

Item 6.2 - Project Information Sheets, Tier 2

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Basic Project Information	
Project Name:	<i>Carmelita Avenue and Paloma Avenue Traffic Calming and Bicycle Safe Routes Project</i>
Project Sponsor:	<i>City of Burlingame</i>
Sponsor Contact Information:	<i>Andrew Wong</i>
	<i>650-558-7230</i>
	<i>awong@burlingame.org</i>
Project Location:	<i>Carmelita Avenue between Vancouver Avenue and California Drive; Paloma Avenue between Grove Avenue and Oak Grove Avenue</i>
Brief Project Description: Please limit to 100 word maximum	<i>This project promotes and prioritizes bicycling through the creation of safer, comfortable and connected networks, and to encourage alternatives to single-occupancy motor vehicle trips. The project scope of work includes preliminary engineering, preparation of PS&E, and construction of traffic calming features and a total of 1.8 miles of new bicycle network. The goals of the improvements are to increase livability, provide equitable and affordable mobility options, decrease the risk of bicycle involved collisions, and reduce visual and noise pollution while improving air quality through the reduction of greenhouse gas emissions.</i>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input checked="" type="checkbox"/> Local safe & seamless mobility improvement <input checked="" type="checkbox"/> Safe & seamless mobility improvement in a corridor
	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improved connections to transit <input checked="" type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Priority Development Area (PDA) <input checked="" type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged

	<p><i>We have included, with the Project Information Form, Attachment A and B showing PDA and TPA in relationship to the proposed project location.</i></p>														
<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <table border="1" data-bbox="467 411 1352 842"> <thead> <tr> <th colspan="2" data-bbox="467 411 1352 478">CONNECTED MOBILITY VALUES AND GOALS</th> </tr> <tr> <th data-bbox="467 478 824 541">Values</th> <th data-bbox="824 478 1352 541">Goals</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 541 824 590">Think Regionally Act Locally</td> <td data-bbox="824 541 1352 590">Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td data-bbox="467 590 824 646">Provide Great Travel Choices</td> <td data-bbox="824 590 1352 646">Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td data-bbox="467 646 824 716">Put the Traveler First</td> <td data-bbox="824 646 1352 716">Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td data-bbox="467 716 824 772">Be Equitable & Inclusive</td> <td data-bbox="824 716 1352 772">Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td data-bbox="467 772 824 842">Be Sustainable</td> <td data-bbox="824 772 1352 842">Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> <p><i>This project emphasizes bicycle improvements for safety and mobility near schools and connectivity to transit. The improvements aim to promote biking as an intuitive alternate mode of transportation through connected and advancing equitable mobility. Location of the proposed traffic calming and bicycle enhancements were specifically identified with input from communities, to create safe and seamless routes for travel.</i></p> <p><i>Less than half of Burlingame residents have a commute that is under ten miles. Some of these trips could be completed (in-part) as walking or biking trips with improved low-stress networks or making transit stops/stations more accessible with first/last mile connections. Providing safer, low-stress infrastructure for students, families, and communities lays the foundation for increasing bicycling and walking trips. Walking and biking to school is further supported by education and encouragement Safe Routes to Schools programming.</i></p>	CONNECTED MOBILITY VALUES AND GOALS		Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
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<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>This project is the direct result of input from community outreach efforts for the recently adopted Bicycle and Pedestrian Master Plan, General Plan Update (Envision Burlingame), and various Specific Plans. The City's Envision Burlingame effort engaged residents, business owners and other community members in a comprehensive discussion regarding mobility. Envision Burlingame was a robust community-driven process that included multiple community workshops and surveys, a Community Advisory Committee (CAC) that met 18 times over the three-plus-year process, and extensive input from</i></p>														

	<p><i>the Burlingame Planning Commission and City Council.</i></p> <p><i>The 2020 Bicycle and Pedestrian Master Plan Update was built on a thorough public outreach process that included in-person and virtual community engagement opportunities. Over the course of the three-phase outreach process, thousands of comments were received. The outreach process also included collaboration with the City's Bicycle and Pedestrian Advisory Committee, Traffic, Safety, and Parking Commission, and Council's Bicycle and Pedestrian Plan Subcommittee.</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Although we do not anticipate conflicts between the proposed pedestrian improvements with existing and planned transit services, as part of our Planning Policies, the City will coordinate with adjacent governmental entities, public service companies, coordinating agencies, transit agencies, and school districts to ensure improvements are incorporated into their planning and areas of responsibility, and vice versa. Through thoughtful coordination and planning, the City will make every effort not to adversely impact transit operations.</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>This project will improve bicycle network between the major corridors, El Camino Real and California Drive, and residential streets to form the basis of completing low-stress bike friendly networks across Burlingame to the Broadway transit hub. By closing gaps in the existing bicycle networks, this project will link schools, commercial areas, and transits destinations.</i></p> <p><i>The pandemic has disrupted every aspect of life, including physical and mental health benefits of regular exercise. More people are opting for walking and biking instead of driving and engaging more deeply with local small businesses in the Downtown area.</i></p> <p><i>This project also focuses on traffic calming and enhancements as they are an important component of network connectivity, a necessity for pedestrian and bicycle mobility.</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>The proposed improvements are the direct results of outreach and engagement with local Bicycle Pedestrian Advisory Committee, the City's Traffic Safety & Parking Commission, Burlingame School District, and the San Mateo County Office of Education to utilize their knowledge of the infrastructure needs and desires of the community. At this time, the project is not anticipated to be co-</i></p>

	<p><i>nominated by MTC.</i></p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>This project is a high priority project as recommended by the 2020 Bicycle and Pedestrian Master Plan. The City will begin preliminary engineering if the project is selected for grant funding, with the PS&E phase starting Winter 2021. Based on this schedule, a target date for construction would be Spring/Summer 2022. Right-of-way impact is not anticipated for this project. A CEQA Notices of Exemption will be filled as part of the design process under Categorical Exemption Section 15301, Existing Facilities, Class 1 (c) and do not anticipate any issues with the clearance. The project is aimed to quickly and cost-effectively deliver and provide transportation alternatives, improve transportation access, and create healthy and safe communities as consistent with the Plan Bay Area 2040 Action Plan Objectives.</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>The project does not touch or encroach into Caltrans' right-of-way.</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p><i>If selected for grant funding, the City will begin preliminary engineering as soon as possible and the PS&E phase will start Winter 2021. The target date for start of construction will be Spring/Summer 2022 and the project delivered and funds obligated by September 30, 2022.</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>The City is requesting funds for construction phase of the project. Since this is a high priority project with overwhelming community support to improve bicycle safety and accessibility. If this project was not selected for grant funds, the City will continue with preliminary engineering and PS&E phases. We will seek funding from other sources for the construction with an unknown completion date. However, if this project is selected, grant funds will ensure construction</i></p>

	<p><i>has a definitive and earlier starting date.</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p><i>The City of Burlingame has the ability and history of successfully meeting state and federal requirements after fund obligation. Examples of recently completed state and federally funded projects recently completed include: California Drive Roundabout, Carolan Avenue Complete Streets, and the Broadway, California, Cadillac and Trousdale Federal Resurfacing Project. The City confirms that we have the ability and resources to award the project within 6 months of obligation.</i></p>
Fund exchange:	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p>N/A</p>
Grant minimum:	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered.</p> <p>N/A</p>
Supplanting of existing funds:	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding.</p> <p>N/A</p>
Toll credit request:	<p><input type="checkbox"/> Toll credits are requested; no local match is provided.</p> <p>N/A</p>

Project Cost & Funding

Project Cost & Status:

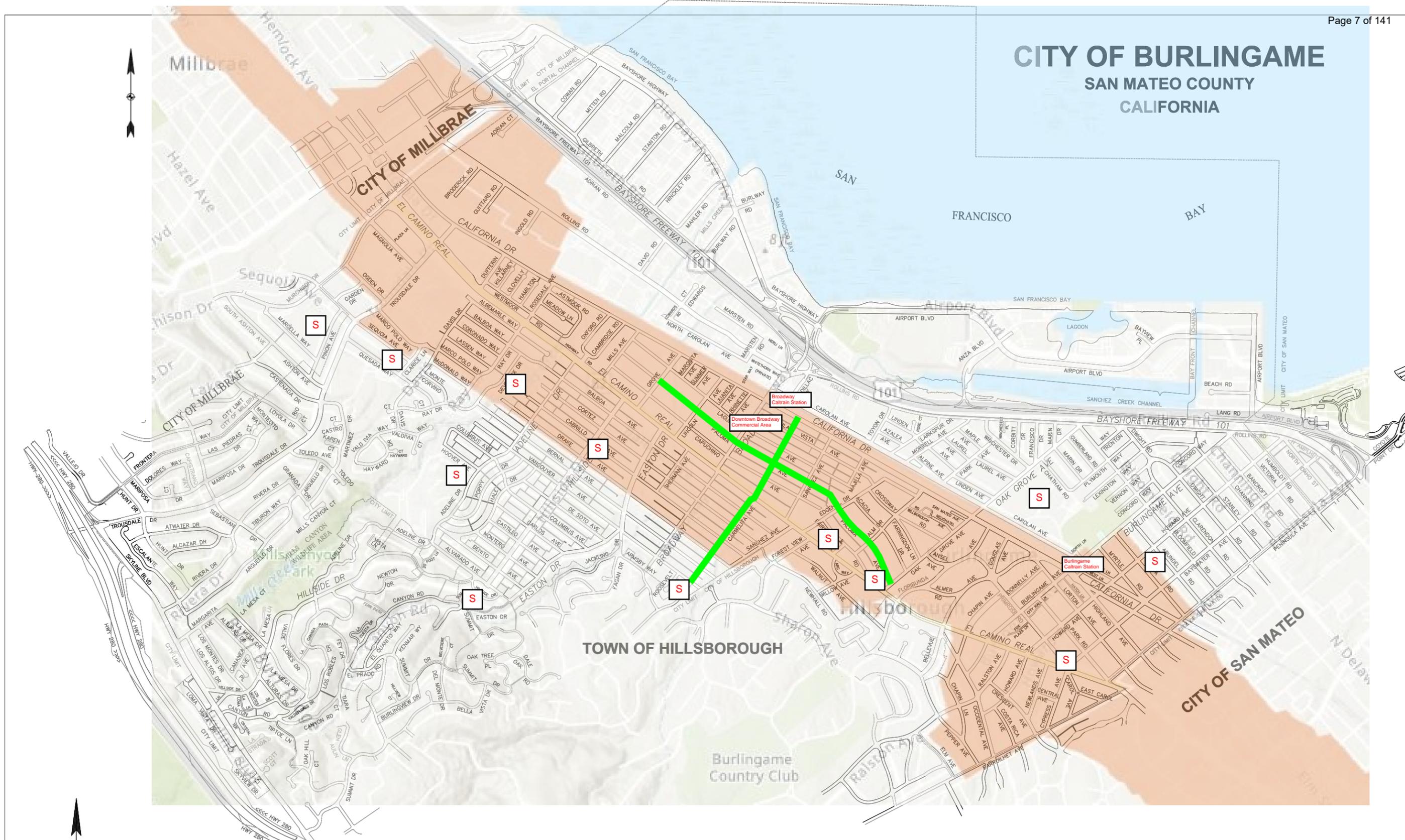
Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$ 50,000	\$	\$ 50,000	Local Funds	100%	Start: June 2021 End: November 2021
Environmental Studies (PA&ED)	\$ 0	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	\$ 150,000	\$	\$ 150,000	Local Funds	% complete	Start: December 2021 End: April 2022
Right-of-way (ROW)	\$ 0	\$	\$	Fund source; notes	% complete	Start: End:
Construction (CON)	\$ 850,000	\$ 850,000	\$	Fund source; notes	% complete	Start: May 2022 End: August 2022
Total	\$ 1,050,000	\$ 850,000	\$ 200,000			

Project Investment by Mode:

Mode	Share of project investment
Auto	30%
Transit	%
Bicycle/Pedestrian	70%
Other	%
Total	100%

CITY OF BURLINGAME

SAN MATEO COUNTY
CALIFORNIA



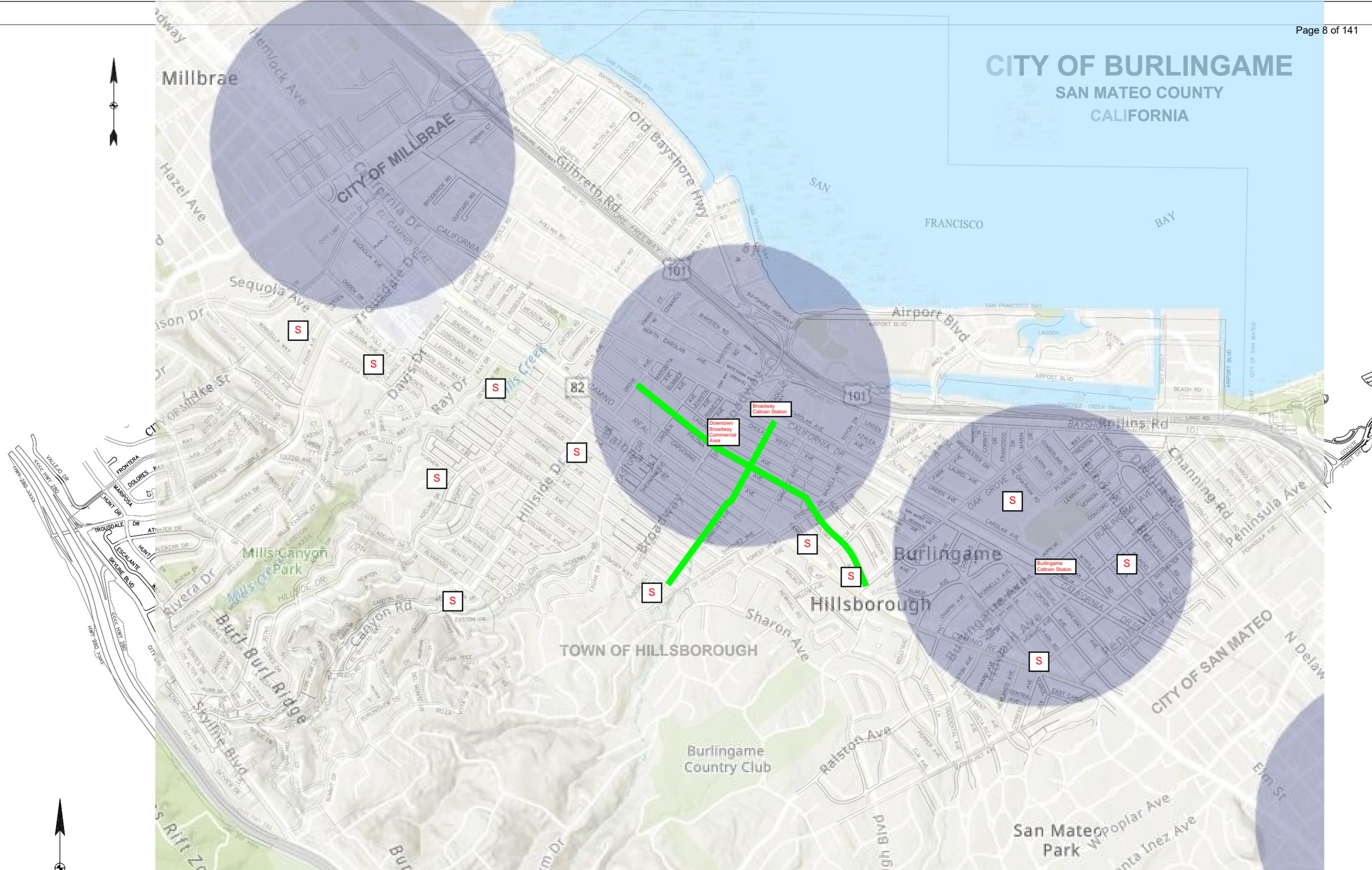
 Priority Development Areas
(source: MTC GIS Open Data)

 School

ATTACHMENT A

CITY OF BURLINGAME

SAN MATEO COUNTY
CALIFORNIA



ATTACHMENT B

Transit Priority Area (2017)
(source: MTC GIS Open Data)

S School

Basic Project Information	
Project Name:	<i>City-Wide Pedestrian Safe Routes and Mobility Improvements</i>
Project Sponsor:	<i>City of Burlingame</i>
Sponsor Contact Information:	<i>Andrew Wong</i>
	<i>650-558-7230</i>
	<i>awong@burlingame.org</i>
Project Location:	<i>Various locations throughout the City, target total of 37 intersections of improvement. Locations include areas within 0.5 mile of school sites and within transit access zones.</i>
Brief Project Description: Please limit to 100 word maximum	<i>This project promotes and prioritizes walking, centered on schools and transit access. This project will implement quick build pedestrian improvements consisting installation of high-visibility signage and advanced stop bars, striped bulb-outs, red curbing, and Rectangular Rapid Flash Beacons to enhance pedestrian safety for our most vulnerable users.</i>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input checked="" type="checkbox"/> Local safe & seamless mobility improvement <input checked="" type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improved connections to transit <input checked="" type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
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	<p><i>effect on closing gaps in pedestrian networks, therefore strengthening network connectivity, reduce level of stress in high collision incident areas, and provide new safer access to destinations.</i></p>														
<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <table border="1" data-bbox="467 411 1352 842"> <thead> <tr> <th colspan="2" data-bbox="467 411 1352 478">CONNECTED MOBILITY VALUES AND GOALS</th> </tr> <tr> <th data-bbox="467 478 821 541">Values</th> <th data-bbox="821 478 1352 541">Goals</th> </tr> </thead> <tbody> <tr> <td data-bbox="467 541 821 590">Think Regionally Act Locally</td> <td data-bbox="821 541 1352 590">Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td data-bbox="467 590 821 646">Provide Great Travel Choices</td> <td data-bbox="821 590 1352 646">Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td data-bbox="467 646 821 716">Put the Traveler First</td> <td data-bbox="821 646 1352 716">Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td data-bbox="467 716 821 772">Be Equitable & Inclusive</td> <td data-bbox="821 716 1352 772">Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td data-bbox="467 772 821 842">Be Sustainable</td> <td data-bbox="821 772 1352 842">Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> <p><i>This project emphasizes pedestrian improvements for safety and mobility near schools, connectivity and access to transit. The improvements aim to promote walking as an intuitive alternate mode of transportation through connected and equitable mobility. Locations of the proposed pedestrian enhancements were specifically identified with input from communities in order to create safer and seamless routes for travel.</i></p> <p><i>Less than half of Burlingame residents have a commute that is under ten miles. Some of these trips could be completed (in-part) as walking or biking trips with improved low-stress networks or making transit stops/stations more accessible with first/last mile connections. Providing safer, low-stress infrastructure for students and families lays the foundation for increasing bicycling and walking trips. This project and the locations identified is further supported by local education and encouragement Safe Routes to Schools programming.</i></p>	CONNECTED MOBILITY VALUES AND GOALS		Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
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<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p><i>This project is the direct result of input from community outreach efforts for the recently adopted Bicycle and Pedestrian Master Plan, General Plan Update (Envision Burlingame), and various Specific Plans. The City's Envision Burlingame effort engaged residents, business owners and other community members in a comprehensive discussion regarding mobility. Envision Burlingame was a robust community-driven process that included multiple community workshops and surveys, a Community Advisory Committee (CAC) that met 18 times over the three-plus-year process, and extensive input from</i></p>														

	<p><i>the Burlingame Planning Commission and City Council.</i></p> <p><i>The 2020 Bicycle and Pedestrian Master Plan Update was built on a thorough public outreach process that included in-person and virtual community engagement opportunities. Over the course of the three-phase outreach process, thousands of comments were received. The outreach process also included collaboration with the City's Bicycle and Pedestrian Advisory Committee, Traffic, Safety, and Parking Commission, and Council's Bicycle and Pedestrian Plan Subcommittee.</i></p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p><i>Although we do not anticipate conflicts between the proposed pedestrian improvements with existing and planned transit services, as part of our Planning Policies, the City will coordinate with adjacent governmental entities, public service companies, coordinating agencies, transit agencies, and school districts to ensure improvements are incorporated into their planning and areas of responsibility, and vice versa. Through thoughtful coordinate and planning, the City will make every effort not to adversely impact transit operations.</i></p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p><i>This project will improve pedestrian network between the major corridors and residential streets to form the basis of complete low-stress walkable networks across Burlingame. By closing gaps in the pedestrian networks, this project will link schools, parks, libraries, commercial areas, transits, and other destinations.</i></p> <p><i>The pandemic has disrupted every aspect of life, including physical and mental health benefits of regular exercise. More people are opting for walking and biking instead of driving and engaging more deeply with local small businesses.</i></p> <p><i>This project focuses on enhancements to intersection as they are an important component of network connectivity. They are necessary for pedestrian mobility, but are one of the most vulnerable network components, as they are where the majority of pedestrian vehicle conflicts and collisions occur.</i></p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p><i>The proposed improvements are the direct results of outreach and engagement with local Bicycle Pedestrian Advisory Committee, the City's Traffic Safety & Parking Commission, Burlingame School District, and the San Mateo County Office of Education to utilize their knowledge of the infrastructure needs and desires of the community. At this time, the project is not anticipated to be co-nominated by MTC.</i></p>

	<input type="checkbox"/> Project is co-nominated by MTC.
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p><i>We are currently working on the plans and specifications with Summer 2021 as a target date for construction. Right-of-way impact is not anticipated for this project. A CEQA Notices of Exemption will be filled in the coming months under Categorical Exemption Section 15301, Existing Facilities, Class 1 (c) and do not anticipate any issues with the clearance. The project is aimed to address and deliver quick and cost-effective transportation alternatives, improve transportation access, and create healthy and safe communities as consistent with the Plan Bay Area 2040 Action Plan Objectives.</i></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p><i>The project does not touch or encroach into Caltrans' right-of-way.</i></p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p><i>We are currently working on the Plans, Specifications and Estimates. If this project selected for grant funding, the target date for start of construction will be Summer 2021 with the project delivered and funds obligated by September 30, 2022.</i></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p><i>The City is requesting funds for the construction portion of the project only. Since this is a high priority project with overwhelming community support to improve pedestrian safety and accessibility, if this project was not selected for grant funding, the City will continue with the PS&E phase and seek other funding sources for the construction phase with an unknown completion date. However, if this project is selected, grant funds will ensure construction has a definitive and earlier starting date.</i></p> <p>Describe the sponsor's ability to meet state and federal requirements after fund</p>

