

## Exhibit B: 2021 Measure A & Measure W Highway Program Call for Projects Application Submittals Summary List of Projects Descriptions: Ranked List

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2021 Highway Call for Projects and includes the recommended funding awards supported by that the TA Board during the November 2021 TA Board meeting. The TA Board will adopt the recommended funding awards at the December 2021 TA Board meeting.

### 1. Highway 1 (Main St to Kehoe)

**Request:** \$2,400,000 (Construction)

**Sponsor:** Half Moon Bay

**Recommended Funding Award:** \$5,275,000

**Remaining Funding Gap:** \$0 (TA Board recommended fully funding the project)

**Scope:** Construction funding for widening Highway 1 (SR-1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will be installed on the north side of SR-1. Landscaping improvements will be installed in a new raised median. Bus stops will be rebuilt and connected to pathways on both sides of the highway.

**Benefit:** The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide new pedestrian/bicycle crossing opportunities of the highway. Three residential neighborhoods on the north side of the Highway will also now be able to access downtown Half Moon Bay and multiple schools with the new side path.

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

**Request:** \$5,075,000 (PS&E, ROW, Construction)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$5,075,000

**Remaining Funding Gap:** \$0

**Scope:** Plans, Specifications, and Estimates (PS&E), Right of Way (ROW), and Construction 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

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Boulevard to deter drivers from illegally crossing onto the 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 improvements will improve traffic flow and 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.

### 3. US 101 / Woodside Rd (SR-84) Interchange Project

**Request:** \$50,000,000 (Construction)

**Sponsor:** Redwood City

**Recommended Funding Award:** \$50,000,000

**Remaining Funding Gap:** \$153,000,000 for Construction phase

**Scope:** Construction 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, signaling 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-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, improve 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.

### 4. US 101 / University Ave Interchange and Pedestrian Overcrossing Project

**Request:** \$4,183,665 (Construction – Pedestrian Overcrossing)

**Sponsor:** East Palo Alto

**Recommended Funding Award:** \$5,700,000

**Remaining Funding Gap:** \$0 (TA Board recommended fully funding the project)

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**Scope:** Construction funding for a 12-foot-wide Class I pedestrian and bicycle facility that includes a new pedestrian/bicycle overcrossing along the north side of the US 101/University Avenue overcrossing. The overcrossing would be a 4-span structure approximately 560 feet long. On the east side of the freeway, a Class I facility would be constructed from the south side of the northbound US 101/University Avenue loop off-ramp to the new structure. The overall project will also widen the existing southbound US 101 to University Avenue loop off-ramp from three lanes to four lanes to include two left turn and two right turn lanes. The northbound US 101 to southbound University Avenue loop off-ramp would be realigned to square up with University Avenue with a tighter-radius-curve.

**Benefit:** The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities for people walking and biking to access nearby schools, business centers, retail areas, and transit stops.

## 5. US 101 / Holly St Interchange & Pedestrian Overcrossing Project

**Request:** \$10,250,000 (Construction – Interchange)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$10,250,000

**Remaining Funding Gap:** \$16,140,000 (Pedestrian Overcrossing - 50% TA contribution limit reached)

**Scope:** Construction funding for the Phase 1 portion of the US 101 / Holly Street interchange. The Phase 1 interchange modification removes the northeast and southwest loop ramps from the existing full cloverleaf (Type L-10) IC and creates a partial cloverleaf (Type L-9) IC to US 101. Diagonal on- and off-ramps will be modified to create more bicycle- and pedestrian-friendly crossings. Holly Street will be widened to provide a third through lane for limited sections at on-ramp approaches. Phase 2 of the project includes the pedestrian overcrossing and associated improvements.

**Benefit:** The Project will increase on- and off-ramps capacity to prevent spillback of traffic to mainline US 101 and reduce delay by improving intersection operations. The project will improve safety by eliminating weaving issues in the eastbound direction where on- and off-ramps use a singular lane and conflict with the existing bicycle lane. The Phase 2 pedestrian overcrossing will provide a comfortable alternate route for people walking and biking to avoid on- and off-ramp conflicts with motor vehicles.

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## 6. Roadway Facility Improvements between Highway 101 and Dumbarton Bridge

**Request:** \$4,500,000 (PSR-PDS)

**Sponsor:** C/CAG

**Recommended Funding Award:** \$4,500,000

**Remaining Funding Gap:** \$0 for PSR-PDS phase

**Scope:** Preparation of a Project Study Report-Project Development Support (PSR-PDS) to evaluate concepts for connecting the existing US 101 Express Lanes to the Dumbarton Bridge. The PSR-PDS will include, at a minimum, Highways 101, 84, 114, and 109. The study will analyze options to provide managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles to reduce vehicle congestion, greenhouse gas emissions, and increase person throughput in this congested corridor. Additionally, the PSR-PDS will analyze improvements to pedestrian and bike safety, connections to and along the Bayfront for commuting and recreation, and strategies to reduce transportation impacts on the local community.

