Measure A and W Highway Capital Improvement Program: FY 2021-FY 2030

Draft-Final

April 30, 2021

SAN MATEO COUNTY
Transportation Authority

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EXECUTIVE SUMMARY

The San Mateo County Transportation Authority (SMCTA, or TA) has developed this Highway Capital Improvement Program (Highway CIP) to assess the cost of proposed highway improvements for San Mateo County and compare those costs to projected Measure A and W sales tax revenues over the next 10 years (Fiscal Years [FY]2021 through 2030). The Highway CIP establishes a list of 30 projects and estimates the cost of those projects to develop a financially unconstrained estimate that is then compared to projected sales tax revenues.

The following goals were set for the development of the Highway CIP:

1. Assess projected costs versus revenue over a 10-year period from FY2021 through FY2030 and the cumulative implications;
2. Provide a strong foundation for making future investment decisions;
3. Identify key issues and policy considerations for further study; and
4. Support the development of an updated Short Range Highway Plan to set project priorities and establish funding levels through 2030.

The TA's approach to developing this Highway CIP was to work with eligible highway project sponsors, which include cities, the County of San Mateo, the City/County Association of Governments of San Mateo County, and Caltrans. Through a project inventory process, the TA collected project information for potential highway projects that could be eligible for funding through Measures A and W.

Given that project scope, schedule, and cost information can change over time, the TA generally updates its Highway CIP every three to five years. The Highway CIP does not financially constrain the number of projects that can be submitted for consideration. Furthermore, the projects submitted are not prioritized. Inclusion in the Highway CIP does not guarantee that Measure funding will be allocated to a project; the TA subsequently determines funding allocations through a separate "Call for Projects"process.

Table E-1 on the following page summarizes the findings of the Highway CIP.

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Measure A and W Revenues and Expenditures *(FY 2021 through FY 2030 in $ millions)*

$171.5
IN MEASURE A KCA

$101.1
IN MEASURE A SR

$223.0
IN MEASURE W

$495.6
TOTAL SALES TAX REVENUES

$495.6
POSSIBLE LOCAL MATCH

22
CONTINUING PROJECTS

8
NEW PROJECTS

$1,247
TOTAL PROJECT COST

13 Interchange Improvements

10 Arterial Improvements

2 Managed Lanes

2 Ped/Bike Improvements

1 Freeway Widening

1 Intelligent Transportation Systems Improvement

Future Outlook *(FY 2021 through FY 2049 in $ millions)*

$2,316
TOTAL PROJECT COSTS

$1,236
TOTAL MEASURE A AND W REVENUES

$1,080
ESTIMATED SHORTFALL

1.0 OVERVIEW

1.1 BACKGROUND & PURPOSE

The San Mateo County Transportation Authority (TA) allocates sales tax revenues to a variety of transportation projects and programs. Measure A and Measure W include Transportation Expenditure Plans (TEP) that establish the policy framework for allocating sales tax revenues to transportation projects and programs over the life of each measure. The TA adopted a *Strategic Plan 2020-2024* (Strategic Plan) that establishes near-term policies for allocating funds in the context of forecasted revenues and projected expenditures over the next five years.

The TA's Strategic Plan identified a funding shortfall relative to its highway program's financial needs; current and projected Measure A and W revenues are insufficient to deliver the pipeline of projects currently in progress through to completion.[1] In response to this finding, the TA began work in 2020 to update its Highway Capital Improvement Program (Highway CIP) to better assess need and required funding for ongoing and future highway projects in San Mateo County.

The primary purpose of the Highway CIP is to: a) broadly assess the full cost of highway improvements for San Mateo County as envisioned by all project sponsors eligible to receive Measure A and W sales tax revenues; b) compare those costs to projected revenues over the next 10 years; and c) establish a baseline of project costs and revenues to inform the development of the Short Range Highway Plan (SRHP).

The following goals were set for the development of the Highway CIP:

1. Assess projected costs versus revenue over a 10-year period from fiscal year (FY) 2021 through FY2030, and the cumulative implications;
2. Provide a strong foundation for making future investment decisions;
3. Identify key issues and policy considerations for further study; and
4. Support the development of an updated SRHP to set project priorities and establish funding levels through 2030.

1.2 FUNDING SOURCES AND AMOUNTS AVAILABLE

The 2004 voter-approved Measure A TEP included six different transportation program categories: transit, pedestrians and bicycles, local streets and transportation, rail grade separations, highways, and Alternative Congestion Relief. The TEP allocates 27.5 percent of Measure A funds to highways. The TEP further divides the highway program into two

[1] *San Mateo County Transportation Authority*, Strategic Plan 2020-2024, Figure 4-11, Project Revenues versus Funding Needed, p. 33.

categories: 1) Key Congested Areas (KCA) – 17.3 percent; and 2) Supplemental Roadways (SR) – 10.2 percent.

In 2018, the voters of San Mateo County approved Measure W – an additional half-cent sales tax to fund transportation improvements as identified in the San Mateo County Congestion Relief Plan. Fifty percent of Measure W funds are administered by SamTrans to fund the public transportation system. The remaining 50 percent of funds are administered by the TA. The portion of the Measure W TEP administered by the TA divides the funds into five program categories, one of which is the Countywide Highway Congestion Improvements program, which receives 22.5 percent of total Measure W revenues. The purpose of this program is to provide congestion relief, reduce travel times, increase person throughput, and improve operations and safety on highway facilities in San Mateo County. Pursuant to the most recently adopted Strategic Plan, the Countywide Highway Congestion Improvement Program includes a Transportation Demand Management sub-program, which receives 4 percent of highway program revenues, or approximately 1 percent of total Measure W fund revenues.

In addition to local sales tax funds, the TA and its project sponsors are generally eligible to receive transportation funding through other sources. These include federal, state, regional, local, and private fund sources.

Table 1-1 and Figure 1-1 show the fund sources and amounts available over the 10-year timeframe of the Highway Program's CIP. Table 1-2 shows fund revenues for each fiscal year from FY2021 to FY2030. Projected revenues for Measures A and W are approximately $495.6 million through FY2030. The TA's current general policy is to fund up to half of a project's full cost. Therefore, it is assumed that matching funds of 50 percent will be identified from federal, state, regional, local, or private sources to further leverage Measure A and W money. When combined with matching funds, the TA could deliver close to $1 billion in projects over the next 10 years.

Table 1-1. Estimated Sales Tax Revenues and Potential Matching Funds (FY2021-FY2030 in Millions USD)

Funding Source	Description	Amount
Measure A	KCA Funding	$171.5
Measure A	SR Funding	$101.1
Measure W	Countywide Highway Congestion	$223.0
	Total Measures A and W	$495.6
Potential Matching Funds	Federal, State, Regional, Local, Private	$495.6
	Grand Total	$991.2

Key: FY = Fiscal Year / KCA = Key Congested Area / SR = Supplemental Roadways / USD = United States Dollars

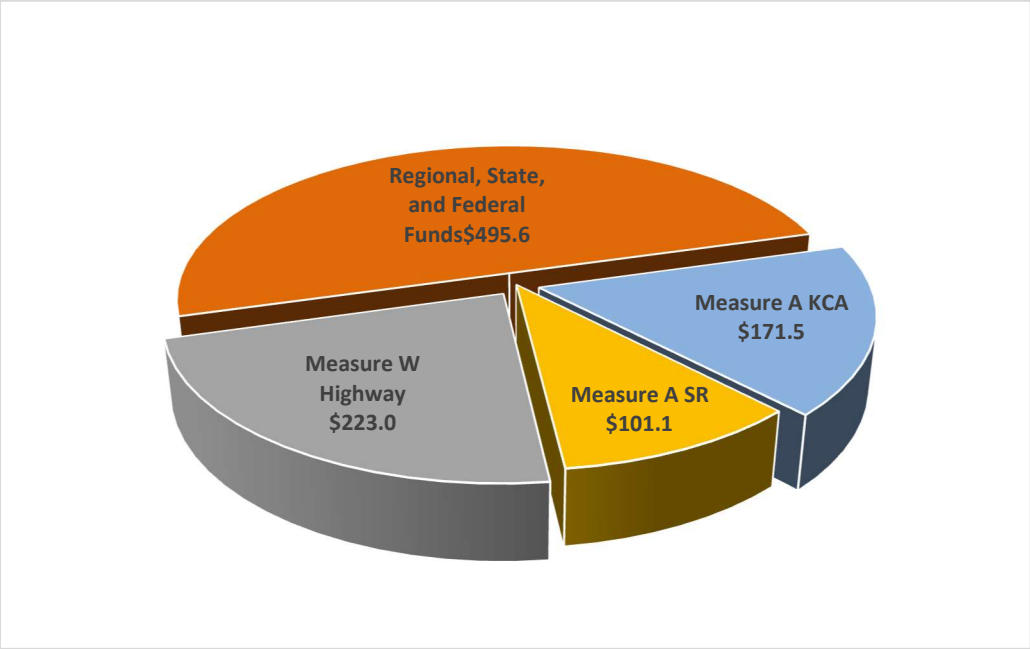

Figure 1-1. Funding Revenue by Source

Table 1-2 shows Measure A and W funding by fiscal year. According to the mid-range financial forecast provided by the TA Finance Division, total annual revenues for both measures begins at $80 million in FY2021 and increases to $113 by FY2030. Of the total Measure A revenues, 27.5 percent is allocated to highways. For Measure W, 22.5 percent of total revenues is assigned to highways.

1.2.1 Additional Measure A and W Revenues

In addition to the $496.6 million in total Measure A and W revenues projected for FY2021 through FY2030, there are $112.6 million in revenues that were received prior to FY 2021 and as of this writing were unexpended ($84.0 million in Measure A and $28.6 million in Measure W). For the purposes of this Highway CIP, the prior revenues are set aside as a contingency. A portion of these funds could be made available during the next "Call for Projects" (CFP) process. Alternatively, the funds could be used to backfill unforeseen funding shortfalls that may arise on existing projects. Conversely, the funds could be held to balance a recent $100 million bond transaction undertaken by the TA to assist with funding the southern section of the US 101 Express Lane project (from the Santa Clara County line to I-380).

The TA will continue to receive sales tax revenues beyond FY2030. The 25-year Measure A program, which was initiated in 2009, sunsets in FY2033, and the 30-year Measure W program, initiated in 2019, sunsets in FY2049. Anticipated Measure A and W revenues beyond FY2030 are projected at $740.3 million ($96.8 million in Measure A and $643.5 in Measure W). These revenues will be available for new highway project needs that may arise in the future.

Table 1-2. Measure A and W Revenues (FY2021 to FY2030 USD)

	Budget FY21	Projected FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Projected FY30	Total 10-year Projection FY20-FY30
Sales Tax Revenues:											
Measure A	80,000,000	87,760,000	92,586,800	95,364,404	98,225,336	101,172,096	104,207,259	107,333,477	110,553,481	113,870,086	991,072,939
Measure W	80,000,000	87,760,000	92,586,800	95,364,404	98,225,336	101,172,096	104,207,259	107,333,477	110,553,481	113,870,086	991,072,939
Highway Revenues											
Measure A (27.5%)											
Measure A KCA (17.3%)	13,840,000	15,182,480	16,017,516	16,498,042	16,992,983	17,502,773	18,027,856	18,568,691	19,125,752	19,699,525	171,455,618
Measure A SR (10.2%)	8,160,000	8,951,520	9,443,854	9,727,169	10,018,984	10,319,554	10,629,140	10,948,015	11,276,455	11,614,749	101,089,440
Measure W (22.5%)	18,000,000	19,746,000	20,832,030	21,456,991	22,100,701	22,763,722	23,446,633	24,150,032	24,874,533	25,620,769	222,991,411
Total Highway Revenues	**40,000,000**	**43,880,000**	**46,293,400**	**47,682,202**	**49,112,668**	**50,586,048**	**52,103,630**	**53,666,738**	**55,276,741**	**56,935,043**	**495,536,470**

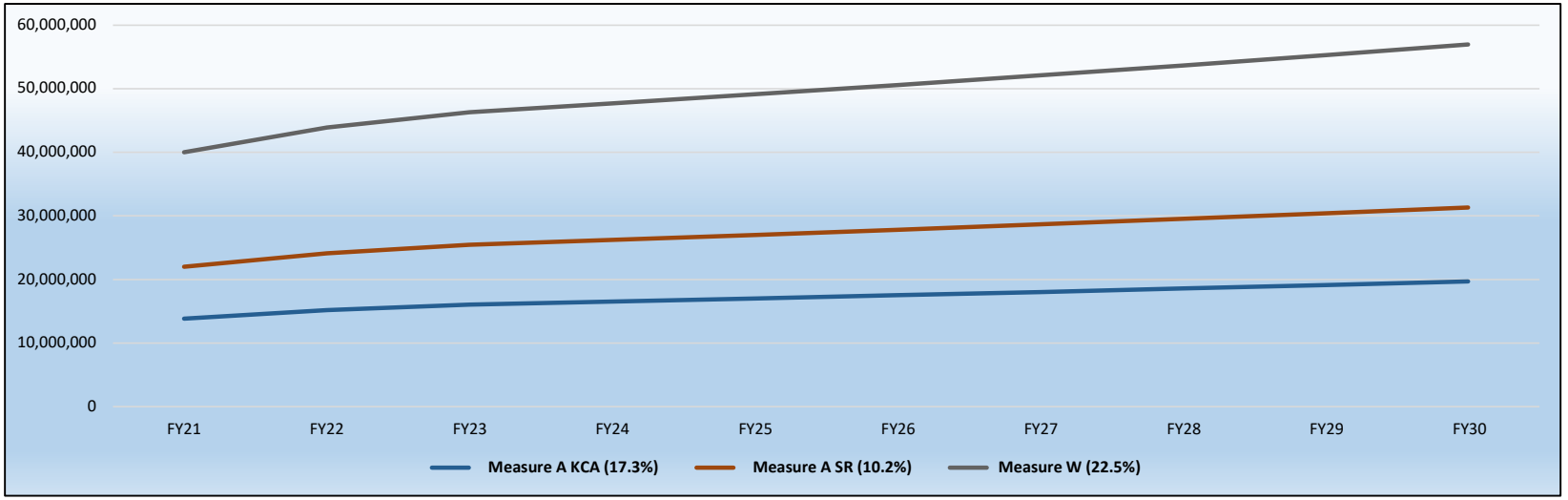

Figure 1-2. Measure A and W Revenues (FY2021 to FY2030 USD - Cumulative)

1.3 HIGHWAY CIP DEVELOPMENT METHODOLOGY

Eight of the nine counties in the San Francisco Bay Area have voter-approved TEPs that specify how sales-tax dollars are to be allocated. Several of these TEPs specify in detail the highway corridors or projects to be funded; projects that are not listed in the TEP are generally ineligible to receive funding allocations from local sales tax revenues unless the TEP is amended. Not every sales tax authority needs to develop a separate Highway CIP, but all must ascertain the timing of fund expenditures on specific projects. The TA specifies periodic highway investments through the combination of a Highway CIP and an SRHP.

The TA's approach to developing this Highway CIP was to work with eligible highway project sponsors, which include cities, the County of San Mateo, the City/County Association of Governments of San Mateo County (C/CAG), and the California Department of Transportation (Caltrans). Through a project inventory process, the TA collected project information for potential highway projects that could be eligible for funding through Measures A and W.

Given that project scope, schedule, and cost information can change over time, the TA generally updates its Highway CIP every three to five years. The Highway CIP does not financially constrain the number of projects that can be submitted for consideration. Furthermore, the projects submitted are not prioritized. Inclusion in the Highway CIP does not guarantee that Measure funding will be allocated to a project; the TA subsequently determines funding allocations through a separate CFP process.

Working in coordination with the C/CAG Technical Advisory Committee (TAC), Caltrans, and other stakeholders, TA staff deployed a project inventory tool that allowed project sponsors to submit information on new and existing projects to the TA for consideration. The project information requested included a project description, scope, status, overall schedule, and cost. The cost information was broken down into various components, including cost of "next feasible phase" and total project cost. After this information was submitted, TA staff worked with project sponsors to develop more details on each project. Project sponsors were requested to provide information on the status of each project and to confirm readiness to proceed. The list of projects developed through the project inventory, along with the estimated total project cost, and status, is presented in Chapter 2, Project Inventory.

