

TA

CORRESPONDENCE

as of 11-05-2020

From: Peter Brown
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Subject: Item 10B, Ped and Bike Cycle 5 Draft Recommendations
Date: Wednesday, November 04, 2020 5:45:26 PM

Dear SMCTA Board Members,

I would firstly like to thank you and especially your staff and committees for their hard work on this recent call for projects to award \$7.7M to fully fund 11 outstanding bike and ped safety improvement projects. I, along with other Belmont staff, have corresponded throughout this process with SMCTA staff and they have been very helpful.

I am writing to ask your Board to consider one minor change to the scoring recommendations at tomorrow's November 5th meeting that could have significant positive impacts for Belmont's Ralston 3 project, with no negative impacts to other jurisdictions or the fair scoring process to date.

Here is the crux of the issue: Ralston 3 is shovel-ready and going out to bid early next year. The project has recently been up-scoped to include a full Class II bike lane gap closure and sidewalk reconstruction on both sides of Ralston from South Rd. to Alameda de las Pulgas for the length of the segment. Ralston 3 also has other grant funds that are committed and must be spent next year (use it or lose it), and we are 100% funded IF we receive this Bike and Ped Grant from the TA in the amount of about \$1M.

Currently, based on scoring ([hyperlink to scoring here](#)), 4 large infrastructure projects are scored above ours, we're 5th, just outside the cut-off. However, 3rd ranked San Bruno, 4th ranked Redwood City and 5th ranked Belmont are as tight as the 2000 or 2020 electoral college race! With only 2.4 points separating 3rd and 5th, and 0.4 between 4th and 5th. In other words, all are quality projects.

Staff and Committee reviews have proposed one caveat to second ranked Menlo Park's Middle Avenue Project - IF Menlo Park receives \$10 million in ATP money and can fully close their funding gap by May 2021, the \$1.130M belongs to Menlo Park. If not, that money goes to Ralston Segment 3. The current language on the table footnote 1 reads:

Proposed Conditions on Awards:

1. The recommendation is contingent on Menlo Park closing the funding gap with other grant or funding sources by May 2021 (successful receipt of regional and state grants will be known by then). If unsuccessful, then the award would be reallocated to fully fund the Belmont Ralston Avenue Corridor Project – Segment 3.

Because we are so shovel ready, because Menlo Park may not be able to close their funding gap, and to be able to proceed with our fully up-scoped project on schedule, Belmont staff

proposal for your consideration is to reword the above to read:

1. Belmont's Ralston Ave. Corridor Project Segment 3 is shovel ready, going out to bid in early 2021, and is in position to preliminarily receive their \$1M funding request. Menlo Park remains 1st in line for the \$1.130M and should they close their funding gap, the funds will be allocated to Menlo Park in lieu of Belmont.

This way, Belmont can go forward with a phased design, put the project out to bid and meet all project requirements. While no one can be certain whether Menlo Park will close their funding gap, past practice reveals that ATP funds are very competitive and large grant requests are often hard to award. I have spoken with Nikki Nagaya, Public Works Director of Menlo Park, and she is copied on this email. She sees no issue with this proposal since Menlo Park is still 1st in line to get these funds if they meet TA funding conditions. No net change for them, however, Belmont will be in a primed position to pursue a phased approach to our bid package, and in the event Menlo Park gets the funds, be prepared to delay Phase 2 of the project. Conversely, if Menlo Park falls short, phase 1 and 2 of our project, i.e the whole thing, can be built as planned next summer.

Apologies for the long email. I look forward to commenting at your meeting tomorrow for you and the public, and to be able to answer any questions.

Sincerely,

Peter Brown

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