage			10
Percent of matching funds			8
Private sector contribution, including public/private partnerships			2
Total			100

Measure W Core Principles weighted “High” with 3 points
 Measure W Core Principles weighted “Medium” with 2 points
 Measure W Core Principles weighted “Low” with 1 point

Regional Transit Connections Program Evaluation Criteria (Measure W)	Applicable Measure W Core Principles	Maximum Points by Criteria	Calibrated to 100 point scale (100 pts = 100%)
Need		72	25
Need to increase access and connections to jobs, housing, transit hubs and other high activity centers, supporting existing economic activity and spurring new economic development in the vicinity	P1 P2 P5 P8 P4 P10 P11 P6	19	7
A high level of non-single occupant vehicle (SOV) first/last mile access options/accommodations either exist or are part of the regional transit project	P1 P2 P5 P8 P11 P6 P9	16	6
Current and projected congestion on existing route/corridor	P1 P2 P8 P4 P10	13	4
Provides service to an area underserved by other public transit	P1 P2 P8 P4 P6	12	4
Project recognized in adopted statewide, regional, county or local planning and programming documents	P1 P2 P5 P10 P9	12	4
Effectiveness		99	34
Service frequency (e.g. headways), reliability (e.g. on-time performance) and coordinated seamless connections with other transit systems (e.g. schedule alignment)	P1 P2 P8 P7 P10 P11 P6	16	6
Ability to relieve congestion for regional trips	P1 P2 P5 P8 P3 P7	16	6
Value: Benefit relative to the amount of funding requested (high impact, low cost - "bang for the buck"), considering performance metrics that account for capital & operating costs (e.g. cost/passenger, farebox recovery ratio & passengers/service hour)	P1 P2 P8 P4 P10 P11	15	5
Potential increase in transit ridership, mode shift from SOV trips	P1 P2 P8 P4 P11	13	4
Potential VMT reduction per capita	P1 P2 P8 P10 P11	13	4
Potential travel time savings	P1 P2 P8 P10	11	4
Degree to which project reduces GHG emissions and improves air quality	P2 P8 P3 P6	9	3
Safety improvement/enhancement	P2 P10 P6	6	2
Sustainability		46	16
Project includes promotion/marketing of proposed service, including first/last mile access partnerships	P1 P2 P5 P8 P10 P11	16	6
Serves low income, transit dependent and/or other vulnerable populations (e.g. Community of Concern, areas with high CalEnviroScreen scores)	P1 P2 P5 P8 P4 P6	15	5
Innovative low environmental impact green infrastructure, includes resiliency elements to address climate change as applicable	P2 P8 P3 P6	9	3
Project accounts for long term repair/maintenance needs (e.g. uses materials with long life cycles, low maintenance costs & has a funding plan for maintenance)	P2 P7 P6	6	2
Readiness			15
Clear and complete proposal			3
Project status and schedule			3
Ease & speed of implementation			3
Has a credible cost estimate and funding plan			3
Demonstrates stakeholder support/community engagement			3
Funding Leverage			10
Percent of matching fund contribution			8
Private sector contribution, including public/private partnerships (e.g. value capture of terminal land with revenues reinvested in support of service)			2
Total			100

Measure W Core Principles weighted "High" with 3 points
 Measure W Core Principles weighted "Medium" with 2 points
 Measure W Core Principles weighted "Low" with 1 point

Local Shuttle Program Evaluation Criteria (Measure A)	Maximum Points for Existing Shuttles	Maximum Points for New Shuttles
Need	20	25
Provides congestion relief in San Mateo County		
Provides service to an area underserved by other public transit		
Provides service to special populations (.e.g. low income/transit dependent, seniors, disabled, other) and connects to the services used by these populations		
Demonstrates stakeholder support		
Readiness	20	25
Solid service plan in place describing how the shuttle service will be delivered, including a marketing and oversight plan in addition to any actions taken as a result of receiving technical assistance.		
Solid funding plan in place		
Effectiveness	25	15
Ridership		
Operating cost per passenger		
Passengers per service hour		
Links with other fixed route transit		
Improves access from transit oriented development to major activity centers		
Reduces single occupant vehicle (SOV) trips and vehicle miles traveled (VMT)		
Funding Leverage	20	20
Percent of matching fund contribution		
Private sector contribution		
Policy Consistency & Sustainability	15	15
Proposed shuttle is included in an adopted local, special area, county or regional plan		
Supports jobs and housing growth with an emphasis on economic development		
Use of clean fuel vehicles		
Shuttle accommodates bicycles		
Total	100	100

Grade Separation Program Evaluation Criteria (Measure A)