Revenue forecasts for the Highway CIP are based upon the most recent Measure A and W financial projections prepared by the TA Finance Division. The forecasts take into account a possible downturn in sales tax revenues due to COVID-19. To address a range of different post-COVID economic outcomes, the Finance Division prepared a low, mid-level, and high revenue estimate. This Highway CIP assumes the mid-level forecast. The amount of other fund sources available (the "local match") may be found in the most recent financial forecasts published in the Metropolitan Transportation Commission's *Regional Transportation Plan*. For the purposes of this Highway CIP, the estimate of other fund sources is approximated by assuming, on average, a 50 percent match.

OVERVIEW
April 30, 2021

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2.0 PROJECT INVENTORY

This Highway CIP will help guide the Measure A and W highway program CFP. In accordance with established TA policy, only projects that are included in the Highway CIP are eligible to compete for funding in the CFP. The project inventory procedure creates a transparent process for reviewing, evaluating, and selecting projects put forth by local sponsors. The next highway program CFP is scheduled for Summer 2021.

2.1 DEVELOPMENT PHASE APPROACH

The project inventory process resulted in the submittal of 30 projects. The projects are in various stages of development. Some are in the preliminary planning phase, others are progressing through the environmental review phase. Projects that have completed the final engineering design phase of work are considered "shovel ready" and can move into construction.

Under established TA practice, projects are funded one phase at a time. Therefore, it is important to understand which phase a project is currently in, and which is the next feasible phase that will require funding. For the purposes of this Highway CIP, the lexicon of different stages of project development are distilled down to the five phases shown in Table 2-1: 1) Planning & Feasibility Studies, 2) Environmental Review, 3) Engineering Design, 4) Right-of-Way & Construction, and 5) Landscaping/Closeout. The sub-phases shown in Table 2-1 are intended to show a few examples of the many different terms used by project proponents to describe a particular phase.

Table 2-1. Project Development Phase

	Phase	Sub-Phase	
1	Planning & Feasibility Studies	Not initiated Preliminary Planning Study Project Initiation Document Project Study Report	
2	Environmental Review	Environmental Review Project Approval and Environmental Document Preliminary Engineering	
3	Engineering Design	65% Design 95% Design Final Plans, Specifications, and Cost Estimates	
4	Right-of-Way & Construction	Right-of-Way Engineering Design Support During Construction Construction	
5	Landscaping/Closeout	Landscaping Design Landscape Construction Plant Establishment Period	
n/a	Completed	Project Closeout	

2.2 PROJECT SUBMITTALS

2.2.1 Previously Submitted Projects

The last SRHP was approved by the TA in 2011. It included a list of projects that became eligible for funding, provided that project sponsors subsequently submitted a funding request through

the CFP that followed.[2] Previously submitted projects that have already been accepted by the TA are designated a project number that starts with the letters "TA."

The TA may elect to sponsor projects that span more than one jurisdiction and have countywide significance. Projects that are sponsored by the TA also receive the same "TA" letter designation.

Through the project inventory process, project sponsors are requested to update the information for each of their previously submitted projects. To facilitate this update process, the TA deployed a convenient Excel-based inventory tool that sponsors could easily access and edit.

The list of 22 projects included among the locally and TA-submitted projects is shown in Table 2-2. The total cost of all previously submitted projects is $2.7 billion. The right-hand column of Table 2-2 indicates "Cost of Next Feasible Phase". This is the incremental cost of proceeding to the next phase of project development in the order listed in Table 2.-1. It is intended to inform the TA of the funding needed to keep each project moving forward. For example, if a project is currently in the Environmental Review phase, it is understood that adequate funding is available to fully complete that phase. Moving forward to the next phase – Engineering Design – will likely require additional funding. The "Cost of Next Feasible Phase" for the project in this example would be the cost of the Engineering Design phase.

2.2.2 Newly Submitted Projects

Working with the C/CAG TAC, TA staff encouraged the public works directors and planners from the local jurisdictions of San Mateo to submit new projects that were not submitted previously. In response to this request, the TA received eight new projects from six different sponsors. Newly submitted projects are designated with a project number beginning with "UA" to indicate that the project is "unassigned," indicating that the project has not yet been accepted by the TA. Table 2-3 shows the eight new project submittals. Seven of these projects are in Phase 1, Planning & Feasibility Studies, and one project is in Phase 2, Environmental Review. The total cost of newly submitted projects is $258 million.

To receive a TA number designation, proponents for new projects will need to submit the project during the next CFP, and selected projects for funding will then be assigned a TA number.

Figure 2-1 shows the geographic location of each project by TA and UA designation.

[2] San Mateo County Transportation Authority, New Measure A Program Short-range Highway Plan (2011-2021), October 2011.

Table 2-2. Previously Submitted Projects by Phase

TA Project #:	Project Name:	Sponsor (Agency):	Development Phase:	Total Project Cost:	Cost of Next Feasible Phase:
PLANNING & FEASIBILITY STUDIES					
TA-000625	US 101 Candlestick Point Interchange Environmental Studies	Brisbane	Project Initiation Document	$ 47,700,000	$ 500,000
TA-000710	Geneva Avenue Extension	Brisbane	Preliminary Planning Study	$ 95,000,000	$ 500,000
TA-000733	SR 92 from US 101 to I-280	San Mateo	Preliminary Planning Study	$ 551,000,000	$ 1,000,000
TA-000792	SR 92/South Delaware Interchange Improvement	San Mateo	Preliminary Planning Study	$ 76,600,000	$ 1,000,000
TA-000796	I-380 Congestion Improvements	San Bruno	Preliminary Planning Study	$ 146,000,000	$ 500,000
TA-100321	Route 1/Manor Drive Overcrossing Project	Pacifica	Preliminary Planning Study	$ 24,236,885	$ 1,720,000
			SUBTOTAL:	$ 940,536,885	$ 5,220,000
ENVIRONMENTAL REVIEW					
TA-000801	U.S. 101/ Peninsula Ave Interchange Project	San Mateo	Final Design (PS&E)	$ 120,000,000	$ 6,557,000
TA-000803	U.S. 101 / Produce Avenue Interchange Project	SSF	Environmental	$ 94,150,000	$ 8,000,000
TA-100302	U.S. 101 Managed Lanes North Project (I-380 to SF/SM Co Line)	TA & C/CAG	Final Design (PS&E)	$ 349,600,000	$ 16,800,000
TA-100318	U.S. 101 / SR 92 Interchange Area Improvements Project	TA & C/CAG	Final Design (PS&E)	$ 30,017,000	$ 2,817,000
TA-100319	U.S. 101 / SR 92 Interchange Direct Connector Project	TA & C/CAG	Final Design (PS&E)	$ 194,400,000	$ 12,200,000
			SUBTOTAL:	$ 788,167,000	$ 46,374,000
ENGINEERING DESIGN					
TA-000768	U.S. 101/ Woodside Road (SR 84) Interchange Project	Redwood City	Right-of-Way	$ 279,450,000	$ 60,000,000
TA-000794	SR 1 (Mid Coast) Congestion, Throughput & Safety Improvements	SM County	Preliminary Engineering	$ 16,219,815	$ 1,000,000
			SUBTOTAL:	$ 295,669,815	$ 61,000,000
RIGHT-OF-WAY & CONSTRUCTION					
TA-000791	U.S. 101 Express Lanes Project (SCL/SM Co Line to I-380)	TA & C/CAG	Construction	$ 581,136,036	$ 5,000,000
TA-000793	Highway 1 Safety and Operational Improvements at Gray Whale Cove	SM County	Final Design (PS&E)	$ 3,179,505	$ 925,000
TA-000795	U.S. 101/ Holly Street Interchange Project	San Carlos	Construction	$ 18,970,000	$ 18,070,000
TA-000800	US 101/ University Avenue Interchange Improvements	East Palo Alto	Final Design (PS&E)	$ 15,660,000	$ 15,660,000
TA-000822	Highway 1 Safety and Operational Improvement Project: Wavecrest Road to Poplar Street	The City of Half Moon Bay	Project Closeout	$ 5,090,000	$ 4,040,000
TA-000823	Highway 1 Safety and Operational Improvement Project: Main Street to Kehoe Avenue	City of Half Moon Bay	Construction	$ 11,162,290	$ 9,893,000
			SUBTOTAL:	$ 635,197,831	$ 53,588,000
LANDSCAPING/CLOSEOUT					
TA-000621	U.S. 101 / Broadway Interchange Project	Burlingame	Landscaping	$ 2,080,000	$ 2,080,000
TA-000622	U.S. 101 / Willow Road Interchange Project - Landscaping	Menlo Park	Landscaping	$ 6,360,000	$ 5,560,000
TA-000805	Highway 92 / SR 82 (El Camino Real) Interchange Project	San Mateo	Landscaping	$ 2,000,000	$ 1,870,000
			SUBTOTAL:	$ 10,440,000	$ 9,510,000
			TOTAL COST:	$ 2,670,011,531	$ 175,692,000

Note: Total Project Cost includes expenditures incurred prior to FY2021 in the amount of $612,133,921.

Table 2-3. Newly Submitted Projects

TA Project #:	Project Name:	Sponsor (Agency):	Development Phase:	Total Project Cost:	Cost of Next Feasible Phase:
PLANNING AND FEASIBILITY STUDIES					
UA-000101	I-280/John Daly Boulevard Overcrossing North Side Widening for Bicycle/Pedestrian Accommodation	Daly City	Preliminary Planning Study	$ 16,650,000	$ 1,000,000
UA-000102	I-380 Connection (via new Haskins Way Bridge)	South San Francisco	Preliminary Planning Study	$ 128,000,000	$ 1,000,000
UA-000104	Kelly Avenue & Highway 1 Safety Improvement Project	The City of Half Moon Bay	Not initiated	$ 1,500,000	$ 1,500,000
UA-000105	SR 82 (El Camino Real), Safety and Operational Improvements	Redwood City	Project Initiation Document	$ 30,000,000	$ 500,000
UA-000106	SR 84 (Woodside Road), Safety and Operational Improvements	Redwood City	Not initiated	$ 40,000,000	$ 250,000
UA-000107	US 101/Sierra Point Pkwy Interchange replacement and Lagoon Way extension	Brisbane	Preliminary Planning Study	$ 24,000,000	$ 500,000
UA-000108	Roadway Facility Improvements between Highway 101 and Dumbarton Bridge	C/CAG	Not initiated	$ 7,000,000	$ 500,000
			SUBTOTAL:	$ 247,150,000	$ 5,250,000
ENVIRONMENTAL REVIEW					
UA-000103	ITS Improvements in Daly City, Brisbane, and Colma	C/CAG	Final Design (PS&E)	$ 10,885,000	$ 350,000
			SUBTOTAL:	$ 10,885,000	$ 350,000
			Total Cost:	$ 258,035,000	$ 5,600,000

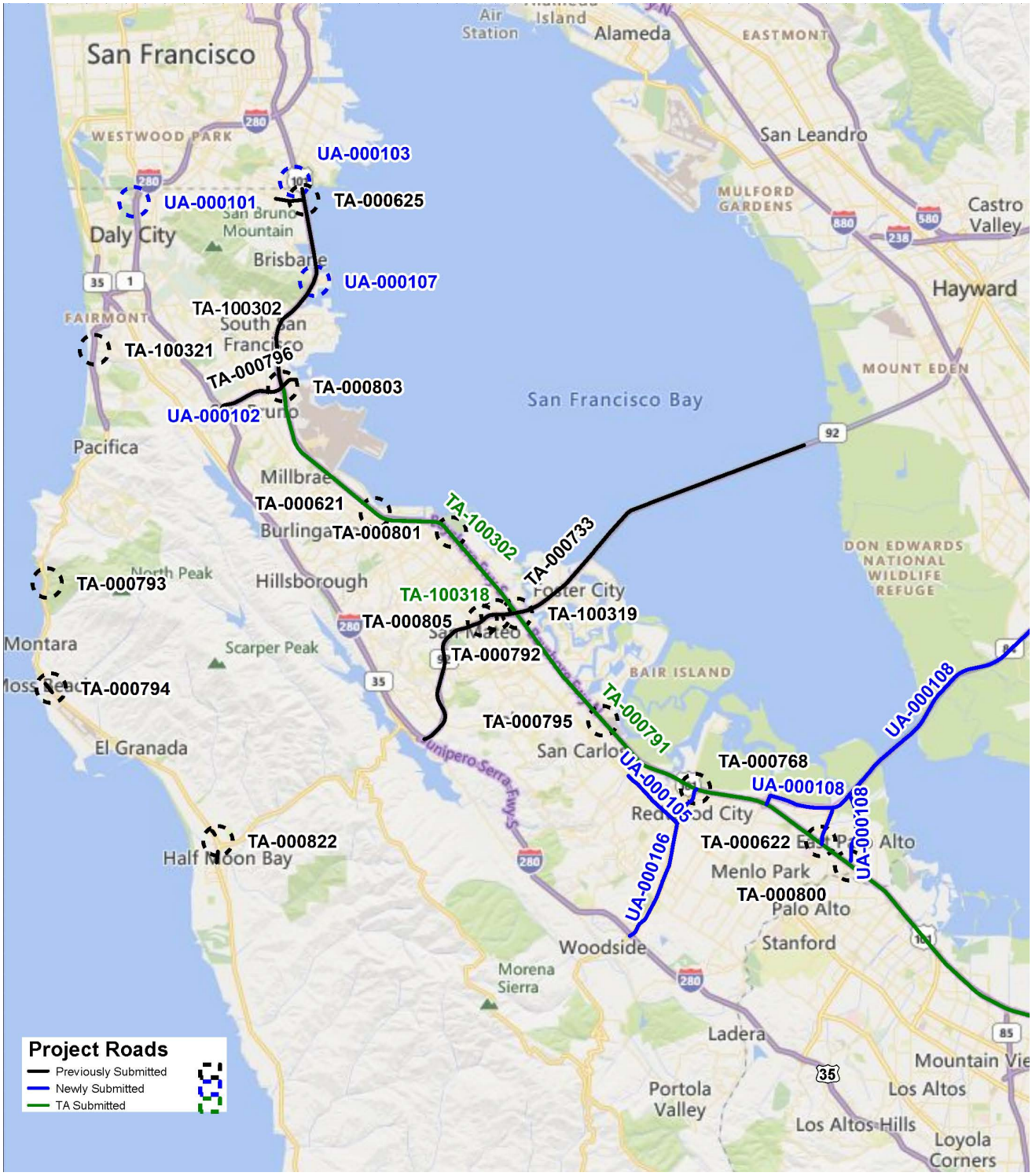

Figure 2-1. Project Location Map

2.3 GAP ANALYSIS

The purpose of the Gap Analysis was to determine whether the proposed highway improvements developed through the project inventory exercise fully addressed the congestion and safety issues identified in the TA's *Existing and Future Conditions Report*. The Gap Analysis used a qualitative approach to compare the location of proposed projects with data and information found in the *State Highway System Congestion and Safety Assessment* prepared by C/CAG.[3] The Gap Analysis identified a number of areas on the state highway system with performance deficiencies that are not currently being addressed or studied through the project inventory. The results of the analysis were to:

- Consider whether unaddressed high-needs areas warrant the introduction of additional planning studies to the project inventory.
- Notify Caltrans and local jurisdictions of the gap analysis results.
- Confer with local jurisdictions to determine appropriate project sponsor(s) for the new corridor/planning studies.

Based upon the results of the Gap Analysis, the TA determined which roadway segments warranted further consideration for possible corridor studies. Additional review was conducted to determine whether the project or study identified was of countywide significance, and whether it should be added to the project inventory. The TA has the flexibility to establish a separate funding category dedicated to funding TA-sponsored planning studies identified through the Gap Analysis.

Table 2-4. Gap Analysis Corridor Segments

Roadway Name	Segment or Vicinity	Performance Issue	Countywide Significance?
I-280	Washington St (Daly City) to I-380 (San Bruno)	VHD, Speed, Travel Time Reliability, and Crashes per mile	✓
SR-35	SR-84 to SC County Line	Travel Time Reliability, Crashes per mile	
SR-82 (El Camino Real)	San Francisco Co. to San Pedro Poplar to SR 92 SR 84 to Atherton Ave. Atherton Ave. to Santa Clara Co.	VHD, Speed, Travel Time Reliability, and Crashes per mile	
SR 84	SR-35 to SR 1	Travel Time Reliability, Speed, Crashes per mile	
SR 92	US 101 to Foster City	VHD, Speed, Travel Reliability	✓

Key: VHD = Total Vehicle Hours of Delay per mile Speed = Travel Speed as a percent of freeflow S = State Route

[3] City/County Association of Governments of San Mateo County, State Highway System Congestion and Safety Assessment Update 2019.

