BOARD OF DIRECTORS 2026

JULIA MATES, CHAIR
MARK NAGALES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
RAY MUELLER
CARLOS ROMERO

APRIL CHAN
EXECUTIVE DIRECTOR

AGENDA

San Mateo County Transportation Authority

Board of Directors Meeting

March 5, 2026, 5:00 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may attend in-person or participate remotely via Zoom at: **https://us02web.zoom.us/j/85843055309?pwd=nQ4aRTr3DJ8MJQMoeBXzL4ueNCPtta.1** or by entering Webinar ID: **858 4305 5309**, Passcode: **673287** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only.

Public Comments: Written public comments may be emailed to publiccomment@smcta.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.smcta.com/whats-happening/board-directors-calendar.

Oral public comments will be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

The video live stream will be available after the meeting at https://www.smcta.com/about-us/board-directors/video-board-directors.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Thursday, March 5, 2026 5:00 pm

1. Call to Order

2. Roll Call / Pledge of Allegiance

3. Public Comment for Items Not on the Agenda

   Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4. Report of the Community Advisory Committee — Informational

5. Consent Calendar

   Members of the Board may request that an item under the Consent Calendar be considered separately

   5.a. Approval of Minutes of the Board of Directors Meeting of February 5, 2026 — Motion

   5.b. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 2 — Motion

   5.c. Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 2 — Motion

   5.d. Authorizing Submittal of an Allocation Request for $48,000,000 in Regional Measure 3 Funding for State Route 84/US 101 Interchange Reimagined Project — Resolution

   5.e. Adopting the 101 Corridor Connect: US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) — Resolution

   5.f. Adopting the South County Multimodal Strategy and Allocating $5,600,000 in New Measure A Interest Income Funds for Implementation of 101 Corridor Connect Programs and the Highway 1 Coastal Connect Plan — Resolution

6. Report of the Chair

   6.a. Resolution of Appreciation for Jackie Speier — Resolution

7. San Mateo County Transit District Liaison Report — Informational

8. Peninsula Corridor Joint Powers Board Liaison Report — Informational

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

9. Report of the Executive Director — Informational

10. Program

    10.a. Accept US 101 Express Lanes Semi-Annual Update on Variable Rate Bonds and Express Lanes Performance — Motion

    10.b. Peninsula Shuttle Program Optimization and Funding Strategy - Update — Informational

    10.c. Project Updates: US 101 Managed Lanes North of Interstate 380 and US 101/State Route 92 Direct Connector — Informational

11. Finance

    11.a. Awarding Contracts to AECOM Technical Services, Inc.; HDR Engineering, Inc.; Kimley-Horn and Associates, Inc.; Mark Thomas & Company, Inc.; and William R. Gray and Company, dba Gray-Bowen-Scott, for On-Call General Engineering Consultant Services for an Aggregate Not-To-Exceed Amount of $70 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Additional $15 Million Each, for an Aggregate Not-To-Exceed Amount of $100 Million — Resolution

12. Legislative Matters

    12.a. Legislative Update — Informational

13. Requests from the Authority

14. Written Communications to the Authority

15. Date / Time of Next Regular Meeting: Thursday, April 2, 2026, at 5:00 pm

    The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.

16. Report of Legal Counsel

17. Adjournment

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Information for the Public

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Agendas are posted on the TA website at https://www.smcta.com/whats-happening/board-directors-calendar. Communications to the Board of Directors can be emailed to board@smcta.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287

Date and Time of Regular and Community Advisory Committee Meetings

Transportation Authority (TA) Board: First Thursday of the month at 5:00 p.m.
TA Community Advisory Committee (CAC): Tuesday prior to the TA Board meeting at 4:30 pm.
Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the TA website.

Location of Meeting

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

*Should Zoom not be operational, please check online at https://www.smcta.com/whats-happening/board-directors-calendar for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Written public comments may be emailed to publiccomment@smcta.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.smcta.com/whats-happening/board-directors-calendar.

Oral public comments will also be accepted during the meeting in person, through Zoom, or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

Accessible Public Meetings/Translation

Upon request, the TA will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070, at the same time that the public records are distributed or made available to the legislative body.

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

San Mateo County Transportation Authority
Board of Directors

1250 San Carlos Avenue, San Carlos, California 94070
Skyline College, 3300 College Drive, Building 12, San Bruno, CA 94066

DRAFT Minutes of February 5, 2026

Members Present:	Noelia Corzo, Anders Fung (arrived at 5:04 pm), Ray Mueller, Carlos Romero, Mark Nagales (Vice Chair), Julia Mates (Chair)
Members Present via Teleconference:	Rico E. Medina
Members Absent:	None
Staff Present:	A. Alicic, S. Atkinson, J. Cassman, A. Chan, J. Epstein, A. Feng, P. Gilster, T. Huckaby, L. Lumina--Hsu, J. Manzi, P. Skinner, D. Susantin

1. **Call to Order**
   Chair Mates called the meeting to order at 5:04 pm.

2. **Oath of Office – Ray Mueller for a term ending December 31, 2026, representing the San Mateo County Board of Supervisors**
   Loana Lumina Hsu, Deputy Authority Secretary, delivered the Oath of Office to Ray Mueller representing the San Mateo County Board of Supervisors.

3. **Roll Call / Pledge of Allegiance**
   Ms. Lumina-Hsu called the roll and confirmed a Board quorum was present.

   Chair Mates led the Pledge of Allegiance.

   Request to move Item 11.d. to be heard after Item 11.a.

   Motion/Second: Nagales/Corzo
   Ayes: Corzo, Fung, Medina, Mueller, Romero, Nagales, Mates
   Noes: None
   Absent: None

4. **Public Comment for Items Not on the Agenda**
   Rich Hedges commented on adding protected crosswalks at 17th and El Camino Real for pedestrian safety.

5. **Report of the Community Advisory Committee**
   Chair Mates stated the report is available online.

DRAFT

6. **Consent Calendar**
   - **6.a. Approval of Minutes of the Board of Directors Meeting of January 8, 2026**
   - **6.b. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook**
   - **6.c. Accept Quarterly Investment Report**
   - **6.d. Updating the Strategic Plan 2025-2029 to Revise the Grade Separation Program Policies and Near-Term Funding Strategy, and to Limit Allocations for Cost Increases for Competitive Program Projects** – *Approved by Resolution No. 2026-04*

   Motion/Second: Romero/Nagales
   Ayes: Corzo, Fung, Medina, Mueller, Romero, Nagales, Mates
   Noes: None
   Absent: None

7. **Report of the Chair**
   7.a. Resolution of Appreciation for Carlos Romero – *Approved by Resolution No. 2026-05*

   Motion/Second: Fung/Corzo
   Ayes: Corzo, Fung, Medina, Mueller, Romero, Nagales, Mates
   Noes: None
   Absent: None

8. **San Mateo County Transit District Liaison Report**
   Chair Medina stated the report was posted online.

9. **Peninsula Corridor Joint Powers Board Liaison Report**
   Chair Medina stated the report was posted online.

10. **Report of Executive Director**
    April Chan, Executive Director, stated the report was in the packet and noted the following:
    - Welcomed Director Mueller for his return to the Board
    - Key Performance Indicator (KPI) dashboard is now live
    - Upcoming Bay Area Rapid Transit District (BART) workshop on alternative service framework
    - SamTrans workshop on financial sustainability and funding planning

    Staff provided further clarification in response to the Board comments and questions, which included opportunities to provide additional funding, mini-grants, and various grant levels, and KPI dashboard expenditures for completed projects clarification.

DRAFT

11. Program

11.a. 101 Corridor Connect: Draft South County Multimodal Strategy

Sue-Ellen Atkinson, Manager, Planning and Funding Management, provided the presentation that included the following:

- Engaged 1,700 participants via pop-ups, focus groups, and online surveys
- Key concerns: congestion, transit access/reliability, bike/pedestrian safety, limited options
- Top 20 projects prioritized using program goals and key corridors
- Implementation plan identifies funding sources: federal, state, Measure A and W

Director Mueller left at 5:24 pm.

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Mini-Grant Program has $4 million funding; $750,000 cap per project; multi-city projects may get $1 million
- Support for project sponsors and multi-city collaboration
- Track benefits such as vehicle miles traveled (VMT) reduction and mode shift

Item 11.d. was heard prior to Item 11.b.

11.b. San Mateo Countywide Transportation Plan Update

Patrick Gilster, Director, Planning and Funding Management provided the presentation that included the following:

- Community input, around 30,000 touchpoints, multilingual, in-person, and online engagement
- Creates a vision for the future of transportation in San Mateo County
- Goals: safe, equitable, accessible, climate-resilient
- Travel data: high solo driving, short trips for active modes
- Roadway concerns: traffic congestion, weekend congestion and emergency access
- Transit: SamTrans backbone, ridership, frequency/reliability needs
- Active transportation: bikeway network, safety, intersections, amenities, sidewalk inventory, e-bike incentives

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Countywide Transportation Plan (CTP) purpose and long-term vision
- Key challenges: congestion, single-occupancy vehicles, safety
- Transit and active transportation including e-bikes and microtransit
- Future technology trends: autonomous vehicles, mode shift, electrification
- Regional collaboration and alignment with cities, City/County Association of Governments (C/CAG), and funding

DRAFT

11.c. Brand Refresh Update

Taylor Huckaby, Deputy Chief, Communications provided the presentation that included the following:

- Goals: consistency, recognition, approachability, value
- Modern, flat logotype, accessible and scalable
- Developed through stakeholder feedback and iterations

Staff provided further clarification in response to the Board comments and questions, which included the logo and website updates were part of a brand refresh.

11.d. 101 Corridor Connect: US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) Update

Ms. Atkinson, provided the presentation that included the following:

- Plan focuses on a quarter-mile corridor around freeway; adds 27 miles of bike and pedestrian infrastructure; enhances high-injury segments and 16 crossings
- Six priority projects have conceptual designs and community input
- Goals: safety, connectivity, sustainability, inclusivity

Staff provided further clarification in response to the Board comments and questions, which included full document access and online format, and setting project objectives and reducing VMT.

12. Legislative Matters

12.a. Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided the presentation that included the following:

Federal

- 11 of 12 bills passed; United States Department of Homeland Security (DHS) funds pending
- Transportation, Housing and Urban Development bill approved
- Highway funding increased; transit and rail funding decreased

State

- Fiscal Year 2026 budget: $2.9 billion deficit, balanced budget due June 15

13. Requests from the Authority – Director Corzo requested the Transportation Authority lead a conversation on bike and pedestrian safety.

14. Written Communications to the Authority – Available online.

15. Date/Time of Next Regular Meeting: Thursday, March 5, 2026, at 5:00 pm

DRAFT

16. Report of Legal Counsel

16.a. Establishing Community Advisory Committee Appointment Procedures - *Approved by Resolution No. 2026-06*

Joan Cassman, Legal Counsel, and Peter Skinner, Chief, Transportation Authority, presented a revised Citizens Advisory Committee (CAC) selection procedures incorporating prior Board feedback.

Motion/Second: Nagales/Fung
Ayes: Corzo, Fung, Medina, Romero, Nagales, Mates
Noes: None
Absent: Mueller

17. Adjournment - The meeting adjourned at 7:17pm.

DRAFT

San Mateo County Transportation Authority
Staff Report

To:	Board of Directors
Through:	April Chan, Executive Director
From:	Peter Skinner, Chief Officer, Transportation Authority
Subject:	**Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 2**

Action

Staff proposes that the Board of Directors (Board) accept and enter into the record the Capital Projects Quarterly Status Report (QSR), which is submitted to the Board for information only.

Significance

The Capital Projects QSR is submitted to keep the Board informed of ongoing capital projects funded by Measure A and W funds. For this quarter, staff has updated the formatting of the Highway Program projects to improve readability and streamline reporting. However, the general information provided on the scope schedule and budget remain largely unchanged. All other program categories will be updated to the new format in future iterations of the report.

Budget Impact

There is no impact on the budget.

Background

Staff prepares the Capital Projects QSR for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is presented to the Board for informational purposes to provide up-to-date information on the status of capital projects.

Prepared By: Leslie Fong Financial Program Manager 650-508-6332

SAN MATEO COUNTY Transportation Authority

CAPITAL PROJECTS
Quarterly Status Report

FY2026 Q2: October 1, 2025 - December 31, 2025

Top-Left: Ribbon-cutting Ceremony of the new US 101 - University Ave Overcrossing Bicycle and Pedestrian Bridge on November 22, 2025
Top-Right: Aerial view of the construction at SR 92 WB off-ramp to US 101 SB as part of the 101/92 Short-Term Area Improvements Project
Bottom-Left: Community workshop hosted in San Mateo on November 5, 2025 for the 19th Ave/Fashion Island Blvd Multimodal Improvements Project
Bottom-Right: City of San Mateo and TA staff receiving feedback from participants on the 19th Ave/Fashion Island Blvd Multimodal Improvements Project

SAN MATEO COUNTY Transportation Authority

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SAN MATEO COUNTY Transportation Authority

HIGHWAY PROGRAM SUMMARY TABLE

FY2026 Q2: October 1, 2025 - December 31, 2025

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	**5**	🟢	🟢	🟢	🟢	🟢	🟢
000622	US 101/Willow Interchange	**7**	🔴	🔴	🟢	🟢	🟢	🟢
000768	US 101/Woodside Road (SR 84) Interchange	**9**	🟡	🟡	🟢	🟢	🟢	🟢
000791	US 101 Express Lanes	**11**	🟢	🟢	🟢	🟢	🟢	🟢
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	**14**	🟢	🔴	🟢	🟢	🟢	🟢
000803	Utah Avenue Overcrossing	**16**	🔴	🔴	🟢	🟢	🟢	🟢
000805	Highway 92/El Camino Real Interchange	**18**	🔴	🔴	🟢	🟢	🟢	🟢
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	**20**	🟢	🟢	🟡	🔴	🟡	🟡
100302	US 101 Managed Lanes (North of I-380)	**22**	🔴	🟢	🟢	🟢	🟢	🟢
100318	US 101/SR 92 Interchange Area Improvements	**24**	🔴	🔴	🟢	🟢	🟢	🟢
100319	US 101/SR 92 Direct Connector	**26**	🟢	🔴	🟢	🟢	🟢	🟢
100321	Highway 1/Manor Avenue Overcrossing	**28**	🟢	🟢	🟢	🟢	🟢	🟢
100663	Moss Beach – SR1 Congestion & Safety Improvements	**30**	🟢	🟢	🟢	🟢	🟢	🟢
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	**32**	🟡	🔴	🟢	🟢	🟢	🟢

SAN MATEO COUNTY Transportation Authority

HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
SCHEDULE	(a) Project milestones / critical path are within plus / minus four months of the current baseline schedule. (b) Physical progress during the report period is consistent with incurred expenditures. (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is four to six months behind the current baseline schedule. (b) No physical progress during the report period, but expenditures have been incurred. (c) Detailed baseline schedule NOT finalized.	(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
BUDGET	(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
FUNDING	(a) Expenditure is consistent with Available Funding. (b) All funding has been secured or available for scheduled work.	(a) Expenditure reaches 90% of Available Funding, where remaining funding is NOT yet available. (b) NOT all funding is secured or available for scheduled work.	(a) Expenditure reaches 100% of Available Funding, where remaining funding is NOT yet available. (b) No funding is secured or available for scheduled work.

Notes:
(1) If more than one event is triggered, the worst performing light will be shown.
(2) Status color is based on the pending milestones (completed milestones are not considered).

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: Landscaping Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Right of Way (ROW) close-out for 101/Broadway Interchange and construction phase for the interchange landscaping

STATUS OVERVIEW:

Percent Complete:	74%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	●	●	●
Previous	●	●	●

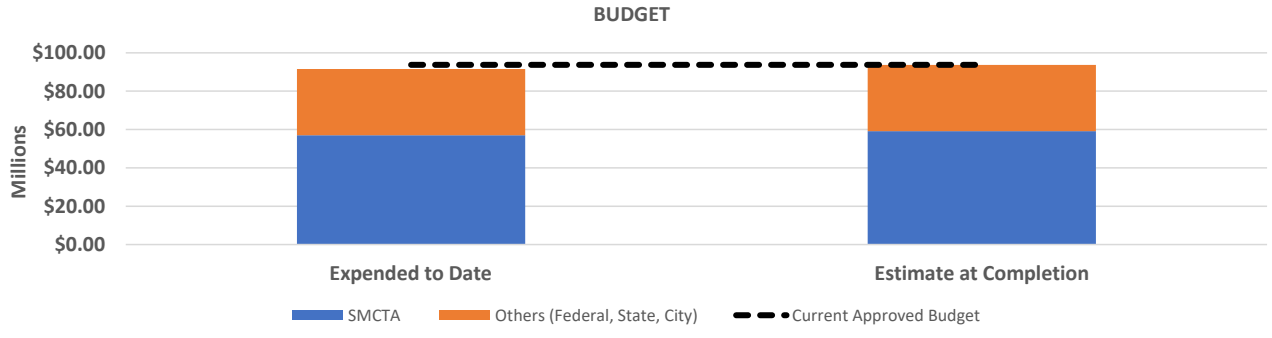
PROJECT DESCRIPTION:
The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and increase bicyclist and pedestrian access across US 101 and around the interchange.

STATUS SUMMARY:
While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW close-out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, SMCTA staff re-started work for the completion of the ROW close-out and the final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The Caltrans encroachment permit for construction was obtained on May 29, 2024.

SMCTA staff issued the Notice to Proceed for construction management services to HDR and AECOM to provide design support during construction. In December 2024, the SMCTA Board of Directors approved the construction contract. Active construction began in May 2025.

The project is in the final phase of active construction, which includes irrigation system repairs, site cleanup, and securing Caltrans approval for plant materials. This phase is anticipated to conclude in early winter 2026. Planting is expected to occur in winter 2026, weather permitting, as construction activities are suspended during rainfall. Following planting, the project will enter a three-year vegetation establishment and maintenance period to ensure plant survival, health, and long-term performance.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$59,187,000	$ 57,054,367	$2,132,633	96%	$59,187,000	$0
Others (Federal, State, City)	$34,551,000	$34,551,000	$0	100%	$34,551,000	$0
Total Project	**$93,738,000**	**$91,605,367**	**$2,132,633**	**98%**	**$93,738,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/30/24	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Repaired irrigation controllers.
2. Implemented soil protection measures to prevent erosion.
3. Reviewed and confirmed plant types and materials in preparation for landscaping installation.

FUTURE ACTIVITIES:

1. Verify that plant varieties and quantities delivered comply with approved plans and specifications.
2. Prepare planting areas.
3. Install plant materials.
4. Obtain final Joint Use Agreement signatures from PG&E and Caltrans.
5. Finalize the Right-of-Way Record of Survey and submit for approval.
6. The MOU will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Establishes TA as sponsor and implementing agency for PA&ED. Board Resolution No. 2010
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping
RESO Funding (LND CON)	6/1/2023	N/A	N/A	Board Resolution No. 2023-9
Cooperative Agreement No. 04-2875 (LND CON)	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for construction of landscaping
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction of project landscaping

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E (Activity 16)
Future Funded Phases: Landscaping CON (Activity 16)

PHASE OVERVIEW:
Design and construction of US 101/ Willow Road interchange landscaping improvements

STATUS OVERVIEW:

Percent Complete:	48%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🔴	🟢	🟢

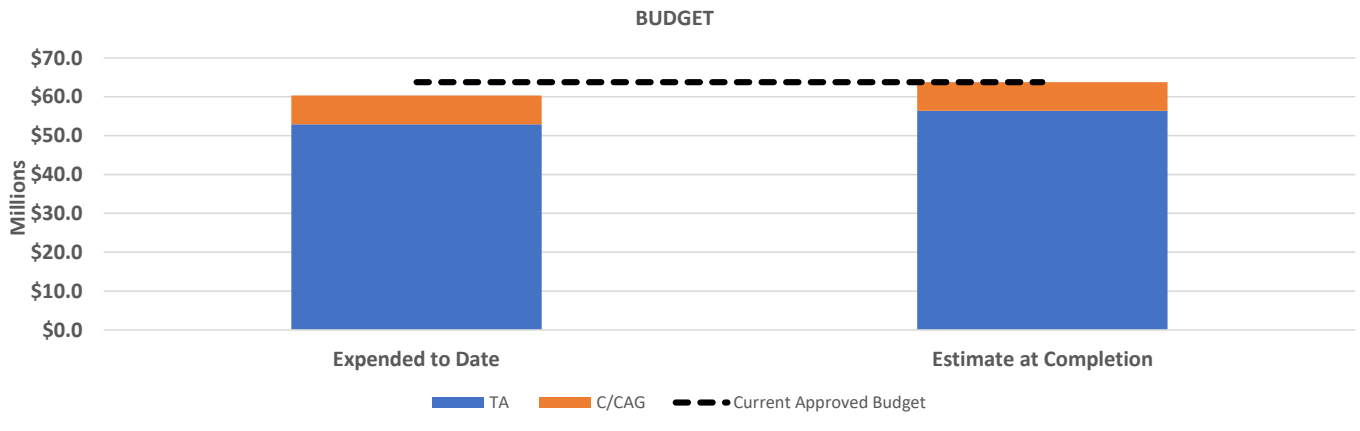
PROJECT DESCRIPTION:
This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

STATUS SUMMARY:
Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, Transportation Authority (SMCTA), and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

Upon securing the encroachment permit, the SMCTA will assume responsibility for advertising, awarding, and administering (AAA) the construction contract, in alignment with the project's cooperative agreement and MOU.

Final design was submitted to Caltrans for review and approval in December 2025. Following extensive coordination with Caltrans and SMCTA to address comments and confirm construction requirements, the project is now transitioning from design to construction.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$56,400,000	$52,947,168	$3,452,832	94%	$56,400,000	**$0**
C/CAG (State Transportation Improvement Program)	$7,360,534	$7,360,534	$0	100%	$7,360,534	**$0**
Total Project	**$63,760,534**	**$60,307,702**	**$3,452,832**	**95%**	**$63,760,534**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	03/30/25	10/01/23	12/31/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	06/10/26	08/30/30

PROGRESS THIS QUARTER:

1. Completed 100% PS&E package, incorporating agency review comments and final design refinements.
2. Coordinated with Caltrans to support readiness for construction advertisement.

FUTURE ACTIVITIES:

1. Secure final Caltrans approvals, including the encroachment permit.
2. Advertise the project for construction.
3. The MOU will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

KEY ISSUES:

1. Ongoing coordination with Caltrans, Menlo Park, and East Palo Alto delayed design approval, resulting in schedule impacts.
2. Updated engineer's cost estimate indicates a potential funding shortfall for construction, which may require additional funding or adjustments to project scope prior to construction award.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and the TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/WOODSIDE ROAD (SR 84) INTERCHANGE

Project ID: 000768

Sponsor: City of Redwood City
Implementing Agency: City of Redwood City
SMCTA Role: Funding Agency
Current Phases: PS&E, ROW Support, ROW Capital (Activities 13, 14, 15)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:
Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) for 84/101 interchange improvement project.

STATUS OVERVIEW:

Percent Complete:	71%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🟡	🟢	🟢
Previous	🟡	🟢	🟢

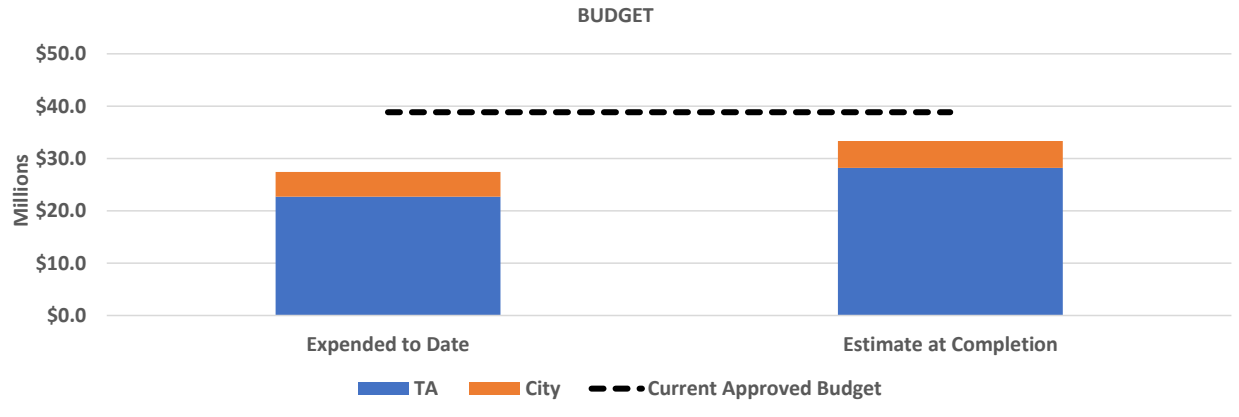
PROJECT DESCRIPTION:
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering 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 grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. 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. The total length of the Project is 2.3 miles, including 1.9 miles along US 101 (from Post Mile 4.6 to 6.5) and 0.40 miles along SR 84 (from Post Mile 25.3 to 25.7).

STATUS SUMMARY:
The project team continues to work with Caltrans and FHWA to secure $8M for the ROW phase, with the required TIP amendment and ROW co-op agreement amendment executed. The Supplemental agreement with the TA has been executed for ROW Capital, triggering changes to the percent complete values from last quarter. Project team has received Caltrans comments on the 95% structures and roadway PS&E design and initiated resolution of comments. These submittals include upgrades to meet current seismic safety standards. The team is addressing comments received from UPRR on the 90% submittal on rail crossing modifications.

The project team is working with Caltrans on various agreements (co-op, maintenance, freeway, and controlled access highway). The County-owned Veterans parcel resolution is in process. The City has identified stormwater capture credits that Caltrans has agreed would be acceptable as mitigation for the additional acreage. The next step is to meet with the Regional Water Quality Control Board along with Caltrans to agree on this plan. The team has initiated a design peer review and will do an independent cost estimate to understand the magnitude of cost risks and needed mitigation.

The schedule remains yellow this quarter due to the additional time needed to complete the ROW phase.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	$33,685,000	$22,685,053	$10,999,947	67%	$28,195,000	$0
City	$5,160,000	$4,758,916	$401,084	92%	$5,160,000	$0
Total Project	**$38,845,000**	**$27,443,969**	**$11,401,031**	**71%**	**$33,355,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	01/31/26
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	06/01/26

PROGRESS THIS QUARTER:

1. Received comments from Caltrans and UPRR, and the team is working to provide responses.
2. Secured agreement with Caltrans to create a three-way Construction Cooperative Agreement and made appropriate edits.
3. Continue to work on updating the Comms Plan with Caltrans for the Construction Phase and worked with Caltrans on the development of their staffing plan.
4. Reviewed the Caltrans draft Maintenance Agreement and requested exhibit revisions.
5. Continued work in support of securing property owners' signatures on purchase agreements.
6. Assisted in the final execution of the SMCTA Supplemental Agreement for Construction.
7. Worked to determine appropriate STIP eligible costs to secure full reimbursement by February 2026.
8. Continued work to resolve issues on Veterans parcel and continued work with utility companies on relocations.

FUTURE ACTIVITIES:

1. Finalize the Veterans Parcel terms and details.
2. Respond to inquiries regarding ROW parcel offers. Negotiate and approve purchase agreements for ROW parcels.
3. Initiate court proceedings for condemnation, if necessary. Prepare for the City Council on ROW actions.
4. Conduct Cost Optimization Peer Review and prepare for Independent Cost Estimate.
5. Meet RWQCB with Caltrans on off-site solution for stormwater capture. Finalize plan to mitigate stormwater run-off.
6. Initiate work on 100% project PS&E.
7. Coordinate UPRR design acceptance to facilitate property acquisition.
8. Meet with lobbying team to determine proactive response to USDOT's review of the INFRA application.
9. Submit the E-76 for authorization to spend INFRA funds, pending TIP amendment approval.
10. Develop Initial Financial Plan (IFP), a requirement of E-76.

KEY ISSUES:

1. Must find ways to deliver Railroad, Right of Way, PS&E early in order to advertise in 2026 and begin construction in early 2027.
2. The City has not been submitting regular reimbursement requests.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Redwood City is sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/SMCTA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes
Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added by Sponsor
Project Supplement 1	05/12/25	12/31/27	06/30/27	Adds budget for ROW Capital

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

Sponsors: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding Agency/Co-Implementer/Co-Sponsor
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction for the addition of express lanes on US 101 between Santa Clara County and Interstate 380

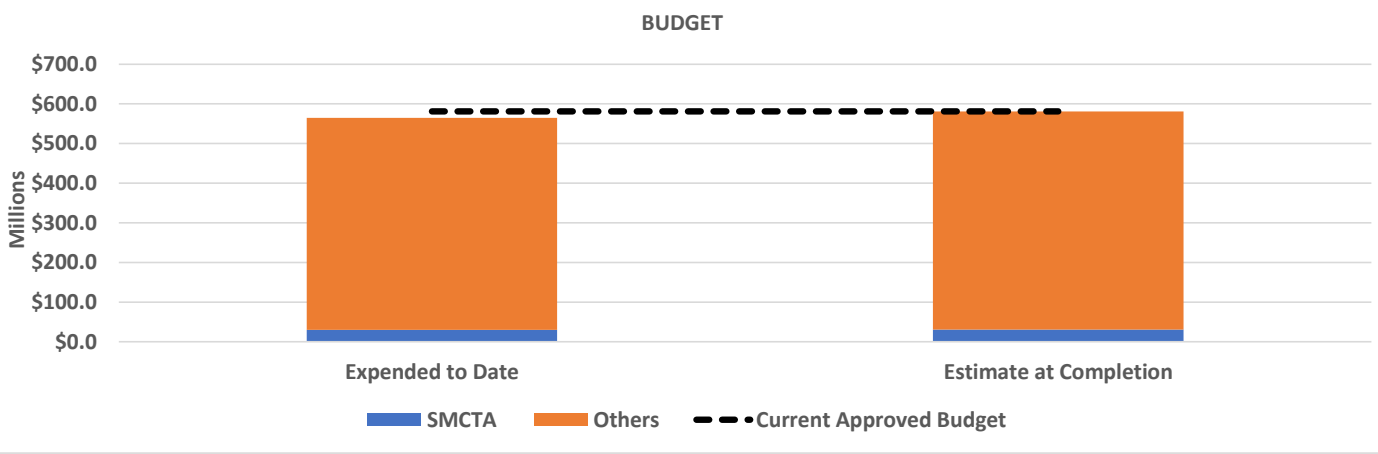
STATUS OVERVIEW:

Percent Complete:	99%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on US 101 in San Mateo County. The Project created 22 miles of express lanes in both directions on US 101 from the San Mateo County/Santa Clara County line to I-380 in South San Francisco. The San Mateo 101 Express Lanes seamlessly connect to the express lanes in Santa Clara County. The express lanes were designed to maintain speeds of 45 miles per hour or greater, resulting in reduced and more reliable travel times.

STATUS SUMMARY:
Construction of the US 101 Express Lanes was completed and began operations in March 2023. The closeout of the construction contract is final. The remaining work is for construction of the project landscaping that began in March 2023. The majority of the landscaping construction work is complete, with outstanding work needed at Whipple Avenue and Skyway Boulevard. The project is currently in the plant establishment period (PEP) through fall 2028.

As the project has transitioned into the plant establishment period, detailed quarterly status reports will no longer be provided.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
SMCTA	$30,500,000	$29,883,763	$616,237	$30,500,000	$0	98%
Regional	$95,000,000	$82,150,571	$12,849,429	$95,000,000	$0	86%
Loan/Future Toll	$86,500,000	$86,500,000	$0	$86,500,000	$0	100%
Federal	$9,500,000	$9,500,000	$0	$9,500,000	$0	100%
State	$306,670,000	$303,794,205	$2,875,795	$306,670,000	$0	99%
Private	$53,000,000	$53,000,000	$0	$53,000,000	$0	100%
Total Project	**$581,170,000**	**$564,828,538**	**$16,341,462**	**$581,170,000**	**$0**	**97%**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23
Landscaping	03/03/23	12/31/27	03/03/23	12/31/27	03/03/23	10/01/28

PROGRESS THIS QUARTER:

Project Landscaping:

1. Planting is 99% complete.
2. Completed installation of all irrigation facilities including the final connection to the Redwood City water source at Whipple Avenue.

FUTURE ACTIVITIES:

Project Landscaping:

1. Planting for southbound Whipple Avenue.
2. Install solar panel, electrical converter, and batteries at Skyway Boulevard.
3. Complete electrical punch list items.
4. Install revised layout of permanent erosion control.

KEY ISSUES:

1. The start of the PEP was delayed by over six months due to inclement weather, additional time to coordinate electrical service connection issues, and to coordinate overlapping construction activities with the 101/University Pedestrian Overcrossing project.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 15777303.4 Amendment #1	05/27/20	N/A	N/A	Addition of Southern Segment; tolling and violation policies
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding
Cooperative Agreement 04-2767; 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

Sponsor: City of East Palo Alto
Implementing Agency: City of East Palo Alto
SMCTA Role: Funding Agency
Current Phase: Construction (Activities 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction of US 101/University Avenue interchange improvements inclusive of bicycle and pedestrian improvements

STATUS OVERVIEW:

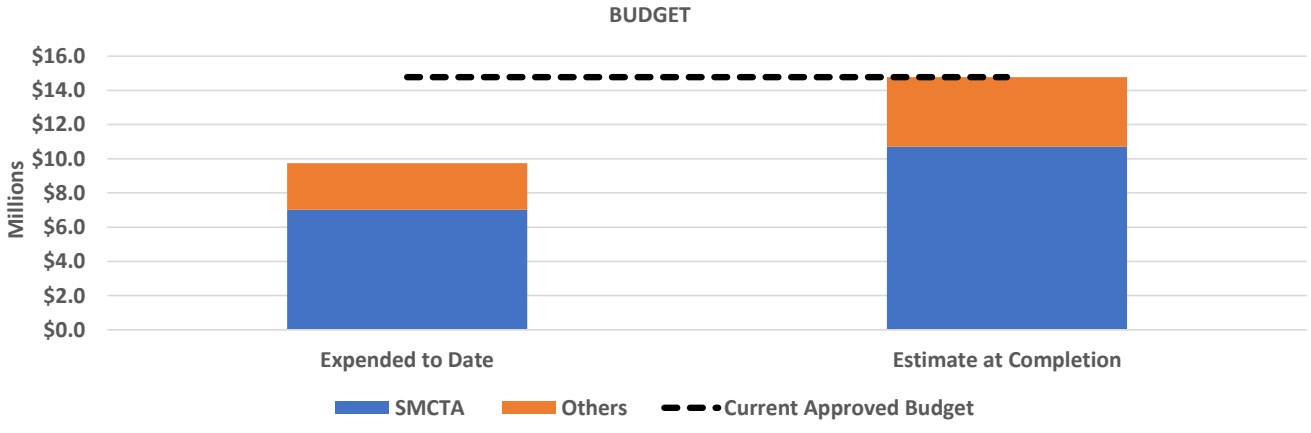
Percent Complete:	98%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🟢	🟢	🟢

PROJECT DESCRIPTION:
The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would 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 for pedestrian and bicyclist safety.

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.

STATUS SUMMARY:
Construction activities began in July 2023. The construction contractor completed construction activities and a ribbon cutting event was held on November 22, 2025.

While constuction activities are complete, a number of potential claims from the contractor are currently being processed. Additional time is needed to resolve these claims and any related cost implications. The City has requested an extension to the funding agreement and an amendment is underway to allow for more time to process final project reimbursements.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$10,700,000	$7,014,042	$3,685,958	66%	$10,700,000	$0
Federal (earmark)	$771,000	$487,044	$283,956	63%	$771,000	$0
State (Local Partnership Program)	$2,302,200	$1,558,539	$743,661	68%	$2,302,200	$0
Local (Stanford Recreation Mitigation Grant)	$1,000,000	$681,861	$318,139	68%	$1,000,000	$0
Total Project	**$14,773,200**	**$9,741,486**	**$5,031,714**	**66%**	**$14,773,200**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	07/01/26

PROGRESS THIS QUARTER:

1. Completed irrigation installation and planting.
2. Completed the midwest guardrail system for Bent 2.
3. Completed traffic loop detector installation and striping.
4. Coordinated reimbursement claims #2 and 3 for expenses through September 2025.
5. Coordinated a ribbon cutting event.

FUTURE ACTIVITIES:

1. Resolve contractor claims.
2. Process reimbursement claim #4.
3. Process Funding Agreement amendment to extend the expiration date.

KEY ISSUES:

1. Additional time was needed through September 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects.
2. Additional time is needed to process reimbursement requests due to outstanding claims from the contractor. An amendment is being developed to extend the Funding Agreement expiration date.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA	02/08/23	12/31/25	07/31/25	Board Resolution No. 2021-33 dated 12/02/21

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: Utah Avenue Overcrossing

Project ID: 000803

Sponsor: City of South San Francisco
Implementing Agency: City of South San Francisco
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) of the Utah Avenue Extension

STATUS OVERVIEW:

Percent Complete:	60%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🔴	🟢	🟢

PROJECT DESCRIPTION:
The scope of the project is to provide the design for the construction of a new US 101 overcrossing that will extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

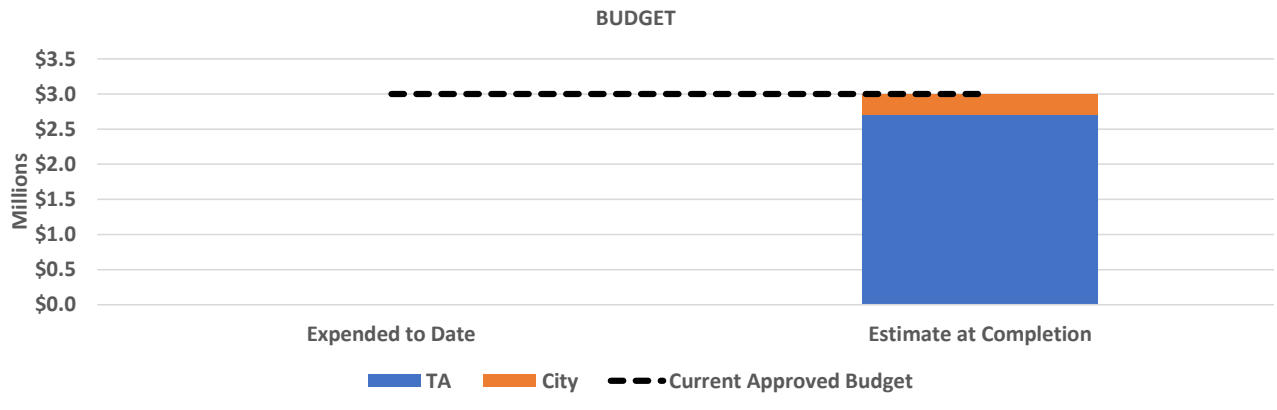
The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:
The Project Approval and Environmental Document (PA&ED) phase was completed in February 2023. Since then, the project has received federal, state, and SMCTA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

For delivery and coordination purposes, the project remains divided into two primary components:
1. Intersection Improvements:
- South Airport Boulevard/Utah Avenue
- San Mateo Avenue/Utah Avenue
- Airport Boulevard/Produce Avenue/San Mateo Avenue
2. US 101 Overpass:
- New overpass of US 101 extending from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue

This quarter, the design team advanced both the structure and roadway components of the project. The schedule remains under close monitoring due to prior delays, but recent progress indicates the project remains on track for completion in fall of 2026. Coordination continues with Caltrans to support design submittals, right of way certification, and overall construction readiness.

The schedule remains red due to project delays stemming from the time the design team dedicated to coordinating with adjacent development projects. SMCTA funds will not be drawn down until the project's federal grant is expended.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	$2,700,000	$0	$2,700,000	0%	$2,700,000	$0
City	$300,000	$0	$300,000	0%	$300,000	$0
Total Project	**$3,000,000**	**$0**	**$3,000,000**	**0%**	**$3,000,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	5/27/2024	12/31/2025	5/27/2024	12/31/2025	5/27/2024	8/11/2026

PROGRESS THIS QUARTER:

1. Completed the internal review of 65% structure design for the overpass and initiated the draft 95% structural submittal.
2. Completed Part C of the aerial photographic mapping.
3. Begin preliminary Right-of-Way (ROW) certification tasks required for the construction phase.

FUTURE ACTIVITIES:

1. Submit the 65% structure PS&E to Caltrans for review.
2. Complete the 95% roadway PS&E package.
3. Continue preliminary right-of-way certification efforts.
4. The Funding Agreement is currently being amended to reflect the approved project extension period.

KEY ISSUES:

1. Coordination with adjacent development projects previously delayed preparation of design drawings. Although this coordination effort has been completed, resulting schedule impacts will continue through the current phase and will require an amendment to extend the project's time of performance.
2. TA funds will be accessed once federal funds are exhausted.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	5/30/2024	6/30/2026	12/31/2025	Board Resolution 2023-26 dated 12/7/2023

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: HIGHWAY 92/SR 82 (EL CAMINO REAL) INTERCHANGE

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo
SMCTA Role: Funding Agency
Current Phase: Landscaping Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction of Highway 92/SR 82 Interchange Project, including landscaping improvements

STATUS OVERVIEW:

Percent Complete:	80%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🔴	🟢	🟢

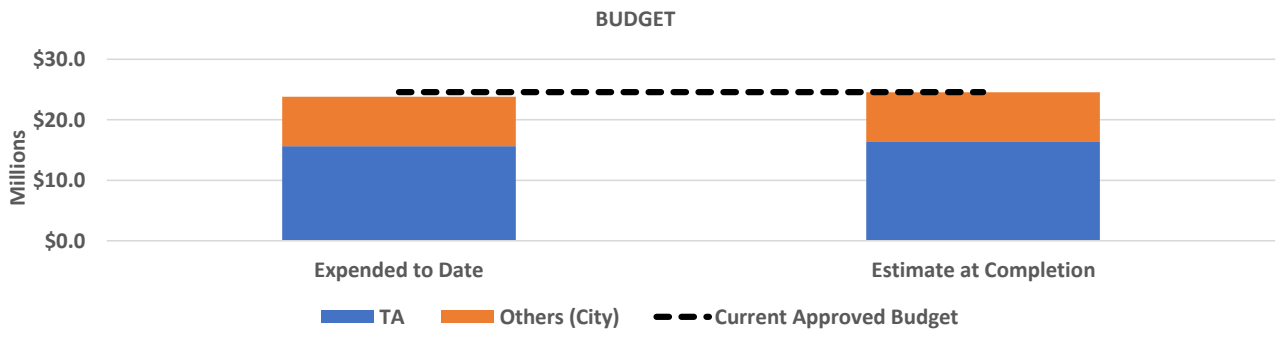
PROJECT DESCRIPTION:
This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and adding bike lanes on State Route 82.

STATUS SUMMARY:
Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans right-of-way.

The plant establishment period began in October 2025 for the main SR 92/82 interchange area. Landscaping improvements are generally complete, and planted areas are currently under maintenance and monitoring. The City is awaiting a cost proposal from Marina Landscaping for the installation of eight trees in the Ivy Yard.

The schedule remains red due to earlier project delays stemming from rain delays, permit expiration, and staff capacity.

As the project has transitioned into the plant establishment period, detailed quarterly status reports will no longer be provided.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	$16,356,650	$15,619,614	$737,036	95%	$16,356,650	$0
Federal	$1,980,000	$1,980,000	$0	100%	$1,980,000	$0
State	$5,050,000	$5,042,826	$7,174	100%	$5,050,000	$0
City	$1,181,535	$1,181,535	$0	100%	$1,181,535	$0
Total Project	**$24,568,185**	**$23,823,975**	**$744,210**	**97%**	**$24,568,185**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/30/27	09/01/22	12/30/27	03/31/25	08/31/28

PROGRESS THIS QUARTER:

1. Conducted regular site inspections to confirm plants are being properly maintained.
2. Verified irrigation system functionality, planting conditions, and plant establishment activities.

FUTURE ACTIVITIES:

1. Continue inspection and monitoring of landscaped areas during the plant establishment period.
2. Install eight trees in the Ivy Yard upon receipt and approval of contractor's cost proposal.
3. The Funding Agreement will require an amendment to extend the time of performance to fully accommodate the plant establishment period.

KEY ISSUES:

1. Construction delays will require an amendment to extend the time of performance.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	04/04/22	12/30/27	12/30/27	Board Resolution No. 2015-19

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: HIGHWAY 1 (SR 1) SAFETY AND OPERATIONAL IMPROVEMENTS

Project ID: 000823

Sponsor: City of Half Moon Bay
Implementing Agency: City of Half Moon Bay
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction phase for safety and operational improvements along Highway 1 (SR 1)

STATUS OVERVIEW:

Percent Complete:		28%	
Quarter	**Schedule**	**Budget**	**Funding**
Current	🟢	🔴	🟡
Previous	🟢	🟡	🟡

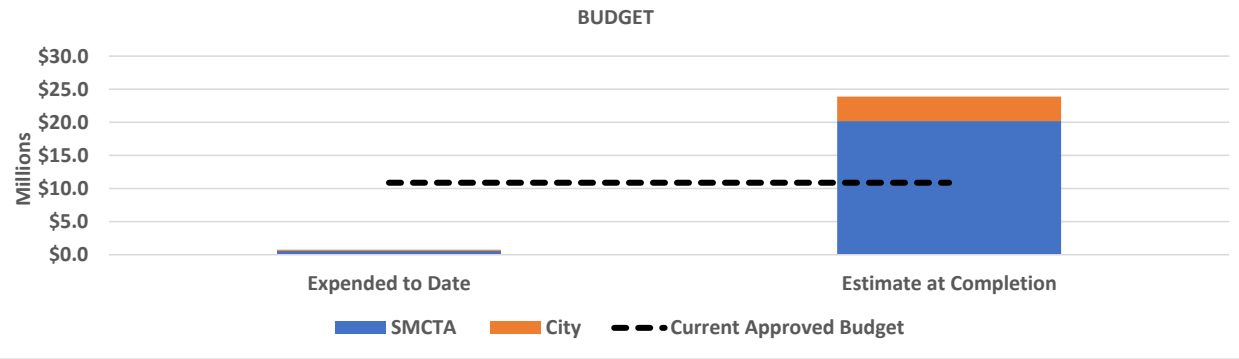
PROJECT DESCRIPTION:
Project will widen Highway 1 (SR 1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue, and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will 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.

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.

STATUS SUMMARY:
Revisions to the 100% plans based on City and Caltrans concurrence are currently underway. Resubmittal is targeted for the end of January. PG&E is working on separate encroachment permits for the relocation of an existing gas vent and expects to have permit approval and installation completed in the spring of 2026. Plans have also been coordinated with Caltrans SHOPP project which is in construction.

PG&E is currently processing an application for the last utility that needs relocation. The City is awaiting Caltrans Right-of-Way Certification. The revised construction cost estimates are significantly higher than previous estimates due to higher costs for materials and labor across the industry. The City applied for additional funding from the 2025 Highway Call for Projects to close the construction gap. The request was included in the draft recommendations to the Board in December.

The budget is red due to the updated project costs. The budget and funding status lights are anticipated to return to green in the next reporting period as the Highway call for projects awards include additional funding for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$8,475,000	$582,248	$7,892,752	7%	$20,175,000	($11,700,000)
City	$2,400,000	$164,262	$2,235,738	7%	$3,700,000	($1,300,000)
Total Project	**$10,875,000**	**$746,510**	**$10,128,490**	**7%**	**$23,875,000**	($13,000,000)

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	09/01/23	12/31/27	03/01/25	12/31/27

PROGRESS THIS QUARTER:

1. The City applied for $11.7 million from the Measure A/W Highway Program 2025 Call for Projects for closing the funding gap for contruction. The request was included in the draft recommendations to the TA Board at the December meeting.
2. The City reached a general consensus with Caltrans functional units to address comments on pending issues.
3. The City continues collaboration with PG&E to relocate the gas line casing vent as part of a separate, standalone project where PG&E Engineering is doing the design.

FUTURE ACTIVITIES:

1. Continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Design team to resubmit 100% plans to Caltrans by the end of January.
3. Receive encroachment permit with PG&E for the gas line relocation work.

KEY ISSUES:

1. Updated construction cost estimate for the project substantially exceeds allocated funds. The City applied for additional funding to close the gap.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1	04/23/25	06/30/28	12/31/27	Amended for time extension.

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

Sponsor: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) to complete the managed lanes on US 101 from north of I-380 to San Mateo/San Francisco County Line

STATUS OVERVIEW:

Percent Complete:	80%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🟢	🟢	🟢
Previous	🔴	🟢	🟢

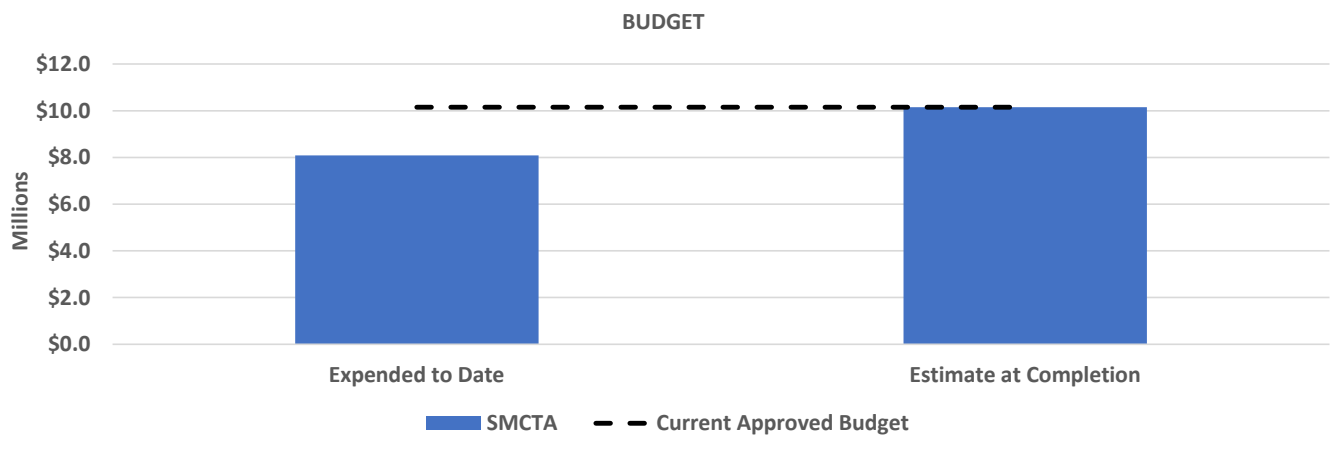
PROJECT DESCRIPTION:
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange to the San Mateo/San Francisco County Line. The PAED phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

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 potentially other vehicles for a fee. 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 to avoid congestion on US 101. The Project closes the gap and will complete the planned managed lane system on US 101 within San Mateo County which spans from San Francisco County to Santa Clara County with a possible extension into San Francisco County.

STATUS SUMMARY:
Caltrans functional units have approved various environmental and technical studies. The complexity of the traffic analysis required additional time to complete the work. The project team is actively coordinating with Caltrans management to improve collaboration on traffic-related work and approvals. The traffic operations analysis will be completed in May 2026 with release of the DED for public comment in mid-2026.

Contingency funds are being expended to accommodate the delay in project schedule. The City of South San Francisco requested a shift in the freeway alignment. The project team is reviewing the request and working with the City to identify potential VMT mitigation measures for the project.

The MOU was amended in the last quarter which reset the schedule status light to green.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$10,150,000	$8,085,292	$2,064,708	80%	$10,150,000	$0
Total Project	**$10,150,000**	**$8,085,292**	**$2,064,708**	**80%**	**$10,150,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/27	11/02/20	06/30/27

PROGRESS THIS QUARTER:

1. Caltrans approved VMT assessment and VMT mitigation strategies.
2. Caltrans approved Noise Abatement Decision Report.
3. Completed review of internal Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
4. Completed review of Sections 1-5 of the Draft Traffic Operational Analysis Report.
5. Continued working with Caltrans Operations and gained approvals on selected northbound select 2050 and intersection analysis traffic models.
6. The City of South San Francisco requested a shift in the 101 alignment eastwards toward Airport Blvd (instead of Dubuque on the west). The project team held focus meetings with the City to find a solution.

FUTURE ACTIVITIES:

1. Coordinate with Caltrans for the early submittal and review of the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
2. Submit the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA) to Caltrans for review.
3. Submit the 2nd Administrative Draft Project Report for Caltrans review.
4. Submit Sections 1-5 of the Draft Traffic Operational Analysis Report to Caltrans.
5. Advance work on remaining models of the Traffic Operational Analysis Report for Caltrans approval.
6. Meet with City of South San Francisco staff to discuss the realignment towards Airport Blvd.

KEY ISSUES:

1. The schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans.
2. SSF requested a shift in alignment away from Dubuque and towards Airport Blvd. The project team is working with SSF to consider this request.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PAED)	10/01/15	N/A	N/A	Board Resolution No. 2015-19 - funding for PAED
RESO Funding (PAED)	11/07/19	N/A	N/A	Board Resolution No. 2019-29 - additional funding for PAED
MOU - C/CAG (PAED)	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
Cooperative Agreement No. 04-2781 (PAED)	12/18/20	N/A	N/A	Established TA and C/CAG as co-sponsors, TA as implementing agency, Caltrans as environmental lead
RESO Funding (PS&E)	12/02/21	N/A	N/A	Board Resolution No. 2021-33 - allocated $11.323M for PS&E
RESO Funding (PAED, PS&E)	12/07/23	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023
MOU - C/CAG - Amended & Restated (PAED)	03/06/20	12/31/25	06/30/25	Amended and Restated MOU between SMCTA and C/CAG
Amendment 1: MOU - C/CAG - Amended & Restated (PAED)	09/23/25	12/31/27	06/30/27	Amendment 1 for time extension for the Amended and Restated MOU between SMCTA and C/CAG

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: ROW & Construction (Activities 14 and 16)
Future Funded Phases: None

PHASE OVERVIEW:
Right of Way (ROW) and Construction for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:

Percent Complete:	44%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🔴	🟢	🟢

PROJECT DESCRIPTION:
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from 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, and modifying the US 101 Hillsdale Boulevard exit ramp.