	<p>obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p><i>The City of Burlingame has the ability and history of successfully meeting state and federal requirements after fund obligation. Examples of recently completed state and federally funded projects include: California Drive Roundabout, Carolan Avenue Complete Streets, and the Broadway, California, Cadillac and Trousdale Federal Resurfacing Project. The City confirms that we have the ability and resources to award the project within 6 months of obligation.</i></p>
Fund exchange:	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p>N/A</p>
Grant minimum:	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered.</p> <p>N/A</p>
Supplanting of existing funds:	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding.</p> <p>N/A</p>
Toll credit request:	<p><input type="checkbox"/> Toll credits are requested; no local match is provided.</p> <p>N/A</p>

Project Cost & Funding

Project Cost & Status:

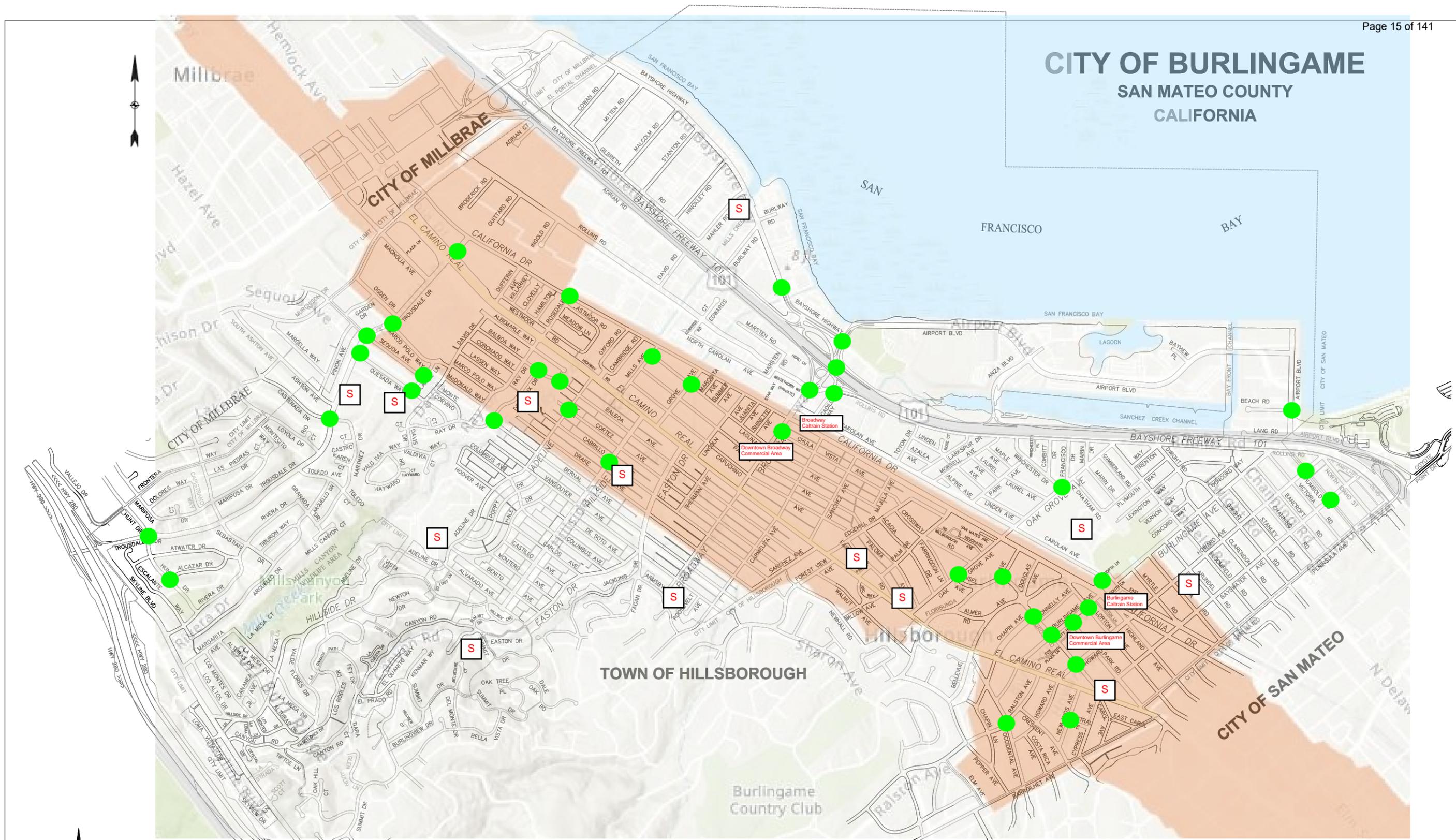
Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$ 0	\$	\$	Fund source; notes	100%	Start: December 2020 End: April 2021
Environmental Studies (PA&ED)	\$ 0	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	\$ 20,000	\$	20,000	Local Funds	% complete	Start: April 2021 End: August 2021
Right-of-way (ROW)	\$ 0	\$	\$	Fund source; notes	% complete	Start: End:
Construction (CON)	\$ 260,000	200,000	60,000	Local Funds	% complete	Start: September 2021 End: November 2021
Total	\$ 280,000	\$ 200,000	\$ 80,000			

Project Investment by Mode:

Mode	Share of project investment
Auto	20%
Transit	%
Bicycle/Pedestrian	80%
Other	%
Total	100%

CITY OF BURLINGAME

SAN MATEO COUNTY
CALIFORNIA



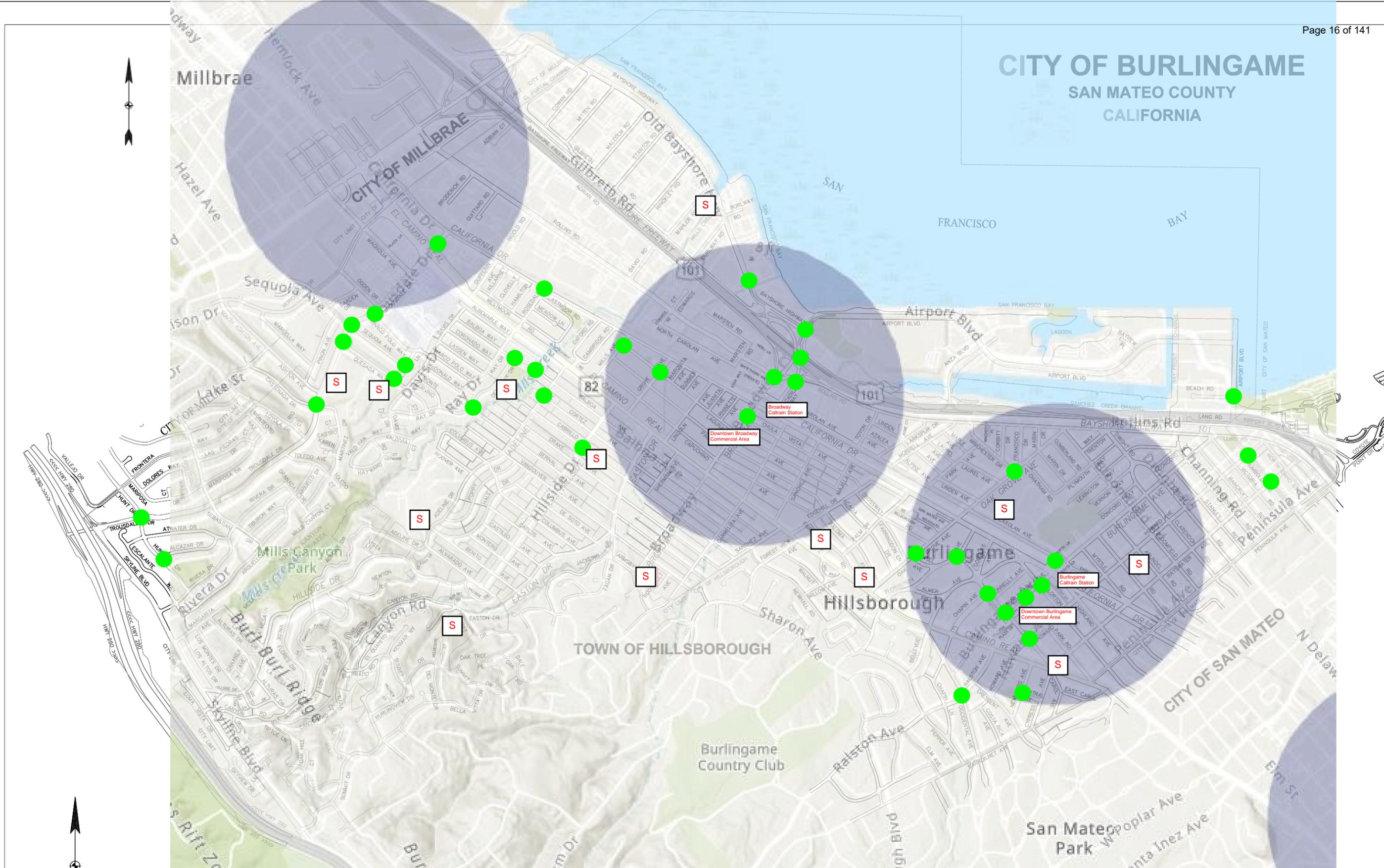
 Priority Development Areas
(source: MTC GIS Open Data)

 School

ATTACHMENT A

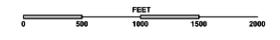
CITY OF BURLINGAME

SAN MATEO COUNTY
CALIFORNIA



ATTACHMENT B

-  Transit Priority Area (2017)
(source: MTC GIS Open Data)
-  School



Basic Project Information	
Project Name:	San Mateo County Broadmoor Safe Routes to School Pedestrian Safety and Mobility Improvements
Project Sponsor:	Unincorporated Broadmoor, San Mateo County
Sponsor Contact Information:	Hanieh Houshmandi
	650-599-1481
	hhoushmandi@smcgov.org
Project Location:	Unincorporated Broadmoor, San Mateo County
Brief Project Description: Please limit to 100 word maximum	<p>The project will improve and enhance access to both Garden Village Elementary and Ben Franklin Intermediate Schools on two major roads.</p> <p>On South Park Plaza Drive – the project proposes to install a raised midblock crosswalk, connecting both schools, with ADA curb extensions and ramps, pedestrian-activated Rapid Rectangular Flashing Beacons (RRFB), speed reduction striping, and edge lines.</p> <p>On 87th Street – the project proposes to install ADA curb extensions and ramps at the corners of S. Park Plaza & 87th St and at Washington St & 87th St, and install speed reducing edge lines on 87th St. from Southgate Ave to Sullivan Ave.</p>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Priority Development Area (PDA) <input checked="" type="checkbox"/> Transit Priority Area (TPA) <input checked="" type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p style="padding-left: 40px;">Garden Village and Ben Franklin Schools are located in unincorporated Broadmoor, and serve children in adjacent COCs in Daly City, and unincorporated Colma.</p>

<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p>Describe how the project aligns with the values & goals of the Partnership Board’s Connected Mobility Framework:</p> <div data-bbox="479 279 1367 709" style="background-color: #f2f2f2; padding: 10px; border: 1px solid #ccc;"> <p style="text-align: center;">CONNECTED MOBILITY VALUES AND GOALS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Values</th> <th style="text-align: left; padding: 5px;">Goals</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Think Regionally Act Locally</td> <td style="padding: 5px;">Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td style="padding: 5px;">Provide Great Travel Choices</td> <td style="padding: 5px;">Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td style="padding: 5px;">Put the Traveler First</td> <td style="padding: 5px;">Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td style="padding: 5px;">Be Equitable & Inclusive</td> <td style="padding: 5px;">Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td style="padding: 5px;">Be Sustainable</td> <td style="padding: 5px;">Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> </div> <p>SRTS project locations proposed in this application align with all of the Connected Mobility Values and Goals.</p> <p>Think Regionally, Act Locally: The improvements at these schools would benefit community members not only in the unincorporated County community of Broadmoor, but those in the adjacent jurisdictions of City of Daly City and Town of Colma.</p> <p>Provide Great Travel Choices/ Be Sustainable: The improvements help to provide safe, healthy alternatives to driving, with the added benefits of advancing mode shift to walking and biking and resulting reductions in vehicle miles traveled and greenhouse gas emissions. While children are not walking or bicycling to school due to virtual learning during COVID-19, they are walking and biking in their neighborhoods, and utilizing school playgrounds for recreation.</p> <p>Be Equitable & Inclusive: The SRTS project locations address equity-related disparities by responding to the documented needs of residents in Communities of Concern that have been severely impacted by COVID-19, and in communities with high rates of transit-dependency.</p> <p>Put the Traveler First: The project locations are designed to ensure a dignified traveler experience for all users by providing ADA access at curb ramps, and increasing pedestrian visibility through high-visibility crosswalks, curb extensions, and RRFBs.</p>	Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
Values	Goals												
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous												
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips												
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs												
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips												
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting												
<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p>The proposed SRTS project locations were identified in the 2021 Unincorporated San Mateo County Active Transportation Plan (ATP) as priority projects. ATP outreach consisted of community workshops, pop-up events, and online engagement activities, held over a nearly two-year planning process, and resulted in thousands of individual comments regarding walking and biking needs. Input received throughout the ATP planning process consistently highlighted a desire for safer crossings and SRTS improvements.</p>												

	<p>The proposed Broadmoor SRTS improvements were identified during a walking tour of the community conducted during the ATP planning process with community stakeholders. The need for transportation improvements in the area is called out in the Daly City CBTP as Broadmoor is located between Daly City's northwest and central COCs that have high senior, youth, and low income populations and households with limited English proficiency and no vehicle access.</p> <p>The need for the proposed midblock crossing between Garden Village and Ben Franklin schools was identified as a priority by the two adjacent schools, which have requested the installation of a safe crossing at this location to connect the two campuses due to high demand. The County has received support letters from both school's Principals, District Superintendents and students (see Attachment D).</p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p>The proposed project locations are not anticipated to conflict with existing or planned transit service.</p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>The City of Daly City and Town of Colma currently have some of the highest COVID-19 case rates in the County (579, 1,128 cases / 10,000 residents, respectively). Pre-COVID, students that attend both Ben Franklin and Garden Village Schools relied on SamTrans bus service to get to school. During the pandemic, SamTrans has been operating reduced service due to lower demand and a constrained budget and is not providing service to schools in a virtual learning classroom setting.</p> <p>Given the uncertainty around the restoration of SamTrans service as schools resume in-person learning, it is crucial that students have safe alternatives to transit and single occupancy vehicles. SRTS improvements will also create safer environments for those walking or biking for recreation or serving other daily needs in their communities.</p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>The proposed improvements are coordinated with school districts, the County Office of Education and County Office of Sustainability.</p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>All proposed improvements are within existing County road ROW. A categorical exemption is anticipated for CEQA (15301, Class 1(c)) and NEPA. The curb extensions are anticipated to be mounted on top of existing asphalt concrete. This will simplify the design and lower construction costs.</p> <p>This project is consistent with Plan Bay Area in that it reduces CO2 emissions, provides safer facilities that are more conducive to biking and walking, promotes healthy lifestyles by encouraging physical activity, reduces reliance on the automobile, and will increase non-auto mode share of the road.</p>

	<p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p>Not applicable.</p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p>It is anticipated that the Environmental and Right of Way phases will be concluded by August 30, 2021. The Plans, Specifications and Estimates will conclude by Dec 31, 2021, Construction Authorization to be by Feb 20, 2022 and Construction is to conclude by Sep 30, 2022. The County has engineering staff and On-Call Consulting Services in place that can expedite the design and implementation of the project.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p>There is a possibility of a surge in the Covid-19 pandemic with more severe lock-downs put in place that could impact project delivery. The County is confident that with the increased availability of the vaccine and the County's internal and external resources that any delays can be mitigated.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>The County Public Works Department has extensive experience planning, designing, and constructing projects within County road right of way on time and within budget. Many County projects utilize federal and state funding and are executed successfully according to the requirements of each fund. County staff is experienced in working with the Caltrans Office of Local Assistance and the federal funding process.</p>
<p>Fund exchange:</p>	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p>Not applicable.</p>
<p>Grant minimum:</p>	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered.</p> <p>Not applicable.</p>
<p>Supplanting of existing funds:</p>	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response</p>

	should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. Not Applicable
Toll credit request:	<input checked="" type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase	Project Milestones
		Safe & Seamless (Grant Request)	Other Funds		% Complete	Provide start and end dates for each project phase
Planning/ Conceptual	\$	\$	\$	Local Match-Toll Credit	60%	Start: grant award End: 8/1/2021
Environmental Studies (PA&ED)	\$1000	\$885	\$115	Local Match-Toll Credit	80%	Start: grant award End: 08/31/2021
Design Engineering (PS&E)	\$208,850	\$184,895	\$23,955	Local Match-Toll Credit	0%	Start: 08/31/2021 End: 12/31/2021
Right-of-way (ROW)	\$0	\$0	\$0	Local Match-Toll Credit	100%	Start: N/A End: N/A
Construction (CON)	\$1,392,333	\$1,232,632	\$159,701	Local Match-Toll Credit	0%	Start: 02/20/2022 End: 09/30/2022
Total	\$1,602,183	\$1,418,412	\$183,771			

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit*	%
Bicycle/Pedestrian	100%
Other	%
Total	100%

*No direct improvements to transit are proposed, however, the proposed project will improve access to transit.

**Attachments for
San Mateo County Application
MTC Safe and Seamless Mobility Quick Strike Program**

San Mateo County Safe Routes to School Pedestrian Safety and Mobility Improvements

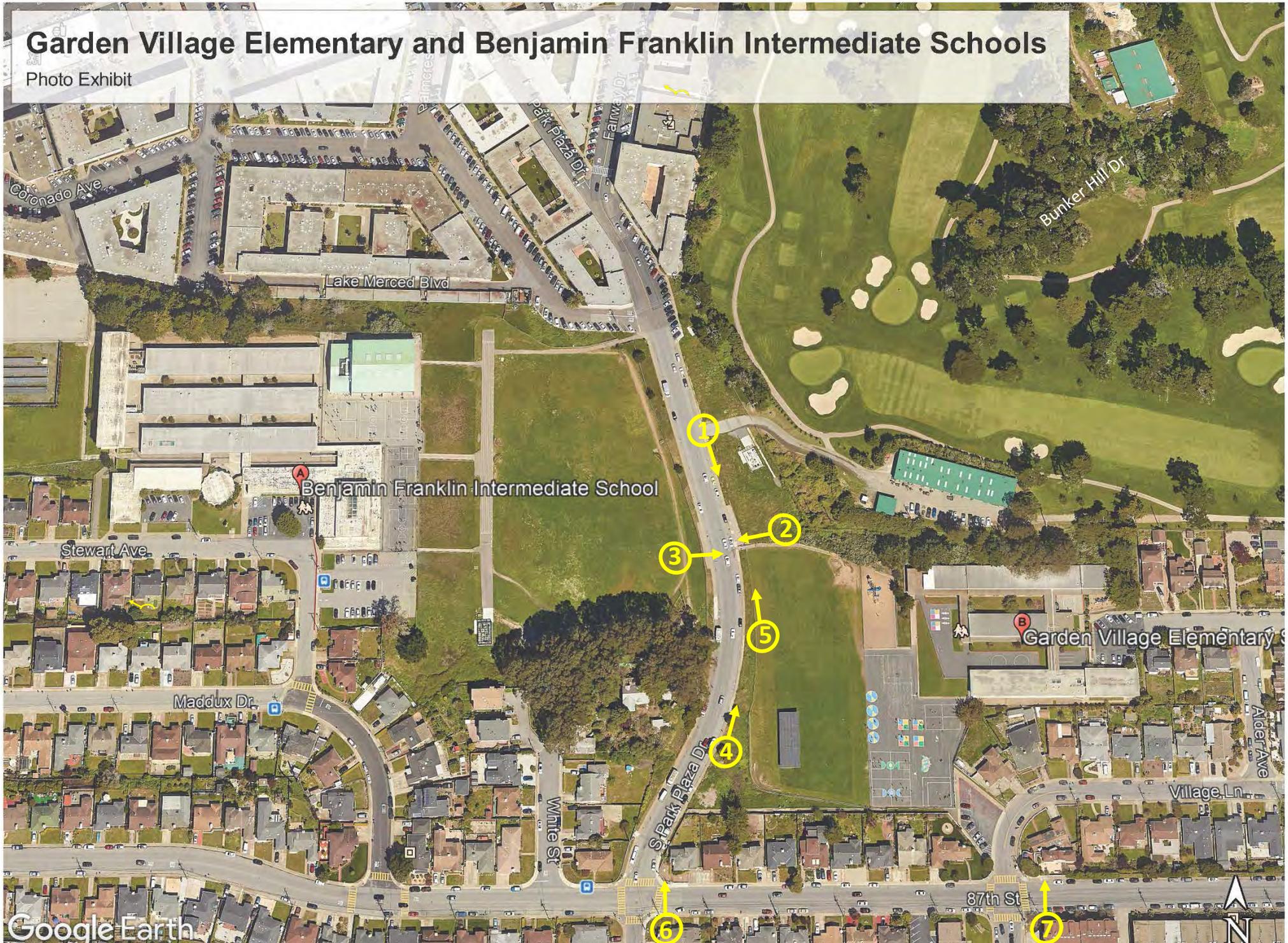
Broadmoor

Attachment A

Photos

Garden Village Elementary and Benjamin Franklin Intermediate Schools

Photo Exhibit





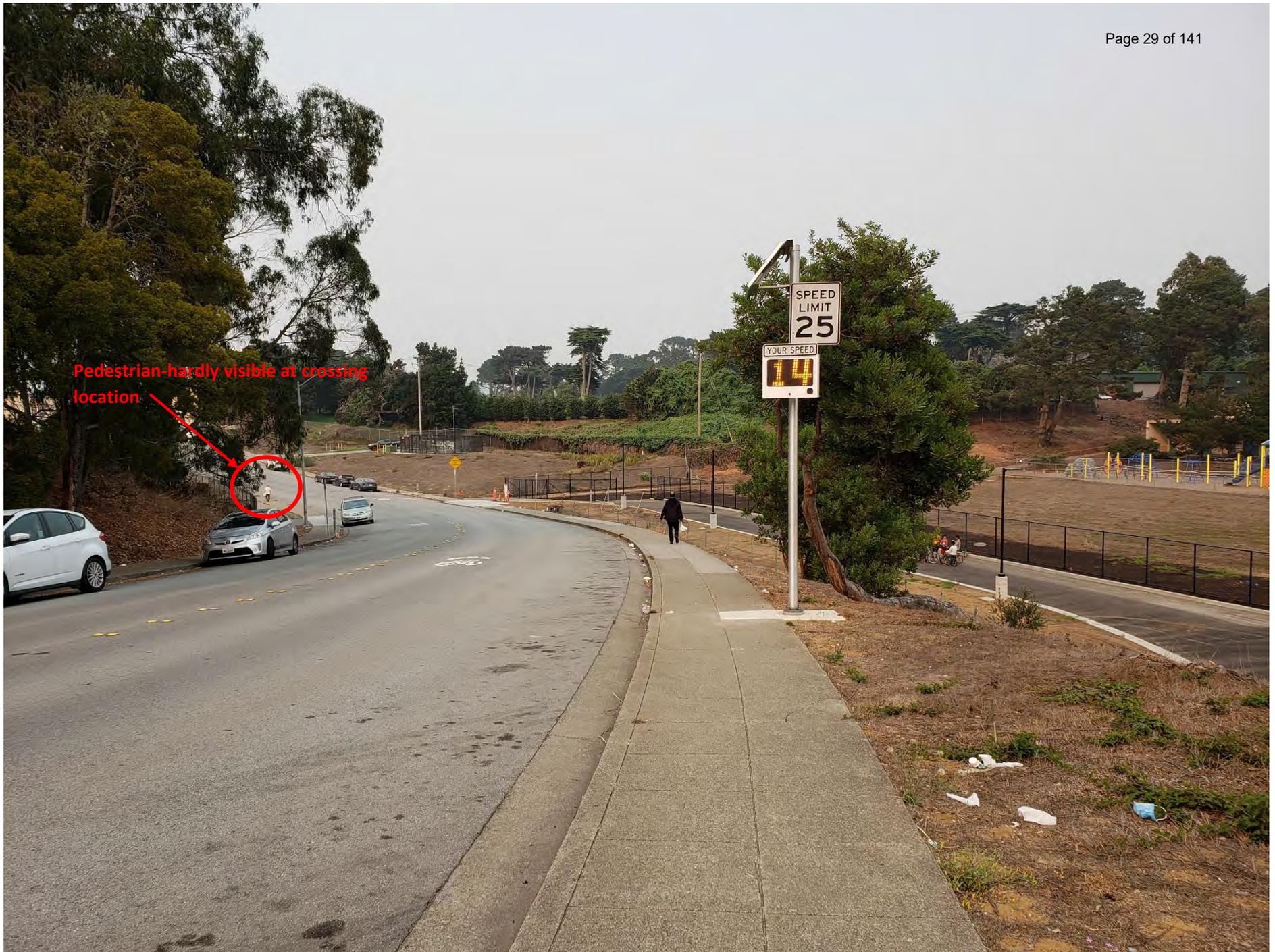
1-Looking South - Pedestrians cross unsafely between parked cars- limited visibility compounded by speeding traffic approaching from both sides on a downhill slope



