

**Exhibit B: 2023 Measure A & Measure W Highway Program Call for Projects Application Submittals  
Summary List of Project Descriptions: Ranked List**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2023 Highway Call for Projects and includes the recommended final program funding awards supported by the Project Selection Committee.

### 1. Willow Road Pedestrian and Bicycle Safety Improvements

**Request:** \$3,500,000 - PS&E (\$450K), ROW (\$25K), CON (\$3.025M)

**Sponsor:** City of Menlo Park

**TA Technical Assistance:** \$250,000

**Recommended Funding Award:** \$3,750,000

**Scope:** Design (PS&E), right-of-way (ROW), and construction (CON) funding for pedestrian and bicycle enhancements along Willow Road between Highway 84 and US 101. The project will install Class IV Separated Bikeways and bicycle detection, upgrade curb ramps, construct median refuge islands, stripe new high-visibility crosswalks, install new countdown pedestrian signals, and modify signals at signalized intersections. The project will also include bus boarding islands and transit amenities.

**Benefit:** The proposed improvements will provide a low stress, all ages and abilities connection for people biking on Willow Road between Class IV Separated Bikeways on the US 101 Willow Road interchange and the San Francisco Bay Trail at the Bayfront Expressway. The project will increase safety and accessibility for pedestrians. The improvements are intended to increase mobility and access to employment centers, schools, and housing. Improvements to bus stops will allow for in-lane stops that will reduce transit delay and eliminate the need for buses to re-merge into traffic.

### 2. US 101 / Woodside Rd (SR-84) Interchange and Port Access Project

**Request:** \$78,861,000 - CON

**Sponsor:** City of Redwood City

**Recommended Funding Award:** \$78,861,000

**Remaining Funding Gap:** \$105,000,000 for Construction phase

**Scope:** Construction (CON) funding for the reconstruction of the US 101 / Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road to increase the vertical clearance at US 101, eliminating the existing 5-legged intersection at Broadway and Woodside Road, signalizing ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at-

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grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

**Benefit:** The Project will relieve existing and future traffic congestion, and increase traffic safety and vehicular access to and from US 101 and SR 84 (Woodside Road). The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized travel and minimizing impacts on nearby businesses. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area.

### 3. University Avenue Grand Corridor

**Request:** \$1,000,000 – PLAN (\$200K), PAED (\$50K), PS&E (\$700K)

**Sponsor:** City of East Palo Alto

**TA Technical Assistance:** \$50,000 (Third-party best practice consultant design review)

**Recommended Funding Award:** \$1,050,000

**Scope:** Planning (PLAN), environmental clearance (PAED), and design (PS&E) funding for multimodal and complete streets improvements along University Ave (Highway 109) from Donohue Street to Kavanaugh Drive. The planning phase will include community engagement and visioning efforts to develop the University Avenue Grand Corridor Plan. While the planning phase will explore multiple alternatives, initial potential options include Class II Buffered Bike Lanes or Class IV Separated Bikeways and pedestrian crossing enhancements.

**Benefit:** The Project is intended to address significant traffic volumes, collisions, and air quality concerns along University Avenue by exploring bicycle, pedestrian, and green infrastructure along the corridor. The project is intended to increase mobility and access for equity priority communities and to major destinations in the City.

### 4. US 101 / SR 92 Area Improvements

**Request:** \$18,338,000 - CON

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$18,338,000

**Scope:** Construction (CON) funding for multiple improvements surrounding the US 101 / SR 92 interchange, including the: 1) Widening the existing loop connector from westbound SR 92 to southbound 101 to add an HOV lane, 2) Elimination of lane merges between the north and south bound ramps to eastbound SR 92, 3) Modification of the southbound US 101 exit onto Fashion Island Boulevard to deter drivers from illegally crossing onto the

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eastbound SR 92 exit to bypass queuing, and 4) Widening of the northbound US 101 off-ramp to Hillsdale Boulevard from 2 to 3 lanes.

**Benefit:** The proposed modifications will improve traffic flow, increase safety, and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by alleviating queuing back-ups on US 101.

