

ARGUMENTS IN SUPPORT OF OR IN OPPOSITION TO THE
PROPOSED LAWS ARE THE OPINIONS OF THE AUTHORS

**VOTER'S
INFORMATION PAMPHLET**

Containing Information On:

MEASURE A
SAN MATEO COUNTY TRANSPORTATION EXPENDITURE PLAN
(Part One of Two Parts)

**PRESIDENTIAL PRIMARY ELECTION
TUESDAY, JUNE 7, 1988**

Ordered printed and distributed by
WARREN SLOCUM, COUNTY CLERK-RECORDER

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ARGUMENT IN FAVOR OF MEASURE A

MEASURE A

Shall San Mateo County Ordinance No. 03135 be approved so as to: 1) create a San Mateo County Transportation Authority; 2) authorize the Authority to impose for no more than twenty (20) years a retail sales/use tax of one-half of one percent to implement the San Mateo County Transportation Expenditure Plan which will aid mass transit and realize other traffic and transportation projects/purposes; 3) authorize the Authority to issue from time to time in an aggregate amount not to exceed \$804,000,000.00 outstanding at any one time limited tax bonds payable from these revenues; and 4) approve the California Constitution Article XIII B appropriations limit of \$200,000,000.00.

IMPARTIAL ANALYSIS BY THE COUNTY COUNSEL

State law authorizes San Mateo County to create a County Transportation Authority and to impose an additional sales tax for the purpose of funding local transportation projects. The law requires the Board of Supervisors and a majority of the cities representing a majority of the population of the County in the cities to agree on a local transportation plan. The Board of Supervisors must then submit to the voters the question of whether or not a sales tax should be imposed to fund the approved plan.

The Board of Supervisors and the required cities have approved the San Mateo County Transportation Expenditure Plan ("the Plan"). This measure seeks voter approval for the creation of the San Mateo County Transportation Authority and the imposition of an additional half-cent sales tax to fund the transportation projects contained in the Plan.

This measure would:

1. Create a seven-member San Mateo County Transportation Authority to administer the Transportation Expenditure Plan;
2. Impose an additional half-cent sales tax in San Mateo County for no more than twenty (20) years (raising the sales tax rate from 6½% to 7%);
3. Authorize the Transportation Authority to issue limited tax bonds from time to time, not to exceed \$804,000,000.00, to finance transportation improvements;
4. Establish an appropriation limit of \$200,000,000.00 for the Authority;
5. Provide that the proceeds of the additional half-cent sales tax may be used solely for the projects and purposes set forth in the Plan, including any future amendments to the Plan, and for the administration of the Plan.

The Plan contains various traffic and transportation projects. The first priority would be Caltrain improvements, including the proposed extension to the Transbay Terminal, grade separations, and other improvements. Other proposed projects include improvements to Highways 1, 84, 92, 101 and 280; interchange improvements at various locations along Highway 101; access improvements along Highway 280; paratransit programs; improvements of local transportation, including streets and roads, in the County and the 20 cities; and transportation system management.

A "yes" vote on this measure would authorize the creation of the San Mateo County Transportation Authority and the imposition of a half-cent sales tax for the purpose of funding the transportation projects included in the Transportation Expenditure Plan. The Authority would also have the power to issue bonds and would be subject to an appropriations limit of \$200,000,000.

A "no" vote would mean that the San Mateo County Transportation Authority is not established. Accordingly, the half-cent sales tax and the power to issue bonds would not apply.

This measure passes if a majority of those voting on the measure vote "yes".

HAT IS MEASURE A?

Measure A authorizes the county to levy a ½ cent sales tax to raise \$800 million over a 20-year period. These funds would finance both transit and road projects throughout San Mateo County. At least 50% of the money would be spent on transit projects, such as CalTrain, paratransit services, railroad crossing grade separations, and right-of-way purchases. 20% of the money would go to the cities and the county for local street and transportation projects. Highway projects would include additional lanes on 101 and 92, Dumbarton Bridge access routes, Highway 1 improvements, a new Daly City connection to 280, and other freeway interchange improvements.

DO WE NEED MEASURE A?

Yes. The projects included in the transportation plan would help to alleviate present congestion as well as to provide the basis for a 20-year master plan for transportation improvements throughout the county. A local sales tax would provide evidence of our willingness to make a local effort in the regional competition for federal and state funds for transportation.

HOW WOULD TRANSPORTATION PROJECTS BE CHOSEN?

Measure A lists specific projects and their estimated costs. The measure creates a County Transportation Authority composed of elected representatives from all geographic areas of the county, a SamTrans representative, and two members of the Board of Supervisors. There would also be a Citizen Advisory Committee, to decide which projects to fund and for how much money. The plan designates CalTrain projects as the #1 priority, and guarantees funding for paratransit needs by establishing a trust fund.

A YES VOTE on MEASURE A is a vote for local control of roads and transit. It demonstrates that we are willing to support solutions to our transportation problems instead of waiting for uncertain state and federal funding.

/s/ Frank Pagliaro, Chairman, City/County Joint Transportation Advisory Commission	3/18/88
/s/ Tom Nolan, Chairman, CalTrain Joint Powers Board	3/18/88
/s/ Robert Gilmore, Business Manager Building and Construction Trades Council of San Mateo County	3/18/88
/s/ Lois Driestein, Coordinator, County Council, Leagues of Women Voters of San Mateo County	3/18/88
/s/ William J. Schumacher, President, Board of Supervisors	3/18/88

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE A

What Would We Get?

You won't know until after you vote!

Revenues projected are fraction of "A" items total. The list is long—to induce many people's votes, but no more than an inventory of Neiman-Marcus does it mean that money, in limited amount, will get any particular item or most!

"Caltrain", "50% to transit", "paratransit trust fund"; nothing is assured! The money could all be used in runways for cars—for which the Legislature should raise gas taxes; or buy a Bart extension in Contra Costa County—by SamTrans "creative accounting"!

"A" precludes meaningful environmental review because better alternatives may not be in the "A" list.

San Francisco Bart to Daly City averages 23mph, Caltrain to San Jose 40mph. In 1991 Muni Metro train, Caltrain to Bart.

Don't surrender your sovereignty to a joint powers traffic authority! Instead, like Bart, replace the sick JPAs taking away our informed choices for transport allocations, with election of clean air transport authority (CATA) boards of persons elected competitively from districts on their qualifications for that specific job. Would you allow your doctor to be appointed from persons elected engineer or controller?

JPAs guarantee mediocrity, waste, higher taxes, and traffic congestion!

For the good things you want, vote NO on "A"!

(415) 854-6882
301 Vine Street
Menlo Park
California 94025

CLEAN AIR TRANSPORT SYSTEMS

By Dr. Nancy Jewell Cross
A People's Advocate and Chief Executive Officer
of Clean Air Transport Systems

SMCO3

ARGUMENT AGAINST MEASURE A

HOW DO WE GET THE PEOPLE WHERE THEY WANT TO GO
WHEN, EFFICIENTLY, AND HAVE CLEAN AIR?

People are saying...
Maybe you've been thinking...
Wouldn't it be nice to have—

• CALTRAIN AIRPORT STATION NOW!

A little house, 24-hours lighted, no cars parking—only airport shuttlebuses frequently connecting over #101 ramps.

Save carparking fees, fines, hazards.

Can be operational in a few months without federal/state funds or new local taxes. Cost: \$1,000,000, estimated.

• RAIL-TO-RAIL COORDINATIONS

CENTRAL CALIFORNIA BAY AREA REGIONAL RAIL PRIORITIES

#1 Southbay Trolley

Will convey bicycles, wheelchairs, strollers, people. Route: 30 miles Menlo Park (Willow Road), Palo Alto (Stanford Industrial Park, Shopping Center), Union City. Ten miles in each county. Cost: \$450,000,000 estimated total, San Mateo County 1/2: \$150,000,000. Light rail train.

#2 Caltrain Airport Stations

In Millbrae and Santa Clara.

#3 Muni Metro Rail Extension

From Caltrain to Bart and uptown. Completion due 1991.