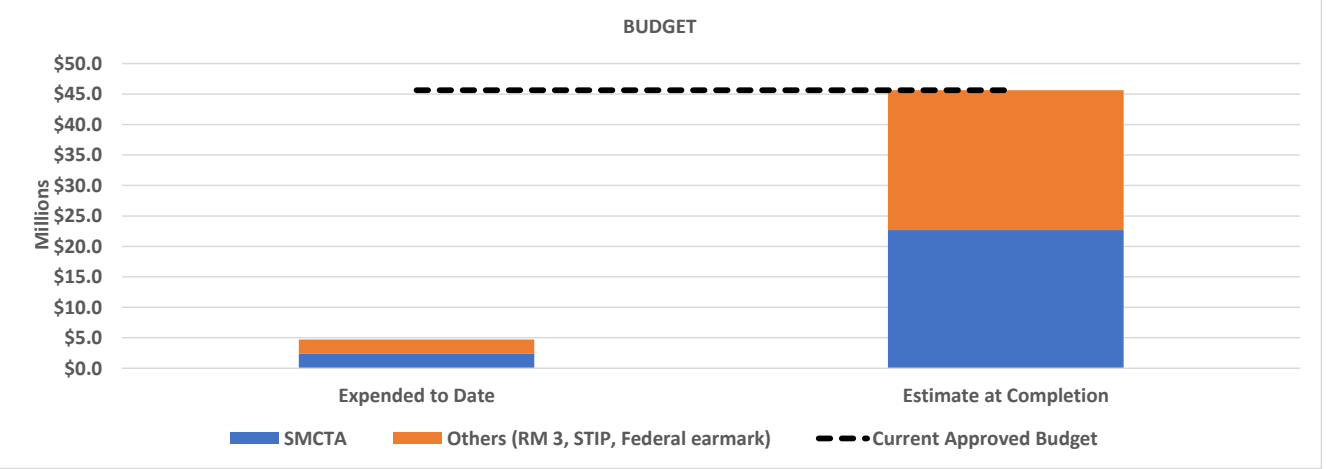
The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups on US 101.

STATUS SUMMARY:
Caltrans awarded the contract to the lowest bidder, Gordon N. Ball Incorporated, and finalized the contract in January 2025. Construction activities began on April 28, 2025.

To date, Caltrans has completed the realignment of the Fashion Island Boulevard off-ramp from southbound 101. Drivers heading towards Fashion Island Boulevard now use the Half Moon Bay/westbound 92 connector ramp to get to Fashion Island Boulevard, avoiding backups from eastbound 92 traffic that often backs up on that connector ramp. Installation of the final overhead signage is anticipated next quarter.

All pile drilling needed to create the foundations for the modified ramp from westbound 92 to southbound 101 is also complete. The column cages and pouring are complete. These foundations will support the reconfigured ramp, allowing for safer truck turns and smoother traffic flow. Temporary supports (i.e. falsework) have been set up and anchored to ensure a stable platform for the new sections of the ramp structure. Construction is ongoing and progressing.

As previously reported the schedule was delayed due to the additional time needed for Caltrans to finalize the construction package for advertisement. The updated schedule pushed the completion date back to Summer 2028, including a 1-year plant establishment period (PEP). An amendment to the MOU will be needed to extend the period of performance to fully accomodate the remainder of work scheduled.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$22,663,000	$2,377,130	$20,285,870	10%	$22,663,000	$0
MTC (Regional Measure 3)	$21,962,000	$2,308,664	$19,653,336	11%	$21,962,000	$0
Federal Earmark	$1,000,000	$27,464	$972,536	3%	$1,000,000	$0
Total Project	**$45,625,000**	**$4,713,257**	**$40,911,743**	**10%**	**$45,625,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24
CON	06/30/24	07/31/26	06/30/24	12/31/26	06/30/24	07/31/28

PROGRESS THIS QUARTER:

1. Finished inspecting the deep underground concrete columns that will hold up the reconfigured ramp structure for any safety issues using x-ray.
2. Continued installation of falsework for the reconfigured ramp between westbound 92 and southbound 101.
3. Began installation of bridge reinforcement including steel rods to strengthen and prevent concrete from cracking.

FUTURE ACTIVITIES:

1. Erect new sign structure.
2. Haul away contaminated dirt and debris from drilling per environmental and safety requirements.
3. Begin tearing down the old concrete guardrails to make room for the new sections of the ramp.
4. Begin to pour the the concrete for the underside and "ribs" of the new ramp sections.
5. Amend the MOU to extend the period of performance to fully accommodate the remainder of work, including the PEP.

KEY ISSUES:

1. Current forecast schedule for completion is delayed due to the additional time Caltrans needed to award the contract.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding
MOU Amendment #1 - CCAG/TA	11/04/24	06/30/27	12/31/26	Updates the Project Budget for additional RM3 funds and reduction in STIP funding

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

Sponsor: C/CAG, TA
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phases: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92

STATUS OVERVIEW:

Percent Complete:	43%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🟢	🟢	🟢

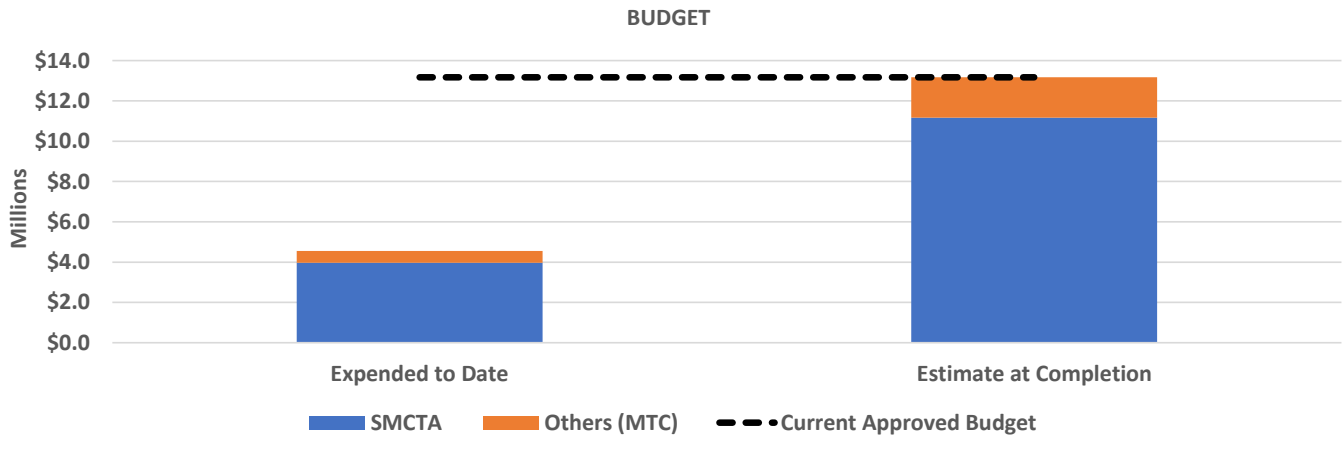
PROJECT DESCRIPTION:
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:
Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The SMCTA Board approved the transfer of $1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work. These advanced PAED studies were completed in 2021.

In August 2023, the PAED phase re-commenced with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The environmental scoping period was completed in May 2024. Stakeholder coordination and community outreach in the City of San Mateo and Foster City was conducted in April through July 2025. The project team continues hosting regular office hours and providing quarterly digital newsletter updates.

While progress continues on environmental and engineering studies, the public circulation of the Draft Environmental Document (DED), was originally anticipated in fall 2026 and is now slated for release in spring 2027. The new date gives the project team more time to work with state and federal partners to ensure everything is ready before the DED is released for public review. An amendment to the MOU will be needed to extend the period of performance accordingly.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$11,170,776	$3,962,536	$7,208,240	35%	$11,170,776	$0
MTC (Regional Measure 3)	$2,000,000	$595,797	$1,404,203	30%	$2,000,000	$0
Total Project	**$13,170,776**	**$4,558,333**	**$8,612,443**	**35%**	**$13,170,775**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	03/31/27	10/01/22	06/30/28

PROGRESS THIS QUARTER:

1. Finalized the existing conditions traffic report with Caltrans approval.
2. Continued development of the travel demand forecast modeling for each project alternative.
3. Coordinated utilities and drainage details with the City of San Mateo.
4. Developed preliminary tolling concept and exhibits for coordination with the 101 Express Lanes Program Manager.
5. Coordinated the design details to ensure consistency with the 19th/Fashion Island Boulevard Multimodal Improvements Project.
6. Completed the Aquatic Resources Delineation Report and Archaeological Survey Report.

FUTURE ACTIVITIES:

1. Continue community outreach and communications activities.
2. Continue advancing the environmental and engineering studies.
3. Amend the MOU to extend the period of performance.

KEY ISSUES:

1. Experienced initial delays with review and approval by Caltrans highway operations. A future MOU amendment will be considered to extend the scope completion date.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2802 - Caltrans/CCAG/TA	01/25/21	N/A	N/A	Establishes TA as implementing agency with C/CAG as co-sponsor; and Caltrans providing oversight for the PAED phase
MOU - CCAG/TA	07/20/22	03/31/25	09/30/24	Implementation of the PAED Phase using Measure A and Regional Measure 3 funds per TA Resolution No. 2021-33 (12/02/21)
MOU Amendment #1 - CCAG/TA	05/13/25	09/30/27	03/31/27	Schedule extension

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: HIGHWAY 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) phase to modify the Manor Drive overcrossing of SR 1 and associated improvements

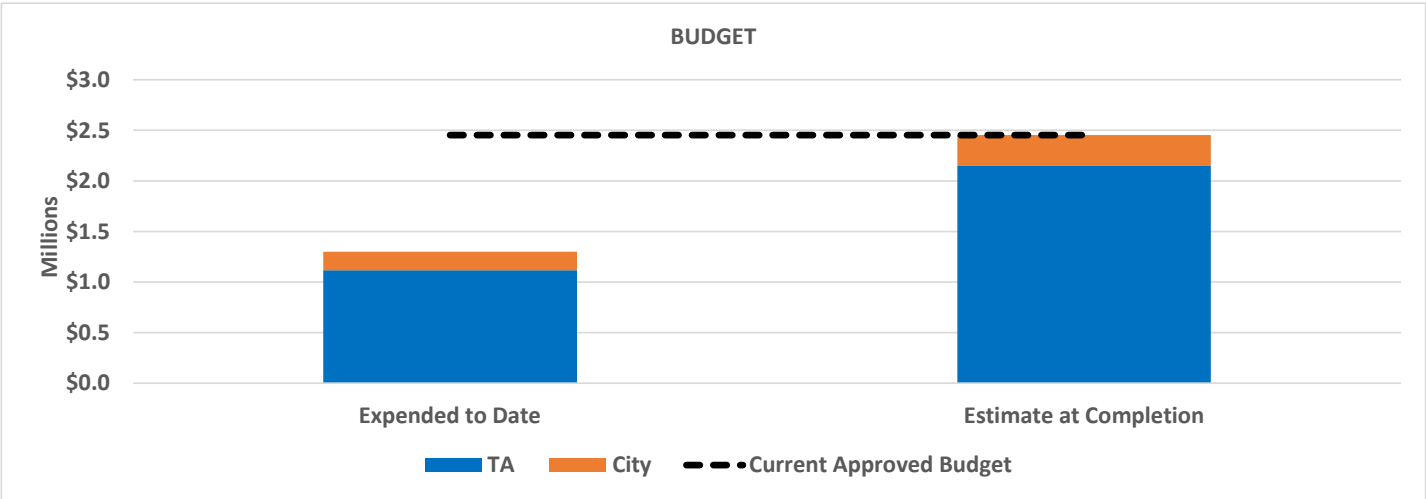
STATUS OVERVIEW:

Percent Complete:	70%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps. The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, the project will construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting will be developed in coordination with Caltrans.

STATUS SUMMARY:
The project team identified two build alternatives in the PID phase: Alternative 1, Manor Drive Overpass Improvements without On-Ramp to Milagra Drive and Alternative 2, Manor Drive Overpass Improvements with On-Ramp to Milagra Drive. The Existing Conditions Analysis and Intersection Control Assessment (ICE) reports were approved by Caltrans, and will be documented in the Traffic Operations Analysis Report (TOAR), which will be used to select the preferred alternative and support the project purpose and need.

During this quarter, the consultant completed all engineering reports and they were approved by Caltrans. The consultant continues to advance the environmental studies and incorporated Caltrans comments into the first Draft Project Report (DPR). The first draft of environmental documents is anticipated to be submitted in spring 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	$2,152,663	$1,115,682	$1,036,982	52%	$2,152,663	$0
City	$300,000	$184,753	$115,247	62%	$299,999	$0
Total Project	**$2,452,663**	**$1,300,435**	**$1,152,229**	**53%**	**$2,452,662**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/24/24	07/01/24	12/31/26	09/01/23	06/30/26

PROGRESS THIS QUARTER:

1. Addressed Caltrans comments on the Water Quality Assessment Report.
2. Addressed Caltrans comments on the Noise and Vibration Report.
3. Addressed Caltrans comments on the Community Impact Assessment Report.
4. Addressed Caltrans comments on the Paleontological Resources Report.
5. Finalized the Hazardous Materials Assessment.

FUTURE ACTIVITIES:

1. Continue preparation of environmental technical studies.
2. Submit the first draft of the Draft Environmental Document (DED).
3. Submit the second Draft Project Report (DPR).

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021, funding for PID and PAED
Funding Agreement, Amendment 1	07/01/24	06/30/27	12/31/26	Updates funding breakdown between PID ($547,336.80) and PAED ($2,152,663.20) and extends the time of performance to 12/31/26

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue

STATUS OVERVIEW:

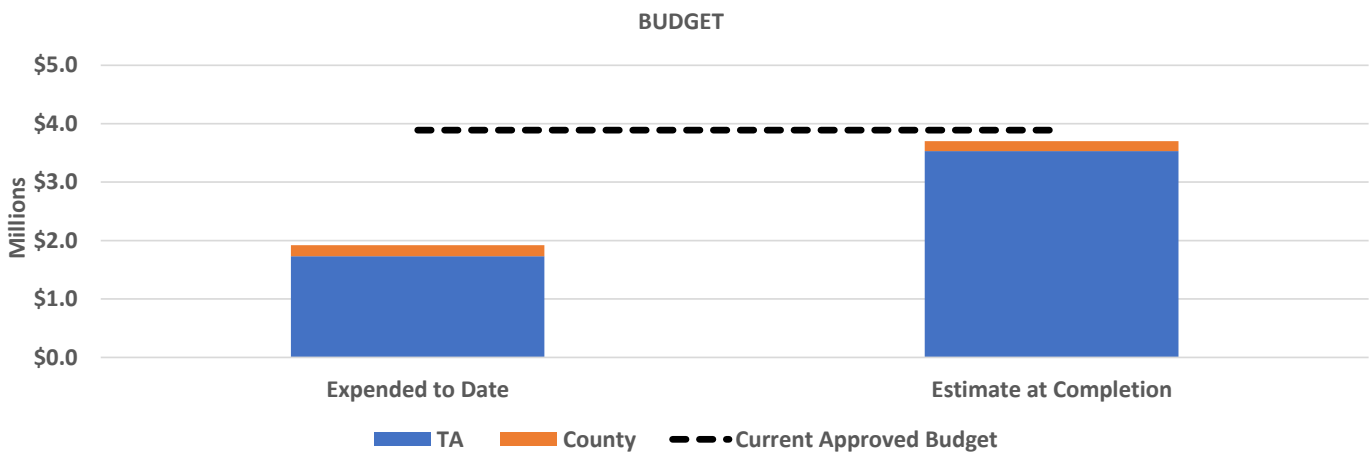
Percent Complete:	50%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile north of 16th Street (PM 35.9). The project will improve multi-modal traffic operations and safety along the project segment of SR 1, including at the key intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue. The project will include improvements to pedestrian and bike safety and strategies to reduce transportation impacts on the local community.

STATUS SUMMARY:
The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with the TA serving as the implementing agency. The project initiation document (PID) phase started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. This process typically takes 18 to 24 months to be approved by Caltrans.

During this quarter, multiple technical reports were prepared, including environmental, engineering, and traffic analyses. Several reports were submitted to Caltrans for review and comment, while others remain under development. Preliminary design efforts also commenced for the five retaining walls along SR 1 associated with Alternative 1's single-lane roundabouts at the intersections with Cypress and California avenues.

The Draft Environmental Document anticipated to be circulated for public review and comment in spring 2026.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	$3,531,000	$1,733,969	$1,797,031	49%	$3,531,000	$0
County	$359,000	$186,431	$172,569	52%	$359,000	$0
Total Project	**$3,890,000**	**$1,920,400**	**$1,969,600**	**49%**	**$3,890,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/24	11/30/26	05/01/24	11/30/26	06/21/24	06/26/26

PROGRESS THIS QUARTER:

1. Continued preparation of the Drainage Report.
2. Continued preparation of the Advance Planning Study (APS) Report.
3. Continued preparation of the Structural Preliminary Geotechnical Report (SPGR).
4. Addressed Caltrans comments on the Safety Analysis Methodology Memorandum.
5. Finalized the No-Build/Build VISSIM traffic analysis.
6. Continued development of the Traffic Operations Analysis Report (TOAR).
7. Finalized environmental the Biological Assessment, Aquatic Resources Delineation, Visual Impact Analysis, Archaeological Survey, Historic Resources Evaluation, Paleontological Identification, and Historic Property Survey.

FUTURE ACTIVITIES:

1. Continue preparation of the Quality Management Plan.
2. Continue development of the Draft Environmental Document.
3. Continue development of the Draft Project Report.
4. Finalize the Intersection Safety Operational Assessment Process (ISOAP) Stage 2.
5. Complete remaining environmental technical studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension
RESO (PAED)	12/07/23	N/A	N/A	Board Resolution 2023-33
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma, City of South San Francisco, Caltrans
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13), ROW Support (Activity 14)

PHASE OVERVIEW:
Project Approval and Environmental Documents (PAED) for bicycle and pedestrian improvements along El Camino Real

STATUS OVERVIEW:

Percent Complete:	80%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🟢	🟢
Previous	🟡	🟢	🟢

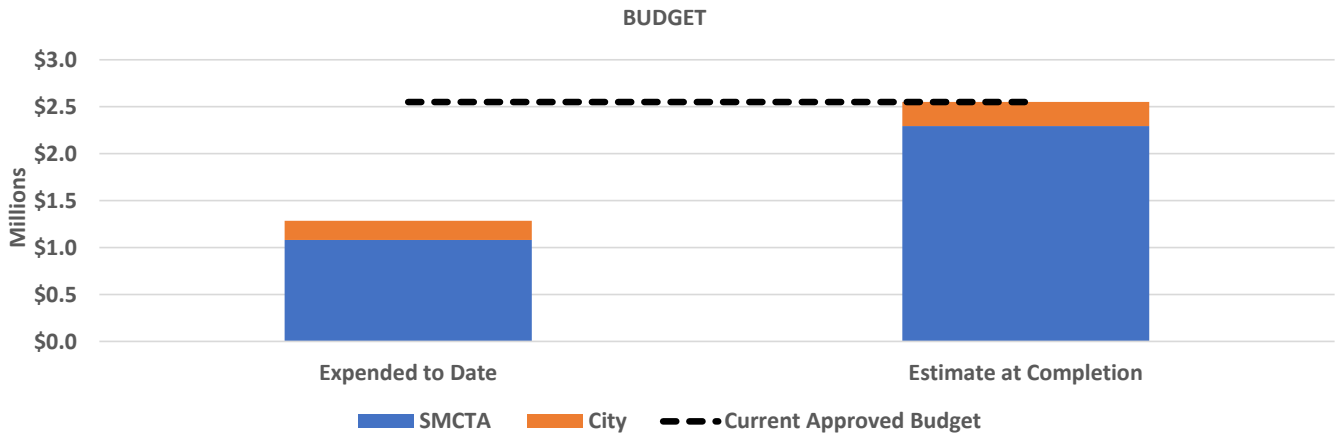
PROJECT DESCRIPTION:
This project involves the design and construction of bicycle and pedestrian improvements along El Camino Real (ECR) in the Town of Colma and City of South San Francisco. The project limits are between Albert M. Teglia Boulevard in the North and Hickey Boulevard in the South. Proposed improvements along the corridor include protected bike lanes, ADA curb ramps, high-visibility crosswalks, sidewalk improvements, street lighting, landscaping, stormwater treatment measures, bus stop improvements, the reconfiguration of the ECR/Mission Road intersection, and the installation of traffic signals at ECR/Mission Road and ECR/Collins Avenue intersections.

The project is nearing the end of the Project Approval and Environmental Document (PA&ED) phase and once Caltrans finalizes approval of the preferred alternative, final design will commence in summer 2026.

STATUS SUMMARY:
The PA&ED activities are progressing. However, due to project's proximity to cemeteries, the scope of work has been expanded to include a Historical Resources Evaluation Report (HRER) at Caltrans' request. The project schedule has been revised to accommodate the finalization of these technical studies and allow sufficient time for Caltrans review. The Town has submitted a request to the TA to extend the Funding Agreement by six months to accommodate the extended schedule.

The project team completed the VA/VE Study in December with participation from various Caltrans functional units and other stakeholders. Also, the project team submitted the preferred alternative selection memo with all supporting documents to Caltrans.

The schedule has changed from yellow to red as the current forecast shows a delay of 3-6 months. These delays are primarily due to Caltrans requiring the full HRER study and extended delays in getting comments on the traffic analysis and design submittals.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA (PAED)	$2,295,000	$1,081,371	$1,213,629	47%	$2,295,000	$0
City (PAED)	$255,000	$204,491	$50,509	80%	$255,000	$0
Total Project	**$2,550,000**	**$1,285,862**	**$1,264,138**	**50%**	**$2,550,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	12/15/22	05/31/24	04/03/23	03/31/25	04/03/23	03/31/25
PAED	08/05/24	09/30/25	08/07/24	12/31/25	08/07/24	06/30/26

PROGRESS THIS QUARTER:

1. Addressed Caltrans comments on the Traffic Forecast and Operational Analysis and awaiting comments on the traffic forecasting memo.
2. Continued updating the Geometric Engineering Drawings.
3. Performed supplemental topographic survey of Colma Creek.
4. Awaiting Caltrans approval on the Right of Way Data Sheet and Right of Way Acquisition Exhibit.
5. Submitted the Design Standard Decision Document, Structural Preliminary Geotechnical Report, Landscape Concept Plan, and Preliminary Cost Estimate.
6. Completed environmental technical studies and submitted the Air Quality Report, Area of Potential Effect Map, and Visual Impact Assessment Report for Caltrans approval.
7. Awaiting comments from Caltrans on the Draft Project Report.

FUTURE ACTIVITIES:

1. Prepare Historic Resources Evaluation Report (HRER) and expedite for Caltrans approval.
2. Continue working with Caltrans on the Draft Project Report.
3. Continue with traffic technical analysis tasks and geometric updates.
4. Hold a focused meeting on the selection of locally preferred alternative with Caltrans and other stakeholders.

KEY ISSUES:

1. Caltrans Traffic Operations review timelines are longer than anticipated, which has impacted the schedule.
2. Addition of a full HRER study has also impacted the schedule.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement (PSR-PDS)	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1 (PSR-PDS)	11/03/24	09/30/25	03/31/25	Amended the FA to extend the term
Funding Agreement (PAED)	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023

SAN MATEO COUNTY Transportation Authority

CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

FY2026 Q2: October 1, 2025 - December 31, 2025

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - MAJOR PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	**36**	🟢	🟡	🟢	🟢	🟢	🟢
000813	Grade Separation - Broadway (Burlingame)	**38**	🔴	🟢	🔴	🔴	🔴	🔴
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	**41**	🔴	🔴	🔴	🔴	🔴	🔴

SAN MATEO COUNTY Transportation Authority

CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget [1]	(a) CPI (Only if Progress >5%) [3]	CPI < 0.95	**Red**
		CPI >= 0.95 and < 0.98	**Yellow**
		CPI >= 0.98	**Green**
	(b) EAC greater than Approved Budget	10% or more; or $2M or more	**Red**
		Up to 10% or less or up to $2M or less	**Yellow**
		EAC <= budget	**Green**
Schedule [1]	(a) SPI (Only if Progress >5%) [3]	SPI < 0.95	**Red**
		SPI >= 0.95 and < 0.98	**Yellow**
		SPI >= 0.98	**Green**
	(b) Major Milestones delay (Forecasted vs. Baseline) [2]	Delay > 6 months	**Red**
		Delay between 1-6 months	**Yellow**
		Early, on time, or delay < 1 month	**Green**
Funding [1]	Phase EAC[4] vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	**Red**
		Activated Funds can cover Projected Costs more than 6 months	**Yellow**
		Phase EAC[3] Equal or less than Activated Funds	**Green**

Notes:

1. For lights with more than one event trigger, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
3. SPI and CPI Criteria applies only after project progress exceeds 5%.

   Earned Value Management has been implemented to measure project performance.

   CPI (Cost Performance Index) = Earned Value / Actual Cost

   SPI (Schedule Performance Index) = Earned Value / Planned Value
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (25TH AVE GS)

Project ID: 000812

Sponsor: City of San Mateo
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
The project is in the close out phase (Activity 18)

STATUS OVERVIEW:

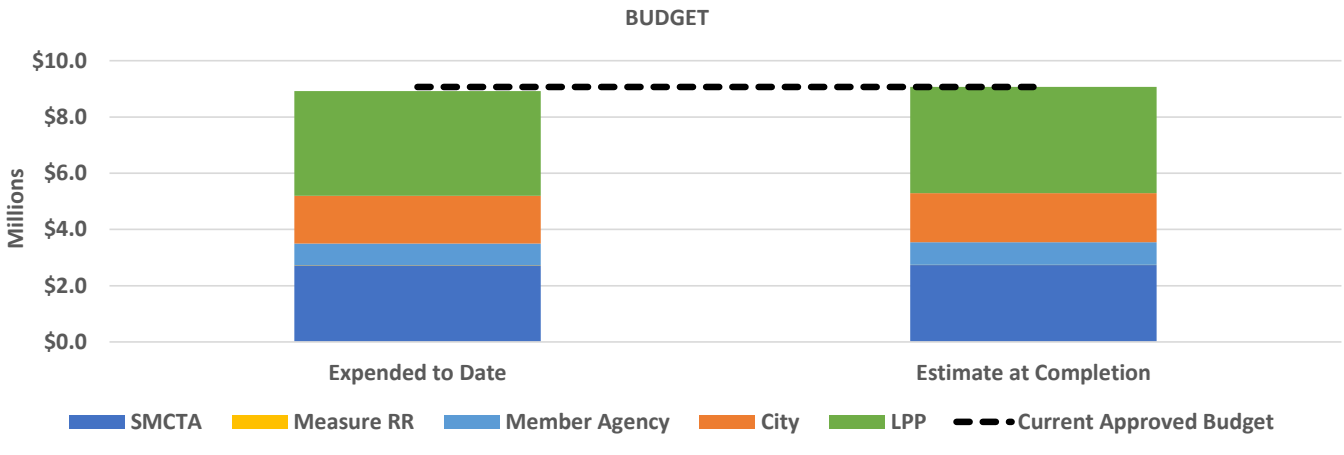
Percent Complete:	99%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The project involves the design and construction of an approximately 1,000 ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave Grade Separation Project. The project will also involve the construction of an access road from 9th Avenue to 14th Avenue, a 12 foot tall concrete screen wall with creeping fig vegetation along Railroad Ave and associated landscaping, irrigation and new water service.

Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.

STATUS SUMMARY:
Construction has been completed. Construction Management team continues to work on closeout tasks and handover to the maintenance team. The maintenance MOU is currently being reviewed by the city.

Coordinating with Caltrain accounting team for close out activities and confirming that the final reimbursement claim is paid. The MOU is set to expire at the end of February and no extension will be required. The next QSR reporting will be the last for this project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$2,736,000	$2,727,382	$8,618	100%	$2,736,000	$0
Measure RR Capital	$10,411	$6,130	$4,281	59%	$10,411	$0
Member Agency Funds	$800,000	$765,576	$34,424	96%	$800,000	$0
LPP	$3,773,000	$3,725,518	$47,482	99%	$3,773,000	$0
City	$1,746,929	$1,696,288	$50,641	97%	$1,746,929	$0
Total	**$9,066,340**	**$8,920,895**	**$145,445**	**98%**	**$9,066,340**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction/Close-out	05/01/23	03/31/24	03/01/24	12/31/25	03/13/24	06/30/26

PROGRESS THIS QUARTER:

1. Construction closeout continues.
2. Draft maintenance MOU submitted to the City.
3. Submitted final reimbursement claim to the TA.

FUTURE ACTIVITIES:

1. Execute the MOU with the City.
2. Complete the closeout of the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021
Amendment 4	04/11/24	2/28/2026	08/31/25	Amendment to extend date and allocate funding

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

Sponsor: City of Burlingame
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
The project is currently in the Plans, Specifications, and Estimates (PS&E) phase (Activity 13; 65% Re-design)

STATUS OVERVIEW:

Percent Complete:		20%	
Quarter	**Schedule**	**Budget**	**Funding**
Current	🟢	🔴	🔴
Previous	🔴	🔴	🔴

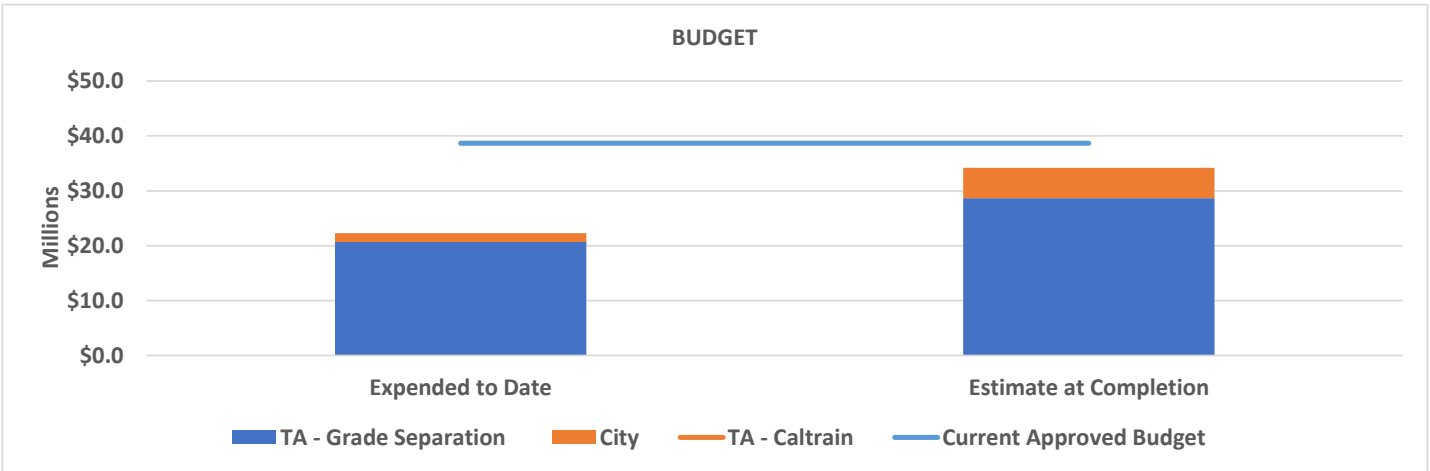
PROJECT DESCRIPTION:

The Broadway Grade Separation Project in Burlingame, CA aims to eliminate the high-risk Broadway at-grade rail crossing to significantly improve public safety, enhance traffic flow, and ensure the design accommodates future rail improvements. Following Value Eng ineering (VE), the new scope delivers a fully grade-separated rail corridor with significantly reduced cost and schedule by permanently eliminating the Broadway Caltrain Station. The structural design shifts to a narrower, elevated guideway, supported by MSE (Mechanically Stabilized Earth) walls utilizing Deep-Soil-Mix (DSM) and reduced bridge widths.
For local access, the project will replace the at grade crossing at Morrell with two undercrossing north of Morrell for pedestrian cross-passages and integrated bike/ped pathways. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method.

STATUS SUMMARY:
In May 2025, the City Council approved value engineered alternative for the Broadway Grade Separation Project.

The project is currently undergoing significant redesign efforts to incorporate value engineering concepts and develop new 65% design documents without the Broadway station. The redesign, which will be taken to a 65% design level, aims to significantly reduce the project's construction cost by eliminating the station and shifting the track to the east.

In September 2025, the JPB approved contract extensions for the CMGC and designer to redesign to project to 65% design and to complete the 100% design of early work packages. Once the costs estimates are updated using the 65% redesign, the project sponsors will return to the Board for additional funding for completion of 100% PS&E. The budget and funding status lights remain red as a result. MOU Amendment #2 updated the project schedule, so the schedule status light changed to green this reporting period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*- Grade Separation	$28,677,875	$20,670,359	$8,007,516	72%	$28,677,875	$0
TA - Caltrain	$4,460,125	$0	$4,460,125	0%	$4,460,125	$0
City	$5,525,000	$1,617,112	$3,907,888	29%	$5,525,000	$0
Total	**$38,663,000**	**$22,287,471**	**$16,375,529**	**58%**	**$38,663,000**	$0

**Includes $1,025,000 for the design and construction associated with relocation of the Parallelling Station-3 facility.*

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (65% Re-design)	N/A	N/A	09/01/25	07/09/26	09/01/25	07/09/26

PROGRESS THIS QUARTER:

1. Executed MOU betwee Burlingame, SMCTA, JPB to redesign the project.
2. Updated the overall project schedule, ensuring alignment with key milestones and deliverables.
3. Executed contract amendments for both the CMGC and the designer to incorporate scope adjustments, schedule changes, and updated project requirements.
4. Continued 65% Design Development:
- Updating Basis of Design (BOD)
- Roadway Bike/Ped Options presented to TSPC (by City)
- Completed geotechnical investigation along Carolan
- Rerouting Sanchez Creek hydraulics evaluation and presentation to JPB and City
- Retaining wall alternatives - sheet pile & wire wall scenarios
- Broadway closure staging and strategy evaluation and presentation to JPB and City

FUTURE ACTIVITIES:

1. Conduct geotechnical field investigation.
2. Review and coordinate environmental studies.
3. Coordinate with Caltrain Safety and Operations units.
4. Continue 65% Design development:
- Proceed with option for passageway at Cadillac and Sanchez Creek for Roadway Bike/Ped circulation
- Continue operational analysis for Carolan and Cadillac crossings as well as detour analysis
- Broadway closure staging and strategy evaluation - update presentation and justification to present to City
- OCS layout and strategies for operations and construction
- Retaining wall design

KEY ISSUES:

1. Estimated project cost far exceeds available funding; project team launching funding strategy effort.
2. Additional funding is needed for the 100% design and future phases if the project advances beyond the 65% redesign.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	07/31/25	Amendment to include funding for CMGC contract and extending the term
MOU Amendment 2 (PS&E)	07/31/25	06/30/27	12/31/26	Amendment to increase the funding commitment by $15.3 million for the Project redesign and extended term

SAN MATEO COUNTY Transportation Authority

FY2026 Q2: October 1, 2025 - December 31, 2025

PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

Sponsor: City of South San Francisco, City of San Bruno
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: PAED
Future Funded Phases: None

PHASE OVERVIEW:
The project is currently in the Project Approval & Environmental Document phase (Activity 12)

STATUS OVERVIEW:

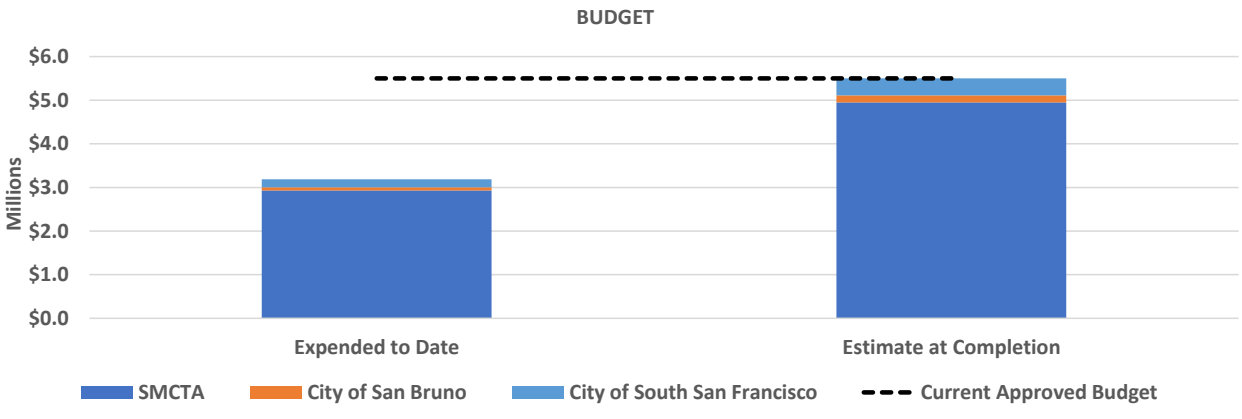
Percent Complete:	58%		
Quarter	**Schedule**	**Budget**	**Funding**
Current	🔴	🔴	🔴
Previous	🔴	🔴	🔴

PROJECT DESCRIPTION:
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project. The two crossings are rated #3 on the California Public Utilities Commission referencing safety concerns. At Linden Avenue in South San Francisco, the crossing will be modified to create an automobile/ped "undercrossing" while leaving the existing tracks at near the same elevation. The "undercrossing" will be approximately 100 feet in length and 100 feet in width, with 16.5 feet in vertical clearance. Drainage and utilities will be addressed as well. At Scott Street in San Bruno, the existing crossing will be permanently closed. A cul-de-sac will be created. Pedestrian access ramps and the box-jacked 20 foot wide, 12 feet tall "undercrossing" will be installed under the existing Caltrain tracks. No automobile crossings will be included. The project requires several TCEs and several small property acquisitions. Major utility relocations will be required before construction. The environmental process is anticipated to be a Categorical Exemption (CE).

STATUS SUMMARY:
The project began its preliminary design phase in 2016 and has since advanced into environmental clearance while progressing toward the 35% design milestone. Following an extensive evaluation process, a new, more cost-effective alternative was selected, prompting a realignment of the project's scope, schedule, and budget. Design development for this adopted alternative has now commenced and is targeted for completion by late 2026. The effort to select the adopted alternative in early 2025 resulted in project delays and the need for additional funding.

To support continued project delivery, a Memorandum of Understanding (MOU) among the participating cities and the TA has been prepared and is moving toward execution. In parallel, additional funding will be required for the completion of the PAED sco pe. Project sponsors continue to collaborate closely and are expected to reach agreement on the cost-sharing arrangement in early 2026. The schedule, budget and funding status lights remain red in this reporting period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	$4,950,000	$2,928,814	$2,021,186	59%	$4,950,000	$0
City of San Bruno	$163,000	$76,318	$86,682	47%	$163,000	$0
City of South San Francisco	$387,000	$180,928	$206,072	47%	$387,000	$0
Total	**$5,500,000**	**$3,186,060**	**$2,313,940**	**58%**	**$5,500,000**	**$0**

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	06/08/25	05/04/23	02/05/27

PROGRESS THIS QUARTER:

The design consultant:
1) restructured a new scope to reflect the adopted alternative;
2) advanced the Preliminary Design Variance Memorandum (DVM) and Preliminary Basis for Design (BFD) to further define design issues
3) resurveyed and mapped project site and footprint; and
4) reviewed and investigated Southline development subsurface foundations adjacent to project.

Caltrain:
1) investigated Franchise Rights with PG&E in SSF;
2) investigated AT&T property near Scott Street to ascertain the most logical placement of the Scott Street underground box;
3) held monthly meeting with stakeholders to review project schedule, budget, risks and action items;
4) prepared targeted project financial reports; and
5) provided information to support the funding-sharing agreements among the cities and TA.

FUTURE ACTIVITIES:

The design consultant will:
1) progress Preliminary DVM and Preliminary BFD (target completion in Feb/Mar 2026);
2) continue reviewing and investigating South line subsurface foundations adjacent to the project; and
3) investigate AT&T impacts to Scott Street "box" location.

Caltrain will:
1) coordinate and investigate Franchise Rights with PG&E in SSF - targeted completion 2/1/26;
2) investigate the AT&T property relating to the underground box placement;
3) continue monthly meeting with stakeholders to review project schedule, budget, risks and action items; and
4) finalize and execute MOU amendment.

KEY ISSUES:

1. Project delayed due to analysis needed to generate the value engineered design and to get collective support for it. There are ongoing efforts to fund the additional costs to complete this phase in light of the new alternative and associated delay.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU (Planning)	04/20/16	10/20/19	05/31/22	MOU between TA, Cities of SSF and San Bruno, and PCJPB for Planning Study
Letter Agreement	05/22/19	N/A	N/A	Letter Agreement between City of San Bruno and PCJPB to fund Traffic Study
MOU (PE/ENV)	08/22/22	02/22/26	08/22/25	MOU between TA, Cities of SSF and San Bruno and PCJPB for PE/Environmental Phase

SAN MATEO COUNTY Transportation Authority

Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds[1]	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	The project has been completed. Working on submitting the Final Report to SMCTA. Waiting on Atherton's signatures on the Final Report.	Dec 2022	Jun 2025	Oct 2025	$450,000	$0	$445,767	$4,233
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Continuing to work on coordinating permits with Caltrain and aiming to issue permits in January 2026. Anticipated to go out for public bid in March/April 2026. Will need to provide additional community outreach regarding tree removals for construction.	Dec 2022	Sep 2026	Jul 2027	$300,000	$0	$54,613	$245,387
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	No new updates for this quarter. The design for the San Francisco Ave/Old County and Santa Clara St/Alvarado St. walkways remains at 55% completion. The expected completion has been delayed from February 2027 to June 2027.	Dec 2022	Jun 2027	Feb 2029	$475,000	$0	$0	$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	Issued a Request for Proposals (RFP) to select a design consultant.	Dec 2022	Dec 2026	Dec 2028	$1,620,000	$0	$0	$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	Construction started in October 2025 and was completed in November 2025. City Coucil accepted the project in December 2025. Will submit the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Dec 2025	Dec 2028	$0	$420,000	$0	$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The consultant collected additional traffic data and completed the final design in December 2025. The project is ready to be bid out for construction next quarter.	Dec 2022	Sep 2026	Dec 2028	$0	$440,000	$0	$440,000
Burlingame	Bay Trail Class I Gap Closure	PS&E	In process of selecting a design consultant. Expected to start design in early 2026.	Dec 2024	Dec 2026	Dec 2027	$180,000	$0	$0	$180,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project	PS&E	Continued work on the concept plans and have conducted community outreach.	Dec 2024	Dec 2026	Sep 2027	$0	$148,500	$0	$148,500
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	PLAN	Issued an RFP for consultant services.	Dec 2024	Jul 2026	Mar 2028	$0	$100,000	$0	$100,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for July 2026.	Dec 2022	Nov 2026	Original: 11/2025 Extension: 5/2027	$0	$603,000	$0	$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	No new updates this quarter. Continuing to coordinate for the easement requirements and power connection for the new traffic signal. Anticipated completion date has been delayed from December 2026 to May 2027.	Dec 2022	May 2027	Nov 2028	$1,831,500	$0	$370,266	$1,461,234
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	PS&E	Currently working on the utility requests and finalized the scope of work and schedule.	Dec 2024	Dec 2026	Mar 2028	$0	$1,246,000	$0	$1,246,000
Commute.org	Countywide Bike Education	PLAN	Four classes were completed this quarter, bringing a total delivery to 14 of the 15 classes planned for the pilot year. Marketing and outreach continued through a contracted firm using digital ads, social media, newsletters, and analytics.	Dec 2024	Dec 2026	Jun 2028	$0	$100,000	$32,189	$67,811
Commute.org	Countywide Bicycle Trainers	PLAN	Two Smart Cycling Part 1 classes were held online, bringing a total of four of the six planned classes for the program now completed. Marketing focused on promoting the League Cycling Instructor (LCI) pathway, including a November newsletter feature, and continued development of the Trainers program webpage, scheduled to launch in early 2026.	Dec 2024	Dec 2026	Jun 2028	$0	$100,000	$6,607	$93,393
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	The project has been advertised for construction and have opened bid proposals for the project. Construction is expected to commence February 2026.	Dec 2020	Nov 2026	Nov 2026	$0	$620,800	$0	$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Have prepared the draft traffic study report and recommended outreach strategies.	Dec 2022	Dec 2026	May 2029	$0	$498,750	$4,260	$494,490

SAN MATEO COUNTY Transportation Authority

Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds[1]	Remaining Funds
Daly City	Daly City Vision Zero Design Standards	PLAN	No new updates for this quarter. The expected completion date has changed from November 2025 to February 2026.	Dec 2022	Feb 2026	Apr 2026	$0	$65,000	$28,298	$36,702
Daly City	Hillside Boulevard Complete Streets Corridor Project	PLAN, PAED	The Supplement Agreement with SMCTA has been executed and the RFP for a consultant was released December 2025.	Dec 2024	Nov 2027	Dec 2028	$0	$520,000	$0	$520,000
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	CON	The project construction kick-off was held on October 28, 2025. Construction work is currently being scheduled.	Dec 2024	Jun 2026	Jun 2026	$1,925,000	$0	$0	$1,925,000
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Awaiting final comments from Caltrans on the updated plans. Planning to bid the project in Spring 2026.	Dec 2022	Dec 2026	Feb 2027	$980,000	$0	$0	$980,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	PAED,PS&E, CON	The initial site plan development has been completed, and have started the review with community groups and neighbors.	Dec 2024	Dec 2026	Mar 2028	$0	$702,000	$0	$702,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Construction is complete. The City has released the project retention and filed the Notice of Completion with San Mateo County. Staff is currently finalizing a few administrative items with other agencies (including Caltrans and State Parks) prior to officially closing the project, which is expected to be complete by the end of February 2026. Working on submitting the Final Report to SMCTA.	Apr 2014	Mar 2026	Original: 4/2021 Extension: 6/2025	$170,000	$0	$170,000	$0.00
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Have coordinated with Caltrain's operations team to consider construction window options and project cost estimates, which are critical in determining the duration of the project and cost.	Dec 2020	Jun 2027	Jun 2026	$1,130,000	$0	$0	$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Construction remains substantially completed. A few remaining elements, like the flashing beacons and speed feedback signs, have long material lead times and are expected to arrive and be installed next quarter.	Dec 2022	4/31/2026	Nov 2028	$0	$1,200,000	$506,789	$693,211
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements	PS&E, CON	Have issued an RFP for design services and currently reviewing proposals.	Dec 2024	Feb 2028	Sep 2028	$1,387,370	$0	$0	$1,387,370
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	CON	Continuing to work on finalizing the design for construction to commence in June 2026.	Dec 2024	Sep 2026	Jun 2027	$0	$450,500	$0	$450,500
Millbrae	Spur Trail Connectivity Project Phase I	PLAN, PAED, PS&E, CON	Currently in the planning phase and have completed the boundary surveying and mapping of the Spur Trail.	Dec 2024	Aug 2027	Mar 2029	$0	$900,000	$0	$900,000
Millbrae	Safe Route Intersection Improvements	PS&E, CON	Currently in the process of contracting with a traffic consultant and soliciting design proposals/fees.	Dec 2024	Mar 2027	Mar 2028	$0	$675,000	$0	$675,000
Pacifica	Oceana Bike Lane Project	PS&E	A funding agreement with SMCTA is in process.	Dec 2024	Feb 2026	Agreement in Process	$0	$135,214	$0	$135,214
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	A project update was not provided this quarter.	Dec 2020	May 2025	Original: 11/2024 Extension: 5/2025	$0	$58,226	$0	$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	A project update was not provided this quarter.	Dec 2020	May 2025	Original: 9/2024 Extension: 5/2025	$102,703	$0	$0	$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The final design has been completed and working on finalizing the encroachment permit package.	Dec 2020	Mar 2026	Mar 2026	$300,000	$0	$47,275	$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Broadway design has now been completed. Have requested a time extension to the funding agreement with SMCTA to utilize the same design consultant during the construction bidding.	Dec 2022	Sep 2026	Dec 2025	$0	$615,000	$160,182	$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Continuing to work on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Jun 2025	Jun 2026	$0	$2,000,000	$367,994	$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	No new updates this quarter. Have requested a time extension to the funding agreement with SMCTA so that the Redwood City Police Department can continue utilizing the grant for public education and pedestrian operation on Vision Zero corridors until June 2026.	Dec 2022	Jun 2026	Dec 2025	$0	$100,000	$4,709	$95,291
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	CON	Expected to work on the construction bidding documents in the next quarter.	Dec 2024	Aug 2026	Mar 2027	$1,116,000	$0	$0	$1,116,000

SAN MATEO COUNTY Transportation Authority

Pedestrian & Bicycle Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds[1]	Remaining Funds
Redwood City	Vera Avenue Permanent Bike Boulevard Project-Construction Phase	CON	The construction bidding has been completed. The construction contract approval is scheduled for February 9, 2026 City Council approval.	Dec 2024	Sep 2026	Mar 2027	$1,326,000	$0	$0	$1,326,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Continuing to work on close out of the project and submitting the Final Report to the SMCTA.	Dec 2020	Aug 2025	Apr 2027	$1,401,000	$0	$1,207,864	$193,136
San Bruno	Huntington Ave Bikeway Phase II	CON	Finalizing the permits for construction, which is now expected to commence June 2026.	Dec 2024	Dec 2026	Jun 2028	$2,000,000	$0	$0	$2,000,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk	CON	A funding agreement with SMCTA is in process.	Dec 2024	Dec 2025	Agreement in Process	$0	$2,000,000	$0	$2,000,000
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	The PID phase has been completed. Working on submitting the final report to SMCTA.	Dec 2022	Aug 2025	Feb 2026	$0	$890,000	$830,728	$59,272
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	A 2nd Amendment to the funding agreement with SMCTA has been routed for signatures. Have also extended the contract with the consultant.	Dec 2020	Dec 2026	Original: 12/2023 Extension: 12/2025	$153,000	$0	$0	$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	Have completed 65% design and continuing to coordinate with Caltrans on CEQA/NEPA clearance.	Dec 2022	Jul 2026	May 2028	$1,386,364	$0	$981,892	$404,472
San Mateo	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	PLAN, PAED, PS&E	Due to pricing differences, staff is revising the RFP and will be readvertising in the next quarter.	Dec 2024	Jun 2027	Dec 2026	$351,648	$0	$0	$351,648
South San Francisco	El Camino Real Corridor Study	PLAN	Have conducted community engagement and presented the initial design to City Council to receive input and direction.	Dec 2022	Jun 2026	Original: 6/2025 Extension: 6/2026	$0	$100,000	$0	$100,000
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	$0	$2,000,000	$0	$2,000,000
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	$0	$2,000,000	$0	$2,000,000
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	PS&E, CON	Have completed 60% design and conducted a value engineering review to refine proposed pedestrian and bicycle safety improvements. Have also completed the project engagement plan with a focus on community education to support understanding of the proposed improvements and to inform of ongoing design development.	Dec 2024	Jan 2027	Mar 2027	$897,000	$0	$0	$897,000

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.
2. The Pacifica Esplanade & Palmetto Bicycle & Pedestrian Improvement Project was completed and has been removed.

SAN MATEO COUNTY Transportation Authority

Ferry Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Expended Funds[1]	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.	The Port and CDM Smith had regular meetings to discuss the draft technical studies and draft EIR chapters. CDM Smith continued preparation of air quality, biological resources & biological resources report, energy, greenhouse gas emissions, hazards/hazardous materials, noise, and transportation study report. An amendment to the funding agreement with SMCTA is still routing for signatures.	Jun 2022	Dec 2027	Dec 2025	$3,499,200	$0	$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Preliminary Engineering	Preparation of Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded $8.1 million for the construction of the existing WETA terminal.	No progress has been made this quarter. Continued working on Environmental Clearance documents.	Jul 2020	Mar 2027	Sep 2027	$350,000	$172,365	$177,635

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.

SAN MATEO COUNTY Transportation Authority

ACR/TDM Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds[1]	Remaining Funds
Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to December 2026.	Aug 2022	Mar 2026	Original: 10/2025 Extension: 12/2026	$0	$144,200	$0	$144,200
Burlingame/ Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	An amendment to the funding agreement with SMCTA is still circulating for signatures. Working on project closeout and Final Report to SMCTA.	Aug 2022	Mar 2026	Sep 2025	$0	$400,000	$325,646	$74,354
Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have completed the remaining punchlist items. Will be issuing the Notice of Completion and conducting project closeout in the next quarter.	Aug 2022	Mar 2026	Jun 2026	$0	$168,000	$0	$168,000
Daly City	Daly City Micromobility Pilot	PLAN	Have installed eight bikeshare stations and held a launch event on October 3, 2025.	Dec 2024	Jun 2027	Jun 2027	$0	$200,000	$0	$200,000
Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Construction has been completed including constructing new curb ramps, modifying median noses, adding pedestrian signal heads and push buttons, and new striping. Will be completing project closeout in the next quarter.	Aug 2022	Nov 2025	Original: 9/2025 Extension: 5/2026	$0	$200,000	$0	$200,000
Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Out of 23 qualified applicants, 12 have completed the enrollment process, received an orientation, picked up their e-bike loaners and are actively using them. 8 of which are using e-bikes funded with SMCTA funds. In the process of purchasing the third batch of e-bikes.	Aug 2022	Oct 2026	Nov 2027	$0	$200,000	$48,267	$151,733
Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to June 2026. Working on submitting the Final Report and final reimbursement claim to SMCTA.	Aug 2022	Sep 2025	Original: 8/2025 Extension: 6/2026	$0	$200,000	$193,731	$6,269
Brisbane	Bayshore-VWR Bus Stop Improvements	PS&E, CON	Continuing to prepare an RFP for the design component of the project. The City has decided to issue a joint RFP for a identical project at the same intersection in the southbound direction.	Dec 2024	Mar 2027	Jun 2028	$0	$450,000	$0	$450,000
Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates this quarter. Design is expected to commence after the completion of the PAED phase, which is currently anticipated for July 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	$0	$162,000	$0	$162,000
Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town's Livewire and social media to encourage ridership.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	$0	$67,500	$28,061	$39,439
Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	The project has been completed and working on submitting the Final Report and final reimbursement claim to SMCTA.	Aug 2022	Aug 2025	Aug 2025	$0	$200,000	$142,551	$57,449
Half Moon Bay	FY 24-25 Bicycle Pedestrian Small-Scale Projects	CON	The initial CEQA and CDP review has been completed, and final locations for bicycle racks are being evaluated in accordance with the City’s standard design guidelines.	Dec 2024	Jun 2026	Sep 2027	$0	$200,000	$0	$200,000
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	PLAN	Project has not yet been initiated, and is expected to start following the completion of the Peninsula Shuttle Program Strategy.	Dec 2024	Mar 2027	Sep 2027	$420,000	$0	$0	$420,000

SAN MATEO COUNTY Transportation Authority

ACR/TDM Program
FY2026 Q2: October 1, 2025 - December 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds[1]	Remaining Funds
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	PLAN	In December 2025, C/CAG awarded a contract to Iteris, Inc. to complete the Northern Cities Smart Corridor Incident Response Plan.	Dec 2024	Dec 2026	Jun 2027	$200,000	$0	$0	$200,000
C/CAG	Active Transportation Data Purchase	PLAN	Anticipates to release an RFP in March 2026.	Dec 2024	Jun 2027	Mar 2027	$253,000	$0	$0	$253,000
Menlo Park	Transportation Big Data Subscription	PLAN	Utilized the subscription data to support proposed Slow Streets program. Continued to review data and apply to other projects in the City.	Dec 2024	Jun 2028	Dec 2029	$80,325	$0	$0	$80,325
South San Francisco	Incident Response Timing	PLAN	Have initiated and submitted the draft Incident Response Timing Plans. Have also drafted the Operations Manual and Quick Start Guide.	Dec 2024	May 2026	Mar 2026	$100,000	$0	$0	$100,000
Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Work continued on the Outreach Plan, and the consultant provided an overview of the Existing Conditions Report and goals/policies framework for the City to review and comment. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to July 2027.	Aug 2022	Dec 2026	Original: 9/2025 Extension: 7/2027	$0	$100,000	$0	$100,000
Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Have continued outreach for a couple of pilot TMA programs and began administration of the pilot. Approximately 200 low-income employees have signed up for donated Caltrain passes, and around 100 have signed up for PVI (Peninsula Volunteers Inc) for elder transportation services. Have drafted a low-income employee commute survey and City staff commute survey, both of which are launching at the end of January.	Aug 2022	Nov 2026	Nov 2025	$0	$100,000	$0	$100,000

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: David Santoro, Chief Administration Officer

Subject: **Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 2**

Action

Staff recommends that the San Mateo County Transportation Authority (TA) Board of Directors (Board) accept the quarterly reports for Board-awarded on-call contracts for Fiscal Year 2026 Quarter 2 (FY26Q2).