2-Looking West - existing sign to prohibit pedestrians crossing unsafely is frequently ignored- Location of proposed new raised crosswalk



3-Looking East - existing sign to prohibit pedestrians crossing unsafely is frequently ignored- Location of proposed new raised crosswalk



4-Looking North – Recently added radar feedback sign



5-Looking North – Speeding traffic caused in part from downhill slope. High density apartments in background with parking that overflows on South Park Plaza, where pedestrians currently cross



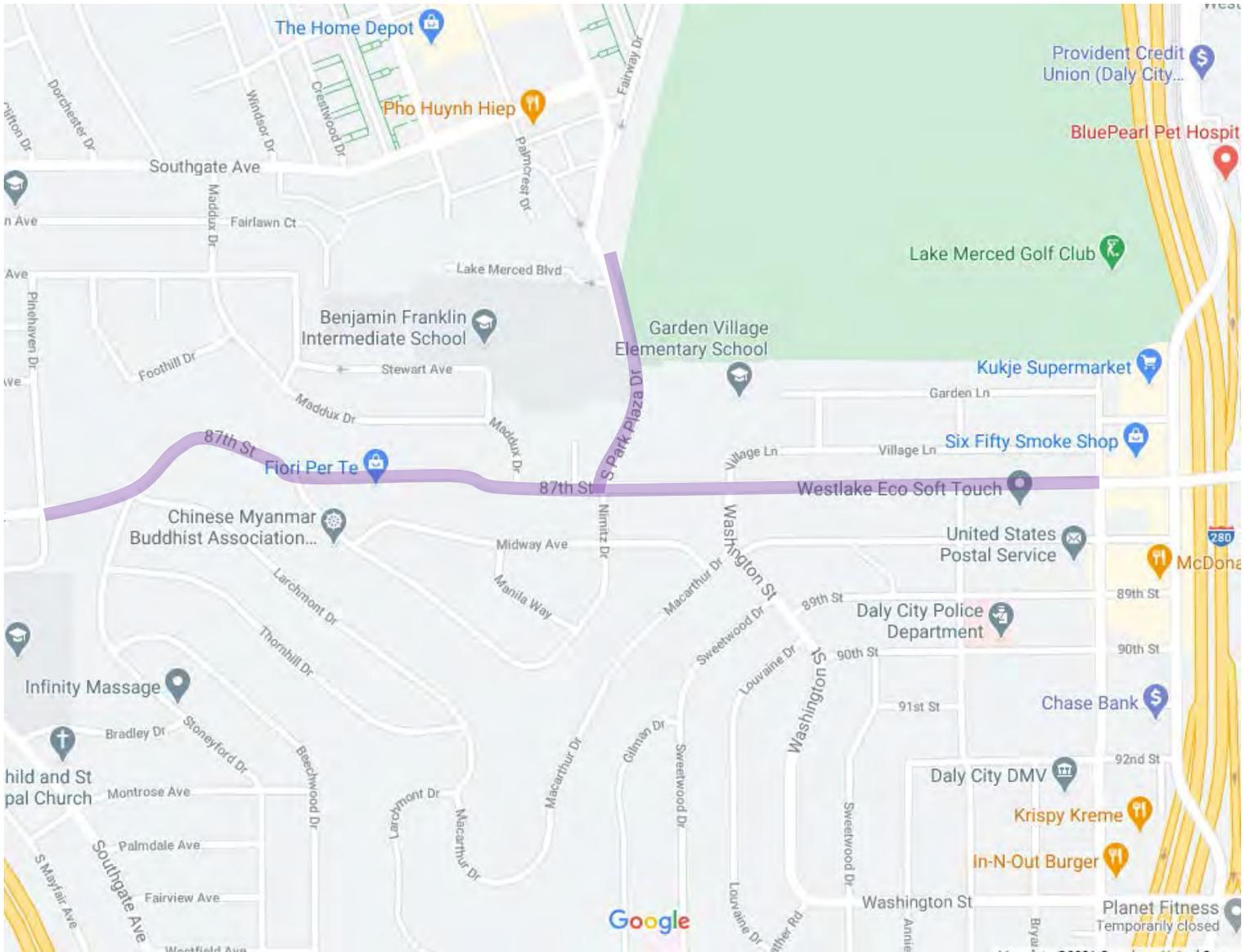
6-Looking North – 87th St and S. Park Plaza- Signal Protected High Visibility Crosswalk, but no ADA ramps



7-Looking North – 87th St Washington St/Village Ln- Signal Protected High Visibility Crosswalk, but no ADA ramps

Attachment B

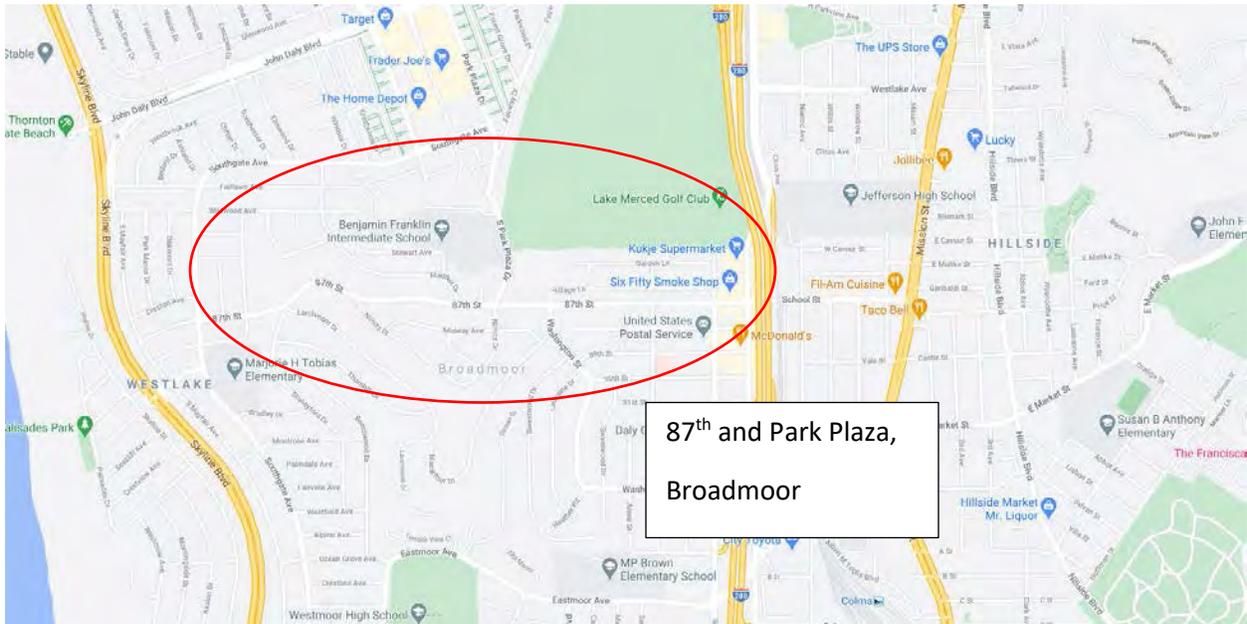
Maps



Vicinity Map



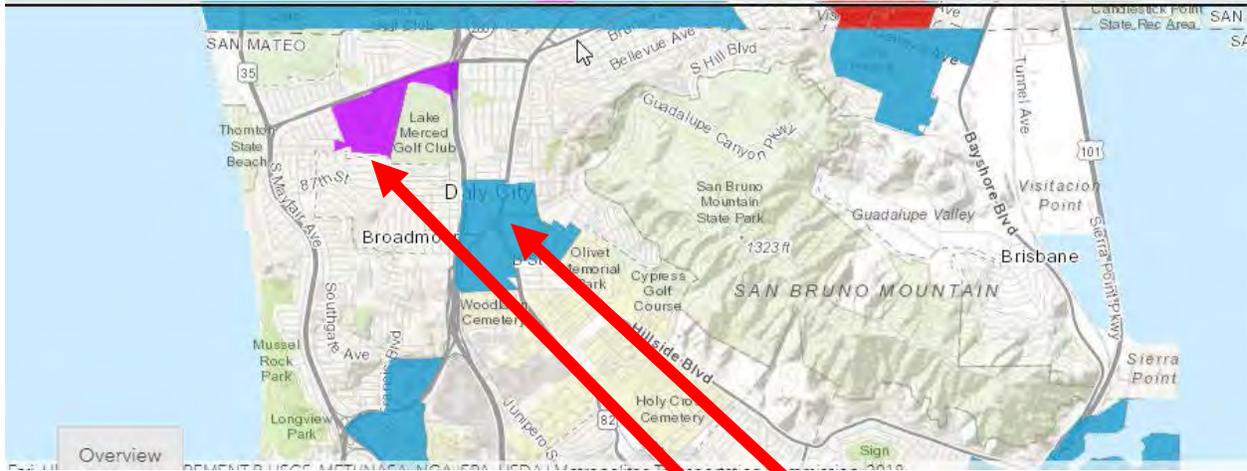
Location Map



MTC Communities of Concern

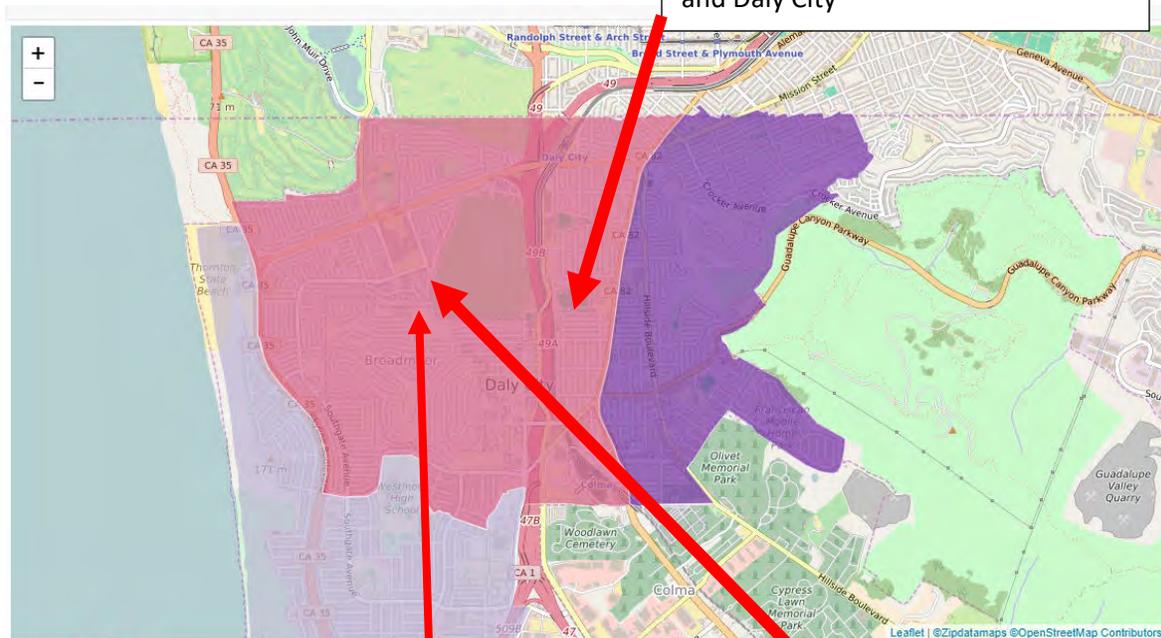
MTC Communities of Concern in 2018 (ACS 2012 - 2016)

Last updated 2 years ago



Highest and High Communities of Concern in Unincorporated Colma and Daly City

Elementary School Attendance Boundaries



Benjamin Franklin Intermediate School

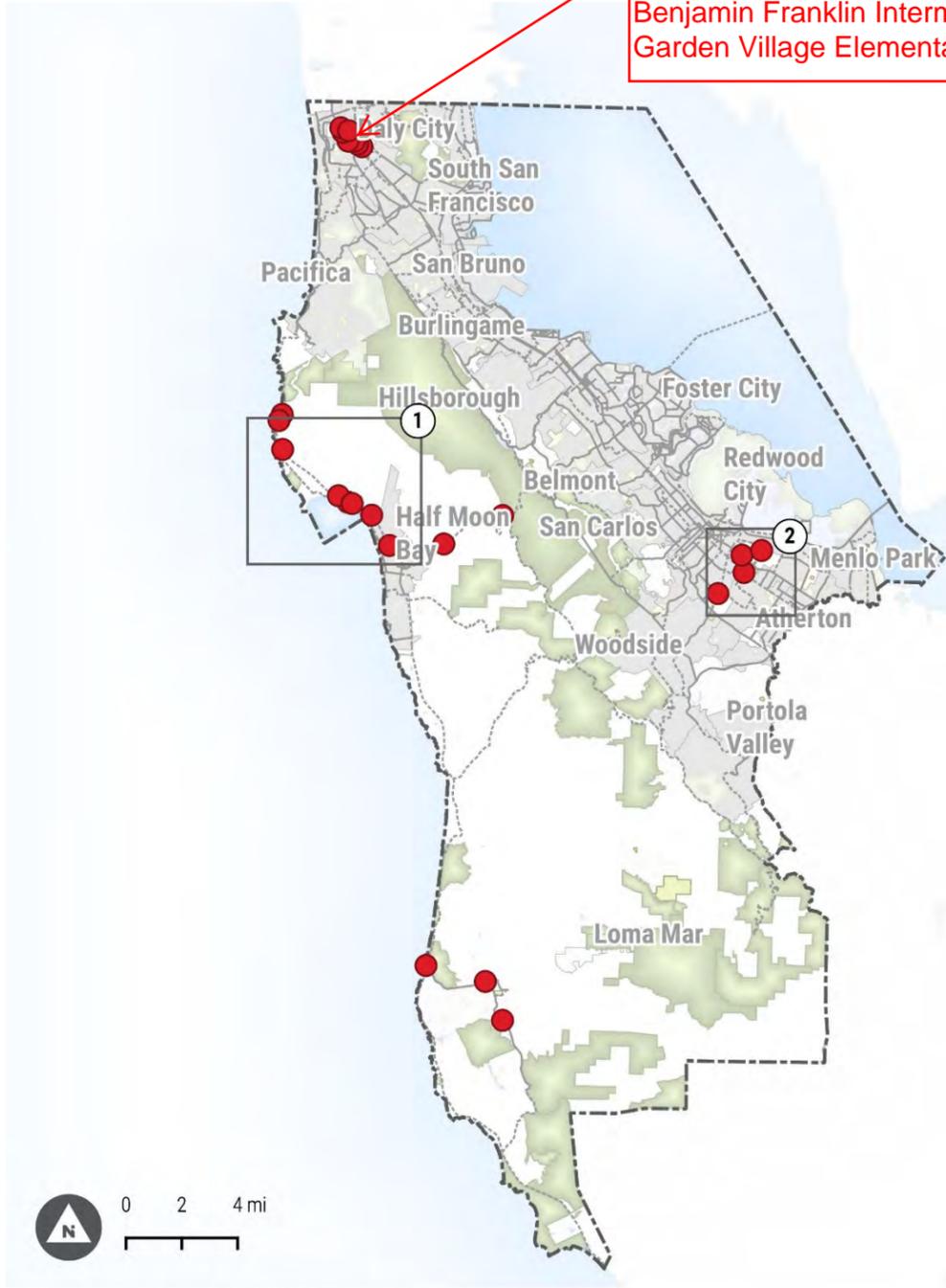
South Park Plaza Drive

Attachment C

Supporting General Plan Documents

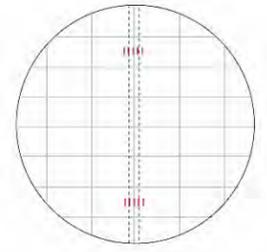
Pedestrian Network Gap Analysis

S. Park Plaza
Benjamin Franklin Intermediate and
Garden Village Elementary Schools



- | | | |
|----------------------------------|--------------|-----------------------------------|
| Facilities and Gaps | Other | |
| ● Community Identified Spot Gaps | ■ Park | ■ Incorporated |
| — Existing Facilities | ■ School | ■ San Mateo County |
| - - - Proposed Facilities | ■ Water | ■ Unincorporated San Mateo County |
| | | ■ County Boundary |

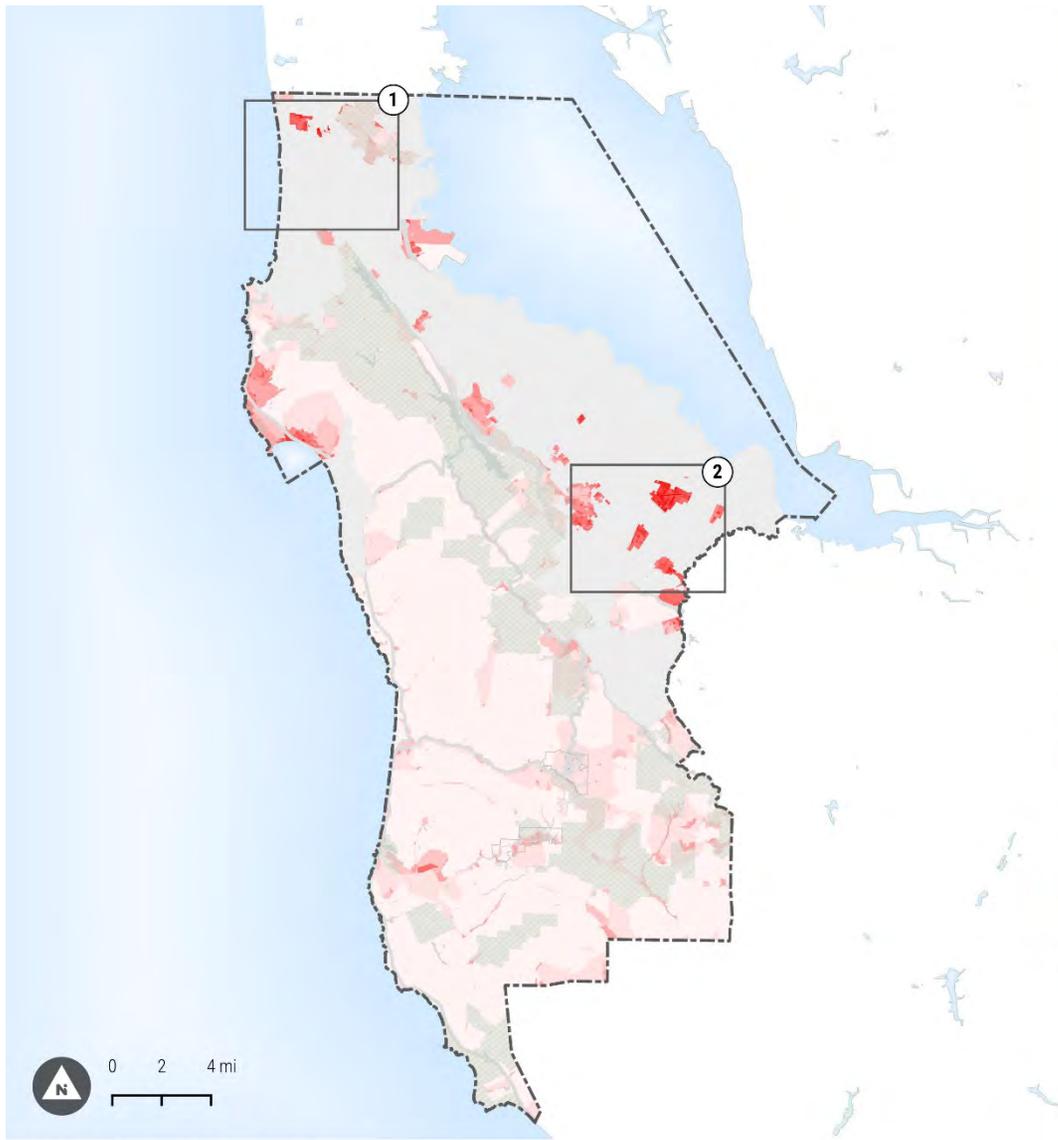
Community-Identified Pedestrian Spot Gaps



Pedestrian spot gaps were identified through public engagement activities and walking tours in the Colma/Broadmoor and Coastside areas. Pedestrian spot gaps are key areas where community members feel unsafe walking and can therefore be improved by more robust pedestrian infrastructure. Many identified spot gaps relate to major insufficient arterial or highway crossings or sidewalk gaps and are within the vicinity of transit stations, schools, and other local destinations. These community-identified spot gaps illustrate one snapshot of needs across the County and can help to inform the overall themes and trends that will feed into the prioritization of pedestrian improvements.