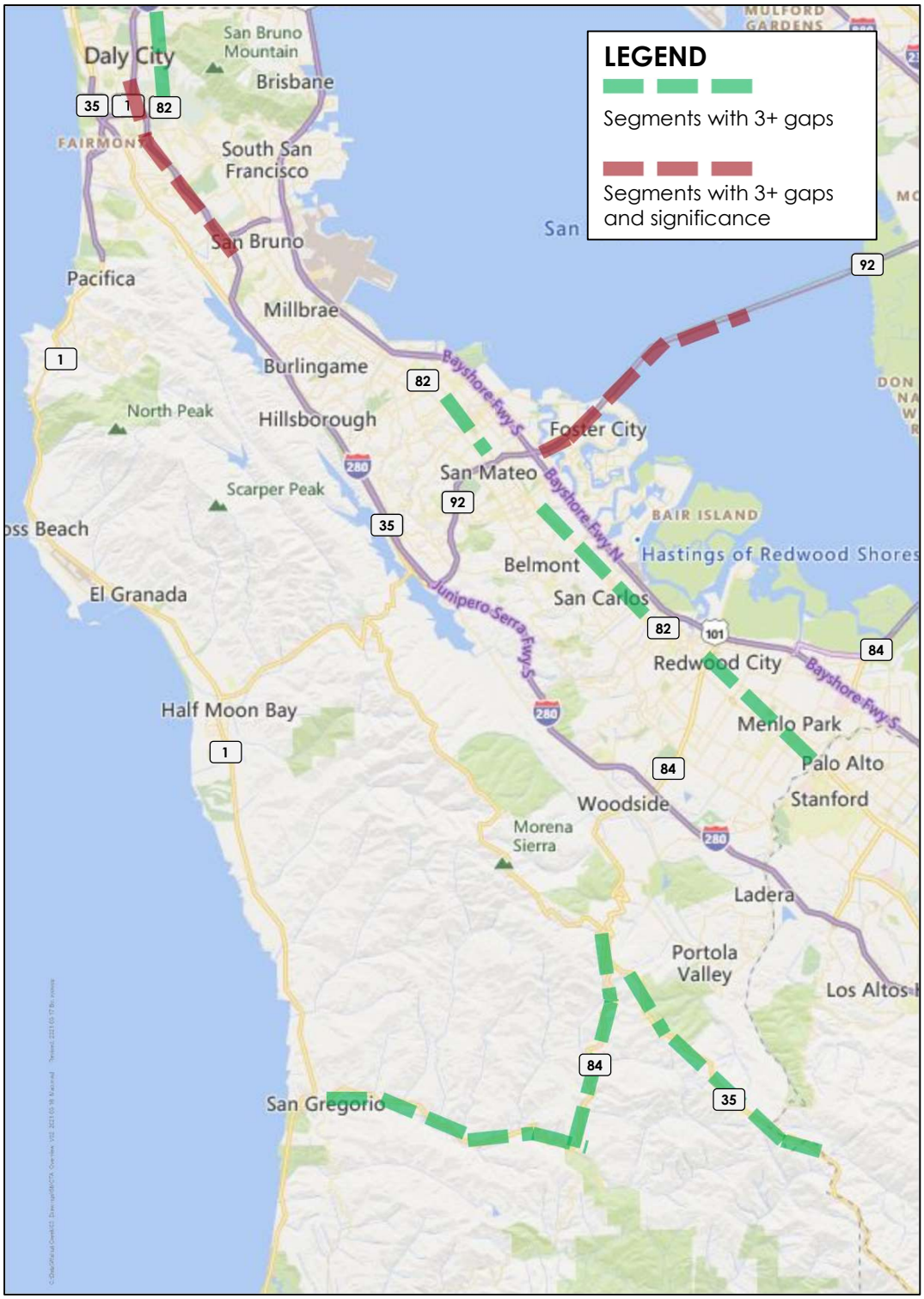

Figure 2-2. Potential Gap Analysis Projects

2.4 MEASURE A BREAKDOWN OF PROJECTED NEED BY CORRIDOR TYPE

The Measure A TEP identifies two distinct funding categories for capital roadway projects: KCA and SR.[4] These categories are found in Measure A only; they were not carried forward into Measure W.

Key Congested Areas: (63 percent of highway program funds) This funding component includes 11 different projects identified within five highway corridors. KCAs were designated by city, county, and TA engineers and confirmed through public input.

Supplemental Roadways: (37 percent of highway program funds) A partial list of candidate projects is provided in the TEP. However, additional projects may be submitted for consideration. SRs include all types of roadways (local, collector, arterial, and state routes) anywhere in the county.

Examining the TA- and UA-designated projects, the project inventory needs indicate that 57 percent of project costs are identified in Measure A as KCA and 43 percent are SR. The Measure A cost percentage assigned to KCA and SR funding in the Measure A TEP is 63/37. Reconciliation of the call on Measure A revenues with the KCA/SR ratio established in the TEP will be addressed on a year-to-year basis by reviewing historic fund allocations and setting future allocation to meet the 63/37 target over several funding cycles.

Table 2-5. Breakdown of Measure A KCA/SR Projected Costs (in millions USD)

Project Type	Estimated Total Project Costs	Percentage of Total Project Cost	Measure A Percentage Designation
Key Congested Area (KCA) projects:	$608.7	57%	63%
Supplemental Roadway (SR) projects:	$461.9	43%	37%
Total Project Costs:	**$1,070.6**	**100%**	**100%**

[4] SMCTA, 2004 Transportation Expenditure Plan, p. 11.

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3.0 IDENTIFYING COST OF NEXT FEASIBLE PHASE

Each project in the Highway CIP inventory is assigned one of the following five phases:

1. Planning and Feasibility Studies
2. Environmental Review
3. Engineering Design
4. Right-of-way & Construction
5. Landscaping/Closeout.

Several of the projects that were submitted by project sponsors have a high estimated construction cost but are still in the early stages of development (Phase 1). These projects may take many years to plan, design, and construct. By identifying the cost for each project's "Next Feasible Phase," the TA can focus expenditures on the most pressing elements that are required to move projects forward into design and onward to construction.

Some projects have completed the Engineering Design phase and are ready for construction. Other projects have completed the roadway construction portion of the project and are in the final project phase, which is usually Landscaping. The Landscaping phase is generally performed under a separate contract that, due to a lengthy plant establishment period, can continue for several years after completion of roadway construction.

The concept of "next feasible phase" puts the projected shortfall into context. Of the 30 projects that were submitted, 13 identify Planning & Feasibility Studies as the next phase. Six of the projects are entering the Environmental Review phase, two are ready to undertake Engineering Design, six – Right-of-Way & Construction, and three are wrapping up with Landscaping/Closeout. As shown in Table 3-1, the costs for the next feasible phase for all 30 projects is $181.3 million, which is considerably less than the estimated total project cost.

Table 3-1. Cost of Next Feasible Phase

Phase	1	2	3	4	5	
Project Type	Planning & Feasibility Studies	Environmental Review	Engineering Design	Right-of-Way & Construction	Landscaping / Closeout	Total
Number of Projects	13	6	2	6	3	30
Total Cost (in millions USD)	$10.5	$46.7	$61.0	$53.6	$9.5	$181.3

4.0 HIGHWAY CIP DEVELOPMENT

4.1 POLICY CONSIDERATIONS

The Highway CIP sets the stage for the TA to allocate Measure A and W funds to the highest performing projects in the areas of San Mateo County that show the greatest need. As the fund allocation process moves forward, several policy issues will need to be addressed:

1. **Pay-as-you-go versus Bonding**: Historically, the TA has funded all projects on a "pay-as-you-go" basis and avoided borrowing against future sales tax revenues. The TA did, however, recently complete a $100 million bond transaction to help accelerate the much-needed US 101 Express Lanes project (TA-000791), which is overseen by a separate Joint Powers Authority.[5]

   Will the TA continue to adhere to its previous pay-as-you-go approach on future highway projects, or will the TA consider additional debt financing mechanisms to accelerate delivery of selected projects, including possible revenue generating projects that involve tolling?

2. **Attaining the 50-Percent Match Requirement**: The TA has an adopted requirement that a sponsor must provide a minimum 10 percent match when applying to a Call for Projects. However, the TA also has a general policy to only fund up to 50 percent of the total value of a project. Ultimately, the implication of this policy is that at least half of a project's total value must be funded by leveraging non-TA funding. Preliminary estimates indicate that even if an overall 50 percent match for all highway projects is secured (that is, the match equals the TA contribution), a funding shortfall will persist through the close of the 10-year CIP.[6] The TA has the flexibility to raise or lower the match percentage requirement in the future, but the lower the match, the greater the shortfall. At the time of this writing, potential changes are under consideration by both the California Transportation Commission and the California Air Resources Board to re-direct highway funding toward transit, bicycle, and pedestrian projects that can help reduce greenhouse gas emissions. If implemented, this change would lead to a significant drop in funds available for highway congestion relief.

   Should the TA revisit its rule to fund only up to 50 percent of a project's total cost?

3. **Establishing a Separate Fund for Planning Studies**: The Gap Analysis identified planning studies that are of countywide significance. In addition, several major corridor improvement studies were identified through the project inventory. The TA has the flexibility to allocate funds to sponsors to conduct planning studies, and to sponsor and fund those studies that are of countywide significance.

[5] The management and operations of the US 101 Express lanes is governed by the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA), a six member JPA consisting of three SMCTA Board members, and three C/CAG Board members.
[6] See projected shortfall in Table A-1 of Appendix A.

Based upon the Gap Analysis or other studies, should the TA create a "set aside" for corridor studies of countywide significance.

4.2 PROPOSED HIGHWAY CIP

Chapter 2 of this report lists the 30 projects that were received from 15 project sponsors through the inventory tool (see Tables 2-1 and 2-2). Some eligible sponsors submitted several projects, while others submitted none. Four projects were submitted by the TA with C/CAG as a co-sponsor. The City of San Mateo submitted four projects; Redwood City, Brisbane, and Half Moon Bay submitted three projects each; and C/CAG, San Mateo County, and South San Francisco each submitted two projects. The remaining sponsors, including Burlingame, Daly City, East Palo Alto, Menlo Park, Pacifica, San Bruno, and San Carlos submitted one project each. The cities of Millbrae, Belmont, and Foster City did not submit a project. The towns of Portola Valley, Woodside, Atherton, and Hillsborough also did not submit.

As discussed in Chapter 2, the total cost of the 22 "TA" projects that were already in the TA's 2011 SRHP is estimated at $2.7 billion (Table 2-2). The total cost of the eight newly submitted projects with the "UA" designation is estimated at $258 million (Table 2-3).

As shown in Figure 4-1, the TA and C/CAG jointly submitted $1.155 billion in projects. Five sponsors submitted over $100 million in projects, and nine sponsors submitted projects totaling less than $25 million.

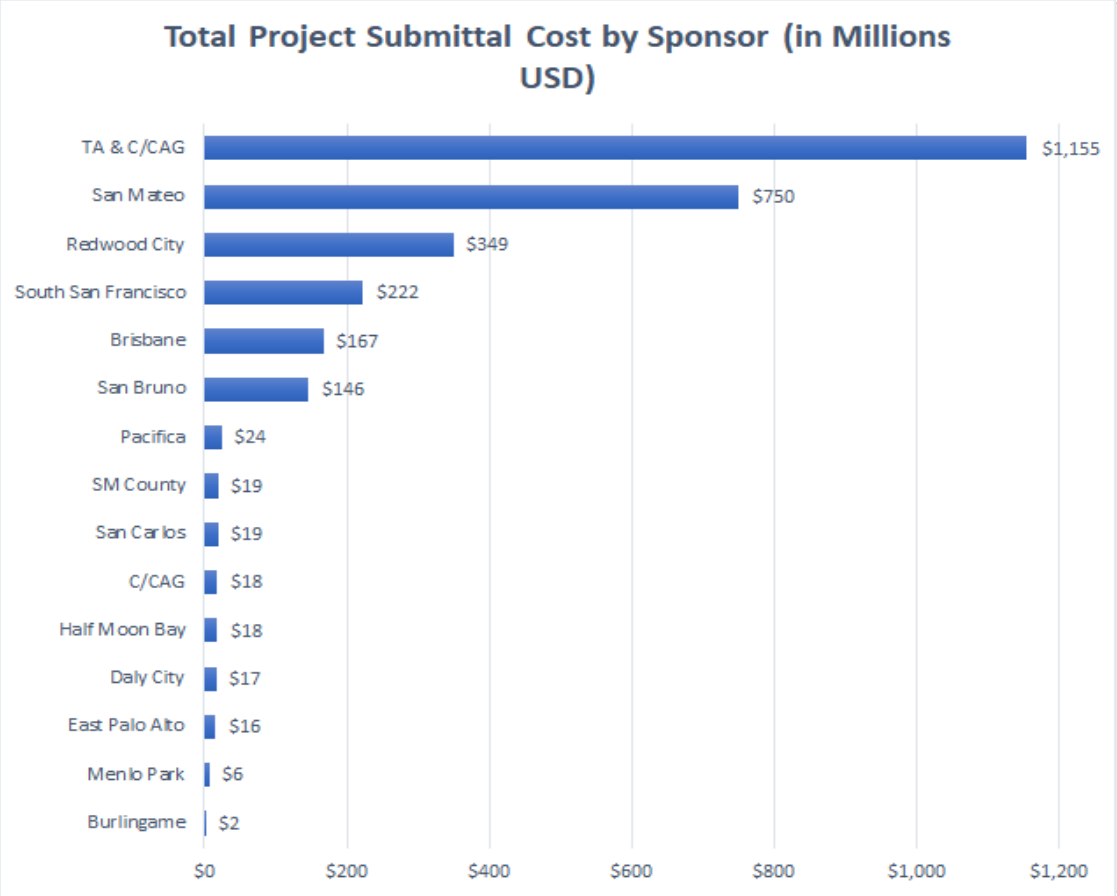

Figure 4-1. Total Project Submittal Cost by Sponsor

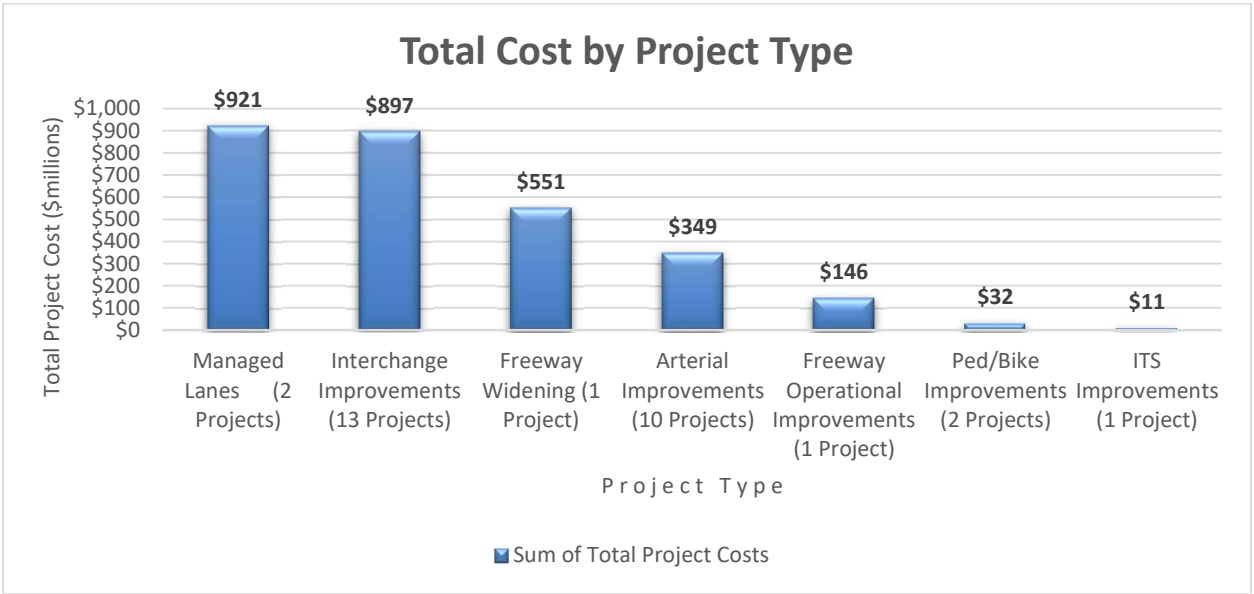

Figure 4-2. Total Cost by Project Type

4.3 INITIAL FINDINGS

4.3.1 Project Costs and Available Funding through FY 2030

Tables 4-1 and 4-2 below show Measure A and W revenues and project costs for the 10-year period of FY2021 through FY2030:

Table 4-1. Fund Projections (FY2021-FY2030 in millions USD)

Funding Source	Amount
Measure A KCA funding	$171.5
Measure A SR funding	101.1
Measure W	223.0
Total Funding Available	$495.6

Table 4-2. Funding Shortfall (FY2021-FY2030 in millions USD)

Cost/Revenue	Amount
Total Project Costs through FY 2030	$1,247.3
Total Measure Revenues	495.6
Total Shortfalls	$751.7

The above scenario assumes no matching funds, when in fact, the TA's *Strategic Plan* encourages a minimum 10-percent match for both Measure A and W highway projects. Furthermore, if the TA adheres to its general policy to fund only up to 50 percent of a project's total cost, then a one-to-one leveraging for Measure A and W funds would be achieved.[7] Assuming the one-to-one match is achieved, an additional $495.6 million in other revenues would reduce the shortfall to $256.1 million over the life of the Highway CIP.