Projects considered on an as-needed basis that demonstrate the ability to meet the following criteria:

Project's ability to improve safety and relieve local traffic congestion at the crossing

Project's ability to improve railroad's operational flexibility

Project readiness

Project effectiveness

Geographic equity, considering where funds from the Grade Separation Program have previously been allocated

Extent to which project can support economic development

Funding leverage: project sponsor's ability to secure, at a minimum, matching funds for the construction of the project

Project must be supported by Caltrain, and project sponsor must include Caltrain as a project partner early in the planning process

The project's ranking in the Public Utilities Commission's listed priorities, in addition to the evaluation criteria listed above



Appendix F

Summary of Federal, State, Local and/or Regional Transportation Funding Sources

Federal Funding Source*	Purpose	Administrator
BUILD Discretionary Grants	BUILD grants are for investments in surface transportation infrastructure and are awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.	USDOT
Public Transportation Innovation (5312)	This program provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	FTA
Urbanized Area Formula Funds (5307)	This program provides funding for the acquisition, construction, improvement, and maintenance of transit facilities and equipment. Resources are allocated to urban areas by formula.	FTA
Bus and Bus Facilities Program (5339)	This competitive capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.	FTA
Rural Area Formula Grants (5311)	This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula incorporating land area, population, and transit service.	FTA
Enhance Mobility of Seniors and Individuals with Disabilities (5310)	This program provides discretionary funding to increase the mobility of seniors and persons with disabilities. Projects are selected by MPOs; the MTC in the Bay Area. The former new Freedom program (5317) has been folded into this program. The new Freedom program provides grants for services for individuals with disabilities above and beyond the requirements of the Americans with Disabilities Act (ADA).	FTA/Caltrans
Congestion Mitigation and Air Quality Program (CMAQ)	This program provides funding for Clean Air Act projects, State Implementation Plan projects, and other projects that the Department of Transportation and the Federal Environmental Protection Agency determine will help attain mandated air quality standards. Demonstration service projects are eligible for this funding source.	FHWA
State of Good Repair Program (5337)	This program provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-Intensity motorbus systems. The development and implementation of Transit Assets Management plans is also an eligible use of these funds.	FTA
Capital Investment Grants (5309)	This discretionary program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. This program has three separate components: New Starts, Small Starts and Core Capacity.	FTA
Railway-Highway Crossings (Section 130) Program	This program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings.	FHWA/Caltrans
Pilot Program for Transit-Oriented Development Planning – Section 20005(b)	This program support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.	FTA
The Surface Transportation Block Grant program (STBG)	This program provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	FHWA

*Note: This list is representative of many federal funding sources, which are subject to change; these sources presented in no particular order.

State Funding Source*	Purpose	Administrator
Highway Safety Improvement Program (HSIP)	This program focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs).	Caltrans
Senate Bill 1 (SB1)	This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. There are several funding programs contained in SB1, including SOGR: SB1's funding program for transit is The State of Good Repair Program. This program provides approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.	Caltrans
Transit and Intercity Rail Capital Program (TIRCP)	This program provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. A project must demonstrate that it will achieve a reduction in greenhouse gas emissions using the California Air Resources Board (CARB) quantification methodology.	Caltrans
State Highway Operation and Protection Program (SHOPP)	This program funds highway rehabilitation projects.	Caltrans
State Transportation Improvement Program (STIP)	This program funds roadway and transit capital improvement projects, including road rehabilitation .	Caltrans / MTC
Office of Traffic Safety (OTS)	This program funds safety projects, with pedestrian/bicycle safety a priority.	Caltrans OTS
Active Transportation Program (ATP)	This Statewide program is a consolidation of previous bicycle and pedestrian funding programs and is designed to promote active modes of transportation, such as walking and biking, and to ensure disadvantaged communities share fully in the program.	Caltrans
Sustainable Communities Grants	This program encourages local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Caltrans
The Solutions for Congested Corridors Program (SCCP)	This program funds projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.	Caltrans
Strategic Partnerships Grants	The purpose of these grants are to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. The transit component will fund planning projects that address multimodal transportation deficiencies with a focus on transit.	Caltrans
Cap and Trade Program	The purpose of this program is the reduction of the region's transportation-related emissions by: Support Communities of Concern (25% of revenues); Supports Transit Core Capacity Challenge Grant Program, Transit Operating and Efficiency Program, OneBayArea Grant Program; Climate Initiatives Program, including Safe Routes to Schools, and goods movement projects.	Various State Agencies
Section 190 Grade Separation Program	This program provides funding to grade separate existing at-grade road-rail crossings.	Caltrans
Transportation Development Act (TDA): Local Transportation Fund (LTF)	The Local Transportation Fund (LTF) is derived from a ¼ cent of the general sales tax collected statewide and funds are allocated based on each county's population.	California
Low Carbon Transportation Operations Program (LCTOP)	This program provides state cap and trade funds on a formula basis to transit agencies and metropolitan Planning Organizations to fund transit projects and operations that reduce greenhouse gas (GHG) emissions. LCTOP funding supports new or expanded bus service, expansion of intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate services or facilities. The amount of funds available is dependent on statewide auctions of emissions credits. The program is administered by Caltrans in coordination with Air Resource Board (ARB) and the State Controller's Office (SCO).	Caltrans
Local Partnership Program (LPP)	This program was created through SB1 and provides local and regional transportation agencies that have passed sales tax measures developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually to fund transportation improvement projects.	Caltrans
State Rail Assistance (SRA)	State Rail Assistance provides the state's commuter and intercity rail agencies with dependable, annual revenue that can be invested in the most cost-effective manner to improve rail service including both operations and capital investments.	California
State Transit Assistance	State Transit Assistance, or STA, funds are generated by the sales tax on diesel fuel, and the amount of money available for transit agencies varies from year to year based on the ups and downs of diesel prices. The State allocates funds to transit operators based on their revenue and may be used by transit operators for both capital projects and transit operations.	California