Figure 7. Community-Identified Spot Gaps



Potential Demand
Low High

Other
Parks
Water
Jurisdictions
Unincorporated San Mateo County
County Boundary

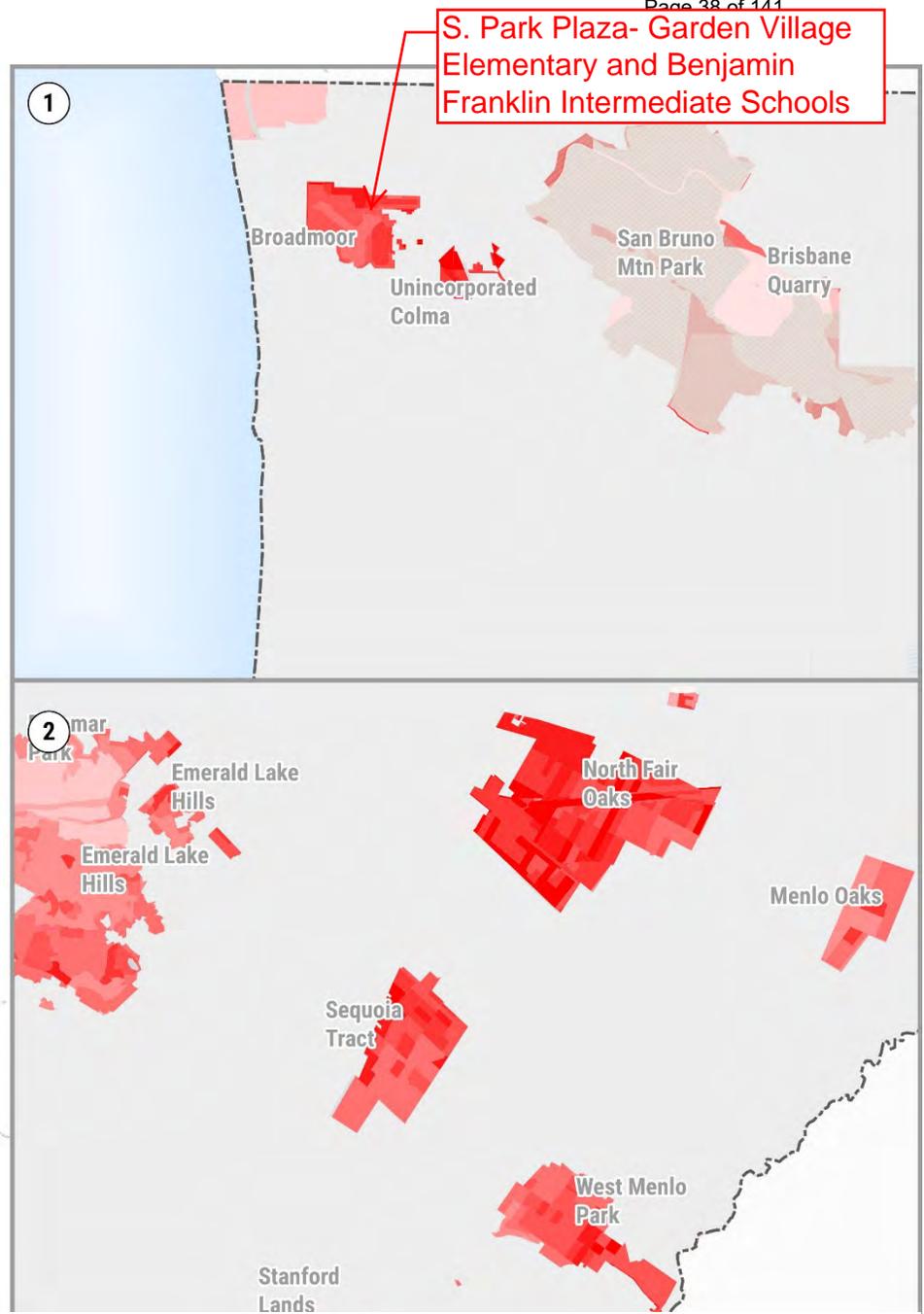


Figure 1: Potential Demand - Unincorporated San Mateo County

S Park Plaza
Garden Village Elementary and Benjamin
Franklin Intermediate Schools

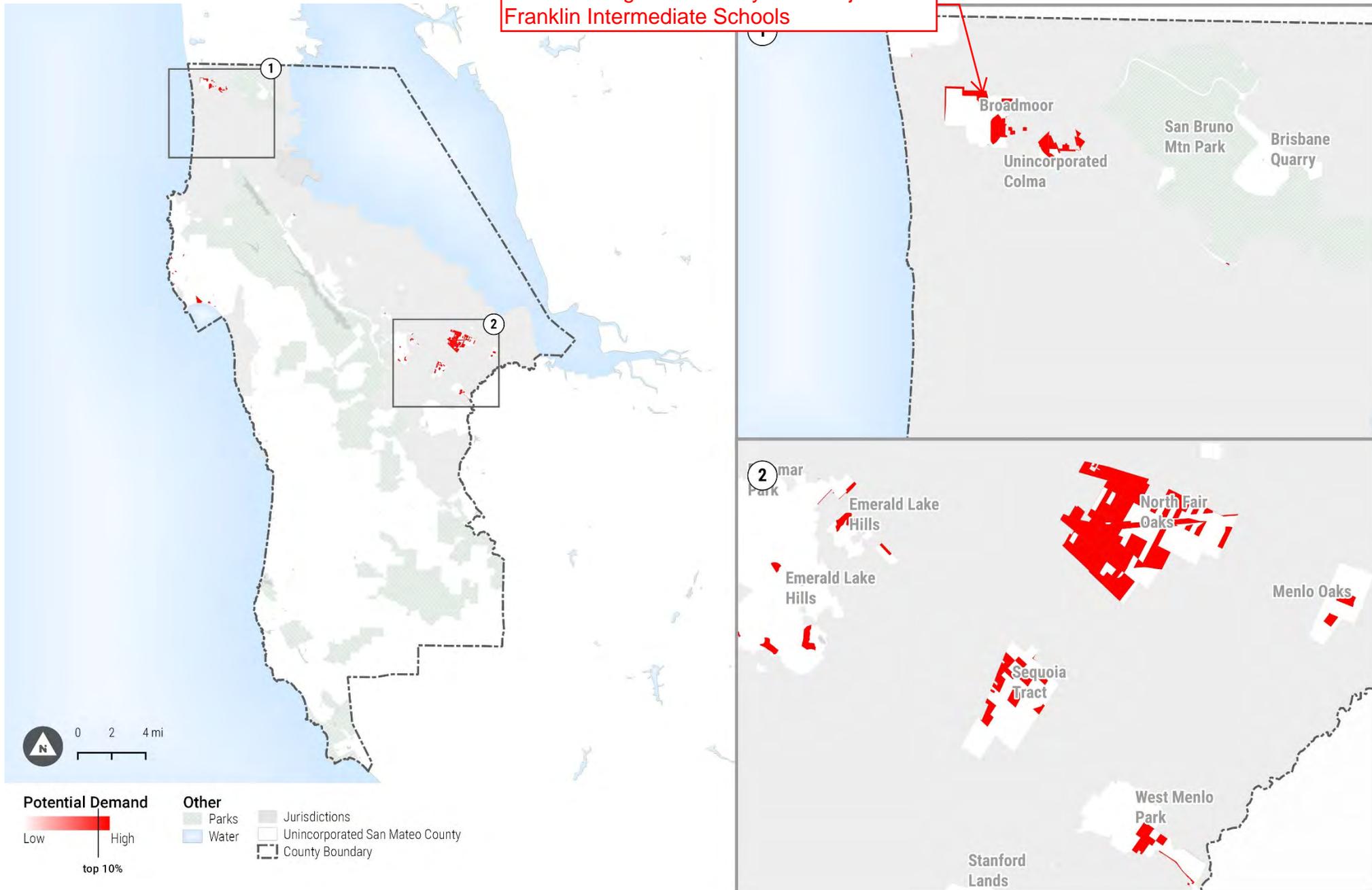
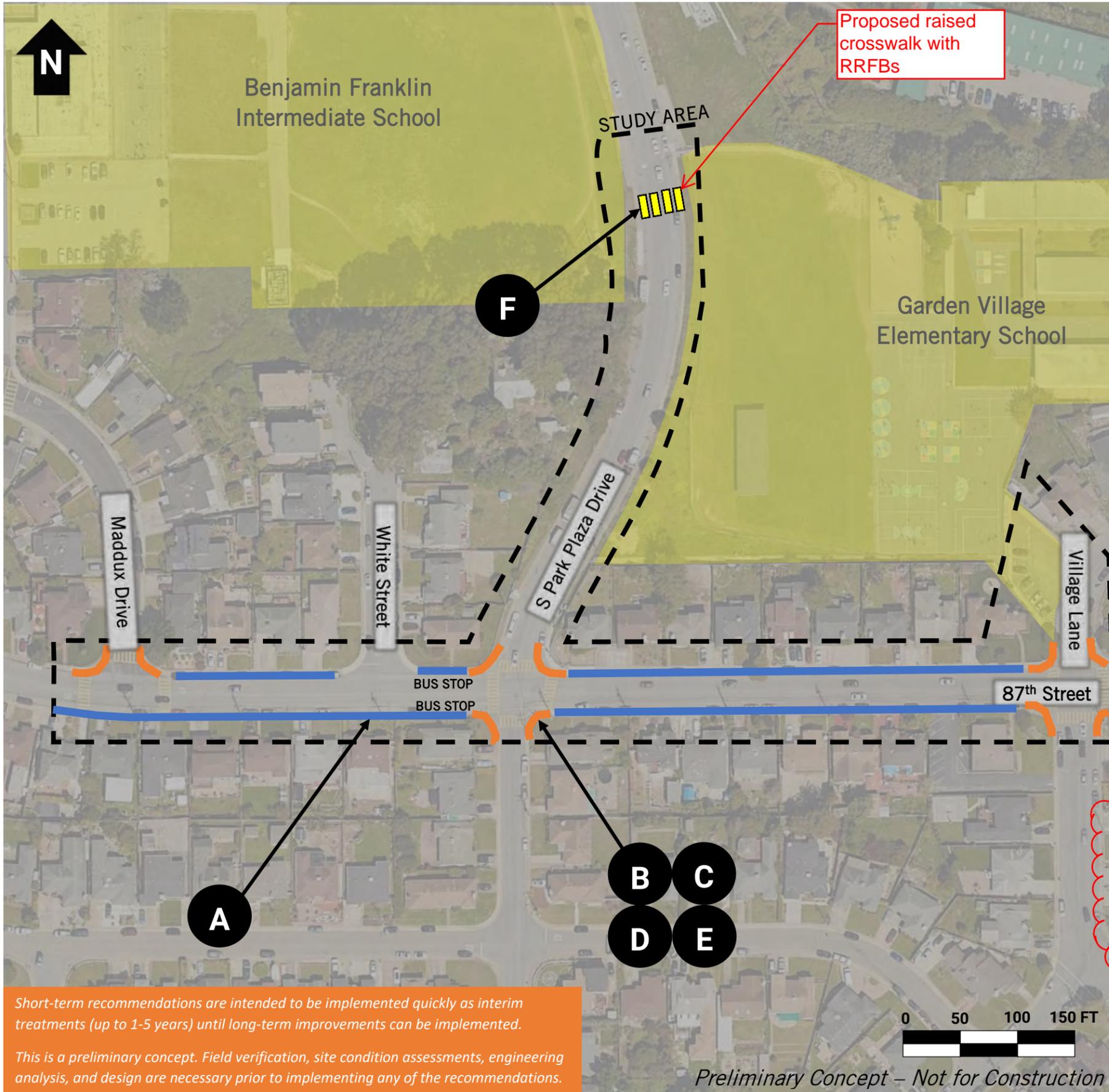


Figure 2: Potential Demand - Top 10%



	Existing Condition	Treatment Goal	Recommendation
A	Rolled curbs; parking observed on sidewalk, preventing pedestrian access. Parking on sidewalk may result in pedestrians walking in street.	<ul style="list-style-type: none"> Discourage parking on sidewalk Improve pedestrian access and safety 	Short-Term <ul style="list-style-type: none"> Stripe edge lines in roadway to delineate parking lanes from travel lanes Conduct neighborhood educational campaign (e.g., windshield flyers) on good parking habits Long-Term <ul style="list-style-type: none"> Retrofit rolled curbs to vertical curbs
B	Additional curb ramps are needed in some quadrants of the intersections.	<ul style="list-style-type: none"> Increase ease of crossing for pedestrians with mobility and vision impairments 	Long-Term <ul style="list-style-type: none"> Install ADA-compliant bi-directional curb ramps with detectable warning surfaces that align with crosswalks at intersections on 87th Street with marked crossings
C	Large corner radii; observed vehicles making higher speed turns, decreased yielding to pedestrians. Higher vehicle speeds can increase severity of potential crashes.	<ul style="list-style-type: none"> Slow vehicular turning speeds Increase visibility of pedestrians Increase pedestrian safety Shorten pedestrian crossing distances / time spent in crosswalk 	Short-Term <ul style="list-style-type: none"> Install quick-build curb extensions with smaller radii constructed from temporary materials like paint and flexible delineators Long-Term <ul style="list-style-type: none"> Install concrete curb extensions with smaller radii (must account for existing drainage infrastructure). Consider truck aprons to accommodate heavier vehicles.
D	Parked cars at intersections result in obstructed sight lines for drivers , reducing the visibility of pedestrians and other vehicles.	<ul style="list-style-type: none"> Increase visibility for drivers at intersections 	Short-Term <ul style="list-style-type: none"> Where possible, establish “no parking” zones within 20 feet of intersections with red paint and/or signage Long-Term <ul style="list-style-type: none"> Where possible, install concrete curb extensions at intersections
E	Observed vehicles yielding infrequently to pedestrians , necessitating the use of crossing guards during school hours.	<ul style="list-style-type: none"> Increase visibility of crossing pedestrians to turning vehicles Help pedestrians establish priority when crossing 	Short-Term <ul style="list-style-type: none"> Install Leading Pedestrian Intervals (LPis) at signalized intersections, which provide pedestrians with a walk signal 3 to 7 seconds before vehicles traveling in the same direction receive a green indication. If right turns on red are allowed, install signs restricting right turns on red.
F	Pedestrian desire line exists at mid-block location with no marked crosswalk.	<ul style="list-style-type: none"> Provide crossing infrastructure at a desired crossing location Increase accessibility for pedestrians 	Long-Term* <ul style="list-style-type: none"> Install high-visibility yellow crosswalk, Rapid Rectangular Flashing Beacon (RRFB), curb extensions, and curb ramps with detectable warning surfaces, taking into consideration desire line, drainage infrastructure, and vertical and horizontal sight lines. Consider a raised crossing. <i>*Further engineering study will be required.</i>

Short-term recommendations are intended to be implemented quickly as interim treatments (up to 1-5 years) until long-term improvements can be implemented.

This is a preliminary concept. Field verification, site condition assessments, engineering analysis, and design are necessary prior to implementing any of the recommendations.

Preliminary Concept – Not for Construction

Attachment D

Letters of Support

Received for the Broadmoor developments used to apply to an HSIP grant in Nov. 2020



Governing Board
Shakeel Ali
Marie Brizuela
Clayton Koo
Manufou Liaiga-Anoa'i
Maybelle Manio

Superintendent
Bernardo Vidales

October 15, 2020

Mr. Richard Ke, P.E.
Highway Safety Improvement Program (HSIP) Manager
Office of Federal Programs
Division of Local Assistance, Caltrans
1120 N Street
Sacramento, CA 95814

Re: Support Letter for the San Mateo County Public Works Department's Grant Application to Caltrans for the Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project

Dear Mr. Ke:

The Jefferson Elementary School District strongly recommends that Caltrans fund the County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project from the Highway Safety Improvement Program (HSIP).

The proposed project will greatly enhance the safety of students and other pedestrians as this crosswalk will connect Garden Village Elementary and Benjamin Franklin Intermediate Schools. Several students, parents and community members cross this high traffic road, mid length without a crosswalk, on a daily basis, often jutting out into traffic between cars in unsafe conditions.

The County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project will significantly enhance safe pedestrian access in the unincorporated community of Broadmoor by reducing the collision potential for vulnerable children walking to school.

The proposal in Broadmoor will provide a new safe access link between Benjamin Franklin Intermediate and Garden Village Elementary Schools through a new raised midblock crossing on South Park Plaza in an area that experiences speeding on a downward slope with visibility issues between 87th and Palmcrest Drive. Proposed safety countermeasures include concrete curb extensions, to increase the visibility of pedestrians, reduce motor vehicle speed, and narrow the street crossing width; removal of parking immediately adjacent to the crossing; and the installation of pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) along with advanced pavement markings and a raised high visibility crosswalk. It's especially important to note that residents in the Broadmoor community generally have lower incomes

Martin Luther King Jr. Education Center

101 Lincoln Avenue • Daly City, CA 94015 • 650-991-1000 phone • 650-992-2265 fax • <http://www.jsd.k12.ca.us>

and are more transit dependent than the Countywide average and have a heightened need for safe and accessible pedestrian facilities.

Thank you for your consideration of the County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project.

Sincerely,



Bernardo Vidales
Superintendent Jefferson Elementary School District



Excellence and Equity in Education

Nancy Magee • County Superintendent of Schools

October 14, 2020

Mr. Richard Ke, P.E.
 Highway Safety Improvement Program (HSIP) Manager
 Office of Federal Programs
 Division of Local Assistance, Caltrans
 1120 N Street
 Sacramento, CA 95814

Re: Support Letter for the San Mateo County Public Works Department's Grant Application to Caltrans for the Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project

Dear Mr. Ke:

The San Mateo County Office of Education Safe Routes to School program strongly recommends that Caltrans fund the County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project from the Highway Safety Improvement Program (HSIP).

According to recent San Mateo County Safe Routes to School parent survey data, unsafe intersections and speeding are the top two concerns that prevent parents from allowing their children to walk or bicycle to school. During this time of distance learning, children are not walking or bicycling to school but they are definitely out and about in their neighborhoods! Being active helps support their learning and gives them a break from long hours in front of the computer. The proposed projects will have far reaching effects including: greater safety for children who are walking and biking around their neighborhoods, a reduction in traffic congestion, once school is back in session, as more families choose to walk and bicycle to school, and better infrastructure to facilitate safe travel for all residents across key roadways in the proposed areas.

The County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project will significantly enhance safe pedestrian access in the unincorporated communities of Broadmoor, San Mateo Highlands, and El Granada by reducing the collision potential for vulnerable children walking to school.

The proposal in Broadmoor will provide a new safe access link between Benjamin Franklin Middle and Village Green Elementary Schools through a new raised midblock crossing on South Park Plaza in an area that experiences speeding on a downward slope with visibility issues between 87th and Palmcrest Drive. Proposed safety countermeasures include concrete curb extensions to increase the visibility of pedestrians, reduce motor vehicle speed, and narrow the street crossing width; removal of parking immediately adjacent to the crossing and the installation of pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) along with advanced pavement markings and a raised high visibility crosswalk. It's especially important to note that residents in the Broadmoor community have a heightened need for safe and accessible pedestrian facilities because they have lower incomes and are more transit dependent than the Countywide average.

The proposal in the San Mateo Highlands improves access and safety at an existing midblock crossing across Bunker Hill Road, which is an arterial street that carries traffic directly from Interstate 280. This crossing has long been a point of concern among area residents as Bunker Hill Road is used by drivers seeking alternative routes from Interstate 280. Many of these drivers speed down Bunker Hill making it unsafe for pedestrians. The residents took it upon themselves to institute a pedestrian flag program, which has helped make pedestrians more visible but not necessarily safe. Currently, only a transverse crosswalk without ramps exists at the midblock crossing in front of Highlands Elementary School. Proposed safety countermeasures include concrete curb extensions to reduce motor vehicle speed and narrow the street crossing width, and the installation of pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) along with advanced pavement markings and a high visibility crosswalk.

The proposal in El Granada focuses on an existing midblock crossing on the Avenida Alhambra in front of Wilkinson School, a combined elementary and middle school. The proposed project will improve pedestrian access in a location that is within a few hundred feet of State Route 1. Proposed safety countermeasures at this location include concrete curb extensions, to reduce motor vehicle speed and narrow the street crossing width, and the installation of pedestrian activated Rectangular Rapid Flashing Beacons (RRFB) along with advanced pavement markings and a high visibility crosswalk. These safety countermeasures will improve pedestrian access from the residential neighborhood to the north and will also benefit school children walking to nearby El Granada Elementary School as Avenida Alhambra turns into Santiago Avenue.

The County of San Mateo has proven to be a key partner in Safe Routes to School efforts in unincorporated San Mateo County. County staff actively participate in meetings, events and projects that promote active transportation. The county's commitment to working collaboratively and creatively to support pedestrian and bicyclist safety in unincorporated San Mateo County is exemplary and the San Mateo County Office of Education Safe Routes to School Program is in full support of this project. I encourage you to award funding for the County's Safe Routes to Schools Pedestrian Crossing Safety Enhancement Project.

Sincerely,



Theresa Vallez-Kelly
San Mateo County Office of Education
Coordinator, Safe Routes to School
101 Twin Dolphin Drive
Redwood City, CA 94065
tvkelly@smcoe.org



CITY OF DALY CITY
DEPARTMENT OF PUBLIC WORKS
333 - 90TH STREET
DALY CITY, CA 94015

TRANSMITTAL

To: Diana Shu
San Mateo County Dept. of Public Works
Road Services Division
752 Chestnut Street
Redwood City, CA 94063

Date: March 18, 2013

SUBJECT: Garden Village School Request

We are transmitting to you by mail, by messenger, by _____ the following items.

NO. OF COPIES	DESCRIPTION
1	Garden Village School Crosswalk Request

- | | | |
|--|---|---|
| <input type="checkbox"/> As requested | <input type="checkbox"/> For approval | <input type="checkbox"/> Approved as Noted |
| <input type="checkbox"/> For signature | <input type="checkbox"/> For your information | <input type="checkbox"/> For your files |
| <input type="checkbox"/> For review | <input type="checkbox"/> Review as noted | <input checked="" type="checkbox"/> For your action |
| <input type="checkbox"/> Revised | <input type="checkbox"/> Return one copy | <input type="checkbox"/> Return all copies |
| <input type="checkbox"/> Return by _____ | <input type="checkbox"/> Return with comments | <input type="checkbox"/> Payment required \$ _____ |

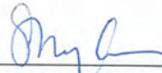
REMARKS:

Diana:

Enclosed is a copy of the letters we received from Ms. Sheehan and her class for a crosswalk and flashing beacons on Park Plaza Drive. This area is within the Broadmoor area and outside of

Daly City's right-of-way. I will respond to Ms. Sheehan and inform her that future

correspondence regarding her request will come from you. Thank you.