#4 I-80 Rail Bypass and Valley Access

Caltrain/Amtrak extended on existing rail from San Jose, Union City, to Stockton/Sacramento.

Vote NO on Measure A!

(415) 854-6882
301 Vine Street
Menlo Park
California 94025

CLEAN AIR TRANSPORT SYSTEMS

By **Dr. Nancy Jewell Cross**
Chief Executive Officer

REBUTTAL TO ARGUMENT AGAINST MEASURE A

WHAT WILL MEASURE A DO?

Measure A will provide funds to improve transit and highways in San Mateo County. It proves to State and Federal officials the County is serious about solving its transportation problems, thus earning greater consideration for matching funds. A trust fund will provide permanent paratransit funding.

HOW DOES IT HELP CALTRAIN?

Measure A has funds earmarked to: purchase the CalTrain right-of-way, provide grade crossing separations and extend CalTrain to downtown San Francisco. Grade crossing separations are needed to accommodate more frequent trains more safely. CalTrain ridership will increase greatly with a downtown extension.

WHAT DOES IT DO FOR THE HIGHWAYS?

Measure A provides funds for improvements to:

- Highway 1 in Pacifica and Half Moon Bay;
- Highway 101 by improving interchanges and providing carpool lanes and safety improvements;
- Highway 92 from 101 to Highway 1;
- Highway 280 connections in Daly City, San Bruno and San Carlos;
- Dumbarton Bridge approaches.

Providing additional local funds for these projects, will improve chances for matching State and Federal funds and the projects can be completed sooner. Local cities will receive \$8 million yearly from the 1/2 cent sales tax for local streets.

WHAT ABOUT BART?

No funds are earmarked for BART. If BART is chosen for transit from San Jose to San Francisco, many of the improvements to CalTrain can be used for BART. Something must be done NOW to save CalTrain since the State will not fund it after 1990.

Improve transportation and reduce gridlock — VOTE YES ON MEASURE A.

/s/ **Frank Pagliaro**, Chairman City/County
Joint Transportation Advisory Commission

/s/ **Tom Nolan**, Chairman, CalTrain
Joint Powers Board

3/24/88

/s/ **Robert Gilmore**, Business Manager
Building and Construction Trades Council
of San Mateo County

3/25/88

/s/ **William J. Schumacher**, President
San Mateo County Board of Supervisors

/s/ **Lois Driestlein**, Coordinator, County Council
Leagues of Women Voters of San Mateo County

with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 commencing with section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with section 21411 of the Public Utilities Code, and undocumented vessels registered under Article 2 (commencing with section 680) of Chapter 5 of Division 3 of the Harbors and Navigation Code by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence;

(ii) with respect to commercial vehicles by registration to a place of business out-of-County, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address;

(4) Sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance; and

(5) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance;

For the purposes of subsections (4) and (5), above, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract upon notice, whether or not such right is exercised.

c. There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

(1) purchased by operators of waterborne vessels and used or consumed by such operators directly and exclusively in the carriage of persons or property in such vessels for commercial purposes;

(2) purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States, or any foreign government. This exemption is in addition to the exemptions provided in sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California;

(3) if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance; and

(4) the possession of, or the exercise of any right or power over, is pursuant to a lease which constitutes an installment purchase of such property during any period of time for which the leasee is obligated to lease the property for an amount fixed prior to the operative date of this ordinance.

For the purposes of subsections (3) and (4), above, storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

d. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing a transactions tax pursuant to Chapter 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property, the storage, use or other consumption of which is subject to the use tax.

SECTION 13. Proposition A.

There shall be proposed to the voters of San Mateo County the following proposition:

Shall San Mateo County Ordinance No. 03135 be approved so as to: 1) create a San Mateo County Transportation Authority; 2) authorize the Authority to impose for no more than twenty (20) years a retail sales/use tax of one-half of one percent to implement the San Mateo County Transportation Expenditure Plan which will aid mass transit and realize other traffic and transportation projects/purposes; 3) authorize the Authority to issue from time to time in an aggregate amount not to exceed \$804,000,000.00 outstanding at any one time limited tax bonds payable from these revenues; and 4) approve the California Constitution Article XIII B appropriations limit of \$200,000,000.00.

SECTION 14. Authorization and Limitation on Issuance of Bonds.

The Authority is hereby authorized to issue from time to time limited tax bonds pursuant to the provision of Public Utilities Code sections 131109 et seq. Unless approved by the Authority and by the voters, the Authority shall not have outstanding at any one time in excess of \$804,000,000.00 in limited tax bonds.

SECTION 15. Use of Proceeds.

The proceeds of the tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the County Transportation Expenditure Plan, or as that plan may be amended from time to time, and for the administration thereof.

SECTION 16. Appropriations Limit.

For purposes of Article XIII B of the State Constitution the appropriation limit for the Authority for fiscal year 1988-89 and thereafter shall be \$200,000,000.00 unless that amount should be amended pursuant to applicable law.

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SECTION 17. Amendments.

All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

SECTION 18. Enjoining Collection Forbidden.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the state or the Authority, or against any officer of the state or the Authority, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

SECTION 19. Severability.

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected.

SECTION 20. Effective Date.

This ordinance relates, in substantial part, to the levying and collecting of the Authority's transactions and use tax and shall take effect at the close of the polls on the day of election at which the proposition is adopted by majority vote of the electors voting on the measure, pursuant to Public Utilities Code section 131102(c).

(Continuing Information on Measure A In Voter's Information Pamphlet — Part Two)

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SAN MATEO COUNTY TRANSPORTATION EXPENDITURE PLAN

In January 1988, the Joint City/County Transportation Committee of San Mateo County found that a retail transactions and use tax ordinance (sales tax) would be necessary to support this Countywide Transportation Expenditure Plan and to fund the attached priority list of essential transportation projects. It is proposed that the Board of Supervisors vote to place this measure on the June 1988 ballot.

The plan contains the following June 1988 recommendations:

1. That a 1/4 cent sales tax be placed on the ballot to last for a period of 20 years to finance needed transportation projects in San Mateo County.
2. That the voters authorize that a new County Transportation Authority be formed to administer the funds. The make up of the Authority shall be as follows:
 - 2 Members of the Board of Supervisors
 - 4 Representatives selected by the Council of Mayors (1 Representative from each Judicial Division and 1 at large representative).
 - 1 Member of SanTrans (elected city official) selected by SanTrans prior to Council of Mayors selections.

All representatives shall be elected officials.

3. That the Caltrain Improvements (Upgrade and Proposed Extension and Grade Separations) be Number 1 priority within the Expenditure Plan. All other projects will be Number 2 in priority. However, this would in no way inhibit the Authority from spending funds on any project on the Expenditure Plan at any time provided that over the 20-year period of the Sales Tax approximately equal amounts of the sales tax monies (in 1988 dollars) shall be expended on transit and on streets and highways, excluding TSM, bicycle program and administration, but in no event shall less than half be expended for transit projects.

Individual Grade Separation locations will be built according to priority to be determined by the County Transportation Authority based upon the State PUC formula and the desire of the City involved.

Within two years following adoption of the Transportation Expenditure Plan the Authority shall adopt, in conjunction with the counties and the cities of San Mateo County, a Transportation Systems Management Plan. Subsequent thereto no project excluding Paratransit, Local Entities, TSM, Bicycle Program, and Administration will be allocated funds unless the Project is found to be in conformity with said Plan.