## 5. US 101 / Produce Ave

**Request:** \$2,700,000 - PS&E

**Sponsor:** City of South San Francisco

**Recommended Funding Award:** \$2,700,000

**Scope:** Design (PS&E) funding for the US 101 / Produce Avenue Off-ramp Improvements Project which is Phase I of II for the larger City of South San Francisco Utah Avenue Overcrossing Project. The Phase I Project will ultimately include improvements to the US 101 southbound off-ramp, upgrades at two adjacent intersections, new sidewalks, new Class II Bike Lanes, and enhanced crosswalks. Phase II is not eligible for TA Highway Program funding and includes a local overcrossing of US 101. The City will fund Phase II simultaneously, from other sources, to conduct the design work as one project with the goal of constructing separately.

**Benefit:** The Phase I Project aims to reduce US 101 southbound queuing at the exit ramp. Traffic modeling and analysis indicated the project will not induce significant vehicles miles traveled but will close gaps in bicycle and pedestrian facilities while increasing vehicular safety by reducing mainline queue spillback onto the highway.

## 6. US 101 Managed Lanes Project North of I-380

**Request:** \$21,500,000 – PAED (\$2.15M), PS&E (\$19.35M)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$21,500,000 – Program and allocate environmental clearance (PAED) funding but only program design (PS&E) funds with the condition that the environmental impacts and alternatives are presented to the TA Board and Citizen’s Advisory Committee to determine if an allocation is warranted.

**Scope:** Provide additional funding to cover cost increases and additional work required for the environmental clearance phase, which supports the selection of a preferred alternative for the project. If/when the project proceeds into the next phase, designs would be prepared for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange to the San Mateo/San Francisco County Line. The PS&E phase spans from

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preliminary plans through the submittal of contract documents for advertisement, including the completion of geometric base maps and determining project requirements for roadway, structures, tolling, signing, right-of-way, utilities and permits.

**Benefit:** The Project will reduce delays and improve travel time and reliability by providing new tolled or standard managed lanes for use by HOV3+ (vehicles w/ 3 or more occupants), motorcycles and transit for free. It will encourage carpooling and transit use as an alternative to driving alone, increase person throughput, and reduce adverse impacts from cut-through traffic on local streets. The Project will complete the planned managed lanes system within San Mateo County. This Project is part of the larger regional managed lanes system on US 101 that spans from San Mateo County to Santa Clara County with a possible extension in San Francisco County.

### 7. El Camino Real Bicycle and Pedestrian Improvement Project

**Request:** \$2,295,000 - PAED

**Sponsor:** Town of Colma and City of South San Francisco

**Recommended Funding Award:** \$2,295,000

**Scope:** Environmental Clearance (PAED) to assess operational and safety improvements along El Camino Real within the Town of Colma. The overall project proposes to install a road diet from Albert M Teglia Boulevard to Mission Road, separated bikeways, continuous sidewalks, crossing treatments, new traffic signals, new bus stops, and to improve intersection designs.

**Benefit:** The Project aims to increase safety and mobility for people who walk and bike along El Camino Real and to increase access to public transportation. The Project will include multimodal intersection design treatments to address efficient travel for all modes of transportation and minimize delay.

### 8. Junipero Serra Boulevard and I-280/Westborough Boulevard Interchange

**Request:** \$1,436,790 – PID (\$459K), PAED (\$978K)

**Sponsor:** City of South San Francisco

**TA Technical Assistance:** \$50,000 (Third-party best practice consultant design review)

**Recommended Funding Award:** \$1,4386,790

**Scope:** Caltrans Project Initiation Document (PID) and Environmental Clearance (PAED) funding to pursue Project with over 6 miles of new or upgraded pedestrian facilities, over 4 miles of new Class IV separated bikeways, and up to 8 protected intersections. The Project will also include safety improvements at the Interstate 280 (I-280) ramps. The Project area includes Junipero Serra Boulevard from Hickey Boulevard to Avalon Drive and Westborough Boulevard from Antoinette Lane to Callan Drive through I-280. Intersection

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upgrades would include new traffic signals at Junipero Serra Boulevard at Arroyo Drive and Clay Avenue.

**Benefit:** The Project aims to increase comfort and safety for all roadway users while providing necessary east/west active transportation facilities. Junipero Serra Boulevard and Westborough Boulevard represent two critical arterial corridors in the northern part of South San Francisco that have minimal pedestrian and bicycle accommodations. Additionally, the I-280 on-/off-ramps create multiple barriers for people walking, biking, and accessing transit by hindering access to BART stations, shopping centers, schools, libraries, and more.