Significance

Attached to this report are details of work directives (WD) issued under on-call contracts during the reporting period. The individual reports provide an overview of the scope of services and the following five tables:

- Table 1 summarizes the contract capacity status.
- Table 2 provides the percentage of capacity used against the percentage time elapsed.
- Table 3 shows the Board approved dates and amounts.
- Table 4 aggregates the WD amounts issued to each of the vendors.
- Table 5 describes each of the WDs issued since the last reporting period.

The below on-call contracts had WD's issued during the reporting period.

1. General Engineering Consultant Services Contract No. 21-T-P-037
2. Transportation Planning, Grants, and Engagement Services Contract No. 25-T-P-016
3. Transportation Planning, Management, and Support Services Contract No. 20-T-P-008

The list above does not include on-call contracts issued after the subject quarter nor contracts that have been awarded but not utilized.

Budget Impact

There is no impact on the budget.

Prepared By: Kevin Yin Director, Contracts and Procurement 650-622-7860

Attachment 1

Contract Name: General Engineering Consultant Services Contract No. 21-T-P-037

Scope of Services

Consultants will provide engineering and program delivery services necessary to support the delivery of transportation projects and programs identified in the Measure A, Measure W Expenditure Plans and the TA's Strategic Plan. The services may include, but are not limited to preliminary engineering, environmental documents, design documents, project management and construction support.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$40,000,000
Work Directives Issued:		$24,822,549.81
Remaining Exercised Capacity:		$15,177,450.19

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used	Vendor
1825	1594	87%	69.25%	AECOM
1825	1382	76%	68.69%	HDR and KHA

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base AECOM	10/1/2021	9/30/2026	5.0	$40,000,000	2021-21
Base HDR and KHA	5/1/2022	4/30/2027			
Amendment					
Total:			**5.0**	**$40,000,000**	

Table 4

Vendor	AECOM Technical Services, Inc.	HDR Engineering, Inc.	Kimley-Horn and Associates, Inc.	TOTAL
Contract #	21-T-P-037A	21-T-P-037B	21-T-P-037C	
Total WDs Issued	$12,298,583.27	$1,023,952.20	$11,500,014.34	**$24,822,549.81**
Current Reporting Period	$0	$409,505.12	$0	**$409,505.12**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
865-A3	US 101/ Broadway Interchange Project	This WD is a continuation of WD 748 Right of Way Close-out Project and WD 749 Highway Planting Plans, Specifications and Estimate for the US 101/Broadway Interchange under the previous contract 16-T-P-084 which ended August 31, 2022. **Amendment 3 is to extend up to September 30, 2026. No changes to compensation**	AECOM	12/4/2025	3/17/2023	9/30/2026	$0
924-A1	Project Approval and Environmental Document for and Design for Fashion Island	CONSULTANT shall provide engineering support services for the Project Approval and Environmental Document (PA&ED) phase for the Fashion Island Boulevard/19th Avenue Complete Streets Corridor Project. **Amendment 1 is to add various subtasks and optional tasks 7 through 9 for the amount of $409,505.12**	Kimley-Horn	12/11/2025	2/25/2025	7/30/2026	$409,505.12
						Total Amount This Period	**$409,505.12**

Attachment 2

Contract Name: Transportation Planning, Grants, and Engagement Services Contract No. 25-T-P-016

Scope of Services

Consultants will provide transportation planning, grants development and community engagement work for TA funded projects and programs. Services may include, but are not limited to: multimodal corridor plans, strategic plans, best practices reviews, grant writing support, public participation strategies and support as well as assisting with project/program related events.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$14,000,000
Exercised:	3.0	$14,000,000
Work Directives Issued:		$2,610,397.85
Remaining Exercised Capacity:		$11,389,602.15

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1095	286	26%	18.65%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	5/1/2025	4/20/2028	3.0	$14,000,000	2025-06
Option 1	4/21/2028	4/20/2029	1.0		2025-06
Option 2	4/21/2029	4/20/2030	1.0		2025-06
Amendment					
Total:			**5.0**	**$14,000,000**	

Table 4

Vendor	ARUP US, Inc.	Fehr & Peers	HNTB Corp.	Jacobs Engineering Group Inc.	TOTAL
Contract #	25-T-P-016A	25-T-P-016B	25-T-P-016C	25-T-P-016D	
Total WDs Issued	$999,788.55	$279,894.41	$0	$1,330,714.89	**$2,610,397.85**
Current Reporting Period	$249,794.10	$79,990.69	$0	$1,330,714.89	**$1,660,499.68**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
1034	TA CBO Bench Pilot Program	Contractor and subcontractor shall establish a Community-Based Organization (CBO) Bench that advances the TA's Strategic Plan 2025–2029 priorities of equity, collaboration, and capacity building.	Arup	10/9/2025	10/9/2025	12/31/2026	$249,794.10
1051	FY26-27 Caltrans STPG Applications	Contractor shall provide support in developing materials to draft applications for the Caltrans FY26-27 Sustainable Transportation Planning Grant Program	Fehr & Peers	10/2/2025	10/3/2025	12/31/2025	$79,990.69
1017	Communications Services for Public Information Effort	Contractor shall provide the TA with administration, process development, and strategic communications to develop a comprehensive communications, marketing, and public engagement strategy that will support future funding efforts in the county, region, and state	Jacobs	10/14/2025	10/14/2025	12/31/2026	$250,074

1017-A1	Communications Services for Public Information Effort	Amendment 1 is to update the scope of work for Tasks 1-3, and change the WD basis to Fixed Firm Price	Jacobs	12/12/2025	10/14/2025	12/31/2026	$100,174
1018	Peninsula Shuttle Program Optimization and Funding Strategy	Contractor shall provide support to complete the countywide shuttle program optimization and funding strategy	Jacobs	10/1/2025	10/1/2025	3/31/2027	$386,490.60
1018-A1	Peninsula Shuttle Program Optimization and Funding Strategy	Amendment 1 is to authorize the scoped optional tasks for the consultant to conduct a focused shuttle needs evaluation for three (3) jurisdictions within the County	Jacobs	12/22/2025	10/1/2025	3/31/2027	$267,805.29
1019	BBGS Funding and Advocacy Roadmap	Contractor shall provide support to develop a funding roadmap and strategy for the Burlingame Broadway Grade Separation Project (BBGS)	Jacobs	12/2/2025	12/2/2025	12/31/2026	$326,171
						Total Amount for this period	**$1,660,499.68**

Attachment 3

Contract Name: Transportation Planning, Management, and Support Services Contract No. 20-T-P-008

Scope of Services

Consultants will provide transportation planning, project management, program management support services and project control services for TA. This contract is superseded by the contract identified in Attachment 5.

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$10,000,000
Exercised:	6.0	$8,750,000
Work Directives Issued:		$6,719.308
Remaining Exercised Capacity:		2,030,692.00

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2190	2140	98%	76.07%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	4/1/2020	3/31/2025	5.0	$5,000,000	2020-6
Option 1	4/1/2025	3/31/2026	1.0	$1,250,000	2020-6
Option 2	4/1/2026	3/31/2027	1.0	$1,250,000	2020-6
Amendment				$2,500,000	2024-5
Total:			**7.0**	**$10,000,000**	

Table 4

Vendor	WSP USA Inc.	Stantec Consulting, Inc.	TOTAL
Contract #	20-T-P-008A	20-T-P-008B	
Total WDs Issued	$5,016,360.73	$1,702,947.27	**$6,719,308.00**
Current Reporting Period	$67,649.76	$0	**$67,649.76**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
1003-A1	US 101/ Holly Street Interchange Technical Assistance	CONSULTANT will provide transportation planning and grant writing support for near-term and long-term improvements at the US 101/Holly St Interchange in the City of San Carlos. **Amendment 1 to WD 1003 is to add scope of work and funding.**	WSP	10/16/2025	4/7/2025	12/31/2025	$13,655.76
888-A5	US 101 Multimodal Strategy	CONSULTANT shall develop a high-level branding approach for the US 101 corridor and bundle multimodal projects within the corridor to increase the competitiveness of the US 101 Managed Lanes North of I-380 and US 101/SR 92 Direct Connectors for future funding. **Amendment 5 is to include CONSULTANT's proposed budget modification request for an additional cost of $53,994 to complete the US 101 Multimodal Strategy project**	WSP	1/4/2025	2/2/2023	3/31/2026	$53,994

962-A4	TA Key Performance Indicators (KPIs)	CONSULTANT shall support the TA to develop Key Performance Indicator (KPI) dashboard to be published on TA's website to communicate the benefit Measure A and W sales taxes are delivering to the public within San Mateo County. **Amendment 4 is to extend up to March 31, 2026. No change in compensation.**	Stantec	12/4/2025	10/31/2024	3/31/2026	$0
						Total Amount This Period	**$67,649.76**

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Authorizing Submittal of an Allocation Request for $48,000,000 in Regional Measure 3 Funding for State Route 84/US 101 Interchange Reimagined Project**

Action

Staff recommends the Board of Directors (Board) adopt a resolution to:

1. Authorize the San Mateo County Transportation Authority (TA) Executive Director, or designee, to execute and submit an allocation request to the Metropolitan Transportation Commission (MTC) for $48 million in Regional Measure 3 (RM3) funds for the State Route (SR) 84-US 101 Interchange Reimagined Project (Project);

2. Make various related funding commitments and certifications as outlined in the attached resolution;

3. Authorize the Executive Director, or designee, to execute any contracts or other documents required to receive RM3 allocations for the Project; amend funding and cooperative agreements with Project partners to account for the receipt of RM3 funds, and take any other actions necessary to apply for and receive the subject funds.

Significance

The SR 84-US 101 interchange provides access to residential communities in Redwood City, North Fair Oaks, Menlo Park, and Woodside while supporting industrial activities around the Port of Redwood City, and thousands of jobs at Seaport Center and Pacific Shores. The current interchange is a source of local traffic congestion, traffic merging and safety issues, and traffic backups on US 101.

The reconstruction Project will 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 five-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 Union Pacific Railroad at-grade crossings of Veterans Boulevard and Blomquist Street; and adding shared use paths, bike lanes, and separated bikeways.

For TA funding purposes, the City of Redwood City (City) is the sponsor of the Project, which has been planned, environmentally cleared, and designed.

MTC's proposed allocation of $48 million in RM3 funds would complete the Project budget and leverage over $160 million in Measure A funds, along with $105 million in Infrastructure for Rebuilding America (INFRA) funds from the US Department of Transportation and $14.2 million from the State's Trade Corridor Enhancement Program.

Budget Impact
There is no budget impact associated with this item.

Background
The Project was initially listed in the TA's 1988 Measure A Transportation Expenditure Plan (TEP) and is listed as a Key Congested Area project in the TA's 2004 Measure A TEP. The TA's Short Range Highway Plan also lists this interchange as a project of countywide significance.

Bay Area voters approved RM3 on June 5, 2018, including an expenditure plan for funding a range of transportation projects in the San Francisco Bay Area. The RM3 expenditure plan includes $130 million for the Dumbarton Corridor Improvements program. In June 2024, MTC programmed $48 million for the Project as part of the overall Dumbarton Corridor Improvements program list, which is available for allocation now that the Project is fully funded.

Prepared By:	Vamsi Tabjulu	Project Manager	650-508-7773
	Heather Salem	Acting Director, Grants and Fund Management	650-730-8099

Resolution No. 2026-

Board of Directors, San Mateo County Transportation Authority
State of California

***

Authorizing Submittal of an Allocation Request for $48,000,000 in Regional Measure 3 Funding for State Route 84/US 101 Interchange Reimagined Project

Whereas, Senate Bill (SB) 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure (RM) 3, identified projects eligible to receive funding under the RM3 Expenditure Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for RM3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM3 funding; and

Whereas, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in RM3 Policies and Procedures (MTC Resolution No. 4404); and

Whereas, the State Route (SR) SR 84/US 101 Interchange Reimagined Project (Project) was initially listed in the San Mateo County Transportation Authority (TA)'s 1988 Measure A Transportation Expenditure Plan (TEP) and is listed as a Key Congested Area project in the TA's 2004 Measure A TEP; and

Whereas, the TA Board of Directors has allocated over $160 million in Measure A funds to the City of Redwood City for the Project;

Whereas, the TA is an eligible sponsor of transportation projects in the RM3 Expenditure Plan; and

Whereas, the SR 84/US 101 Interchange Reimagined Project, RM3 project #17.7 a subproject of RM3 Project 17 in the Dumbarton Corridor Improvements Program, Project is eligible for consideration in the RM3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

Whereas, the RM3 updated Initial Project Report (IPR) and allocation request, attached hereto and incorporated herein as though set forth at length, lists the project purpose, schedule, budget, expenditure and cash flow plan for which the TA is requesting that MTC allocate RM3 funds.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby certifies:

1. The TA and its agents shall comply with the provisions of the Metropolitan Transportation Commission's RM3 Policies and Procedures;
2. The SR 84/US 101 Interchange Reimagined Project (Project) is consistent with the Regional Transportation Plan;
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Project;
4. The RM3-funded phase or segment is fully funded, and results in an operable and usable segment;
5. The TA approves the allocation request and updated IPR, attached to this resolution;
6. The TA approves the Project cash flow plan, attached to this resolution;

7. The TA has reviewed the Project needs and has adequate staffing resources to deliver and complete the Project within the schedule set forth in the allocation request and updated IPR;
8. The TA is authorized to submit an application for RM3 funds for the Project in accordance with California Streets and Highways Code 30914.7(a);
9. The TA certifies that the Project and purpose for which RM3 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and the applicable regulations thereunder;
10. There is no legal impediments to the TA making allocation requests for RM3 funds;
11. There is no pending or threatened litigation which might in any way adversely affect the proposed Project, or the ability of the TA to deliver such Project;
12. The TA indemnifies and holds harmless MTC, the Bay Area Toll Authority (BATA), and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the TA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. The TA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings

brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, as much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;

13. The TA shall, if it receives any revenues or profits from any non-governmental use of the Project, use those revenues or profits exclusively for the public transportation services for which the Project was initially approved, either for capital improvements or maintenance and operational costs; otherwise the Metropolitan Transportation Commission is entitled to a proportionate share of such revenues or profits equal to MTC's percentage participation in the Project;
14. That assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that RM3 funds were originally used; and
15. The TA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with RM3 Toll Revenues.

Be It Further Resolved that the Board of Directors of the San Mateo County Transit Authority hereby authorizes its Executive Director, or designee, to execute and submit an allocation request for the construction phase of the State Route 84/US 101 Interchange Reimagined Project with MTC for RM3 funds in the amount of $48 million for the Project, purposes and amounts included in the project application.

Be It Further Resolved that the Executive Director, or designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as they deem appropriate.

Be It Further Resolved that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the TA application referenced herein.

Be It Further Resolved that the Executive Director, or designee, is hereby authorized to execute any contracts or other documents required to receive RM3 allocations for the Project, amend existing funding and cooperative agreements with Project partners to account for the receipt of RM3 funds, and take any other actions necessary to apply for and receive RM3 funds for the Project.

Regularly passed and adopted this 5th day of March 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transportation Authority

Attest:

_____
Authority Secretary

Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	17
Project Title	Dumbarton Corridor Improvements
RM3 Funding Amount	$130 Million

Subproject Information

Subproject Number	17.7
Subproject Title	SR 84-US 101 Interchange Reimagined Project
RM3 Funding Amount	$48 Million

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

San Mateo County Transportation Authority is the Project Sponsor. The City of Redwood City is the Implementing Agency for preconstruction services. Caltrans is the Implementing Agency for Construction.

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The SR 84-US 101 Interchange Reimagined Project will replace all ramps at the US 101/SR 84 interchange, widen Woodside Road to six lanes between Bay Road and the northbound US 101 off-ramp at Seaport Boulevard, lower Woodside Road to increase the vertical clearance at US 101, and eliminate the 5-leg intersection at Broadway/Woodside Road. The project will signalize ramp intersections, add turn lanes, and construct flyover ramps between Veterans Boulevard and US 101. The project also includes safety improvements at two railway-highway at-grade crossings and the installation of 4.2 miles of pedestrian and bicycle facilities, including sidewalks, multi-use paths, bike lanes, protected bikeways, and two protected intersections.

c. Impediments to Project Completion

There are currently no impediments to project completion. The project is fully funded and 95% PS&E has been submitted to Caltrans for review.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

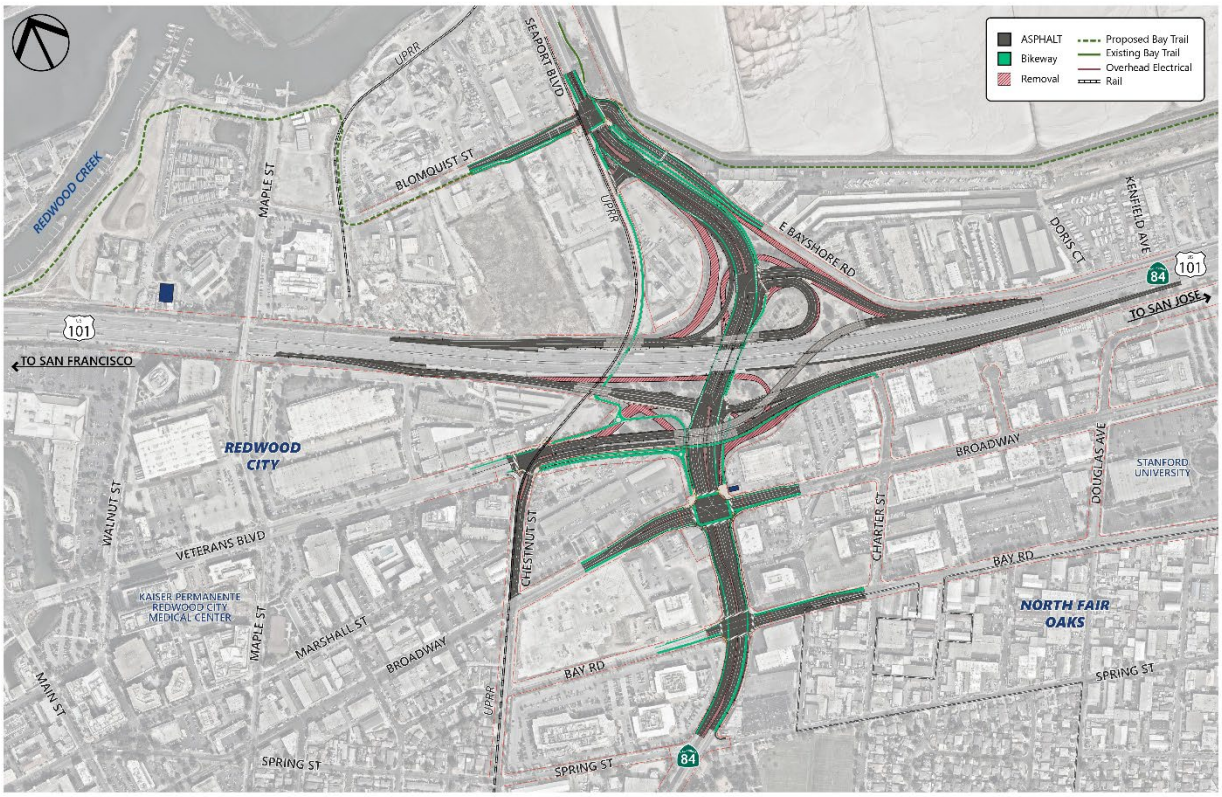
The City of Redwood City and Caltrans have worked collaboratively to identify project risks and mitigation measures. A detailed risk register has been prepared, and risks have been retired as they've been addressed. The remaining risks and mitigation measures are described below. The risks are not anticipated to negatively impact the project schedule.

- Utility Relocation of Pacific Gas and Electric Company (PG&E) Facilities. The issue is a potential delay caused by lack of PG&E resources. Key utilities requiring relocation have been coordinated carefully with PG&E and will be scrutinized during design completion to create and execute clear and complete City/utility agreements, right of way certification findings, and refined construction plans and specifications.
- Unanticipated Cost Escalation. Updated construction costs were prepared in August 2025 and the Project cost estimate reflects these values. Costs were escalated to the midpoint of construction. Additionally, a 5% cost contingency for unforeseen items and escalation has been prepared and included in the project budget.
- Union Pacific Railroad Requirements. A Preliminary Engineering agreement with the railroad has been approved for the review of design plans. The plan review has been ongoing and will be completed during the final design. A site diagnostic meeting in Summer 2024 to review existing conditions in advance of design submittals. The understanding is that GO-88B will suit the Project scope. Railroad coordination is incorporated in the Project schedule, and a construction and maintenance agreement is anticipated by July 2026.
- Right of Way Condemnation. The project has identified right of way needs and right of way maps have been approved by Caltrans. The Project right of way acquisition plan includes time for condemnation proceedings, if needed. Previous discussions with the property owner of the only full parcel affected revealed a willingness to participate in the process. Other property to be acquired are publicly owned land as well as partial parcels and have been carefully considered and coordinated. Right of Way Certification is on schedule to be completed by September 2026.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

Operations and maintenance responsibilities will be shared between Caltrans and the City of Redwood City, to be described in the revised Freeway Agreement. Caltrans will be responsible for improvements along US 101 and SR 84. The City of Redwood City is responsible for improvements along the local roadways and the Class I multi-use paths.

f. Project Graphic(s) *(include below or attach)*



II. Project Phase Description and Status

a. **Environmental/Planning** Does NEPA apply? Yes ☒ No ☐

The joint CEQA Initial Study with Negative Declaration and NEPA Environmental Assessment with Finding of No Significant Impact was approved in December 2016.

b. Design

The project has submitted 95% PS&E to Caltrans for review. 100% PS&E is anticipated to be completed in March 2026 and Final PS&E in July 2026. The project is scheduled to meet the Ready To List milestone in November 2026.

c. Right-of-Way Activities / Acquisition

Right of Way requirements and appraisal maps for the project were approved by Caltrans in August 2024. Right of Way offers and negotiations are ongoing. Resolutions of Necessity have been approved by

City of Redwood City Council in October 2025. All right of way acquisition possessions are on schedule to be completed by April 2026. The Right of Way Certification is anticipated to be approved by Caltrans in September 2026.

d. Construction / Vehicle Acquisition / Operating

Construction contract award is scheduled for March 2027. Construction activities are anticipated to begin in April 2027 and be completed March 2030.

III. Project Schedule

Phase-Milestone	**Planned**	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)		12/2016
Final Design - Plans, Specs. & Estimates (PS&E)	08/2017	11/2026
Right-of-Way Activities /Acquisition (R/W)	08/2017	09/2026
Construction (Begin – Open for Use) / Acquisition (CON)	03/2027	03/2030

IV. Project Budget

Capital

Project Budget	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$6,400
Design - Plans, Specifications and Estimates (PS&E)	$17,100
Right-of-Way Activities /Acquisition (R/W)	$73,549
Construction / Rolling Stock Acquisition (CON)	$288,025
Total Project Budget (in thousands)	$385,074

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

VI. Contact/Preparation Information

Contact for Project Sponsor
Name: Peter Skinner
Title: Executive Officer
Phone: (650) 622-7818
Email: skinnerp@samtrans.com
Mailing Address: 1250 San Carlos Avenue, San Carlos, CA 94070

Person Preparing Initial Project Report (if different from above)
Name: Vamsi Tabjulu
Title: Project Manager
Phone: (650) 508-7773
Email: TabjuluV@samtrans.com
Mailing Address: 1250 San Carlos Avenue, San Carlos, CA 94070

Regional Measure 3
Allocation Request

RM3 Project Information

Project Number	17
Project Title	Dumbarton Corridor Improvements
Project Funding Amount	$130 Million

Subproject Information (if different from overall RM3 project)

Subproject Number	17.7
Subproject Title	SR 84-US 101 Interchange Reimagined Project
Subproject Funding Amount	$48 Million

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			
Total:		**$**	

Current Allocation Request:

Request submittal date	Amount	Phase
June 17, 2026	$48 Million	CON

I. RM3 Allocation Request Information

a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

The project is currently in the PS&E and Right of Way phases. The 95% PS&E has been submitted to Caltrans for review. Right of Way requirements and appraisal maps for the project were approved by Caltrans in August 2024. Right of Way offers and negotiations are ongoing. Resolutions of Necessity have been approved by City of Redwood City Council in October 2025.

b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The project is requesting the $48 million allocation for the Construction phase.

c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.

d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.

Construction contract award is scheduled for March 2027. Construction activities are anticipated to begin in April 2027 and be completed March 2030.

e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)

f. Request Details

Amount being requested	$48 Million
Project phase being requested	CON
Are there other fund sources involved in this phase?	☒ Yes ☐ No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	March 5, 2026
Month/year being requested for MTC commission approval of allocation	June 2026

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Adopting the 101 Corridor Connect: US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101)**

Action

Staff recommends the Board of Directors (Board) adopt the San Mateo County Transportation Authority's (TA) US 101 San Mateo County Crossings Improvement Implementation Plan, referred to as "Active 101."

Significance

Active 101 is the second initiative under TA's 101 Corridor Connect Program (Program) and is a grant-funded project through the California Department of Transportation (Caltrans) Sustainable Transportation Planning program. The Multimodal Strategies effort was the Program's first initiative and identified and prioritized multimodal transportation projects necessary to advance the corridor vision. Active 101 identifies specific active transportation improvements within a quarter mile of US 101, with a focus on equity priority communities and freeway crossings. Active transportation refers to human-powered mobility, such as biking, walking or rolling. The Active 101 Plan identifies crossing and corridor improvement projects that will enhance travel conditions along and across US 101 from Brisbane to East Palo Alto.

Active 101 is built on adopted local and regional planning documents, capital improvement programs, and input from partner agencies and stakeholders. The Active 101 planning effort included evaluating projects intended to improve mobility across the county that currently lack sufficient funding, coordination, or other resources to move forward. Through community engagement, stakeholder feedback, and collaboration with local jurisdictions, these projects were integrated into a cohesive north-south Priority Network with key supporting crossings designed to improve connections across the US 101 corridor and ensure a safer, more seamless experience for people walking, biking, and rolling. All Priority Network and supporting crossing projects will be incorporated as priority projects in the broader 101 Corridor Connect Program.

To initiate project development, projects within the quarter-mile buffer around US 101 were identified from existing planning documents and through discussions with local agency staff. These projects were assessed for their potential to improve safety, connect priority areas, and enhance access for underserved communities. An assessment of existing conditions evaluated transportation patterns related to the goals of the 101 Corridor Connect Program, including safety, inclusivity, connectivity, and sustainability. Findings from this analysis informed and refined the Active 101 Plan.

An extensive community engagement effort provided insight into areas of concern and priority throughout the corridor. Community members shared feedback on locations where walking, biking, and rolling conditions need improvement. Later in the Active 101 planning process community members provided additional feedback on the draft Priority Network alignment and conceptual designs for some of the included projects. Community engagement activities occurred across multiple efforts from Fall 2024 to Fall 2025, with goals of raising awareness of the Active 101 Plan and identifying community priorities for transportation improvements within the study area. The outreach strategy prioritized seeking input from a broad range of people from various geographies and cultural backgrounds, including a focus on underrepresented communities. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Throughout all phases of engagement, project information was provided in multiple languages, interpretation services were available at community meetings, and staff fluent in Spanish and Cantonese supported pop-up events and workshops. In total, the project team received more than 1,500 votes on locations of concern, delivered 24 presentations to partner agencies and stakeholders, hosted ten pop-up events, and collected over 200 responses on conceptual design options.

Using feedback from the community and local jurisdictions, a heatmap of priority locations was developed to highlight areas where enhanced active transportation infrastructure is most needed. Combined with the existing conditions analysis, this helped to define the proposed alignment for the north-south mobility corridor along US 101. Together with key east-west connections, these projects constitute the Active 101 Priority Network. These priority projects will become part of the 101 Corridor Connect Program and will be prioritized through TA's technical assistance program, which helps identify grant funding opportunities to move the projects forward.

Following development of the Active 101 Priority Network, six selected projects advanced into conceptual design to model how Active 101 projects could move into the next phases of design. Five of the six projects are located in Senate Bill (SB) 535 Disadvantaged Communities, consistent with the equity focus of Active 101. This early design phase allowed project sponsors to collaborate on initial design concepts for projects not yet underway, translating network ideas into tangible examples that could be shared with the community for preliminary feedback. This process provided project sponsors both technical material and community input to guide future development and strengthen funding competitiveness.

Finally, Active 101 includes an implementation strategy outlining next steps and potential funding sources to advance Priority Network projects. TA will prioritize these active transportation projects through technical assistance to agencies for project scoping, community engagement, design, and funding strategies to ultimately result in project construction.

The draft Active 101 Plan was available for public review from January 12 to February 9, 2026. Following the presentation of the draft Plan to the Board in February 2026, staff finalized the document and has included the Final Active 101 Plan as an attachment to this staff report. Once adopted, the fully formatted, Americans with Disabilities Act (ADA)-compliant/accessible version will be made available on TA's website in April 2026.

Budget Impact

There is no budget impact associated with this item.

Background

TA envisions the US 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, TA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond relying only on freeway mainline improvements.

The Program builds on the Caltrans US 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion, and multimodal travel while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the US 101 Corridor, but it does not set priorities for implementation. The 101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation.

The Program's effort to identify and prioritize projects within San Mateo County will help to maximize eligibility for state-level funding opportunities and help to identify and prioritize projects that are supported by local communities through extensive engagement. The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals.

The Program's second initiative is to develop the US 101 San Mateo County Crossings Improvement Plan, or the Active 101 Plan. This effort focuses on a quarter-mile area on either side of US 101 to identify and prioritize necessary, but currently unfunded, transportation projects that can enhance the active transportation network and position them for future funding efforts.

Prepared By:	Sue-Ellen Atkinson, AICP	Manager, Planning and Fund Management	650-508-6211

22681987.3

Resolution No. 2026-

Board of Directors, San Mateo County Transportation Authority
State of California

*** * ***

Adopting the 101 Corridor Connect: US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101)

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

Whereas, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by TA of the half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

Whereas, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as “Measure W” to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by TA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

Whereas, TA adopted its Strategic Plan 2025-2029 on December 5, 2024, pursuant to Resolution No. 2024-22, to update and address the requirements of Measures A and W,

including direction to continue to implement the 101 Corridor Connect Program by adopting the Active 101 Plan; and

Whereas, the priority projects identified in the Active 101 Plan will be included as priority projects in TA's Multimodal Strategies; and

Whereas, the Multimodal Strategies will serve as San Mateo County's local Comprehensive Multimodal Corridor Plan, making the priority projects eligible for funding under the Senate Bill 1 Solutions for Congestion Corridors Program and better leveraging the local transportation sales tax funding with state grant programs; and

Whereas, staff coordinated with a technical working group of local jurisdiction representatives, regional transit agencies, and other stakeholders in developing the Active 101 Plan; and

Whereas, staff also conducted an extensive multilingual community engagement effort to understand the needs of people traveling along and across the US 101 corridor; and

Whereas, the draft Active 101 Plan was released for public comment from January 12 to February 9, 2026 and was presented to the TA Board of Directors (Board) on February 5, 2026; and

Whereas, consistent with TA's Strategic Plan 2025-2029, staff recommends the Board adopt the Active 101 Plan.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the attached Active 101 Plan.

Regularly passed and adopted this 5th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transportation Authority

Attest:

_____
Authority Secretary

22681988.3

101 corridor connect

MOVING THE PENINSULA FORWARD

Active 101:

US 101 San Mateo County Crossings Improvement Implementation Plan

Final Plan

March 2026

SAN MATEO COUNTY Transportation Authority

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ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

The US 101 San Mateo County Crossings Improvement Plan (Active 101) is a San Mateo County Transportation Authority (SMCTA) initiative that advances projects creating an interconnected and continuous active transportation corridor along and across US 101, increasing access, mobility, and safety for people walking, biking, and rolling.

Goals

The Active 101 Plan is guided by the vision and goals set by the 101 Corridor Connect Program, which represents SMCTA's framework for supporting multimodal projects working to reduce congestion along the US 101 corridor throughout San Mateo County. The four goals of the 101 Corridor Connect Program are:

Safety: Striving to eliminate collisions for the most vulnerable road users, including people who walk, bike, and use mobility devices near US 101.

Connectivity: Bridging critical gaps in local, countywide, and regional active transportation networks to ensure seamless transportation options.

Sustainability: Providing alternative options for people to make short trips without relying on a car, thereby promoting environmental sustainability.

Inclusivity: Enhancing access for underserved communities and expanding mobility opportunities for individuals without access to a car.

Process

Active 101 is based on an in-depth existing conditions assessment that documented baseline conditions, identified current gaps and challenges in the active transportation network, and assembled a comprehensive inventory of proposed projects identified in locally adopted plans. The existing conditions analysis was aligned with the 101 Corridor Connect Program goals: safety, connectivity, inclusivity, and sustainability. Alongside the technical analysis, the Active 101 Plan included extensive equity-focused community engagement to gather feedback and insights from community members, partner agencies and stakeholders, and community-based organizations. The engagement strategy included both in-person and virtual activities and was conducted in four distinct phases corresponding to the different stages of the Active 101 Plan, including 24 presentations to partner agencies and stakeholders, more than 1,500 community comments on local priorities, and 10 pop-up events. This allowed for a deeper understanding of the community needs and priorities for travel along and across US 101.

Outcomes

A central outcome of the Active 101 Plan is the development of the Active 101 Priority Network (Priority Network), which is the framework for implementing the priority active transportation improvements along and across US 101. The Priority Network reflects the findings and input from the existing conditions assessment, community engagement, and stakeholder coordination. It is a continuous north-south alignment with key east-west crossings and consists of **42 miles** of bicycle and pedestrian facilities within a quarter mile of US 101. To fully build out the Priority Network, there are approximately **27 miles** of bicycle and pedestrian improvement projects that would need to be completed through the implementation of **83 identified projects** between Brisbane and East Palo Alto. All projects that are part of the Priority Network are designated as priority projects under the 101 Corridor Connect Program, emphasizing their regional significance and helping ensure their implementation is strategic and effective.

ACTIVE 101 PRIORITY NETWORK OUTCOMES:

Safety: **16 upgraded crossings** over US 101; Priority Network overlaps with **7.5 miles** of the Pedestrian HIN and **6 miles** of the Bicycle HIN.

Connectivity: **26.6 miles** of new or upgraded bicycle and pedestrian infrastructure; **30% increase** in residential access to bikeways.

Sustainability: Potential mode shift of approximately **5,700** daily short vehicle trips to walking or biking; **29% increase** in access in transit access.

Inclusivity: **14 crossings** along the Priority Network are located within an MTC Equity Priority Community and/or a Caltrans Equity Index Area; Improved bikeway access for **50,000 additional residents** in disadvantaged areas.

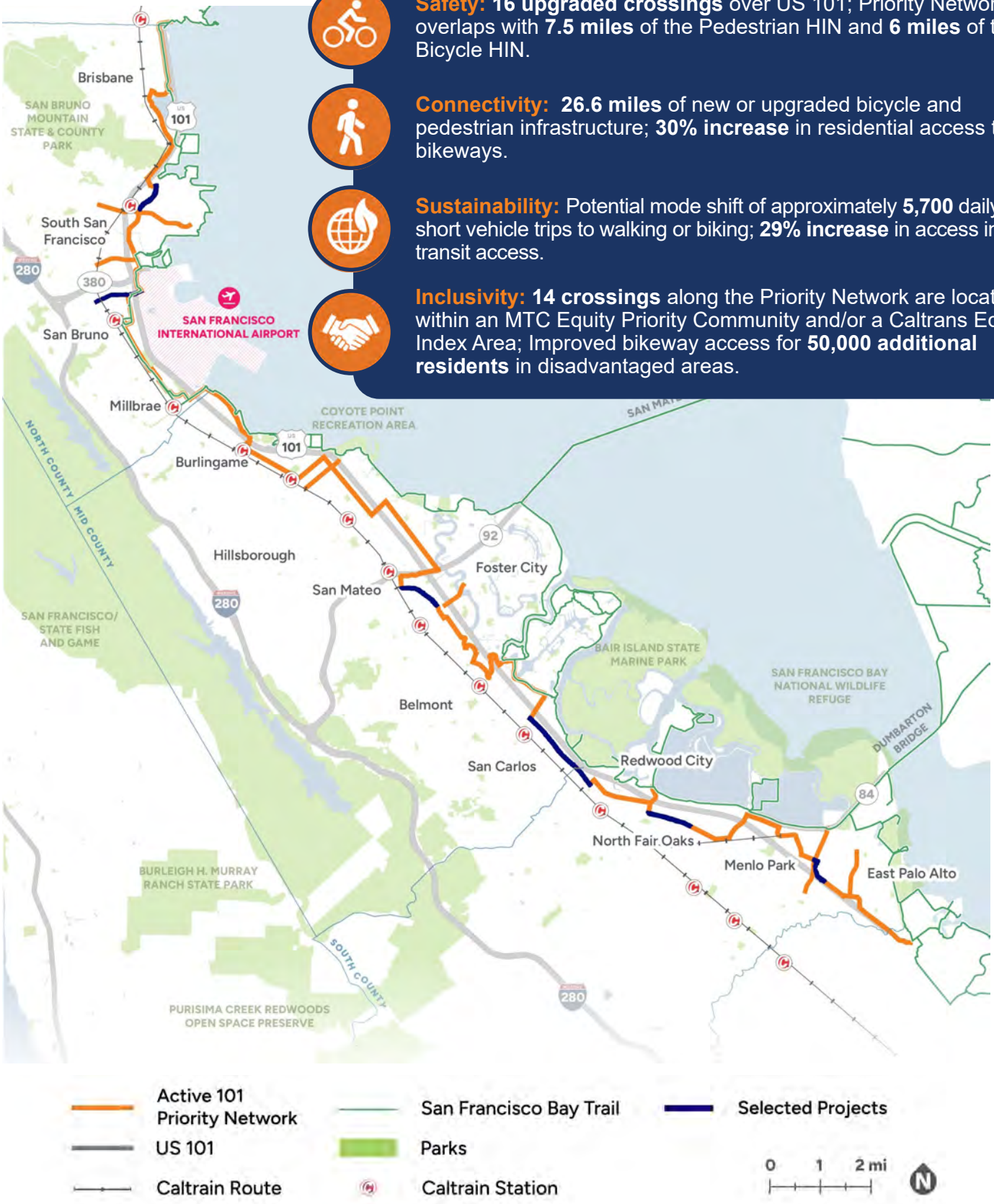


Figure 1. Final Active 101 Priority Network

Selected Projects

To demonstrate how SMCTA could help move the Priority Network into implementation, six projects were selected from the priority projects list for preliminary study. Five out of the six selected projects are located in state equity areas based on the Caltrans Equity Index. This included high-level conceptual design, community engagement, and preparation for funding and implementation. These projects illustrate how Active 101 priority projects can advance from prioritization and planning through the design process, from early concept development to readiness for future phases.

Figure 2 shows an example of a proposed cross-section design from one of the six selected projects and Figure 3 shows photos from one of the community engagement pop-up events. The six selected projects are:

1. **Gateway Boulevard** - South San Francisco
2. **San Bruno Avenue** - San Bruno, San Mateo County
3. **Saratoga Drive** - San Mateo
4. **Industrial Road** - San Carlos, Belmont, Redwood City, San Mateo County
5. **Bay Road** - Redwood City, San Mateo County
6. **East Bayshore Road** - East Palo Alto

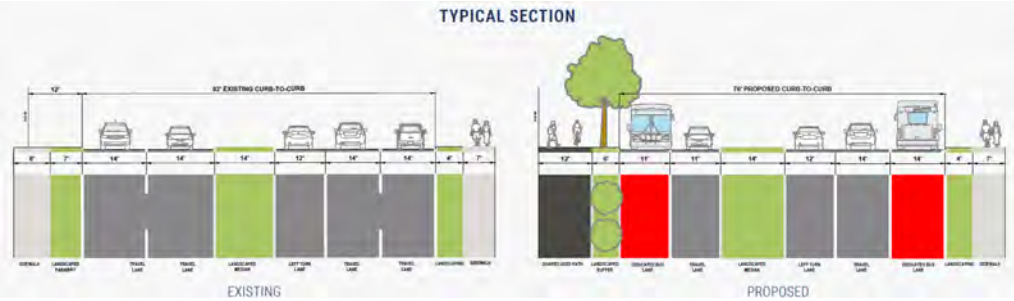


Figure 2. Example of Typical Cross Section

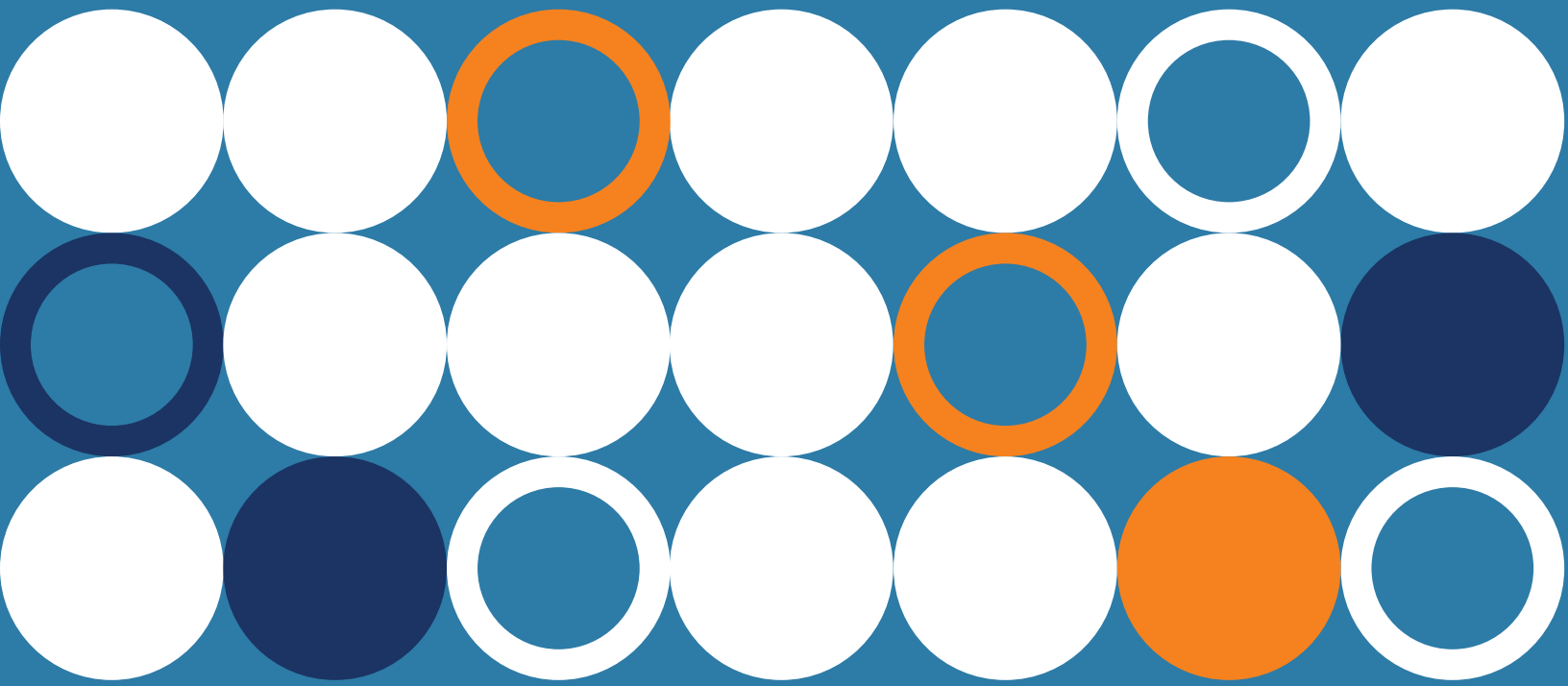
Figure 3. Example of Community Engagement Pop-Up Event

Next Steps

SMCTA is committed to working with project sponsors to advance the projects in the Priority Network through all phases of the project lifecycle, from planning to construction, including assistance with funding identification and project delivery. The Active 101 Plan includes an implementation plan that identifies potential funding sources for the prioritized projects, presents future programs and initiatives to supplement infrastructure projects, and outlines next steps to be taken by SMCTA.

Active 101 will help SMCTA improve active transportation infrastructure that provide safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around the County.

1 Introduction



1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County, and is a vital economic engine and a crucial connection between the East Bay, Silicon Valley, San Francisco and the hearts of various communities. However, the freeway itself can also act as a barrier for people walking, biking, and taking transit. The San Mateo County Transportation Authority's (SMCTA) vision for US 101 is to be an interconnected corridor with vibrant communities that supports travel for all modes of transportation.

To meet this vision, SMCTA established the 101 Corridor Connect Program (Program) to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond freeway mainline projects. The Multimodal Strategies were the first initiative under the Program and identified and prioritizing multimodal transportation projects to advance the corridor vision.

As the second initiative under the Program, SMCTA is developing the US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) to identify specific projects needed to support active transportation within a quarter mile of US 101. Active transportation refers to human-powered mobility, such as biking, walking or rolling. The Active 101 Plan aims to identify crossing and corridor improvement projects that will enhance travel conditions near US 101 from Brisbane to East Palo Alto. The Plan included developing a Priority Network consisting of transportation projects like those shown in Figure 4 that can advance the corridor vision and position the Plan's priority projects for future funding efforts.

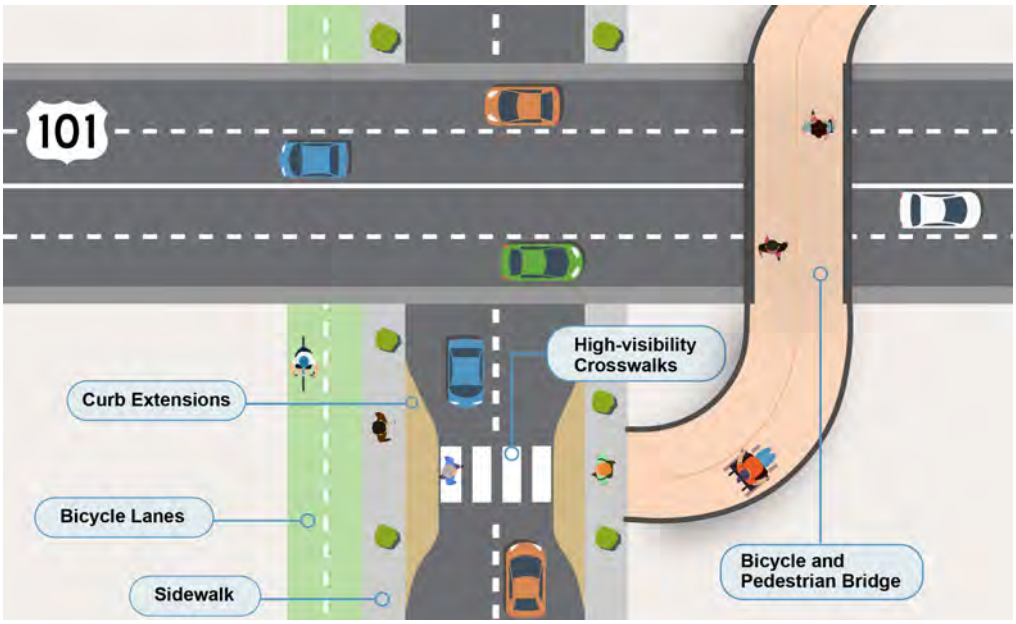


Figure 4. Example Active Transportation Infrastructure Improvements

1.2 BACKGROUND

The Program builds on the foundation established in the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 5. The CMCP provides a holistic framework for managing congestion, improving safety, and maximizing flow for all modes along the US 101 Corridor while reducing air pollution and greenhouse gas (GHG) emissions. Caltrans developed the CMCP to meet long-range corridor planning requirements and in response to the Road and Repair Accountability Act, which created several funding programs including the Solutions for Congested Corridors Program (SCCP). To be eligible for SCCP funding, CMCPs must be developed. The SCCP provides nearly $250 million annually in competitive funding to Caltrans and regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP aim to deliver a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. The SCCP also established comprehensive guidance for developing CMCPs within California.

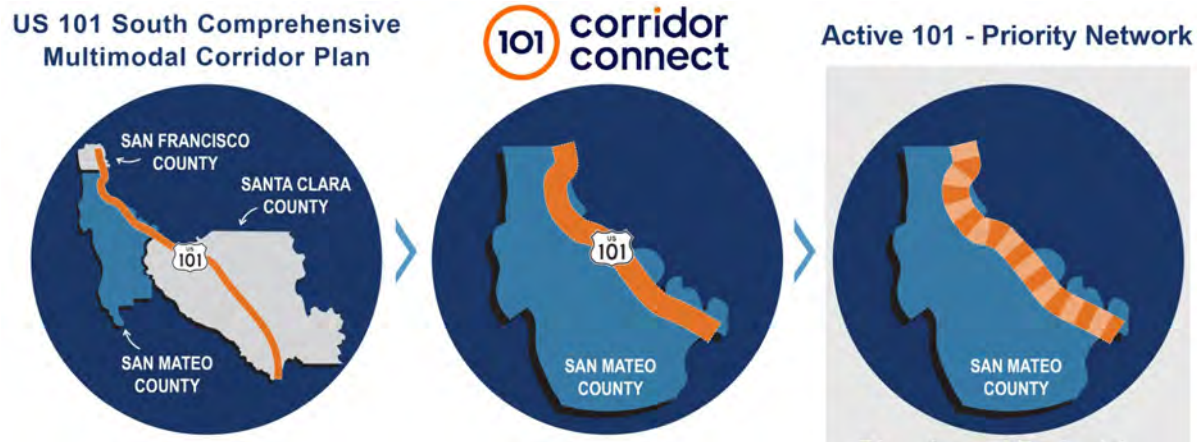


Figure 5. 101 Corridor Connect Elements

Caltrans, in coordination with stakeholders,[1] identified the US 101 South Corridor as a priority route in the region with the CMCP capturing anticipated changes, identifying multimodal needs, and recommending improvement projects and strategies. The US 101 South CMCP corridor limits are 85 miles of highway from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 Interchange to the I-280 terminus in downtown San Francisco.

1 Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

1. **Provide a safe transportation system to all users within the corridor**
2. **Reduce recurring freeway congestion and improve freeway efficiency in moving people**
3. **Improve trip time reliability within the corridor**
4. **Support an accessible and inter-connected multimodal transportation system within the corridor**
5. **Reduce pollutants and GHG emissions within the corridor**
6. **Support economic prosperity**
7. **Efficiently manage transportation assets within the corridor to protect existing and future investment**
8. **Efficient land use improving jobs/housing imbalance**
9. **Advance equity**
10. **Address climate change vulnerabilities to transportation facilities**

The CMCP identifies several critical transportation modes essential to achieving its goals, including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. It also outlines a range of programmed, planned, and proposed projects designed to help achieve the corridor's goals and objectives.

SMCTA initiated the 101 Corridor Connect Program to conduct a more focused and robust project prioritization process focused on San Mateo County. The goals of the 101 Corridor Connect Program, tiering off those of the US 101 South CMCP, are shown in Figure 6.

Figure 6. 101 Corridor Connect Goals

SMCTA developed Active 101 to prioritize crossing and corridor improvement needs and identify which projects will most effectively create safe crossings and corridors near US 101. These priority projects identified in the Active 101 Plan will become part of the 101 Corridor Connect Program, and will be projects SMCTA will prioritize through the technical assistance program, help identify grant funding opportunities, and identify multijurisdictional partnership opportunities. By improving active transportation infrastructure, SMCTA is striving to help grow vibrant communities that provide safe, comfortable, convenient, reliable, efficient, and affordable ways for people to get around the County.

1.2.1 Active 101 Project Limits

The Active 101 Project Area, shown in Figure 7, includes a quarter-mile buffer around US 101 from the San Francisco/San Mateo County line in the north to the San Mateo/Santa Clara County line in the south. When assessing existing conditions, demographic and transportation conditions were analyzed at both the quarter-mile Project Area buffer and at a one-mile buffer around US 101 to more comprehensively understand the communities surrounding US 101 and identify needs accordingly. The one-mile buffer is defined as the Active 101 Study Area in this plan.