4. That the new County Transportation Authority be authorized to bond for the purposes of building transportation projects. The bond shall be for the amount of the project or for a specified group of projects only and will be paid with the proceeds of the retail transactions and use tax. The Authority may not bond for the annual allocation for TSM or Bicycle Transportation.
5. That the County Transportation Authority be authorized to contract its administrative duties to existing county government, MTC, or another qualified agency.
6. That the County Transportation Authority shall establish an Advisory Committee to advise the Authority on the administration of the Transportation Expenditure Plan. The membership of this Committee will reflect a broad spectrum of interests and geographic areas of the County.
7. Any amendment to this Transportation Expenditure Plan prepared by the County Transportation Authority which adds or deletes a project, or is of major significance, shall be submitted for approval in the same manner as this Plan was approved pursuant to Chapter 2 (commencing with Public Utilities Code Section 131050) of the Bay Area County Traffic and Transportation Funding Act, as provided for in Section 131304 of said enactment.
8. Although the Transportation Expenditure Plan contains projects with inter-county implications, the support of adjacent counties, as outlined in Section 131051(i) of the Government Code, is not recommended for a variety of reasons, including:
 - A. Alameda County already has adopted its own County Transportation Expenditure Plan.
 - B. Santa Clara County already has adopted a sales tax at the maximum rate permitted by law.
 - C. In any event, it is envisioned that there will be close coordination with adjacent counties as part of the process of implementing those projects with inter-county implications.

The projects proposed for accomplishment with the 1/4 cent sales tax are listed in the following Essential Transportation Projects List.

It should be recognized that the ability to fully fund all projects in the Plan contingent upon a variety of factors, such as ultimate availability of federal, state and other local matching funds and specific project approval procedures. Although each of the Projects contained in this Plan is deemed at this time to be essential, in the event one or more of them cannot be fully funded or is found by the administering body to be unfeasible for any reason, the funding allocation earmarked for any such Project may be reallocated by the administering body only to one or more of the Projects contained in the Plan in the priority herein before specified.

Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, and/or the California Environmental Quality Act, and other applicable laws will be carried out as a prerequisite to the implementation of any project.

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SAN MATEO COUNTY SALES TAX EXPENDITURE PLAN JOINT CITY/COUNTY TRANSPORTATION COMMITTEE REVENUE SOURCES (Amounts in Millions)

PROJECTS	NEW SALES TAX	LOCAL	STATE HWY FUND	UMTA	TOTAL	COMMENTS
I. TRANSIT						
1. Caltrain Improvements:	\$174			\$20	\$194	Balance of funding is expected to come from UMTA, State, SCTD, SanTrans, San Francisco and developer of Mission Bay.
A. Upgrade and proposed extension (including Extension to Transbay Terminal, R/W acquisition, construction of maintenance facility, expansion of parking at existing stations, people mover at SFO and other CalTrain or CalTrain related improvements. Estimated Total Cost: \$500+						
B. Grade Separations	\$183		\$65		\$248	State Hwy Fund amount is from Railroad Grade Separation Program.
2. Paratransit Trust Fund	\$ 25				\$ 25	
3. Dumbarton S.P. Spur from Redwood City to Fremont	\$ 14				\$ 14	Funds are for purchase of the right-of-way and/or to activate rail service.
II. STREETS AND HIGHWAYS						
1. Highway 1 Improvements:						
A. Fassler Avenue to Westport Drive in Pacifica	\$ 2		\$10.3		\$ 12.3	
B. Highway 1 within the City Limits of Half Moon Bay.	\$ 2		\$15		\$ 17	
2. Bayshore Corridor Highway Improvements:						
A. Widen 101 to 8 lanes from Whipple Ave. to Santa Clara County Line.			\$12		\$ 12	
B. Reconstruct Interchanges:						
a. Peninsula	\$ 14		\$ 11		\$ 25	
b. Broadway	\$ 13		\$ 9		\$ 22	
c. Willow	\$ 4.9		\$ 8		\$ 12.9	
d. University	\$ 4.9		\$ 8		\$ 12.9	
e. Brittan	\$ 9		\$ 7		\$ 16	
f. Candlestick Park	\$ 1	\$15	\$ 9		\$ 25	
g. Marsh Road	\$ 1		\$ 1		\$ 2	See Note 2
h. Oyster Point	\$ 4	\$20	\$ 6		\$ 30	State Hwy Fund amount is from Railroad Grade Separation Program.
C. Auxiliary Lanes and Safety Improvements.	\$ 99		\$89		\$188	
3. Highway 92 Improvements:						
A. San Mateo Bridge to 101.			\$43(BT)		\$ 43	BT is Bay Bridges Tolls.
B. 101 to 280.	\$ 20		\$10		\$ 30	
C. 280 to 1.	\$ 10		\$70		\$ 80	
4. Improvements to Approach of the Dumbarton Bridge:						
A. Dumbarton Bridge to Bayfront Expressway (widen to 4 lanes).			\$25(BT)		\$ 25	
B. Bayfront Expressway from Willow to Marsh Road (widen to 4 lanes).			\$ 5(BT)		\$ 5	
C. Bayfront Expressway from Marsh Road to Woodside Road (construct 4-lane road).	\$ 16				\$ 16	
D. Woodside Road from 101 to El Camino Real including modification of 101 Interchange and add ramps to Maple Street.	\$ 16		\$22		\$ 38	
E. Study Alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge.	\$ 0.2				\$ 0.2	
5. Highway 280 Improvements:						
A. Improve SB off-ramp to Sullivan Avenue in Daly City.	\$ 1		\$ 4		\$ 5	
B. Improve SB connection from Route 1 to Serra monte Blvd.	\$ 6		\$24		\$ 30	
C. Improve Access and Transitions at 280/380 Interchange.	\$ 5		\$13		\$ 18	
D. Crestview Drive connection to 280.	\$ 2				\$ 2	
E. D Street on-ramp to 280 and 1 in Daly City	\$ 5				\$ 5	
6. Local Entities	\$160				\$160	20% of 20 yr. revenue
III. TSM	\$ 6				\$ 6	
IV. Bicycles	\$ 0.1				\$ 0.1	
V. Administration	\$ 6				\$ 6	
Total	\$804.1	\$35	\$466.3	\$20	\$1,325.4	

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NOTES:

- Sales Tax Revenue is based on 20-year collection period as projected by MTC.
- Notwithstanding any other provisions of this measure, no change to the Interchange of Marsh Road and U.S. 101 and/or the facilities of Marsh Road between U.S. 101 and the Atherton Town limit shall be made, unless:
 - Full EIR assessing the impacts of the change on Marsh Road, Middlefield Road and other transportation systems of the Town of Atherton is made.
 - The Town of Atherton give previous consent for such change, which consent will not be unreasonably withheld.

SAN MATEO COUNTY TRANSPORTATION EXPENDITURE PLAN

Project: CalTrain upgrade and proposed extension.
Cost: \$194 million. Sales tax contribution of \$174 million. Federal (UMTA) of \$20 million.
Sponsor: State of California; SamTrans; and San Mateo County.
Description: The operating contract between SP and the State of California expires in July 1990. This project will provide funds for the sales tax portion of the purchase of the SP right-of-way from San Jose to downtown San Francisco, extension of the CalTrain to the Transbay Terminal, construction of a maintenance facility, expansion of parking at existing stations, and/or people mover at SFO, and other CalTrain or CalTrain related improvements. The improvements will enhance the capacity, efficiency and service of this vital transportation system.

Project: CalTrain grade separations.
Cost: \$248 million. Sales tax contribution of \$183 million. State Grade Separation Fund of \$65 million.
Sponsor: CalTrans, SamTrans, San Mateo County, and local cities.
Description: This improvement provides for under/overpasses for SP/CalTrain rail crossings in the County. Street portion will accommodate city needs. See attached for listing of existing railroad grade crossings and needed upgrade of existing separated crossings in San Mateo County. Funds will not be adequate to separate all grade crossings in the County. The Transportation Authority, in conjunction with the sponsors, will devise the best plan for grade separations throughout the County and to determine the priorities of crossings based on the State PUC formula and the desire of the city involved. The design of the Separations shall be compatible with BART requirements. 5

SAN MATEO COUNTY RAILROAD GRADE CROSSINGS

It is proposed that \$183 million of new Sales Tax monies together with \$65 million expected from the State \$15 million Railroad Grade Separation Program for a total of \$248 million be provided to construct separation of streets and railroad grade crossings. The Board which will administer the one-half cent Sales Tax Fund will determine the priorities of the crossings listed below based upon the PUC formula and the desire of the city involved.