**Benefit:** The Project will assess congestion relief based on various proposed designs that will be studied as part of this effort which promote high occupancy vehicle and express transit improvements. The goal is to reduce congestion delay and queuing, encourage more commuters to switch modes away from driving alone to HOV options, increase person throughput, and provide comfortable options for people to walk and bicycle in the project area.

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

**Request:** \$11,323,000 (PS&E)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$11,323,000

**Remaining Funding Gap:** \$0 for PS&E phase

**Scope:** Plans Specifications and Estimates (PS&E) 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 preliminary plans through the submittal of contract documents for advertisement, including the completion of geometric base maps and determining project

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requirements for roadway, structures, tolling, signing, right-of-way, utilities and permits. Final design (65%, 95% & 100% PS&E) adds design details and obtains approvals.

**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 and other vehicles. It will encourage carpooling and transit use as an alternative to driving alone, increasing person throughput, and reduce adverse impacts from cut-through traffic on local streets to avoid congestion on US 101. The Project closes the gap and will complete the planned ML system within San Mateo County. This Project is part of the larger regional ML system on US 101 that spans from San Mateo County to Santa Clara County with a possible extension in San Francisco County.

### 8. US 101 / Peninsula Ave Interchange Project

**Request:** \$6,000,000 (PAED, PS&E, ROW)

**Sponsor:** San Mateo

**Recommended Funding Award:** \$6,000,000

**Remaining Funding Gap:** \$0 for PAED, PS&E, ROW phases

**Scope:** Project Approval and Environmental Document (PAED), Plans Specifications and Estimates (PS&E), and Right of Way (ROW) support to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and create a single, regional-serving, full-access interchange at Peninsula Avenue and Airport Boulevard. The Project will conduct extensive additional traffic analysis requested by community stakeholders and perform additional outreach to communicate the findings which has expanded the scope and schedule of the PAED phase. Additionally, the Project will complete a full Environmental Impact Report and Initial Study given the potential project impacts.

**Benefit:** The Project will provide enhanced bicycle and pedestrian improvements on Peninsula Avenue between Humboldt Street to Bayshore Boulevard. The Project will also reduce travel times to and from the mainline freeway, enhance access to a regional park, streamline ingress and egress to a developing technology employment center, reduce local street-level congestion, and improve safety in the vicinity of four schools.

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

**Request:** \$1,800,000 (PSR)

**Sponsor:** Colma

**Recommended Funding Award:** \$1,800,000

**Remaining Funding Gap:** \$0 for PSR phase

**Scope:** Project Study Report (PSR) 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 improve intersection designs. The PSR phase will include traffic operations analysis, stakeholder coordination, and right-of-way needs assessments.

**Benefit:** The Project aims to improve safety and mobility for people who walk and bike along El Camino Real and 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.

## 10. US 101 / SR 92 Direct Connectors

**Request:** \$10,200,000 (PAED)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$10,200,000

**Remaining Funding Gap:** \$0 for PAED phase

**Scope:** Project Approval and Environmental Document (PAED) for the long-term direct connection improvements within the US 101/SR 92 Interchange. Two alternatives are being considered: 1) US 101 / SR 92 managed lanes direct connector from westbound SR 92 to northbound and southbound US 101; and 2) Reversible US 101 / SR 92 managed lanes direct connector ramps. The anticipated environmental document is an Environmental Impact Report/Environmental Assessment (EIR/EA) to meet the CEQA and NEPA requirements. The PAED phase will include all environmental technical studies, traffic analysis, public outreach, and stakeholder coordination.

**Benefit:** The proposed managed lane direct connectors will allow HOV and other eligible vehicle flows to bypass congestion in general purpose lanes, encourage carpooling, promote transit access, and reduce demand on the existing interchange ramp connections. The proposed improvements can reduce congestion spillover onto local streets.

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**11. Moss Beach SR-1 Congestion and Safety Improvements**

**Request:** \$1,145,000 (PSR-PDS; includes \$75,000 for TA staff support)

**Sponsor:** San Mateo County

**Recommended Funding Award:** \$1,145,000

**Remaining Funding Gap:** \$0 for PSR-PDS phase

**Scope:** Preparation of a Project Study Report-Project Development Support (PSR-PDS) to implement improvements on State Route (SR)-1 in unincorporated Moss Beach from 16<sup>th</sup> St. to Cypress Ave. which may include: new controlled intersections (either single-/multi-lane roundabouts or traffic signals) at 16<sup>th</sup> St., California Ave., and Cypress Ave.; dedicated turn lanes; high-visibility crosswalks; new sidewalk on the west side of SR-1 from California Ave. to Cypress Ave.; 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.

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

**Request:** \$2,700,000 (PID, PAED)

**Sponsor:** Pacifica

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

**Remaining Funding Gap:** \$0 for PID, PAED phases

**Scope:** Project Initiation Document (PID) and Project Approval/Environmental Document (PAED) 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 Oceana intersections with traffic signals will help improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.