4.3.2 Project Costs and Available Funding through FY 2049

Table 4-3 and 4-4 below show total expected revenues for Measure A (through FY2033) and Measure W (through FY2049) along with all-in project costs through FY2030 and beyond.

Table 4-3. Total Fund Projections (FY2021-FY2049 in millions USD)

Funding Source	Amount
Measure A KCA funding	$232.3
Measure A SR funding	137.0
Measure W	866.5
Total Measure Revenues	$1,235.8

[7] SMCTA Strategic Plan, 2020-2024, Table 7-1, p. 52

Table 4-4. Funding Shortfall (FY 2021-FY 2049 in millions USD)

Cost/Revenue	Amount
Total Project Costs through FY 2049	$2,315.9
Total Measure Revenues	1,235.8
Total Shortfall	$1,080.1

Review of the above suggests that the TA's preliminary highway improvement project inventory list exceeds available fund revenues by $1,080.1 million. As shown in Figure 4-3, without matching funds, the shortfall is persistent through FY 2030 and beyond.

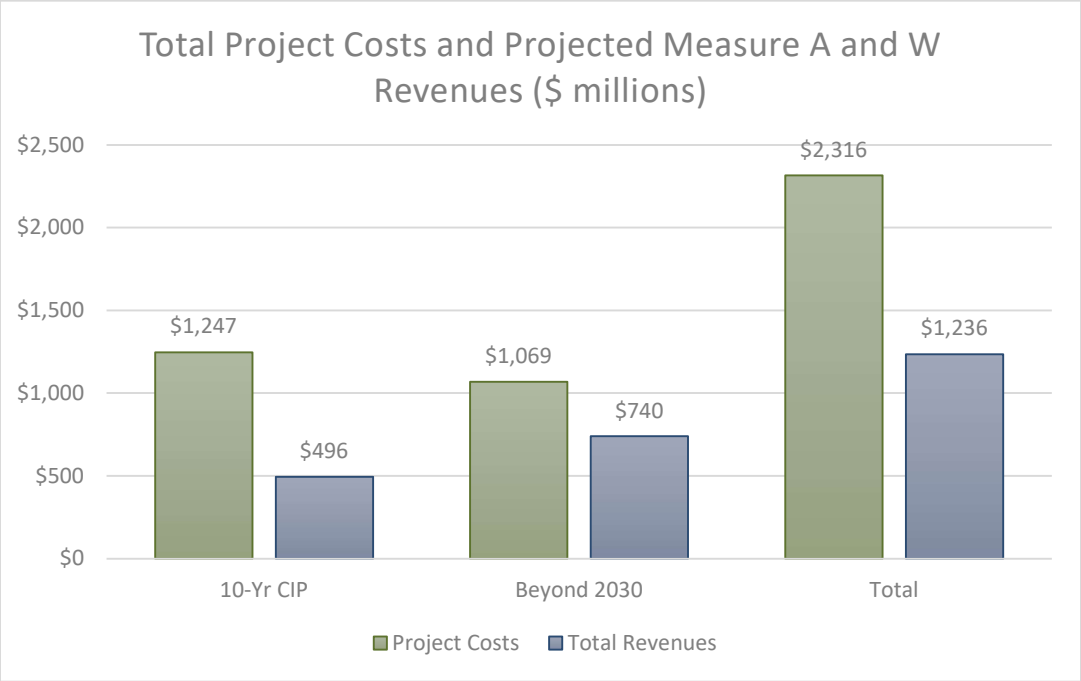

Figure 4-3. Total Project Costs and Revenues (in millions USD)

4.3.3 Conclusions

Developing an estimate for expenditures and revenues requires the collection of project cost and cash-flow information for each project in the Highway CIP. Through the project inventory process, this information was submitted to the TA for review. Based upon the timing of project expenditures by phase as submitted by the project sponsors, a preliminary 10-year estimate of revenues and expenditures was developed. The year-by-year balance of revenues and expenditures can result in either a net surplus or deficit of funds for any given year. Due to the heavy draw on revenues beginning in FY2025, the TA could begin to experience a negative fund balance. (Refer to Table A-1 and Figure A-1 of Appendix A.

A closer examination is necessary to fully understand the financial implications of the 10-year Highway CIP. Historically, actual project costs have generally exceeded initial cost estimates

due to the combination of inflation and unforeseen conditions during construction. In the case of the Highway CIP, however, funding required to keep projects moving forward during the next 10 years could be lower than projected. While project costs may remain constant, or more likely, increase over time, delays in project schedule, which would push the timetable for construction out beyond the FY2030 horizon of this Highway CIP, could reduce demand for funding and improve cash flow. Furthermore, available funding during the next 10 years could be significantly higher than the $495.6 million estimate shown in Table 4-1. If project proponents are able to garner matching funds, and if the TA were to require a 50 percent match from all project proponents, then available revenues could double to $991.2 million, reducing the shortfall from $751.7 million to $256.1 million. Bringing in the previously unexpended funds – $84.0 million in Measure A and the $28.6 million in Measure W, for a total of $112.6 million – would further reduce the shortfall to $143.5 million. And finally, federal legislation aimed at rehabilitating and improving the country's transportation infrastructure could improve the outlook for achieving, and perhaps even exceeding the 50 percent match.

In conclusion, the TA is well positioned to deliver a significant number of much needed highway improvement projects through FY2030. Following adoption of the CIP and the SRHP, the TA will hold its next CFP. The CFP will enable the TA to carefully select and fund only the highest performing projects that demonstrate the best state of readiness to move into the next feasible phase.

4.4 NEXT STEPS

Completion of the 2021 project inventory and Highway CIP constitutes a significant first step in positioning the TA to fund major highway projects in the coming decade. The next steps are as follows:

1. Apply the TA's adopted project evaluation criteria found in the *Strategic Plan* to further analyze project costs and benefits and identify which projects are the most effective at achieving the TA's goals.

2. Prepare a Short Range Highway Plan that builds upon the findings of the CIP with a focus on project evaluation, project prioritization, costs and revenues.

3. Conduct a CFP to distribute available funds after the TA adopts the Highway CIP and SRHP. The CFP will require submittal of more detailed information from project sponsors on scope, cost, schedule, and - most importantly– readiness to move into the next feasible phase. The TA will also request that sponsors submit full documentation of available matching funds.

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APPENDIX A

Detailed 10-Year CIP

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Appendix A Detailed 10-Year CIP

The following Table A-1 and Figure A-1 show total Measure A and W revenues along with project cost data for fiscal year (FY) 2021 through FY2030. Important to note are the following:

- The cost of "next feasible phase" developed in Chapter 3 is shown at $181.6 million, spread over the first five years of the Capital Improvement Program (CIP), and reduced by 50 percent to account for the funding match.
- All project costs assume a 50 percent match, so the draw on revenues is half of the total project cost.
- The steep rise in project costs during FY2026 is due to a number of major projects on US 101:
    - US 101/Woodside Road Interchange
    - US 101 Managed Lanes North (from I-380 to the San Francisco County Line)
    - US 101/ SR 92 Interchange Direct Connectors

Table A-2, Master Schedule of Expenditures, provides year-by-year expenditures for each project by phase and indicates the spread of those expenditures over time. The top row of the table shows the total expenditures for all projects prior, during, and after the FY2021 to FY2030 Highway CIP timeframe.

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Table A-1. Total Measure A and W Revenues and Project Costs (USD)

	Budget FY21	Projected FY22	Projected FY23	Projected FY24	Projected FY25	Projected FY26	Projected FY27	Projected FY28	Projected FY29	Projected FY30	Total 10-year Projection FY20-FY30
Measure A	80,000,000	87,760,000	92,586,800	95,364,404	98,225,336	101,172,096	104,207,259	107,333,477	110,553,481	113,870,086	991,072,939
Measure W	80,000,000	87,760,000	92,586,800	95,364,404	98,225,336	101,172,096	104,207,259	107,333,477	110,553,481	113,870,086	991,072,939
Highway Revenues	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	
Measure A (27.5%)											
Measure A KCA (17.3%)	13,840,000	15,182,480	16,017,516	16,498,042	16,992,983	17,502,773	18,027,856	18,568,691	19,125,752	19,699,525	171,455,618
Measure A SR (10.2%)	8,160,000	8,951,520	9,443,854	9,727,169	10,018,984	10,319,554	10,629,140	10,948,015	11,276,455	11,614,749	101,089,440
Measure W (22.5%)	18,000,000	19,746,000	20,832,030	21,456,991	22,100,701	22,763,722	23,446,633	24,150,032	24,874,533	25,620,769	222,991,411
Total Highway Revenues	**40,000,000**	**43,880,000**	**46,293,400**	**47,682,202**	**49,112,668**	**50,586,048**	**52,103,630**	**53,666,738**	**55,276,741**	**56,935,043**	**495,536,470**
Highway Costs	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	
Next Feasible Phase**	18,129,200	18,129,200	18,129,200	18,129,200	18,129,200						90,646,000
Balance Remaining	21,870,800	25,750,800	28,164,200	29,553,002	30,983,468	50,586,048	52,103,630	53,666,738	55,276,741	56,935,043	404,890,470
Subsequent Phases***	5,005,400	23,708,653	117,138,545	-1,339,600	43,370,308	358,183,334	1,708,334	12,500,000	2,500,000	15,550,000	578,324,972
Balance: Surplus (Deficit)	**16,865,400**	**18,907,548**	**(70,066,798)**	**(39,174,196)**	**(51,561,035)**	**(359,158,320)**	**(308,763,024)**	**(267,596,286)**	**(214,819,545)**	**(173,434,502)**	**(173,434,502)**

*Based upon mid-range revenue forecast presented to the TA Board on February 4, 2021

**"Next Feasible Phase" estminated total = 90,646,000 after subtracting match and distributed over the first five FY's of the CIP

***Assumes Local Match = 50.0%

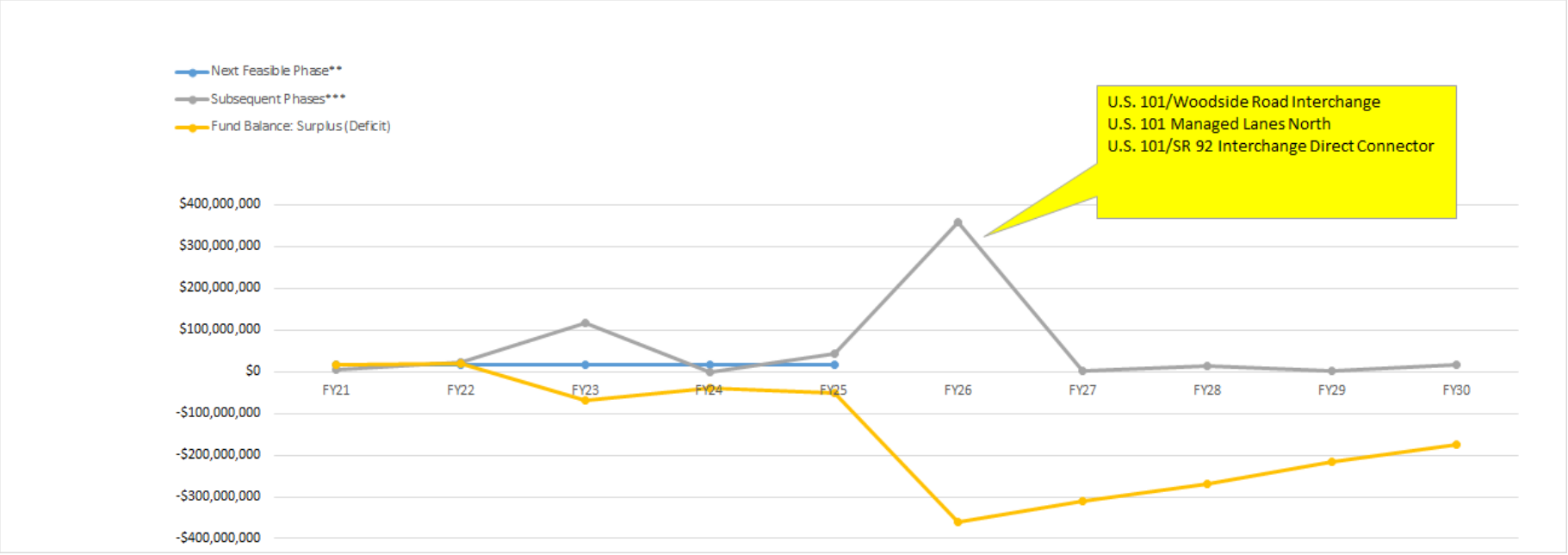

Figure A-1. Project Expenditures and Fund Balance

Table A-2. Master Schedule of Expenditures

						Prior to FY20/21	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Post FY29/30
			Totals:			$ 612,133,921	$ 28,140,000	$ 65,546,505	$ 252,406,290	$ 15,450,000	$ 104,869,815	$ 716,366,667	$ 3,416,667	$ 25,000,000	$ 5,000,000	$ 31,100,000	$ 1,068,616,666
			FISCAL YEAR (FY) END:			6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024	6/30/2025	6/30/2026	6/30/2027	6/30/2028	6/30/2029	6/30/2030	6/30/2100
Sheet #	**Sheet Name**	**Project Name**	**Phase**	**Start**	**Finish**												
1	TA-000621_Rev03	U.S. 101 / Broadway Interchange Project	STUDY														
			PE-PID														
			ENV-PA														
			PSE														
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	5/6/2019	10/14/2025	$ 2,080,000											
2	TA-000622_Rev03	U.S. 101 / Willow Road Interchange Project - Landscaping	STUDY														
			PE-PID														
			ENV-PA														
			PSE	1/1/2021	12/1/2021		$ 800,000										
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	1/1/2022	4/30/2023			$ 5,560,000									
3	TA-000625_Rev02	US 101 Candlestick Point Interchange Environmental Studies	STUDY														
			PE-PID														
			ENV-PA	7/1/2022	6/30/2023				$ 500,000								
			PSE	7/1/2030	7/1/2030												$ 7,080,000
			ROW-SUP	7/1/2030	7/1/2030												$ 2,360,000
			ROW	7/1/2030	7/1/2030												$ 2,360,000
			CON-CE/CM	7/1/2030	7/1/2030												$ 2,360,000
			CON	7/1/2030	7/1/2030												$ 33,040,000
4	TA-000710_Rev02	Geneva Avenue Extension	STUDY														
			PE-PID	7/1/2022	6/30/2024				$ 500,000								
			ENV-PA	7/1/2030	7/1/2030												$ 4,725,000
			PSE	7/1/2030	7/1/2030												$ 9,450,000
			ROW-SUP	7/1/2030	7/1/2030												$ 4,725,000
			ROW	7/1/2030	7/1/2030												$ 4,725,000
			CON-CE/CM	7/1/2030	7/1/2030												$ 4,725,000
			CON	7/1/2030	7/1/2030												$ 66,150,000
5	TA-000733_Rev02	SR 92 from US 101 to I-280	STUDY														
			PE-PID	7/1/2022	6/30/2024				$ 1,000,000								
			ENV-PA	7/1/2029	12/31/2030											$ 27,000,000	
			PSE	7/1/2031	7/1/2033												$ 18,000,000
			ROW-SUP														
			ROW														
			CON-CE/CM	7/1/2033	7/1/2035												$ 15,000,000
			CON	7/1/2030	7/1/2035												$ 490,000,000
6	TA-000768_Rev02	U.S. 101/ Woodside Road (SR 84) Interchange Project	STUDY														
			PE-PID	3/1/2010	10/30/2011	$ 1,000,000											
			ENV-PA	8/1/2013	12/31/2016	$ 4,200,000											
			PSE	8/1/2017	12/31/2025	$ 9,250,000											
			ROW-SUP	8/1/2021	12/31/2025			$ 1,000,000									
			ROW	4/1/2023	12/31/2025				$ 59,000,000								
			CON-CE/CM	6/1/2026	6/30/2030							$ 21,000,000					
			CON	6/1/2026	6/30/2030							$ 184,000,000					
7	TA-000791_Rev02	U.S. 101 Express Lanes Project (SCL/SM Co Line to I-380)	STUDY														
			PE-PID														
			ENV-PA	2/1/2016	10/1/2018	$ 20,388,498											
			PSE	10/1/2018	10/1/2020	$ 39,645,428											
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	3/1/2019	12/1/2022	$ 521,102,110											
8	TA-000792_Rev03	SR 92/South Delaware Interchange Improvement	STUDY														
			PE-PID	7/1/2022	6/30/2024				$ 1,000,000								
			ENV-PA	7/1/2029	12/1/2030											$ 4,100,000	
			PSE	7/1/2031	7/1/2033												$ 3,400,000
			ROW-SUP	7/1/2031	7/1/2033												$ 25,000,000
			ROW														
			CON-CE/CM	7/1/2035	7/1/2037												$ 4,100,000
			CON	7/1/2035	7/1/2037												$ 39,000,000