BY: Shirley Chan
Traffic Engineer (650) 991-8231

March 14, 2013

DEPT OF PUBLIC WORKS,
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

My name is Cynthia Sheehan and I am a teacher at Garden Village School. Please find enclosed letters from the students requesting that a flashing light and stop sign be put on Park Plaza, between Garden Village and Benjamin Franklin^{Schools}. Students, parents and teachers need to cross before and after school and it is very dangerous. A stop sign is unnecessary because pedestrians only

school, so a crosswalk and a flashing light would be greatly appreciated and wouldn't affect traffic for most of the day.

We hope you can write back to us, whatever you decide.

Thank you for your consideration,
Cynthia Sheehan

March 12, 2013

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We are writing to request a crosswalk and a flashing light be put at Park Plaza. To begin with, Park Plaza is a busy and dangerous street. It is difficult for pedestrians, such as students, teachers, and parents to cross. They just want to cross, but the cars don't want to stop. The cars only need to stop

before and after school if you have a flashing light and crosswalk.

Thank you for consideration.

Sincerely,
Nicole

March 12, 2013

DEPT OF PUBLIC WORKS/
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We are writing to ask for a crosswalk and a street light to be put on Park Plaza between Garden Village School and Ben Franklin School.

To start with, Park Plaza is a busy and dangerous street. It is dangerous because cars never want to stop. Teachers and parents can't cross because cars will not let them go. So as you can see our street needs a flashing light.

Sincerely,

Jessica ☺

Dear Ms. Chan,

We are writing to request a crosswalk and a flashing light be put on Park Plaza between Garden Village School and Ben Franklin School. One reason is Park Plaza is busy and also dangerous. It's located between Ben Franklin and Garden Village. Students and parents cross before and also after school and the cars won't stop. Another reason is when people want to walk they look one way and the other way and a car is sometimes coming the other side. The last thing is that it's

little children with you. As you can see,
we need a flashing light and cross
walk on Park Plaza.

Sincerely,

Angelina

March 12, 2013

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We are writing to ask for a crosswalk and a flashing light to be put on Park Plaza between Garden Village and Ben Franklin schools. The reason why we need a crosswalk and the flashing light ^{are} is because before school and after school there are a lot of students and parents crossing the street. When ^{we} are walking we don't want to get hit. So as you can see, we need a crosswalk and a flashing light.

Sincerely,

DEPT OF PUBLIC WORKS/
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We are writing to request a cross walk and flashinglight to be put on Park Plaza between Garden Village School and Ben Franklin School. To begin with, we should have a cross walk and flashinglight because before school and after school some kid walk home. They might get injured trying to cross and have to go to the hospital. Some people think it is too expensive, but think of the children. Hence, that's why we need a cross walk and flashinglight.

Sincerely,
Marissa Lurch

March 12, 2013

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We are writing to request a crosswalk and a flashing light be put on Park Plaza between Garden Village School and Franklin School. To begin with, Park Plaza is a busy and dangerous street.

The parents and students are crossing the street and it is not safe for anyone. Please can you put a flashing light?

From,

Evangelina Rant

March 12, 2013

MAR 18 2013

Dear Ms. Chan,

We are writing to request that a crosswalk and a flashing light be put on Park Plaza between Garden Village School and Ben Franklin School. Park Plaza is a busy and dangerous street. Pedestrians might get hit by the cars and they might get hurt if we don't have a flashing light and a crosswalk.

Sincerely,

Princess

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan

We are writing to request a crosswalk and a flashing light be put on Park Plaza.

Park Plaza is a busy and dangerous street. It

located between Ben Franklin and Garden

Village. Before school and after school

it's difficult for pedestrians to cross the

street to get their ^{siblings} siblings. ~~There~~ bec

there is no crosswalk. So you can see

why we need a crosswalk.

From,
Cedric

March 12, 20

Page 66 of 141

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

MAR 18 2013

Dear Ms. Chan,

We're writing to request for cross walk
and a flashing light be put on Park Plaza
between Garden Village School and Ben Franklin
Park Plaza is a busy and dangerous street. Another
reason you should put flashing lights and a cross walk is
people that are sometimes in wheelchairs might
get run over. Students or parents in the morning might
get hit by a car. Hence, students or parents in the
evening on 3:03 might get run over to.

Sincerely,

Yesenia

DEPT OF PUBLIC WORKS
CITY OF DALY CITY

March 12, 2013

MAR 18 2013

Dear Ms. Chan,

We are writing to request a crosswalk and a flashing light to be put on Park Plaza between Garden Village and Ben Franklin school. Park Plaza is a busy and dangerous street. It is located between Ben Franklin and Garden Village. When parents and students cross Park Plaza from Garden Village, it's difficult because there are so many cars. That's why we need a flashing light.

Sincerely,
 [Signature]
 [Name]

Basic Project Information	
Project Name:	Park Blvd., Santa Teresa Way & San Anselmo Ave. Traffic Calming Quick Build Project
Project Sponsor:	City of Millbrae
Sponsor Contact Information:	Andrew Yang
	650-259-2393 ayang@ci.millbrae.ca.us
Project Location:	Park Blvd. – Cypress Ave. to Juanita Ave., Santa Teresa Way – Park Blvd. to Lomita Ave., & San Anselmo Ave. - Center Street to San Juan Ave.
Brief Project Description: Please limit to 100 word maximum	<p>The City of Millbrae adopted a comprehensive Neighborhood Traffic Calming Program (NTCP) in 2020. The program’s goal is to address roadway safety needs in the City through a series of guidelines and community engagement. Through this process, the City developed conceptual plans to address safety concerns on Park Blvd, San Anselmo Ave and Santa Teresa Way.</p> <p>This quick-build project includes striped bulb-outs, rubberized medians, signage, and striping near schools to reduce speed, highlight crosswalks to reduce any potential driver/pedestrian related accidents.</p>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input checked="" type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input checked="" type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board’s Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input checked="" type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>

<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <table border="1" data-bbox="480 279 1369 709"> <thead> <tr> <th colspan="2" data-bbox="480 279 1369 373">CONNECTED MOBILITY VALUES AND GOALS</th> </tr> <tr> <th data-bbox="480 373 812 415">Values</th> <th data-bbox="812 373 1369 415">Goals</th> </tr> </thead> <tbody> <tr> <td data-bbox="480 415 812 457">Think Regionally Act Locally</td> <td data-bbox="812 415 1369 457">Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td data-bbox="480 457 812 520">Provide Great Travel Choices</td> <td data-bbox="812 457 1369 520">Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td data-bbox="480 520 812 583">Put the Traveler First</td> <td data-bbox="812 520 1369 583">Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td data-bbox="480 583 812 646">Be Equitable & Inclusive</td> <td data-bbox="812 583 1369 646">Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td data-bbox="480 646 812 709">Be Sustainable</td> <td data-bbox="812 646 1369 709">Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> <p>This Traffic Calming Quick Build Project includes driver/pedestrian safety improvements along Park Blvd/Santa Teresa Way, adjacent to Capuchino High School. The project interfaces with the City's Class 3 bike trail along on Magnolia Ave, and the planned San Anselmo Ave, Class 3 bike trail that leads to the Millbrae Transit Center. The various planned City bike routes lead also end at neighboring city borders of San Bruno and Burlingame, which will provide infrastructure for a continuous trail leading to local and regional multimodal connections.</p> <p>By improving pedestrian safety around schools, the City's goal is to promote alternative transportation modes for students, parents, and residents. Also resolving residents' concerns regarding vehicle travel speeds, pedestrian safety and congestion that have been brought to the City's attention through NTCP. The project also connects to PDA along El Camino Real, Millbrae's downtown area, as well as T.O.D's, which will benefit existing and future residents, and provide flexible mobility options to low-income residents forecasted from future affordable housing developments.</p> <p>This project supports equitable and inclusive mobility as well as a sustainable system which provides safety enhancements for pedestrian activity and clearly defining driving lanes for vehicles, providing safer movements through the corridors.</p>	CONNECTED MOBILITY VALUES AND GOALS		Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
CONNECTED MOBILITY VALUES AND GOALS															
Values	Goals														
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Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips														
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting														
<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p>The City initiated a Neighborhood Traffic Calming Program to address traffic-related issues such as vehicular speed, pedestrian safety, congestion, and others concerns in the various neighborhoods. This comprehensive program handles neighborhood traffic requests through a systematic approach, utilizing the four E's – Education, Empowerment, Enforcement and Engineering. The City has engaged the community in two community workshops and an online survey was conducted. A project website (www.millbraetrafficcalming.com) was developed to provide the online survey, inform residents about the program and gather input on community concerns related to traffic safety. More recently, a community meeting was conducted to discuss Park</p>														

	<p>Blvd improvements.</p> <p>Through this process, a Neighborhood Traffic Calming Project Pilot Improvements Program was established. Conceptual plans were developed for locations which the City received the most attention. This Project addresses 3 of the 25 locations.</p> <p>This project also addresses safe route to school issues and improves pedestrian connections to City-wide bike plan and regional plans.</p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p>This project will not be located on transit routes. Therefore, conflicts should not be experienced by the existing transit services within the area.</p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>Both Park Blvd. and San Anselmo Ave. are within walkable distance to the El Camino Real corridor, which has the only major bus route in Millbrae. This project addresses pedestrian safety issues on these streets that lead residents and school attendees to this transit route. The improvements also interface with planned bike routes leading to the Millbrae Transit Center. This improvement will enhance mobility for users by providing safety improvements to and from their homes/schools to the local stops along this route.</p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>The City will work with local committees and commissions (BPAC/Planning/City Council), neighborhood groups and the school districts to assess adjustments for future improvements related to the quick build process.</p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>The design plans are currently 30-60% complete to date. The City would engage Caltrans with initial Environmental clearance documents E76 clearances as required due to federal funding. Once funding is approved the city would need to complete the 100% design and construction documents and would be ready for construction during Summer of 2022.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p>

	<p>This project will be completed on local roadways. There should not be any part of the project that will encroach into Caltrans right of way.</p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p>The project is currently in the 30-60% design phase, which was completed as part of the City's NTCP. The 100% (PS&E) package will be completed within a 4-month period for obligation. Concurrently, environmental clearance will also be addressed. The City plans to engage Caltrans Construction (CON) upon completion of 100% PS&E and necessary environmental clearance, in hopes to start construction phase within 6 month period after final package has been completed. The City is committed to obligating the funds by September 30, 2022. Our goal is to complete the project by Summer 2022.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p>The project is located near school zones which poses issues with drop-off/pick-up constraints. City would ideally start the project at the beginning of summer to mitigate delays and traffic issues during construction. The city will engage the schools to notify parents, students and staff while the city will communicate with residents to plan for any of these implementations. The project being a quick build is also weather dependent so the likelihood would be for the city to start the work closer to the summer in order to mitigate delays due to adverse weather.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>City Council approval of any funding agreement can be completed within 2-3 months of award noticing. At which point the city will have selected qualified design firm or complete the work in-house prior to fund obligation requirements. The city currently has 3 active projects with federal/state funding dollars. The projects were invoiced within the 6 months post obligation. The project is currently issuing the LAPM 5A forms to the finance department to properly issue billable funding allocations related to this project currently. The City's Engineering Staff reviews all invoices and maintains the running tabs of all federal funding projects to ensure that the full adherence to required documentation is met in a timely manner.</p>
<p>Fund exchange:</p>	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p><i>Fund exchange description</i></p>

Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase	Project Milestones
		Safe & Seamless (Grant Request)	Other Funds		% Complete	Provide start and end dates for each project phase
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete	Start: End:
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	\$25,000	\$22,132.5	\$2,867.50	Local Funds	% complete	Start: July 2021 End: December 2021
Right-of-way (ROW)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Construction (CON)	\$367,240	\$ 325,117.57	\$42,122.43	Local Funds	% complete	Start: May 2022 End: September 2022
Total	\$392,240	347,250.07	\$44,989.93			

Project Investment by Mode:Mode	Share of project investment
Auto	25%
Transit	%
Bicycle/Pedestrian	75%
Other	%
Total	100%

Basic Project Information	
Project Name:	Transit Corridor Pedestrian Connection Project Phase 4 (San Bruno and Green)
Project Sponsor:	City of San Bruno
Sponsor Contact Information:	David Wong
	(650) 616-7157
	dhwong@sanbruno.ca.gov
Project Location:	San Bruno Avenue / Green Avenue
Brief Project Description: Please limit to 100 word maximum	The Transit Corridor Pedestrian Connection Project aims to improve pedestrian connectivity within the City's Transit Corridor Area by enhancing the streets directly adjacent to the downtown core of San Bruno. Previous phases included the installation of curb extensions, rapid rectangular flashing beacons and landscape improvements within the Plan Area. Phase 4 would enhance pedestrian connections to BART, Caltrain and Downtown by installing curb extensions and accessible curb ramps at the intersection of San Bruno Avenue and Green Avenue. These improvements have been fully designed but were unable to be constructed in the previous phases due to insufficient funding.
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <p><input type="checkbox"/> Quick-build bicycle and/or pedestrian improvement</p> <p><input type="checkbox"/> Quick-build transit improvement</p> <p><input type="checkbox"/> Bike share enhancement</p> <p><input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement</p> <p><input checked="" type="checkbox"/> Local safe & seamless mobility improvement</p> <p><input type="checkbox"/> Safe & seamless mobility improvement in a corridor</p> <p><input checked="" type="checkbox"/> Improved connections to transit</p> <p><input type="checkbox"/> Programming to support safe and seamless mobility</p> <p><input type="checkbox"/> CTA planning or programming to support safe and seamless mobility</p> <p><input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework</p>
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <p><input checked="" type="checkbox"/> Priority Development Area (PDA)</p> <p><input checked="" type="checkbox"/> Transit Priority Area (TPA)</p> <p><input checked="" type="checkbox"/> Community of Concern (COC)</p> <p><input type="checkbox"/> Community Air Risk Evaluation (CARE) community</p> <p><input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged</p> <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>
Connected Mobility Framework: Please limit to 200 word maximum	<p>Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:</p> <p>The project will improve pedestrian connectivity between residential buildings and neighborhoods, offices, retail, parks and transit centers. Located within an area</p>

designated as a Transit Priority Area, the proposed safety improvements would encourage City residents to walk instead of drive and travel by utilizing the nearby regional transit stations of BART/Caltrain. The improved connection between regional transit and residents living within this Community of Concern is especially critical as it provides those unable to afford private vehicle ownership with means of travelling regionally within the greater Bay Area. By installing curb extensions and reducing available travel lane width within the project intersection, the corridor would deemphasize vehicles and shift the focus to pedestrians and their needs. The shift to a pedestrian focused environment and improving connections to regional transit systems within this Priority Development Area would reduce greenhouse gas emissions and facilitate healthy residents by enabling them to live a car-free or car-light lifestyle.

CONNECTED MOBILITY VALUES AND GOALS

Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project alignment with Connected Mobility Framework

Community Engagement & Planning Processes:
Please limit to 200 word maximum

Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):

The General Plan identifies the project site area as a “Pedestrian Emphasis Zone” and the proposed improvements are consistent with the plan policy to focus efforts on improvements to non-motorized transportation systems adjacent to transit corridors and their stations. The proposed curb extensions are consistent with the Transit Corridor Specific Plan which encourages corner bulb outs to promote a safe and friendly pedestrian environment. The proposed project is also within an intersection designated for streetscape and crosswalk improvements on the Walk N Bike Plan. Phase 4 is the portion of the original Transit Corridors Pedestrian Connection Project that was unable to be constructed and the original project solicited community outreach during Bicycle and Pedestrian Advisory Committee (BPAC) meetings on April 4, 2010 and March 9, 2011. BPAC endorsed this project at both meetings.

Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:

The project intersection is located on a SamTrans route and the original project which included Phase 4 work was reviewed by Peter Skinner and Paul Hierling on July 5, 2011 and July 7, 2011 to ensure that the project does not conflict with either existing or planned transit service.

<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>While this project does not address a gap in transit connectivity it would significantly improve pedestrian access to the nearby regional transit systems for people living within this community of concern as those residents are the likeliest to have been negatively impacted by the current pandemic. The corridor is a wide uncontrolled multilane roadway that is difficult for pedestrians to cross safely and lacks amenities. The proposed improvements would address these issues by utilizing curb extension to shorten the crossing distance, implement high visibility crosswalk striping to improve safety and install amenities such as accessible curb ramps.</p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>Not Applicable.</p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>The project is practically shovel ready as Phase 4 would just be the portion of the work that was unable to be completed by the original Transit Corridor Pedestrian Connection Project. All Phase 4 improvements were fully designed as part of the original project. There are no right-of-way impacts as the work would occur entirely within City's right-of-way and the original larger project received NEPA/CEQA CE. This project would improve pedestrian connectivity to regional transit within a Priority Development Area thereby reducing greenhouse gas emissions and is consistent with the stated goals of Plan Bay Area 2040.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p>Not Applicable.</p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p>The Phase 4 improvements have already been fully designed. Preliminary engineering would consist of removing elements of the original project that were constructed and creating a revised PS&E package with only the Phase 4 improvements. PS&E/ENV/ROW phases would be completed between July '21 – Oct '21 with local funding only to avoid delays and RFA for CON would be requested Nov '21. Construction is estimated to be from March '22 – April '22.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p>

	<p>No identified risks as the project is fully design, there are no right-of-way issues, and the original larger project also received NEPA/CEQA CE.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>The project will be delivered by the Public Works Department and assigned to the Principal Engineer. The assigned manager has over 7 years of federal project delivery experience in addition to having successfully delivered a federally funded streetscape project for San Bruno within the past 5 years. A federally funded street rehabilitation project is currently under construction and being managed by that manager. The Department is sufficient staffed to advertise and award a construction contract within 6 months of obligation. While the Department will utilize an internal Gantt chart with deadlines to ensure adherence to invoicing and timely use policies, CTA staff also tracks those deadlines and sends reminders to the Department if a date is coming close.</p>
Fund exchange:	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. Not Applicable.</p>
Grant minimum:	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. Not Applicable.</p>
Supplanting of existing funds:	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. Not Applicable.</p>
Toll credit request:	<p><input checked="" type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i></p>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete	Start: End:
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	\$20,000	\$20,000	\$	Fund source; notes	0% complete	Start: July 2021 End: October 2021
Right-of-way (ROW)	\$5,000	\$5,000	\$	Fund source; notes	0% complete	Start: July 2021 End: October 2021
Construction (CON)	\$360,000	\$360,000	\$0	Fund source; notes	0% complete	Start: March 2022 End: April 2022
Total	\$385,000	\$385,000	\$0			

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	%
Bicycle/Pedestrian	100%
Other	%
Total	100%

Basic Project Information	
Project Name:	East of 101 Transit Expansion Project
Project Sponsor:	City of South San Francisco
Sponsor Contact Information:	Tony Rozzi, Chief Planner
	650-829-6659
	Tony.Rozzi@ssf.net
Project Location:	South San Francisco
Brief Project Description: Please limit to 100 word maximum	The East of 101 Transit Expansion Project would provide new bus stops in South San Francisco's biotechnology hub to enable more efficient shuttle operations and expanded SamTrans service in the area. This project would add 11 new on-street bus/shuttle stops, upgrade two existing stops, and enhance sidewalks and crosswalks in a growing employment center that generally lacks bus stop facilities. These upgrades will improve safe access to jobs, reduce travel times for Commute.org and Genentech shuttles, and provide the necessary infrastructure to extend bus service via the Reimagine SamTrans project.
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input checked="" type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor
	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input checked="" type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input checked="" type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p style="text-align: center;"><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>

<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p style="text-align: center;">CONNECTED MOBILITY VALUES AND GOALS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Values</th> <th style="text-align: left;">Goals</th> </tr> </thead> <tbody> <tr> <td>Think Regionally Act Locally</td> <td>Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td>Provide Great Travel Choices</td> <td>Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td>Put the Traveler First</td> <td>Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td>Be Equitable & Inclusive</td> <td>Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td>Be Sustainable</td> <td>Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> <p>Think Regionally Act Locally – The project builds upon regional efforts including Reimagine SamTrans and the Peninsula Shuttle Study to address unmet needs for more efficient and connected bus and shuttle operations in the East of 101 Area.</p> <p>Provide Great Travel Choices – The project will reduce travel times for first/last mile shuttles and enable new travel choices by supporting expanded SamTrans service.</p> <p>Put the Traveler First – The Project will incorporate bus shelters at most westbound stops where riders are most likely to wait for buses and shuttles.</p> <p>Be Equitable & Inclusive – The project will provide the necessary infrastructure for SamTrans to extend bus service into the East of 101 Area, one of the largest and fastest growing job centers on the Peninsula that is difficult to access without a car. The project will achieve ADA compliance at all stops to serve riders with a range of mobility needs. Additionally, the project will help reduce the number of off-street shuttle stops which will make Commute.org and Genentech shuttle services more visible and accessible.</p> <p>Be Sustainable – The project will support increased transit ridership and reduced VMT and GHG emissions by improving transit infrastructure and enabling more</p>	Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
Values	Goals												
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous												
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips												
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs												
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips												
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting												
<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p>The project builds upon efforts led by the City of South San Francisco and SamTrans. The City of South San Francisco’s Mobility 20/20 Plan engaged over 500 employees in the East of 101 area who stated an interest in better access to bus and shuttle services that were less circuitous in their operations. Reimagine SamTrans has done extensive public outreach and will be seeking feedback on several network alternatives including extending buses into the East of 101 Area.</p> <p>The South San Francisco General Plan and Peninsula Shuttle Study each reference the need for high-quality on-street bus stop facilities as a key improvement needed to support improved bus and shuttle operations in the East of 101 Area.</p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p>												

	The City of South San Francisco has been in coordination with SamTrans, Commute.org, and Genentech regarding the need for on-street bus stops.
Transit Connectivity: Please limit to 100 word maximum	Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic: This project enables the extension of SamTrans service into the East of 101 Area as well as more efficient first/last mile shuttle services by Commute.org and Genentech. There is currently no SamTrans service along East Grand Avenue or Oyster Point Boulevard, and shuttle service follows circuitous routing through parking lots. As a regional employment center for the life sciences and warehousing/logistics sectors, equitable transit access to the East of 101 Area is critical to enable people to get to jobs.
Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC	Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.): The City of South San Francisco has been in coordination with bus and shuttle operators including SamTrans, Commute.org, and Genentech. <input type="checkbox"/> Project is co-nominated by MTC.
Project Readiness: Please limit to 100 word maximum	Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040. The project involves minor changes within the public right-of-way including sidewalk expansions, bus shelters, high-visibility crosswalks, and in limited cases the addition of bus pullouts. The project is consistent with Plan Bay Area 2040's goals to increase transit ridership and reduce vehicle miles traveled. Environmental clearance would likely be a combination of consistency with the Sustainable Communities EIR and categorical exemption. If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project. No Caltrans approval is required
Deliverability: Please limit to 200 word maximum, or include as attachment	Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022). Preliminary siting of bus stops has been completed. The city would advance design and construction of bus stops with this grant and coordinate with stakeholders including Commute.org, SamTrans and Genentech's last mile shuttle program. Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.