Figure 7. Active 101 Project Area

1.2.2 Plan Development

Active 101 drew from existing adopted local and regional planning documents, capital improvement programs, and input from regional partners and stakeholders. The Plan evaluated projects that aim to improve mobility across the county but currently lack the funding, coordination, or resources to move forward. Through community engagement, stakeholder feedback, and collaboration with local jurisdictions, the projects were integrated into a cohesive north-south mobility corridor. This alignment is designed to focus on improving connections across US 101, ensuring a safe and seamless experience for people walking, biking, and rolling. In addition to forming a countywide north-south corridor, the Plan identified key supporting crossings to provide vital connections across the US 101 corridor. All projects included in the north-south corridor and the supporting crossings combine to create the Active 101 Priority Network, and will be priority projects in the overarching priority projects in the overarching 101 Corridor Connect Program.

Active 101 was developed through a four-part process:

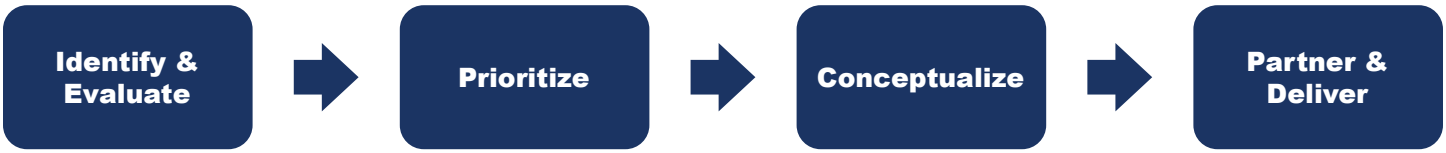


Figure 8. Active 101 Development Process

STEP 1: IDENTIFY AND EVALUATE

Projects within the Study Area were identified from existing adopted planning documents and through discussions with local agency staff. These identified projects were assessed for their potential to improve safety conditions, connect priority areas, and enhance access for underserved communities.

An analysis of existing transportation patterns within the Study Area relating to the goals of the 101 Corridor Connect Program was completed. This assessment of existing conditions pertaining to safety, inclusivity, connectivity, and sustainability provided valuable data to help shape the Plan.

Finally, community engagement and outreach provided the project team with information about areas of concern and priority around the US 101 freeway and within the quarter-mile buffer. Community members provided feedback on where they encounter areas where transportation infrastructure improvements are needed to improve walking, biking, or rolling conditions.

STEP 2: PRIORITIZE

Utilizing the feedback from the community and local jurisdictions, a heatmap was developed showing locations where members of the community feel that pedestrian and bicycle infrastructure can be enhanced. Using the existing conditions analysis and this heatmap of community priority areas, SMCTA connected the individual projects previously identified to develop the proposed alignment for the north-south mobility corridor along Highway 101. Together with additional key east-west corridor connections, these projects constitute the Active 101 Priority Network (Priority Network) and identify the universe of priority projects that will become part of the 101 Corridor Connect Program.

STEP 3: CONCEPTUALIZE

Following the development of the Priority Network, the conceptualization phase focused on advancing select projects to the early design phase. This phase provided an opportunity for project sponsors to collaborate in developing conceptual designs for projects that had not yet begun. The goal of this effort was to translate network concepts into tangible examples that could be shared with the community for initial feedback. By pairing high-level design work with community engagement, jurisdictions had both preliminary design materials and community input to inform future project development. This approach also helps make these projects more competitive for funding by demonstrating community support and design readiness. Each selected project included a tailored engagement strategy to ensure outreach reflected local context and needs.

STEP 4: PARTNER AND DELIVER

An implementation plan was created for all the projects along the Priority Network to identify next steps and potential funding sources to move forward to implementation. SMCTA will prioritize these active transportation projects to help provide technical assistance for agencies that need help further scoping, engaging with the community, designing, and securing funding to ultimately see projects constructed.

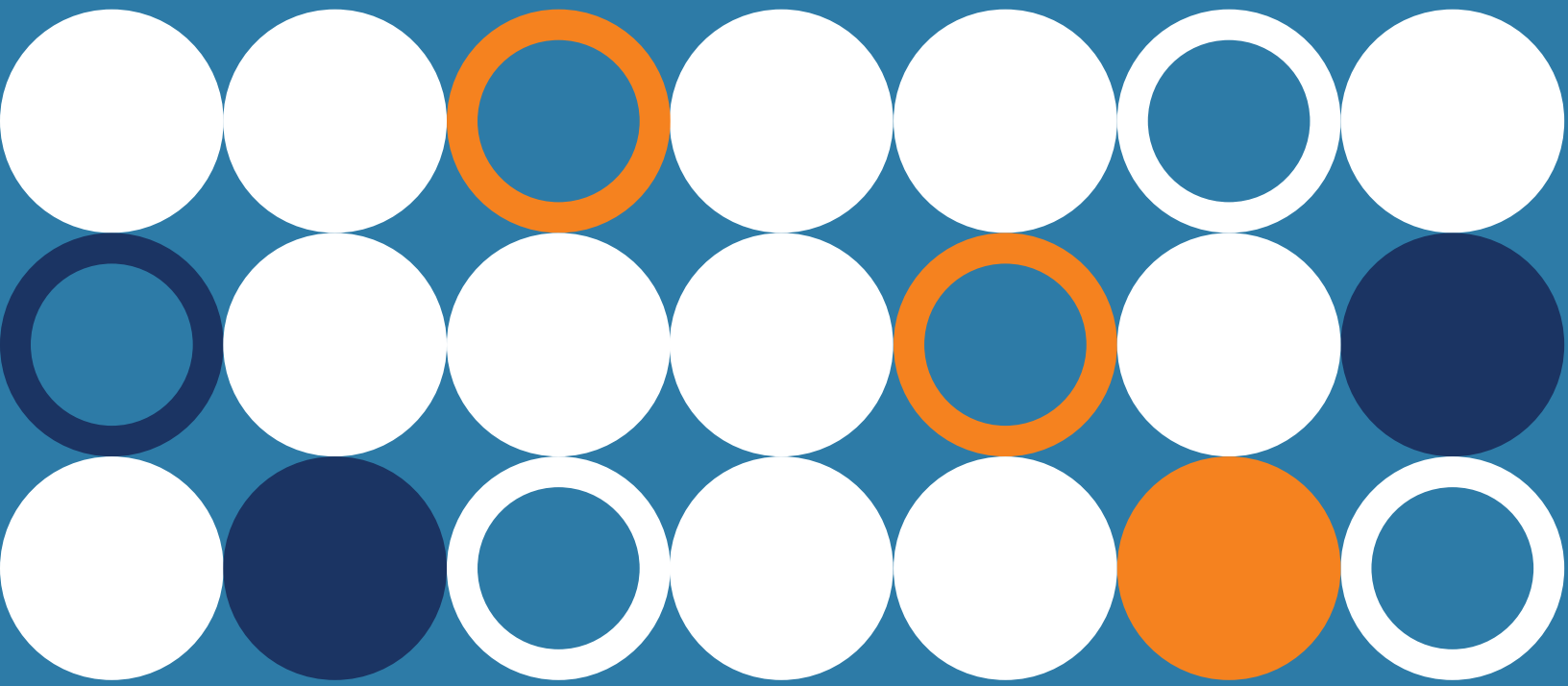
1.2.3 Definitions

Table 1 includes relevant acronyms, abbreviations, and definitions used throughout the Plan.

Table 1. Project Definitions

TERM	DEFINITION
101 Corridor Connect Program	The program's purpose is to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond just freeway mainline projects. The Active 101 Plan is an initiative within the 101 Corridor Connect Program.
Active 101 Project Area	The 1/4-mile buffer on either side of US 101 extending through the county of San Mateo.
Active 101 Study Area	The 1-mile buffer on either side of US 101 extending through the county of San Mateo, used solely for existing conditions analysis.
Project Inventory	The comprehensive/raw inventory of proposed projects from existing adopted local and regional plans.
Active 101 Priority Network	Existing and proposed active transportation projects in the Active 101 Project Area that create a contiguous north-south alignment with select east-west crossings.
Priority Projects	All proposed projects that make up the Priority Network.
Selected Projects	The six selected projects that received additional high level conceptual design.

2 Existing Conditions



2.1 OVERVIEW

An existing conditions assessment included both a technical analysis and a comprehensive inventory of projects identified in locally adopted plans. Together with the community engagement documented in Chapter 3, these efforts laid the foundation for developing the Priority Network (discussed in Chapter 4). By documenting baseline conditions and reviewing proposed projects, the assessment identified key issues that new, all-ages-and-abilities facilities prioritized by Active 101 could address.

In addition to identifying existing gaps and challenges, this assessment also sets the stage for evaluating and improving connectivity for people walking, bicycling, and rolling both along and across the US 101 corridor. The findings from the technical analysis and project inventory inform where and how connections can be strengthened, particularly across US 101, where limited crossings and high-traffic conditions currently constrain access between neighborhoods, jobs, and key destinations. The Priority Network will build on these insights to identify opportunities for enhanced multimodal connections and safer, more continuous routes throughout the corridor.

US 101 REGIONAL CONTEXT

US 101 is a vital north-south highway spanning 26 miles through San Mateo County, from East Palo Alto at the southern border to Brisbane at the northern border. Serving as a critical regional and local corridor, US 101 connects thousands of Bay Area residents each day to jobs, goods, services, and recreational opportunities. The highway traverses San Mateo County's most urbanized areas and provides access to key regional destinations, including San Francisco International Airport (SFO).

While most residential and commercial activity is concentrated west of US 101, areas to the east (the Bay side) include limited residential and commercial development but feature significant recreational and open space. Through San Mateo County, US 101 typically consists of eight lanes (four in each direction) and includes approximately 30 access points (exits and on-ramps) serving 10 local cities.

EXISTING CONDITIONS STUDY AREA

Figure 9 shows both a one-mile buffer of the US 101 centerline (i.e., one mile to the west and one mile to the east) and a quarter mile buffer around the centerline. While the Active 101 effort focuses on improvements within a quarter mile of the freeway corridor, the one-mile buffer area, or Study Area, was evaluated in the existing conditions analysis to more fully represent transportation conditions in the surrounding area. Figure 9 also illustrates population density by census tract within the Study Area, highlighting that most of the population along the corridor is concentrated on the west side of the highway. Exceptions include East Palo Alto, Foster City, and the Redwood Shores neighborhood in Redwood City, which are mostly located on the east side of US 101.

The following sections present a high-level summary of the technical analysis and project inventory.

While the Project Area is defined as a quarter mile buffer on either side of US 101, factors influencing active travel extend beyond this boundary. For this reason, a Study Area was created as a one-mile buffer along the entire 26-mile corridor. This larger buffer was applied selectively in the technical analysis and used where broader conditions needed to be captured.

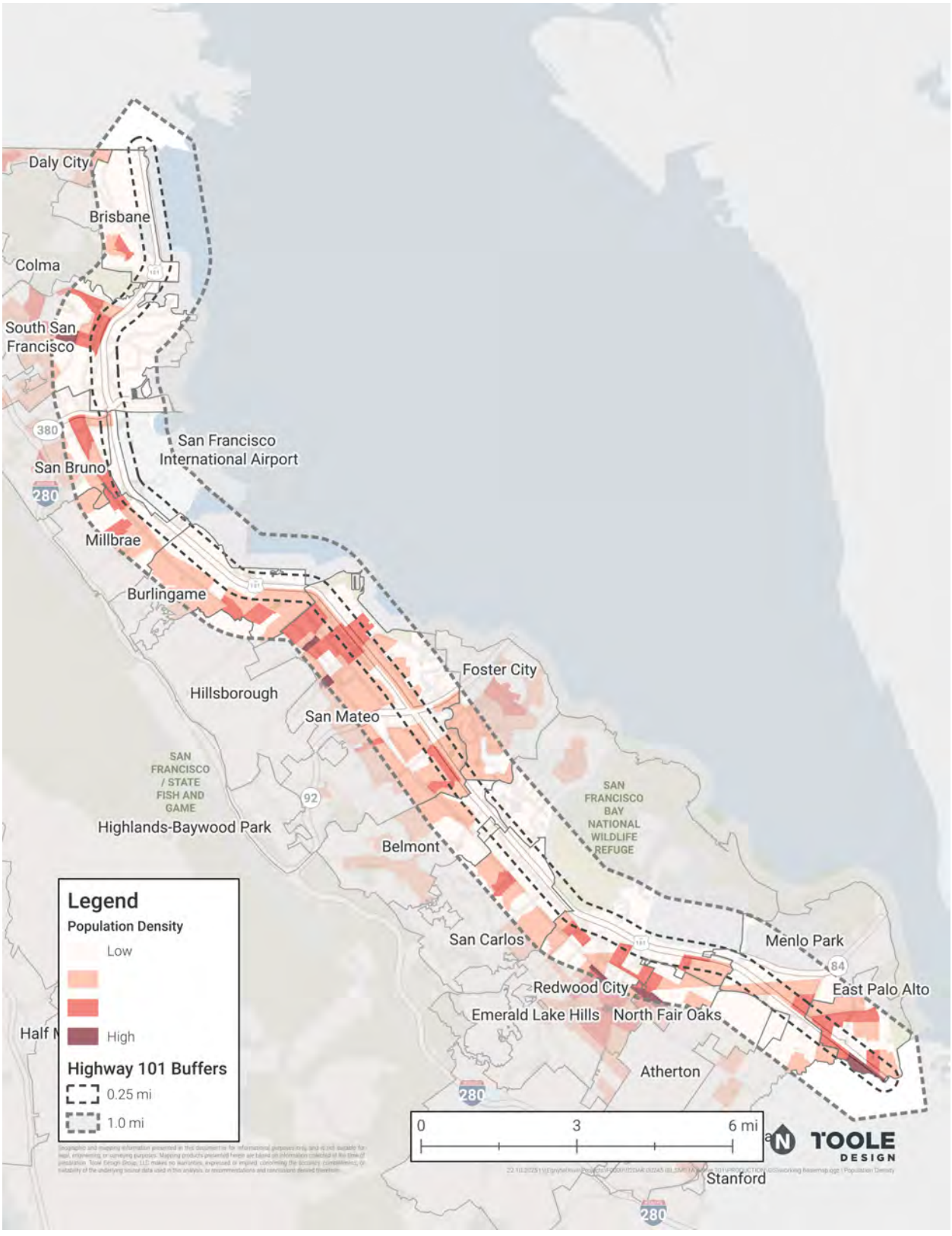


Figure 9. Active 101 Study Area and Population Density (Census ACS, 2022)

2.2 CONNECTIVITY

Connectivity is essential to overcoming the physical barrier that US 101 creates between communities, ensuring that neighborhoods, jobs, schools, and parks are linked by safe, direct, and reliable walking and bicycling routes. Achieving this vision requires facilities designed for all ages and abilities, meaning infrastructure that is safe, comfortable, and accessible for everyone, regardless of age, physical ability, or experience level.

The connectivity analysis examined existing crossings of US 101 to evaluate their active transportation infrastructure, and the general Study Area to assess levels of bicycle and pedestrian activity. This included identifying both current demand for active transportation and latent demand in areas where walking and biking trips are currently limited by network gaps. This assessment identified where connectivity is strongest, where opportunities exist to improve access, and where critical gaps remain in the active transportation network, which the Active 101 effort can help to address through future project development and implementation.

US 101 CROSSINGS

The technical analysis assessed all existing US 101 crossings in San Mateo County. At the time of analysis, there were 26 US 101 crossings in the Study Area (see Table 2). Three of the 26 crossings do not include pedestrian or bicycle facilities. Figure 10 maps the remaining 23 crossings that provide either bicycle access, pedestrian access, or both. These include:

- 8 Crossings with pedestrian facilities only (sidewalks)
- 2 Crossings with bicycle facilities only (bike lanes)
- 5 Crossings with sidewalks and bike lanes
- 3 At-grade shared-use paths
- 5 Grade-separated pedestrian/bike overcrossings

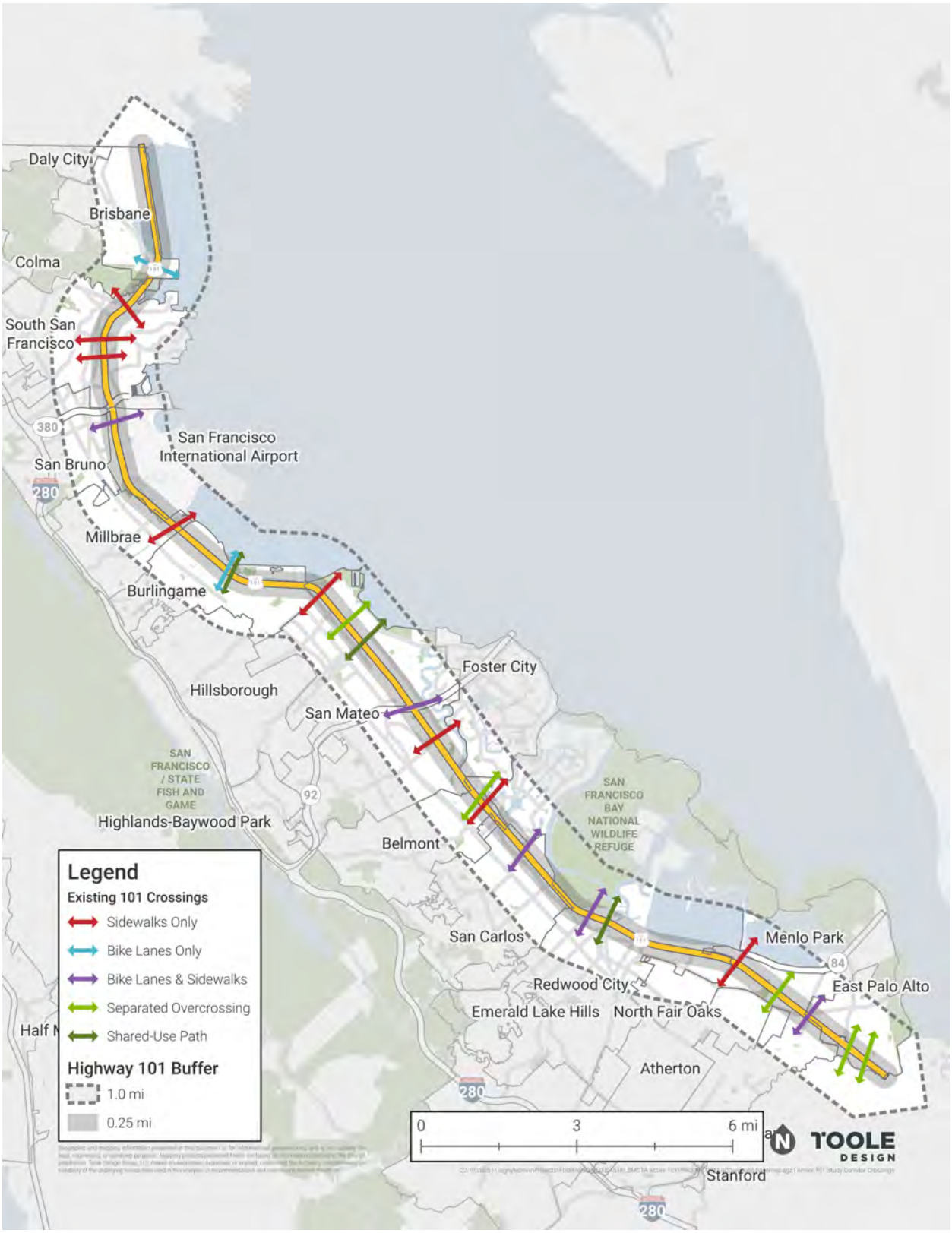


Figure 10. US 101 Bicycle and Pedestrian Crossings

Figure 11. Examples of Existing US 101 Crossings

The design of each crossing varies, influencing how safe, comfortable, and convenient it feels for people walking, bicycling, and rolling. Because these crossings connect neighborhoods, job centers, and community destinations on either side of the highway, improving their design, comfort, and accessibility is essential to creating a safe, connected active transportation network.

Overall, fewer than one-third of the crossings (eight out of 26) include grade-separated overcrossings or protected shared-use paths that offer higher levels of safety and comfort for people of all ages and abilities. Among these, the Monte Diablo, O'Neill, 3rd Avenue, Clarke, and University overcrossings are fully separated,

eliminating conflicts between people walking or biking and people driving. Other crossings, such as the Bayside overcrossing and Convention Way underpass, feature protected shared-use paths that remain at street level but provide a more comfortable, lower-stress experience.

In contrast, several crossings, including I-380/N Access Road and Seaport Boulevard lack any bicycle or pedestrian facilities, creating significant barriers to walking and biking. Many others are pedestrian-only or provide limited on-street bicycle access. These findings help to inform where crossing enhancements may be most needed to improve safety and connectivity across the corridor.

Table 2 details the 26 US 101 crossings.

Table 2. Existing US 101 Crossings

Crossing	City	Crossing Type
Sierra Point Parkway	Brisbane	Bicycle Only
Oyster Point Boulevard	South San Francisco	Pedestrian Only
Grand Avenue	South San Francisco	Pedestrian Only
Airport Boulevard	South San Francisco	Pedestrian Only
380/N Access Road	South San Francisco	No bicycle or pedestrian crossing
San Bruno Avenue	San Bruno	Pedestrian and Bicycle
Millbrae Avenue	Millbrae	Pedestrian Only
Broadway	Burlingame	Bicycle Only
Bayside Crossing	Burlingame	Pedestrian and Bicycle (Class I Shared Use Path)
Peninsula Avenue	San Mateo	Pedestrian Only
Monte Diablo Crossing	San Mateo	Pedestrian and Bicycle (Separated Overcrossing)
3rd Avenue Bridge	San Mateo	Pedestrian and Bicycle (Class I Shared Use Path)
Fashion Island Boulevard	San Mateo	Pedestrian and Bicycle
East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only
O'Neill Crossing	Belmont	Pedestrian and Bicycle (Separated Overcrossing)
Ralston Avenue	Belmont	Pedestrian Only
Holly Street	San Carlos	Pedestrian and Bicycle
Whipple Avenue	Redwood City	Pedestrian and Bicycle
Underpass from Convention Way to Bair Island Road	Redwood City	Pedestrian and Bicycle (Class I Shared Use Path)
Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing
Marsh Road	Menlo Park	Pedestrian Only
Overpass from Newbridge Street to Ringwood Avenue	Menlo Park	Pedestrian and Bicycle (Separated Overcrossing)
Willow Road	East Palo Alto	Pedestrian and Bicycle
University Avenue[2]	East Palo Alto	No bicycle or pedestrian crossing
University Avenue Overcrossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)
Clarke Crossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)

2 Because a pedestrian and bicycle overcrossing is located directly next to the University Avenue crossing, this crossing is not considered a "vehicular-only crossing" in this analysis.

2.2.1 BICYCLE ACTIVITY

Understanding existing bicycle activity along the US 101 corridor provides critical insight into how well current crossings support safe and convenient travel, as well as where activity is limited by a lack of safe, direct connections. Replica, an activity-based travel demand model that uses a variety of big data sources to estimate multimodal travel activity, was used to analyze existing bicycle travel patterns within the Study Area. Figure 12 illustrates where bicycle trips originated along the corridor during Fall 2023, normalized by census tract size to allow for comparison across areas. The map highlights which parts of the Study Area generate the most bicycle activity.

Bicycle trips were most concentrated along the west side of the corridor and in the southern and central portions of the Study Area, particularly around San Mateo, San Carlos, Redwood City, and Menlo Park. These areas generally feature denser development, more connected local street networks, and several separated overcrossings and shared-use paths that make biking safer and more convenient.

In contrast, sections of the corridor with few or no bicycle and pedestrian crossings show significantly lower levels of bicycle activity. For example, in South San Francisco, ridership drops sharply within a mile of US 101 where no crossings currently exist. Similar patterns are observed in Brisbane and San Bruno. These trends suggest that physical barriers and the absence of safe, direct crossings discourage bicycling, even in areas close to employment centers and key destinations.

By understanding where bicycle trips are limited due to a lack of safe crossing options, the analysis helps pinpoint locations with strong latent demand. Improving these crossings with safer, more direct connections will help balance bicycle activity across the corridor, increase ridership, and strengthen access to major destinations on both sides of US 101.

Expanding safe, accessible crossings could help unlock higher levels of bicycling across the corridor

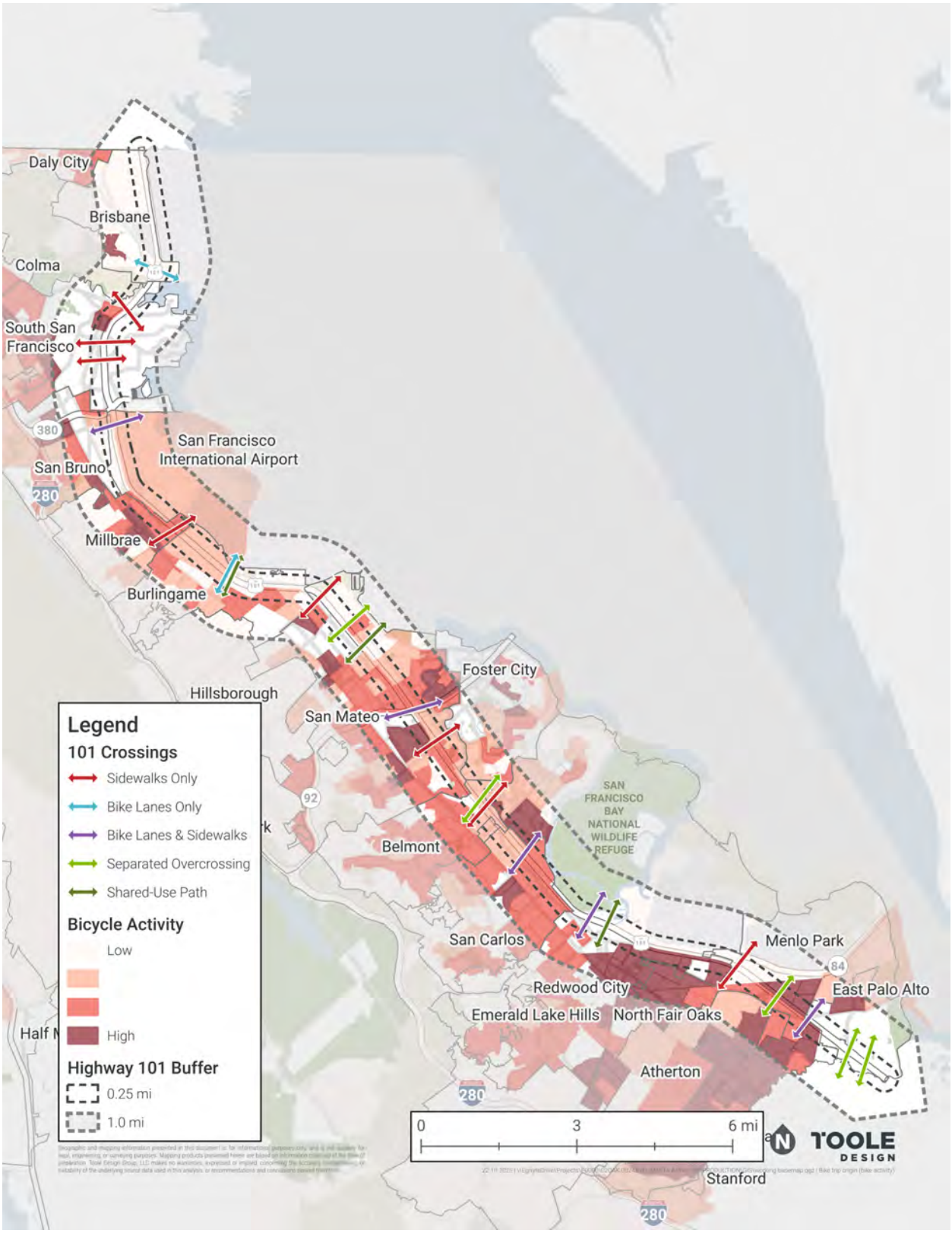


Figure 12. Existing US 101 Crossings and Bicycle Activity (Replica, Fall 2023)

PEDESTRIAN ACTIVITY

Analyzing existing pedestrian activity along the US 101 corridor helps to illuminate locations where improved connectivity could support increased usage. Pedestrian activity was analyzed using the County's Pedestrian Focus Areas, which were identified as part of the 2021 C/CAG Bicycle and Pedestrian Plan. Pedestrian Focus Areas are locations within the county likely to have the highest future walking activity, based on factors including population and job density, nearby destinations, transit access, street network density, collision history, and County policy priorities like Priority Development Areas and Equity Focus Areas.

Table 3 summarizes the metrics used to identify Pedestrian Focus Areas, and Figure 13 illustrates the existing US 101 crossings in relation to these areas. Pedestrian Focus Areas generally align with areas of high bicycle activity, with concentrations on the west side of the corridor, particularly in the central portions including the downtown and commercial districts of Millbrae, Burlingame, San Mateo, San Carlos, Redwood City, and North Fair Oaks. However, only about half of the 20 existing crossings with pedestrian facilities directly connect to a Pedestrian Focus Area, identifying a clear opportunity to focus crossings and enhanced connectivity where it is most needed.

Table 3. C/CAG 2021 Bicycle and Pedestrian Master Plan Pedestrian Focus Area Metrics

Pedestrian Focus Area Metrics		
Demographic Metrics	**Built Environment Metrics**	**San Mateo County-Specific Metrics**
Population density	Density of commercial and entertainment destinations	Priority Development Areas[3]
Employment density	Transit accessibility[4]	Equity Focus Areas
	Road network density[5]	
	High crash locations	

3 Designated by the Metropolitan Transportation Commission
4 High frequency transit within ½ mile buffer of the stop
5 Road network density is determined as the total miles of roadway per square mile and serves as a proxy for pedestrian connectivity

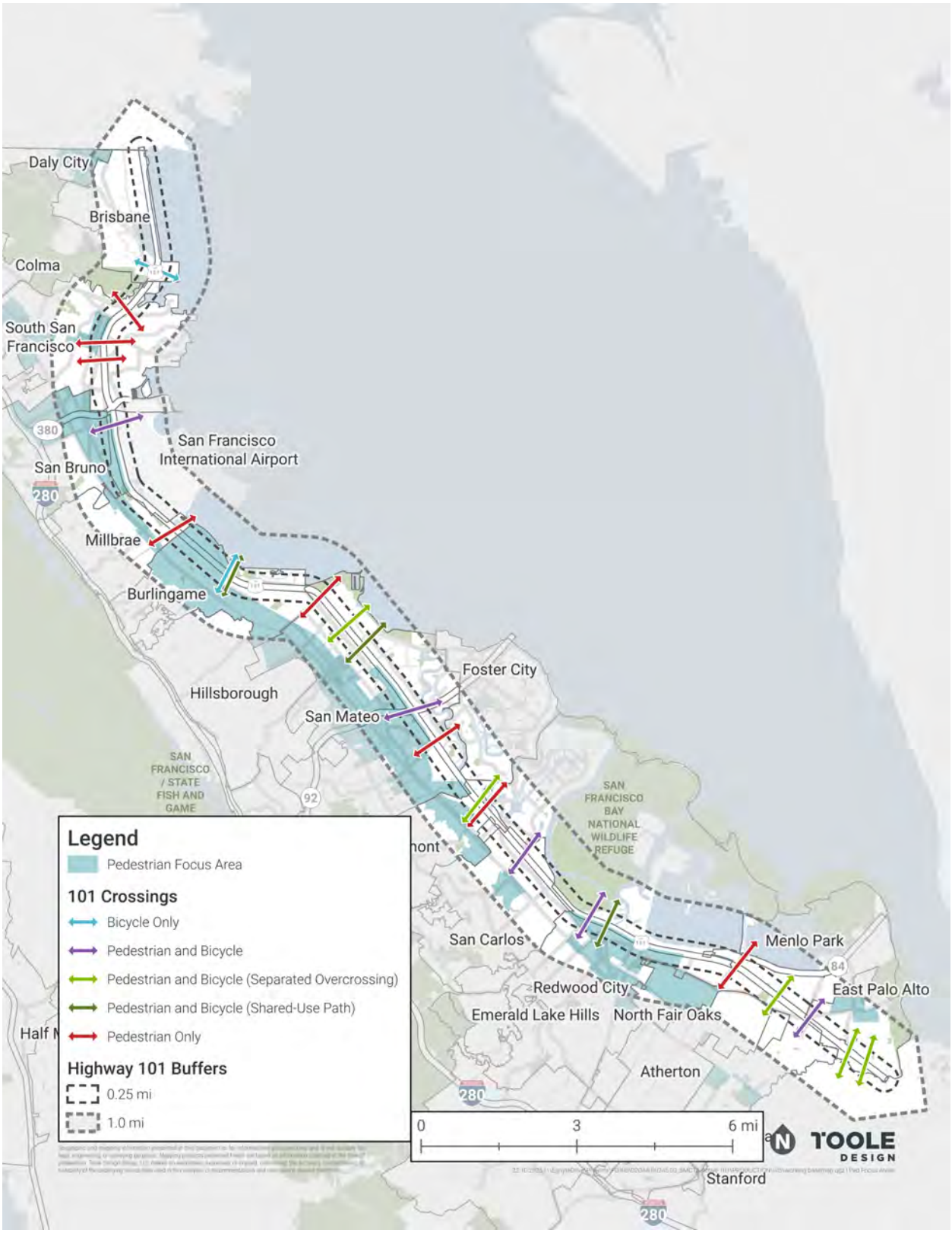


Figure 13. Pedestrian Focus Areas (C/CAG Bicycle and Pedestrian Plan, 2021)

BICYCLE NETWORK GAPS

Finally, the existing bicycle network was assessed from a holistic standpoint to understand where gaps occur, identifying locations where gap closure projects could be critical in supporting active transportation in the county. The 2021 C/CAG Bicycle and Pedestrian Plan was the most recent comprehensive, countywide analysis of San Mateo County's bicycle network. Development of the C/CAG plan identified more than 30 bicycle network gaps near regional transit stations, and over 30 additional gaps between jurisdictions, based on local knowledge and informal assessments. The plan documented strong local and regional interest in closing gaps in the bicycle network through coordinated countywide efforts.

The network gaps at US 101 crossings within the project area include:

- Oyster Point Boulevard
- Grand Avenue
- Millbrae Avenue
- Peninsula Avenue
- 3rd Avenue
- Hillsdale Boulevard
- Ralston Avenue
- Holly Street
- Seaport Boulevard

Network gaps along corridors within the project area include Bayshore Boulevard, Woodside Road and El Camino Real. Additionally, while the county has more than 450 miles of bikeways, only two miles are Class IV protected bike lanes.[6] These conditions underscore the need for both gap-closure projects and improved crossings that make routes safer, more comfortable, and more continuous. Building on these findings, the plan will identify key projects that will help close discontinuities, enhance east–west crossings, and strengthen the overall countywide bicycle system.

Figure 14. Countywide Bicycle Network Gaps

Source: 2021 C/CAG Bicycle and Pedestrian Plan

Routes between cities remain limited, and many existing countywide corridors are not designed for riders of all ages and abilities. A continuous north–south connection across jurisdictions is lacking.

6 2021 C/CAG Bicycle and Pedestrian Plan

2.3 SAFETY

Safety for vulnerable road users, like those who are walking, biking, and rolling, is fundamental to encouraging active transportation. Traveling along or across US 101 exposes these users to high-stress conditions, including high-speed traffic, complex intersections, and areas with elevated crash risk. Analysis of collision patterns and traffic stress levels within the Study Area underscores that targeted bicycle and pedestrian improvements are critical to reduce risk, enhance safety, and support more people choosing active modes of travel.

HIGH-INJURY NETWORK (HIN)

San Mateo County's High-Injury Network (HIN), developed as part of the 2024 C/CAG Local Roadway Safety Plan, identifies roadway segments with a disproportionate number of severe and fatal collisions involving people walking, bicycling, or driving. The HIN highlights where safety investments can have the greatest impact in reducing serious injuries and fatalities. Separate Bicycle HIN and Pedestrian HIN networks were created to specifically identify corridors with high concentrations of severe bicycle and pedestrian-involved crashes, respectively.

Although the quarter mile buffer Project Area along US 101 is only three percent of the county's land area, 12.6 percent of the county Bicycle HIN and 14.4 percent of the Pedestrian HIN fall within this radius of US 101. Nine of the US 101 crossings (35 percent) in the county are on either a high-injury bicycle or pedestrian route, indicating an increased history of collisions involving either bicyclists or pedestrians. Further, two of the 26 crossings are on both the bicycle and pedestrian High Injury Networks, indicating these roadways have a higher frequency of severe and fatal collisions for both modes (Grand Avenue in South San Francisco and Hillsdale Boulevard in San Mateo and Foster City).

As highlighted in callouts in Figure 15, several roadways within the Project Area are adjacent to, but do not cross US 101, and also fall on both the bicycle and pedestrian HINs:

- Huntington Avenue (South San Francisco to San Bruno)
- Humboldt Street and Monte Diablo Avenue (San Mateo, both key connectors to the existing Monte Diablo separated overcrossing)
- Veterans Boulevard, El Camino Real, Broadway, and Middlefield Road (Redwood City)
- East Bayshore Boulevard (East Palo Alto)

These findings will help inform where targeted investments in protected facilities, safer intersections, and traffic calming can have the greatest impact in reducing severe and fatal crashes and improving safety across the corridor.

Although the quarter mile buffer Project Area along US 101 is only three percent of the county's land area, 12.6 percent of the county Bicycle HIN and 14.4 percent of the Pedestrian HIN fall within this radius of US 101.

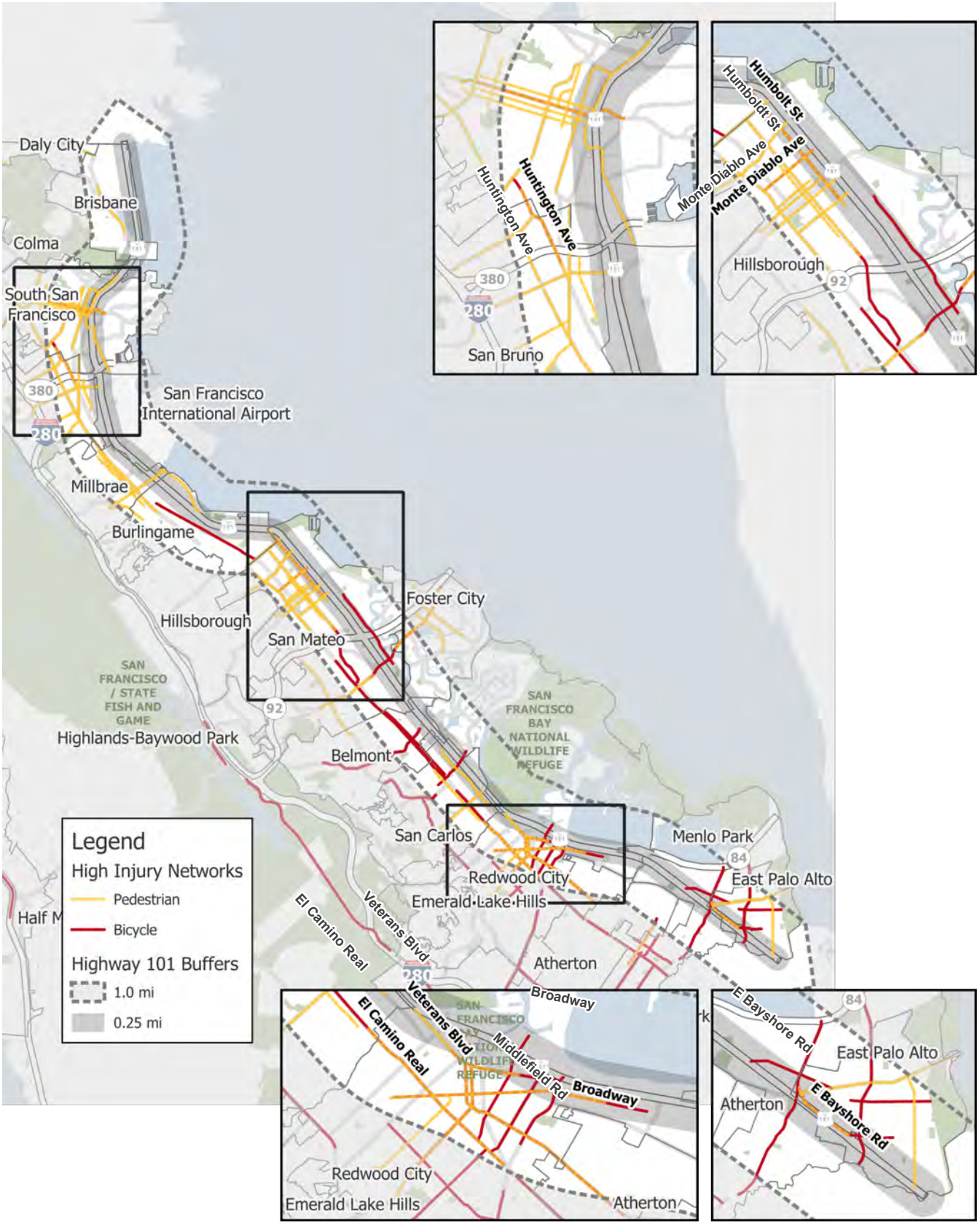


Figure 15. Bicycle and Pedestrian High Injury Networks (San Mateo County Local Roadway Safety Plan (LRSP), 2024)

BICYCLE LEVEL OF TRAFFIC STRESS

Bicycle Level of Traffic Stress (Bike LTS) measures how comfortable or stressful a roadway feels for people bicycling, based on factors such as traffic speed, traffic volume, and separation from vehicles. Roadways are scored on a scale from 1 to 4, with higher scores indicating greater stress and lower comfort levels. As traffic stress increases, the likelihood that people will choose to bicycle decreases. Figure 16 and Table 4 show Bicycle LTS for the roadways along the US 101 corridor, as calculated for the 2021 C/CAG Comprehensive Bicycle and Pedestrian Plan.

Of the 26 US 101 crossings, 19 (73 percent) are classified as high stress (LTS score 3 or 4). Additionally, more than half of all streets within the 1/4 mile Project Area have a high level of bicycle stress (52 percent). This is notable because the Project Area represents a smaller portion of the overall Study Area, yet contains a particularly high concentration of stressful roadways.

A majority of US 101 crossings are high-stress, highlighting how freeway ramps, overcrossing approaches, and wide intersections create significant challenges for people biking. While separated bicycle and pedestrian crossings generally exhibit lower stress levels (LTS 1–2), the 3rd Avenue overcrossing in San Mateo is an exception. Despite physical separation from traffic, the center-running bridge path runs between six lanes of high-speed, high-volume vehicles, resulting in a high LTS score of 4.

Downtown areas such as San Mateo, Redwood City, and Menlo Park also include many high-stress corridors, indicating that even central activity centers often lack comfortable, low-stress bicycle infrastructure. Major corridors and arterials throughout the Study Area, including US 101 and El Camino Real, consistently show high LTS scores, indicating areas that are substantial barriers to safe and comfortable biking where only the most confident of bicyclists may choose to utilize.

Low-stress routes (LTS 1–2) are primarily found on residential streets west of US 101 and in smaller pockets within Foster City, North Fair Oaks, and Menlo Park. However, many of these lower-speed residential streets are not part of a complete or connected network. As a result, bicyclists are forced onto high-stress arterials and collector roads to reach key destinations, limiting the efficacy of these low-stress segments and thus reducing the number of bicyclists who feel comfortable using the existing network.

LTS results highlight the corridors and crossings that present the highest barriers to comfortable biking, revealing where network improvements to reduce level of stress may have the greatest return. Stress reduction projects include adding protected bike lanes, intersection safety treatments, grade-separated crossings, and traffic calming measures that lower vehicle speeds and enhance comfort for all riders. A complete, connected network is equally important, ensuring that people can travel safely and comfortably without the need to use high-stress arterials to reach key destinations.

More than half of the streets within a quarter mile of US 101 (52 percent) are classified as having a high level of bicycle stress

Figure 16. Bicycle Level of Traffic Stress (C/CAG Bicycle and Pedestrian Plan, 2021)

Table 4. Existing US 101 Crossings and Bicycle Level of Traffic Stress

Crossing	City	Crossing Type	Bicycle Level of Traffic Stress
Sierra Point Parkway	Brisbane	Bicycle Only	3
Oyster Point Boulevard	South San Francisco	Pedestrian Only	4
Grand Avenue	South San Francisco	Pedestrian Only	4
Airport Boulevard	South San Francisco	Pedestrian Only	4
380/N Access Road	South San Francisco	No bicycle or pedestrian crossing	4
San Bruno Avenue	San Bruno	Pedestrian and Bicycle	4
Millbrae Avenue	Millbrae	Pedestrian Only	4
Broadway	Burlingame	Bicycle Only	4
Bayside Crossing	Burlingame	Pedestrian and Bicycle (Class I Shared Use Path)	2
Peninsula Avenue	San Mateo	Pedestrian Only	4
Monte Diablo Crossing	San Mateo	Pedestrian and Bicycle (Separated Overcrossing)	1
Third Avenue Bridge	San Mateo	Pedestrian and Bicycle (Class I Shared Use Path)	4
Fashion Island Boulevard	San Mateo	Pedestrian and Bicycle	4
East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only	4
O'Neill Crossing	Belmont	Pedestrian and Bicycle (Separated Overcrossing)	2
Ralston Avenue	Belmont	Pedestrian Only	4
Holly Street	San Carlos	Pedestrian and Bicycle	4
Whipple Avenue	Redwood City	Pedestrian and Bicycle	4
Underpass from Convention Way to Bair Island Road	Redwood City	Pedestrian and Bicycle (Class I Shared Use Path)	0
Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing	4
Marsh Road	Menlo Park	Pedestrian Only**	4
Overpass from Newbridge Street to Ringwood Avenue	Menlo Park	Pedestrian and Bicycle (Separated Overcrossing)	2
Willow Road	East Palo Alto	Pedestrian and Bicycle	4
University Avenue[7]	East Palo Alto	No bicycle or pedestrian crossing	4
University Avenue Overcrossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)	N/A[8]
Clarke Crossing	East Palo Alto	Pedestrian and Bicycle (Separated Overcrossing)	2

7 *Because a pedestrian and bicycle overcrossing is located directly next to the University Avenue crossing, this crossing is not considered a "vehicular-only crossing" in this analysis.*

8 *2021 C/CAG Comprehensive Bicycle and Pedestrian Plan LTS data is not available as the University Avenue Overcrossing was opened in July 2025.*

2.4 INCLUSIVITY

Communities located closest to US 101 have faced disproportionate impacts from pollution, safety risks, and the highway's role in dividing neighborhoods and limiting access to everyday destinations. Prioritizing projects that expand safe and reliable access for these communities is essential. The inclusivity analysis examined demographic and equity data to identify where these burdens are greatest.

EQUITY PRIORITY COMMUNITIES

The Metropolitan Transportation Commission (MTC) defines Equity Priority Communities (EPCs) as underserved communities based on factors such as income, race, limited English proficiency, seniors, people with disabilities, lack of vehicle access (specifically, the percentage of "zero-vehicle households"), and rent-burdened households. In San Mateo County, EPCs are disproportionately clustered around US 101. Within the Study Area there are 19 EPC designated tracts located in East Palo Alto, Menlo Park, North Fair Oaks, Redwood City, San Mateo, San Bruno, and South San Francisco (see Figure 17).

Although EPCs make up only 7.5 percent of the county's total land area, they account for 33.7 percent of the area within a quarter mile of US 101. According to the 2021 US 101 Mobility Action Plan, asthma rates are especially high near highway interchanges along US 101, where congestion accumulates. As a result, health impacts associated with air pollution and traffic congestion disproportionately affect low-income residents and communities of color in San Mateo County.

VEHICLE ACCESS AND TRAVEL NEEDS IN EPCS

The share of households without access to a vehicle is an important indicator of transportation insecurity; zero-vehicle households are more dependent on walking, bicycling, and transit to meet daily needs. Lack of a vehicle is one of the factors that determines an Equity Priority Community (EPC), and Figure 18 highlights the overlay between zero-vehicle households and EPCs, which is particularly evident in East Palo Alto, Redwood City, San Mateo, and San Bruno.

To improve transportation equity in San Mateo County it will be critical to invest in active transportation improvements that serve EPC residents and strengthen connectivity to key destinations and transit.

ACCESS ISSUES IN EPCS

While a small percentage of the total land area, EPCs contain 12.6 percent of the county's bicycle High-Injury Network (HIN) and 14.4 percent of the pedestrian HIN. This disproportionate concentration of high-injury corridors highlights the need to prioritize safe and comfortable active transportation investments in EPCs.

US 101 presents few safe crossing opportunities for people walking or bicycling, including those accessing transit stops. Notably, both vehicle-only crossings of US 101 (i.e. those without sidewalks or bicycle lanes) are in EPCs (I-380/North Access Road in South San Francisco and Seaport Boulevard in Redwood City). The US 101/University Avenue Interchange Improvements project was recently completed, and added a grade-separated overcrossing over US 101 just north of University Avenue in a location that previously had a vehicle-only crossing.

This assessment highlighted that residents of EPCs face disproportionate mobility challenges due to limited and often inaccessible crossings of US 101. This lack of access is particularly burdensome for residents who rely on walking or bicycling, as they must take longer, indirect, or less safe routes to navigate the corridor.

This analysis helps guide where investments are most needed to expand safe, reliable access for communities disproportionately affected by the US 101 corridor. By identifying where Equity Priority Communities overlap with high-injury corridors and limited crossings, the findings will help determine the locations of projects that close access gaps, enhance safety, and provide more equitable mobility options for people who rely more heavily on walking, bicycling, and transit.

The two vehicle-only crossings of US 101 (i.e. those without sidewalks or bicycle lanes) are located in Equity Priority Communities (EPCs).

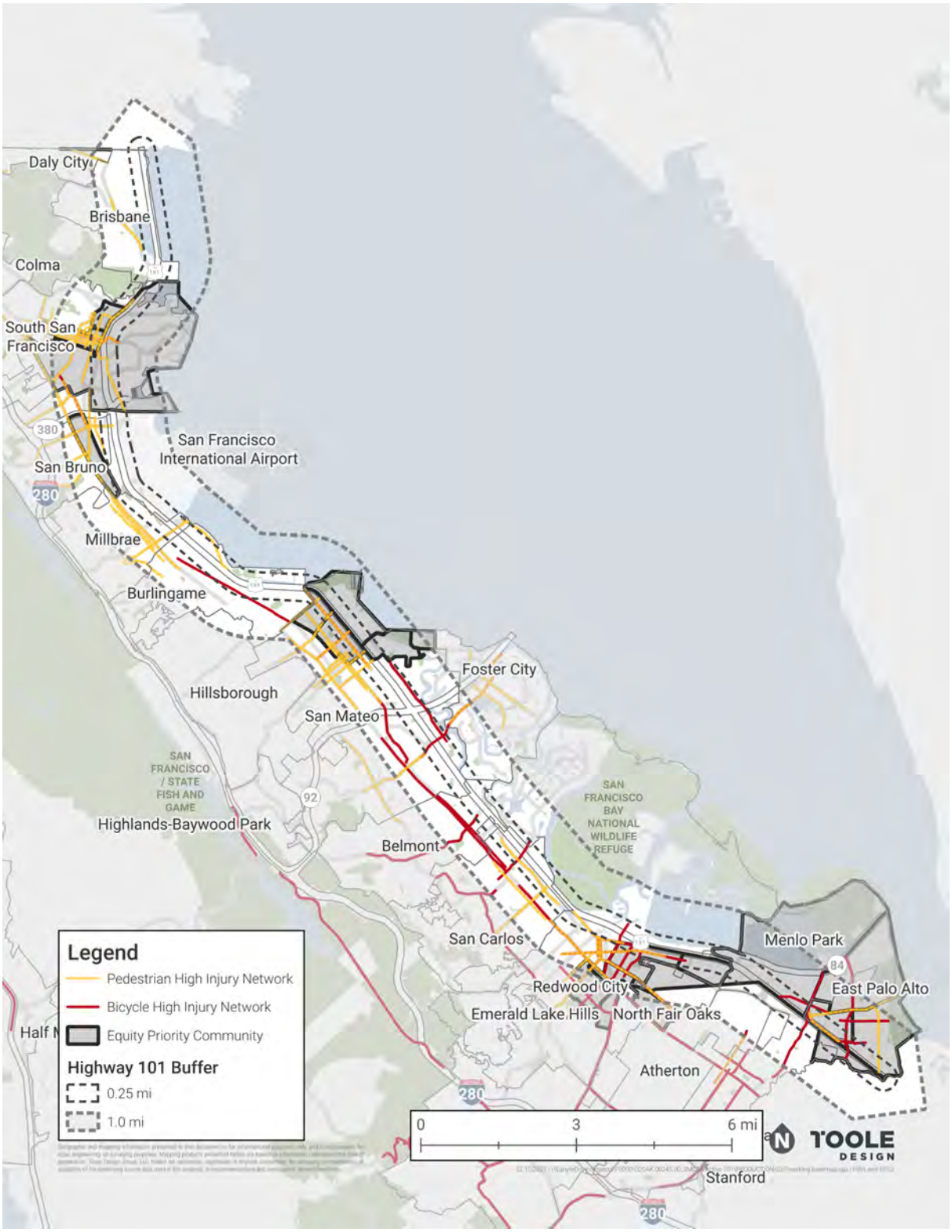


Figure 17. Equity Priority Communities and the High Injury Network (Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 EPCs and San Mateo County Local Roadway Safety Plan (LRSP), 2024)

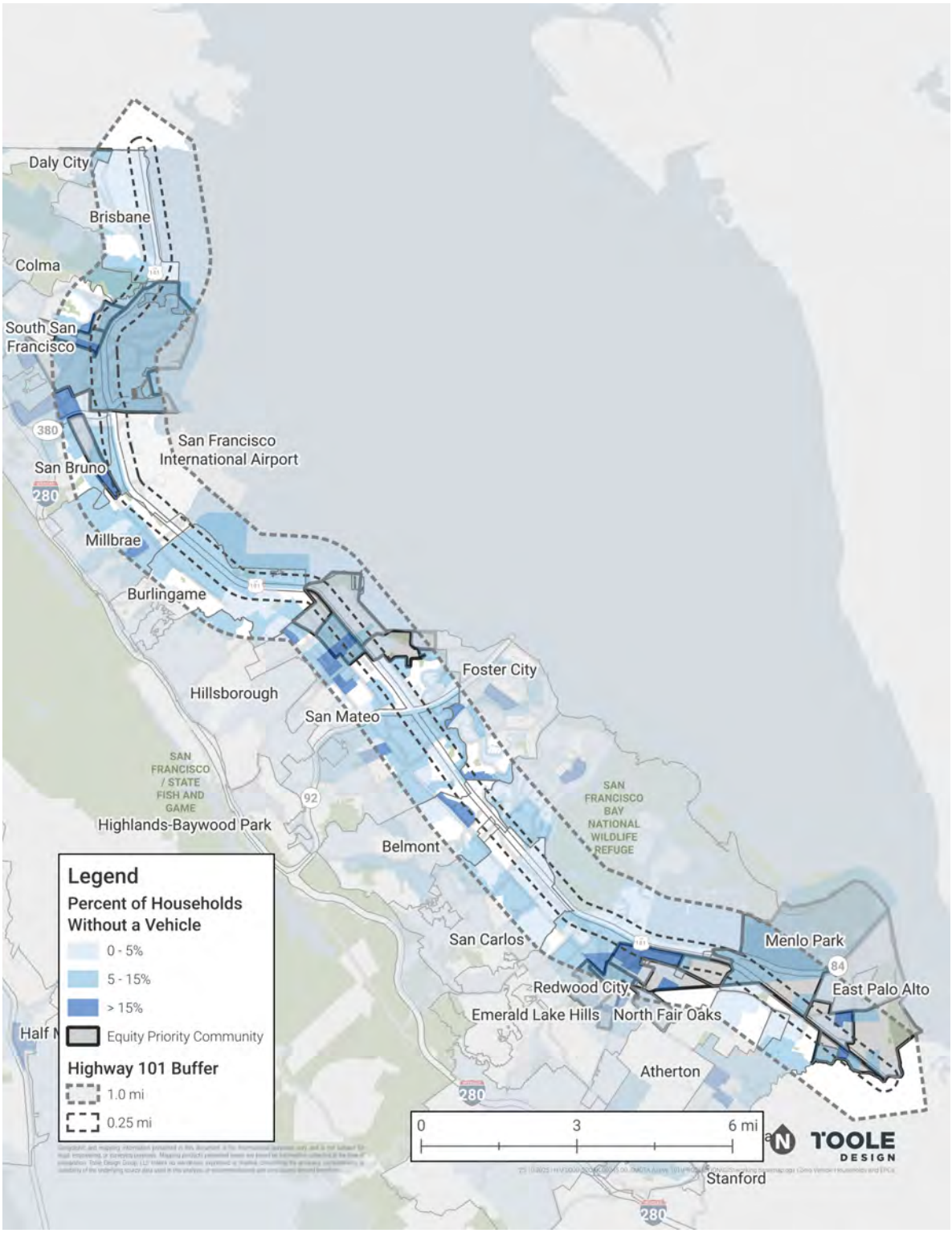


Figure 18. Map of Zero Vehicles Households and EPCs (Census ACS 2022 and Metropolitan Transportation Commission (MTC) Plan Bay Area 2050 EPCs)

2.5 SUSTAINABILITY

Creating a more sustainable transportation future for San Mateo County will require expanding alternatives to short car trips and supporting healthier, more resilient travel options. Data analysis suggests a strong potential for mode-shift for short trips within the county, which could be made by walking, biking, or rolling with safer, more connected transportation options. These patterns suggest many trips could shift to walking or biking with safer, more connected options.