*Note: This list is representative of many state funding sources, which are subject to change; these sources presented in no particular order.

Local and/or Regional Funding Source*	Purpose	Administrator
San Mateo County Transit District Half-Cent Sales Tax	This is a permanent half-cent sales tax for transit purposes. Proceeds are used to help underwrite the SamTrans capital and operating budget.	San Mateo County
San Mateo County Transportation Authority Measure A Half-Cent Sales Tax	This 25-year transportation sales tax funds a variety of transportation programs as further described in this Strategic Plan.	San Mateo County Transportation Authority
San Mateo County Transportation Authority Measure W Half-Cent Sales Tax	This 30-year transportation sales tax funds a variety of transportation programs as further described in this Strategic Plan. Half of the funding is administered by the San Mateo County Transportation Authority and half is administered by the SamTrans Board of Directors.	San Mateo County Transportation Authority/SamTrans
San Mateo County Vehicle Registration Fee (Measure M)	This program imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation related traffic congestion and water pollution mitigation programs. The revenue is estimated at \$6.7 million annually over a 25-year period. Per the expenditure plan, 50 percent of the net proceeds will be allocated to cities/the county for local streets and roads and 50 percent will be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school.	C/CAG
Transportation Development Act (TDA): Article 3 (TDA 3)	This program provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected in the county is used for TDA 3. MTC allows each county to determine how to use funds in their county. Some counties competitively select projects while other counties distribute the funds to jurisdictions based on population.	MTC
Regional Bridge Tolls	Regional Bridge toll funds are made available by the MTC to provide funding for highway and transit improvements on or near bridge corridors as well as operating funds for commuter rail, express and enhanced bus, and ferry service to help to relieve bridge traffic and/or provide alternative public transit services. A portion of bridge toll revenues are also apportioned to transit operators as local match for Federal Transportation Administration Funds.	MTC
Carl Moyer Funding / Bay Area Air Quality Management District	The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) is a state-funded discretionary program offering grants to reduce air pollution emissions from heavy-duty engines. The program is administered locally by the BAAQMD.	BAAQMD
OneBayArea Grant Program	This program integrates the region's federal transportation program with California's climate law and Sustainable Communities Strategy; provides funding investments in surface transportation for a wide variety of programs including mass transit, highway, local road and bicycle and pedestrian projects.	MTC
Transportation Fund for Clean Air (TFCA)	This program has regional and county specific components that fund the implementation of the most cost-effective projects that decrease motor vehicle emissions and improve air quality.	BAAQMD
Gasoline Tax Subventions	This program funds local street road maintenance and rehabilitation	Various Cities and Counties
Developer Impact Fees	These are fees imposed by local governments on new development, to help pay for facilities such as roads, sidewalks, sewers, and utilities	Local Governments
Property-based Business Improvement District (PBID) / Other Assessments	This program is generally for downtown improvements and services associated with businesses.	Local Governments
Regional Active Transportation Program (ATP)	MTC administers the region's share of ATP money that goes to fund infrastructure (e.g. bikeways, walkways, traffic control devices and bike parking) and non-infrastructure (e.g. education, encouragement, enforcement) projects. Includes bicycle and pedestrian plans. This is a subcomponent of the statewide competitive Caltrans ATP, mentioned in the State Funding Sources table.	MTC
Bicycle Parking Reimbursement Program	This program is for the purchase and installation of bicycle lockers and racks for private, public and non-profit employers in San Mateo County.	Commute.org

*Note: This list is representative of many local and/or regional funding sources, which are subject to change; these sources are presented in no particular order.