PROPOSED GRADE SEPARATIONS

City	Street	City	Street
South San Francisco	Oyster Point Blvd.	San Mateo	5th Avenue
South San Francisco	Linden Avenue	San Mateo	9th Avenue
San Bruno	Scott Street	San Mateo	25th Avenue
San Bruno	San Bruno Avenue	Belmont	Ralston
San Bruno	San Mateo Avenue	Belmont	Harbor Blvd.
San Bruno	Angus Avenue	San Carlos	Holly Street
Millbrae	Center Street	San Carlos	Howard/Brittan Aves.
Millbrae	Millbrae Avenue	Redwood City	Whipple Avenue
Burlingame	Broadway	Redwood City	Brewster Avenue
Burlingame	Oak Grove Avenue	Redwood City	Broadway
Burlingame	North Lane	Redwood City	Jefferson Avenue
Burlingame	South Lane	Redwood City	Maple Street
Burlingame	Howard Avenue	Redwood City	Main Street
Burlingame	Bayswater Avenue	Redwood City	Chestnut Street
Burlingame	Peninsula Avenue	Redwood City	5th Avenue
San Mateo	Villa Terrace	Atherton	Fair Oaks Lane
San Mateo	Bellevue Avenue	Atherton	Watkins Avenue
San Mateo	1st Avenue	Menlo Park	Encinal Avenue
San Mateo	2nd Avenue	Menlo Park	Glenwood Avenue
San Mateo	3rd Avenue	Menlo Park	Oak Grove Avenue
San Mateo	4th Avenue	Menlo Park	Ravenswood Avenue

UPGRADE EXISTING SEPARATIONS

San Mateo	Poplar Avenue	San Mateo	Mt. Diablo Avenue
San Mateo	Santa Inez Avenue	San Mateo	Tilton Avenue

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STATE PUC CRITERIA FOR PRIORITIZATION OF R.R. GRADE SEPARATION PROJECTS

For the purpose of determining the 1987-88 Grade Separation Priority List, the staff proposes the following criteria:

$$P = \frac{V \times T + SCF}{C \times F}$$

Where:

- P=Priority Index Number
- V=Average 24-Hour Vehicular Volume
- C=Total Cost of Separation Project (In Thousands of Dollars)
- T=Average 24-Hour Train Volume
- F=Cost Inflation Factor (Use F = 12 for 1987-88 F.Y. Priority List based on the Current Construction Cost Index)
- SCF=Special Conditions Factor

For Existing or Proposed Crossings Nominated for Separation or Elimination

$$SCF = G1 + G2 + G3 + G4 + G5 + G6 + G7$$

Where:

	Points Possible
G1=Vehicular Speed Limit	0-5
G2=Railroad Prevailing Maximum Speed	0-5
G3=Crossing Geometrics	0-5
G4=Crossing Blocking Delay	0-10
G5=Alternate Route Availability	0-5
G6=Accident History	0-20
G7=Irreducibles	0-20
Total Possible	0-70

For Existing Separations Nominated for Alteration or Reconstruction

$$SCF = S1 + S2 + S3 + S4 + S5 + S6$$

Where:

	Points Possible
S1=Width Clearance	0-10
S2=Height Clearance	0-10
S3=Speed Reduction or Slow Order	0-5
S4=Load Limit	0-5
S5=Accidents At or Near Structure	0-10
S6=Probability of Failure and Irreducibles	0-10
Total Possible	0-50

Points in each category are assigned according to the following schedule:

EXISTING OR PROPOSED GRADE CROSSING

G1=Vehicular Speed Limit	Points	G5=Alternate Route Availability	Points
MPH		Distance (Feet)	
0-30	0	0-1,000	0
31-35	1	1,001-2,000	1
36-40	2	2,001-3,000	2
41-45	3	3,001-4,000	3
46-50	4	4,001-5,000	4
51-55	5	5,001 +	5
G2=Railroad Maximum Speed		G6=Accident History (10 years)	
MPH	Points	Each reportable train-involved accident	
0-25	0	Points=(1 + 2 x No. Killed + No. Injured) x PF*	
26-35	1	*PF=Protection Factor for:	
36-45	2	Std. #9 = 1.0	
46-55	3	Std. #8 = 0.4	
56-65	4	Std. #3 = 0.2	
66 +	5	Std. #1 = 0.1	
G3=Crossing Geometrics		Note 1. No more than three points shall be allowed for each accident prior to modification by the protection factor.	
0-5 points based on relative severity of physical conditions.		Note 2. Each accident shall be rated separately and modified by a factor appropriate to the protection in existence at the time of the accident.	
G4=Crossing Blocking Delay, Total Minutes per Day	Points	G7=Irreducibles	
Minutes		0-20 points based on:	
0-20	0	(a) Secondary Accidents	
21-40	1	(b) Emergency Vehicle Usage	
41-60	2	(c) Accident Potential	
61-80	3	(d) Passenger Trains	
81-100	4		
101-120	5		
121-140	6		
141-160	7		
161-180	8		
181-200	9		
201 +	10		
		Number of Trains Per Day	Points
		1-2	1
		3-5	2
		6-20	3
		21-49	4
		50 +	5

SMCO.15

Project: Highway 1 Improvements
Cost: \$29.3 million. Sales tax contribution is \$4 million. Caltrans contribution is \$25.3 million.
Sponsor: Caltrans
Description: Improve Highway 1 from Fassler Avenue to Westport Drive in Pacifica. Widen Highway 1 within the city limits of Half Moon Bay to four lanes. 5

Project: Bayshore corridor highway improvements.
Cost: \$346 million. Sales tax contribution of \$151 million. Local \$35 million; Caltrans \$160 million.
Sponsor: Caltrans.
Description: It is expected that the State will fund the widening of the 101 freeway from Whipple Avenue to the Santa Clara County line to eight lanes. The Sales Tax project will add auxiliary lanes and safety improvements over the entire county length with sound walls where appropriate. This project also includes interchange improvements at Peninsula, Broadway, Willow, University, new Brittan on/off ramp, Candlestick Park, Marsh Road and Oyster Point. 5,7

Project: Highway 92 improvements.
Cost: \$153 million. Sales tax contribution of \$30 million. Bridge toll contribution of \$43 million. Caltrans contribution of \$80 million.

Sponsor: Caltrans.
Description: This project has three segments: 1) From the San Mateo Bridge to Highway 101, 2) Highway 101 to Highway 280, and 3) Highway 380 to Highway 1.
 1. Highway 92 from the San Mateo Bridge to Hwy. 101 will be expanded from four to six lanes. 5
 2. Highway 92 from Hwy. 101 to Hwy. 280 will be expanded from four to six lanes. 5
 3. Highway 92 from Hwy. 280 to Hwy. 1 will be expanded from two lanes to four lanes or two to three lanes. 5

Project: Highway 84 improvements/Dumbarton Bridge approach.
Cost: \$84 million. Sales tax contribution of \$32 million. Bridge Toll \$30 million. Caltrans contribution of \$22 million.

Sponsor: Caltrans.
Description: This project provides for widening the Dumbarton Bridge approach to four lanes and for a four lane Highway 84 extension from Marsh Road to the interchange at Highway 101 and Woodside Road. A Grade Separation will be provided on Highway 84 from Highway 101 to El Camino. Computer signalization and other traffic flow improvements will be made on Highway 84 from El Camino to Highway 280. 5

Project: S.P. Dumbarton Spur from Redwood City to Fremont.
Cost: \$14 million, all from sales tax.
Sponsor: SamTrans.
Description: Purchase S.P. rights-of-way and/or to activate rail service when it is determined to be economically feasible.

Project: Highway 280 access improvements.
Cost: \$60 million. Sales tax contribution is \$19 million. Caltrans contribution is \$41 million.
Sponsor: Caltrans.
Description: Improve Highway 280 off-ramp to Sullivan Avenue in Daly City. Improve southbound connection from Hwy. 1 to Serramonte Blvd. in Daly City. Improve access and transitions at 280/380 interchange in San Bruno. Add Crestview Drive connection to Hwy. 280. Construct D Street on-ramp to Hwy. 280 and I. 5

Project: Alternatives from Dumbarton Bridge to the south.
Cost: The Sales Tax will provide \$200,000.
Sponsor: Caltrans, East Palo Alto and Menlo Park.
Description: Study and prepare conceptual plans and cost estimates of Alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge.