2.5.1 Short Trip Generators

Short trip generators are destinations that produce trips under two miles. Compared to longer vehicle trips, these shorter trips hold the most potential to shift from driving to other modes like walking, biking, or transit. Encouraging this shift reduces auto dependence, eases congestion, and improves air quality.

For this analysis, short trip generators were defined as transit centers and mobility hubs[9] (including Caltrain and BART stations), schools, parks, community centers, grocery stores, shops, and libraries[10].

The SMCTA Strategic Plan 2025-2029 found that one third of daily trips in the county for all purposes (e.g. work, school, grocery store, recreation, etc.) range from one to three miles in length. Fewer than 30% of trips are greater than five miles in length, yet about 50% of trips are completed by drives of single-occupancy vehicles. At the time the data was collected (2022), those conditions showed a high volume of county trips with potential for conversion from single occupancy vehicle trips to pedestrian (0-1 mile), bicycle (1-3 miles), or public transit (3-5 miles) trips.

As shown in Figure 19, short trip generators are more heavily concentrated on the west side of US 101, where neighborhoods, schools, shops, and services are more dense and interconnected. As a result, residents on the east side of the corridor may face greater travel burdens, needing to go farther and cross US 101 to reach everyday destinations. Currently available data cannot directly quantify the impact of this imbalance on residents living on the east side, but it can be inferred from the distribution of destinations and local travel circulation networks.

The highest concentrations of short trip generators are in central and southern parts of the county, particularly in Millbrae, San Mateo, and Redwood City where there are major corridors and transit routes. These areas offer strong potential for short, active trips if east–west connectivity is improved.

There are smaller clusters of short trip generators on the east side of US 101, primarily recreational destinations such as the Bay Trail, Bair Island, and Seal Point Park. These attract visitors from across San Mateo County and the broader Bay Area. To make these amenities accessible to all, not only those with cars, safe and convenient bicycle and pedestrian connections are essential.

These findings highlight where active transportation investments can most effectively reduce vehicle dependence and promote more sustainable travel choices. By identifying areas with a high concentration of short-trip destinations, the analysis helps pinpoint where improvements, such as safer crossings, enhanced bikeways, and stronger connections to transit, can be strategically located to make walking and biking more convenient and appealing transportation options for everyday trips.

Converting short trips from vehicular trips to more sustainable modes reduces auto dependence, improves congestion, and improves air quality.

9 Mobility Hub data is provided by the Bay Area Metropolitan Transportation Commission (MTC). MTC defined Mobility Hubs as community anchors that enable travelers of all abilities to access multiple travel options including shared scooters, bicycles and cars, and transit.

10 Sources: Mobility hubs (MTC); Transit Centers (Caltrans); Schools (San Mateo County); Parks, Community Centers, Libraries, Grocery Stores, and Shops (Open Street Map [OMS])

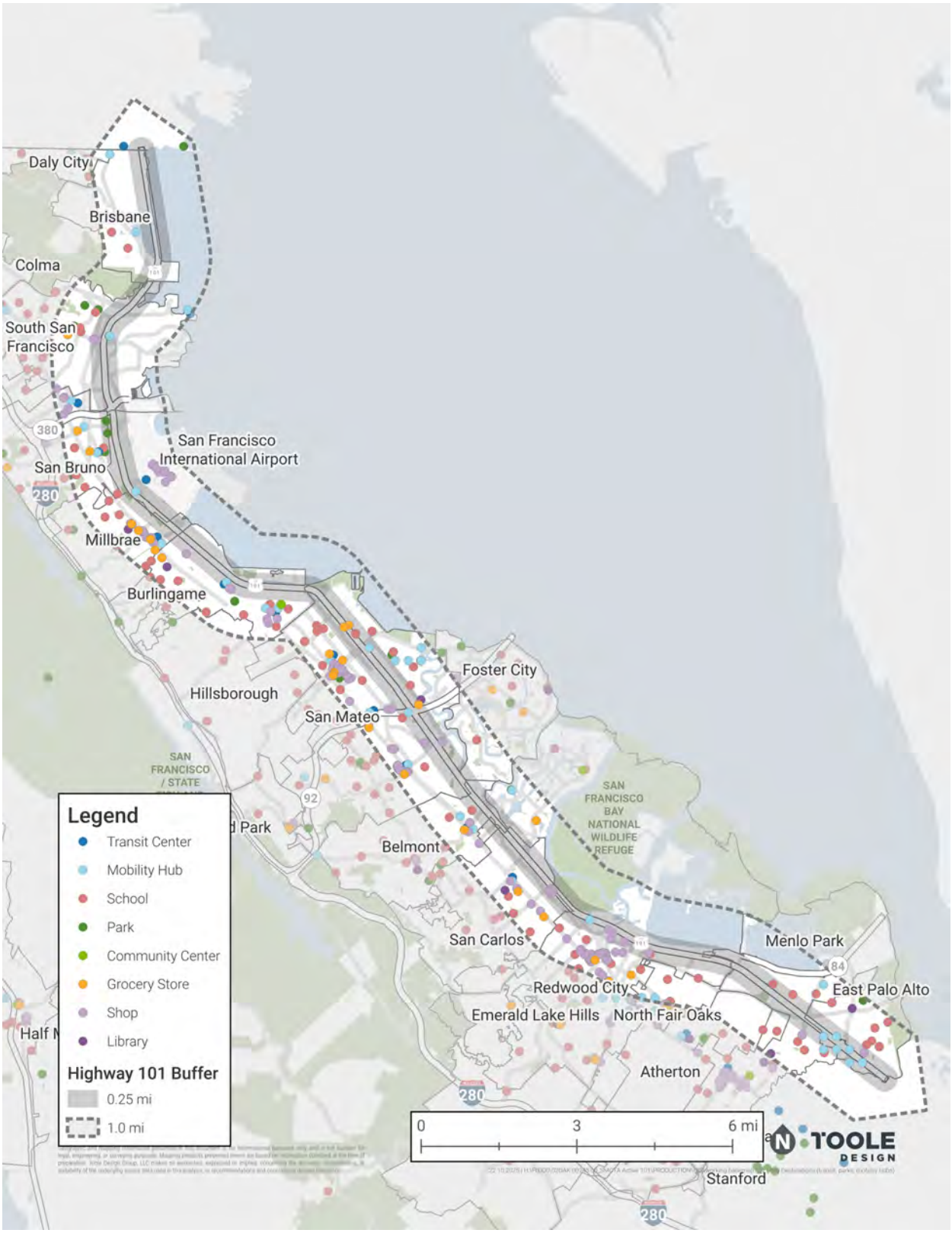


Figure 19. Short Trip Generators (Multiple Sources)

2.5.2 Short Trip Generators and the High Injury Network

There is a strong relationship between short trip generators and the County's High Injury Network (HIN). Figure 20 highlights where the bicycle HIN overlaps with short trip generators. Areas with more destinations and higher bicycle activity also tend to experience more collisions. When people ride in places without safe infrastructure, their exposure to vehicle traffic increases, raising the risk of collisions. This pattern is particularly evident in San Mateo, Redwood City, and Atherton (i.e. along Seaport Boulevard in Redwood City, a key crossing of US 101).

Some streets appear on the HIN even though they have few nearby short trip generators. This often means the street serves as one of the few available routes connecting key destinations, leading people to use it despite traffic conditions or the absence of dedicated bike facilities are missing. Examples of this include several major crossings of US 101:

- Grand Avenue (South San Francisco)
- Hillsdale Boulevard (San Mateo/Foster City) – also part of the Pedestrian HIN
- Holly Street (San Carlos)
- Willow Road (Menlo Park)

Willow Road in Menlo Park clearly illustrates this issue. Although it has few nearby short trip generators, it is one of the few options for crossing US 101, making it a critical but challenging connection for bicyclists. Portions of the corridor include Class IV protected bike lanes; however, the approaches to the crossing lack similar protection. As shown in the callouts in Figure 20, this gap leaves riders more exposed to traffic and increased safety risks.

These findings will help inform where to focus investments on crossings and corridors that serve essential travel needs but currently lack safe, connected infrastructure, reducing crash risk while supporting more sustainable short trips across the US 101 corridor.

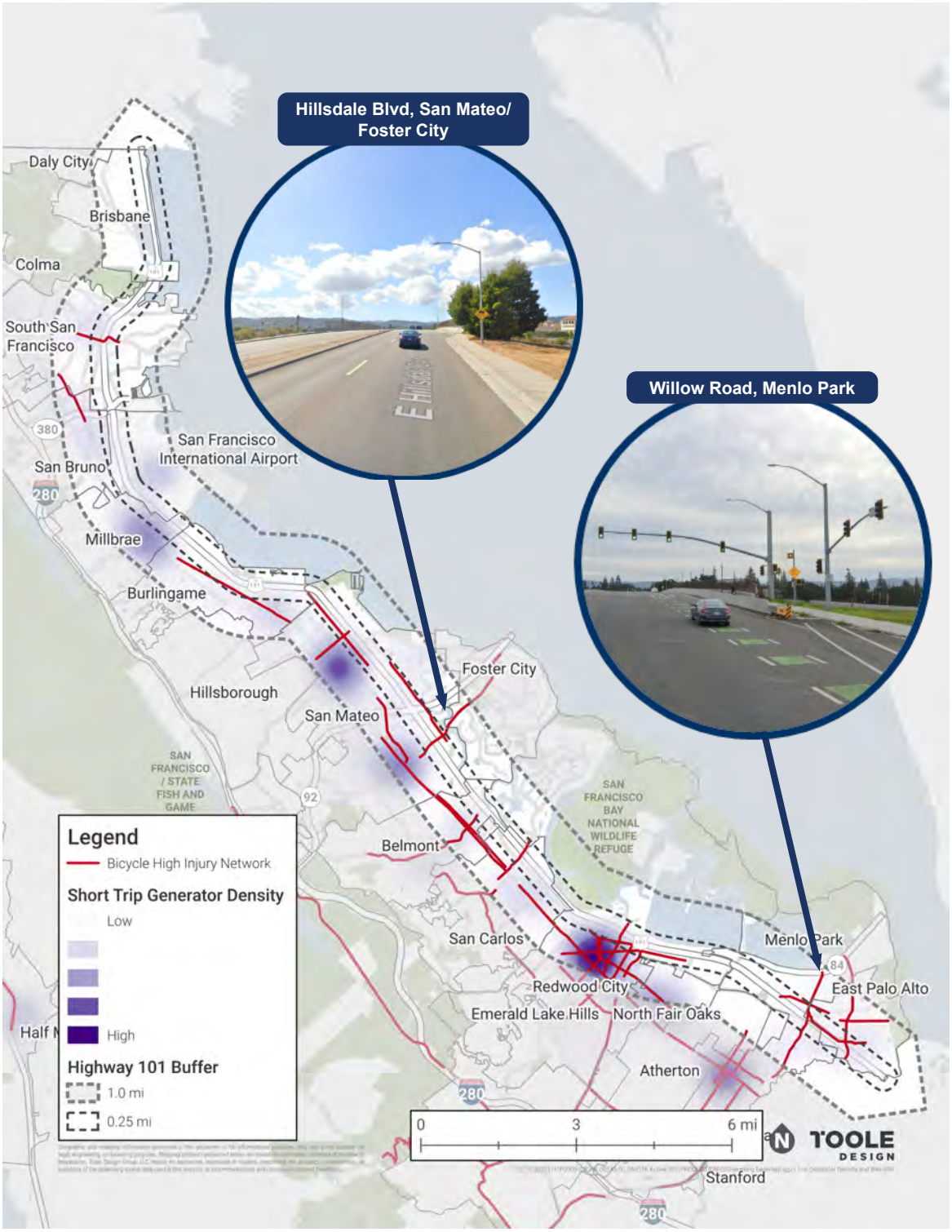


Figure 20. Bicycle High Injury Network (C/CAG Local Roadway Safety Plan (LRSP), 2024)

This heat map is generated using the short trip generators shown in Figure 19.

2.6 TECHNICAL ANALYSIS KEY FINDINGS

The existing conditions analysis provided a comprehensive understanding of current barriers and opportunities for walking and bicycling along and across the US 101 corridor. These findings, organized around the four key goals of connectivity, safety, inclusivity, and sustainability, help to identify where investments in active transportation can have the greatest impact by closing critical gaps, improving safety and comfort, and expanding access for communities most affected by barriers along US 101. Below are key findings from the technical analysis outlined in the preceding sections.

Connectivity

- The US 101 corridor acts as a major physical barrier between neighborhoods, jobs, schools, and parks, limiting safe, direct options for walking and bicycling.
- Of the 26 crossings analyzed, fewer than one-third provide facilities suitable for people of all ages and abilities, and two crossings lack any pedestrian or bicycle access altogether.
- The design of crossings varies widely, with fewer than one-third offering low-stress, grade-separated, or protected facilities. Most crossings remain high-stress environments with limited comfort and accessibility.
- Areas with the fewest crossings, such as South San Francisco, Brisbane, and San Bruno, also show the lowest levels of bicycle and pedestrian activity, illustrating how missing or unsafe connections suppress demand.
- Improving east–west connections across US 101, especially through grade-separated overcrossings, shared-use paths, and protected intersections, is essential to creating a continuous, all-ages-and-abilities network.

Safety

- Safety concerns remain one of the most significant barriers to walking and biking along and across US 101.
- Nine of the 26 crossings (35 percent) are located on either the County's Bicycle or Pedestrian High-Injury Network (HIN), indicating elevated collision risk for people walking and biking.
- More than half of all streets within a quarter mile of the corridor (52 percent) are classified as high-stress (LTS 3–4), meaning they feel unsafe or uncomfortable for most bicyclists.
- High-stress conditions are concentrated at interchange approaches, wide intersections, and high-speed arterial corridors such as El Camino Real and Veterans Boulevard.
- Reducing traffic stress through protected facilities, safer intersections, and traffic calming will be critical to expanding safe, low-stress travel options for all users.

Inclusivity

- Communities adjacent to US 101, particularly Equity Priority Communities (EPCs), face disproportionate environmental and mobility burdens, including higher exposure to air pollution, elevated crash risk, and limited safe crossings.
- Although EPCs make up only 7.5 percent of San Mateo County's total land area, they represent one-third of the area within a quarter mile of US 101 and contain the two crossings without pedestrian or bicycle facilities.

- Residents of these communities are more likely to rely on walking, biking, and transit to meet daily needs, yet face longer, less direct, and less safe routes to reach destinations such as schools, jobs, and shopping areas.
- The overlap between EPCs and the High-Injury Network highlights the need to prioritize investments that improve access, safety, and comfort for historically underserved communities.
- Expanding safe, equitable access for all residents is central to the Active 101 Plan's goal of reconnecting neighborhoods and reducing disparities in mobility and health outcomes.

Sustainability

- A significant share of trips within the Study Area are short, under two miles, making them ideal for walking or biking, yet most of these trips are currently made by car.
- Short trip generators, such as schools, transit hubs, and shopping areas, are concentrated on the west side of US 101, while residents on the east side often face longer, indirect routes and fewer crossings.
- Many locations with high short-trip potential also overlap with the High-Injury Network, indicating a mismatch between demand and safe infrastructure.
- Targeting improvements in these areas will help shift short car trips to active modes, reduce congestion, improve air quality, and support the County's broader sustainability and climate goals.
- Enhancing multimodal connectivity also supports resilience by expanding access to low-emission, health-promoting transportation choices.

2.7 PROJECT INVENTORY

Building on the findings of the existing conditions assessment, which identified key data and patterns related to safety, equity, connectivity, and sustainability, an inventory of proposed bicycle and pedestrian projects within the County was developed to understand the planned network improvements to address the identified needs. The inventory compiled previously identified projects from adopted local and countywide plans within San Mateo County, ensuring that the evaluation of existing challenges was paired with a clear understanding of planned improvements.

2.7.1 Cataloging of Plans

The process began with a comprehensive review of local and regional planning documents, including bicycle, pedestrian, and active transportation plans, as well as relevant corridor and specific area studies. The planning document review summary list can be found in Appendix B. Each plan was cataloged by jurisdiction, plan type, and publication date. Where applicable, details about prioritization frameworks, such as scoring criteria, network classifications, or equity considerations, were also documented. This process created a record of how projects were originally identified and prioritized to ensure the full universe of proposed projects was captured to be considered for the Active 101 network. The identified projects included both new facilities and proposed upgraded facilities to enhance those that are already existing.

2.7.2 Project Compilation

All relevant projects from these plans were included in the inventory, and key information was documented, such as source plan and year, proposed facility type (e.g., bike lane, shared-use path, sidewalk improvement, or crossing enhancement), and project extents. This ensured that the both the qualitative and quantitative characteristics of proposed improvements were consistently captured, providing a reliable dataset for further analysis and coordination.

2.7.3 Screening and Confirmation Process

Once compiled, a detailed screening and validation process was conducted to confirm the final list of proposed projects. Projects were also mapped to confirm they fell within a quarter mile of the US 101 corridor, and reviewed for overlap or duplication. Where discrepancies or missing information were identified, jurisdictions were contacted to confirm project details. When multiple versions of the same project existed, the most recent adopted plan served as the definitive source of information.

Through this process, 313 projects were identified within a quarter mile buffer of US 101 (the Project Area), as shown in Figure 21. By consolidating and verifying the extensive planning work already completed across the County, this effort created a comprehensive picture of planned bicycle and pedestrian investments in the Study Area and built on the work local jurisdictions and agencies have already done. Together with the data analysis and community engagement, they form the basis on which the Priority Network (formerly Countywide Corridor) was developed, as described further in Chapter 4. The full project inventory list can be found in Appendix C.

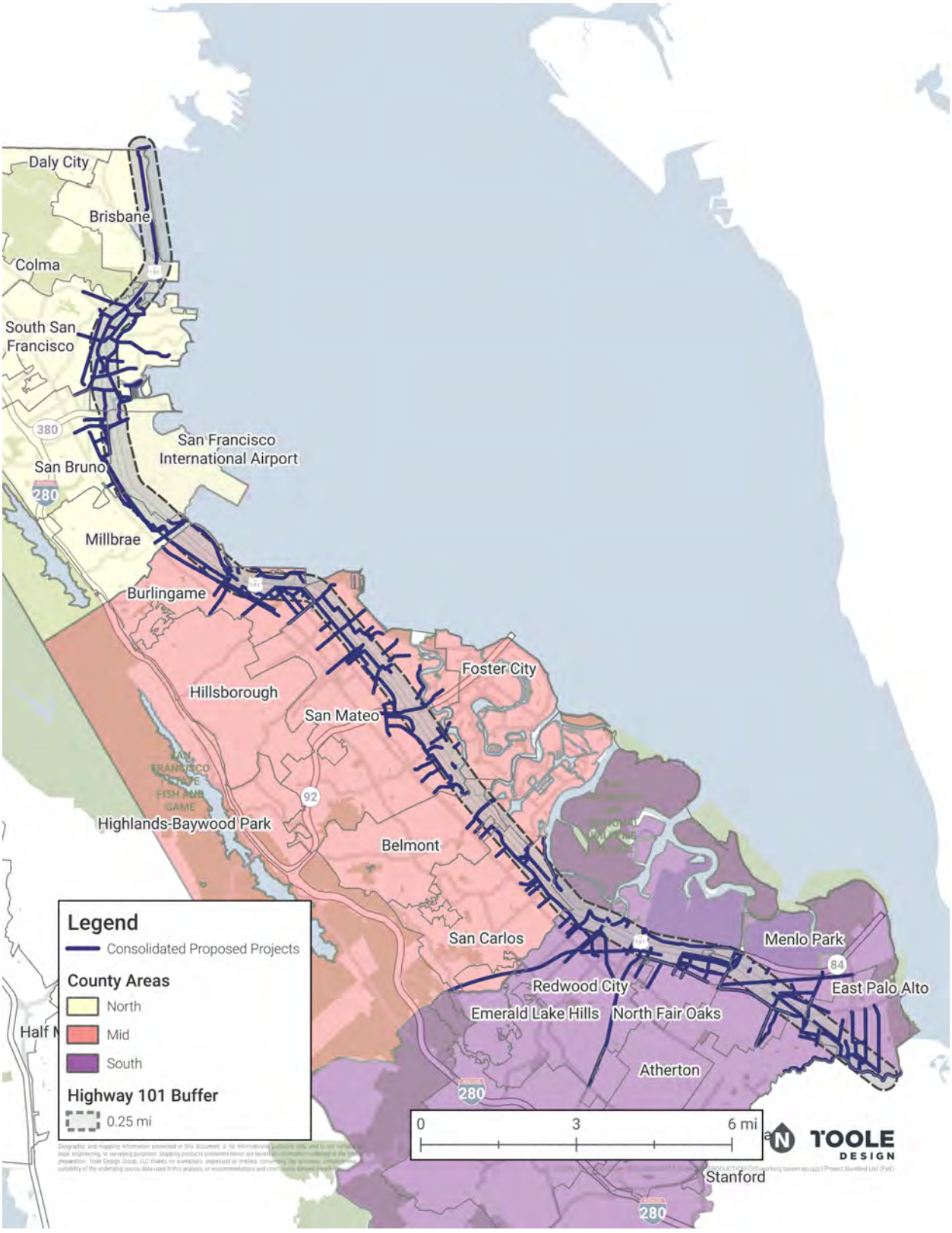
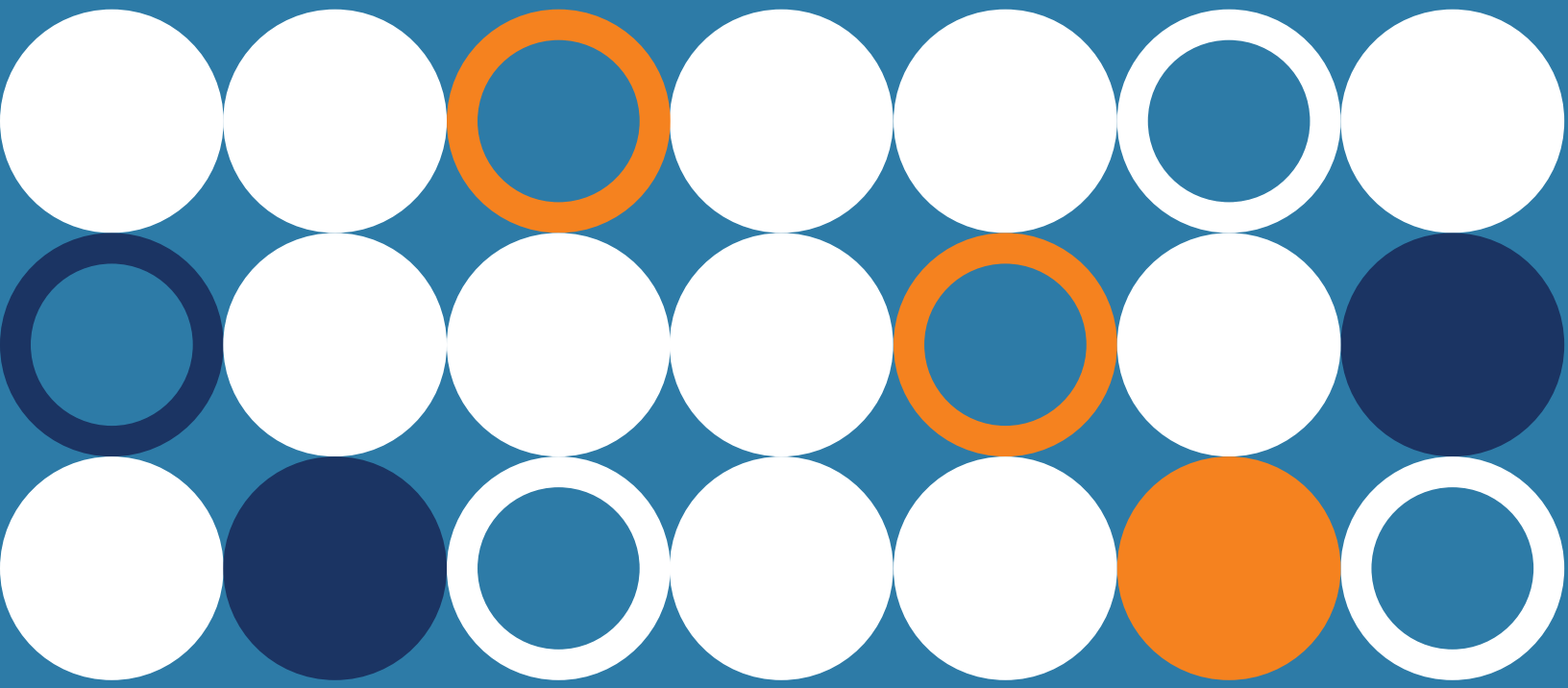


Figure 21. Full Project Inventory

3 Community and Stakeholder Engagement



Community engagement activities were conducted in several phases between Fall 2024 to Fall 2025. The goals of the community and stakeholder outreach were to raise awareness for the Active 101 Plan and identify the community's priorities for transportation improvements within the Project Area. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups with project information in multiple languages, interpretation services at community meetings and staff at pop-up events fluent in Spanish and Cantonese. Further, the engagement strategies provided opportunities for accessible participation through translated project materials, stipends for community-based organizations (CBOs), and gift cards for people who volunteered to participate in CBO meetings. Figure 22 summarizes statistics from the Active 101 outreach activities.

Figure 22. Engagement Statistics

The community engagement activities were organized around four phases:

- Needs and Concerns
- Priority Network Development
- Conceptualize Selected Projects
- Public Review Draft Release

The community engagement phases are described in more detail below.

3.1 NEEDS AND CONCERNS

3.1.1 What We Did

The first phase of engagement activities were conducted from Fall 2024 to Winter 2025. The project team shared information on the project's purpose and the existing conditions in the Study Area, and asked the community to provide feedback to identify locations where they prioritized transportation improvements through a range of different strategies. These included:

- Project webpage
- Multilingual factsheet and a Frequently Asked Questions (FAQ) document
- Press release
- Online "Fund It" Activity
- Animated Video and Social Media
- Interactive mapping (available online and at in-person events)
- Six multilingual pop-up events

PROJECT WEBPAGE

The Active 101 webpage went live in June 2024, introducing the project, how it fits into the overall 101 Corridor Connect Program, project timeline, priorities, and links to a multilingual Factsheet and FAQ document available in English, Spanish, and Simplified Chinese. The webpage (Figure 23) included information defining the project area, events planned in the community, and acted as a hub hosting links to several online engagement tools where the public could provide feedback at all stages of the project.

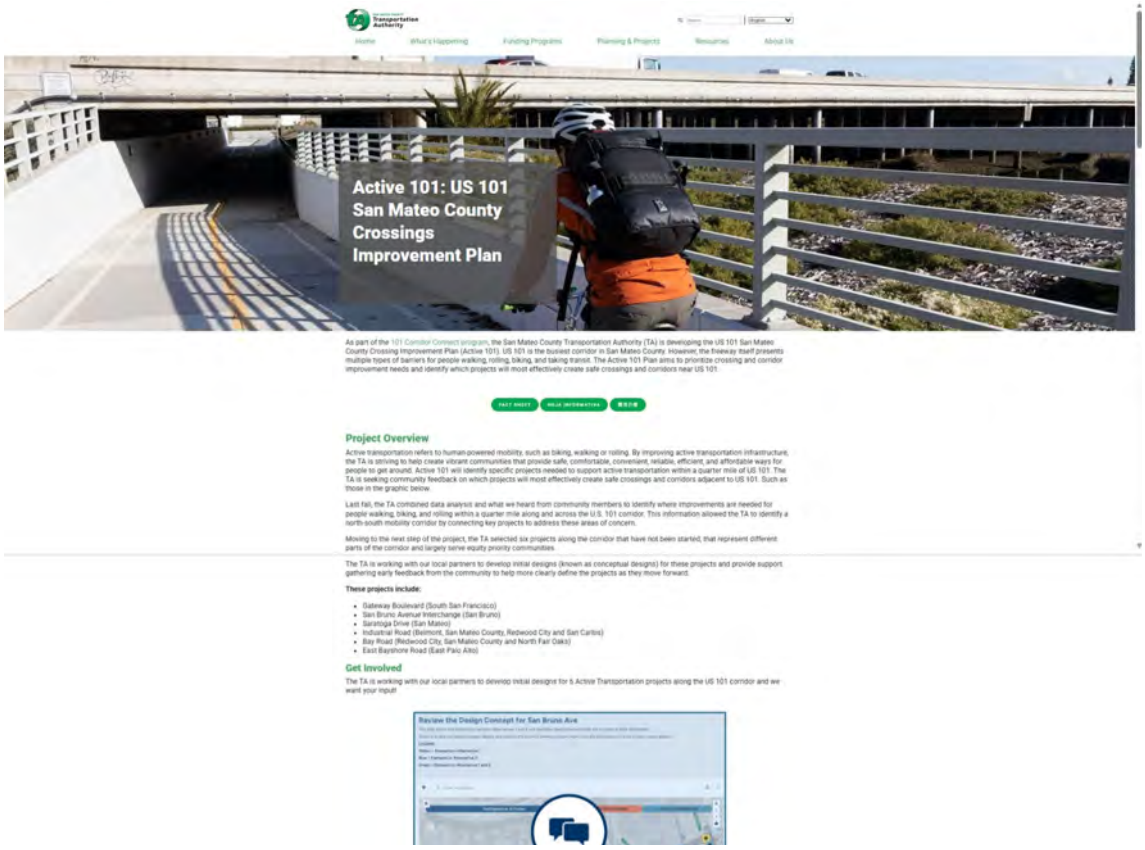


Figure 23. Project Webpage

ONLINE "FUND IT" ACTIVITY

Public input was first gathered through an online "Fund It" activity hosted on the Social Pinpoint platform and promoted through the SMCTA webpage, a press release, social media, pop-up events, an animated video, and partner organizations. The activity allowed community members to identify specific locations in the county where they experienced mobility concerns or needs, using a platform accessible at their convenience. Participants could also "vote" by distributing up to ten points across locations where they felt improvements should be prioritized to best help to meet their transportation needs, either by spreading points across multiple sites or allocating all ten points to a single area to show strong support.

The activity was active from October to November 2024 and received a total of 378 contributions and 1,260 points, and in-person pop-up events yielded an additional 266 votes. In total there were 1,526 votes on priority locations collected across multiple platforms. The online "Fund It" activity is shown in Figure 24.

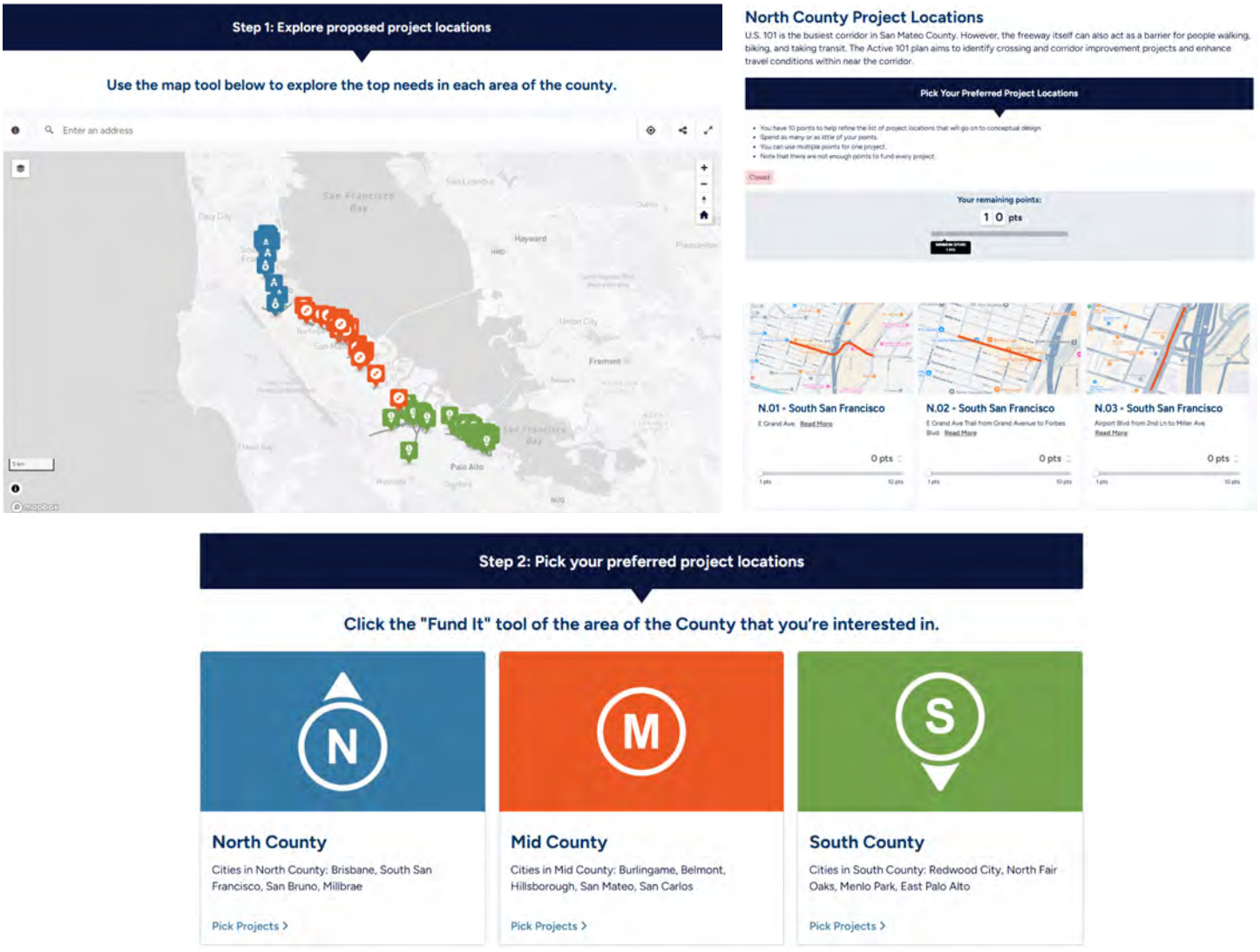


Figure 24. Online "Fund It" Activity[11]

11 The online "Fund It" activity divided the county into three sub-areas to assist participants in navigating to locations familiar to them.

POP-UP EVENTS

Six in-person pop-up events were held between October and November 2024 in various cities within the project area. These pop-ups were located near or within identified equity priority areas and took place during planned community events, where the project team hosted a table to engage with community members where they were already gathering. The pop-ups were held at the following local community events:

- Dia de los Muertos Festival (San Mateo)
  October 12, 2024
- Halloween Extravaganza (South San Francisco)
  October 19, 2024
- Pumpkin Festival (East Palo Alto)
  October 25, 2024
- Halloween Festival (Foster City)
  October 26, 2024
- Millbrae Farmer's Market (Millbrae)
  November 2, 2024
- Redwood City Farmer's Market (Redwood City)
  November 17, 2024

Each event presented project information, and community members were encouraged to share their concerns about transportation opportunities through interactive activity boards and flipbooks (Figure 25). Project materials were available in English, Spanish, and Simplified Chinese.

Figure 25. Pop-Up Events and Interactive Activity Boards

3.1.2 Who Was Involved

As part of the 101 Corridor Connect Multimodal Strategies development, three working groups were formed for each of the Strategy efforts in the North, Mid, and South County segments of the corridor. These working groups included local jurisdiction, transit agencies, and Caltrans staff, and functioned as the Technical Advisory Groups for the Active 101 effort as well. The Working Groups included representatives from the following agencies:

- BART
- Caltrans
- Caltrain
- C/CAG
- City of Brisbane
- City of South San Francisco
- City of San Bruno
- City of Millbrae
- City of Burlingame
- City of San Mateo
- City of Foster City
- City of San Carlos
- City of Belmont
- City of Redwood City
- City of Menlo Park
- City of East Palo Alto
- Commute.org
- County of San Mateo
- Metropolitan Transportation Commission (MTC)
- SamTrans
- WETA

SMCTA also met with members of the WG individually during the Fall of 2024 and Winter of 2025 to seek input and feedback on the existing conditions analysis and public engagement activities.

ADDITIONAL PRESENTATIONS

An additional 22 'Roadshow' presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online activity and interactive map. Presentations were given to the following agencies:

- Belle Haven Empowered
- Brisbane Chamber
- City/County Association of Governments of San Mateo County Bicycle and Pedestrian committee
- Chamber San Mateo County (Transportation and Housing Commission)
- Commission on Disabilities (San Mateo County Health System)
- East Palo Alto Public Works and Transportation Commission
- Foster City Chamber & San Mateo Area Chamber (joint meeting)
- Menlo Park Complete Streets Commission
- North Fair Oaks Community Council
- Safe Routes to School Citizens Advisory Committee
- SAMCEDA Housing, Land Use, and Transportation Committee
- SamTrans Citizens Advisory Committee
- San Bruno Bicycle and Pedestrian Advisory Committee
- San Mateo Sustainability & Infrastructure Commission
- San Francisco International Airport (SFO) (Staff Briefing)
- San Mateo County Bicycle and Pedestrian Advisory Committee
- South San Francisco Bicycle and Pedestrian Advisory Committee
- South San Francisco Chamber of Commerce
- San Mateo County Supervisor Canepa
- San Mateo County Supervisor Corzo
- San Mateo County Supervisor Mueller
- San Mateo County Supervisor Pine

An overview of the project was also provided to the San Mateo County Transit District's Stakeholder Advisory Group (SAG) and Technical Advisory Group (TAG). The combined SAG and TAG includes more than 200 representatives from organizations in San Mateo County including local agency Public Works directors and staff, planning staff, nonprofits, transit agencies, CBOs, and partner groups.

3.1.3 What We Heard

From the online 'Fund It" Activity and feedback at the pop-up events, ten areas of concern were identified as community priorities:

1. East Millbrae Avenue to San Bruno Avenue via Huntington Avenue – San Bruno, Millbrae
2. East Hillsdale Boulevard – San Mateo
3. Grand Avenue/East Grand Avenue – South San Francisco
4. Industrial Avenue – San Carlos, Redwood City
5. Shaw Road/Tanforan Avenue – San Bruno
6. Fashion Island Boulevard/19th Avenue – San Mateo
7. Willow Road – Menlo Park
8. Monte Diablo Avenue – San Mateo
9. East Millbrae Avenue – Millbrae
10. Broadway – Redwood City

These results, in addition to other comments received, were developed into a heatmap of priority areas that informed the development of the north-south Priority Network, described further in Chapter 4.

3.2 PRIORITY NETWORK DEVELOPMENT

3.2.1 What We Did

The next phase of engagement activities was conducted during Winter and Spring 2025 and was focused on updating the community about the project progress to date, and the methodology used to develop the north-south Priority Network alignment. The community was asked to provide feedback on the proposed network. The strategies used in this phase included:

- **ArcGIS StoryMap Website**
- **Online Survey**
- **City Staff meetings**

ARCGIS STORYMAP

The Active 101 StoryMap webpage (Figure 26) launched in January 2025, and provided an overview of the program, findings from the existing conditions analysis, engagement activities to date, and the methodology used to develop the north-south Priority Network. The webpage was presented in a storytelling format designed to guide the community through the project process in a clear and accessible way. It featured tools such as maps illustrating existing conditions, infographics summarizing community feedback, and an interactive sliding map (Figure 27) demonstrating how the data and community feedback were combined to develop the draft Priority Network. The StoryMap also included a survey to collect public feedback on how well the proposed network reflected community needs and how the projects included in the proposed corridor could support active transportation in the area.

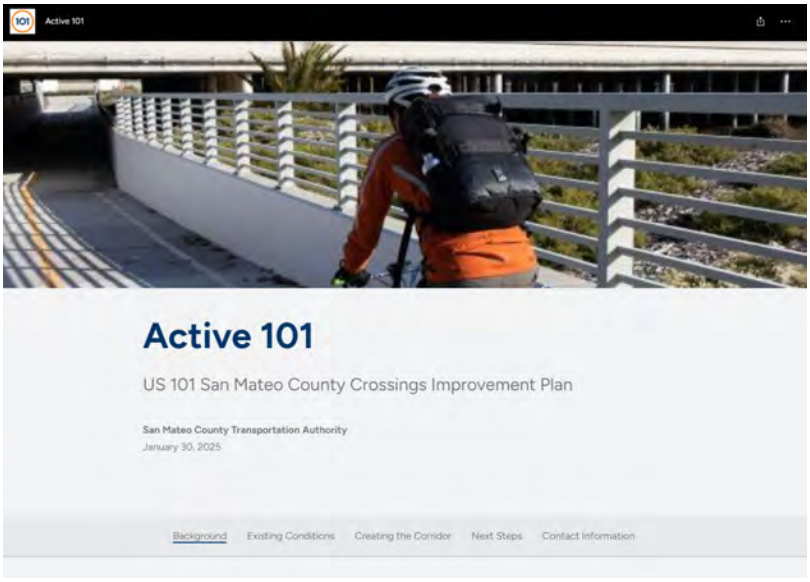


Figure 26. Active 101 ArcGIS StoryMap Webpage

Figure 27. Active 101 ArcGIS StoryMap Priority Network Interactive Sliding Map

ONLINE SURVEY

As part of the StoryMap, participants were asked to share their perspectives on how the corridor would support their active transportation needs. A Google Forms survey, embedded in the StoryMap, was available from February through March 2025. The survey was promoted as part of the StoryMap engagement via social media and by partner organizations. To encourage participation, respondents were entered into a gift card raffle. The survey (Figure 28) invited community members to rate the perceived effectiveness of the proposed Priority Network alignment[12] in their respective cities and to provide feedback on how the corridor could be improved. To improve clarity and understanding of the corridor, the survey was organized by the three county sub-areas and received a total of 116 responses.

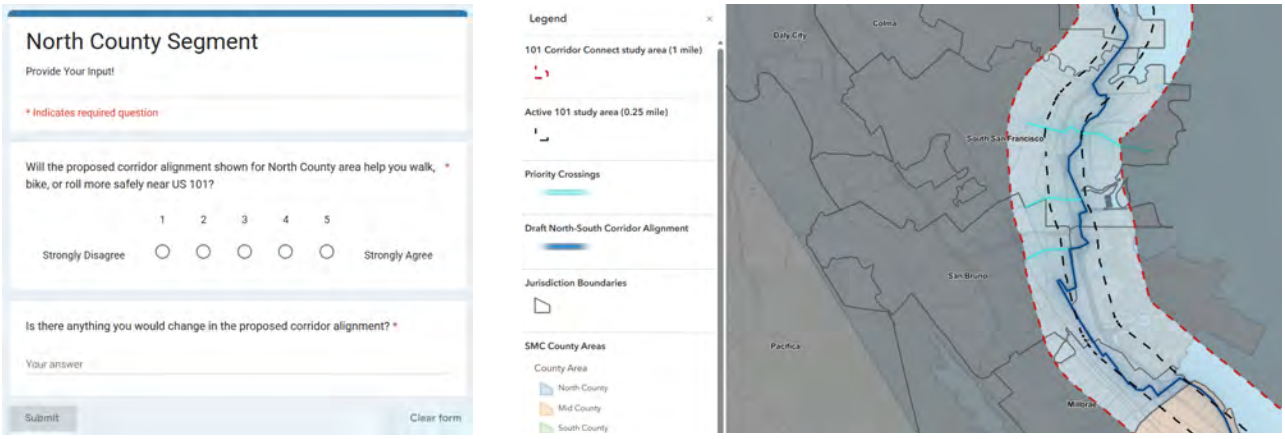


Figure 28. North County Sub-Area Segment and Google Form Survey

12 Public materials used the phrase Countywide Corridor in relation to Priority Network. The use of Priority Network as a terminology was not introduced until after this phase of the outreach was completed.

3.2.2 Who Was Involved

While the StoryMap was in development, SMCTA worked with local jurisdiction staff in the cities along the project area to share feedback from the Fall 2024 engagement and to request input on how the existing conditions analysis and the heatmap of community priority areas were integrated to create the draft Priority Network alignment. By partnering with local agencies, SMCTA was able to ensure the draft alignment reflected both community values and the local priorities and visions for each jurisdiction.

WORKING GROUP MEETING

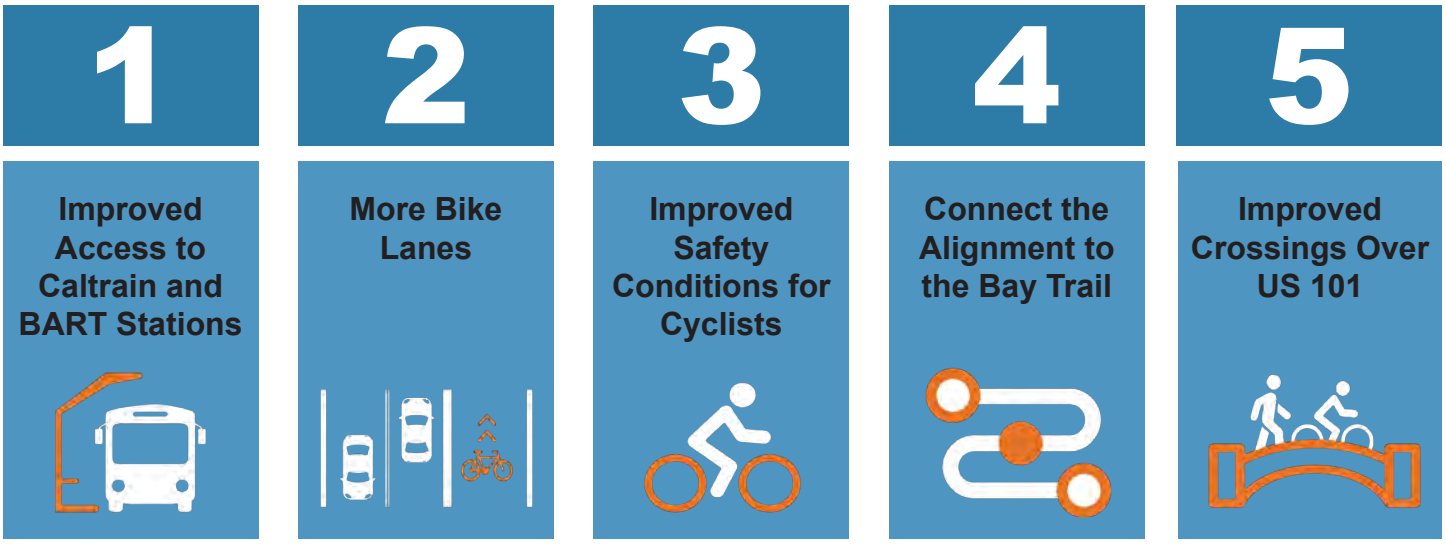
In addition to the individual jurisdiction meetings, WG meetings for Active 101 were held in the Winter of 2025. At this meeting, members of the WG were presented an update on the project and the methodology for developing for the north-south Priority Network alignment. The methodology discussion presented the ArcGIS StoryMap engagement tool and explained how community feedback was incorporated into the proposed Priority Network alignment.

3.2.3 What We Heard

As part of the survey, participants were asked to provide a rating from 1 (Strongly Disagree) to 5 (Strongly Agree) to indicate if they felt the proposed corridor alignment would help them to walk, bike, and roll more safely along the US 101 corridor. The rating of the draft Priority Network was 3.5 out of 5 for North County, 3.4 out of 5 for Mid County, and 3.8 out of 5 for South County. On average for all three county sections, respondents rated the draft Priority Network alignment 3.5 out of 5 points.

While the Priority Network alignment feedback partially addressed the needs of respondents, much of the feedback centered on further connectivity outside of the project area and did not identify many substantial changes to the Priority Network itself. Addressing the critical connections across or adjacent to US 101 first will allow local jurisdictions to focus on the other concerns listed below and build on the larger network.

Respondents had the opportunity to provide additional feedback about improvements to the Priority Network alignment, or any specific locations where they had concerns. The top five themes gathered from the comments on the survey were:



Feedback gathered during the second phase of engagement through the survey and meetings with the Working Group provided critical confirmation of the Priority Network. This network focuses on improving connections both along and across US 101, creating a safe and seamless experience for people walking, biking, and rolling. All projects within the Priority Network will be included in the overarching 101 Corridor Connect Program as priority projects for SMCTA.

3.3 CONCEPTUALIZE SELECTED PROJECTS

The third phase of community engagement supported the six projects selected for high level conceptual design and initial community feedback. This effort was intended to model how the Priority Network projects can move forward into implementation.

- Gateway Boulevard (South San Francisco)
- San Bruno Avenue Overcrossing (San Bruno)
- Saratoga Drive (San Mateo)
- Industrial Road (Belmont, San Mateo County, San Carlos, and Redwood City)
- Bay Road (Redwood City and San Mateo County)
- East Bayshore Road (East Palo Alto)

This phase of Active 101 was intended to give project sponsors the opportunity to participate in developing conceptual designs for projects that had not yet begun, and to create high-level concepts to share with the community for initial feedback. Through this process, cities would have both conceptual designs and preliminary community input, helping make these projects more competitive for future funding opportunities. Each of the six selected projects included a tailored engagement plan and community outreach effort, described in detail in Chapter 5.

3.3.1 What We Did

The third phase of engagement activities were conducted from Spring through Summer 2025. The main goal of this round of engagement was to gain preliminary community feedback for the six conceptual designs selected from the Priority Network. Feedback collected during the engagement activities is provided in detail in Chapter 5 for each project and is summarized here.

Generally, the strategies used in this phase of engagement included:

- Updated project webpage
- Online survey and interactive mapping activity
- Four pop-up events
- Two community workshops, advertised by mailed postcards
- Business cards with QR Codes
- CBO meeting
- Social media

ENGAGEMENT WEBPAGE

The project launched an engagement-focused webpage in July 2025 using the Social Pinpoint platform. This webpage (Figure 29) complemented the main Active 101 webpage by providing updates on all engagement activities to date, introducing the six projects with conceptual designs, and offering an online survey and mapping activity to gather feedback. The webpage also included links to the StoryMap tool and previous rounds of engagement, building on earlier work and allowing the public to review prior phases of the project.

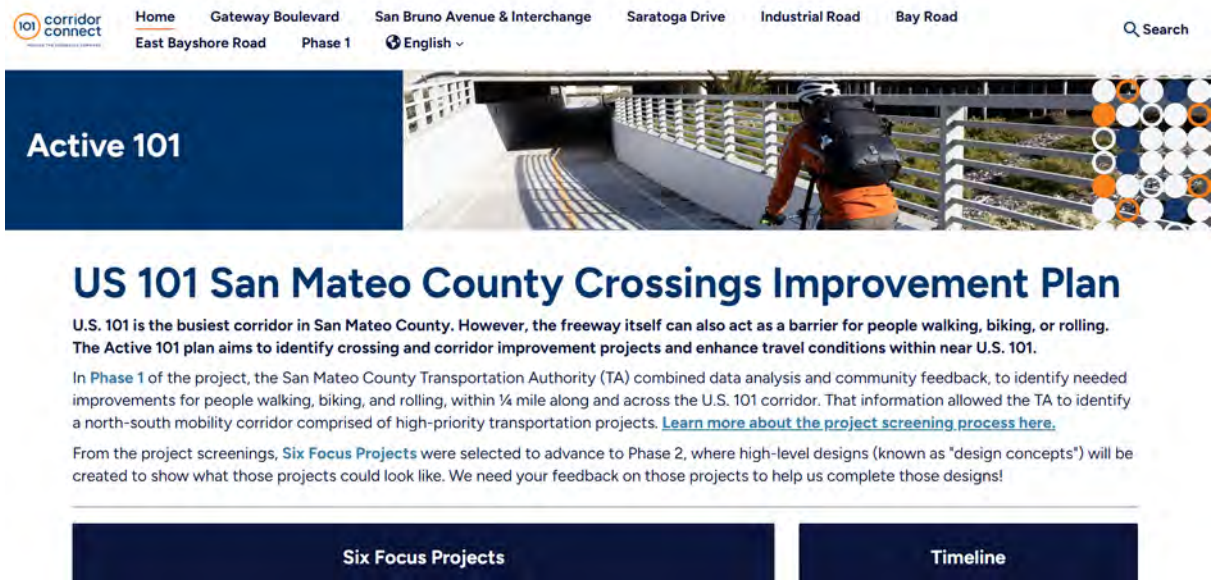


Figure 29. Active 101 Engagement Webpage

ONLINE SURVEY AND INTERACTIVE MAPPING ACTIVITY

Community input for the conceptual designs was collected through an online survey and mapping activity promoted through the SMCTA webpage, social media, pop-up events, community workshops, and by partner organizations. The survey and mapping activity allowed participants to engage at their convenience, particularly for those unable to attend in-person pop-up events or workshops.