Appendix G

Glossary of Acronyms



Glossary of Acronyms

ABAG	Association of Bay Area Governments
Alameda CTC	Alameda County Transportation Commission
ATP	Active Transportation Program
AV	Autonomous vehicle
BAAQMD	The Bay Area Quality Management District
BART	Bay Area Rapid Transit
C/CAG	City/County Association of Governments of San Mateo County
CAC	Citizens Advisory Committee
CARB	California Air Resources Board
CBOs	Community Based Organizations
CEQA	California Environmental Quality Act
CFP	Call for Projects
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality Program
COA	Comprehensive Operational Analysis
COE	San Mateo County Office of Education
CPI	Consumer Price Index
CPUC	California Public Utilities Commission
DTCS	Dumbarton Transportation Corridor Study
EMU	electric multiple unit
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FTA	Federal Transit Administration
GUM	Get Us Moving San Mateo County
HSIP	Highway Safety Improvement Program
HLUT	SAMCEDA Housing Land Use and Transportation
ITS	Intelligent Transportation System
JPB	Peninsula Corridor Joint Powers Board
KCA	Key Congested Areas
LCTOP	Low Carbon Transportation Operation Program
LPP	Local Partnership Program
LTF	Local Transportation Fund
MAP	US-101 Mobility Action Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memoranda of understanding
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
OTS	Office of Traffic Safety
PCEP	Peninsula Corridor Electrification Project
PCI	Pavement Condition Index
PDA	Planned Development Areas

PPP	Public-Private Partnership
PRD	Caltrans' Highway Monitoring System / California Public Road Data
PSRC	Puget Sound Regional Council
RM2	Regional Measure 2
RM3	Regional Measure 3
RTIP	Regional Transportation Improvement Program
SAG	Stakeholder Advisory Group
SamTrans	San Mateo County Transit District
SANDAG	San Diego Association of Governments
SB1	California Road Repair and Accountability Act
SCCP	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
SDOT	Seattle Department of Transportation
SFCTA	San Francisco County Transportation Authority
SHOPP	The State Highway Operation and Protection Program
SMCTP	San Mateo Countywide Transportation Plan
SOV	single-occupancy vehicle
SR	Supplemental Roadway Projects
SRHP	Short Range Highway Plan
SRTP	Short Range Transit Plan
SRTS	Safe Routes to School
STA	State Transit Assistance Fund
STBG	The Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
TA	San Mateo County Transportation Authority
TAG	Technical Advisory Group
TAM	Transportation Authority of Marin
TAZ	Traffic Analysis Zone
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEP	Transportation Expenditure Plan
TFCA	Transportation Fund for Clean Air
TIFIA	Transportation Infrastructure Finance and Innovation Act of 1998
TOD	transit-oriented development
USDOT	United States Department of Transportation
VMT	Vehicle Mile Traveled
VTA	Santa Clara County Valley Transportation Authority