Project: Paratransit (Elderly, Handicapped and Developmentally Disabled persons).
Cost: Sales Tax Contribution is \$25 million.
Sponsor: SamTrans.
Description: \$25 million dollars (\$8 million first year; \$8 million the second year; and \$9 million in the third year) generated by sales tax will be allocated to a special reserve fund to support paratransit programs. Commencing in Year 4, and each year thereafter, SamTrans, with the advice of the Paratransit Coordinating Council (PCC) and the county will allocate for paratransit purposes the interest earned on the \$25 million reserve fund, to augment existing state, federal, and local funds. The proceeds will be used to achieve the goals and recommendations of the County Paratransit Plan, as amended from time to time, and the funds may be used for operating or capital purposes. The Trust Fund will be maintained in perpetuity.

Proj: Local streets and roads.
Cost: Sales Tax Contribution \$160 million.
Sponsor: Cities and County of San Mateo.
Description: Annually 20% of the total revenue generated by the sales tax will be allocated to the 20 cities and the County for the improvement of local transportation including streets and roads. The annual distribution will be based 50% on population and 50% on road miles. 2, 3, 6 (See p. 15.)

Project: Transportation System Management (TSM).
Cost: Sales Tax Contribution \$6 million.
Sponsor: San Mateo County.
Description: Annually .7% of the total sales tax revenue will be allocated to fund traffic management. One object is to encourage more efficient use of existing transportation networks through ride sharing (car and vanpools), flexible work hours, etc. Another object is to encourage countywide long-range planning leading to growth targets and a jobs/housing balance. 3

November 19, 1987

FUND DISTRIBUTION TO CITIES FOR LOCAL STREETS

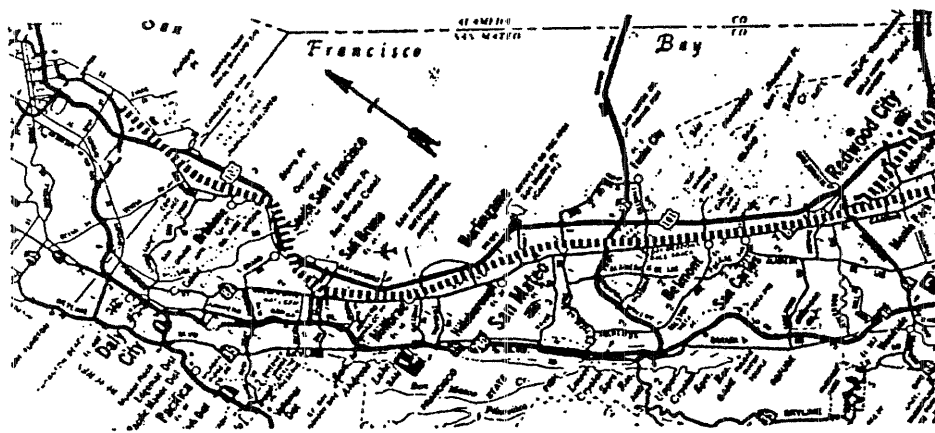
City	Population	% Pop.	Road Miles		Avg. %	20 X Revenue
			Miles	% Miles		20 Year Total (\$000)
Atherton	7,863	1.28	50	2.84	2.06	\$3,296
Belmont	24,931	4.04	64	3.64	3.84	6,144
Brisbane	3,028	0.49	19	1.08	0.79	1,264
Burlingame	26,985	4.37	78	4.44	4.40	7,040
Colma	708	0.12	7	0.40	0.28	416
Daly City	82,543	13.38	114	6.48	9.93	15,884
East Palo Alto	18,841	3.05	38	2.16	2.61	4,176
Foster City	27,546	4.46	42	2.39	3.43	5,488
Half Moon Bay	8,091	1.31	26	1.48	1.40	2,240
Hillsborough	10,998	1.78	81	4.60	3.19	5,104
Menlo Park	27,745	4.50	81	4.60	4.55	7,280
Millbrae	20,602	3.34	53	3.01	3.18	5,088
Pacifica	37,097	6.01	88	5.00	5.50	8,800
Portola Valley	4,371	0.71	33	1.88	1.30	2,080
Redwood City	59,425	9.63	153	8.70	9.16	14,656
San Bruno	34,885	5.65	78	4.43	5.04	8,064
San Carlos	26,312	4.26	82	4.66	4.46	7,136
San Mateo	83,517	13.54	188	10.69	12.11	19,276
South San Francisco	51,732	8.33	119	6.77	7.57	12,112
Woodside	5,565	0.90	44	2.50	1.70	2,722
San Mateo County	54,304	8.80	321	18.25	13.52	21,632
	617,089	100.00	1,759	100.00	100.00	\$160,000.

Project: Bicycle Transportation.
Cost: Sales Tax Contribution \$1 million.
Sponsor: San Mateo County.
Description: Annually 0.01% of the total sales tax revenue will be allocated to encourage bicycle transportation, especially by commuters in connection with transit. 3

FOOTNOTES

- Total estimated project costs are shown in brackets. For purposes of this Plan, smaller components of these projects are being proposed for funding.
- Section 4 of Proposition 13 requires that substantial new tax revenues not replace property taxes cut back because of Proposition 13. Since under the Expenditure Plan substantial revenues will flow to local governments and jurisdictions, it has been recommended that the Expenditure Plan include language similar to that included in Section 142257(b) of Senate Bill 878 regarding Fresno County. To that end, prior to the authority allocating funds, each local government shall certify to the authority that the funds will not be substituted for property tax funds which are currently utilized to fund existing local transportation programs. If the local government is unable to segregate property tax revenues from other general fund revenues which cannot be so distinguished, substitution of funds from the authority for general funds is also prohibited.
- The full percentage allocation of the total funds received from sales tax revenues will be distributed to each agency annually.
- Severability clause.
- Although San Mateo County is guaranteed county minimum requirement funding, CalTrans estimates are for planning purposes and do not commit the California Transportation Commission (CTC) to funding specific projects at the levels identified in this plan.
- The formula for funding local streets and roads will be updated annually.
- Notwithstanding any other provisions of this measure, no change to the interchange of Marsh Road and U.S. 101 and/or the facilities of Marsh Road between U.S. 101 and the Atherton Town limit shall be made, unless:
 - Full EIR assessing of the impacts of the change on Marsh Road, Middlefield Road and other transportation systems of the Town of Atherton is made.
 - The Town of Atherton give previous consent for such change, which consent will not be unreasonably withheld.

CALTRAIN IMPROVEMENTS — UPGRADE AND EXTENSION



PROJECT COST AND DESCRIPTION

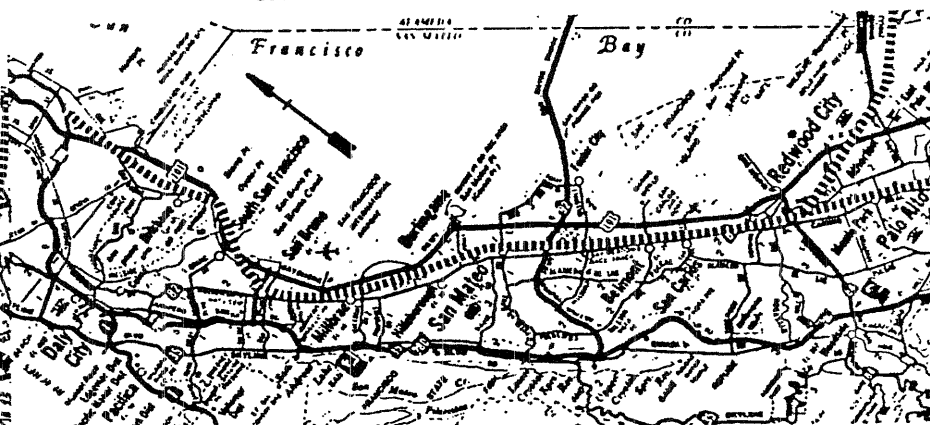
This project includes the purchase of the S.P. right-of-way from San Jose to downtown San Francisco, upgrade the CalTrain system and extend it from the Fourth and Townsend Station to downtown San Francisco, construction of a maintenance facility, expansion of parking at existing stations, people mover at SFO, and other CalTrain or CalTrain-related improvements. The total cost of the project is estimated to be over \$500 million. The proposed sales tax will provide \$174 million. Another \$20 million has been pledged by UMTA. The remaining funds for the overall project are expected from the State, UMTA, local transit agencies and developer of Mission Bay.