The webpage provided the conceptual design alternatives for each of the six projects (Figure 30), and participants could choose to view and comment on one or multiple projects. For each project, participants were able to visualize specific elements of the concepts through the interactive mapping tool (Figure 31), and then provide specific comments on the proposed designs via a survey tool (Figure 32). The information provided for each project included typical cross sections of each project site, including interactive models for most projects that participants could slide back and forth to see the current conditions and proposed changes along the roadway.

The online survey and mapping activity was active from July through September 2025 and received a total of 40 comments on the interactive maps and 93 responses to the online surveys between all six selected projects. The in-person pop-up events and community workshops yielded an additional 86 comments on the selected project conceptual designs. In total there were 219 public comments on the conceptual designs for the six selected projects collected across multiple platforms.

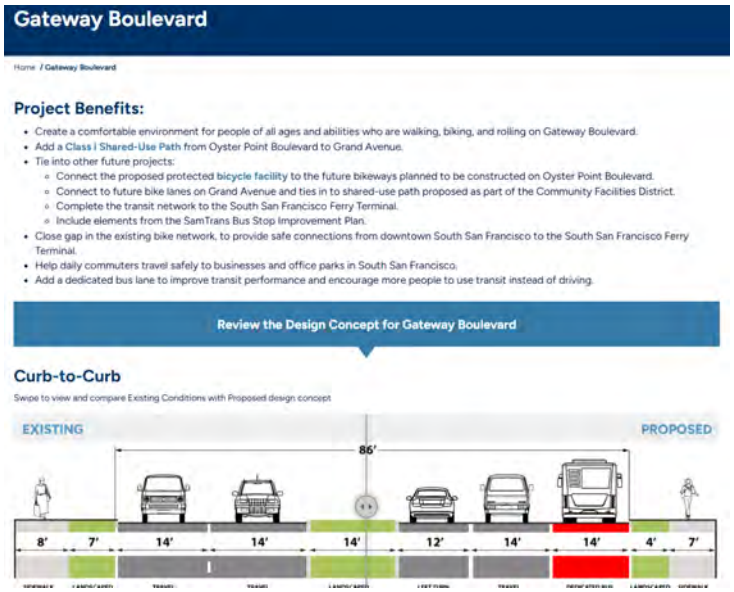


Figure 30. Active 101 Webpage Example of Selected Project Conceptual Design Alternative

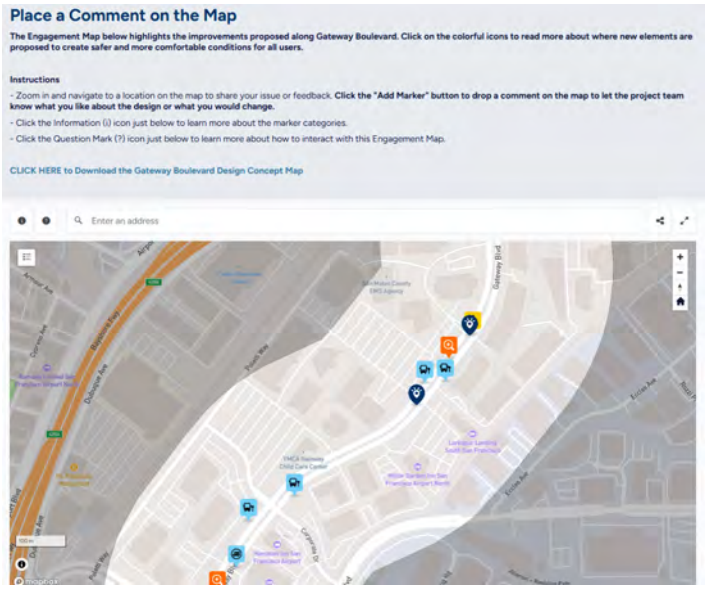


Figure 31. Active 101 Webpage Example of Selected Project Interactive Mapping Activity

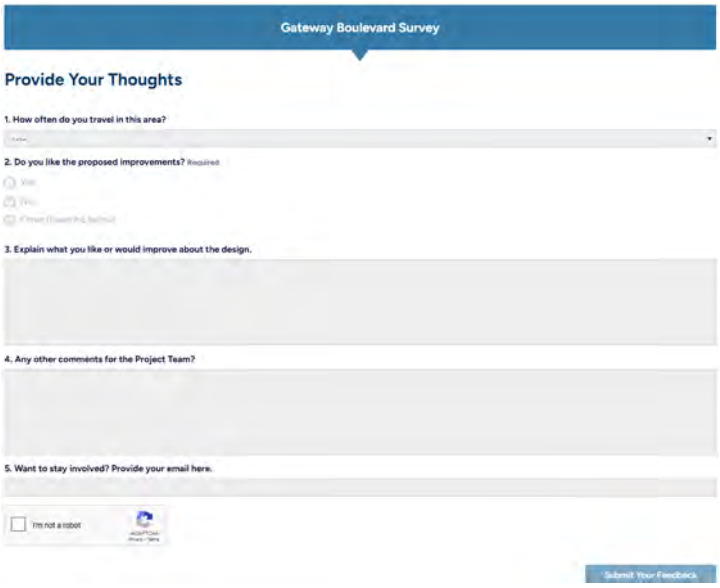


Figure 32. Active 101 Webpage Example of Selected Project Online Survey

POP-UP EVENTS

For the four smaller selected projects (those with one conceptual design option for consideration), the project team sought community feedback at local pop-up events. The pop-up events were held in July and August 2025 in locations near each project area, and were held at the following local community events:

- Family Day (East Palo Alto) – July 26, 2025
- Central Park Music Series (San Mateo) – August 14, 2025
- South San Francisco Ferry Terminal (South San Francisco) – August 21, 2025
- Art on the Square (Redwood City) – August 22, 2025

Each event presented project information and solicited input on the conceptual designs for the selected project located in each respective jurisdiction (Figure 33). Project materials were available in English, Spanish, and Simplified Chinese. Additional details on the engagement for each selected project are included in the project overview in Chapter 5.

Figure 33. Selected Project Conceptual Design Pop-Up Events and Interactive Activity Boards

COMMUNITY WORKSHOPS

Community workshops were held in August 2025 in San Bruno and San Carlos for the two larger corridor projects included in the conceptual design process, Industrial Road and San Bruno Avenue Overcrossing. The workshops were held at community spaces and were promoted through a mailed-out postcard sent to communities surrounding the two selected project sites Figure 34. The community events were held at the following locations:

- San Carlos Public Library – August 26, 2025
- San Bruno Public Library – August 27, 2025

Each community workshop included an introduction to the Active 101 project, overview of the conceptual design alternatives and design elements, and an open house style engagement activity to gather feedback on the design alternatives. There was a total of 14 attendees at the two community workshops. Project materials were available in English, Spanish, and Simplified Chinese.

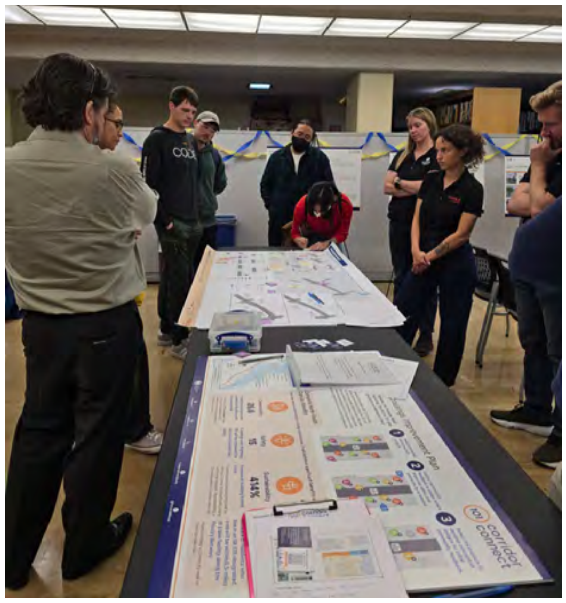
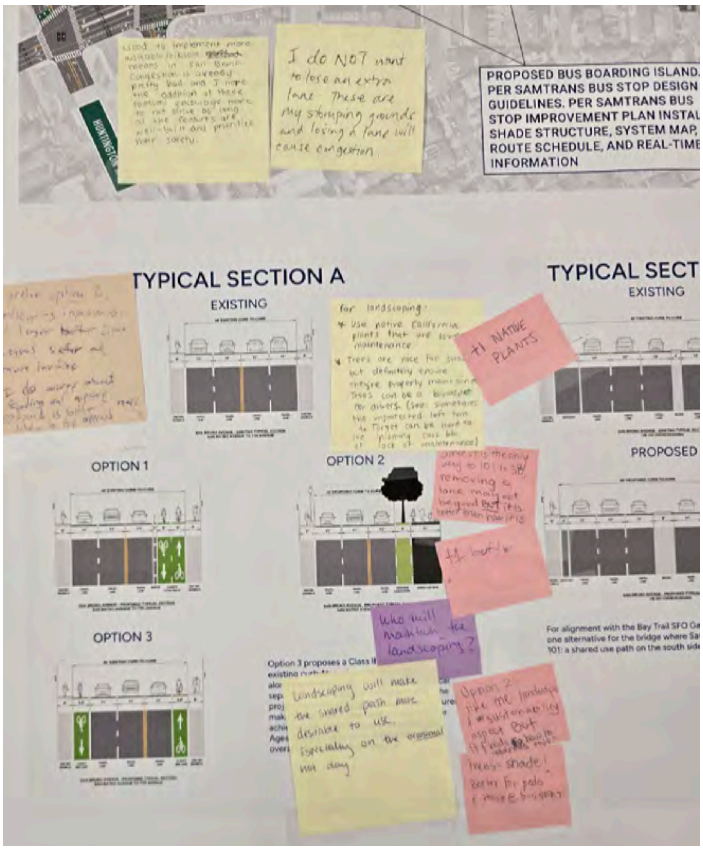


Figure 34. San Bruno Community Workshop and Postcard

CBO MEETING

SMCTA facilitated one CBO meeting with The Clubhouse at Redwood City Boys and Girls Club as part of the conceptual design effort (Figure 35). This meeting was held to provide information about the Bay Road conceptual design and offered high school age students the opportunity to share about how they travel in their community, mobility challenges, and provide feedback on the conceptual design alternatives for the project.

Figure 35. Redwood City Boys and Girls Club CBO Meeting



3.3.2 Who Was Involved

SMCTA held a series of meetings with partner agencies and city staff in the jurisdictions of the six selected projects to develop the conceptual design alternatives and review the feedback collected from the engagement activities. Participants included members from the following agencies:

- City of East Palo Alto
- City of Redwood City
- City of San Bruno
- City of San Carlos
- City of San Mateo
- City of Belmont
- City of South San Francisco
- San Mateo County

SMCTA worked with the cities and local agency partners to develop engineering assumptions, review draft concepts, develop an engagement plan and gather community input, and finalize conceptual designs for each of the six selected projects.

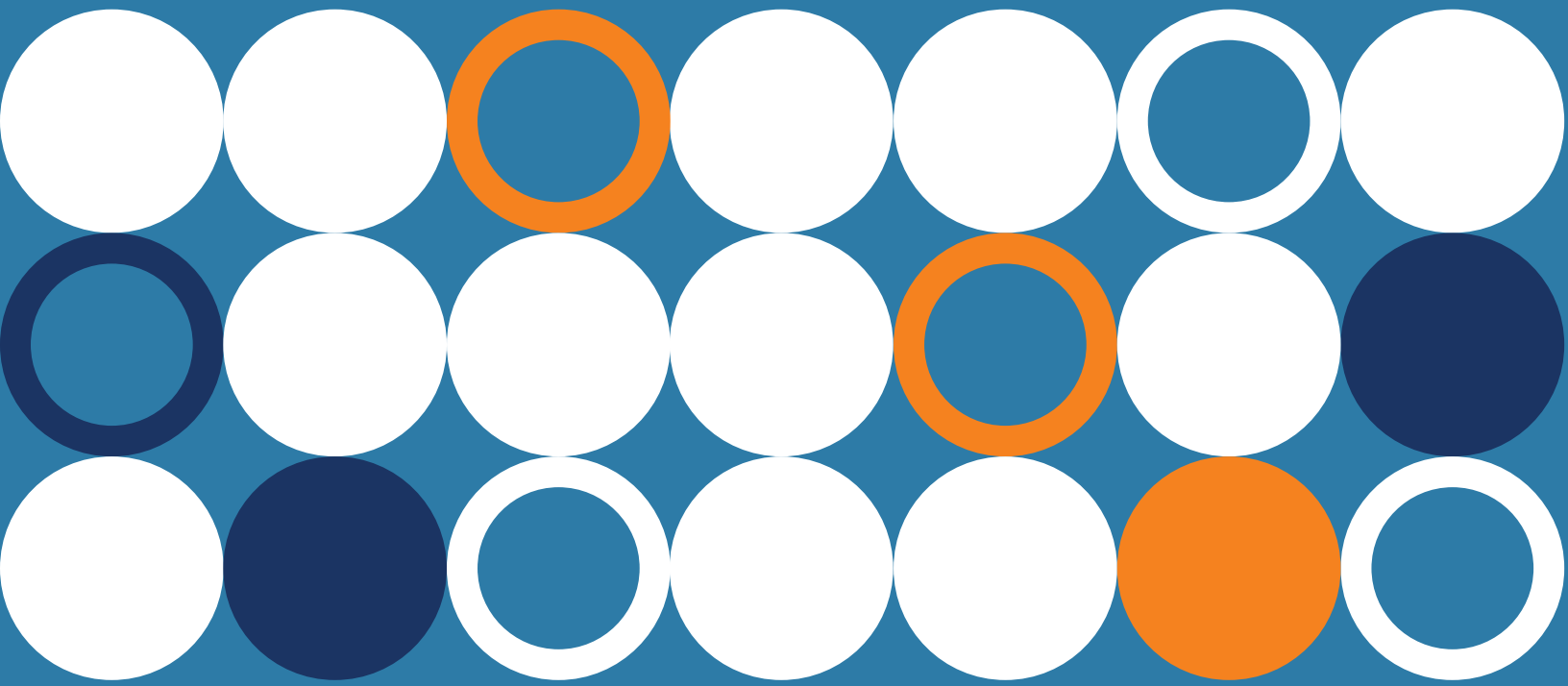
3.3.3 What We Heard

Feedback on the conceptual designs for each of the six selected projects was gathered from the online survey, interactive mapping activity, pop-up events, and community workshops. The feedback gathered in this engagement effort was used to finalize the conceptual designs for each of the six selected projects. A summary of the engagement and feedback for each project are presented in detail in Chapter 5, and all comments received during engagement will be provided to each jurisdiction as data for upcoming design phases for each project.

3.4 PUBLIC REVIEW DRAFT RELEASE

The fourth and final phase of engagement was conducted from Fall 2025 through Winter 2026. During this phase, the draft Active 101 Plan was made available for review and comment by project stakeholders initially, and then to members of the public through a formal review period held from January 12 to February 9. [Section will be revised following the public review period.]

4 Active 101 Priority Network Development



4.1 PRIORITY NETWORK OVERVIEW

For decades, US 101 has divided San Mateo County communities, creating barriers for people walking, biking, and rolling along and across the corridor. The Active 101 Plan was developed to address these challenges by identifying opportunities to improve connectivity, safety, and access for people traveling within the corridor.

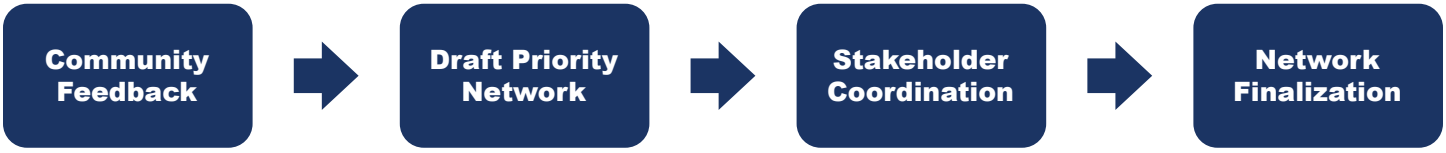
A central outcome of the plan is the development of the Active 101 Priority Network ("Priority Network"), a framework for implementing the most critical bicycle and pedestrian improvements within the Active 101 Project Area. The network is built with the inventory of existing and proposed projects as the base, and community feedback guiding specific segments, and forms a continuous north-south alignment with key east-west crossings. By completing these connections, the network will deliver safer, more connected, inclusive, and sustainable travel options across the region.

The Priority Network closes critical gaps and enhances access to regional destinations such as schools, transit hubs, employment centers, parks, and shopping districts. It provides meaningful alternatives to driving, advances equity by improving access in underserved areas, and strengthens the foundation for a more resilient multimodal transportation system.

As one initiative under the 101 Corridor Connect Program, the Priority Network provides the structure for advancing critical bicycle and pedestrian projects through coordinated planning and investment. All projects that are part of the Priority Network are designated as priority projects under the 101 Corridor Connect Program, emphasizing their regional significance and helping ensure their implementation is strategic and effective.

To demonstrate how the network can be put into action, six projects were selected for high level conceptual designs, presented in detail in Chapter 5. Developing these early concepts demonstrates how the Active 101 Plan can move beyond planning to implementation, building momentum among project sponsors and partners to realize the vision of a safer, more connected corridor.

4.2 PRIORITY NETWORK DEVELOPMENT



4.2.1 Community Feedback

Community input played a central role in shaping the development of the Priority Network. As described in Chapter 3, community feedback shared through a variety of engagement efforts including the pop-up events, online 'Fund-It' tool, and stakeholder meetings helped to identify community concerns for active transportation in the Project Area, and specific locations where improvements were wanted. All feedback was compiled into a cohesive list, with each comment geolocated using the information provided to pinpoint where the community needs and concerns are concentrated. From these specific locations, heatmaps were generated to identify where community concerns were clustered, with locations with more comments becoming larger hotspots in the heatmap. This map became a critical tool for understanding and translating community priorities, illustrating spatially where walking and biking improvements would have the greatest impact.

The heatmap was overlaid with the project inventory map to identify areas of alignment between community priorities and planned improvements. This exercise allowed for the community's priorities and needs to be directly attributed to planned projects that improve the active transportation network and respond to those voiced concerns. Safety and accessibility will also be enhanced by building on the extensive planning and engagement work already undertaken by local jurisdictions.

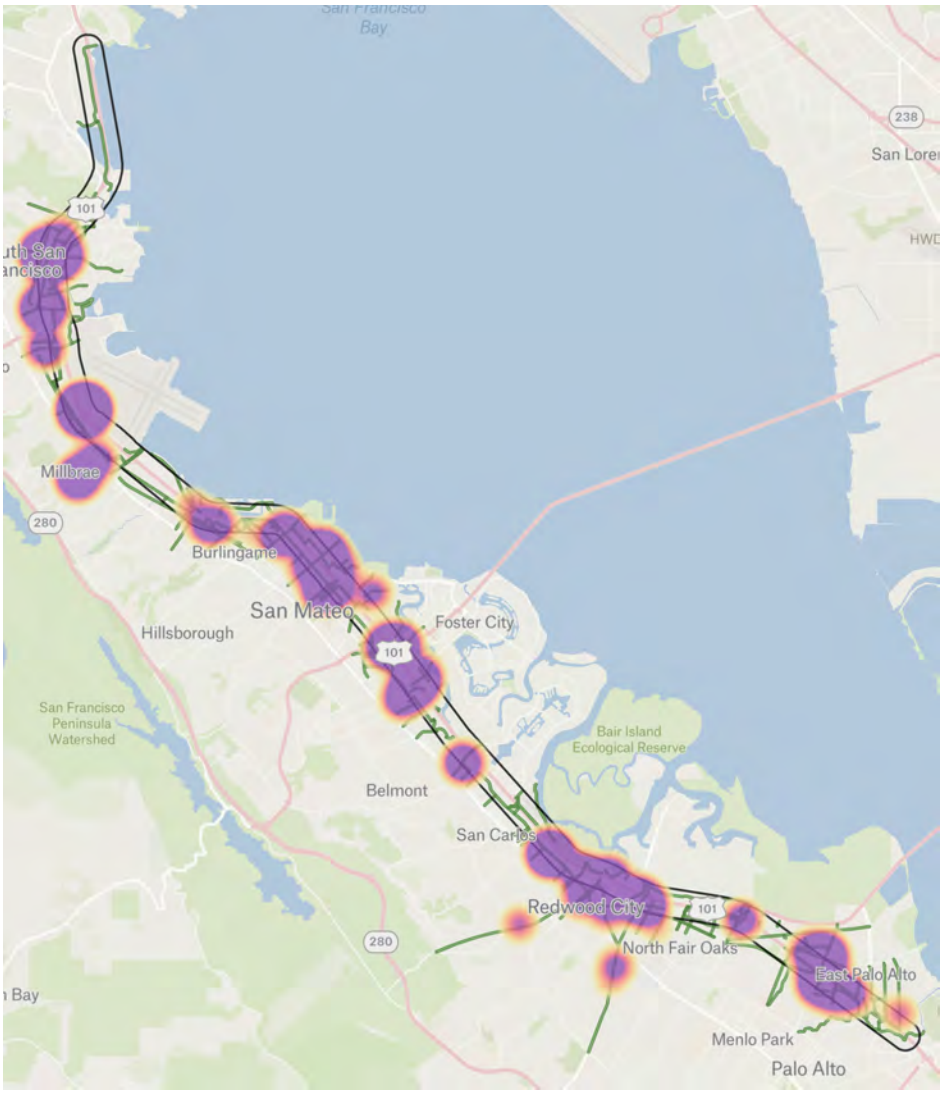


Figure 36. Project Inventory with Heatmap Overlay

Note: The heatmap represents community input received during the first phase of community engagement.

4.2.2 Draft Active 101 Priority Network

Identifying where planned projects (including upgrades to existing facilities and new facilities) aligned with areas of community concern formed the foundation of the Active 101 Priority Network. Existing bicycle and pedestrian facilities were also mapped to ensure integration with current infrastructure.

With this information in hand, connecting individual proposed projects along those areas identified by the community as high need created the continuous, cohesive north-south alignment that became the Priority Network. In addition, key east–west crossings were identified to improve access across US 101 in alignment with community concerns. Of note, the development of the Priority Network focused on creating a network that makes crossing US 101 more safe and accessible and providing connectivity in areas where it is currently lacking. This resulted in a network with many crossings back and forth along the corridor, rather than a straight and direct connector through the County.

4.2.3 Partner and Stakeholder Coordination

Once the network was drafted, the project team engaged in a collaborative process with City staff and agency partners across San Mateo County to ensure it reflected both regional goals and local needs. Working closely with jurisdiction staff, the team identified opportunities to confirm network alignments, address jurisdiction-specific challenges, and build consensus around a coordinated approach.

In addition to individual meetings with each agency along the network, the team presented to the San Mateo County Transit District's Technical Advisory Group (TAG) and Stakeholder Advisory Group (SAG). This provided a further opportunity for regional partners and community representatives to share feedback.

With the proposed Priority Network alignment refined and endorsed through this collaborative process, it was brought to the community for general feedback utilizing the Storymap tool. Community engagement activities are detailed in Chapter 3.

4.2.4 Network Finalization

Following the community engagement on the proposed network, minor refinements were made to incorporate feedback and improve overall coherence. The proposed network was confirmed through final meetings with local jurisdiction staff for confirmation of the north-south alignment and east-west crossings, resulting in the final Active 101 Priority Network. The complete list of projects comprising the Priority Network is included in Appendix A, and visualized in Figure 37.

To fully build out the Priority Network, approximately 27 miles of bicycle improvement projects, including shared-use paths, would need to be completed. These projects include upgrading approximately 16 miles of existing bike facilities and constructing 11 miles of new facilities. Another 11 miles of the Priority Network already have adequate bike facilities that do not currently require upgrades or improvements.

With the final alignment confirmed, the next step was to assess how the completed network would perform by evaluating its potential impacts on safety, connectivity, and multimodal access throughout the corridor.

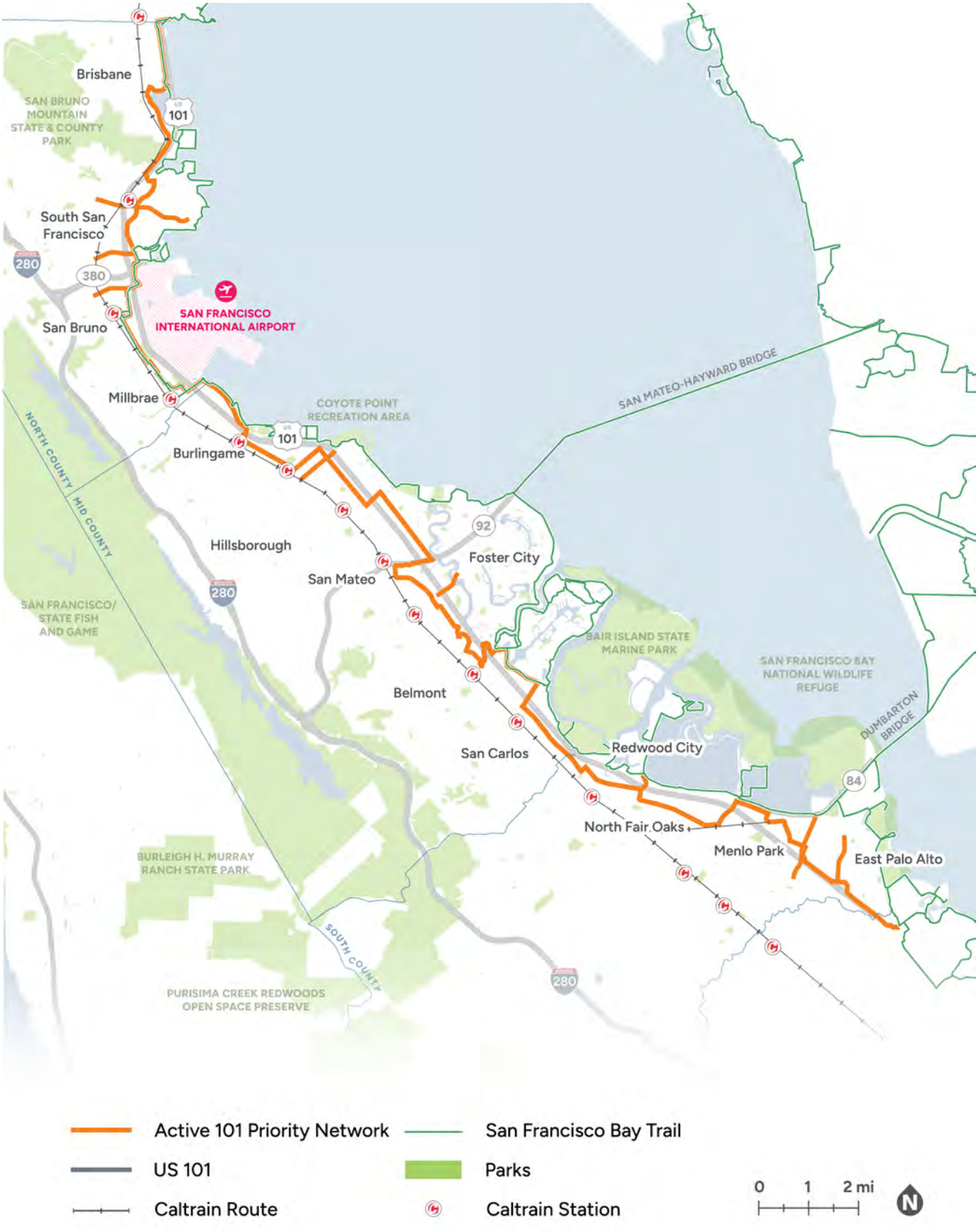


Figure 37. Final Active 101 Priority Network

4.3 PRIORITY NETWORK KEY FINDINGS

The Priority Network is composed of both existing and proposed projects that together form a continuous, cohesive system of active transportation routes along and across US 101 through San Mateo County. The Network was developed with the intent of improving safety, connectivity, equitable access, and sustainability related to active transportation along the US 101 corridor. The full build-out of the Priority Network represents a transformative opportunity for active transportation investment for San Mateo County. By completing the north–south alignment and key east–west connections, the network will deliver safer, more connected, inclusive, and sustainable travel options across the region.

This analysis builds on the existing conditions assessment to understand how the proposed Priority Network would address today's challenges once fully implemented. By comparing current conditions with projected future outcomes, the network evaluation highlights how the completed network can close critical connectivity gaps, enhance safety and comfort, expand access for underserved communities, and encourage a shift toward more sustainable travel modes. Collectively, these findings illustrate the long-term benefits of a connected, countywide active transportation system for San Mateo County.

Active 101 Priority Network: **Key Benefits** at Full Build Out

The Active 101 Priority Network consists of a system of existing and proposed bicycle and pedestrian projects along and across US 101 that create a contiguous north-south corridor and east-west crossings. Once fully connected, the Priority Network will include:

- Approximately **42 total miles** of access for people walking, biking, and rolling
  - Approximately **7.5 miles** of critical east–west connections
- Approximately **26.6 miles** of new or upgraded bicycle infrastructure

Safety

Approximately **7.5 miles** of the **pedestrian** High Injury Network (HIN) and **6 miles** of the **bike** HIN are included in the Priority Network and will be improved through its implementation.

Connectivity

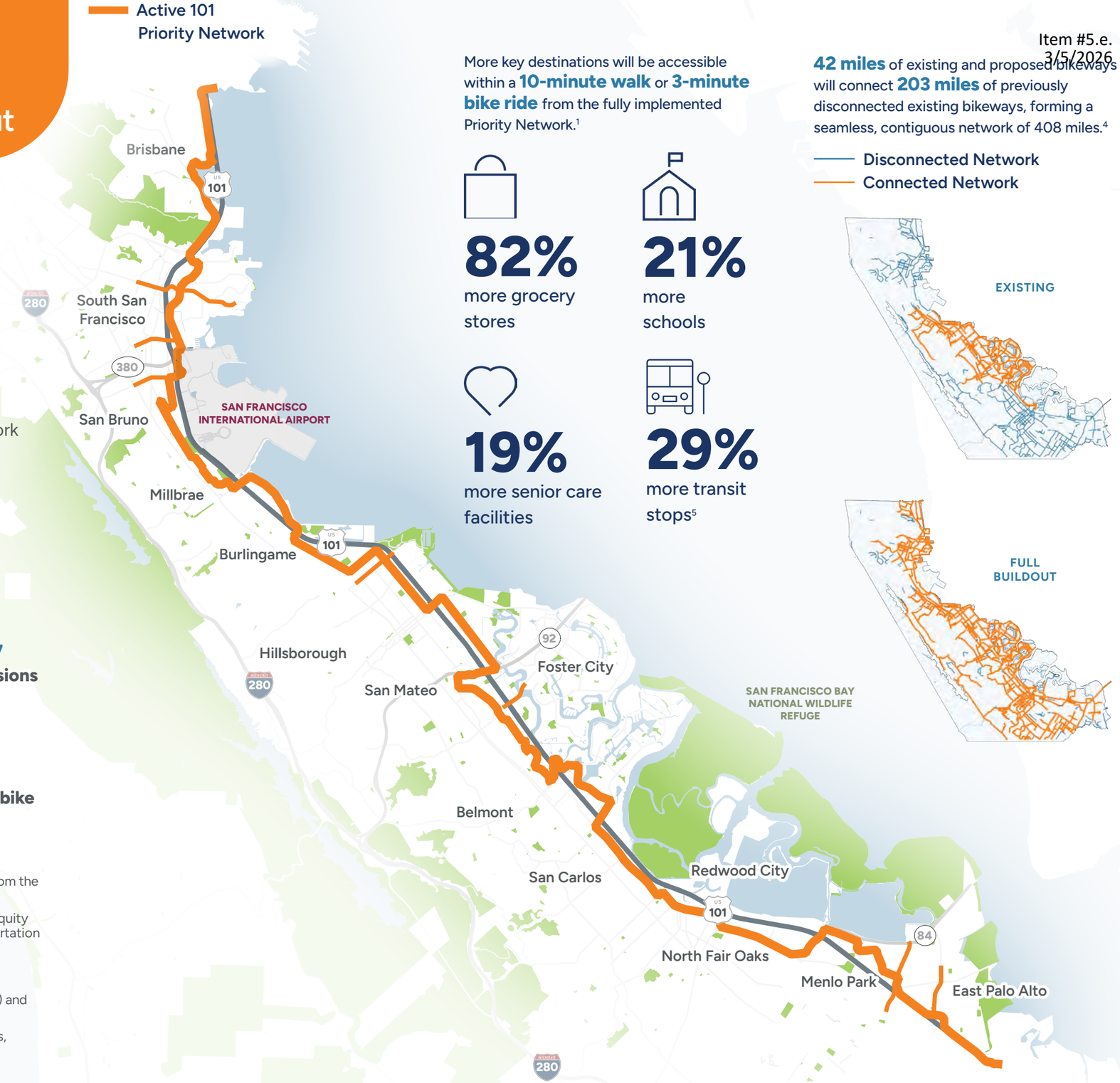
16 US 101 crossings will be improved or constructed for people walking, biking, and rolling.

Sustainability

Vehicle miles traveled (**VMT**) is estimated to decrease by **12.7 million** miles over the project lifetime. **Greenhouse gas emissions** are estimated to reduce by **4,377** metric tons of CO_2e.

Inclusivity

>138k more people,[1] including **>50k** living in **disadvantaged communities**,[2] will be within a **10-minute walk or a 3-minute bike ride** to a high-quality bike facility[3] along the Priority Network.



More key destinations will be accessible within a **10-minute walk** or **3-minute bike ride** from the fully implemented Priority Network.[1]

82% more grocery stores

21% more schools

19% more senior care facilities

29% more transit stops[5]

42 miles of existing and proposed bikeways will connect **203 miles** of previously disconnected existing bikeways, forming a seamless, contiguous network of 408 miles.[4]

Disconnected Network
Connected Network

1 Calculated using a ½-mile buffer (approximately a 10-minute walk or 3-minute bike ride) from the Priority Network. Increases are relative to existing conditions.

2 Disadvantaged communities include Equity Priority Communities (EPCs) and Caltrans Equity Index (EQI) communities. EPCs are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations. Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages.

3 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes).

4 Calculated through a network cluster analysis measuring the total mileage of continuous, connected bikeways before and after implementation of the Priority Network.

5 Transit stops include Caltrain stations and SamTrans stops.

Figure 38. Active 101 Priority Network Key Benefits

4.3.1 Connectivity

US 101 presents a significant barrier to connecting neighborhoods and key destinations, limiting safe and direct access across the corridor for people walking, biking, and rolling. Addressing this divide requires a cohesive network that links communities through safe, comfortable, and reliable active transportation routes. The Priority Network advances this goal by proposing 26.6 miles of new or upgraded bicycle and pedestrian infrastructure, to create a stronger and more connected system throughout the corridor.

These investments would have a measurable impact. Residential access to bikeways is projected to increase by 30 percent, meaning many more residents would live within a half mile of a bikeway (about a 10-minute walk or 3-minute bike ride). Employment access would also expand, with 11 percent more jobs located within a half mile of a bikeway, strengthening connections between neighborhoods, workplaces, and major destinations.

A key element of improving corridor connectivity involves enhancing crossings over US 101. Among the 26 existing crossings within the Project Area, fewer than one-third currently offer low-stress, comfortable conditions for people walking or biking. The Priority Network seeks to improve these conditions by upgrading 16 existing crossings, improving the crossings themselves and/or their approaches, and adding a new overcrossing at Shaw Road. By transforming the existing stressful and disconnected east-west routes into safe, comfortable, and continuous connections across US 101, the Priority Network helps to bring together communities on both sides of the corridor.

Table 5. Priority Network US 101 Crossings

	Crossing	City	Proposed Upgrade or Project
1	Alana Way[13]	San Francisco	Class I Shared use path
2	Oyster Point Boulevard	South San Francisco	Intersection Improvements and Class II Bike lanes
3	Grand Avenue	South San Francisco	Intersection Improvements and Class IV Bike lanes with physical barrier from vehicles
4	Shaw Road	South San Francisco	Pedestrian and Bicycle Overcrossing
5	San Bruno Avenue	San Bruno	Intersection Improvements and Class II Bike lanes
6	Millbrae Avenue	Millbrae	Class I Shared use path
7	Bayside Crossing	Burlingame	Intersection Improvements and Class IIIb Bicycle Boulevard and Class IIb Buffered bicycle lanes at west and east crossing approaches, respectively.
8	Peninsula Avenue	San Mateo	Class IIb Buffered bicycle lanes (west of Humboldt) Class IV Bike lanes with physical barrier from vehicles (east of Humboldt).
9	Third Avenue Bridge	San Mateo	Class IV Bike lanes with physical barrier from vehicles and Class I Shared use path at west and east at crossing approaches, respectively.
10	Fashion Island Boulevard	San Mateo	Class IV Bike lanes with physical barrier from vehicles
11	East Hillsdale Boulevard	San Mateo/ Foster City	Class IV Bike lanes with physical barrier from vehicles
12	O'Neill Crossing	Belmont	Class IV Bike lanes with physical barrier from vehicles at crossing approaches.
13	Holly Street	San Carlos	Separated Overcrossing
14	Seaport Boulevard	Redwood City	Class I Shared use path
15	Marsh Road	Menlo Park	Class II Bicycle lanes
16	Willow Road	East Palo Alto	Pedestrian safety improvements and Class IV Bicycle lanes with physical barrier from vehicles

13 Crossing is north of the Project Area.

The Priority Network also strengthens bicycle and pedestrian connectivity within key activity areas, particularly in Pedestrian Focus Areas (PFAs)[14], areas with high levels of pedestrian activity located primarily near downtowns, transit hubs, and commercial centers. Many PFAs areas currently lack continuous, comfortable routes and direct connections across US 101. Within these areas, the Priority Network will add 12.2 miles of bikeways, representing a potential 110 percent increase in bikeway mileage and creating safer, more direct routes that connect residents to transit, jobs, and everyday destinations.

At full build-out, the Priority Network will also advance the goals of the 2021 C/CAG Bicycle and Pedestrian Plan by addressing widespread network gaps and improving interjurisdictional connectivity. Although San Mateo County currently has more than 450 miles of bikeways, only two miles are Class IV (protected). Encompassing 42 total miles of bikeways, including existing, upgraded, and new facilities, and linking 203 miles of previously disconnected routes, the Priority Network will expand safe, low-stress connections that support higher levels of walking and bicycling across the US 101 corridor.

4.3.2 Safety

Safety is a key goal of the Priority Network and directly responds to issues identified in the existing conditions analysis. That analysis revealed that severe and fatal bicycle and pedestrian collisions are concentrated along key corridors and crossings of US 101. San Mateo County's High-Injury Network (HIN), developed as part of the 2024 C/CAG Local Roadway Safety Plan, highlights these locations as priority areas for investment.

The Priority Network directly addresses these safety challenges by upgrading 16 crossings of US 101, seven of which coincide with high-injury segments, to reduce collision risk and improve conditions for people walking and biking throughout the corridor (see Table 6. In addition, 7.5 miles of the Priority Network corridor overlap with the pedestrian HIN and 6 miles overlap with the bicycle HIN. Targeted safety improvements along these corridors will address critical gaps identified in the HIN analysis, aiming to help lower the rate of severe and fatal collisions. Through these investments, the Priority Network supports a safer, more accessible environment for everyone traveling along and across US 101.

14 The 2021 C/CAG Bicycle and Pedestrian Plan identified Pedestrian Focus Areas which are locations within the county likely to have the highest walking activity, based on various factors.

Table 6. Priority Network US 101 Crossings and the HIN

	Crossing	City	Crossing Type	Bicycle HIN	Pedestrian HIN
3	Grand Avenue	South San Francisco	Pedestrian Only	Y	Y
5	San Bruno Avenue	San Bruno	Pedestrian and Bicycle		Y
6	Millbrae Avenue	Millbrae	Pedestrian Only		Y
11	East Hillsdale Boulevard	San Mateo/ Foster City	Pedestrian Only	Y	
13	Holly Street	San Carlos	Pedestrian and Bicycle	Y	
14	Seaport Boulevard	Redwood City	No bicycle or pedestrian crossing	Y	
16	Willow Road	East Palo Alto	Pedestrian and Bicycle	Y	

4.3.3 Inclusivity

The Priority Network advances equity by expanding access to safe, high-quality[15] bicycle and pedestrian infrastructure within MTC Equity Priority Communities[16] (EPCs) and Caltrans Equity Index[17] (EQI) areas. Compared with existing conditions, the network increases bikeway mileage by 124 percent, providing over 50,000 additional residents in disadvantaged areas with a high-quality bikeway within a 10-minute walk or 3-minute bike ride, an 188 percent increase from existing conditions.

Importantly, 13 of the 16 crossings along the Priority Network are located within an EPC and/or an EQI area, ensuring that communities most affected by the historic impacts of US 101 directly benefit from safer, more reliable, and more connected routes for walking and biking. By addressing gaps identified in the existing conditions analysis, the Priority Network helps reduce barriers to mobility, enhance access to jobs and essential services, and promote more equitable transportation outcomes across the corridor.

4.3.4 Sustainability

The Priority Network supports sustainability by expanding access to local destinations and reducing reliance on short vehicle trips. At full build-out, access to short-trip generators (destinations that support daily needs) could increase substantially. Within a 10-minute walk or 3-minute bike ride of a high-quality[18] bikeway, access to grocery stores could increase by 82 percent, schools by 21 percent[19], and senior facilities[20] by 19 percent, providing safe, comfortable connections to critical community destinations.

Transit access would also improve, with 139 additional transit stops, including 6 Caltrain stations[21], located within a 10-minute walk or 3-minute ride of a bike facility, a 29 percent increase. These improvements strengthen connections between local destinations and regional transit, creating the conditions necessary for meaningful reductions in vehicle travel.

15 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes)
16 MTC Equity Priority Communities (EPCs) are census tracts identified by the Metropolitan Transportation Commission as areas that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas.
17 Caltrans Equity Index (EQI) communities are census tracts identified by Caltrans as experiencing transportation-based disadvantages, such as limited access to destinations, high traffic exposure, or other equity-related challenges.
18 For analysis purposes high-quality bicycle facilities are defined as Class I (shared-use paths) and Class IV (protected bike lanes)
19 Sources: Schools (San Mateo County); Grocery Stores (Open Street Map [OMS])
20 Senior facilities include Health Care Facilities, Intermediate Care Facilities, Residential Care Facilities for the Elderly, Senior Housing, and Skilled Nursing Facilities. https://services.arcgis.com/yq3FgOI44hYHAFVZ/ArcGIS/rest/services/Elderly_Care_Facilities/FeatureServer
21 Caltrain stations https://data.smcgov.org/resource/nnnh-qjvs. SamTrans stops https://data.smcgov.org/resource/cc53-4kky

Identified in the existing conditions analysis, StreetLight data indicates approximately 51,971 daily vehicle trips under two miles occur within a quarter mile of US 101, with 38,086 trips (73 percent) occurring within a quarter mile of the Priority Network. Once complete, the network could reasonably shift roughly 5,700 daily short trips (15 percent[22]) from driving to walking or biking.

Additionally, at full buildout of the Priority Network, vehicle miles traveled (VMT) are estimated to decrease by 12.7 million miles over the project's lifetime. Greenhouse gas emissions are projected to decline by 4,377 metric tons of CO_2e over the same timeframe (see Appendix D for VMT and greenhouse gas calculations and assumptions). By reducing local vehicle emissions and congestion while increasing access to everyday destinations, the Priority Network directly advances countywide sustainability, public health, and greenhouse gas reduction goals.

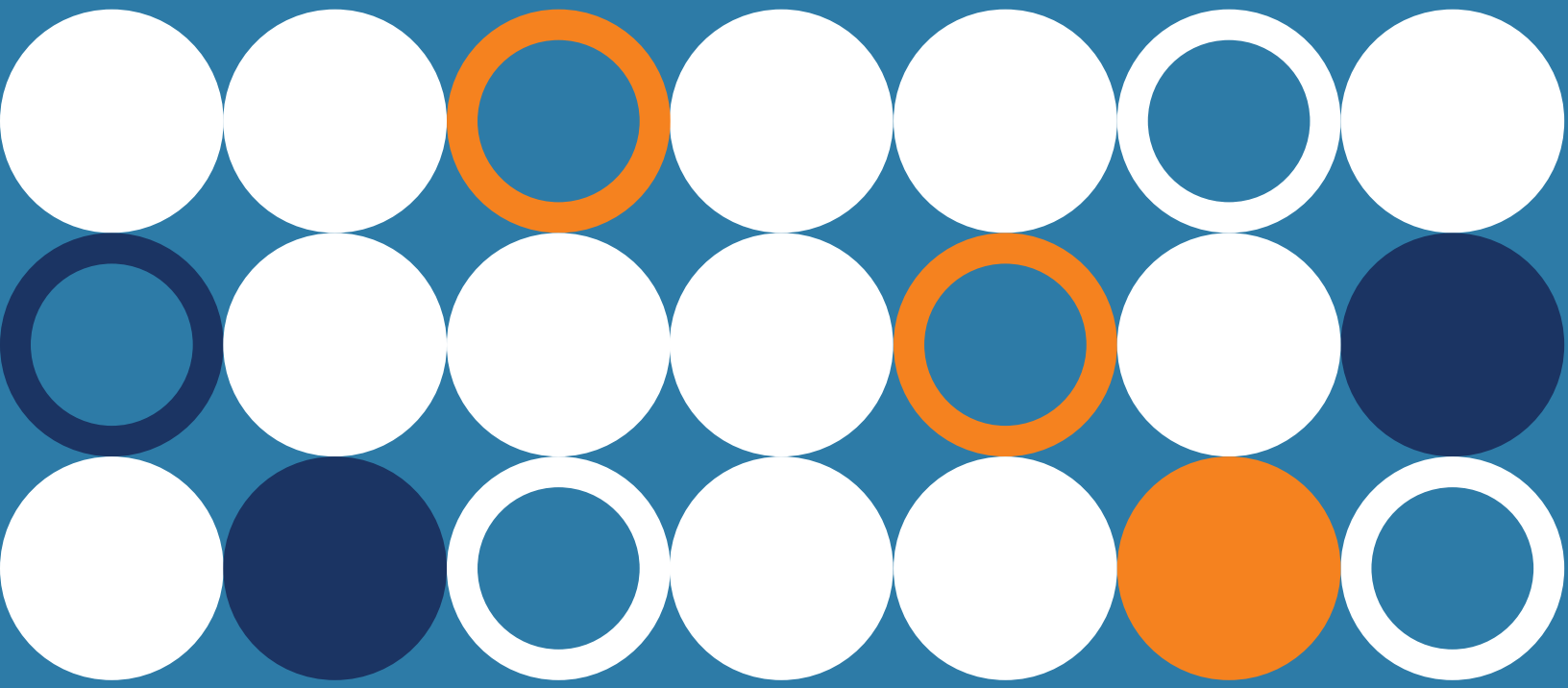
Next Steps

The Priority Network will advance the key goals of Active 101 and the broader 101 Corridor Connect initiative by addressing long-standing barriers to safe, connected, and sustainable travel along and across US 101. The next phase of this effort focuses on translating the network from concept to implementation, moving from planning to tangible on-the-ground improvements. Achieving this will require strong interjurisdictional coordination to align investments, priorities, and design approaches across cities, the County, and regional partners to deliver a seamless system that transcends local boundaries.

The next chapter highlights sample projects from the Priority Network that were advanced to conceptual design to demonstrate how the Active 101's goals of connectivity, safety, inclusivity, and sustainability can be realized at the project level. These sample projects illustrate how targeted investments can transform critical crossings and corridors into safer, more accessible, and more connected places for people walking, biking, and rolling along and across US 101.

22 The existing commute mode share data in San Mateo County shows that the top 10 block groups within half a mile of the US 101 corridor with the highest shares of walk and bike commute trips average to 16.3%. Taking a conservative rounding, it was estimated that 15% of the workforce in these block groups currently walk or bike to work.

5 Selected Projects



To demonstrate how the Priority Network projects can move into implementation, six projects were selected for preliminary study, high-level conceptual design, community engagement, and preparation for funding and implementation. These projects were chosen because most are located within SB 535-designated disadvantaged communities, and together they represent a range of facility types and locations along the Priority Network. None of the selected projects have yet been initiated by their respective sponsors, creating an opportunity for project sponsors to benefit from early design work and initial community feedback. Collectively, these projects illustrate how Active 101 priority projects can advance from prioritization and planning through the design process, from early concept development to readiness for future phases.

The following sections detail each of the six projects, presenting a project overview, existing conditions, community engagement summary, preliminary conceptual designs, and implementation steps in a format that allows each to serve as a standalone reference to support future project advancement.

JUMP TO A PROJECT

5.1 Gateway Boulevard 64

5.2 San Bruno Avenue 77

5.3 Saratoga Drive 95

5.4 Industrial Road 109

5.5 Bay Road 131

5.6 East Bayshore Road 146

Gateway Boulevard

South San Francisco

Location

Grand Avenue to Oyster Point Boulevard

Project Description

Class I shared use path and dedicated transit-only lanes

Key Connections

South San Francisco Caltrain Station, South San Francisco Ferry Terminal, YMCA Recreation Center, Jack Drago Park, offices and hotels on Gateway Boulevard and Oyster Point Boulevard

Estimated Cost

- **Estimated Total Project Cost: $20,895,160**
- Planning Cost: $1,441,046
- Design Cost: $2,161,568
- Construction Cost: $17,292,546

Next Steps

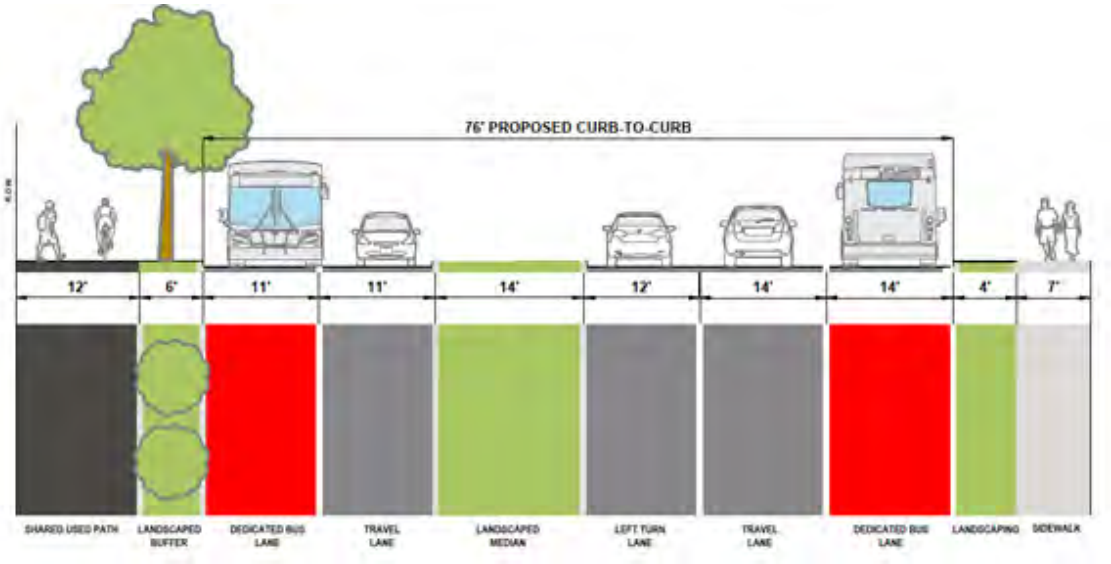
Formal design, including traffic and environmental analyses, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Support multimodal travel** by improving access to regional transit

Preliminary Design Option

The preliminary design option proposes a Class I shared use path, landscaping, and dedicated bus lanes.



Benefits

- Continues shared use path experience on connecting streets
- Enhances transit service with dedicated bus lanes
- Preserves existing streetscaping

Examples of Proposed Spot Treatments

Pedestrian refuge islands

Floating bus islands

5.1 GATEWAY BOULEVARD

5.1.1 Project Overview

The Gateway Boulevard project is designed to provide safer and more comfortable walking, biking, rolling, and transit facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for Gateway Boulevard include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling
- Improve transit connectivity and operations
- Tie into the future projects adjacent to the project corridor, including the future bikeways on Oyster Point Boulevard and Grand Avenue, transit network to the South San Francisco Ferry Terminal, and the SamTrans Bus Stop Improvement Plan
- Close a gap in the existing bike network, to provide safe connections from downtown South San Francisco to the South San Francisco Ferry Terminal
- Help daily commuters travel safely to businesses and office parks in South San Francisco

LOCATION

The project is in South San Francisco, extending along Gateway Boulevard from Oyster Point Boulevard to the north and Grand Avenue to the south.

Figure 39. Gateway Boulevard Project Limits

OVERALL DESCRIPTION

The project proposes a Class I shared use path on the west side of Gateway Boulevard that provides comfortable access for pedestrians and bicyclists, and dedicated bus lanes to improve transit operations and reliability along the corridor. The dedicated bus lanes will connect to dedicated bus lanes proposed on Grand Avenue and Oyster Point Boulevard as part of the South San Francisco Eastern Neighborhoods Community Facilities District (CFD). Additional project design features include pedestrian median refuges to support comfortable pedestrian crossings of Gateway Boulevard, integration of combined Class I shared use path and transit boarding facilities, high-visibility crosswalks, ADA ramp upgrades, and transit amenities such as shade structures, benches, wayfinding, and real-time information.

