

**SMCTA 2024 Measure A & Measure W  
Alternative Congestion Relief and  
Transportation Demand Management Program  
Cycle 2 Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

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

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

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

**Sponsor:** City of Daly City

**Request:** \$200,000

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

**Project Description:**

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

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

**SMCTA 2024 Measure A & Measure W  
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Transportation Demand Management Program  
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## **Competitive – Small/Coastal Jurisdictions**

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

**Sponsor:** City of Half Moon Bay

**Request:** \$200,000

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

**Project Description:**

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

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

**Sponsor:** City of Brisbane

**Request:** \$200,000

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

**Project Description:**

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

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

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

**SMCTA 2024 Measure A & Measure W  
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## **Intelligent Transportation Systems Projects by Rank**

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

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

**Request:** \$200,000

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

**Project Description:**

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

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

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

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

**Sponsor:** C/CAG

**Request:** \$200,000

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

**Project Description:**

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

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

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

### 3. Sidewalk Data Purchase

**Sponsor:** C/CAG

**Request:** \$200,000

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

**Project Description:**

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

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

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

**SMCTA 2024 Measure A & Measure W  
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Transportation Demand Management Program  
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**4. Incident Response Timing**

**Sponsor:** City of South San Francisco

**Request:** \$100,000

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

**Project Description:**

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

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

**5. Transportation Big Data Subscription**

**Sponsor:** City of Menlo Park

**Request:** \$80,325

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

**Project Description:**

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

**SMCTA 2024 Measure A & Measure W  
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Transportation Demand Management Program  
Cycle 2 Call for Projects Application Submittals  
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**Planning**

**1. Millbrae Regional Shuttle Feasibility Project**

**Sponsor:** Millbrae

**Request:** \$100,000

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

**Project Description:**

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

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