	<p>As relatively minor interventions in sidewalks within the public right-of-way, the City of South San Francisco expects to deliver this project within the stated deadline.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>City's Engineering Division is well equipped to deliver this capital project consistent with state and federal contracting requirements with support from the Planning Division. The project schedule is in line with the grant milestones and the City is confident that it can stay on schedule and deliver. The City also has grant tracking tools and if needed, additional resources to help facilitate timely invoices for reimbursements.</p>
Fund exchange:	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p>There is no funds exchange</p>
Grant minimum:	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered.</p> <p>The project meets the minimum grant size</p>
Supplanting of existing funds:	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding.</p> <p>The project would not supplant any local funds</p>
Toll credit request:	<p><input type="checkbox"/> Toll credits are requested; no local match is provided.</p> <p>N/A</p>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete	Start: End:
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	80,000	80,000	\$	Fund source; notes	% complete	Start: 09/2021 End: 02/2022
Right-of-way (ROW)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Construction (CON)	400,000	400,000	\$	Fund source; notes	% complete	Start: 03/2022 End: 06/2022
Total	\$	\$	\$			

Project Investment by Mode:

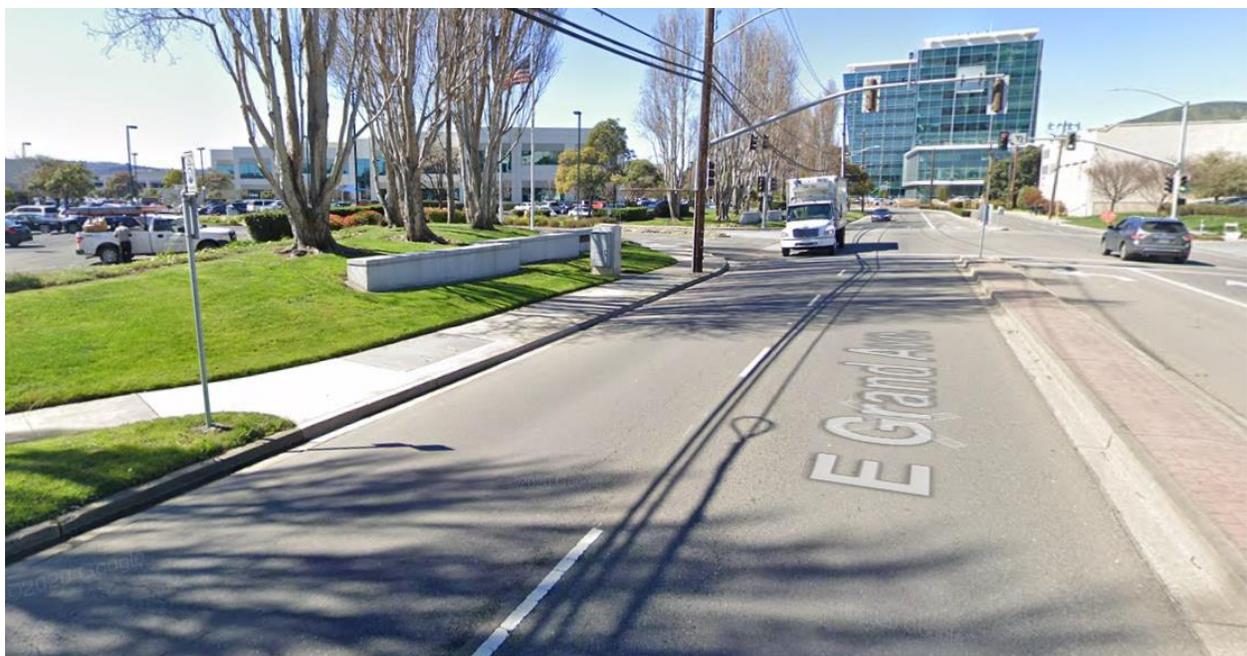
Mode	Share of project investment
Auto	%
Transit	95
Bicycle/Pedestrian	5
Other	%
Total	100%

Locations Summary: Install 11 new bus stops and upgrade two existing stops



Global improvements – stop pole with signage, bus stop markings, high visibility crosswalk striping nearby

1 – Grand/Brittania: signage/striping only



2 – Grand/Verily: sidewalk extension and shelter



3 – Grand/Allerton: sidewalk extension



4 – Grand/Allerton WB: sidewalk pad extension, shelter



5 – EB Grand/Haskins: Cutout with new sidewalk



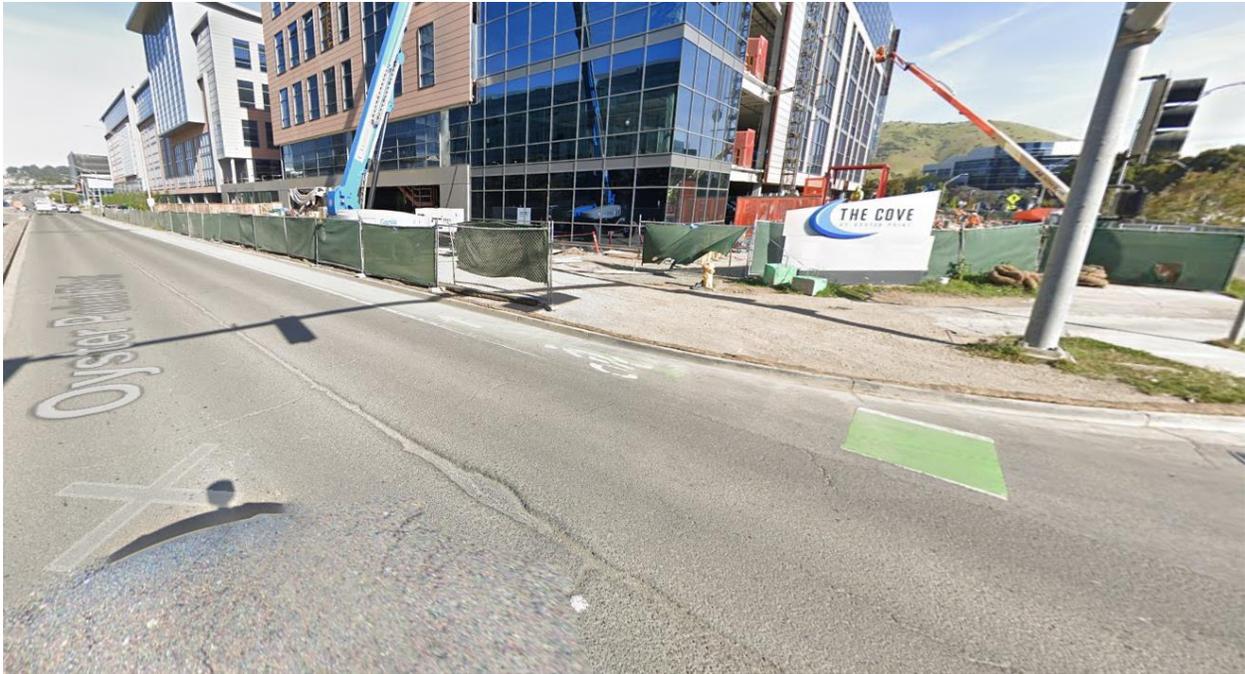
6 – WB Grand/Haskins: TBD



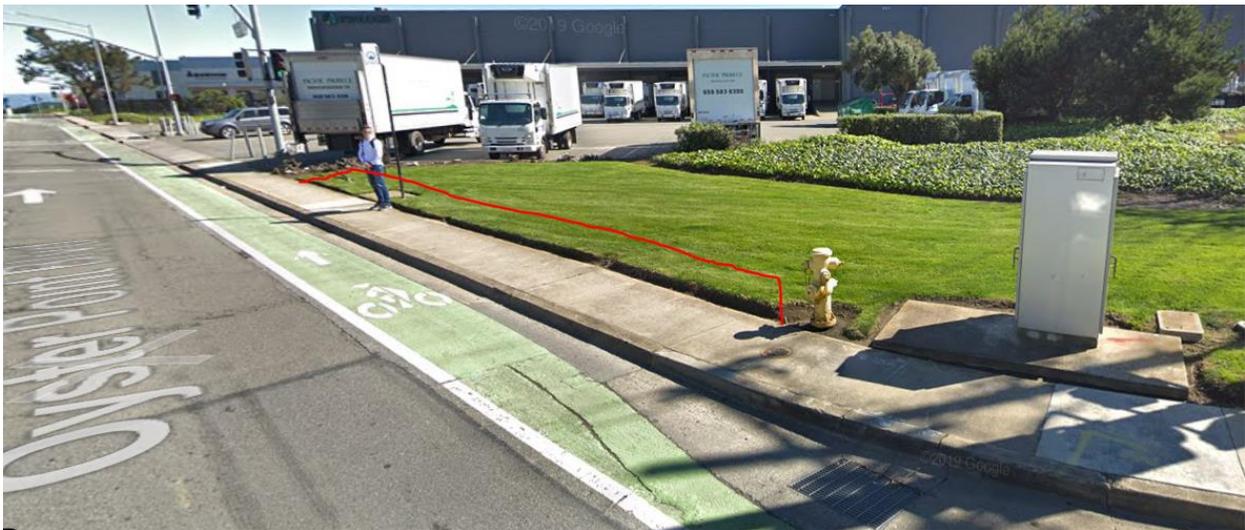
7 – Oyster Point/Veterans EB: no change



8 – Oyster Point/Veterans WB: likely need to extend sidewalk and add shelter



9 – Oyster Point/Eccles EB: Widen sidewalk



10 – Oyster Point/Eccles WB: Widen sidewalk, add shelter



11—Grand/Gateway EB: widen sidewalk



12 – WB Grand at Gateway: widen sidewalk (temporary; eventually to be incorporated into trail project)



Basic Project Information	
Project Name:	Bayshore Blvd/Van Waters and Rodgers Rd Bus Stop Improvements
Project Sponsor:	City of Brisbane
Sponsor Contact Information:	Justin Yuen
	(415) 508-2139
	jyuen@brisbaneca.org
Project Location:	Intersection of Bayshore Blvd and Van Waters and Rodgers Rd in the City of Brisbane
Brief Project Description: Please limit to 100 word maximum	On northbound side of Bayshore Blvd, provide accessible and safe connection between existing bus stop and intersection where no sidewalk currently exists. Install sidewalk, concrete bus pad, curb ramps, shelter, and pedestrian crossing. Bus stop currently serves Samtrans buses and Commute.org shuttles.
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input checked="" type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input checked="" type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input checked="" type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p>Project will improve bus stop access across 45 mph arterial corridor with no sidewalks and with a history of pedestrian fatalities. Project is located across Bayshore Blvd from low-income level mobile home community with families of various age groups that is geographically isolated and lacks safe connections to northbound bus stop. Bus stop is also located across from planned multi-unit residential development.</p>
Connected Mobility Framework: Please limit to 200 word maximum	Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:

	<p style="text-align: center;">CONNECTED MOBILITY VALUES AND GOALS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Values</th> <th style="text-align: left; padding: 5px;">Goals</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Think Regionally Act Locally</td> <td style="padding: 5px;">Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td style="padding: 5px;">Provide Great Travel Choices</td> <td style="padding: 5px;">Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td style="padding: 5px;">Put the Traveler First</td> <td style="padding: 5px;">Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td style="padding: 5px;">Be Equitable & Inclusive</td> <td style="padding: 5px;">Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td style="padding: 5px;">Be Sustainable</td> <td style="padding: 5px;">Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> <p>Project is consistent with consideration of regional impacts, as the proposed improved stop is located on a major corridor for bus and shuttle routes that serve the communities south of Brisbane and SFO Airport as well as BART, Caltrain, and other transit stations in San Francisco. Project also improves the traveler experience by making the transit stop easier and safer to access on foot, especially for mobile home park community residents who have been historically underserved by transit. Making this stop safer and more accessible also aligns with the City's Climate Action Plan goals.</p>	Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting	
Values	Goals													
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous													
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Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips													
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting													
<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p>Planning staff met with mobile home park manager regarding transit access and communicated concerns to Public Works staff, and bus stop improvements were placed in City's Capital Improvement Program. Mobile home park residents have participated in Complete Streets Safety Committee (citizen advisory committee) meetings and shared their concerns. Improvement of substandard bus stops is included in the Samtrans Short Range Transit Plan and in the San Mateo County Transportation Plan for Low-income Populations.</p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p>Outreach with transit staff has confirmed that the improved bus stop will not have adverse impact on existing service.</p>													
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>Inadequate pedestrian crossings and a lack of sidewalks serve as barriers to transit use for nearby residents who rely on bus service for travel. Improving the bus stop and pedestrian facilities will make access to transit safer and more attractive.</p>													
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>City staff reviewed concept with Samtrans planning staff in 2019. City staff has coordinated with Samtrans and Commute.org staff in the past regarding temporary</p>													

	<p>impacts to routes for construction/other activities. City will coordinate with Samtrans to meet required design and technical specifications.</p> <p><input checked="" type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>Conceptual design is mostly complete. Project will be located within City right-of-way, and project is expected to be exempt from further study under CEQA and NEPA. Project is consistent with PBA 2040's goals to increase non-auto mode share and reduce the share of low-income households' budgets spent on transportation costs by enhancing access to transit,</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p>Project is not adjacent to and will not encroach on Caltrans right-of-way.</p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p>See timeline and status on last page of this document. City staff anticipates finalizing the conceptual design soon after successful grant award and then initiating environmental, PS&E, and ROW phases. The relatively small scale of the project should enable these phases to be complete and allow Caltrans time to review Request for Authorization documents in advance of the obligation deadline of 9/30/22.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p>Although environmental determination is expected to result in an exemption for the project, additional technical studies may be required as part of the NEPA process. The City will conduct any additional studies thoroughly but urgently and will ensure that the PS&E and ROW phases occur concurrently as much as possible.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>The City has maintained a close working relationship with Caltrans Office of Local Assistance staff responsible for oversight of federal projects. The City has worked on three federally funded transportation projects in the last three years and has met all deadlines for submittal of authorization request and invoice documents. City staff</p>

	adheres to Caltrans Local Assistance Procedure Manual requirements and receives additional technical support and guidance from the CTA in the project programming and delivery process.
Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. <i>Fund exchange description</i>
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. <i>Exception request to minimum grant size</i>
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. <i>Exception request to fund supplanting requirement</i>
Toll credit request:	<input type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$0	\$0	\$0	Fund source; notes	90%	Start: 5/28/19 End: 9/1/21
Environmental Studies (PA&ED)	\$10,000	\$8,000	\$2,000	Local	0%	Start: 9/1/21 End: 3/1/22
Design Engineering (PS&E)	\$40,000	\$32,000	\$8,000	Local	Conceptual design 90% complete, PS&E 0% complete	Start: 9/1/21 End: 6/1/22
Right-of-way (ROW)	\$0	\$0	\$0	Fund source; notes	50%	Start: 9/1/21 End: 6/1/22
Construction (CON)	\$400,000	\$320,000	\$80,000	Local	0%	Start: 9/1/22 End: 5/1/23
Total	\$450,000	\$360,000	\$90,000			

Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	50
Bicycle/Pedestrian	50
Other	%
Total	100%

Basic Project Information	
Project Name:	Coleman-Ringwood Pedestrian and Bicycle Safe Routes to School Improvements
Project Sponsor:	San Mateo County
Sponsor Contact Information:	Hanieh Houshmandi
	650-599-1481
	hhoushmandi@smcgov.org
Project Location:	Unincorporated Menlo Oaks, San Mateo County
Brief Project Description: Please limit to 100 word maximum	<p>Reconfiguration of Coleman Ave from two-way to one-way travel, installation of Class I shared use path for pedestrian and bicycles along County portion of Coleman Ave from Ringwood to County limits north of Riordan Place plus a portion of Coleman Avenue in the City of Menlo Park from County limits to Santa Monica Ave. Project proposes to add a microsurface treatment to smooth out the riding and walking surface, add striping, signage, and other speed reduction measures to slow traffic.</p> <p>Reconfiguration of the intersections along Coleman Ave to accommodate one-way only entry or exit for Coleman Avenue traffic.</p>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input type="checkbox"/> Quick-build transit improvement <input type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input type="checkbox"/> Local safe & seamless mobility improvement <input type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input type="checkbox"/> Improved connections to transit <input type="checkbox"/> Programming to support safe and seamless mobility <input type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Priority Development Area (PDA) <input type="checkbox"/> Transit Priority Area (TPA) <input checked="" type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input checked="" type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p>Coleman Ave and Ringwood Ave serve as key biking routes for students from East Palo Alto accessing the Menlo Atherton High School. East Palo Alto is designated as an MTC Community of Concern.</p>
Connected Mobility Framework:	Describe how the project aligns with the values & goals of the Partnership Board's Connected Mobility Framework:

Please limit to 200 word maximum

CONNECTED MOBILITY VALUES AND GOALS

Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

SRTS projects proposed in this application align with all of the Connected Mobility Values and Goals. Think Regionally, Act Locally: The project closes a regional bikeway gap.

Provide Great Travel Choices/ Be Sustainable: The improvements help to provide safe, healthy alternatives to driving to school, with the added benefits of advancing mode shift to walking and biking and resulting in a reduction in congestion, vehicle miles traveled and greenhouse gas emissions. While children are not walking or bicycling to school due to virtual learning during COVID-19, they are walking and biking in their neighborhoods, and utilizing school playgrounds for recreation. Parents cite safety as their number one concern to encouraging more students to walk or ride to school.

Be Equitable & Inclusive: The SRTS projects address equity-related disparities by responding to the documented needs of residents in a Community of Concern that has been severely impacted by COVID-19, and has a high rate of transit-dependency.

Put the Traveler First: The project is designed to ensure a dignified traveler experience for all users by providing a dedicated, safe walking and biking facility for those of all ages and abilities.

Community Engagement & Planning Processes:
Please limit to 200 word maximum

Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):

Community engagement & planning processes Bicycle and pedestrian improvements on Coleman Avenue are identified as a Tier 1 (top priority) project in the 2021 Unincorporated San Mateo County Active Transportation Plan (ATP). ATP outreach consisted of community workshops, pop-up events, and online engagement activities held over a nearly two-year planning process, and resulted in thousands of individual comments from community members regarding walking and biking priorities and locations for improvement. Input received from community members throughout the ATP planning process consistently highlighted a desire for safer crossings, dedicated bikeways, and SRTS improvements. An extensive number of comments from local residents were provided specifically regarding the need for safer walking and bicycling facilities on Coleman Avenue, a key connection utilized by many students accessing Menlo Atherton and Laurel Schools by bike and on foot. See Attachments A and B for examples of community input on Coleman Avenue.

	<p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p>The proposed projects are not anticipated to conflict with existing or planned transit service. The Menlo Atherton Task Force, have identified additional services on existing transit routes as a key factor in reducing congestion.</p>
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>East Palo Alto currently has one of the highest COVID-19 case rates in the County (1,396 cases/10,000 residents). Pre-COVID, students that attend Menlo Atherton High School relied on SamTrans bus. During the pandemic, SamTrans has reduced service due to lower demand and a constrained budget and has suspended service to schools in a virtual learning classroom setting.</p> <p>Given the uncertainty around SamTrans service as schools resume in-person, it is crucial that students have safe alternatives to transit and single-occupancy vehicles. SRTS improvements will also create safer environments for walking or biking for recreation or serving other daily needs in the communities.</p>
<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>The proposed improvements will be coordinated with school districts, the County Office of Education, County Office of Sustainability, the City of Menlo Park, and Town of Atherton</p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>All proposed improvements are within existing County road ROW. A categorical exemption is anticipated for CEQA (15301, Class 1(c)) and NEPA. The curb extensions are anticipated to be mounted on top of existing asphalt concrete. This will simplify the design and lower construction costs.</p> <p>This project is consistent with Plan Bay Area in that it reduces CO2 emissions, provides safer facilities that are more conducive to biking and walking, promotes healthy lifestyles by encouraging physical activity, reduces reliance on the automobile, and will increase non-auto mode share of the road.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p>Not Applicable</p>
<p>Deliverability: Please limit to 200 word maximum, or</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way</p>

include as attachment	<p>(ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022. It is anticipated that the Environmental and Right of Way phases will be concluded by August 30, 2021. The Plans, Specifications and Estimates will conclude by Feb 28, 2022, Construction Authorization to be by March 30, 2022 and Construction is to conclude by Sep 30, 2022. The County has engineering staff and on-call contracts in place that can expedite the design and implementation of the project. by Sep 30, 2022.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p> <p>There is a possibility of a surge in the Covid-19 pandemic with more severe lock-downs put in place that could impact project delivery. The County is confident that with the increased availability of the vaccine and the County's internal and external resources that any delays can be mitigated.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>The County Public Works Department has extensive expertise and experience planning, designing, constructing and maintaining projects on County road right of way. County projects which have utilized federal and state funds were all executed successfully according to the requirements of each fund. County staff is experienced in working with Caltrans Office of Local Assistance and the federal funding process.</p>
Fund exchange:	<input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects. N/A
Grant minimum:	<input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered. N/A
Supplanting of existing funds:	<input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding. N/A
Toll credit request:	<input checked="" type="checkbox"/> Toll credits are requested; no local match is provided. <i>Notes on toll credit request, optional</i>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase		Project Status by Phase	Project Milestones	
		Safe & Seamless (Grant Request)	Other Funds	% Complete	Provide start and end dates for each project phase	
Planning/ Conceptual	\$350,000	\$309,855	\$40,145	Local Match-Toll Credit	60	Start: 01/01/2019 End: 8/31/2021
Environmental Studies (PA&ED)	\$1000	\$0	\$1000	Local Match-Toll Credit	0	Start: grant award End: 8/31/2021
Design Engineering (PS&E)	\$93,720	\$82,970	\$10,750	Local Match-Toll Credit	0	Start: 8/31/2021 End: 02/28/2022
Right-of-way (ROW)	\$0	\$0	\$0	Local Match-Toll Credit	100	Start: N/A End: N/A
Construction (CON)	\$468,600	\$414,852	\$53,748	Local Match-Toll Credit	0	Start: 03/30/2022 End: 09/30/2022
Total	\$913,320	\$808,562	\$104,758			

Project Investment by Mode:

Mode	Share of project investment
Auto	25
Transit	0
Bicycle/Pedestrian	75
Other	0
Total	100%

**Attachments for
San Mateo County Application
MTC Safe and Seamless Mobility Quick Strike Program**

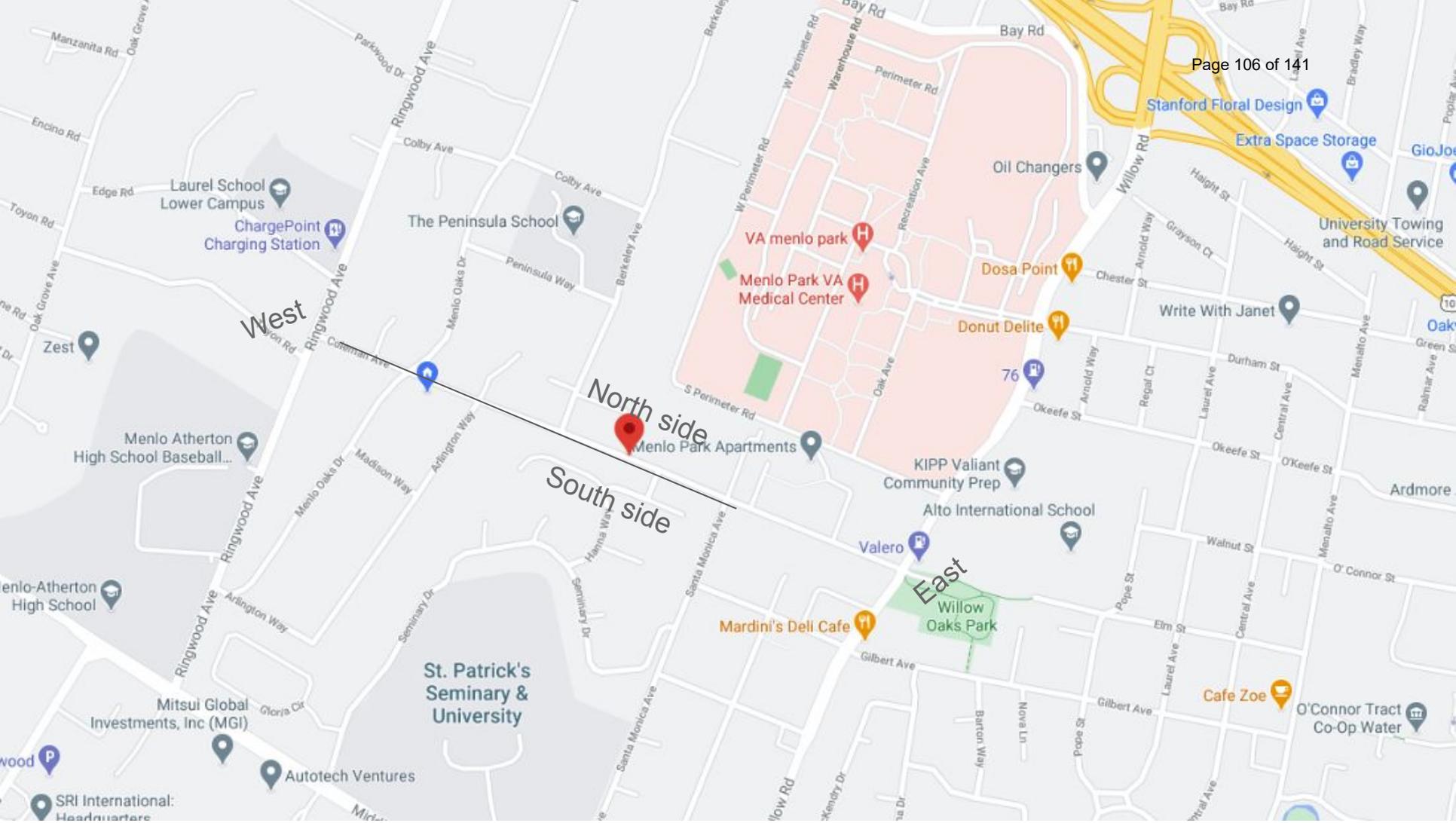
Coleman and Rignwood Safe Routes to School Pedestrian and Bicycle Improvements

Attachment A

Project Description and Photos Presentation

Coleman Ave. conditions

- White line/path only on north side of Coleman
- Shared by teen drivers and bicyclists, young children on bikes and foot, cut-through commuters
- No traffic or speed controls
- Intense rush hour traffic surge
- Dangerous



Laurel School Lower Campus

The Peninsula School

VA menlo park
Menlo Park VA Medical Center

North side

South side

East

St. Patrick's Seminary & University

Willow Oaks Park

West

ChargePoint Charging Station

Stanford Floral Design

Extra Space Storage

Oil Changers

Dosa Point

Donut Delite

Write With Janet

Menlo Park Apartments

KIPP Valiant Community Prep

Alto International School

Valero

Mardini's Deli Cafe

Gilbert Ave

Cafe Zoe

O'Connor Tract Co-Op Water

Mitsui Global Investments, Inc (MGI)

Autotech Ventures

SRI International: Headquarters





- Exit from M-A High School to Coleman is problematic
- The only crosswalk is on north side of Coleman





- South side of Coleman has no /inconsistent shoulder





County line

- Sidewalk connect to nowhere on south unincorporated side
- Sidewalk connects to white line/ path on north side



Coleman at Berkeley heading west

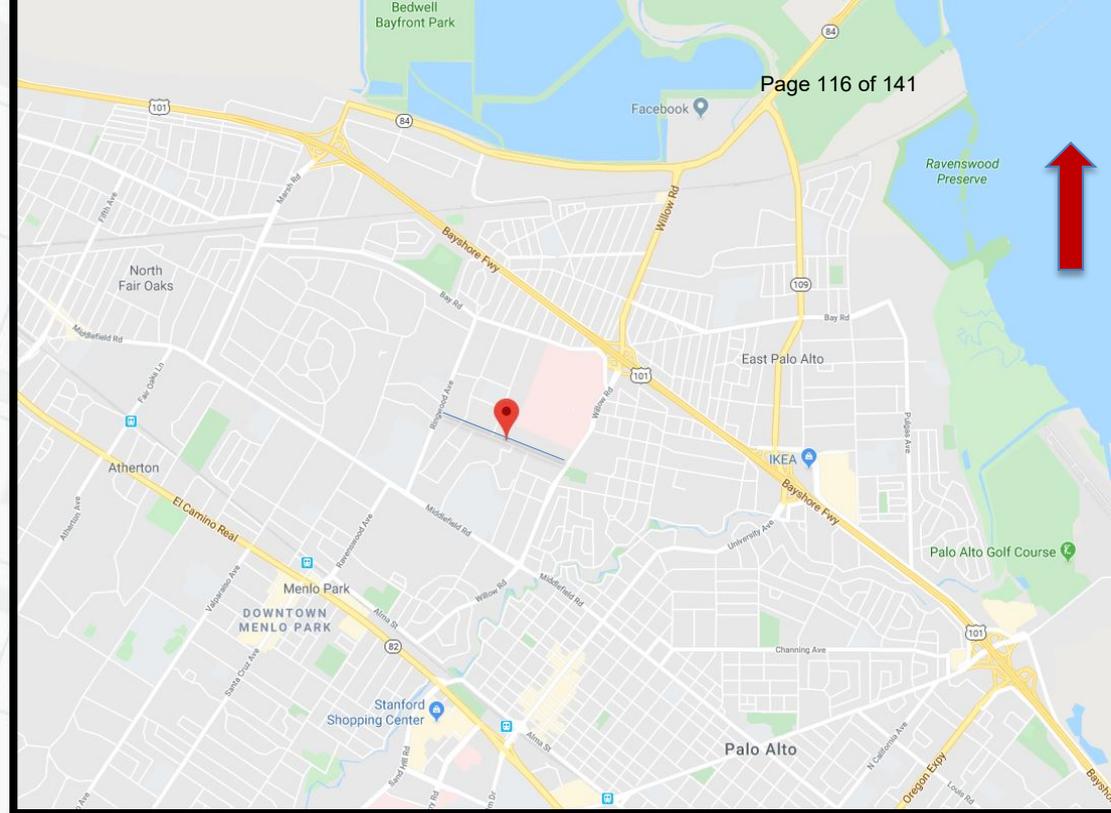
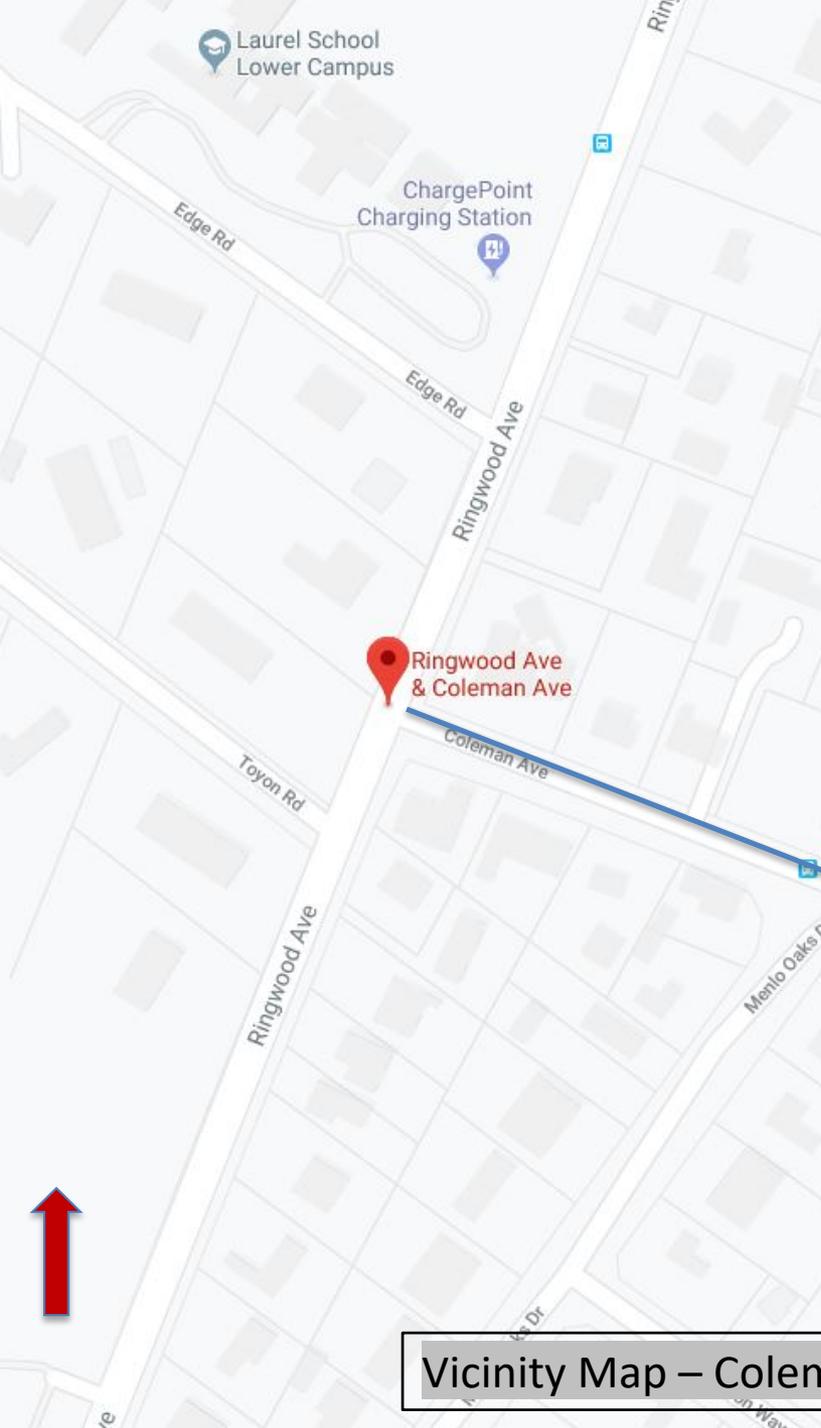


Coleman at Arlington heading west



Timeline of Various Improvements on Coleman Avenue
Menlo Oaks, County of San Mateo

Joe Lococo
Deputy Director, Roads
December 19, 2019



Vicinity Map – Coleman Avenue & Ringwood Avenue

2005

Survey of Menlo Oaks residents to gauge support for possible improvements on Coleman Avenue. Majority of property owners surveyed preferred no improvements.

Menlo Park develops comprehensive bicycle plan. Plan not supported by Menlo Oaks residents or the SMCO Board of Sups

Asphalt raised berms placed at intersections to protect walkers



Coleman Avenue looking North Existing Conditions



2007, 2008

A. Safe Routes to School Study performed

B. Coleman residents petition SMCo. Board to not consider proposals for Coleman Avenue citing significant impact to Oak trees which line this street.

C. Ringwood improvements move forward but not Coleman improvements. Lighted Crosswalks and walking path on Ringwood are installed.

D. Menlo Oaks Road Standards adopted – Standards call for maintaining roads as is - no improvements without 2/3 min support



3-WAY STOP at the intersection of Ringwood Avenue and Coleman Avenue.



Ringwood Walking path
part of Safe Routes to
School Project



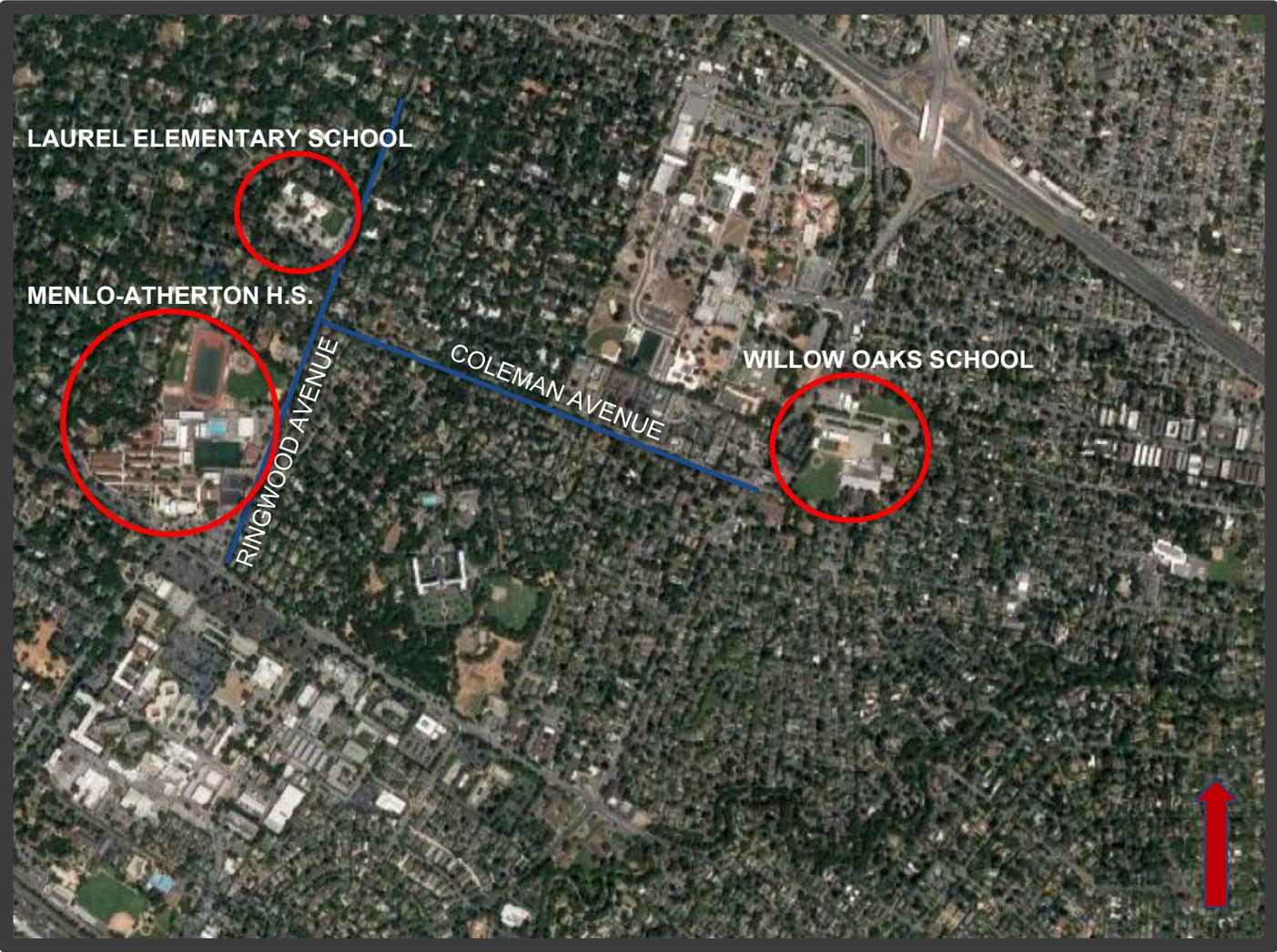
2010

A. County DPW directed to install a 4 ft wide AC path along the north side of Coleman Ave to allow for pedestrian access as a compromise improvement

B. Board approves 3-WAY STOP at the intersection of Ringwood Avenue and Coleman Avenue.



Nearby Schools – Coleman & Ringwood Avenues



No Parking Restrictions to allow for ped and bike access.
MODA worked with neighborhood to move this forward



2016-Coleman Avenue parking restrictions installed
2018 Additional parking restrictions installed on adjacent streets



Challenges

- The existing width of the road from edge of pavement to edge of pavement is $11 \text{ ft} + 11 \text{ ft} + 4 \text{ ft} = 26 \text{ ft}$.
- In order to add two five foot wide bike lanes an additional 10 ft of pavement would need to be added to the road.
- This would require the removal of old oak trees which the residents on Coleman Avenue have strongly opposed.
- Similarly, the addition of sidewalks was also rejected by the community as it would require most of the trees to be removed along Coleman Avenue.

Questions?



Attachment B

Support Documents

February 12, 2020

From: Menlo Oaks District Residents

To:

Don Horsley, San Mateo County Supervisor, District 3

Chris Hunter, Chief of Staff to Sup. Don Horsley

Joe LoCoco, San Mateo County Deputy Director of Roads

Julia Malmo-Laycock, Sustainability Specialist: Active Transportation

County of San Mateo Office of Sustainability

Re: Student Safety Exploration for Coleman Ave., Menlo Park

Hello San Mateo County Officials,

Thank you for all you do to make San Mateo County such a great place to live.

We write to you from the Menlo Oaks neighborhood, in unincorporated San Mateo County. Here, we have one particularly important road artery that traverses the heart of our neighborhood serving as a main thoroughfare for an increasing number of students walking and biking independently to and from our neighborhood schools each day: Menlo Atherton High School, Peninsula School, Laurel Elementary (Lower and Upper), Encinal Elementary and Hillview Middle School.

We are so glad that students enjoy the benefits of biking and walking: independence, camaraderie, fresh air, cardio workout and a clear mind while reducing car traffic and pollution.

At the same time, we are quite nervous about the children's safety on this 0.7 mile stretch of road. On the county part of Coleman, there are no official sidewalks and inconsistent bike lanes. We believe that the lack of clear street marking and designated bike/ped space is a serious accident waiting to happen. On any given school day during commute hours, it's mayhem - drivers, pedestrians and cyclists all jockey to find space, no matter the official direction of traffic flow.

The number of people using the road has increased since Coleman Ave. safety was last officially explored around 2008. In 2016, 500 additional students were redistricted to go to Menlo Atherton by 2020, currently Menlo-Atherton has an approximate enrollment of 2,400 students.

The county and Coleman Ave. residents agreed to install “no parking” signs in one Coleman easement which allowed pedestrians to walk in the easement instead of the street. We are grateful to residents and the San Mateo County Board Of Supervisors for this stopgap safety improvement, but request more significant structural safety mitigations.

Since 2016, drivers have increasingly been using the street as an alternative to the secondary roads of Middlefield, Willow, and Bay Rd. We expect usage to increase as more housing comes online in Menlo Park.

Coleman Ave. is how many children of all income levels get to their education in both private and public schools in and around our District. Finding a safe solution for their travel will provide equitable access to education and improve overall health for users. Please officially explore this issue and let us know how we can help.

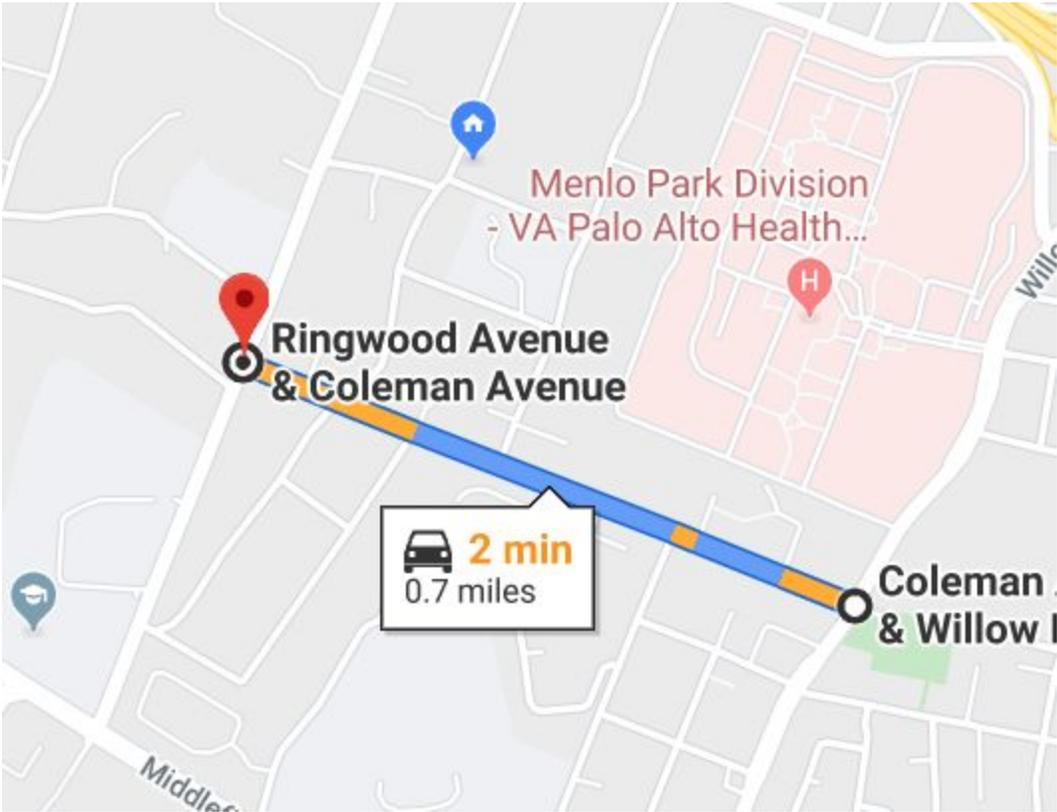
We are so grateful for every bike lane, crosswalk and kind driver that makes the route to education safer.