The concept for this project has its roots in multiple planning efforts, including:

- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Active South City Plan
- 2024 SamTrans Bus Stop Improvement Plan
- South San Francisco Eastern Neighborhoods Community Facilities District

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to contributing to the Priority Network, this project supports improvements identified through the South San Francisco Eastern Neighborhoods Community Facilities District (CFD)—a special tax district that is envisioned to fund transportation and infrastructure projects prioritized in the City's planning efforts. The CFD includes the multimodal redesign of Oyster Point Boulevard, adding bus lanes, a two-way protected bikeway, and pedestrian upgrades, as well as improvements to East Grand Avenue with new bus lanes, a protected bikeway, and pedestrian enhancements.

This project will provide access to key destinations, including:

- Office and hotel uses on Gateway Boulevard and Oyster Point Boulevard
- South San Francisco Caltrain Station
- South San Francisco Ferry Terminal
- YMCA Recreational center on Gateway Boulevard
- Jack Drago Park south of Grand Avenue

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of South San Francisco
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.1.2 Corridor Context

The Gateway Boulevard corridor is primarily designed for motor vehicle travel, featuring wide lanes and well-equipped bus stops with large shelters and benches. However, this auto-oriented design presents several challenges for people walking, biking, or rolling along the corridor. The corridor's cross section is generally consistent throughout and reflects its vehicle-oriented character, with wide travel lanes, landscaped medians, and defined transit stop areas. Figure 40 presents a typical cross section for the study corridor, and the following sections describe current facilities for different modes along the corridor today.

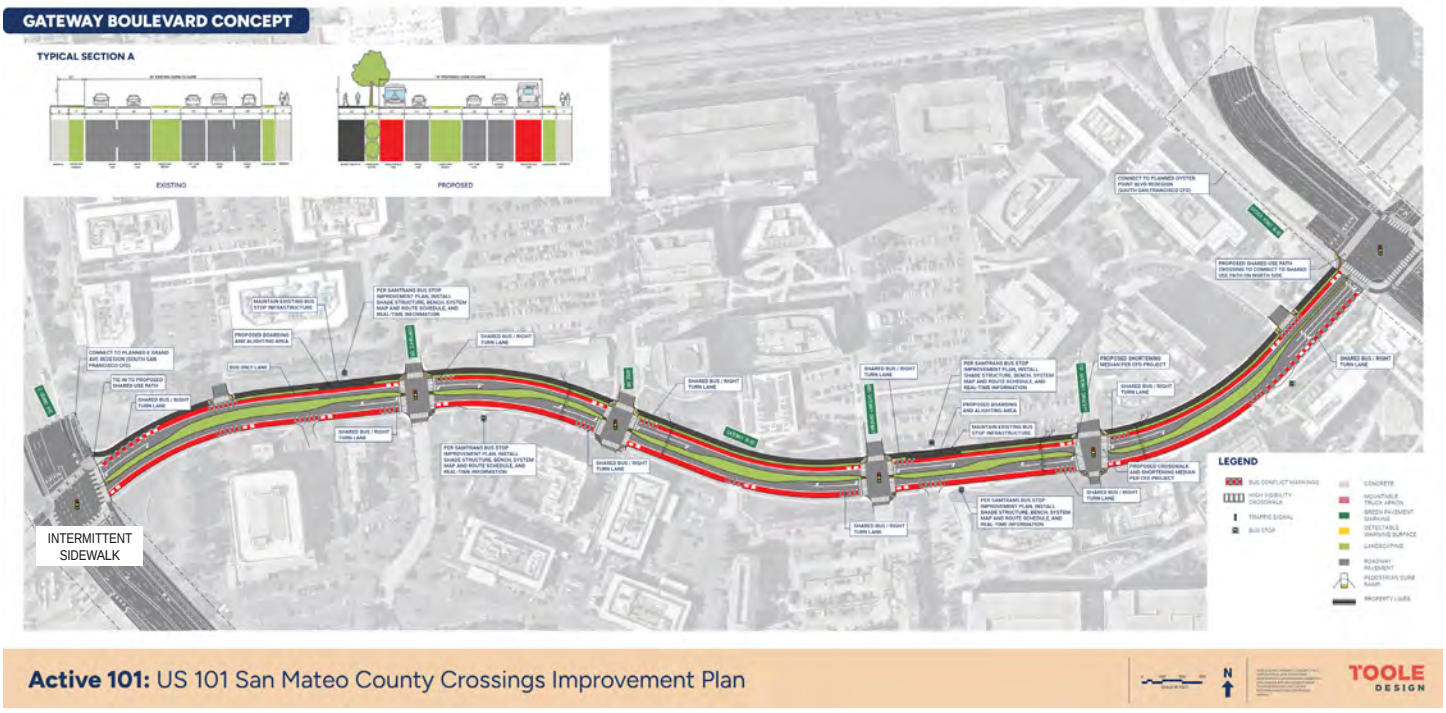


Figure 40. Gateway Boulevard Existing Typical Section From Grand Avenue To Oyster Point Boulevard (Facing North)

VEHICLE FACILITIES

Gateway Boulevard consists of two 14-foot travel lanes in each direction, separated by a 14- to 25-foot landscaped median that includes street trees and narrows at intersections to accommodate left-turn pockets. The corridor's generous lane widths and median landscaping contribute to a comfortable environment for drivers but reinforces higher travel speeds. The posted speed limit is 35 mph, and while the traffic volumes are not considered "high" by industry standards, they do have heavier peak period characteristics consistent with commuter-oriented travel due to nearby employment centers and regional connections.

PEDESTRIAN FACILITIES

Sidewalks along the corridor range from 5 to 10 feet wide depending on right-of-way constraints. The east side features mostly continuous sidewalks, while the west side has intermittent gaps. Most curb ramps are ADA-compliant, though several at driveways and private intersections require upgrades to meet accessibility standards. Crosswalks include both standard 12-foot markings and high-visibility continental style treatments, but inconsistent pedestrian-scale lighting creates visibility concerns, particularly during early morning or evening hours.

BICYCLE FACILITIES

No dedicated bicycle facilities are currently provided along Gateway Boulevard. People biking must share the wide travel lanes with vehicles traveling at posted speeds of 35 mph, exposing them to high traffic volumes and frequent turning movements. Some bicyclists choose to ride on sidewalks to avoid conflicts with fast-moving traffic, which further reduces safety and comfort for people walking.

TRANSIT FACILITIES

Current transit service along the corridor includes one SamTrans route (Route 130), three Commute.org shuttles (Routes OPC, OPF, UGB), and several employer-operated shuttles connecting nearby businesses to regional transit hubs. Bus and shuttle stops are located near Corporate Drive, 685 Gateway Driveway, and mid-block between 751 Gateway Driveway and Oyster Point Boulevard. Most stops are situated on the far side of intersections, with one nearside stop in the southbound direction. Each stop features a dedicated pullout built to City of South San Francisco standards and is typically equipped with shelters, benches, and other passenger amenities.

SUMMARY

While Gateway Boulevard benefits from landscaping, generous right-of-way, and transit access, the current design does not sufficiently support multimodal safety and comfort. The wide lanes and high speeds create an uncomfortable and, at times, unsafe environment for people walking, biking, and accessing transit. These conditions underscore the need for corridor improvements that enhance safety, comfort, and connectivity for all users while supporting planned multimodal projects.

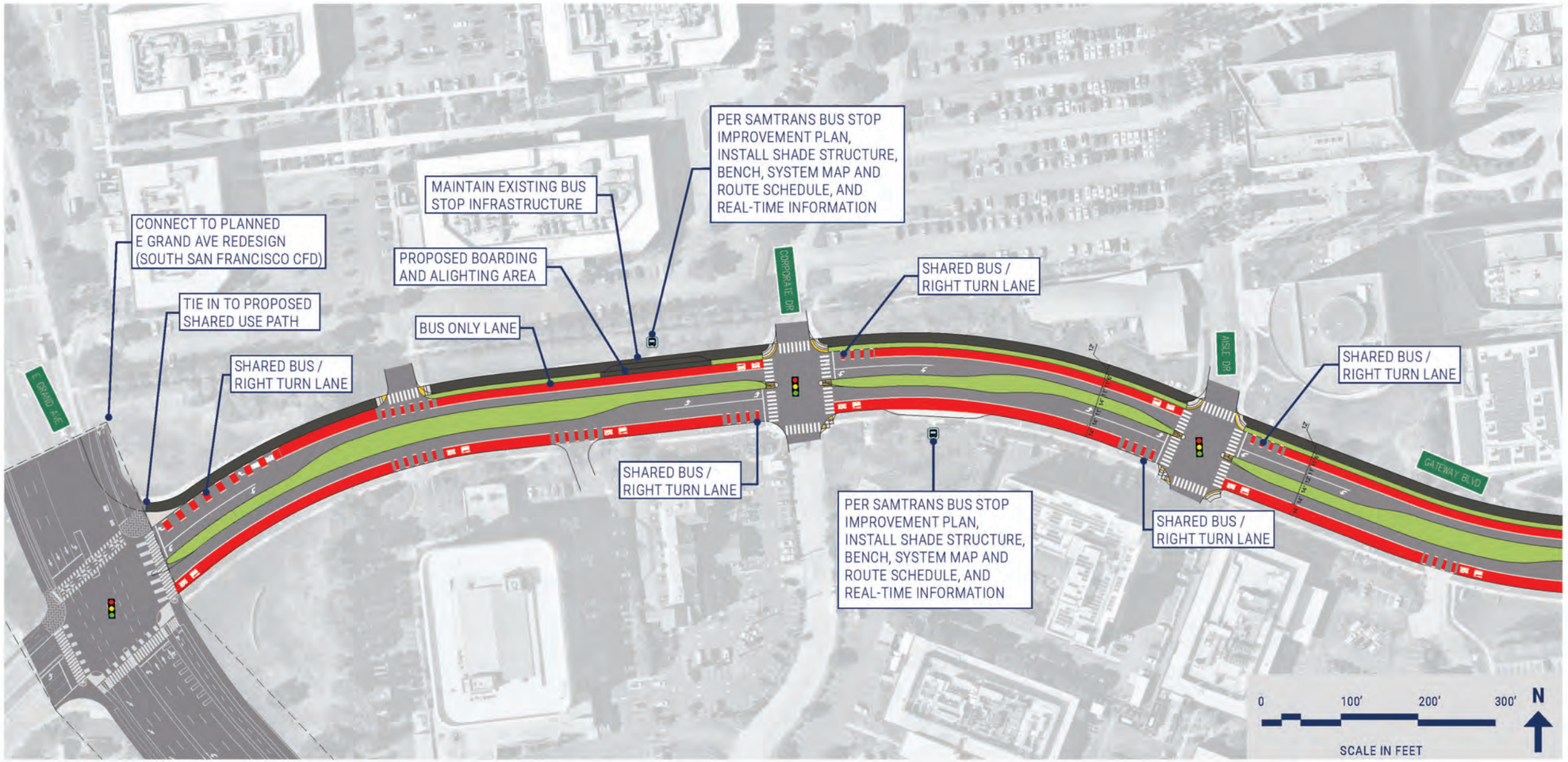
5.1.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. Considering the project's goals and existing constraints, two locations for the proposed Class I shared use path were evaluated along the east and west sides of the Gateway Boulevard corridor. The option along the east side of the corridor was eliminated after discussions with City staff, as it was determined that it would create inconsistencies within the bike network given that the Community Facilities District concepts place the future shared use path on the west side relative to the Gateway Boulevard connection. City staff agreed with the proposed west-side Class I corridor alignment, and it meets the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Gateway Boulevard. Although the option with west-side Class I shared use path was recommended, both options will ultimately be considered during final design, including their connections to the long-term plan of the area.

The CFD identifies Gateway Boulevard as a transit priority corridor, though it does not specify the addition of dedicated bus lanes. Through coordination with City staff, the design team determined that incorporating dedicated bus lanes would align with project goals by supporting multimodal travel and improving transit efficiency along the corridor. City staff agreed that the inclusion of these lanes complements the overall vision for Gateway Boulevard and provides a direct connection to the proposed dedicated transit lanes on Oyster Point Boulevard.

The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

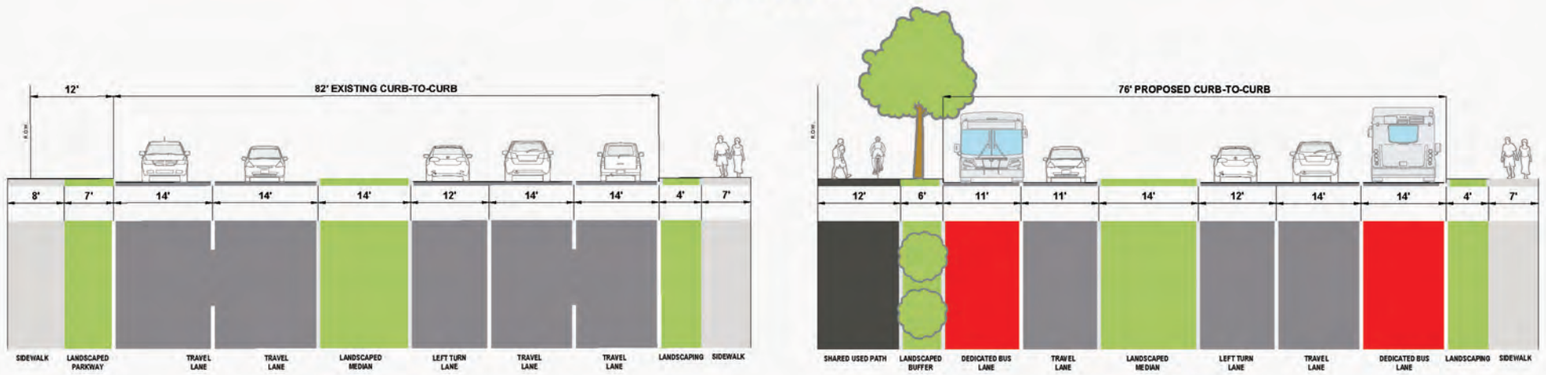
GATEWAY BOULEVARD CONCEPT | SHEET 1



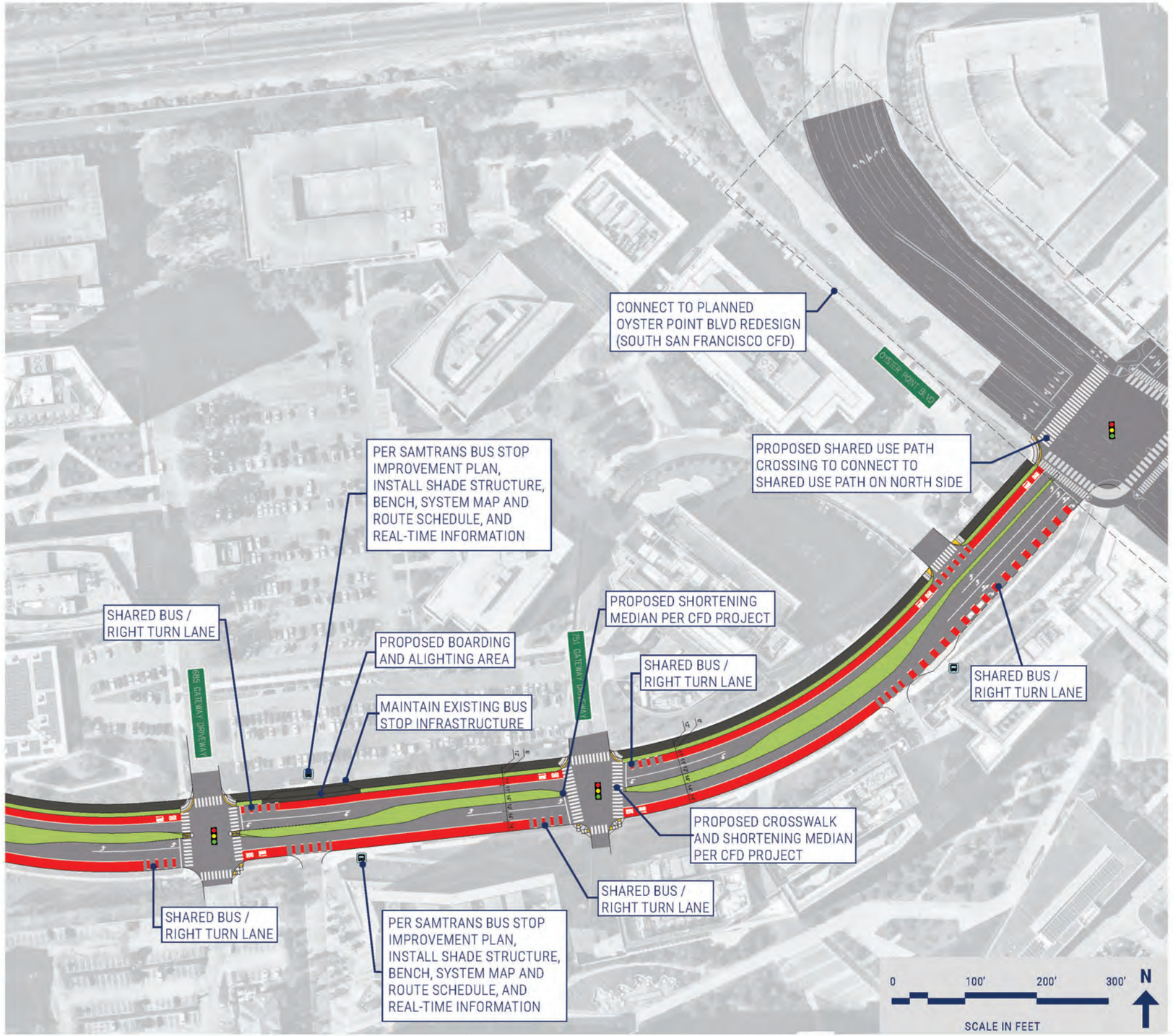
LEGEND

- BIKE CONFLICT MARKING
- HIGH VISIBILITY CROSSWALK
- TRAFFIC SIGNAL
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

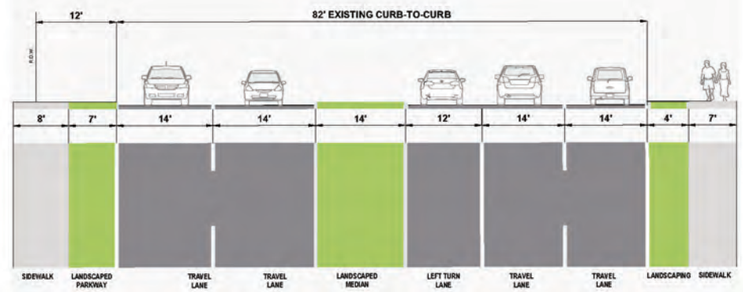
TYPICAL SECTION



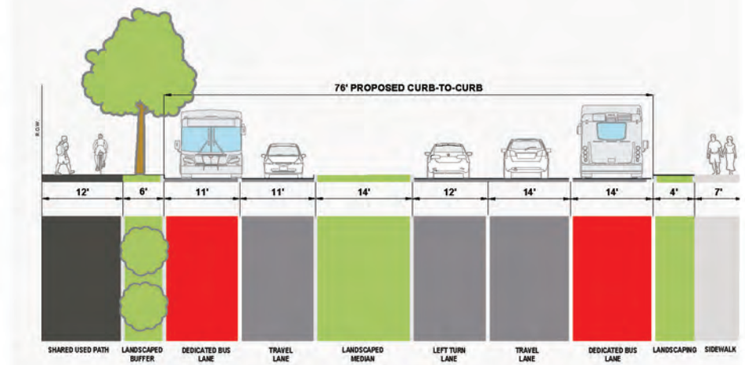
GATEWAY BOULEVARD CONCEPT | SHEET 2



TYPICAL SECTION



EXISTING



PROPOSED

LEGEND

- BIKE CONFLICT MARKING
- HIGH VISIBILITY CROSSWALK
- TRAFFIC SIGNAL
- BUS STOP
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

The proposed design for Gateway Boulevard includes adding a Class I shared use path along the west side of the corridor. Additionally, one lane in each direction is reconfigured as a dedicated bus lane, reducing Gateway Boulevard to one general-purpose lane in each direction, typically with a left-turn lane provided at intersections. The dedicated bus lanes align with the City's vision to move more people efficiently, and moving people by bus is the most effective method for achieving this. These lanes also offer flexibility to be converted back to general travel lanes in the future as development in the area continues. The west side curb will be moved 6 feet east, maintaining adequate travel lane widths while providing space for a landscape buffer between motor vehicles/buses and people riding bikes.

To further improve safety and connectivity along and across Gateway Boulevard, several spot improvements are also proposed:

Pedestrian refuge islands: Existing medians and crosswalks at signalized intersections will be upgraded to meet ADA standards, with new pedestrian refuges and detectable warning surfaces added where needed. These provide safer and more comfortable waiting areas for people crossing the corridor, particularly where two-stage crossings are anticipated.

Bus stop integration: Existing bus pullouts will be redesigned as combined shared use path and bus loading zones that meet ADA requirements. These areas will clearly separate space for people walking, biking, or using personal mobility devices, minimizing conflicts with passengers boarding buses and with buses entering or exiting stops.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

DESIGN BENEFITS

In addition to the aforementioned project goals, the proposed corridor alignment for Gateway Boulevard achieves several key objectives:

- **Continuity in the bicycling experience:** The Class I shared use path extends the two-way bikeway network planned along Oyster Point Boulevard and Grand Avenue, ensuring consistent and comfortable conditions for people biking and rolling throughout the corridor.
- **Transit improvements:** Dedicated bus lanes advance the City's vision of moving people more efficiently than single-occupancy vehicles. The lanes also provide additional separation between the proposed Class I shared use path and vehicle traffic, enhancing comfort and safety for people walking and biking.
- **Streetscape preservation and enhancement:** The existing landscaped median and edge plantings along Gateway Boulevard will be retained. Additional landscaping and street trees will be incorporated into the new buffer between the Class I shared use path and the roadway to create a more attractive and comfortable streetscape that reduces pollution-generating impervious surfaces, supporting the City's stormwater management goals.

5.1.4 Community Engagement

WHAT WE DID

Engagement activities for the Gateway Boulevard project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity

In-Person Engagement

- Pop-Up Event: SSF Ferry Terminal
- Stakeholder Meeting: Joint BPAC & Traffic Safety Commission Meeting

A project-specific page for the Gateway Boulevard project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 41). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, stakeholder presentation, and the City through their communications methods. This allowed participants to view the conceptual design (Figure 41), comment on specific elements through the interactive mapping tool (Figure 42), and share additional feedback via the survey (Figure 43). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were active from July through September 2025.

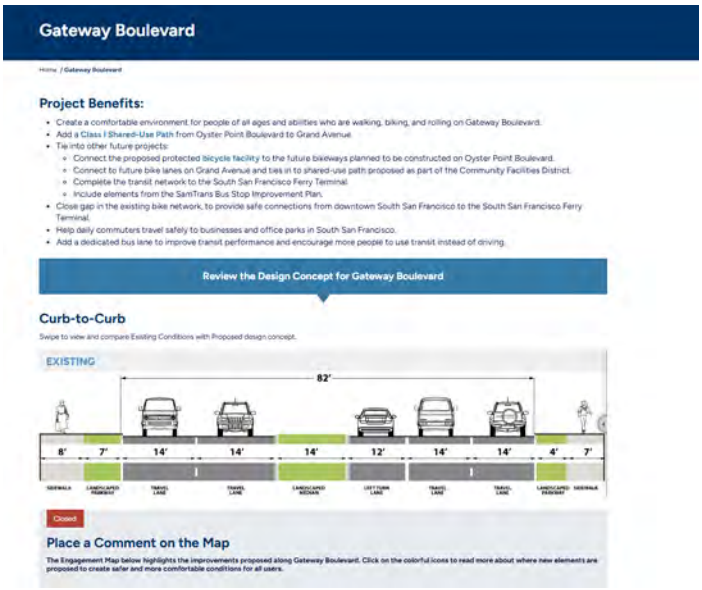


Figure 41. Active 101 Webpage Gateway Boulevard Conceptual Design

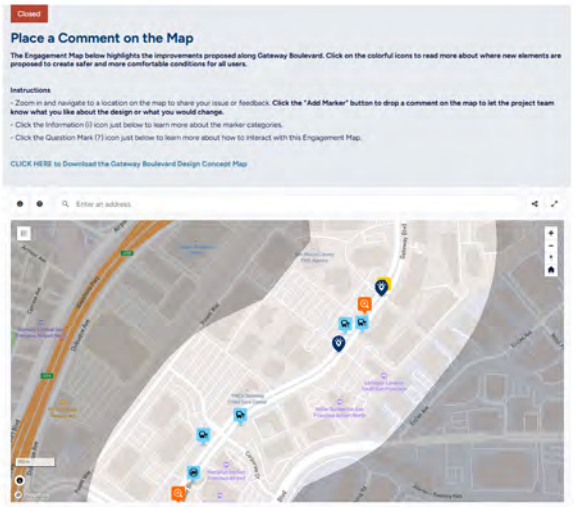


Figure 42. Active 101 Webpage Gateway Boulevard Interactive Mapping Activity

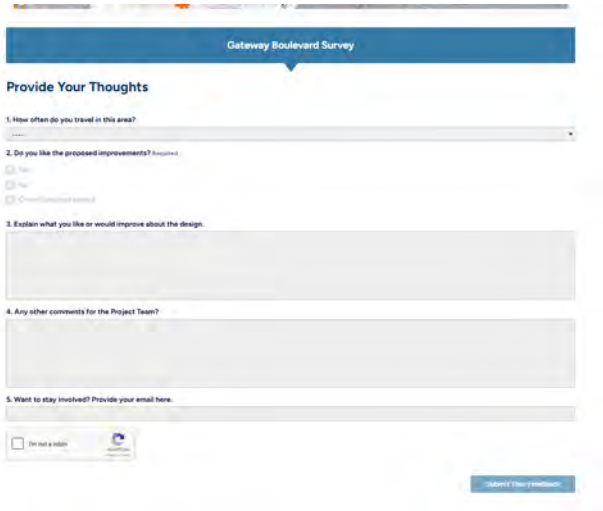


Figure 43. Active 101 Webpage Gateway Boulevard Online Survey

Pop-Up Event

An in-person pop-up event was held at the South San Francisco Ferry Terminal in South San Francisco on August 21, 2025, where the project team tabled at a booth during the evening commute hours.

The team shared project information and solicited input on the conceptual design for the Gateway Boulevard project (Figure 44). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 44. Gateway Boulevard Pop-Up Event at SSF Ferry Terminal

Stakeholder Meetings

SMCTA held a series of meetings with City of South San Francisco staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented information about the Gateway Boulevard project to the City's Bicycle and Pedestrian Advisory Committee (BPAC) and Traffic Safety Commission on August 6, 2025. Members expressed concern that the project may not address the most critical safety and mobility needs for South San Francisco residents, noting the corridor already feels relatively safe for walking and biking, and suggested suggested projects in other locations outside of the Priority Network may warrant greater priority due to existing accessibility and safety challenges. They also emphasized the importance of improving bus stops and ensuring community feedback from this process is meaningfully incorporated into future project decisions.

WHAT WE HEARD

Community feedback on the conceptual design for the Gateway Boulevard project was collected from the online survey, interactive map, pop-up event, and stakeholder presentation. Overall, participants supported the project's goal of improving multimodal connections but emphasized several considerations to refine the design and inform future phases.

Key themes included a desire to balance multimodal safety with traffic operations, improve intersection design, and strengthen connectivity to the Bay Trail and nearby destinations. Many participants expressed concern about potential vehicle congestion if a travel lane is removed, and about conflicts between people walking and biking on the shared use path. Others suggested design details to enhance pedestrian safety, such as adding median refuges and crosswalks on all legs of intersections, incorporating raised crossings, and shortening pedestrian wait times at signals. Connectivity was another common theme, with comments recommending a more direct link between Gateway Boulevard, the Bay Trail, and the South San Francisco Caltrain Station.

This input highlights the need for further analysis of proposed lane configurations, intersection safety treatments, and shared use path design to minimize conflicts between users. It will also guide coordination with the City on improving signal timing, wayfinding, and regional connections in later design stages. The community feedback will be carried forward to project sponsors to help shape detailed design and future engagement efforts.

5.1.5 Project Cost Estimate

The cost opinion developed for Gateway Boulevard reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through future design stages. The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay.

The associated cost opinion for the proposed Gateway Boulevard corridor design is summarized in Table 7.

Table 7. Gateway Boulevard Cost Opinion Summary

Planning Cost	$1,441,046
Design Cost	$2,161,568
Construction Cost	$17,292,546
Total Project Cost:[28]	**$20,895,160**

28 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.1.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Gateway Boulevard project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Gateway Boulevard, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Gateway Boulevard is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Gateway Boulevard project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The Gateway Boulevard project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category, and transit stop improvements eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

San Bruno Avenue

San Bruno, San Mateo County

Location

Huntington Ave to McDonnell Rd

Project Description

Class I shared use path or Class IV separated bikeway, traffic signal enhancements, and raised pedestrian crossings at US-101 ramps

Key Connections

San Bruno Caltrain Station, San Francisco International Airport, San Bruno BART Station, shops and businesses along San Bruno Avenue, and recreational access

Estimated Cost

Option 1

- **Estimated Total Project Cost: $23,729,819**
- Planning Cost: $1,636,539
- Design Cost: $2,454,809
- Construction Cost: $19,638,471

Option 2

- **Estimated Total Project Cost: $30,166,617**
- Planning Cost: $2,080,456
- Design Cost: $3,120,685
- Construction Cost: $24,965,477

Project Goals

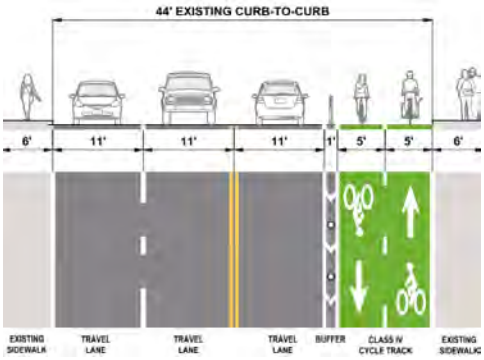
- **Improve safety and comfort** for vulnerable users along San Bruno Avenue and across U.S. 101
- **Close a key trail gap** by providing new connections to regional trails
- **Support multimodal travel** by linking to regional transit

Next Steps

Additional alternatives analysis and preliminary design, with additional community engagement

Preliminary Design Options

This project has two design options. Each meets the project's goals of providing designated spaces for pedestrians and bicyclists along the corridor.



Option 1

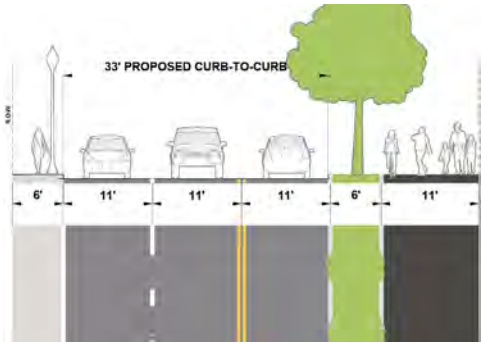
Proposes a two-way Class IV bikeway west of U.S. 101, a Class I shared use path on the overcrossing, one-way Class II and Class IV bikeways east of U.S. 101, and new traffic and bike signals.

Benefits

- Continues shared use path experience on Bay Trail
- Lower cost and shorter implementation timeline

Constraints

- Lower perceived safety
- May require more long-term maintenance
- Limited improvements to pedestrian realm
- Requires constrained bus stops
- Requires many new traffic signals



Option 2

Proposes a Class I shared use path with landscaping on the north side of San Bruno Ave.

Benefits

- Additional landscaping has shade and aesthetic benefits
- Higher perceived safety
- Continues shared use path experience on Bay Trail

Constraints

- Higher cost and longer implementation timeline

5.2 SAN BRUNO AVENUE

5.2.1 Project Overview

The San Bruno Avenue / US 101 Interchange project is designed to provide safer and more comfortable walking, biking, and rolling facilities across US 101 while closing a critical multimodal gap in the regional active transportation network. Given the complexities of the corridor, two design options were conceptualized for initial stakeholder and community input.

Project goals for San Bruno Avenue include:

- Improve safety and comfort for people walking, biking, and rolling along San Bruno Avenue and across the US 101 interchange.
- Close a key trail gap by providing new connections to the San Francisco Bay Trail and the Centennial Trail.
- Support multimodal travel by linking to regional transit (i.e., the San Bruno Caltrain station).
- Enhance transit access and amenities with integrated recommendations from the approved SamTrans Bus Stop Improvement Plan.
- Provide safer crossings at freeway on- and off-ramps with raised pedestrian crossings.

LOCATION

The project is located in San Bruno, extending along San Bruno Avenue at the US 101 interchange, spanning from Huntington Avenue to the west to McDonnell Road to the east.

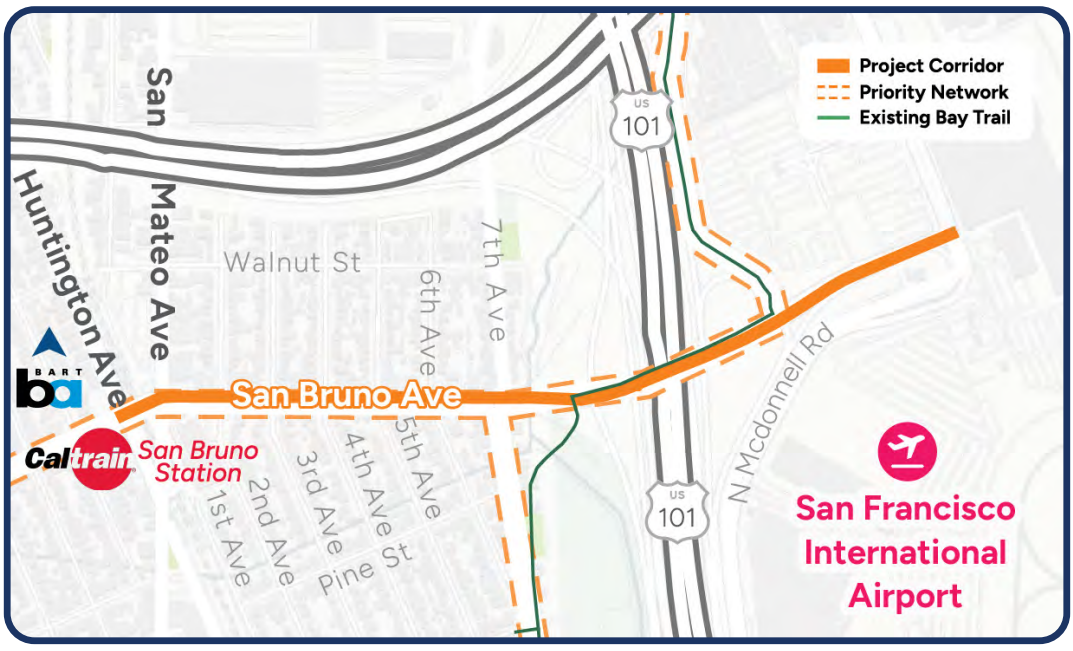


Figure 45. San Bruno Avenue Project Limits

OVERALL DESCRIPTION

The project introduces upgrades to bicycle, pedestrian, and transit infrastructure along the San Bruno Avenue corridor, including the US 101 overcrossing. Key features include new dedicated bikeways, raised pedestrian crossings, and improved signals at multiple intersections. Two design options were conceptualized, each offering a different balance of comfort, cost, and implementation timeline.

The concept for this project has its roots in multiple planning efforts, including:

- 2016 City of San Bruno Walk ‘n Bike Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2024 SFO Bay Trail Gap Study

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to closing a key gap across US 101 and contributing to the Active 101 Priority Network, this project will connect directly to:

- The San Francisco Bay Trail, a regional trail circumnavigating the Bay Area
- The Centennial Way Trail, a local north-south active transportation link connecting the San Bruno and San Francisco BART stations
- The Huntington Avenue Class IV bikeway connecting San Bruno Avenue with the Centennial Way Trail
- Planned bicycle and pedestrian projects within the City of San Bruno’s local network

This project will provide access to key destinations, including:

- San Bruno Caltrain Station, a regional transit hub
- San Francisco International Airport (SFO)
- San Bruno BART station, via Huntington Avenue
- Shops and businesses along San Bruno Avenue
- Recreational access via Bay Trail and Centennial Trail connections

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of San Bruno
- San Mateo County Transportation Authority (SMCTA)
- SamTrans
- Caltrans

5.2.2 Corridor Context

The San Bruno Avenue corridor is primarily designed for vehicle traffic, creating challenges for people walking and bicycling. San Bruno Avenue's wide geometry varies substantially along the corridor, with changes in lane configuration, median width, and access management features reflecting its transition from an arterial street on the west to a regional connector on the east. Figure 46, Figure 47 and Figure 48 present typical cross sections for the study corridor, and the following sections describe facilities for different modes along the corridor today.

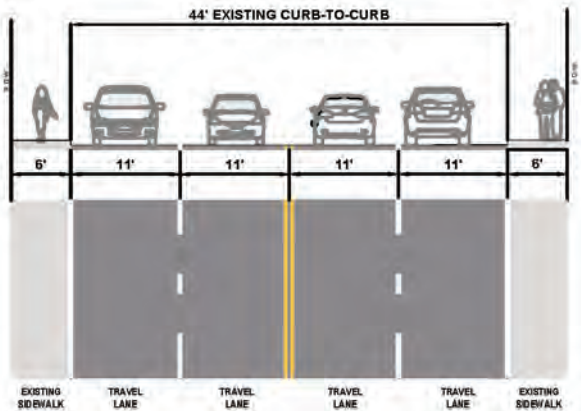


Figure 46. San Bruno Ave Existing Typical Section From San Mateo Avenue To US 101 (Facing East)

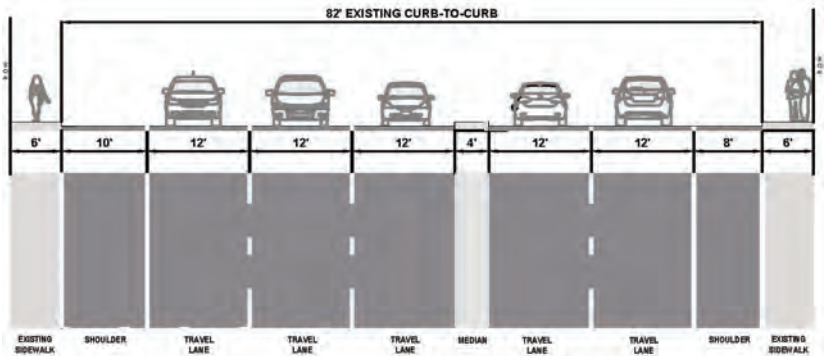


Figure 47. San Bruno Ave Existing Typical Section Over US 1 Overcrossing (Facing East)

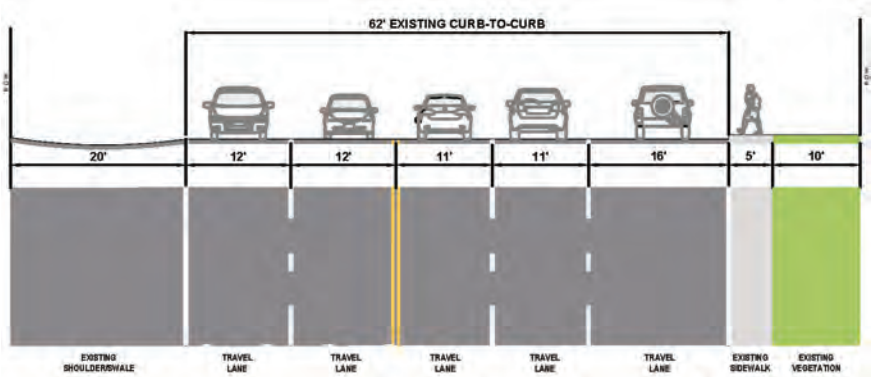


Figure 48. San Bruno Ave Existing Typical Section From US 101 To Mcdonnell (Facing East)

VEHICLE FACILITIES
Posted speed limits on San Bruno Avenue are 25 mph between Huntington Avenue and US 101, increasing to 35 mph across the interchange and east to McDonnell Road. West of US 101, the corridor includes two through lanes in each direction. Across the freeway ramps, the roadway widens to provide two through lanes in each direction with dedicated left-turn lanes, of US 101, the eastbound approach includes a right-turn slip lane, a shared through/left-turn lane, and a dedicated left-turn lane, while westbound traffic has two through lanes and a right-turn lane. Lane widths vary from 10 to 20 feet, creating inconsistent conditions for drivers and limiting space for multimodal facilities. Medians range from 4 to 16 feet in width and include limited access management features such as a hardened centerline at 7th Avenue and a right-turn slip lane at McDonnell Road. These wide and variable roadway conditions support vehicle mobility but reduce comfort and predictability for other users.

PEDESTRIAN FACILITIES
Pedestrian facilities along the corridor are incomplete and inconsistent. Sidewalks range between 5 and 10 feet wide, with narrower sections closer to McDonnell Road. Curb ramps appear to meet ADA standards in some locations but appear non-compliant between 2nd and 7th Avenues and at McDonnell Road. Standard parallel crosswalk markings are provided at intersections, with no mid-block crossings. Pedestrian-scale lighting is absent throughout the corridor, creating comfort and visibility issues for people walking at night.

BICYCLE FACILITIES
There are no dedicated bicycle facilities along San Bruno Avenue. People bicycling must share travel lanes with vehicles, exposing them to high traffic volumes and variable vehicle speeds. The long unprotected crossings of the on- and off-ramps of US 101 present a significant safety barrier for people walking and bicycling.

TRANSIT FACILITIES
Transit service along San Bruno Avenue includes SamTrans Routes 41, 142, EPX, and ECR OWL. There is one bus stop in each direction between 2nd Street and 4th Street (near-side eastbound and far-side westbound), positioned in-lane near crossings. While the stop spacing generally aligns with standards, the facilities are not consistently ADA-compliant and provide limited passenger amenities.

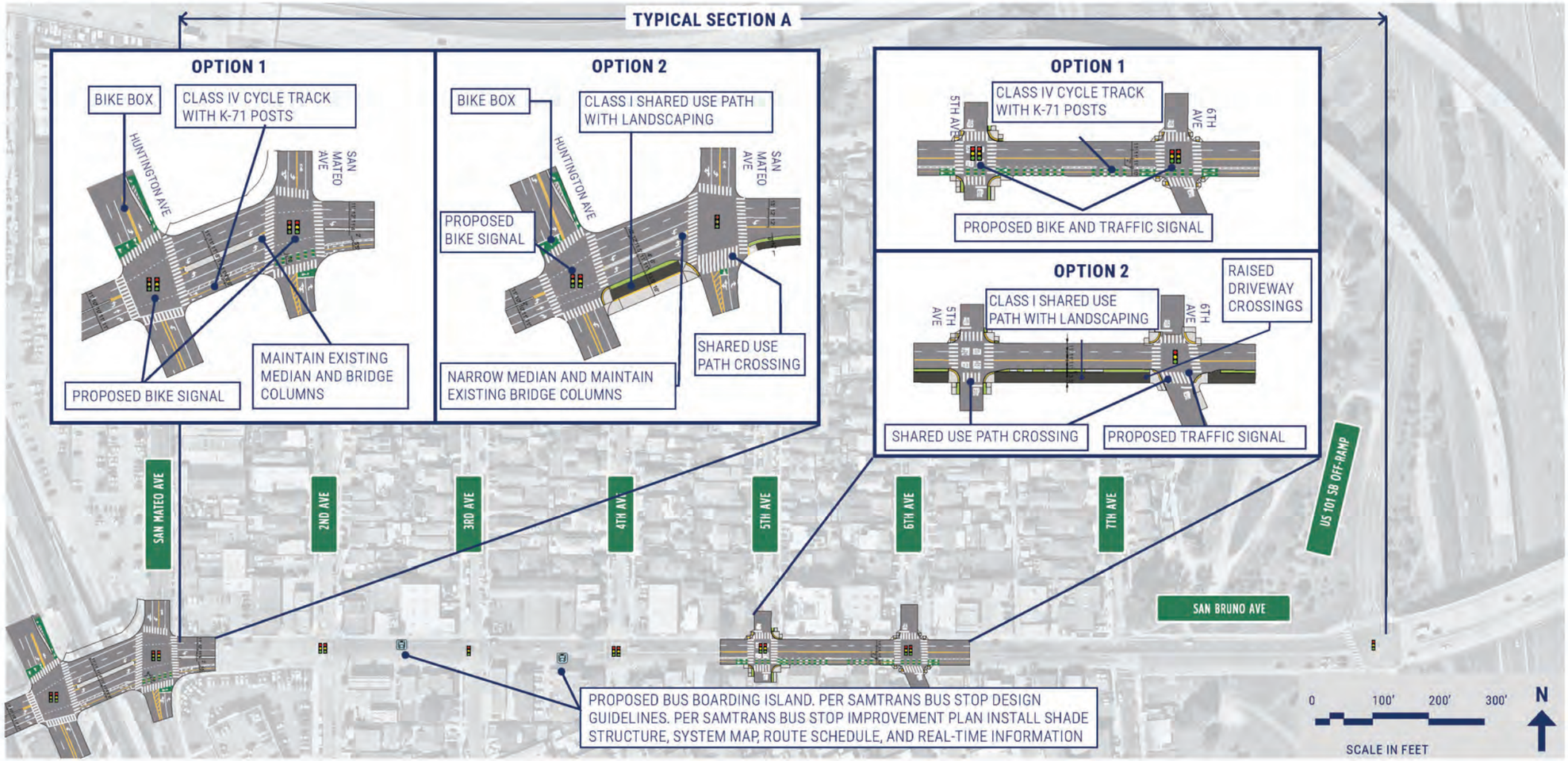
The corridor also provides access to regional transit: the San Bruno Caltrain station at the San Bruno Avenue and Huntington Avenue, and the San Bruno BART Station approximately a half mile north on Huntington Avenue.

SUMMARY
Overall, San Bruno Avenue is defined by wide and variable roadway geometry, limited multimodal accommodations, and few accessibility features. These conditions create barriers to safe and comfortable travel for people walking, biking, and taking transit, underscoring the need for proposed project improvements to enhance safety, accessibility, and multimodal connectivity along the corridor.

5.2.3 Design Development and Coordination
City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. The City's 2016 Walk 'n Bike Plan notes the study corridor as part of the citywide bikeway network, proposing Class II bike lanes. These facilities do not align with the Active 101 goals of providing an All Ages and Abilities facility. Comparatively, the 2024 Bay Trail SFO Gap Study recommends a Class I shared use path along San Bruno Avenue crossing US 101, connecting to the Bay Trail.

Considering the project's goals, existing constraints, a review of past plans and traffic operations analysis results, and City input, two design options for a Class I shared use path and Class IV separated bikeways (with a segment of Class I shared use path) were developed for the San Bruno Avenue corridor. These options were supported by City staff. Both options meet the project goals of providing an All Ages and Abilities facility for people walking and bicycling along San Bruno Avenue and providing gap closure in the trail network, but the two options offer different cost and timing implications as well as different levels of perceived safety for users due to the type of facility proposed. The following pages present the proposed design options, with additional detail and discussion provided in the subsequent pages. The project team also provided Caltrans an introduction to the project since they have coordination over the interchange portion of the project. Additional coordination and analysis will be required to meet Caltrans design requirements.

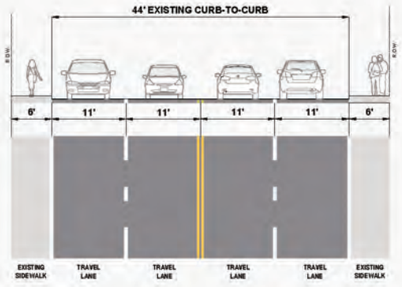
SAN BRUNO ROAD CONCEPT | SHEET 1



LEGEND

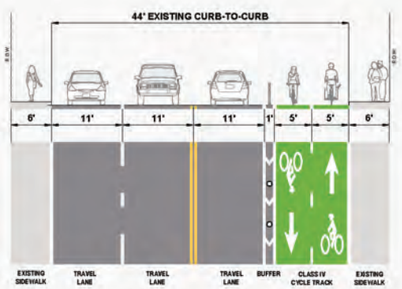
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

TYPICAL SECTION A



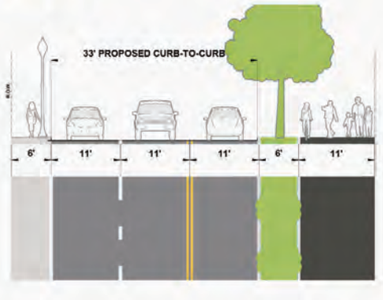
SAN BRUNO AVENUE - EXISTING TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

EXISTING

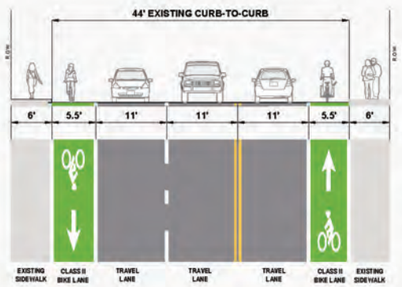


SAN BRUNO AVENUE - PROPOSED TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

OPTION 1



OPTION 2

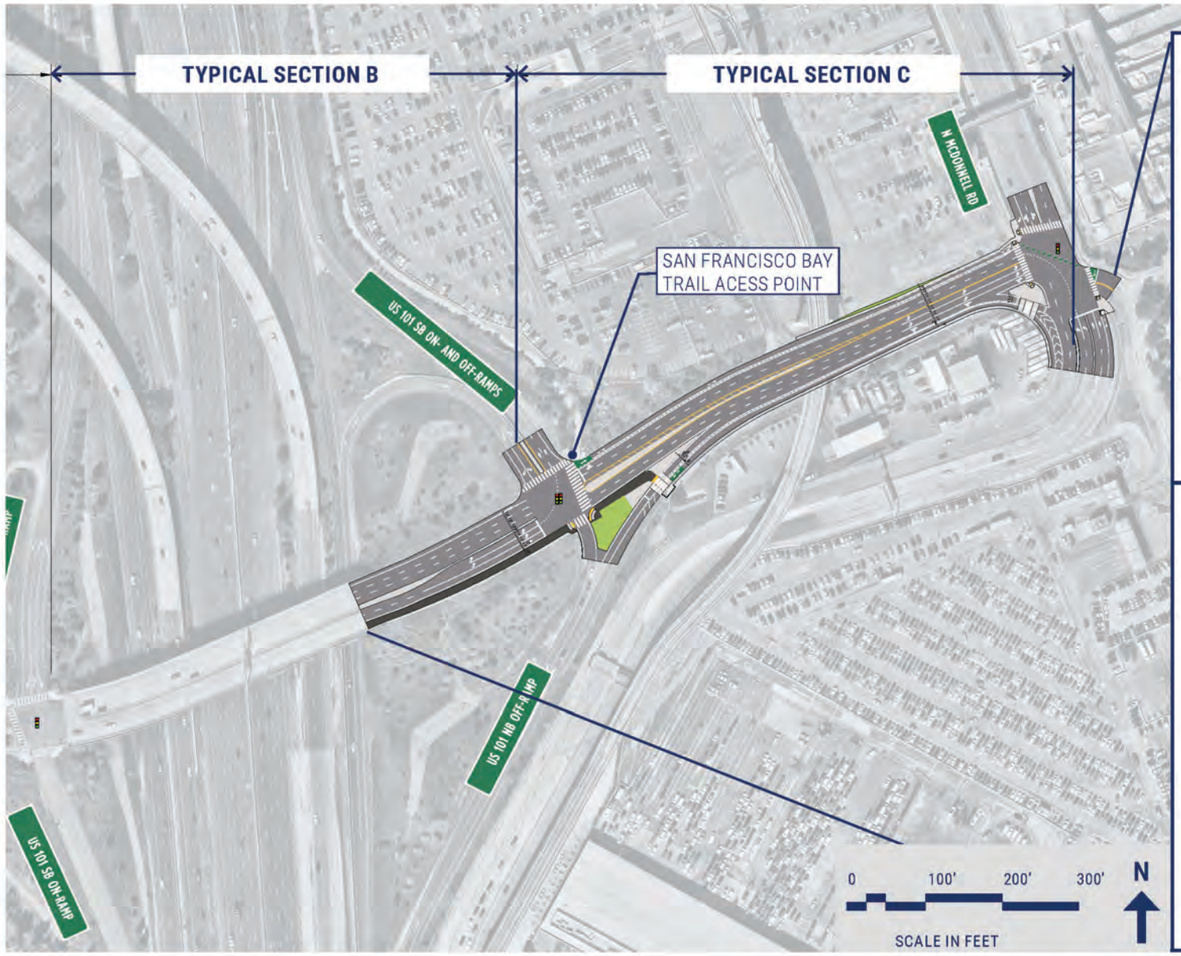


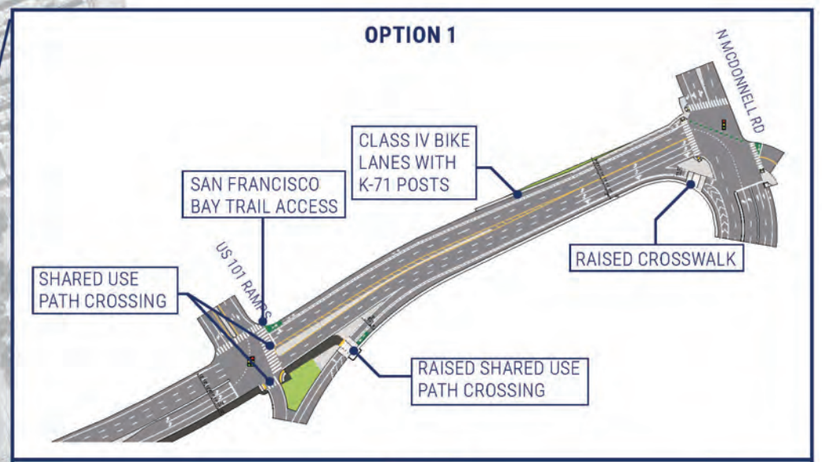
SAN BRUNO AVENUE - PROPOSED TYPICAL SECTION
SAN MATEO AVENUE TO 7TH AVENUE

OPTION 3

Option 3 proposes a Class II Bike Lane within the existing curb-to-curb width in both directions along the corridor, without a buffer or physical separation from adjacent vehicular traffic. The project team has determined that these features make the proposed bike facility unsuitable for achieving the project's goal of providing All Ages & Abilities access in connection to the overall North-South bike network.