STUDY – Feasibility Study; **PE-PID** – Preliminary Engineering/Project Initiation Documents; **ENV-PA** – Project Approval & Environmental Review; **PSE** – Preliminary Engineering/ Plans, Specifications & Estimates; **ROW-SUP** – Right of Way Support; **ROW** – Right of Way; **CON-CE/CM** – Construction Engineering Support/Construction management; **CON** - Construction

						Totals:	$ 612,133,921	$ 28,140,000	$ 65,546,505	$ 252,406,290	$ 15,450,000	$ 104,869,815	$ 716,366,667	$ 3,416,667	$ 25,000,000	$ 5,000,000	$ 31,100,000	$ 1,068,616,666
						FISCAL YEAR (FY) END:	6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024	6/30/2025	6/30/2026	6/30/2027	6/30/2028	6/30/2029	6/30/2030	6/30/2100
Sheet #	Sheet Name	Project Name	Phase	Start	Finish		Prior to FY20/21	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Post FY29/30
9	TA-000793_Rev03	Highway 1 Safety and Operational Improvements at Gray Whale Cove	STUDY															
			PE-PID															
			ENV-PA	9/12/2017	2/28/2022													
			PSE	9/12/2017	2/28/2022		$ 850,000											
			ROW-SUP															
			ROW	9/12/2017	2/28/2022		$ 75,000											
			CON-CE/CM															
			CON	3/1/2022	6/1/2022				$ 2,254,505									
10	TA-000794_Rev02	SR 1 (Mid Coast) Congestion, Throughput & Safety Improvements	STUDY															
			PE-PID															
			ENV-PA	7/1/2020	6/30/2021			$ 1,000,000										
			PSE															
			ROW-SUP															
			ROW															
			CON-CE/CM															
			CON	7/1/2024	6/30/2025							$ 15,219,815						
11	TA-000795_Rev03	U.S. 101/ Holly Street Interchange Project	STUDY															
			PE-PID															
			ENV-PA															
			PSE															
			ROW-SUP	6/30/2020	6/30/2020		$ 900,000											
			ROW															
			CON-CE/CM	7/1/2022	6/30/2023					$ 2,000,000								
			CON	7/1/2022	6/30/2023					$ 16,070,000								
12	TA-000796_Rev02	I-380 Congestion Im provements	STUDY															
			PE-PID	7/1/2021	6/30/2022				$ 500,000									
			ENV-PA	7/1/2030	7/1/2030													$ 7,275,000
			PSE	7/1/2030	7/1/2030													$ 14,550,000
			ROW-SUP	7/1/2030	7/1/2030													$ 7,275,000
			ROW	7/1/2030	7/1/2030													$ 7,275,000
			CON-CE/CM	7/1/2030	7/1/2030													$ 7,275,000
			CON	7/1/2030	7/1/2030													$ 101,850,000
13	TA-000800_Rev02	US 101/ University Avenue Interchange Improvements	STUDY															
			PE-PID															
			ENV-PA															
			PSE															
			ROW-SUP															
			ROW															
			CON-CE/CM	7/1/2022	6/30/2023					$ 2,540,000								
			CON	7/1/2022	6/30/2023					$ 13,120,000								
14	TA-000801_Rev02	U.S. 101/ Peninsula Ave Interchange Project	STUDY															
			PE-PID															
			ENV-PA	3/1/2016	6/1/2022		$ 3,100,000											
			PSE	7/1/2022	6/30/2024					$ 4,000,000								
			ROW-SUP															
			ROW	7/1/2022	6/30/2024					$ 71,000,000								
			CON-CE/CM															
			CON	7/1/2024	6/30/2026							$ 41,900,000						
15	TA-000803_Rev02	U.S. 101 / Produce Avenue Interchange Project	STUDY															
			PE-PID															
			ENV-PA	7/1/2017	12/31/2021		$ 3,150,000											
			PSE	3/1/2022	3/31/2024				$ 8,000,000									
			ROW-SUP	3/1/2022	3/31/2024				$ 100,000									
			ROW	3/1/2022	3/31/2024				$ 38,900,000									
			CON-CE/CM	7/1/2024	7/31/2026							$ 8,000,000						
			CON	7/1/2024	7/31/2026							$ 36,000,000						
16	TA-000805_Rev02	Highway 92 / SR 82 (El Camino Real) Interchange Project	STUDY															
			PE-PID															
			ENV-PA															
			PSE	7/1/2017	11/1/2021		$ 505,000											
			ROW-SUP															
			ROW															
			CON-CE/CM	11/1/2021	6/30/2024				$ 95,000									
			CON	2/1/2022	6/30/2024				$ 1,400,000									

						Totals:	$ 612,133,921	$ 28,140,000	$ 65,546,505	$ 252,406,290	$ 15,450,000	$ 104,869,815	$ 716,366,667	$ 3,416,667	$ 25,000,000	$ 5,000,000	$ 31,100,000	$ 1,068,616,666
						FISCAL YEAR (FY) END:	6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024	6/30/2025	6/30/2026	6/30/2027	6/30/2028	6/30/2029	6/30/2030	6/30/2100
Sheet #	Sheet Name	Project Name	Phase	Start	Finish	Prior to FY20/21	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	FY29/30	Post FY29/30
17	TA-000822_Rev02	Highway 1 Safety and Operational Improvement Project: Wavecrest Road to Poplar Street	STUDY														
			PE-PID	1/1/2018	6/30/2020	$ 300,000											
			ENV-PA														
			PSE	1/1/2018	5/1/2020	$ 300,000											
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	7/16/2020	9/30/2021		$ 4,490,000										
18	TA-000823_Rev02	Highway 1 Safety and Operational Improvement Project: Main Street to Kehoe Avenue	STUDY	12/1/2015	12/31/2015	$ 90,000											
			PE-PID	1/1/2016	6/30/2021	$ 95,000											
			ENV-PA	1/1/2016	6/30/2018	$ 95,000											
			PSE	7/1/2018	9/30/2021	$ 989,000											
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	7/1/2022	7/31/2024				$ 9,893,290								
19	TA-100302_Rev03	U.S. 101 Managed Lanes North Project (I-380 to SF/SM Co Line)	STUDY														
			PE-PID														
			ENV-PA	11/3/2020	11/30/2022		$ 8,000,000										
			PSE	1/1/2023	12/1/2025				$ 16,800,000								
			ROW-SUP	1/1/2023	12/1/2025				$ 16,800,000								
			ROW														
			CON-CE/CM														
			CON	1/1/2026	12/1/2027							$ 308,000,000					
20	TA-100318_Rev03	U.S. 101 / SR 92 Interchange Area Improvements Project	STUDY														
			PE-PID	4/1/2020	12/31/2020	$ 500,000											
			ENV-PA	4/1/2020	9/6/2021	$ 2,400,000											
			PSE	9/6/2021	1/31/2023			$ 2,817,000									
			ROW-SUP	9/6/2021	1/31/2023			$ 200,000									
			ROW														
			CON-CE/CM														
			CON	4/1/2023	11/1/2024				$ 24,100,000								
21	TA-100319_Rev03	U.S. 101 / SR 92 Interchange Direct Connector Project	STUDY														
			PE-PID	6/1/2021	9/30/2023		$ 1,300,000										
			ENV-PA	6/1/2021	9/30/2023		$ 12,200,000										
			PSE	10/1/2023	12/1/2025					$ 12,200,000							
			ROW-SUP														
			ROW	12/2/2025	5/30/2026							$ 3,800,000					
			CON-CE/CM														
			CON	6/1/2026	12/1/2028							$ 164,900,000					
22	TA-100321_Rev02	Route 1/Manor Drive Overcrossing Project	STUDY														
			PE-PID	8/1/2018	6/30/2019	$ 516,885											
			ENV-PA	7/1/2021	6/30/2023			$ 1,720,000									
			PSE	7/1/2023	6/30/2025					$ 2,000,000							
			ROW-SUP														
			ROW														
			CON-CE/CM														
			CON	7/1/2025	6/30/2027							$ 20,000,000					
23	UA-000101_Rev01	I-280/John Daly Boulevard Overcrossing North Side Widening for Bicycle/Pedestrian Accommodation	STUDY														
			PE-PID	7/1/2021	1/31/2023			$ 500,000									
			ENV-PA	7/1/2021	1/31/2023			$ 500,000									
			PSE	2/1/2023	1/31/2025				$ 1,250,000								
			ROW-SUP	2/1/2023	1/31/2026				$ 400,000								
			ROW														
			CON-CE/CM	2/1/2026	2/28/2028							$ 1,500,000					
			CON	2/1/2026	2/28/2028							$ 12,500,000					
24	UA-000102_Rev02	I-380 Connection (via new Haskins Way Bridge)	STUDY	7/1/2021	6/30/2022			$ 1,000,000									
			PE-PID														
			ENV-PA	7/1/2030	7/1/2030												$ 6,350,000
			PSE	7/1/2030	7/1/2030												$ 12,700,000
			ROW-SUP	7/1/2030	7/1/2030												$ 6,350,000
			ROW	7/1/2030	7/1/2030												$ 6,350,000
			CON-CE/CM	7/1/2030	7/1/2030												$ 6,350,000
			CON	7/1/2030	7/1/2030												$ 88,900,000

						Totals:	$ 612,133,921	$ 28,140,000	$ 65,546,505	$ 252,406,290	$ 15,450,000	$ 104,869,815	$ 716,366,667	$ 3,416,667	$ 25,000,000	$ 5,000,000	$ 31,100,000	$ 1,068,616,666
						FISCAL YEAR (FY) END:	6/30/2020	6/30/2021	6/30/2022	6/30/2023	6/30/2024	6/30/2025	6/30/2026	6/30/2027	6/30/2028	6/30/2029	6/30/2030	6/30/2100
Sheet #	**Sheet Name**	**Project Name**	**Phase**	**Start**	**Finish**	**Prior to FY20/21**	**FY20/21**	**FY21/22**	**FY22/23**	**FY23/24**	**FY24/25**	**FY25/26**	**FY26/27**	**FY27/28**	**FY28/29**	**FY29/30**	**Post FY29/30**	
25	UA-000103_Rev03	ITS Improvements in Daly City, Brisbane, and Colma	STUDY															
			PE-PID															
			ENV-PA	2/1/2019	12/31/2020	$ 602,000												
			PSE	2/1/2021	6/30/2022		$ 350,000											
			ROW-SUP	7/1/2022	9/30/2022				$ 21,000									
			ROW															
			CON-CE/CM															
			CON	7/1/2022	12/31/2023				$ 9,912,000									
26	UA-000104_Rev02	Kelly Avenue & Highway 1 Safety Improvement Project	STUDY															
			PE-PID															
			ENV-PA															
			PSE															
			ROW-SUP															
			ROW															
			CON-CE/CM															
			CON	7/1/2022	6/30/2023				$ 1,500,000									
27	UA-000105_Rev02	SR 82 (El Camino Real), Safety and Operational Improvements	STUDY															
			PE-PID	7/1/2022	6/30/2024				$ 500,000									
			ENV-PA	7/1/2021	6/30/2023			$ 500,000										
			PSE	7/1/2024	6/30/2026						$ 3,750,000							
			ROW-SUP	7/1/2026	6/30/2027								$ 250,000					
			ROW															
			CON-CE/CM															
			CON	7/1/2027	6/30/2030									$ 25,000,000				
28	UA-000106_Rev02	SR 84 (Woodside Road), Safety and Operational Improvements	STUDY	7/1/2023	6/30/2024					$ 250,000								
			PE-PID	7/1/2026	6/30/2028								$ 666,667					
			ENV-PA	7/1/2025	6/30/2027							$ 666,667						
			PSE	7/1/2028	6/30/2030										$ 5,000,000			
			ROW-SUP	7/1/2030	6/30/2031												$ 250,000	
			ROW															
			CON-CE/CM															
			CON	7/1/2030	6/30/2034												$ 33,166,666	
29	UA-000107_Rev02	US 101/Sierra Point Pkwy Interchange replacement and Lagoon Way extension	STUDY															
			PE-PID	7/1/2022	6/30/2023				$ 500,000									
			ENV-PA	7/1/2030	7/1/2030												$ 1,175,000	
			PSE	7/1/2030	7/1/2030												$ 2,350,000	
			ROW-SUP	7/1/2030	7/1/2030												$ 1,175,000	
			ROW	7/1/2030	7/1/2030												$ 1,175,000	
			CON-CE/CM	7/1/2030	7/1/2030												$ 1,175,000	
			CON	7/1/2030	7/1/2030												$ 16,450,000	
30	UA-000108_Rev03	Roadway Facility Improvements between Highway 101 and Dumbarton Bridge	STUDY															
			PE-PID	7/1/2021	6/30/2024			$ 500,000										
			ENV-PA	7/1/2023	6/30/2026					$ 1,000,000								
			PSE	7/1/2026	6/30/2028								$ 2,500,000					
			ROW-SUP															
			ROW															
			CON-CE/CM															
			CON	7/1/2030	7/1/2030												$ 3,000,000	

APPENDIX B

Project Fact Sheets

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Appendix B Project Fact Sheets

This Appendix B contains project fact sheets for all projects that have advanced beyond the preliminary planning phase. Fact sheets for projects that are currently in the preliminary planning phase will be made available after more detailed information regarding project design, schedule, and budget is developed.

Each fact sheet provides the following information:

- Project number;
- Project sponsor;
- Estimated date of completion;
- Next feasible phase and cost of next phase (see Chapter 3);
- Project overview;
- Summary of project benefits and needs;
- Source of funds;
- Project cost by phase;
- Project schedule;
- Location map;
- Diagram or photo of existing and proposed conditions.