PROJECT JUSTIFICATION

The Peninsula Commute Service (CalTrain) is currently operated by S.P. under a contract with Caltrans. The operation is subsidized by Caltrans, SamTrans, Santa Clara County Transit District and San Francisco. The contract will expire in July 1990, and the State has announced that it will not be involved in the operation after that date. An adhoc Joint Powers Authority (JPA), composed of representatives from the transit agencies of the three counties, has been formed to consider measures to preserve and improve the service. Public ownership of the right-of-way, extension of the system to downtown San Francisco, and other upgrading of the service are vital needs.

The current daily ridership on CalTrain is 16,000. With the extension to downtown San Francisco, the ridership is expected to increase to over 70,000 daily.

CALTRAIN GRADE SEPARATIONS



PROJECT COST AND DESCRIPTION

Forty-two (42) street crossings and four (4) substandard grade separations of the S.P. tracks used by CalTrain have been identified, see attached. This project will construct or upgrade grade separations at these locations at an estimated total cost of \$248 million. The proposed sales tax will provide \$183 million with the balance of \$65 million expected from the State Railroad Grade Separation Program.

PROJECT JUSTIFICATION

The local streets carry large volumes of traffic and are heavily congested during peak periods. Long traffic backups and delays are common occurrences. Further aggravations are expected with proposed improvements in rail transit service and anticipated traffic increases on the cross streets.

SAN MATEO COUNTY RAILROAD GRADE CROSSINGS

It is proposed that \$183 million of new Sales Tax monies together with \$65 million expected from the State \$15 million Railroad Grade Separation Program for a total of \$248 million be provided to construct separation of streets and railroad grade crossings. The Board which will administer the one-half cent Sales Tax Fund will determine the priorities of the crossings listed below based upon the PUC formula and the desire of the city involved.

PROPOSED GRADE SEPARATIONS

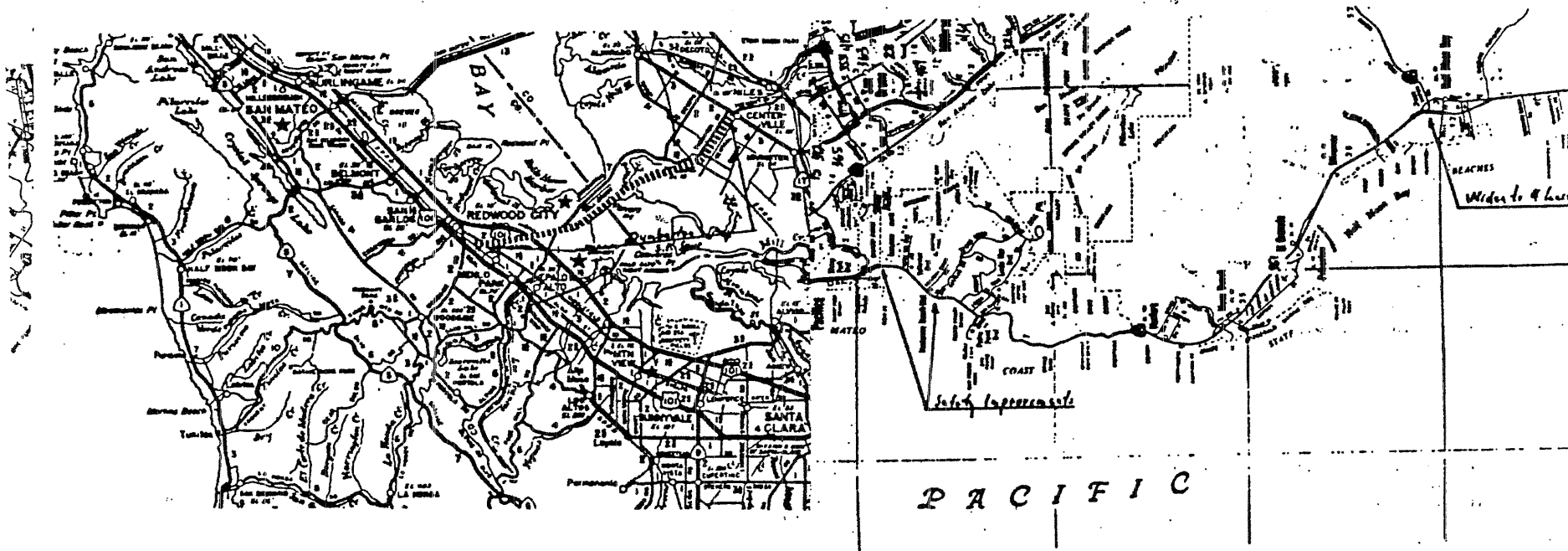
City	Street	City	Street
South San Francisco	Oyster Point Blvd.	San Mateo	5th Avenue
South San Francisco	Linden Avenue	San Mateo	9th Avenue
San Bruno	Scott Street	San Mateo	25th Avenue
San Bruno	San Bruno Avenue	Belmont	Ralston
San Bruno	San Mateo Avenue	Belmont	Harbor Blvd.
San Bruno	Angus Avenue	San Carlos	Holly Street
Millbrae	Center Street	San Carlos	Howard/Brittan Aves.
Millbrae	Millbrae Avenue	Redwood City	Whipple Avenue
Burlingame	Broadway	Redwood City	Brewster Avenue
Burlingame	Oak Grove Avenue	Redwood City	Broadway
Burlingame	North Lane	Redwood City	Jefferson Avenue
Burlingame	South Lane	Redwood City	Maple Street
Burlingame	Howard Avenue	Redwood City	Main Street
Burlingame	Bayswater Avenue	Redwood City	Chestnut Street
Burlingame	Peninsula Avenue	Redwood City	5th Avenue
San Mateo	Villa Terrace	Atherton	Fair Oaks Lane
San Mateo	Bellevue Avenue	Atherton	Watkins Avenue
San Mateo	1st Avenue	Menlo Park	Encinal Avenue
San Mateo	2nd Avenue	Menlo Park	Glenwood Avenue
San Mateo	3rd Avenue	Menlo Park	Oak Grove Avenue
San Mateo	4th Avenue	Menlo Park	Ravenswood Avenue

UPGRADE EXISTING SEPARATIONS

San Mateo	Poplar Avenue	San Mateo	Mt. Diablo Avenue
San Mateo	Santa Inez Avenue	San Mateo	Tilton Avenue

DUMBARTON S.P. SPUR

HIGHWAY 1 IMPROVEMENTS



PROJECT COST AND DESCRIPTION

The S.P. Spur extends from the S.P. main line tracks in Redwood City, across the Bay, south of the existing Dumbarton Bridge to Fremont. This project would purchase the right-of-way and preserve it for future transportation purposes and/or to activate rail service. The cost is estimated to be \$14 million, a portion of which is expected to be covered by sales tax revenues. It is expected that the purchase and/or activation of service would be made with the cooperation and partial funding from Alameda County.

PROJECT JUSTIFICATION

The south county area is heavily congested. The Expenditure Plan includes funding for improvement of road approaches to the Dumbarton Bridge. Preservation of the S.P. spur corridor is highly desirable for future transportation options.

PROJECT COST AND DESCRIPTION

This project includes the following:

- A. Fassler Avenue to Westport Drive in Pacifica (safety improvements).
- B. Highway 1 within the city limits of Half Moon Bay (widen to 4 lanes).