Appendix H

Summary of Public Comments Received on the Draft Strategic Plan

Appendix H: Summary of General Public Comments on the Draft Strategic Plan*

Topic	Detailed Comment	Response
Support for more bicycle and pedestrian access	Need for safer north-south bicycle access through the mid-Peninsula.	The Measure A and W Bicycle and Pedestrian Program categories provide revenue dedicated for bicycle and pedestrian facilities. Other Measure A and W Program categories, such as Highways, can fund pedestrian and bicycle components in support of Complete Streets. Measure W Bicycle and Pedestrian Program category funds can also be used to support encouragement and education programs to promote bicycling and walking. Traffic mitigation fees paid from new development can be used as match to Measure A and W revenue to help fund bicycle and pedestrian projects.
	Need for bicycle access separate from cars.	
	Need for more bikeways, new development should pay for it to reduce congestion.	
	Need to encourage bicycle and pedestrian mode share for youth for travel independence.	
	Safe bicycle corridors are needed to access transit and on major roadways such as El Camino Real.	
	Stable funding is needed for Complete Streets.	
Support for more alternative transportation	Need to focus on transit and bicycling to reduce GHG emissions instead of highway projects that increase VMT.	A substantial portion of the Measure A (combined total of 45% from the Transit and Grade Separations Program categories) and Measure W (combined total of 62.5% from the Countywide Public Transportation Systems, Regional Transit Connections and the Grade Separations portion of the Local Safety, Pothole and Congestion Relief Improvements Program categories) are dedicated for public transit improvements. The percentage of funding dedicated toward these programs is set by the expenditure plans for the measures, which were approved by the San Mateo County voters. Projects that best meet the evaluation criteria developed as part of the Strategic Plan will be the most competitive for funding. A few examples of key performance evaluation criteria include, but are not limited to, person throughput, reduction of VMT, travel time and GHG emissions. These examples also apply to the Highway Programs. Provisions have been made in both measures to incentivize non-SOV trips with funding dedicated to transportation demand management (TDM) as further outlined in this Plan.
	Greater emphasis needed on high frequency transit and bicycling, less on highways, which continue to be congested.	
	Get people out of cars by providing alternatives to driving.	
	Too much money is dedicated for highway improvements, not enough for alternative transportation.	
	Greater emphasis is needed in incentivizing non-SOV trips. A 70% drive-alone mode share is too high.	
	The only solution is scalable mass transit with frequent service and feeder shuttles to outlying areas.	
	Better public transportation is needed on the Coastside to alleviate congestion on Highway 1.	
	Better public transportation is needed to schools and parks.	
	Stable funding is need for transit.	
	Public transportation needs to be improved, cleaner and more affordable.	
	More funding is needed for north/south oriented mass transit.	
Support for highway projects	Major highway projects are needed to alleviate congestion, stop pretending cars aren't necessary for travel.	Revenue is dedicated for highway improvements in the competitive Measure A and W Highway Programs. Projects that best meet the evaluation criteria developed in the Strategic Plan will be the most competitive for funding.
	Need for highway widening improvements on the Coastside on Highway 1 and 92.	
Support for road maintenance	We should be maintaining our roads.	Revenue in the Measure A Local Streets and Transportation (LS&T) and the Measure W Local Investment Share of the Local Safety, Pothole and Congestion Relief Improvements Program categories are distributed to local cities and the County for transportation projects of their choosing. Funding from the Measure A LS&T category has historically served as a source of funding for pavement rehabilitation. Measure W Local Investment Share funds must be used for pavement rehabilitation if an agency's pavement is not in a state of good repair.

*Appendix H contains a list of summarized comments submitted from the general public to the Transportation Authority during the 30-day Draft Strategic Plan review period from October 15, 2019 to November 15, 2019.

Appendix H: Summary of General Public Comments on the Draft Strategic Plan*

Topic	Detailed Comment	Response
Equity concerns	The Plan highlights the importance of equity. This is particularly important for aging and vulnerable populations with respect to the Measure W Core Principle pertaining to Investing in public transportation.	Equity is a consideration in one of many different evaluation criteria that have been developed for the competitive funding programs. The criteria were developed to assess a wide variety of concerns though a consensus of the Plan stakeholder groups. The Plan also mentions that TA investments should take into consideration a relative equitable distribution of investments to help ensure all areas of the County, and all socio-economic groups within it, receive a proportionate share of the transportation benefits and that no area is disproportionately adversely impacted.
	A higher number of points should be given to equity across all funding categories.	
	Express lanes benefit the wealthy and pose a financial burden to those of lower income.	SamTrans has recently initiated express bus service on US 101 between Foster City and Downtown San Francisco and has plans to provide additional express bus service. Those that depend on public transportation will benefit from improved bus service and reduced travel times on express lanes. The Express Lane JPA will also be conducting a study to explore options to better address equity concerns with the San Mateo 101 Express Lanes project. Research has shown that all socio-economic groups utilize and benefit from express lanes.
Need to assess program effectiveness	Need to conduct before and after assessments to determine how effective the Measure A and W programs are in reducing congestion and improving safety.	We agree. A subsequent Strategic Plan related initiative is to periodically monitor and assess how well the TA funded programs and projects are meeting the Measure A Vision and Goals and the relative applicability of the Measure W Core Principles.
Need for housing near high quality transit corridors	High density housing close to rapid transit is needed to provide people with better options instead of driving long distances.	Evaluation criteria have been developed in the TA's competitive program categories that recognize the importance of high activity centers, including high density housing, in proximity to transit.
Site specific issues	Numerous individual concerns regarding site-specific issues were received.	The Strategic Plan is a document that provides the policy framework and guidance for how the TA's funding programs are to be administered. While site and project specific concerns are beyond the scope of this Plan, eligible sponsors may submit funding proposals through the TA's established project selection processes to propose solutions to address site/project specific concerns.

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