	TA Project No.	Project Name	Project Overview	Page
1	TA-000621	US 101/ Broadway Interchange Project - Landscaping	The construction of the interchange is completed and open to traffic. The project reconstructed the US 101/ Broadway interchange by providing the Broadway Overcrossing with a wider structure across US 101, improved ramp connections, and new pedestrian and bicycle improvements. The final project phase is landscaping.	B-7
2	TA-000622	US 101/ Willow Road Interchange Projects - Landscaping	The construction of the interchange is complete and is open to traffic. The project eliminated the northeast and southwest loop ramps of an existing cloverleaf, thereby eliminated two weaving sections on US 101. The project also added new traffic signals that eliminated merging sections on Willow Road, and improved pedestrian and bicycle access. The final project phase is landscaping.	B-8
3	TA-000768	US 101/ Woodside Road (SR 84) Interchange Project	The project proposes to widen Woodside Road to six lanes (three in each direction) plus turn pockets, reconstruct all interchange ramp connections, construct direct-connector flyover ramps connecting to Veterans Boulevard, construct pedestrian and bicycle facilities and improve local intersections on Woodside Road and Seaport Boulevard.	B-9
4	TA-000791	U.S. 101 Express Lanes Project (SCL/SM Co Line to I-380)	This project will add express lanes on US 101 in San Mateo County between the Santa Clara/San Mateo County Line and I-380. South of Whipple Avenue involves conversion of an existing HOV lane to an Express Lane through installation of new signs and equipment. North of Whipple Ave. to I-380 involves construction of new express lanes with freeway widening construction activities.	B-10
5	TA-000793	Highway 1 Safety and Operational Improvement Project at Gray Whale Cove	The project proposes to enhance pedestrian access across State Route 1 between Gray Whale Cove State beach and the parking area and improve vehicle access entering and leaving the parking area. The project proposes to install pedestrian pathway, crosswalk, hybrid beacons, overhead lighting and signs. The project also proposes to widen pavement for left turn lane and acceleration lane.	B-11
6	TA-000794	SR 1 (Mid-Coast) Congestion, Throughput & Safety Improvements	Construct two single-lane roundabouts in Moss Beach along SR 1 at Cypress Avenue and California Avenue to improve traffic control along the Midcoast section of SR 1	B-12
7	TA-000795	U.S. 101/ Holly Street Interchange Project	This project proposes to convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.	B-13

	TA Project No.	Project Name	Project Overview	Page
			Construct two new signalized intersections on Holly Street. Construct new bike lanes and improve sidewalks.	
8	TA-000800	US 101/ University Avenue Interchange Improvements	The project will construct a Class 1 bicycle and pedestrian overcrossing (POC) across the ten-lane US 101 freeway and West and East Bayshore Roads. The POC is located south of the existing University Avenue overcrossing. The project includes bicycle signage and striping improvement along West Bayshore Road and vicinity.	B-14
9	TA-000801	U.S. 101/ Peninsula Avenue Interchange Project	The project proposes to convert a partial interchange to a full interchange by relocating the US 101 southbound on- and off-ramps from East Poplar Ave. to Peninsula Ave. and Airport Boulevard in San Mateo. Two build alternatives and a no-build alternative are being evaluated in the environmental phase.	B-15
10	TA-000803	U.S. 101 / Produce Avenue Interchange Project	Construct a new overcrossing across US 101 with intersection improvements at Utah Avenue / South Airport Boulevard; Utah Avenue / San Mateo Avenue and Airport Boulevard/ Produce Avenue / San Mateo Avenue. Project will provide bicycle and pedestrian ADA compliant facilities, accommodate future US 101 Managed Lanes project, and future ramp improvements.	B-16
11	TA-000805	SR 92 / SR 82 (El Camino Real) Interchange Project	Install landscaping and irrigation within State highway right of way at the Route 82 (El Camino Real) and Route 92 interchange and on neighborhood side of soundwall. This is the landscaping phase of the interchange improvement project. Roadway improvements were completed in August 2018	B-17
12	TA-000822	Highway 1 Safety and Operational Improvement Project: Wavecrest Road To Poplar Street	This Project proposes safety enhancements and operational improvements on the scenic SR 1 and its intersecting city streets from Wavecrest Road to Poplar Street. The project reconfigures the lanes along SR 1; adds traffic signals, lightings, landscaping and roadway improvements at the intersections of SR 1/Poplar Street and SR 1/Main Street/Higgins Canyon Road.	B-18
13	TA-000823	Highway 1 Safety and Operational Improvement Project: Main Street to Kehoe Avenue	This project will provide safety and operational improvements on State Route (SR) 1 from Main Street to Kehoe Ave nue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection.	B-19

	TA Project No.	Project Name	Project Overview	Page
14	TA-100302	U.S. 101/ SR 92 Managed Lanes North Project (I-380 to SF/SM Co. Line)	This project extends the US 101 Express Lanes for approximately 7 miles to the north from I-380 to the San Francisco County Line. An additional HOV or managed lane will be added in each direction, either through conversion of an existing lane, or by adding a new lane on the inside shoulder, with additional outside widening for auxiliary lanes and safety shoulders.	B-29
15	TA-100318	US 101/92 Interchange Area Improvements Project	The project, currently in the environmental phase, proposes four improvements to the US 101/ SR 92 Interchange and its vicinity that will improve traffic safety and increase mobility. The proposed improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, & modifying the widening of US 101 Hillsdale Blvd. exit ramp.	B-21
16	TA-100319	US 101/92 Interchange Direct Connector Project	The US 101/SR 92 Interchange Direct Connector project allows for high occupancy and other eligible vehicles on SR 92 east of US 101 to directly connect to the express lane on US 101 in both the northbound and southbound directions. Buses, HOV and other eligible vehicles will no longer have to enter US 101 along with the general traffic. Instead, these vehicles will directly connect to the Express Lanes.	B-22
17	UA-000103	ITS Improvements in Daly City, Brisbane, and Colma	Deploy ITS equipment, such as an interconnected traffic signal systems, closed circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems, on local streets and state routes to proactively manage traffic diversion during freeway incidents, and to reduce congestion during normal operations.	B-23
18	TA-000625	US 101 Candlestick P oint Interchange Envi ronmental Studies	The project will involve a 4 to 6 lane overcrossing of US 101 with full all directional interchange. Roadway would contain light rail median reservation, bike and pedestrian facilities. It would connect with the Geneva Ave. extension and merge with the existing Harney Wy. east of US 101.	NA
19	TA-000710	Geneva Avenue Extension	This project will include a 4 to 6 lane arterial roadway with bike lanes, on-street parking and sidewalks on both sides, and a median-running light rail reservation. There will be a grade separation with Caltrain tracks and with Tunnel Ave. with 23' vertical clearance.	NA
20	TA-000733	SR 92 from US 101 to I-280	Widen SR-92 from I-280 to US-101. PSR-PDS was completed by the TA and Caltrans in 2001. Documentation found for this project indicated cost estimates in 2003 to be $239,500,000. Escalating this cost by 3% annually provides a new cost estimate of	NA

	TA Project No.	Project Name	Project Overview	Page
			approximately $400,000,000 in 2020 and $550,000,000 in 2030 closer to actual project reactivation.	
21	TA-000792	SR 92/South Delaware Interchange Improvement	Construct improvements along SR-92 between SR-82 and US-101 to improve safety and operations at the SR-92/Delaware interchange, and construct new roadway(s) in the City of San Mateo to provide additional access between Delaware and SR-82 for local traffic. Preliminary planning study was completed in June 2016. Estimate for most expensive alternative was $48,700,000. This cost has been escalated for 14 years to a 2030 project reactivation.	NA
22	TA-000796	I-380 Congestion Improvements	Project purpose is to improve safety and operation on I-380 and imrpove weaving around the El Camino Real interchange. Proposed improvements would include construction of collector-distributor roads, auxiliary lanes, local exit ramps and restriping to reduce congestion and improve traffic flow.	NA
23	TA-100321	Route 1/Manor Drive Overcrossing Project	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both Intersections: Install signals.	NA
24	UA-000101	I-280/John Daly Boulevard Overcrossing North Side Widening for Bicycle/Pedestrian Accomodation	Widen the north side of the John Daly Blvd/I-280 overcrossing to provide either a pedestrian/bike grade-separated connection or ongrade two-way separated bikeway connection to the Daly City BART station, a dedicated right-turn lane for the southbound I-280 off-ramp to westbound John Daly Blvd. and improvements to the intersection of John Daly Blvd/Junipero Serra Blvd to improve the operations, increase safety and promote alternate modes of travel along John Daly Blvd.	NA
25	UA-000102	I-380 Connection (via new Haskins Way Bridge)	The Project includes a new 3,600 ft. long roadway bridge over the bay inlet with four traffic lanes (two lanes in each direction) and a Bay Trail extension linking I-380/North Access Road and Haskins Way/East Grand Avenue. It provides a direct connection to the fast-growing East of 101 employement district from I-380, US-101, and I-280 via a presently underutilized freeway stub. This connection enables vehicle traffic, trucks, and commuter buses to bypass US-101, downtown South San Francisco, and surface streets in the East of 101 area.	NA
26	UA-000104	Kelly Avenue & Highway 1 Safety Improvement Project	Install high visibility crosswalks, lead pedestrian intervals, way finding directional signage, ADA ramps, sidewalk upgrades, corner safety island, intersection crossing markings, set-back bicycle crossing, and signal work if needed	NA
27	UA-000105	SR 82 (El Camino Real), Safety and	Design and implement safety and operational improvements identified in the El Camino Real Corridor	NA

	TA Project No.	Project Name	Project Overview	Page
		Operational Improvements	Plan. Modifications could include improvements that support high-quality transit service(bus bulbouts and bus queue jump lanes where right of way allows), signal operational improvements (adaptive signal control and restriction of left-turn movements during commute hours), safety improvements, removal of slip lanes, and intersection improvements.	
28	UA-000106	SR 84 (Woodside Road), Safety and Operational Improvements	Conduct a Corridor Study of Woodside Road to evaluate potential enhancements that increase safety and reduce travel time through the corridor from Broadway to Alameda de las Pulgas. Potential modifications include signal operational improvements, additional traffic control, and intersection improvements.	NA
29	UA-000107	US 101/Sierra Point Pkwy Interchange Replacement and Lagoon Way Extension	This project will replace a partial interchange and improve regional access. It will provide full connection with Lagoon Wy. extension.	NA
30	UA-000108	Roadway Facility Improvements Between Highway 101 and Dumbarton Bridge	Provide reliable roadway facilities for express buses and high occupancy vehicles to reduce congestion, increase throughput, and reduce transportation impacts on the local community. Provide express lanes and grade separations, including analyzing options for express lanes from the Dumbarton Highway Bridge to US 101 Express Lanes. Initial concepts will be based on the 2020 Peninsula Gateway Corridor Study (2008) and the Dumbarton Transportation Corridor Study (2017).	NA

Note: San Mateo County submitted an additional project after the inventory of projects and evaluation was completed as part of the SRHP development process. However, the Connect the Coastside Safety and Operational Improvements Project between SR 1 and SR 92 will be eligible for future TA Highway program Call for Projects cycles. The project will design and implement various safety and operational improvements along SR 1 and SR 92 as identified in Connect the Coastside, the San Mateo County Midcoast Comprehensive Transportation Management Plan. Modifications could include safety and operational improvements (turn and acceleration lanes, intersection realignment, signals and adaptive timing, signage), active transportation for mode shift (bicycle and pedestrian paths, bike lanes, bike parking, sidewalks, marked and beaconed crossings, ADA ramps), and increased transit use (ADA bus stops).

U.S. 101 / Broadway Interchange Project

TA PROJECT #:	TA-000621
SPONSOR:	Burlingame
PROJECT COMPLETION:	2025
COST OF NEXT PHASE:	$2,080,000
NEXT PHASE:	Landscaping

PROJECT OVERVIEW

The construction of the interchange is completed and open to traffic. The project reconstructed the US 101/ Broadway interchange by providing the Broadway Overcrossing with a wider structure across US 101, improved ramp connections, and new pedestrian and bicycle improvements. The final project phase is landscaping.

PROJECT BENEFITS/NEEDS

The project proposes to improve traffic movements and access around the interchange, improve operations at the southbound US 101 ramps, and improve bicyclist and pedestrian access.

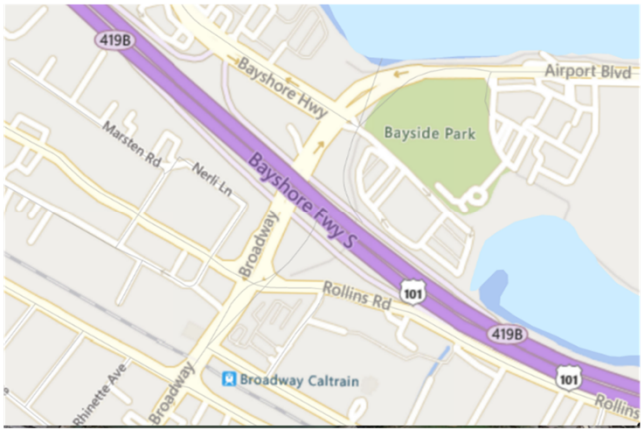
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$2,080,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$2,080,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$0
• Right of Way	$0
• Construction	$2,080,000
• **TOTAL COST**	**$2,080,000**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	Complete
• Right of Way	Complete
• Construction	05/2019 - 10/2025

U.S. 101 / Willow Road Interchange Project - Landscaping

TA PROJECT #:	TA-000622
SPONSOR:	Menlo Park
PROJECT COMPLETION:	2023
COST OF NEXT PHASE:	$5,560,000
NEXT PHASE:	Landscaping

PROJECT OVERVIEW

The construction of the interchange is complete and is open to traffic. The project eliminated the northeast and southwest loop ramps of an existing cloverleaf, thereby eliminated two weaving sections on US 101. The project also added new traffic signals that eliminated merging sections on Willow Road, and improved pedestrian and bicycle access. The final project phase is landscaping.

PROJECT BENEFITS/NEEDS

The project eliminated the northeast and southwest loop ramps, which resulted in safety improvements on the US 101 freeway. The project also eliminated merging on Willow Road, and improved pedestrian and bicycle access.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$1,600,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$4,760,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$6,360,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$800,000
• Right of Way	$0
• Construction	$5,560,000
• **TOTAL COST**	**$6,360,000**

Location Map

Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	01/2021 - 12/2021
• Right of Way	Complete
• Construction	01/2022 - 04/2023

U.S. 101/ Woodside Road (SR 84) Interchange Project

TA PROJECT #:	TA-000768
SPONSOR:	Redwood City
PROJECT COMPLETION:	2030
COST OF NEXT PHASE:	$60,000,000
NEXT PHASE:	Right-of-Way

PROJECT OVERVIEW

The project proposes to widen Woodside Road to six lanes (three in each direction) plus turn pockets, reconstruct all interchange ramp connections, construct direct-connector flyover ramps connecting to Veterans Boulevard, construct pedestrian and bicycle facilities and improve local intersections on Woodside Road and Seaport Boulevard.

PROJECT BENEFITS/NEEDS

The project will improve traffic flow and safety on Woodside Road at the US 101 interchange , improve safety for bicyclists and pedestrians and access to and from the Redwood City Port. The Northbound US 101 to Westbound Woodside Road direct connector will be eliminated.