The total cost of this project is estimated to be \$29.3 million. The sales tax will provide \$4 million with the balance of \$25.3 million expected from State Highway funding sources.

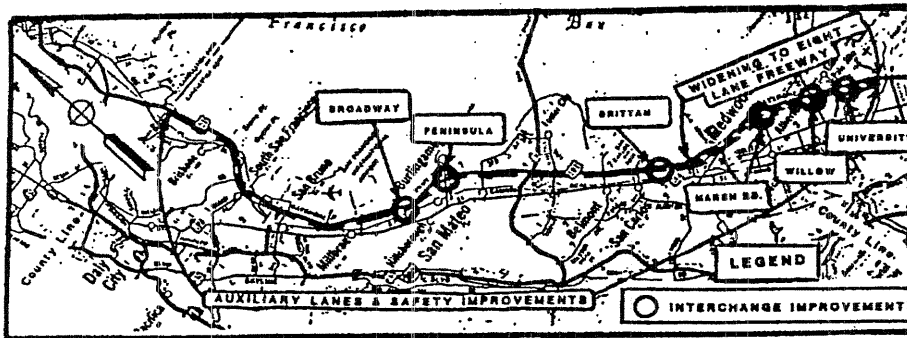
PROJECT JUSTIFICATION

The portion of Route 1 north of Westport Drive has been constructed to freeway standards. The portion south of Fassler Avenue has been improved as an Expressway. The remaining 1.1 mile gap is substandard without shoulders and median barrier. In addition, the existing at-grade intersections create unsatisfactory conditions.

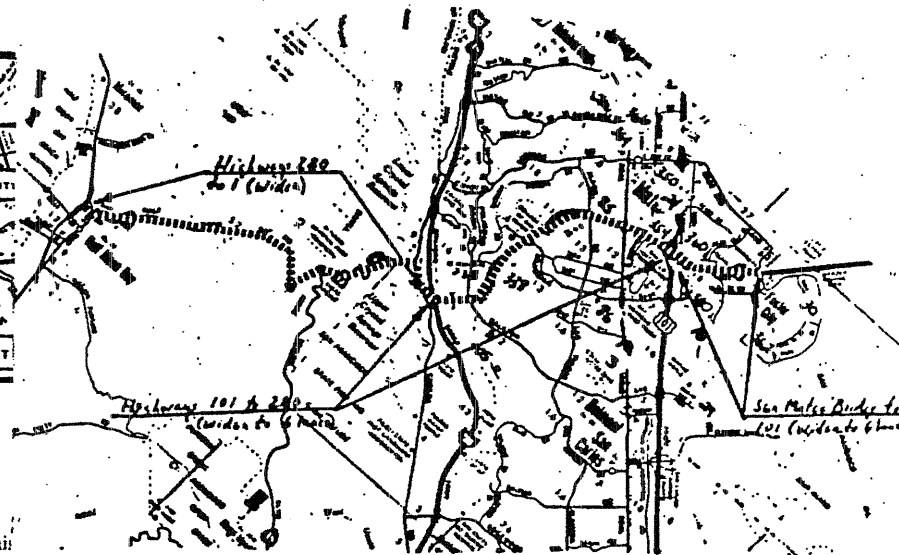
Highway 1 in the city of Half Moon Bay experiences heavy traffic, especially over weekends and holidays. There are some four-lane sections within these limits. The project would provide four lanes with improved intersections.

**ROUTE 101 (BAYSHORE CORRIDOR)
HIGHWAY IMPROVEMENTS INCLUDING INTERCHANGES**

ROUTE 92 IMPROVEMENTS



LOCATION MAP



PROJECT COST AND DESCRIPTION

Caltrans will widen Route 101 from Whipple Avenue to the Santa Clara County line to eight lanes. This project will provide auxiliary lanes and safety improvements over the entire length of San Mateo County. The project will also improve the existing interchanges at Peninsula Avenue, Broadway Street, Willow Road, Marsh Road, University Avenue, Candlestick Park, Oyster Point, and construct new off- and on-ramps at Brittan Avenue.

The total cost of the project is estimated to be \$345.8 million. The proposed sales tax will provide \$150.8 million with \$35 million of local funds and \$160 million from the State.

PROJECT JUSTIFICATION

Route 101 is currently operating at capacity with four-hour peaks in the morning and afternoon. The heaviest congestion (approximately 250,000 vehicles per day) usually occurs near SFO with recurring backups and delays at a number of other locations. With the exception of the section from Whipple Avenue to the Santa Clara County line, Route 101 is an eight-lane freeway. Developments in the Bayshore Corridor are expected to produce 134,000 new peak vehicle trips by the year 2000.

Some of the interchanges are substandard and were not designed to handle large volumes of traffic. The Peninsula and Broadway interchanges were not laid out to serve the east side of Route 101. The new Brittan Avenue ramps will relieve traffic at the Holly Street interchange.

The addition of auxiliary lanes, along with the interchange modifications, will provide a significant increase in the capacity and operational improvement of the corridor.

PROJECT COST AND DESCRIPTION

This project will add one lane in each direction for a six-lane Route 92 freeway from the San Mateo Bridge to Route 280. It will also widen Route 92 from Route 280 to Route 1. The estimated cost of the segment from the San Mateo Bridge to Route 101 is \$43 million, all to be funded from Toll Bridge revenue.

The estimated cost for the segment from Route 101 and Route 280 is \$30 million. The proposed sales tax will provide \$20 million toward this construction with the remaining \$10 million expected from normal State Highway sources.

The last segment from Route 280 to Route 1 is estimated to cost \$80 million, with \$10 million from sales tax and \$70 million from State Highway funds.

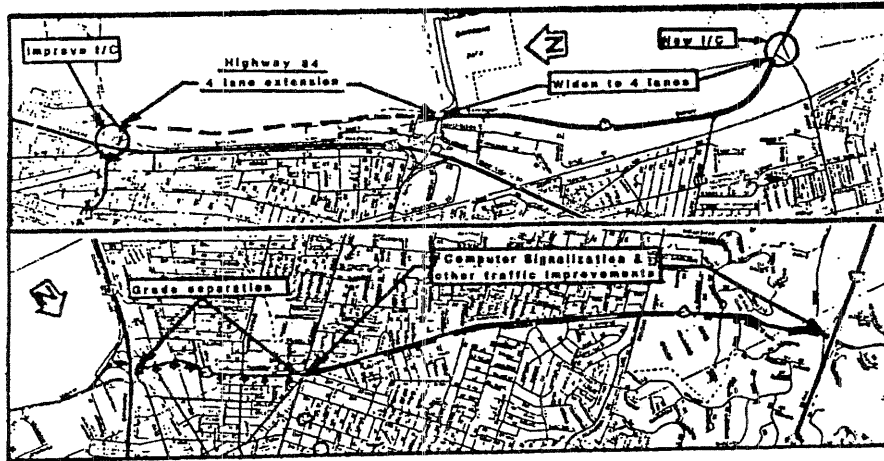
PROJECT JUSTIFICATION

Route 92 is the major east-west highway in San Mateo County as well as being a major crossing of the Bay and connector between Alameda County and the mid-peninsula. The high rise portion of San Mateo Bridge (Route 92) in San Mateo County has six lanes and the portions of the freeway from the end of the Bridge to Route 101 and from Route 101 to Route 280 currently have four lanes. Traffic is very heavy and increasing rapidly. This project will provide six lanes throughout this reach of Route 92.