Sincerely,

	Name	Address	email	date
1	Francesca Segrè	700 Menlo Oaks Dr.		2.12.2020
2	Bernard Chen	700 Menlo Oaks Dr.		2.12.2020
3	Jennifer Talwar	520 Berkeley Avenue		2/12/20
4	Zoe Hyatt	785 Berkeley Ave		2/13/20
5	Brent Brown	680 Berkeley		2/13/20
6	Sonya Tarnow	680 Berkeley		2/13/20
7	Marta Aymerich	680 Berkeley Unit 1A		2/13/20
8	Nick Talwar	520 Berkeley Avenue		2/13/20

25	Michael Johnston	500 Menlo Oaks Dr. + 910 Coleman		2/23/2020
26	Alessandra Costa	500 Menlo Oaks Dr. + 910 Coleman		2/23/2020
27	Kate Fickle	501 Menlo Oaks (Coleman)		2/23/2020
28	Jerry Carrol	501 Menlo Oaks (Coleman)		2/23/2020
29	Kelly McCoy	501 Berkeley Ave (Coleman)		2/24/2020
30	Chris McCoy	501 Berkeley Ave (Coleman)		2/24/2020
31	Elodie Bottine	380 Arlington Way		2/27/2020
32	Victoria Lindsley	671 Menlo Oaks Drive		5/16/2020
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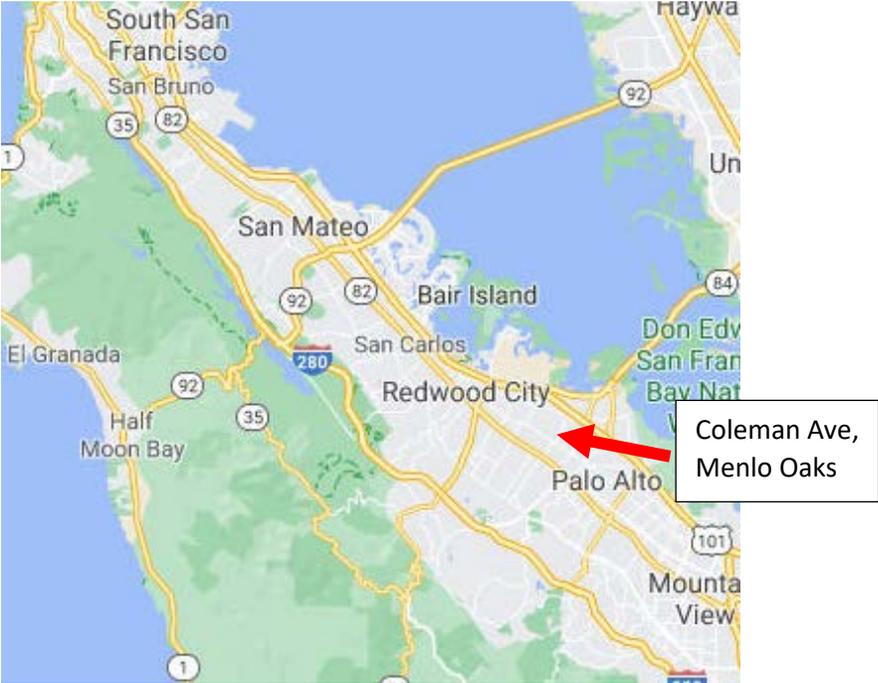


Attachment C

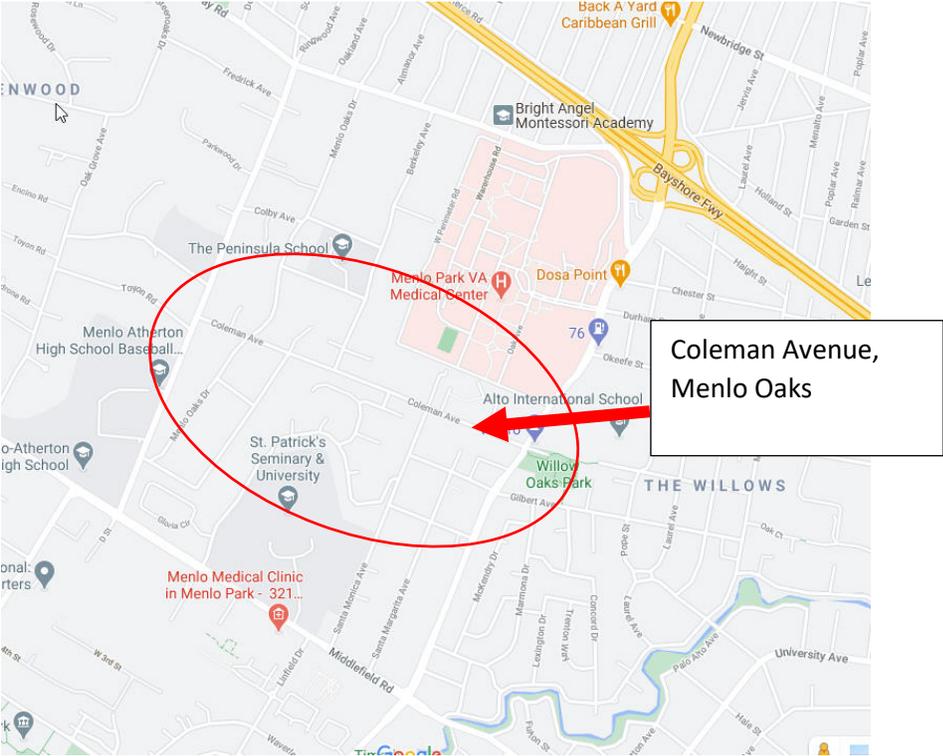
Supporting Maps

Attachment C

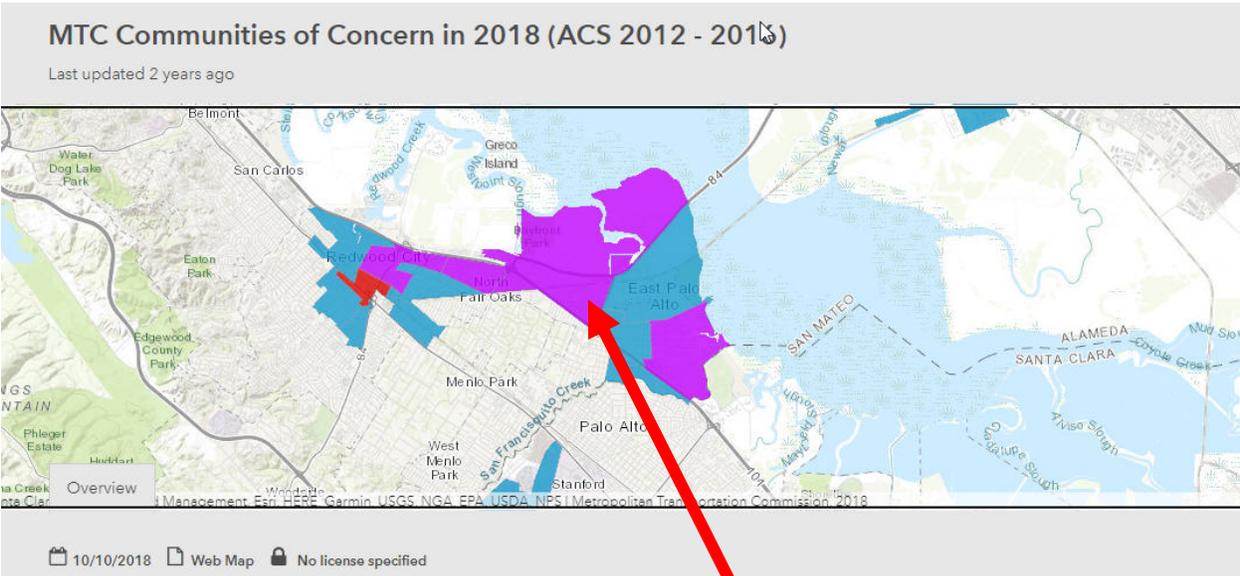
Vicinity Map



Location Map

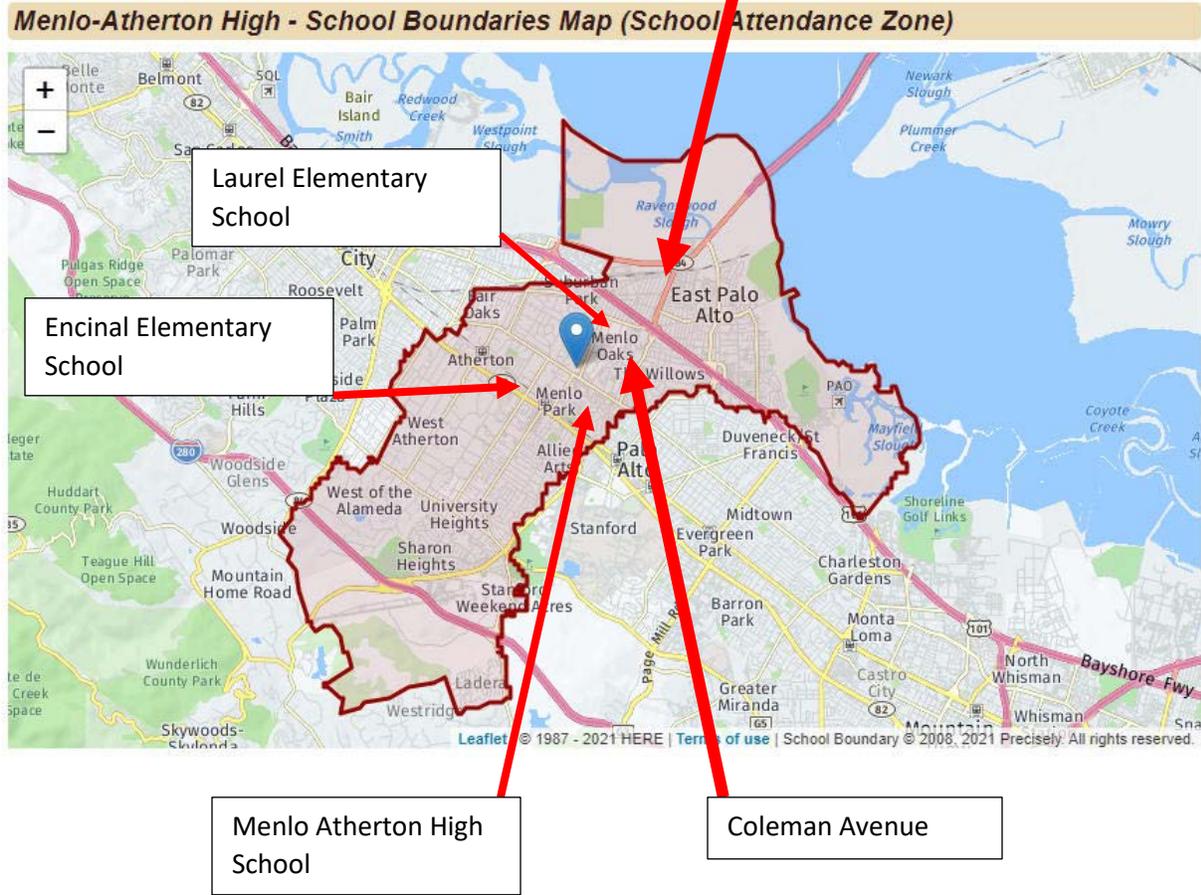


MTC Communities of Concern



Highest and High
Communities of Concern In
EPA

High School Attendance Boundaries



Menlo Atherton High
School

Coleman Avenue

SamTrans Bus Routes

Menlo Atherton High School

Coleman Avenue

SamTrans Interactive System Map
Effective August 16, 2020

Select a route to view on the map.
Click on a route to highlight it on the map.
Click selected route again to show all routes.

- Route 256: Hillsdale Mall - Foster City
Frequency (min.): 120
- Route 260: San Carlos Caltrain - College of San Mateo
Frequency (min.): 60
- Route 270: Redwood City Caltrain - Florence / 17th loop
Frequency (min.): 60
- Route 278: Woodside / Alameda - Canada College - Saturday Only
Frequency (min.): 60
- Route 280: Purdue / Fordham - Stanford Mall
Frequency (min.): 60
- Route 281: Onetta Harris Ctr - Stanford Mall
Frequency (min.): 30
- Route 286: Ringwood / Arlington - Monte Rosa / Eastridge
Frequency (min.): 60
- Route 292: San Francisco - SFO - Hillsdale Mall
Frequency (min.): 30-60
- Route 294: San Mateo Medical Center -

Route 286

Route 397

Basic Project Information	
Project Name:	Millbrae – Citywide Virtual Mobility Detection
Project Sponsor:	City of Millbrae
Sponsor Contact Information:	Andrew Yang
	(650) 259-2393
	ayang@ci.millbrae.ca.us
Project Location:	Citywide Traffic Signal Locations – City of Millbrae and Caltrans Locations in Millbrae
Brief Project Description: Please limit to 100 word maximum	<p>The Millbrae – Citywide Virtual Mobility project will provide IoT equipment at City and Caltrans traffic signals to allow bicycle, pedestrian, and transit detection. Users and transit vehicles will share their GPS position data via mobile apps to actuate the traffic signal and HAWK facilities (Peds only for HAWKs. A 4-tier cloud-based detection system will validate user trajectory before sending a detection request to the traffic signal. Pedestrians will use the mobile app to identify which crosswalk they want to cross.</p> <p>The system will provide a cloud based ATMS for City and Caltrans monitoring only and data analysis.</p>
Program Focus Areas & Evaluation Criteria	
Program Focus Areas:	<p>Identify the type of project to be completed. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Quick-build bicycle and/or pedestrian improvement <input checked="" type="checkbox"/> Quick-build transit improvement <input checked="" type="checkbox"/> Bike share enhancement <input checked="" type="checkbox"/> Bicycle and/or pedestrian safety improvement <input checked="" type="checkbox"/> Local safe & seamless mobility improvement <input checked="" type="checkbox"/> Safe & seamless mobility improvement in a corridor <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Improved connections to transit <input checked="" type="checkbox"/> Programming to support safe and seamless mobility <input checked="" type="checkbox"/> CTA planning or programming to support safe and seamless mobility <input checked="" type="checkbox"/> Other project type consistent with the Blue-Ribbon Transit Recovery Task Force or the Partnership Board's Connected Mobility Framework
Priority Planning Areas:	<p>Identify the location of the project to be completed in relation to the following prioritized geographies. Select all that apply:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Priority Development Area (PDA) <input checked="" type="checkbox"/> Transit Priority Area (TPA) <input checked="" type="checkbox"/> Community of Concern (COC) <input type="checkbox"/> Community Air Risk Evaluation (CARE) community <input type="checkbox"/> Other project area – for a project that is not located in the above areas, please describe how this project advances safe and seamless mobility for populations that are low-income or that have been historically-disadvantaged <p><i>Describe how project located outside of a PDA, TPA, COC, or CARE advances equitable mobility</i></p>

<p>Connected Mobility Framework: Please limit to 200 word maximum</p>	<p>Describe how the project aligns with the values & goals of the Partnership Board’s Connected Mobility Framework:</p> <div data-bbox="479 279 1367 709" style="background-color: #f2f2f2; padding: 10px; border: 1px solid #ccc;"> <p style="text-align: center;">CONNECTED MOBILITY VALUES AND GOALS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Values</th> <th style="text-align: left;">Goals</th> </tr> </thead> <tbody> <tr> <td>Think Regionally Act Locally</td> <td>Be coordinated, interconnected, and contiguous</td> </tr> <tr> <td>Provide Great Travel Choices</td> <td>Provide choices that are better than driving alone, are viable and intuitive for all trips</td> </tr> <tr> <td>Put the Traveler First</td> <td>Ensure a dignified traveler experience, focusing on customer care and needs</td> </tr> <tr> <td>Be Equitable & Inclusive</td> <td>Address disparities and be transparent for all people and all trips</td> </tr> <tr> <td>Be Sustainable</td> <td>Strive for a healthy planet, people, and full-cost accounting</td> </tr> </tbody> </table> </div> <p>The Millbrae – Citywide Virtual Mobility Detection project meets all of the Connected Mobility Framework values and goals. At a Local level the new system will support Region traffic and efforts already under deployment in other cities in the Bay Area (Los Altos and Saratoga). To support travel choices the system enhances Bike-Ped activity while helping to prioritize transit modes through Los Altos along El Camino Real in partnership with Caltrans. From and equity and inclusion effort the proposed system is available to all users, typically technology solutions within transportation do not allow for direct user interaction through mobile devices so this is a regional demonstration effort that supports sustainable transportation efforts at a competitive price. As a bonus the system will support Autonomous/Connected vehicle data sharing through cloud-based API connections.</p>	Values	Goals	Think Regionally Act Locally	Be coordinated, interconnected, and contiguous	Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips	Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs	Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips	Be Sustainable	Strive for a healthy planet, people, and full-cost accounting
Values	Goals												
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous												
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips												
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs												
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips												
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting												
<p>Community Engagement & Planning Processes: Please limit to 200 word maximum</p>	<p>Describe the community outreach that has been completed related to this project, and also reference any local or regional plans in which this project is included (e.g. community-based transportation plan, station area or specific plans, bicycle or pedestrian plans, etc.):</p> <p>No community outreach related to this project has taken place.</p> <p>Describe the outreach that has been completed with transit operators to ensure the project does not conflict with existing or planned transit service:</p> <p>No outreach to transit operators has taken place but Caltrans whom operates the traffic signals along El Camino Real has been notified regarding interest in implementation of this project.</p>												
<p>Transit Connectivity: Please limit to 100 word maximum</p>	<p>Describe how this project addresses a gap in transit connectivity, particularly in areas significantly impacted from pandemic:</p> <p>The Millbrae – Citywide Virtual Mobility Virtual Detection project will expand virtual transit signal priority within the City along El Camino Real and Millbrae Avenue. The project will also support bicycle- and pedestrian virtual detection closing the gap for all mobility detection needs in the City. The project will support recovery from COVID-19 impacts by supporting efficient transit operations within the City and will also compliment planned specific plan growth along transit corridors in Millbrae.</p>												

<p>Project Partnerships: Indicate if project is anticipated to be co-nominated by MTC</p>	<p>Describe any partnerships in place for this project (jurisdictions, CTAs, transit agencies, community groups, etc.):</p> <p>The City of Millbrae and Caltrans will be immediate project partners in the implementation of the Millbrae – Citywide Virtual Mobility Detection project as the equipment deployed as part of the project will reside within Millbrae and Caltrans traffic signal equipment.</p> <p>Upon implementation of the equipment, Samtrans will be contacted for project participation through the GPS position information data sharing to allow for transit signal priority demonstration projects.</p> <p><input type="checkbox"/> Project is co-nominated by MTC.</p>
<p>Project Readiness: Please limit to 100 word maximum</p>	<p>Describe the readiness of the project, including right-of-way impacts, the type of environmental document/clearance required, and consistency with Plan Bay Area 2040.</p> <p>The Millbrae – Citywide Virtual Mobility Detection is an equipment deployment project no Civil work is required making the project ready for deployment upon funding through the Safe & Seamless Mobility Quick-Strike Grant. IoT panels will be installed within the City and Caltrans traffic signal cabinets that then connect to cloud-based systems.</p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit. Also, include a statement of Caltrans' level of support for the project.</p> <p>Caltrans is already aware of the City's interest in pursuing this project and has given their consent to partner on this project upon receipt of grant funds. Any local match requirements will be covered by the City of Millbrae.</p>
<p>Deliverability: Please limit to 200 word maximum, or include as attachment</p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the September 30, 2022 obligation deadline (The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022).</p> <p>The City will issue a direct sole source contract to Smart City Signals for award of the project upon confirmation of authorization to proceed with grant expenditures. Equipment procurement and installation will take approximately 6-months to allow for coordination with Caltrans. Immediately upon field equipment installation the Millbrae – Virtual Mobility Detection project will be active. The City anticipates another 3-6 months to finalize distribution of mobiles for the community and to integrate existing GPS position data from transit operators.</p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks.</p>

	<p>The known risk for transit signal priority is the availability of GPS position data from transit operators. If not available, the project will provide GPS trackers for installation of transit vehicles to allow for testing.</p> <p>Describe the sponsor's ability to meet state and federal requirements after fund obligation. Include confirmation of ability to award within 6 months of obligation and a discussion of the agency's delivery history for federal funds; note any documented internal processes in place to ensure full adherence to invoicing and timely use of funds policies and describe CTA's role in delivery and monitoring.</p> <p>The City of Millbrae will use existing Capital Improvement Program (CIP) funding to provide necessary local match commitments for the project.</p>
Fund exchange:	<p><input type="checkbox"/> Project involves a local fund exchange. If yes, please describe. Clarify which project will receive federal funds directly, which project will receive non-federal funds, and the timing of both projects.</p> <p>None required.</p>
Grant minimum:	<p><input type="checkbox"/> Project does not meet the minimum grant size requirement. If yes, describe why an exception to this requirement should be considered.</p> <p><i>Exception request to minimum grant size</i></p>
Supplanting of existing funds:	<p><input type="checkbox"/> Grant funds would supplant existing funds previously programmed to the project. If yes, describe why an exception to this requirement should be considered. If funds are requested to address a funding shortfall on a project due to reduced local revenues, describe how the county and/or local jurisdiction(s) determined which projects should be prioritized for the use of the remaining local revenues. Response should demonstrate why the project should be prioritized for regional funding if it was not the highest priority for local funding.</p> <p><i>Exception request to fund supplanting requirement</i></p>
Toll credit request:	<p><input type="checkbox"/> Toll credits are requested; no local match is provided.</p> <p><i>Notes on toll credit request, optional</i></p>

Project Cost & Funding

Project Cost & Status:

Phase	Total Cost	Fund Source by Phase			Project Status by Phase	Project Milestones
		Safe & Seamless (Grant Request)	Other Funds		% Complete	Provide start and end dates for each project phase
Planning/ Conceptual	\$	\$	\$	Fund source; notes	% complete	Start: End:
Environmental Studies (PA&ED)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Design Engineering (PS&E)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Right-of-way (ROW)	\$	\$	\$	Fund source; notes	% complete	Start: End:
Construction (CON)	\$252,560	\$223,591.37	\$28,968.63	CIP Program	% complete	Start: July 2021 End: April 2022
Total	\$252,560	\$223,591.37	\$28,968.63			

Project Investment by Mode:

Mode	Share of project investment
Auto	10
Transit	30
Bicycle/Pedestrian	50
Other: Autonomous Vehicle Data Sharing	10
Total	100%