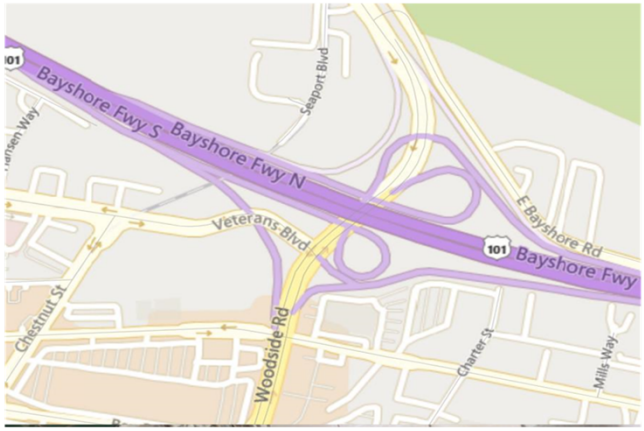
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$9,910,000
Measure-New A Fund	$53,650,000
Measure-W Fund	$0
Local Fund	$23,890,000
State Fund	$8,000,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$184,000,000
Unfunded Fund	$0
TOTAL COST	**$279,450,000**

PROJECT COST BY PHASE

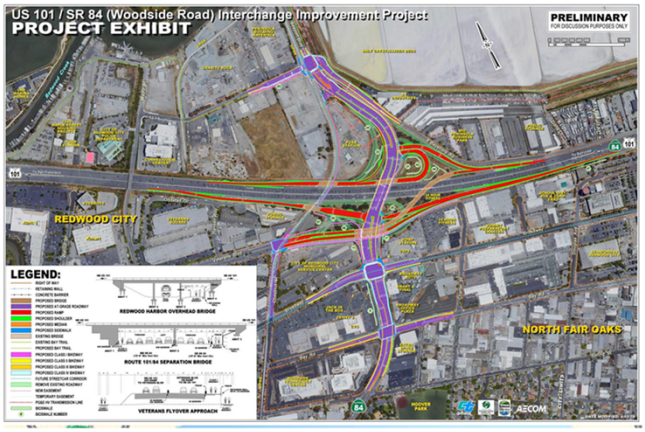
• Planning Study	$0
• Project Initiation Document	$1,000,000
• Environmental Review	$4,200,000
• Engineering Design	$9,250,000
• Right of Way	$60,000,000
• Construction	$205,000,000
• **TOTAL COST**	**$279,450,000**

Location Map



Existing Conditions

Proposed Conditions



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	08/2017 -12/2025
• Right of Way	08/2021 - 12/2025
• Construction	06/2026 - 06/2030

U.S. 101 Express Lanes Project (SCL/SM Co Line to I-380)

TA PROJECT #:	TA-000791
SPONSOR:	TA & C/CAG
PROJECT COMPLETION:	2022
COST OF NEXT PHASE:	$5,000,000
NEXT PHASE:	Landscaping

PROJECT OVERVIEW

This project will add express lanes on US 101 in San Mateo County between the Santa Clara/San Mateo County Line and I-380. South of Whipple Avenue involves conversion of an existing HOV lane to an Express Lane through installation of new signs and equipment. North of Whipple Ave. to I-380 involves construction of new express lanes with freeway widening construction activities.

PROJECT BENEFITS/NEEDS

The project connects to the existing Express Lanes in Santa Clara County. The project will incentivize carpooling, increase speeds for buses, and generate revenue from SOV that are willing to pay a toll to bypass congestion in the mixed-flow lanes.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$35,527,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$359,669,698
Federal Fund	$9,500,000
Regional Fund	$95,000,000
Other Fund	$81,439,338
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$581,136,036**

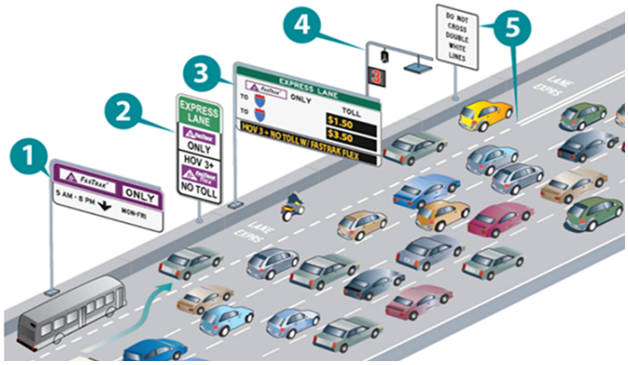
PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$20,388,498
• Engineering Design	$39,645,428
• Right of Way	$0
• Construction	$521,102,110
• **TOTAL COST**	**$581,136,036**

Location Map

Existing Conditions

Proposed Conditions



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	Complete
• Right of Way	Complete
• Construction	03/2019 - 12/2022

Highway 1 Safety and Operational Improvement Project at Gray Whale Cove

TA PROJECT #:	TA-000793
SPONSOR:	San Mateo County
PROJECT COMPLETION:	2022
COST OF NEXT PHASE:	$925,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

The project proposes to enhance pedestrian access across State Route 1 between Gray Whale Cove State beach and the parking area and improve vehicle access entering and leaving the parking area. The project proposes to install pedestrian pathway, crosswalk, hybrid beacons, overhead lighting and signs. The project also proposes to widen pavement for left turn lane and acceleration lane.

PROJECT BENEFITS/NEEDS

The project is needed to provide a designated pedestrian crossing, promote drivers' awareness to an area of increased pedestrian activity, and improve visibility of pedestrians and bicyclists crossing State Route 1. There is currently no designated highway crossing location available for beach visitors.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$1,935,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$1,244,505
TOTAL COST	**$3,179,505**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$850,000
• Right of Way	$75,000
• Construction	$2,254,505
• **TOTAL COST**	**$3,179,505**

Location Map

Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	09/2017 - 02/2022
• Engineering Design	09/2017 - 02/2022
• Right of Way	09/2017 - 02/2022
• Construction	03/2022 - 06/2022

SR 1 (Mid Coast) Congestion, Throughput & Safety Improvements

TA PROJECT #:	TA-000794
SPONSOR:	San Mateo County
PROJECT COMPLETION:	2025
COST OF NEXT PHASE:	$1,000,000
NEXT PHASE:	Preliminary Engineering

PROJECT OVERVIEW

Construct two single-lane roundabouts in Moss Beach along SR 1 at Cypress Avenue and California Avenue to improve traffic control along the Midcoast section of SR 1.

PROJECT BENEFITS/NEEDS

Promotes traffic calming and improved traffic flow in Moss Beach, Improves safety for pedestrians crossing SR 1 by improving crosswalk markings and signals and by encouraging drivers to slow down.

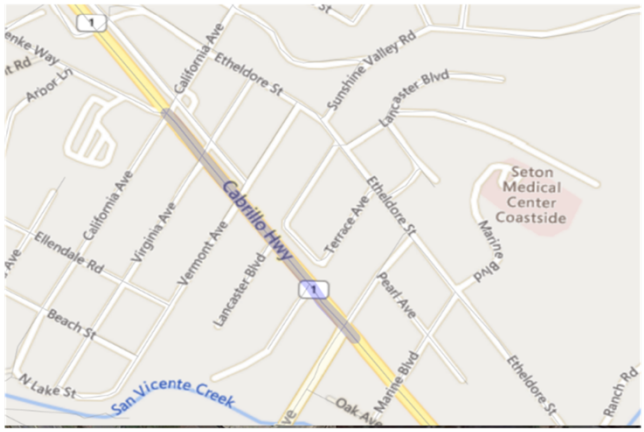
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$0
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$16,219,815
TOTAL COST	**$16,219,815**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$1,000,000
• Engineering Design	$0
• Right of Way	$0
• Construction	$15,219,815
• **TOTAL COST**	**$16,219,815**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	07/2020 - 06/2021
• Engineering Design	Complete
• Right of Way	Complete
• Construction	07/2024 - 06/2025

U.S. 101/ Holly Street Interchange Project

TA PROJECT #:	TA-000795
SPONSOR:	San Carlos
PROJECT COMPLETION:	2023
COST OF NEXT PHASE:	$18,070,000
NEXT PHASE:	Construction

PROJECT OVERVIEW

This project proposes to convert the existing interchange to a partial cloverleaf interchange, realign on- and off- ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes. Construct two new signalized intersections on Holly Street. Construct new bike lanes and improve sidewalks.

PROJECT BENEFITS/NEEDS

The proposed project removes the existing loop off-ramps, thereby reducing weaving conflicts on Holly Street for both vehicles and bicyclists and improving safety and operations along US 101. Installation of bike lanes, pockets, and widened sidewalk provide improved cyclists and pedestrian access between employment centers, Downtown San Carlos, Bay Trail and Redwood Shores.

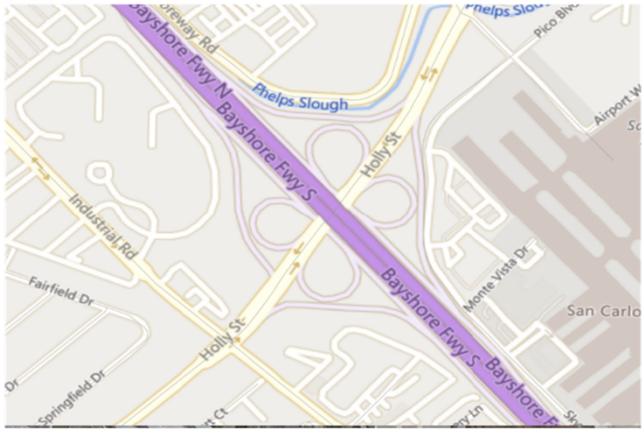
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$14,590,000
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$4,380,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$18,970,000**

PROJECT COST BY PHASE

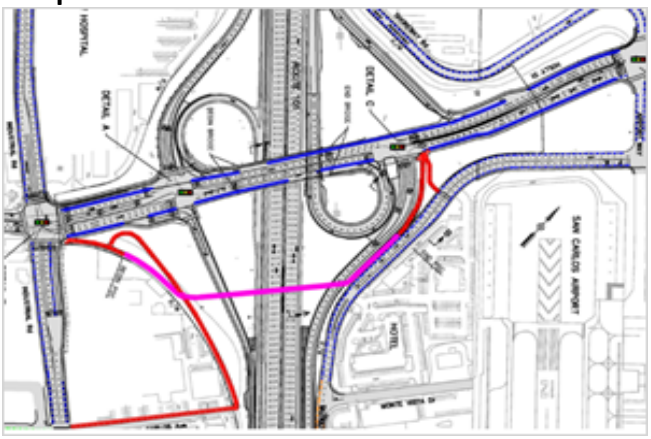
• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$0
• Right of Way	$900,000
• Construction	$18,070,000
• **TOTAL COST**	**$18,970,000**

Location Map



Existing Conditions

Proposed Conditions



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	In Progress
• Right of Way	In Progress
• Construction	07/2022 - 06/2023

US 101/ University Avenue Interchange Improvements

TA PROJECT #:	TA-000800
SPONSOR:	East Palo Alto
PROJECT COMPLETION:	2023
COST OF NEXT PHASE:	$15,660,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

The project will construct a Class 1 bicycle and pedestrian overcrossing (POC) across the ten-lane US 101 freeway and West and East Bayshore Roads. The POC is located south of the existing University Avenue overcrossing. The project includes bicycle signage and striping improvement along West Bayshore Road and vicinity.

PROJECT BENEFITS/NEEDS

The POC will link neighborhoods, schools, and commercial development on both sides of US 101 in the vicinity of University Avenue. New, high visibility cross walks, along with sidewalk and striping improvements will improve safety for bicycles and pedestrians.

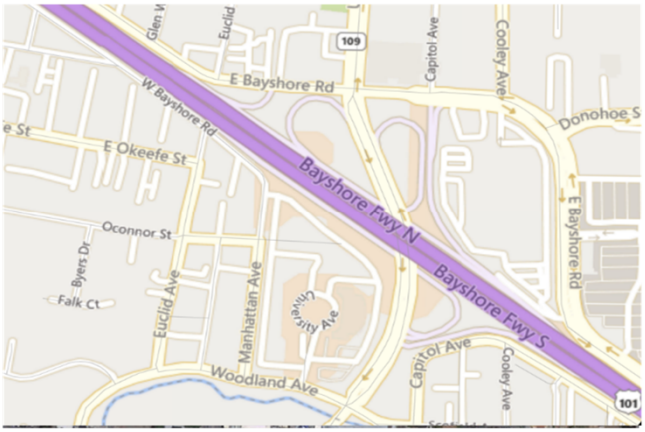
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$0
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$15,660,000
TOTAL COST	**$15,660,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$0
• Right of Way	$0
• Construction	$15,660,000
• **TOTAL COST**	**$15,660,000**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	Complete
• Right of Way	Complete
• Construction	07/2022 - 06/2023

U.S. 101/ Peninsula Ave Interchange Project

TA PROJECT #:	TA-000801
SPONSOR:	City of San Mateo
PROJECT COMPLETION:	2026
COST OF NEXT PHASE:	$6,557,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

The project proposes to convert a partial interchange to a full interchange by relocating the US 101 southbound on- and off-ramps from East Poplar Ave. to Peninsula Ave. and Airport Boulevard in San Mateo. Two build alternatives and a no-build alternative are being evaluated in the environmental phase.

PROJECT BENEFITS/NEEDS

The Project will improve safety by eliminating the Poplar Ave. on and off ramps which have a higher than average accident rate. Traffic operations on southbound US 101 is also improved. Access for residential and business destinations, bicyclist and pedestrian circulation, and property access at local streets are also improved.

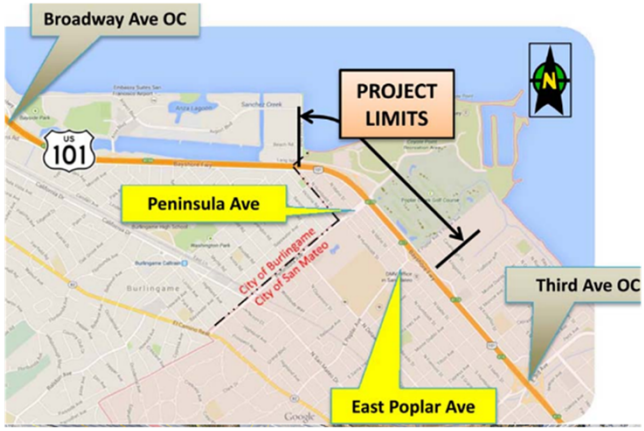
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$2,500,000
Measure-W Fund	$0
Local Fund	$600,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$116,900,000
TOTAL COST	**$120,000,000**

PROJECT COST BY PHASE

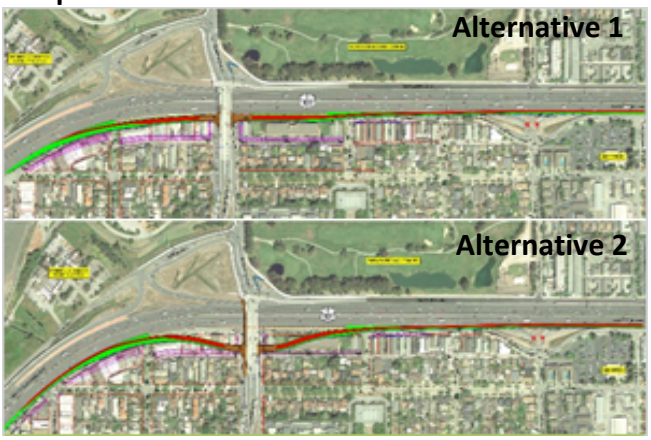
• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$3,100,000
• Engineering Design	$4,000,000
• Right of Way	$71,000,000
• Construction	$41,900,000
• **TOTAL COST**	**$120,000,000**

Location Map



Existing Conditions

Proposed Conditions



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	03/2016 - 06/2022
• Engineering Design	07/2022 - 06/2024
• Right of Way	07/2022 - 06/2024
• Construction	07/2024 - 06/2026

U.S. 101 / Produce Avenue Interchange Project

TA PROJECT #: TA-000803
SPONSOR: City of South San Francisco
PROJECT COMPLETION: 2026
COST OF NEXT PHASE: $8,000,000
NEXT PHASE: Environmental

PROJECT OVERVIEW

Construct a new overcrossing across US 101 with intersection improvements at Utah Avenue / South Airport Boulevard; Utah Avenue / San Mateo Avenue and Airport Boulevard/ Produce Avenue / San Mateo Avenue. Project will provide bicycle and pedestrian ADA compliant facilities, accommodate future US 101 Managed Lanes project, and future ramp improvements.

PROJECT BENEFITS/NEEDS

Enhances safety and improves circulation and traffic operations of local streets in vicinity of interchange. Provides a local east-west connection across U.S. 101, improves bike and pedestrian facilities, and accommodates future planned growth.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$3,000,000
Measure-W Fund	$0
Local Fund	$150,000
State Fund	$5,000,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$86,000,000
Unfunded Fund	$0
TOTAL COST	**$94,150,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$3,150,000
• Engineering Design	$8,000,000
• Right of Way	$39,000,000
• Construction	$44,000,000
• **TOTAL COST**	**$94,150,000**

Location Map

Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	07/2017 - 12/2021
• Engineering Design	03/2022 - 03/2024
• Right of Way	03/2022 - 03/2024
• Construction	07/2024 - 07/2026

Highway 92 / SR 82 (El Camino Real) Interchange Project

TA PROJECT #:	TA-000805
SPONSOR:	City of San Mateo
PROJECT COMPLETION:	2025
COST OF NEXT PHASE:	$1,495,000
NEXT PHASE:	Landscaping

PROJECT OVERVIEW

Install landscaping and irrigation within State highway right of way at the Route 82 (El Camino Real) and Route 92 interchange and on neighborhood side of soundwall. This is the landscaping phase of the interchange improvement project. Roadway improvements were completed in August 2018.