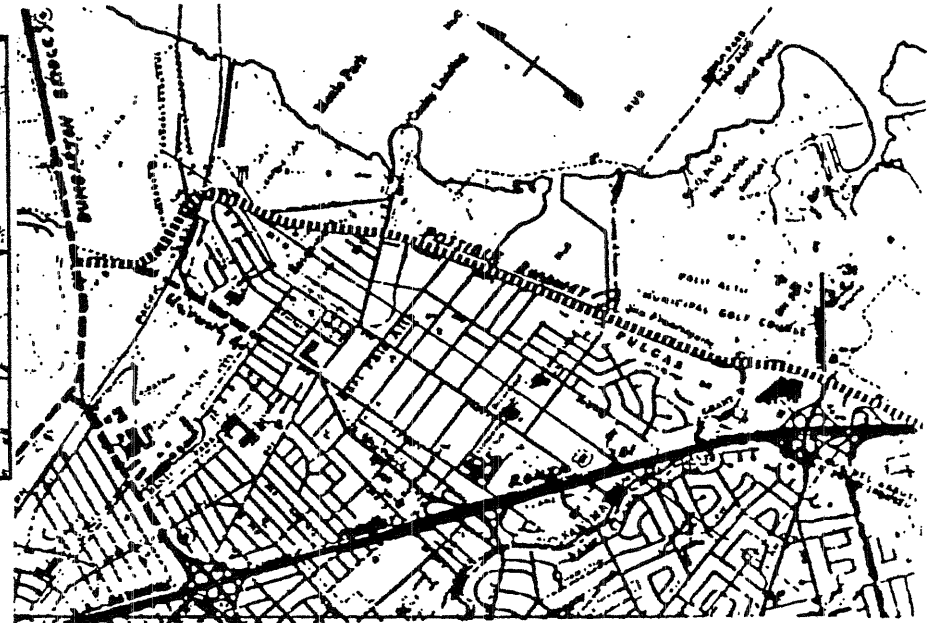
Improvement of Route 92 between Route 280 and Route 1 in the city of Half Moon Bay is in the current STIP with partial funding. This section is a basic two-lane highway with some climbing lanes. The terrain is steep and the horizontal alignment very tight. Traffic is very heavy with large numbers of garbage trucks. Studies are underway to provide continuous uphill climbing lane or a four-lane facility, or a combination thereof.

DUMBARTON BRIDGE APPROACH ROUTE 84 IMPROVEMENTS

ALTERNATIVES FROM DUMBARTON BRIDGE TO THE SOUTH



LOCATION MAP



PROJECT COST AND DESCRIPTION

This project will provide improvements to the approaches to the Dumbarton Bridge and along Woodside Road (Route 84) from 101 to El Camino Real. The Bayfront Expressway will be expanded to four lanes and extend to Woodside Road/Seaport Boulevard. The Woodside Road/101 Interchange will be modified with ramps added to Maple Street. A new interchange will be constructed at Middlefield Road and Route 84 and traffic flow improvements made on Route 84 from El Camino Real (Route 82) to Route 280.

The total cost of this project is estimated to be \$84 million. The proposed sales tax will provide \$37 million with \$30 million from Toll Bridge funds, and \$22 million from other State Highway funds.

PROJECT JUSTIFICATION

Route 84 from Alameda County to Route 101 encounters some of the worst traffic congestion and delays in the Bay Area. Morning westbound traffic is usually backed up from the Bridge approach in San Mateo County, through the Toll Plaza in Alameda County. Afternoon eastbound traffic routinely backs up onto Route 101. The problem is primarily due to restricted capacity on the San Mateo County approaches to the Dumbarton Bridge. The Bridge has four lanes with two lanes on the approaches.

Route 84 from Route 101 to El Camino Real is also encountering recurring congestion, particularly at the intersection of Woodside Road and Middlefield Road where commercial developments are attracting large volumes of traffic.

PROJECT COST AND DESCRIPTION

This project includes a study and preparation of conceptual plans and cost estimates of alternatives to allow traffic to flow more directly from the Dumbarton Bridge to destinations south of the Bridge. The proposed sales tax will provide \$200,000 for this purpose.

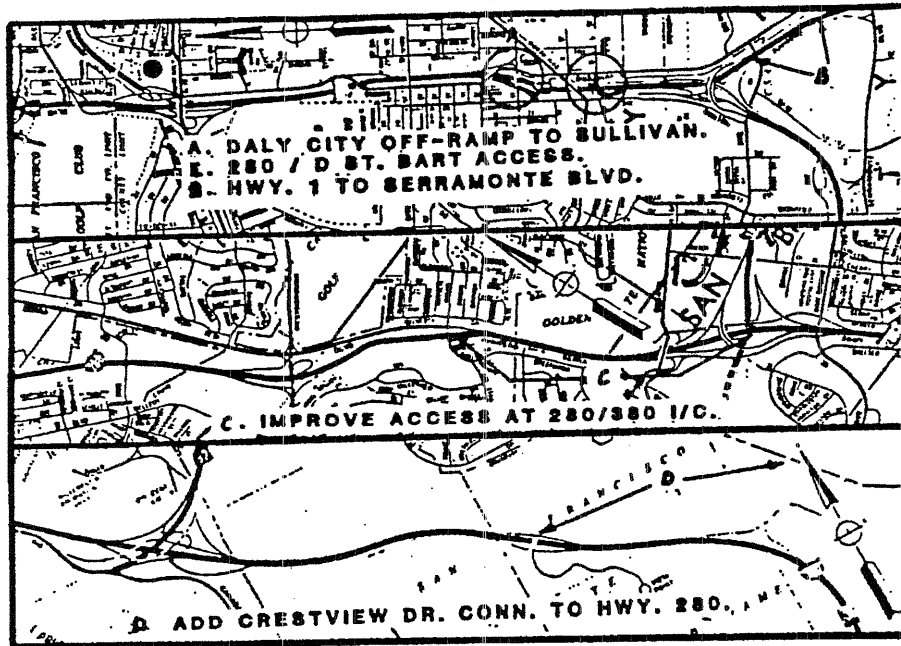
If the proposal is determined to be feasible, appropriate steps may be taken to include the route location into the State Highway system with potential construction funding from Toll Bridge revenues.

PROJECT JUSTIFICATION

The west approaches to the Dumbarton Bridge are locations of some of the worst traffic congestion in the Bay Area. The approach roads include the Bayfront Expressway to the north and Willow Road and University Avenue to the west, all of which are at capacity during peak hours. University Avenue is the main thoroughfare of the city of East Palo Alto and the land usage is a mix of commercial and residential. Afternoon eastbound traffic is at gridlock through the city and backs up onto Route 101.

This project will study the feasibility of a southerly approach road to the Bridge which will provide a bypass of the heart of East Palo Alto for traffic coming from and to the south.

ROUTE 280 ACCESS IMPROVEMENTS



PROJECT COST AND DESCRIPTION

This project will improve access to and from Route 280 at the following locations:

- A. Improve southbound off-ramp from Route 280 to Sullivan Avenue in Daly City.
- B. Improve eastbound Route 1 connection to southbound Route 280 and Serramonte Boulevard in Daly City.
- C. Improve access and transitions at the Route 280/380 Interchange in San Bruno.
- D. Construct connections from Crestview Drive in San Carlos to Route 280.
- E. Construct connector from Junipero Serra Boulevard at D street to southbound Route 280 and westbound Route 1 in Daly City.

The total cost of this project is estimated to be \$60 million. The proposed sales tax will provide \$19 million with the balance of \$41 million from normal State Highway funding sources.

PROJECT JUSTIFICATION

The existing ramp to Sullivan Avenue is substandard with sharp curvature and limited storage.

The existing off-ramp from Route 280 and Route 1 is being relocated to the Junipero Serra Boulevard/D Street intersection under the FAU program. The current return movement is very circuitous and has limited capacity. This project will provide a direct connection from D Street/Junipero Serra Boulevard to westbound Route 1 and southbound Route 280 on-ramp.

The connector from Route 1 to Route 280 conflicts with the movements from Route 280 to Serramonte Boulevard. The heavy weaving movements in the short distance available create unsatisfactory conditions.

The number of access points and short transitions along Route 380 forces drivers to make many decisions in short distances and time frame and poses serious potential problems.

San Carlos residents currently have two accesses to Route 280 — Edgewood Road in Redwood City and Ralston Avenue in Belmont by way of Route 92. The lengthy distance between the interchanges and the hilly terrain that must be traversed creates inconveniences. The proposed Crestview connection is approximately half-way between existing interchanges.