### 9. Moss Beach SR-1 Congestion and Safety Improvements

**Request:** \$3,231,000 - PAED

**Sponsor:** San Mateo County

**TA Technical Assistance:** \$300,000

**Recommended Funding Award:** \$3,531,000

**Scope:** Environmental Clearance (PAED) for improvements on State Route (SR)-1 in unincorporated Moss Beach from 16<sup>th</sup> Street to Cypress Avenue, which may include: new controlled intersections (either single-/multi-lane roundabouts or traffic signals) at 16<sup>th</sup> Street, California Avenue, and Cypress Avenue; dedicated turn lanes; high-visibility crosswalks; new sidewalk on the west side of SR-1 from California Avenue to Cypress Avenue; bus stop improvements for SamTrans Route 17; Class 2 bike lanes; and Class 1 multi-use path on the east side of SR-1.

**Benefit:** The Project aims to improve traffic flow, increase intersection safety, and enhance operations for vehicular travel along and across SR-1. Additionally, multimodal improvements will encourage residents and visitors to walk, bike, and use transit. The Project will create multiple new opportunities for pedestrians and cyclists to cross SR-1 where only one marked crossing currently exists in a six-mile stretch of the unincorporated Midcoast area.

### 10. Highway 1 Corridor Study

**Request:** \$675,000 – PLAN

**Sponsor:** City of Half Moon Bay

**TA Technical Assistance:** \$200,000

**Recommended Funding Award:** \$875,000

**Scope:** Planning (PLAN) funding to conduct a multimodal complete streets study that will assess improving operational efficiency while creating safer conditions for people walking and biking along Highway 1 from Miramontes Point Road to Highway 92 within Half Moon Bay. The proposed study would identify bottlenecks and evaluate potential solutions to

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improve traffic flow, pedestrian and bicycle access, and highway crossings for east/west permeability.

**Benefit:** The Project aims to provide new transportation options that are crucial for residents and visitors as this segment of Highway 1, which provides access to five schools, a fire station, a sheriff's substation, downtown businesses, residential areas, senior housing, agricultural housing and farmland, services for unhoused individuals, medical services, and more. Due to the region's popularity and associated traffic restrictions, improvements to emergency vehicle and transit access will also be evaluated.

### 11. El Camino Real Corridor Multi-Modal Transportation Plan

**Request:** \$1,480,000 – PLAN (\$1.08M), PID (\$400K)

**Sponsor:** City of Millbrae

**TA Technical Assistance:** \$50,000 (Third-party best practice consultant design review)

**Recommended Funding Award:** \$1,530,000

**Scope:** Planning (PLAN) and Caltrans Project Initiation Document (PID) funding to begin the process of improving connectivity, safety, and operations for all users of El Camino Real (SR 82) including people walking, biking, driving, and taking transit. The Plan will consider amenities and infrastructure improvements such as bikeways, sidewalks, street lighting, crossings, intersections, bus stops, green stormwater infrastructure, and other amenities.

**Benefit:** The Project strives to revitalize El Camino Real into a vibrant, people-friendly place by making the corridor safer and more comfortable for all road users. The project will forward the vision established in the Millbrae Downtown and El Camino Real Specific Plan by integrating Caltrans, SamTrans, and other regional projects into potential design options for the corridor.

### 12. Highway 1 / Manor Dr Overcrossing Project

**Request:** \$3,600,000 – PS&E

**Sponsor:** City of Pacifica

**Recommended Funding Award:** \$0 – The requested funding does not meet the TA's 2023 Highway Program guidelines to begin work within one year of an award. The applicant is eligible for funding in future Calls for Projects.

**Scope:** Design (PS&E) for widening the Manor Drive SR 1 overcrossing between Palmetto Avenue and Oceana Boulevard, flare the Manor Drive overcrossing curb returns and install traffic signals at the Manor Drive intersections with Palmetto Avenue and Oceana Boulevard.

**Benefit:** The widening of the existing overcrossing and increase in turning radii at the corners will better accommodate all modes of traffic, providing additional space for buses and trucks as well as bicyclists. Replacement of the existing four-way stop signs at the Palmetto and

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Oceana intersections with traffic signals will improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.