PROJECT BENEFITS/NEEDS

Reduces traffic congestion, bottlenecks, weaving, and queuing spillback at the on and off ramps, and enhances pedestrian and bicycle movements near the interchange. The landscaping is the final phase of this project.

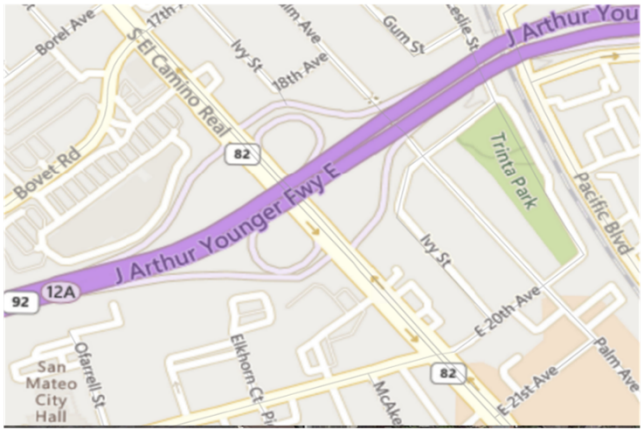
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$1,100,000
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$900,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$2,000,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$0
• Engineering Design	$505,000
• Right of Way	$0
• Construction	$1,495,000
• **TOTAL COST**	**$2,000,000**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	Complete
• Engineering Design	07/2017 - 02/2022
• Right of Way	Complete
• Construction	02/2022 - 12/2025

Highway 1 Safety and Operational Improvement Project: Wavecrest Road to Poplar Street

TA PROJECT #:	TA-000822
SPONSOR:	The City of Half Moon Bay
PROJECT COMPLETION:	2021
COST OF NEXT PHASE:	$4,040,000
NEXT PHASE:	Project Closeout

PROJECT OVERVIEW

This Project proposes safety enhancements and operational improvements on the scenic SR 1 and its intersecting city streets from Wavecrest Road to Poplar Street. The project reconfigures the lanes along SR 1; adds traffic signals, lightings, landscaping and roadway improvements at the intersections of SR 1/Poplar Street and SR 1/Main Street/Higgins Canyon Road.

PROJECT BENEFITS/NEEDS

Improves traffic safety and operations, including improvements to pedestrian and bicycle crossings.

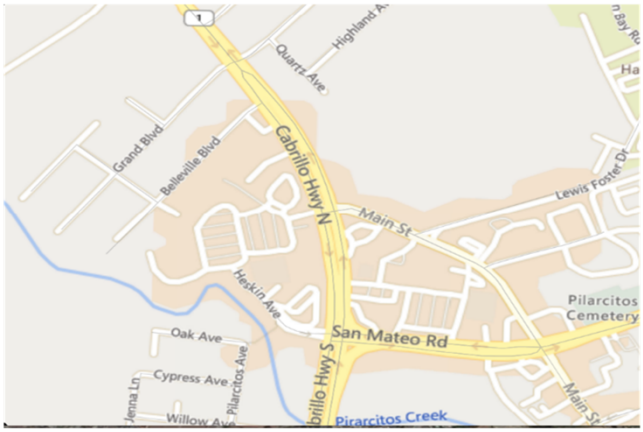
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$3,940,000
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$1,150,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$0
TOTAL COST	**$5,090,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$300,000
• Environmental Review	$0
• Engineering Design	$300,000
• Right of Way	$0
• Construction	$4,490,000
• **TOTAL COST**	**$5,090,000**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	01/2018 - 06/2020
• Environmental Review	Complete
• Engineering Design	01/2018 - 05/2020
• Right of Way	Complete
• Construction	07/2020 - 09/2021

Highway 1 Safety and Operational Improvement Project: Main Street to Kehoe Avenue

TA PROJECT #:	TA-000823
SPONSOR:	The City of Half Moon Bay
PROJECT COMPLETION:	2024
COST OF NEXT PHASE:	$9,893,000
NEXT PHASE:	Construction

PROJECT OVERVIEW

This project will provide safety and operational improvements on State Route (SR) 1 from Main Street to Kehoe Ave nue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection.

PROJECT BENEFITS/NEEDS

Improves traffic safety and operations, including improvements to pedestrian and bicycle crossings.

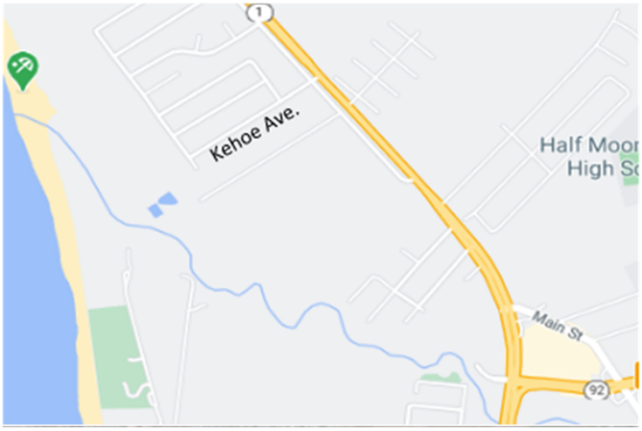
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$3,500,000
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$3,100,000
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$4,562,290
TOTAL COST	**$11,162,290**

PROJECT COST BY PHASE

• Planning Study	$90,000
• Project Initiation Document	$95,000
• Environmental Review	$95,000
• Engineering Design	$989,000
• Right of Way	$0
• Construction	$9,893,290
• **TOTAL COST**	**$11,162,290**

Location Map



Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	12/2015 - 12/2015
• Project Initiation Document	01/2016 - 06/2021
• Environmental Review	01/2016 - 06/2018
• Engineering Design	07/2018 - 09/2021
• Right of Way	Complete
• Construction	07/2022 - 07/2024

U.S. 101 Managed Lanes North Project (I-380 to SF/SM Co. Line)

TA PROJECT #:	TA-100302
SPONSORS:	TA & C/CAG
PROJECT COMPLETION:	2027
COST OF NEXT PHASE:	$16,800,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

This project extends the US 101 Express Lanes for approximately 7 miles to the north from I-380 to the San Francisco County Line. An additional HOV or managed lane will be added in each direction, either through conversion of an existing lane, or by adding a new lane on the inside shoulder, with additional outside widening for auxiliary lanes and safety shoulders.

PROJECT BENEFITS/NEEDS

The project will create a continuous "Managed Lane" along US 101 throughout San Mateo County and will connect to the existing Managed Lane in Santa Clara. The project will incentivize carpooling, increase speeds for buses, and generate revenue from SOV that are willing to pay a toll to bypass congestion in the mixed-flow lanes.

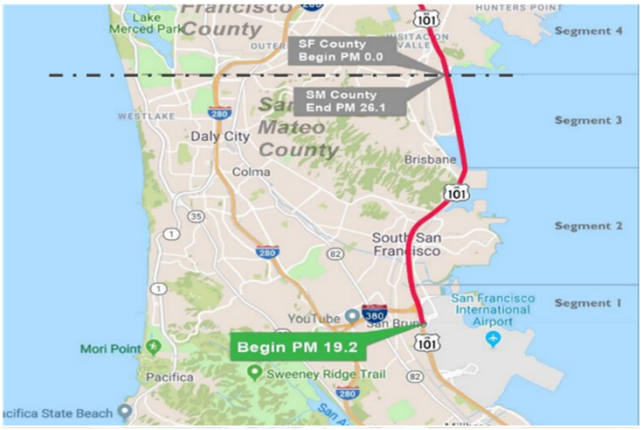
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$8,000,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$7,177,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$334,423,000
Unfunded Fund	$0
TOTAL COST	**$349,600,000**

PROJECT COST BY PHASE

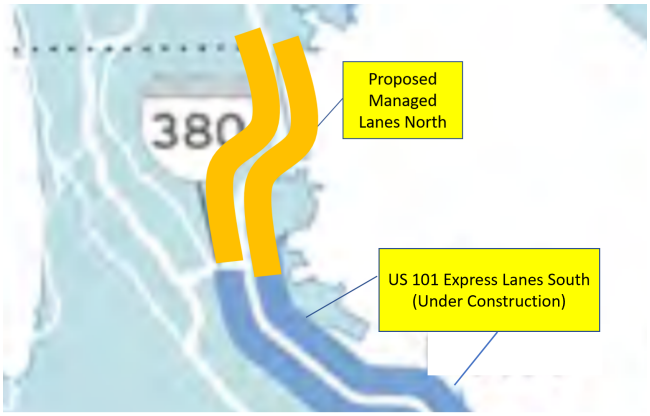
• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$8,000,000
• Engineering Design	$16,800,000
• Right of Way	$16,800,000
• Construction	$308,000,000
• **TOTAL COST**	**$349,600,000**

Location Map



Existing Conditions

Proposed Condition



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	11/2020 - 11/2022
• Engineering Design	01/2023 - 12/2025
• Right of Way	01/2023 - 12/2025
• Construction	01/2026 - 12/2027

U.S. 101 / SR 92 Interchange Area Improvements Project

TA PROJECT #:	TA-100318
SPONSOR:	TA & C/CAG
PROJECT COMPLETION:	2024
COST OF NEXT PHASE:	$2,817,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

The project, currently in the environmental phase, proposes four improvements to the US 101/ SR 92 Interchange and its vicinity that will improve traffic safety and increase mobility. The proposed improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, & modifying the widening of US 101 Hillsdale Blvd. exit ramp.

PROJECT BENEFITS/NEEDS

The project will serve to improve traffic flow, safety and operations by minimizing traffic conflict locations and improving peak-period travel times along US 101 and SR 92 within project limits.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$500,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$5,617,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$23,900,000
Unfunded Fund	$0
TOTAL COST	**$30,017,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$500,000
• Environmental Review	$2,400,000
• Engineering Design	$2,817,000
• Right of Way	$200,000
• Construction	$24,100,000
• **TOTAL COST**	**$30,017,000**

Location Map

Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	04/2020 - 12/2020
• Environmental Review	04/2020 - 09/2021
• Engineering Design	09/2021 - 01/2023
• Right of Way	09/2021 - 01/2023
• Construction	04/2023 - 11/2024

U.S. 101 / SR 92 Interchange Direct Connector Project

TA PROJECT #:	TA-100319
SPONSOR:	TA & C/CAG
PROJECT COMPLETION:	2027
COST OF NEXT PHASE:	$12,200,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

The US 101/SR 92 Interchange Direct Connector project allows for high occupancy and other eligible vehicles on SR 92 east of US 101 to directly connect to the express lane on US 101 in both the northbound and southbound directions. Buses, HOV and other eligible vehicles will no longer have to enter US 101 along with the general traffic. Instead, these vehicles will directly connect to the Express Lanes.

PROJECT BENEFITS/NEEDS

The US 101 / SR 92 interchange is a critical infrastructure facility that serves nearly half a million travelers each day. The U.S. 101/S.R. 92 Direct Connector project would allow high occupancy vehicles (HOV) on westbound SR 92 to directly connect to the express lane on US 101 in both the northbound and southbound directions. These direct connectors improve safety and minimize delays to the HOVs.

PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$2,207,000
Measure-W Fund	$0
Local Fund	$0
State Fund	$0
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$192,193,000
Unfunded Fund	$0
TOTAL COST	**$194,400,000**

PROJECT COST BY PHASE

• Planning Study	$0
• Project Initiation Document	$1,300,000
• Environmental Review	$12,200,000
• Engineering Design	$12,200,000
• Right of Way	$3,800,000
• Construction	$164,900,000
• **TOTAL COST**	**$194,400,000**

Location Map

Existing Conditions

Proposed Conditions

PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	11/2021 - 09/2023
• Engineering Design	10/2023 - 09/2025
• Right of Way	10/2023 - 09/2025
• Construction	02/2026 - 12/2027

ITS Improvements in Daly City, Brisbane, and Colma

TA PROJECT #:	UA-000103
SPONSOR:	C/CAG
PROJECT COMPLETION:	2023
COST OF NEXT PHASE:	$350,000
NEXT PHASE:	Final Design (PS&E)

PROJECT OVERVIEW

Deploy ITS equipment, such as an interconnected traffic signal systems, closed circuit television (CCTV) cameras, trailblazer/arterial dynamic message signs, and vehicle detection systems, on local streets and state routes to proactively manage traffic diversion during freeway incidents, and to reduce congestion during normal operations.

PROJECT BENEFITS/NEEDS

Reduces traffic congestion by enhancing traffic flow around the county, as well as informs drivers of impending recurrent and non-recurrent congestion so that they can adjust their paths or modes while making a trip.

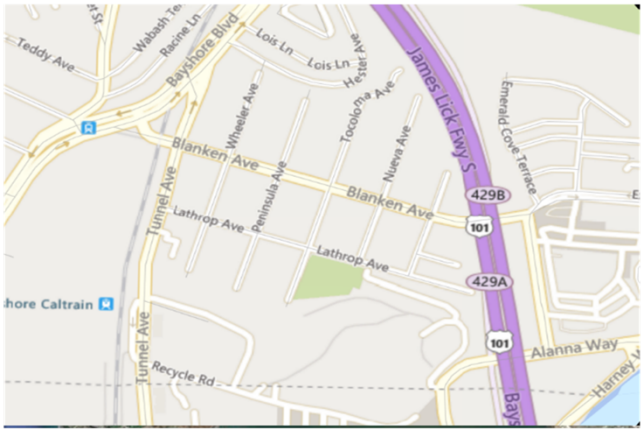
PROJECT COST BY FUNDING SOURCE

Measure - Orig A Fund	$0
Measure-New A Fund	$0
Measure-W Fund	$0
Local Fund	$0
State Fund	$8,500,000
Federal Fund	$0
Regional Fund	$0
Other Fund	$0
RTP-LongRangePlan Fund	$0
Unfunded Fund	$2,385,000
TOTAL COST	**$10,885,000**

PROJECT COST BY PHASE

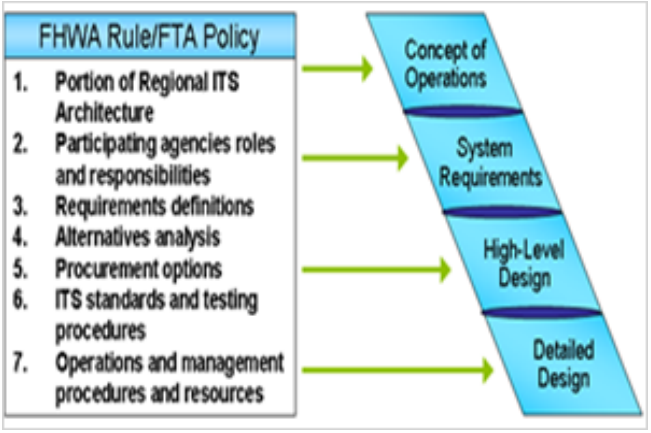
• Planning Study	$0
• Project Initiation Document	$0
• Environmental Review	$602,000
• Engineering Design	$350,000
• Right of Way	$21,000
• Construction	$9,912,000
• **TOTAL COST**	**$10,885,000**

Location Map



Existing Conditions

Proposed Conditions



PROJECT SCHEDULE (Subject to funding availability)

• Planning Study	Complete
• Project Initiation Document	Complete
• Environmental Review	02/2019 - 12/2020
• Engineering Design	02/2021 - 06/2022
• Right of Way	07/2022 - 09/2022
• Construction	07/2022 - 12/2023

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APPENDIX C

Abbreviations and Acronyms

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Appendix C Abbreviations and Acronyms

Caltrans	California Department of Transportation
C/CAG	City/County Association of Governments (for San Mateo County)
CEQA	California Environmental Quality Act
CFP	Call for Projects
CIP	Capital Improvement Program
GHG	Greenhouse Gas
KCA	Key Congested Areas
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
PS & E	Plans, Specifications, and Cost Estimates
RTP	Regional Transportation Plan
SR	Supplemental Roadways
SRHP	Short Range Highway Plan
TA	San Mateo County Transportation Authority
TAC	Technical Advisory Committee
TEP	Transportation Expenditure Plan

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