SAN BRUNO ROAD CONCEPT | SHEET 2



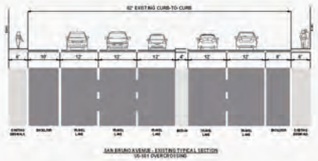


LEGEND

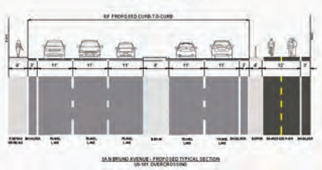
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING

TYPICAL SECTION B

EXISTING



PROPOSED

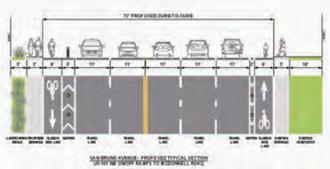


For alignment with the Bay Trail SFO Gap Study, there is just one alternative for the bridge where San Bruno Ave crosses US 101: a shared use path on the south side of the street.

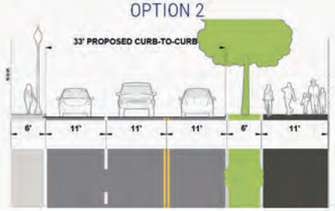
TYPICAL SECTION C

EXISTING

OPTION 1



OPTION 2



OPTION 1

Option 1 proposes a combination of new Class I, II, and IV facilities, with plastic posts providing separation between people bicycling and adjacent vehicle traffic. The option includes:

- A two-way street-level Class IV bikeway on the north side of San Bruno Avenue west of US 101, separated from the adjacent vehicle lane with paint and flex posts,
- A sidewalk-level Class I shared use path on north side of San Bruno Avenue over the US 101 overcrossing, and
- A combination of one-way street-level Class IV and Class II bikeways east of US 101.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across San Bruno Avenue, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. Option 1 recommends bicycle signals at seven intersections as well as new traffic signals at four intersections.[29]

Maintenance of existing median and bridge columns between Huntington Avenue and San Mateo Avenue

Raised crossings of slip lanes: A raised crosswalk is an elevated portion of the street where a pedestrian crossing is located, designed to slow down traffic and signal to motorists to check for people walking. These are included in Option 1 at slip lane crossings.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

29 Option 1 incorporates new bicycle signals on San Bruno Avenue at the intersections of Huntington Ave, San Mateo Ave, Second Ave, Fourth Ave, Fifth Ave, Sixth Ave, and the US 101 southbound on- and off-ramps (east of US-101). Option 2 incorporates new traffic signals on San Bruno Avenue at Third Ave the US 101 southbound off-ramp (west of US-101), and N McDonnell Road.

OPTION 1

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a “head start” to cross the intersection.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Option 1 Benefits:

- **Lower construction cost:** This option uses on-street bicycle facilities separated by paint and flexible posts, which are less expensive to build than the more complex improvements proposed in Option 2.
- **Faster implementation:** Because Option 1 keeps the existing curbs and drainage systems in place, construction would be quicker and less disruptive to nearby residents and businesses.

Option 1 Challenges:

- **Changes in bikeway types:** The shift from a two-way bikeway west of US 101 to one-way bike lanes east of the overcrossing could be confusing for some users. Clear signs and markings will be necessary to help guide people through the transition points.
- **Less physical protection:** Flexible posts provide some separation from vehicle traffic, but the on-street design feels less protected than the raised, curb-separated path proposed in Option 2.
- **Fewer streetscape improvements:** Keeping the bikeways at street level limits opportunities for landscaping, street trees, or green infrastructure that could enhance the look and feel of the corridor

OPTION 2

Option 2 proposes a continuous separated Class I shared use path on the north side of San Bruno Avenue for the entire project length from San Mateo Avenue to N McDonnell Road. This shared path would provide full physical separation from vehicle traffic for pedestrians and bicyclists with a landscaped buffer and a raised curb. This design would eliminate the need for multiple bicycle signals included in Option 1, requiring new signalization only at 6th Avenue. Like Option 1, Option 2 provides raised crossings at the on- and off-ramps of US-101.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across San Bruno Avenue, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase a bicycle-only movement, separated from any motor vehicle conflict. Option 2 recommends a bicycle signal at the intersection of San Bruno Ave and Huntington Ave as well as one new traffic signal at the intersection of San Bruno Ave and 6th Ave.

Removal of right-turn slip lane at N McDonnell Road: Option 2 recommends reconstructing the southwest corner of the San Bruno Ave and N McDonnell Road intersection, closing the existing right-turn slip lane and thus decreasing the curb radius, which will result in slower turning speeds for right-turning vehicles. This removes a potential high-speed conflict between motor vehicles and people walking and bicycling.

Raised crossings of slip lanes: A raised crosswalk is an elevated portion of the street where a pedestrian crossing is located, designed to slow down traffic and signal to motorists to check for people walking. These are included in Option 2 at the slip lane crossing that remains.

Raised driveway crossings: The sidewalk elevation of the shared use path is maintained through driveway crossings, so motorists must ramp up before crossing the shared use path. This helps emphasize that vehicles must yield to people walking and biking, in addition to helping reduce the speed of vehicles turning across the shared use path.

High-visibility crosswalks: When the shared use path crosses a roadway at intersections, high-visibility crosswalks are used to increase the visibility of the crossing location to motorists.

OPTION 2

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a "head start" to cross the intersection.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Option 2 Challenges:

- **Limited access on one side:** Because the shared use path is located on only one side of the street, some users would need to cross San Bruno Avenue to use it.
- **Impacts to existing median and bridge columns** between Huntington Avenue and San Mateo Avenue.
- **Higher construction costs:** The additional curb, drainage, utility, and landscaping work make this option more expensive to build than Option 1.
- **Longer construction timeline:** The more complex design and utility coordination needed for this option would extend the overall construction schedule.

Option 2 Benefits:

- **Landscaping and street trees:** This option includes a landscaped buffer with street trees between the path and travel lanes. The added greenery provides shade, improves comfort for people walking and biking, and enhances the overall look and feel of the corridor.
- **Green infrastructure:** The design allows for green infrastructure features, such as bioswales, to help manage stormwater, reduce runoff, and support local sustainability and water quality goals.
- **Improved bicycling experience:** Both options offer an improved bicycling experience compared to current conditions, but Option 2's sidewalk-level shared use path offers a higher level of perceived and actual safety than the flex post-separated side bike lane proposed in Option 1.
- **Consistent user experience:** The shared use path continues the trail-like feel of the Bay Trail, creating a seamless, comfortable route for people of All Ages and Abilities.

OTHER OPTIONS CONSIDERED

Other designs were explored with the City and project team during the planning process but were ultimately not considered for the conceptual design. This includes a proposed Class II bike lane that would maintain the existing curb-to-curb width in both directions along the corridor. However, this option would not include a buffer or physical separation from adjacent vehicle traffic and would still require the removal as a travel lane. The project team, in coordination with City staff, determined that this option would not achieve the project's goal of providing an All Ages and Abilities facility as part of the overall Priority Network. As such, this option was not advanced into conceptual design.

COMPARISON OF OPTIONS

Together, these options form a set of options for improving the corridor. Both Option 1 and Option 2 address existing deficiencies in bicycle and pedestrian infrastructure, but they differ in terms of cost, construction requirements, and user experience. Table 8 presents summary of the key differences between Option 1 and 2. Final selection will depend on future analysis, available funding, and community and stakeholder priorities.

Table 8. San Bruno Ave Option Comparison Matrix

	Option 1	Option 2
Facility Type	**West of US 101:** Two-way Class IV bikeway **Overcrossing:** Shared use path **East of US 101**: one-way Class IV separated bikeways and Class II bike lanes	Shared use path for bicyclists and pedestrians
Buffer for Bicyclists	1- to 3-foot buffer with bollards; 4-foot curb on overcrossing	6-foot landscaped buffer with curb; 4-foot curb on overcrossing
Traffic Signal Changes	New bike and traffic signals at 7 intersections	New bike and traffic signals at 1 intersection
Improvements at On and Off Ramps	Raised pedestrian crossings	Raised pedestrian and bike crossings
Cost[30]	Lower estimated cost than Option 2	Potential higher cost than Option 1
Implementation Timeline	Shorter anticipated implementation timeline than Option 2	Longer anticipated implementation timeline than Option 1

30 Refer to Section 5.2.5 for more details on cost

5.2.4 Community Engagement

WHAT WE DID

Engagement activities for the San Bruno Avenue project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary designs with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social Media

In-Person Engagement

- Community workshop: San Bruno Public Library
- Stakeholder Presentation: San Bruno Complete Streets Commission
- Postcard notifications
- Business cards with QR Codes

Online Engagement

A project-specific page for the San Bruno Avenue project was launched in July 2025 as part of the primary Active 101 webpage using the Social Pinpoint platform. This webpage (Figure 49) introduced the project, presented both design concepts, and offered an online survey and interactive mapping activity to collect community feedback.

Community feedback was collected through a variety of channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, community workshop, stakeholder presentation, and by the City of San Bruno. This allowed participants to view the design options, comment on specific elements of the designs through the interactive mapping tool (Figure 49), and share additional feedback via the survey (Figure 51). The engagement website featured side-by-side descriptions of the two design options and their high-level benefits and challenges.

The online survey and mapping activity were available from July through September 2025.

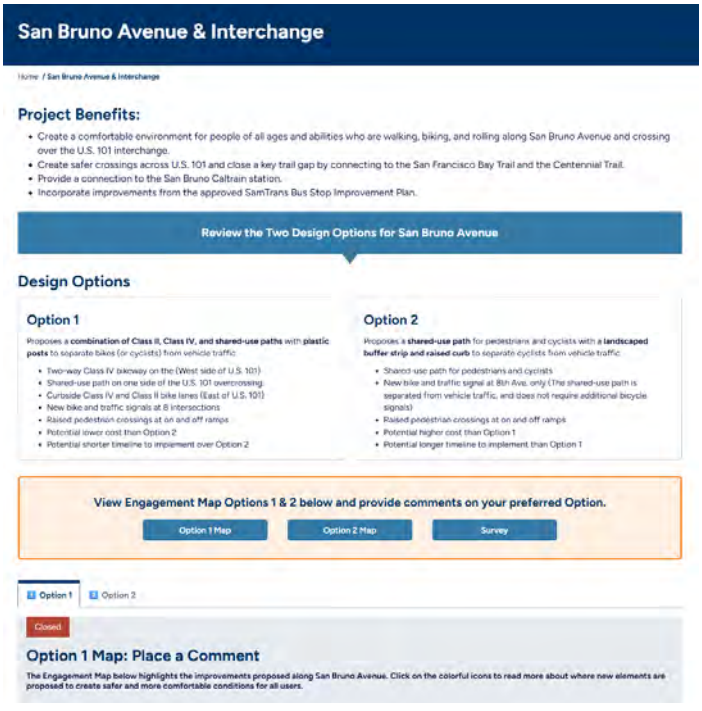


Figure 49. Active 101 Webpage San Bruno Avenue Conceptual Design

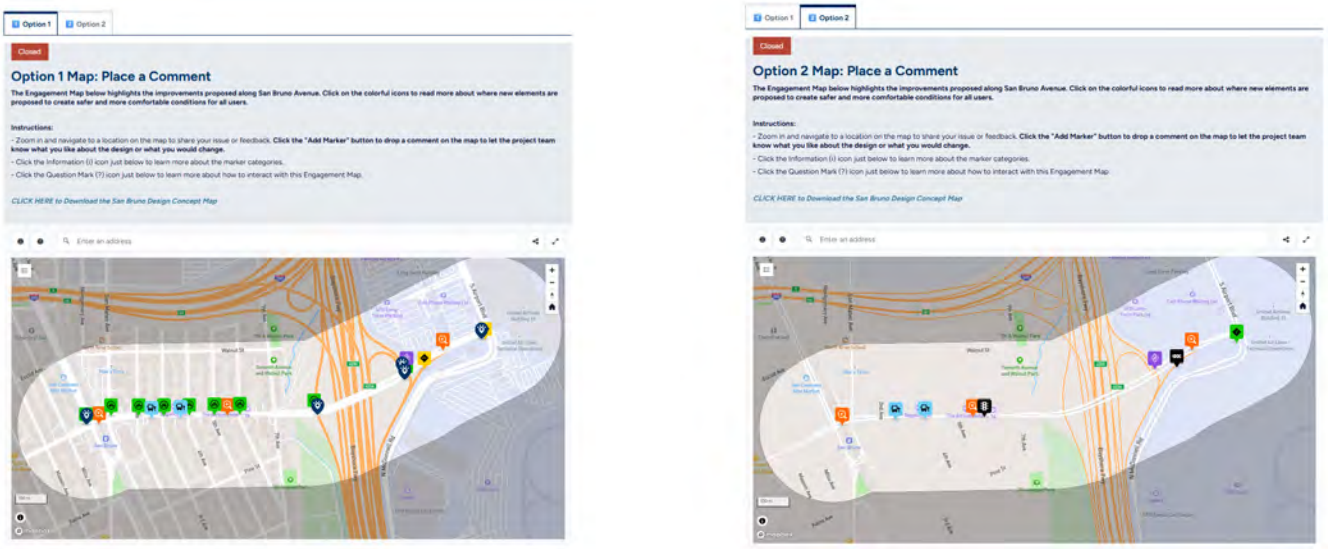


Figure 50. Active 101 Webpage San Bruno Avenue Interactive Mapping Activity

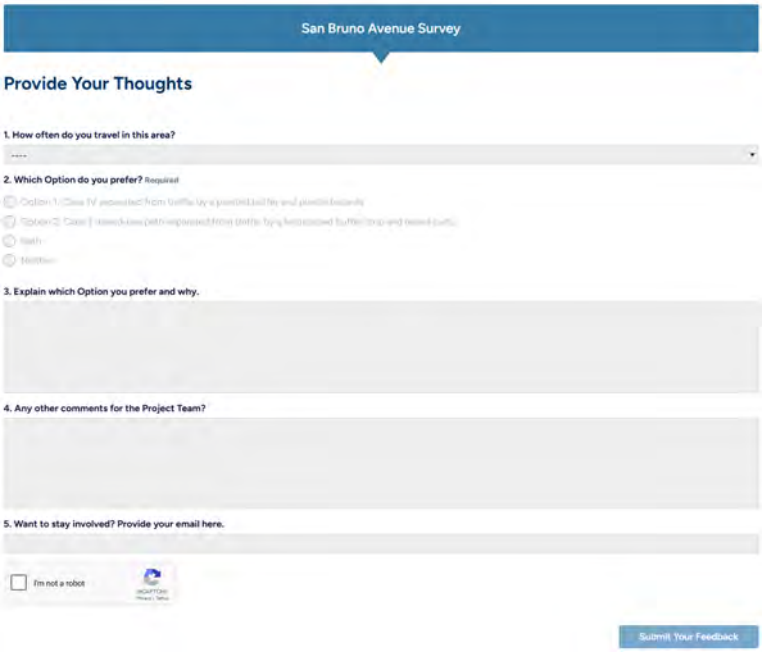


Figure 51. Active 101 Webpage San Bruno Avenue Online Survey

Workshop

An in-person workshop for the San Bruno Avenue project was held at the San Bruno Public Library on August 27, 2025. A total of 3,755 postcards mailed mailed to those near the project corridor in advance of the event, and the workshop was also promoted through social media and City communications.

The event began with a presentation by the project team outlining the project's goals, design concepts, and key considerations. A question-and-answer session followed, giving participants the opportunity to ask questions and share feedback directly with staff. The workshop then transitioned into an open house-style format, where attendees engaged in informal discussions with staff, reviewed informational boards and maps, provided location-specific input by placing sticky notes on the map where they had comments to share. Input is summarized in the What We Heard section below.

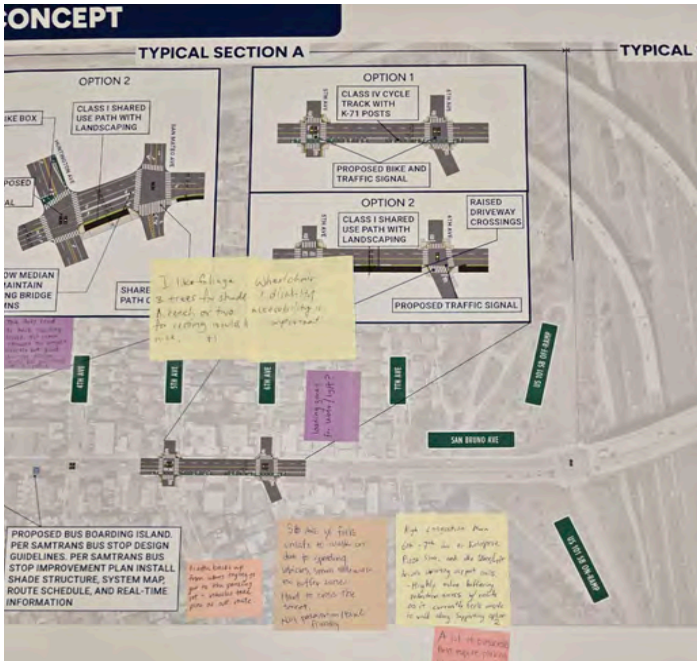


Figure 52. San Bruno Avenue Workshop At San Bruno Public Library

Stakeholder Meetings

SMCTA held a series of meetings with City of San Bruno staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the conceptual design options to the City's Complete Streets Committee on October 1, 2025. Members of the committee expressed support for the countywide approach and noted many people use San Bruno Avenue and would walk or bike more if conditions were improved. While there was some concern about the potential traffic impacts from a road diet, members appreciated the designs were created based on traffic operations analysis and expressed support for both options. They recommended clearly identifying the traffic operations and congestion management improvements proposed in both designs. The project team also met with stakeholders at San Francisco International Airport (SFO), who expressed support for the proposed improvements and recommended closing the northbound US 101 slip off-ramp to create additional space for people walking and biking while better separating truck traffic.

WHAT WE HEARD

Community feedback on the San Bruno Avenue conceptual designs was gathered through the online survey, interactive mapping activity, community workshop, and Committee presentation. Participants expressed strong support for making San Bruno Avenue safer and more comfortable for people walking, biking, and taking transit, while maintaining efficient access for drivers and nearby businesses.

Many favored Option 2, describing this option as more inviting, accessible, and appealing, particularly for people walking, biking, or using mobility devices. Comments emphasized the importance of native, low-maintenance landscaping, adequate shade and seating, and ensuring visibility and upkeep so trees and plantings do not obstruct sightlines or signage. Feedback on Option 1 focused on the level of cyclist protection, with participants requesting more durable barriers, such as raised curbs or bollards, and additional traffic calming to reduce vehicle speeds.

Opinions were mixed regarding the slip lane at North McDonnell Road: some supported Option 1, which keeps the slip lane open to maintain traffic flow, while others preferred Option 2, which removes it to improve pedestrian and bicycle safety. Across both options, participants noted traffic congestion from rideshare pick-ups, airport-related traffic, and local business activity, and suggested adding designated loading and drop-off zones to reduce conflicts. Additional priorities included addressing flooding and drainage issues, ensuring ADA accessibility, and improving intersection safety through features like no-turn-on-red restrictions and diagonal crossings to simplify bicycle and pedestrian movements at key intersections connecting to the Bay Trail.

The feedback indicates that future design refinements should focus on enhancing pedestrian and bicycle comfort and connectivity, incorporating landscaping and traffic calming where feasible, and balancing lane configuration, intersection design, and access management to maintain safe and efficient operations. The community feedback will be provided to the City to inform design refinements, evaluate intersection and drainage improvements, and guide future engagement focused on detailed intersection and access treatments.

5.2.5 Project Cost Estimate

The cost opinions developed for San Bruno Avenue reflect a high-level estimation of project costs for both proposed design options. The cost estimations are preliminary and are expected to be further refined as the project moves through future design stages. Both cost opinions assume full depth pavement reconstruction due to the poor condition of existing pavement. Associated costs opinions for design Option 1 and Option 2 for San Bruno Avenue are summarized in Table 9.

Table 9. San Bruno Avenue Cost Opinion Summary

	Option 1	Option 2
Planning Cost	$1,636,539	$2,080,456
Design Cost	$2,454,809	$3,120,685
Construction Cost	$19,638,471	$24,965,477
Total Project Cost:[31]	**$23,729,819**	**$30,166,617**

31 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.2.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the San Bruno Avenue project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as San Bruno Avenue, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, San Bruno Avenue is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The San Bruno Avenue project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The San Bruno Ave project is eligible for the SMCTA Highway Program, with all corridor elements eligible under Measure A and interchange components eligible for Measure W. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a state funding program administered by the California Transportation Commission (CTC) that supports capital improvements for highways, local roads, transit, and active transportation. STIP funds are divided into a Regional Improvement Program (RIP) managed by regional agencies like MTC and an Interregional Improvement Program (IIP) managed by Caltrans. Projects must be included in regional transportation plans and focus on enhancing mobility, safety, and connectivity across the state.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Saratoga Drive

San Mateo

Location

South Delaware Street to Franklin Parkway

Project Description

Class IV separated bikeways, pedestrian improvements (i.e., curb extensions, median refuge islands), and transit enhancements (i.e., floating bus islands, in-lane boarding and alighting)

Key Connections

San Mateo County Event Center; Hillsdale Caltrain Station; Bay Meadows Park; retail, office, and medical uses

Estimated Cost

- **Estimated Total Project Cost: $7,476,476**
- Planning Cost: $534,034
- Design Cost: $801,051
- Construction Cost: $6,141,391

Next Steps

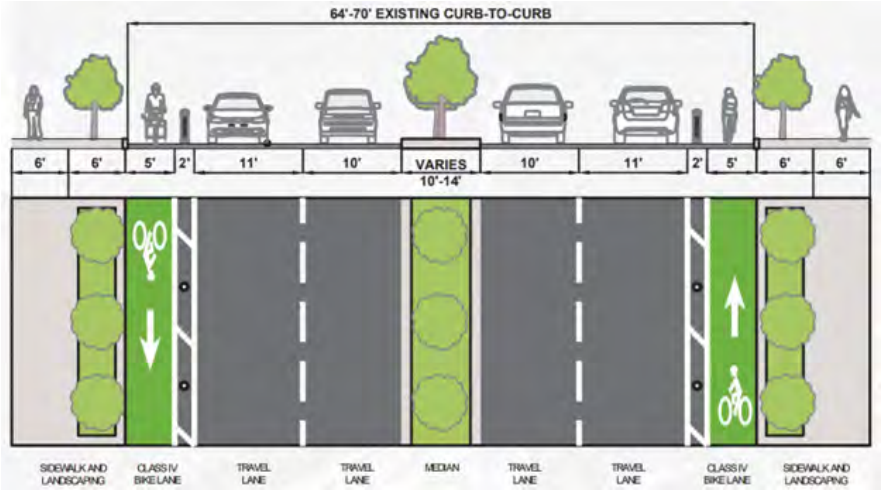
Formal design, including environmental analysis, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Support multimodal travel** by linking to regional transit

Preliminary Design Option

The preliminary design option proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.



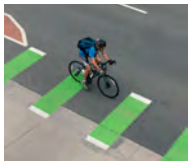
Benefits

- Maintains two travel lanes in each direction
- Preserves existing street trees in median and sidewalk buffer

Examples of Proposed Spot Treatments

Pedestrian refuge islands

Bike signals


Bike lane - conflict striping

Bus islands

5.3 SARATOGA DRIVE

5.3.1 Project Overview

The Saratoga Drive project in the City of San Mateo is designed to provide safer and more comfortable walking, biking, and rolling facilities while closing a critical multimodal gap in the regional active transportation network.

Project goals for Saratoga Drive include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling along Saratoga Drive.
- Tie into other future projects to close key gaps in the countywide bikeway network.
- Connect to a future Class IV Separated Bikeway on South Delaware Street.

LOCATION

The project is in San Mateo, California, extending along Saratoga Drive from South Delaware Street to the west to Franklin Parkway to the east.

Figure 53. Saratoga Drive Project Limits

OVERALL DESCRIPTION

The project proposed upgrading the existing Class II bicycle lanes on Saratoga, in addition to enhancements to pedestrian and transit amenities. Key features include proposed Class IV separated bikeways, pedestrian refuge islands and curb extensions, ADA ramp improvements, bus stop improvements including floating bus islands, and upgraded signals at multiple intersections.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 San Mateo Bicycle Master Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan

NETWORK CONNECTIONS AND KEY DESTINATIONS

This project will connect to the existing shared use path on Franklin Parkway as well as Class IV separated bikeways on Delaware Street and 19th Avenue that are in progress as of this Plan. This will help to build out the All Ages and Abilities bicycle network in San Mateo.

This project will provide access to key destinations, including:

- San Mateo County Event Center
- Hillsdale Caltrain station
- Bay Meadows Park
- Retail, office, and medical uses

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of San Mateo
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.3.2 Corridor Context

The Saratoga Drive corridor is primarily designed primarily for vehicle travel, creating challenges for people walking, biking, and taking transit. While the corridor includes continuous sidewalks and striped bicycle lanes, the lack of separation from vehicles and the limited transit amenities result in an environment that does not fully support safe and comfortable multimodal travel. Figure 54 presents a typical cross section for the study corridor, and the following sections describe facilities for different modes along the corridor today.

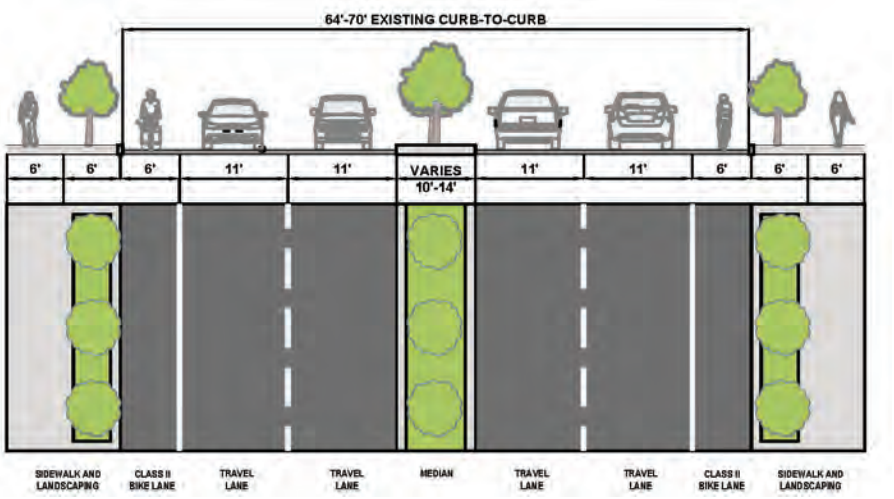


Figure 54. Saratoga Drive Existing Typical Section (Delaware Street To Franklin Parkway) (Facing East)

VEHICLE FACILITIES

Saratoga Drive includes two 11-foot travel lanes in each direction, for a total of four lanes. The paved width varies from approximately 64 to 70 feet. A median, generally 10 to 14 feet wide, separates opposing traffic and includes landscaping and street trees, narrowing at intersections to accommodate left-turn pockets. The posted speed limit is 35 mph throughout the corridor, contributing to uncomfortable conditions for people walking and bicycling. The corridor's wide lanes and landscaped medians convey a parkway-style character that prioritizes vehicle mobility while limiting opportunities for multimodal enhancements.

PEDESTRIAN FACILITIES

Sidewalks along Saratoga Drive are generally continuous and of uniform width. Six-foot sidewalks are present on both sides of the street, separated from the roadway by a landscaped buffer that includes street trees and pedestrian-scale lighting spaced approximately 150 feet apart. Many curb ramps appear to meet ADA standards, though some are missing or non-compliant, and most are diagonal rather than directional, which does not align with the Public Right-of-Way Accessibility Guidelines (PROWAG). Marked crosswalks are provided at Delaware Street, the San Mateo County Event Center entrance, Yates Way, Park Place, and Franklin Parkway, with no mid-block crossings. Overall, sidewalks and lighting contribute to pedestrian comfort, though accessibility and crossing enhancements are needed to improve safety and connectivity.

BICYCLE FACILITIES

The corridor includes six-foot-wide Class II (on-street) bike lanes in both directions. These lanes provide a continuous east-west connection but lack physical separation from vehicles. The bike lanes are not striped through intersections, reducing visibility and comfort for people bicycling where vehicle turning movements occur. While the existing lanes offer dedicated space for bicyclists, the adjacency to 35-mph traffic limits their perceived safety and attractiveness for less-experienced riders.

TRANSIT FACILITIES

Transit service along Saratoga Drive includes SamTrans Route 292 and the Hillsdale Caltrain Commuter Shuttle. There is one stop in each direction between Yates Way and Park Place. Both stops are configured as far-side pull-out bus stops with basic amenities such as signs and red curb, but limited passenger comfort features like shelters and seating. While the stop spacing aligns with surrounding land uses, high vehicle speeds and a lack of enhanced crossing treatments near bus stops may constrain safe and convenient access to transit.

SUMMARY

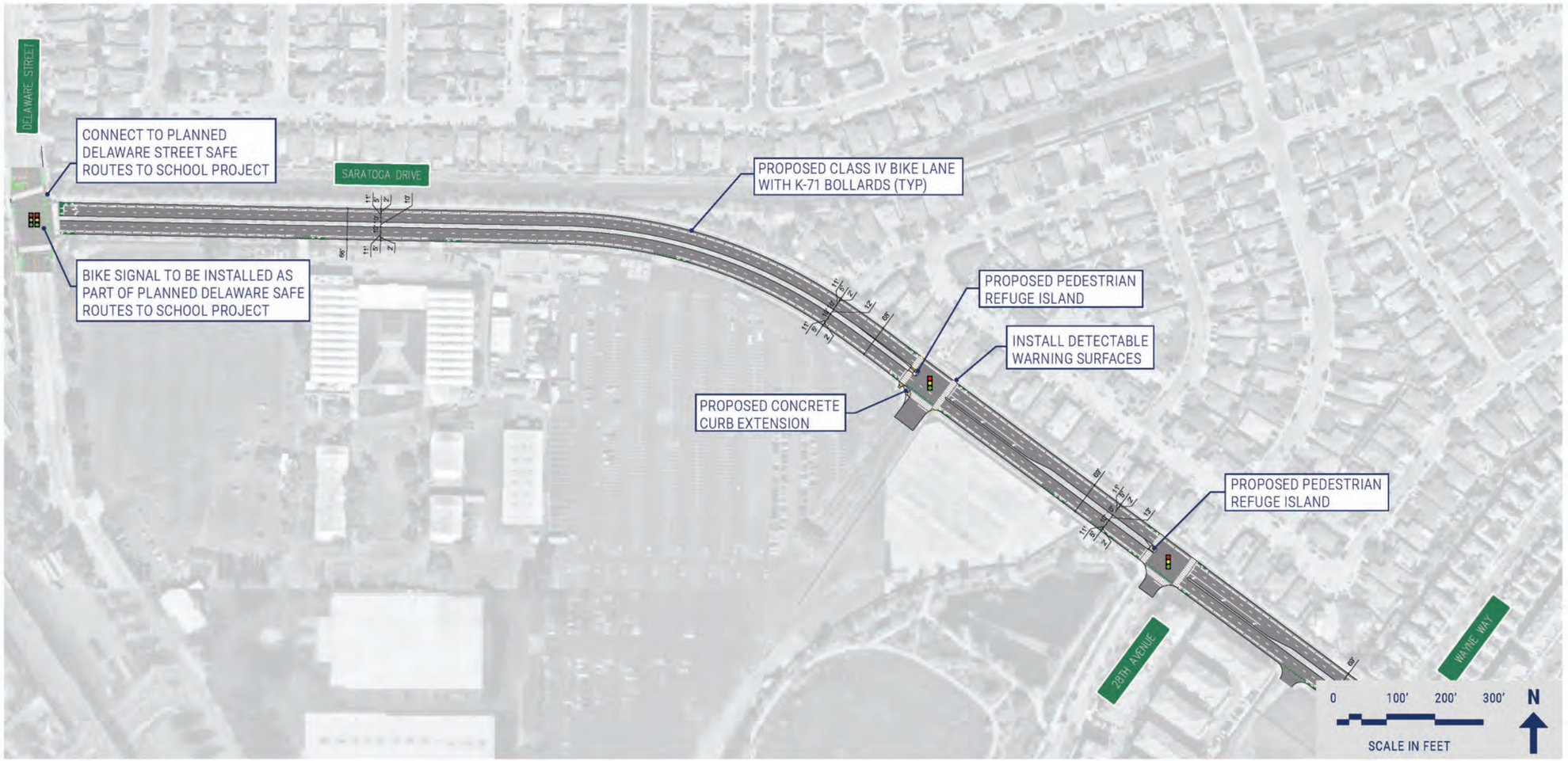
Saratoga Drive is defined by wide travel lanes, landscaped medians, continuous sidewalks, and striped bicycle lanes that offer basic multimodal infrastructure but limited protection for vulnerable users. High vehicle speeds, minimal intersection enhancements, and unprotected bicycle lanes create barriers to safe and comfortable travel for people walking, biking, and taking transit. These existing conditions highlight the need for corridor improvements that enhance multimodal comfort, accessibility, and safety.

5.3.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on potential design options. Considering the project's goals and existing constraints, designs were considered for a shared use path along the north side of Saratoga Drive or raised separated bike lanes with a travel lane reduction, but these options were eliminated given City priorities to maintain two travel lanes in each direction, maintain access to the San Mateo Event Center and avoid impacts to street trees. The Saratoga Drive project was identified as a proposed Class IV separated bike lane in the City of San Mateo 2020 Bicycle Master Plan, which prioritizes enhanced low-stress connections for people walking and bicycling.

Based on City discussions and past planning efforts, a design option implementing street-level Class IV separated bike lanes was evaluated to improve safety and comfort along the corridor. This configuration was supported by City staff, given that it meets the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Saratoga Drive while maintaining two travel lanes in each direction and avoiding impacts on existing street trees along the corridor. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

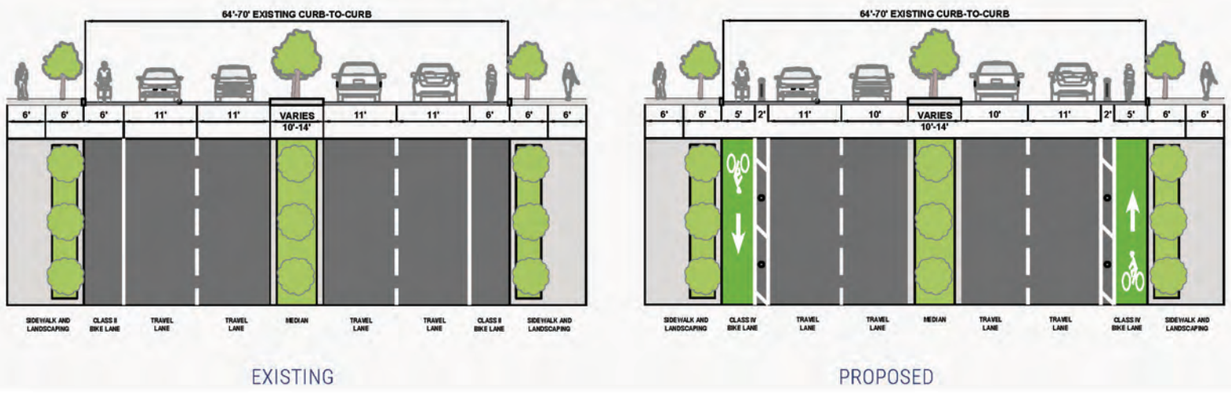
SARATOGA DRIVE CONCEPT | SHEET 1



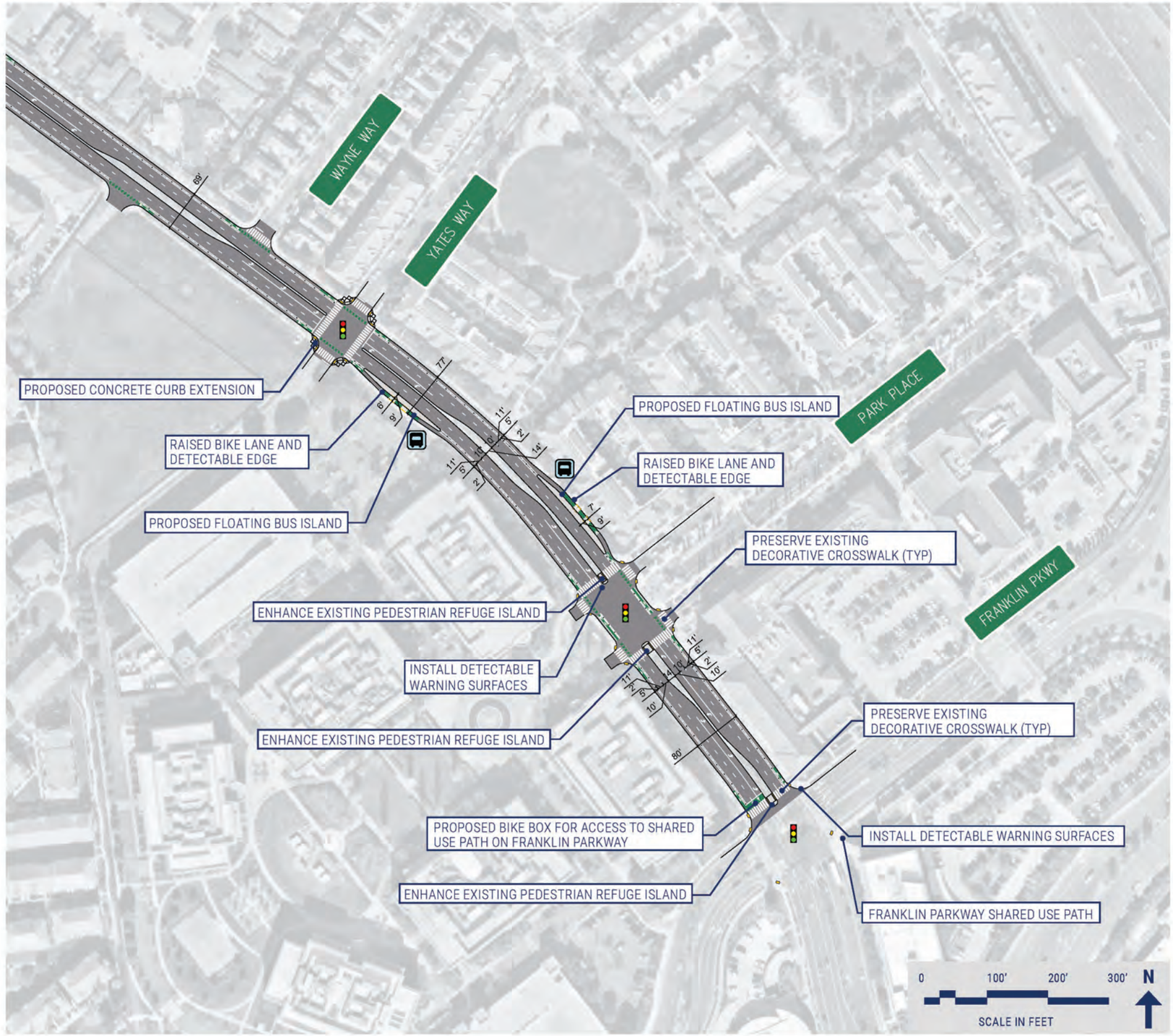
LEGEND

- BIKE LANE SYMBOL
- BIKE CONFLICT MARKINGS
- HIGH VISIBILITY CROSSWALK
- PROPOSED BIKE SIGNAL
- EXISTING TRAFFIC SIGNAL
- STOP SIGN

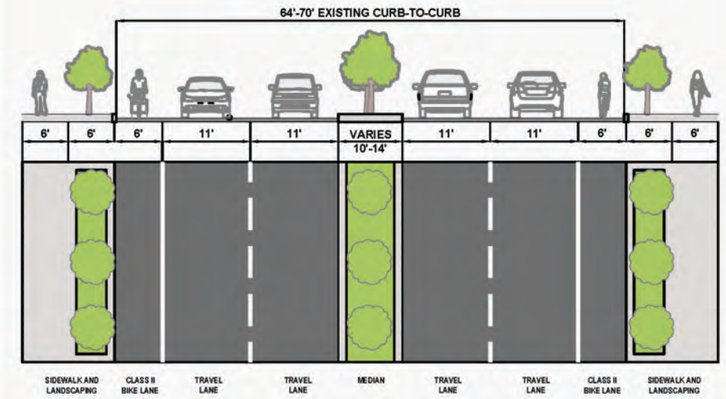
TYPICAL CROSS SECTION



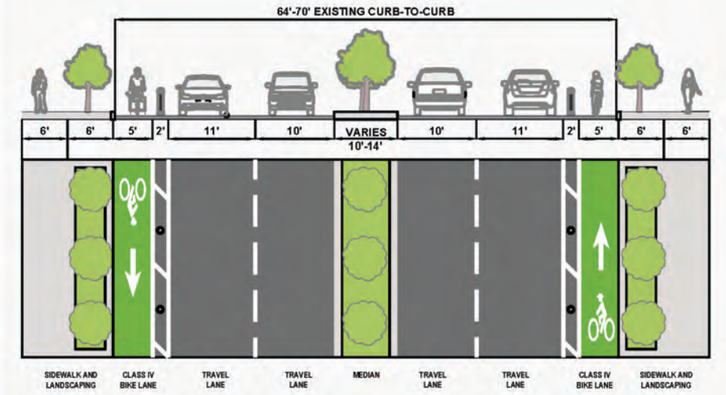
SARATOGA DRIVE CONCEPT | SHEET 2



TYPICAL CROSS SECTION



EXISTING



PROPOSED

LEGEND

- BIKE LANE SYMBOL
- BIKE CONFLICT MARKINGS
- HIGH VISIBILITY CROSSWALK
- PROPOSED BIKE SIGNAL
- EXISTING TRAFFIC SIGNAL
- STOP SIGN

The proposed design for Saratoga Drive upgrades the existing Class II bike lanes to one-way Class IV separated bike lanes by narrowing the inside travel lane in each direction to create space for a striped buffer with flexible posts. Class IV separated bike lanes align with the recommendation in the City's adopted bicycle plan.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Saratoga Drive, including:

Pedestrian refuge islands: Upgrading the existing median at signalized intersections to ensure ADA compliance with existing pedestrian refuges or adding new pedestrian refuges where they do not exist today. This provides a more comfortable waiting space for potential two-stage pedestrian crossings.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

Continuity of the Class IV separated bikeway through three-leg intersections: this provides increased separation and comfort through the intersection.

Bicycle box: A bicycle box is a designated area at the head of a travel lane allowing bicyclists to get ahead of vehicles at traffic signals. It promotes the visibility of bicyclists and gives them a "head start" to cross the intersection. A bicycle box is proposed on Saratoga Drive at Franklin Parkway to provide access to the shared use path on Franklin Parkway.

Bicycle signal: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. A bicycle signal is being added to the Delaware intersection as part of the Safe Routes to School Class IV separated bikeway project.

DESIGN BENEFITS

In addition to the aforementioned project goals, this proposed alignment for Saratoga Drive achieves several key objectives:

- **Continuity in the bicycling experience:** The new one-way bike lanes will connect directly to the separated bike lanes being constructed on Delaware Street. Having the same type of bike lane on contiguous roadways makes it easier and more comfortable for people riding bikes.
- **Keeping two travel lanes:** Some community members suggested reducing the number of car lanes on this roadway. However, City staff wanted to keep two lanes in each direction on Saratoga Drive, especially because of the proximity to the San Mateo County Event Center.
- **Preservation of existing street trees:** Saratoga Avenue has mature street trees along the sidewalks and median. Providing a wider (one-way or two-way) bikeway would require moving the curb, which would likely negatively impact the existing trees given their proximity to the curb. The preliminary design option maintains existing curbs which has a dual benefit of lowering project costs and minimizing impacts on existing street trees.

5.3.4 Community Engagement

WHAT WE DID

Engagement activities for the Saratoga Drive project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media posts

In-Person Engagement

- Pop-up event: Central Park Music Series
- Business cards with QR Codes

Online Engagement

A project-specific page for the Saratoga Avenue project was launched in July 2025 as part of the primary Active 101 webpage using the Social Pinpoint platform. The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through several channels. The online survey and mapping activity were hosted on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, and by the City's communications methods. This allowed participants to view the conceptual design (Figure 55), comment on specific elements of the design through the interactive mapping tool (Figure 55), and share additional feedback through the survey (Figure 57). The engagement webpage also featured typical cross sections of the project corridor, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and mapping activity were available from July through September 2025.

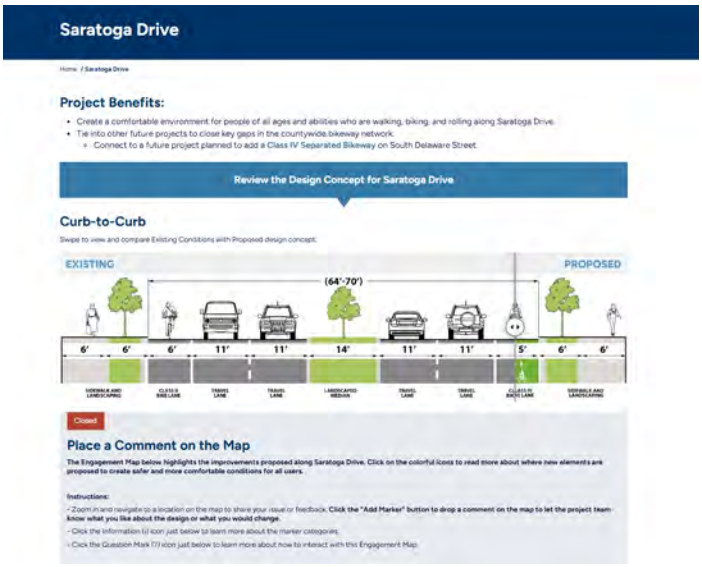


Figure 55. Active 101 Webpage Saratoga Drive Conceptual Design

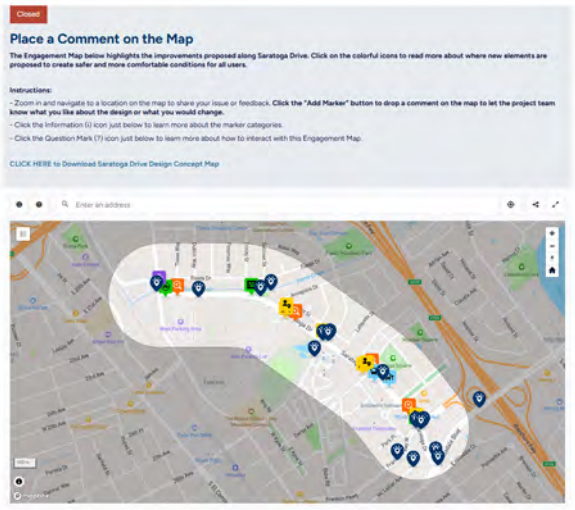


Figure 56. Active 101 Webpage Saratoga Drive Interactive Mapping Activity

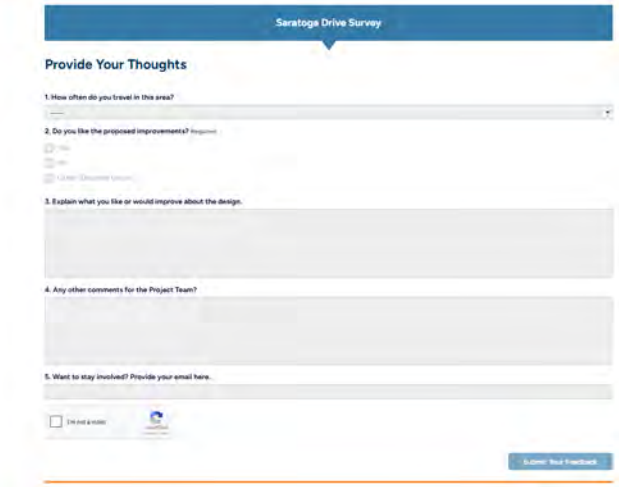


Figure 57. Active 101 Webpage Saratoga Drive Online Survey

Pop-Up Event

An in-person pop-up event was held at the City of San Mateo Central Park Music Series on August 14, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the Saratoga Avenue project (Figure 58). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 58. Saratoga Drive Pop-Up Event At Central Park Music Series (San Mateo)

Stakeholder Meetings

SMCTA held a series of meetings with City of San Mateo staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

WHAT WE HEARD

Community feedback on the conceptual design for the Saratoga Avenue project was gathered from the online survey, interactive map, and pop-up event. Participants expressed strong support for safety and comfort improvements for people walking, biking, and taking transit, particularly through the addition of separated bike lanes and traffic calming features.

Key themes centered on improving intersection safety, pedestrian access, and overall traffic speed along the corridor. Many respondents supported the proposed Class IV separated bike lanes, describing them as “less stressful” and “much safer” for people biking. Others urged the City to go further by reducing travel lanes or elevating the bikeway to sidewalk level to create a truly low-stress environment. Safety concerns were most pronounced at Franklin Parkway and Saratoga Drive, where participants noted long signal wait times, missing crosswalks, and wide, multi-stage crossings. People also emphasized the need for better neighborhood connectivity, suggesting new paths or easements to overcome physical barriers such as walls near Fiesta Gardens and Whole Foods, and to extend the Borel Creek Trail.

Several comments addressed design details that could refine future phases. Some bicyclists warned that curb extensions can force riders into vehicle lanes, underscoring the need for clear separation at intersections. Others recommended adding more pedestrian refuges, improving bus stop amenities, and addressing drainage or grade issues that affect people using adaptive bikes or mobility devices.

This input highlights opportunities to evaluate intersection geometry and signal timing, consider additional crossings and mid-block connections, and refine the bikeway design to improve accessibility and comfort for a range of users. The community feedback will be provided to the City to inform design refinements, evaluate potential connectivity improvements, and guide future engagement focused on detailed intersection and access treatments.

5.3.5 Project Cost Estimate

The cost opinion developed for Saratoga Drive reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through future design stages. The cost opinion assumes that the project will be implemented through pavement marking eradication and restriping, with full depth reconstruction at locations with curb extensions and bus islands. The associated cost opinion for the proposed Saratoga Drive corridor design is summarized in Table 10.

Table 10. Saratoga Drive Cost Opinion Summary

Planning Cost	$534,034
Design Cost	$801,051
Construction Cost	$6,141,391
Total Project Cost:[32]	**$7,476,476**

32 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.3.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Saratoga Drive project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Saratoga Drive, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Saratoga Drive is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Saratoga Drive project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The Saratoga Drive project is specifically eligible for the SMCTA Pedestrian and Bicycle Program category, and transit stop improvements may be eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Industrial Road

San Carlos, Belmont, Redwood City, San Mateo County

Location

Harbor Boulevard to Whipple Avenue

Project Description

Class IV separated bikeways, pedestrian realm enhancements, and traffic operations improvements

Key Connections

Holly Street and Whipple Avenue US-101 overcrossings

Estimated Cost

Option 1

- **Estimated Total Project Cost: $21,301,151**
- Planning Cost: $1,521,511
- Design Cost: $2,282,266
- Construction Cost: $17,497,374

Option 2

- **Estimated Total Project Cost: $66,656,047**
- Planning Cost: $4,596,969
- Design Cost: $6,895,453
- Construction Cost: $55,163,625

Project Goals

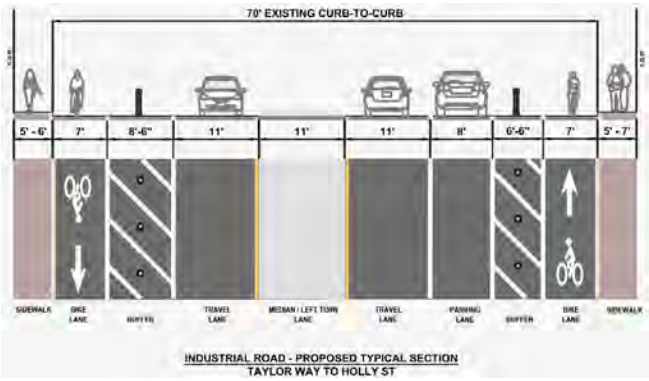
- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network
- **Close a bikeway gap** to provide safe connections to Holly Street, which crosses US-101

Next Steps

Additional alternatives analysis, including traffic analysis and community engagement, and preliminary design

Preliminary Design Options

This project has two design options. Each meets the project's goals of providing designated spaces for pedestrians and bicyclists along the corridor.



Option 1

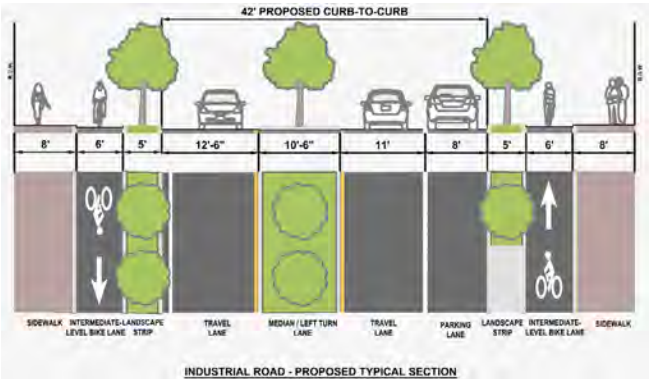
Proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.

Benefits

- Lower cost and shorter implementation timeline

Constraints

- Lower perceived safety for people bicycling
- May require more long-term maintenance
- Limited improvements to pedestrian realm



Option 2

Proposes one-way sidewalk-level Class IV bikeways separated from traffic with curb and landscaping.

Benefits

- Additional landscaping has shade and aesthetic benefits as well as potential for green infrastructure
- Higher perceived safety for people bicycling
- Pedestrian realm enhancement - wider sidewalk, more separation

Constraints

- Higher cost and longer implementation timeline

5.4 INDUSTRIAL ROAD

5.4.1 Project Overview

The Industrial Road project is a priority improvement designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network. Given the complexities of the corridor, two design options were conceptualized for initial stakeholder and community input.

Project goals for Industrial Road include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling along Industrial Road through multiple jurisdictions.
- Tie into other future projects to close key gaps in the countywide bikeway network by connecting to future bicycle and pedestrian improvements on Holly Street across US 101 and connect to the San Francisco Bay Trail.

LOCATION

The project is in San Carlos, Belmont, Redwood City, and unincorporated San Mateo County, extending along Industrial Road from Harbor Boulevard in the north to Whipple Avenue in the south (Figure 59).

Figure 59. Industrial Road Project Location and Jurisdictions

OVERALL DESCRIPTION

The project introduces upgrades to bicycle, pedestrian, and transit infrastructure along the Industrial Road corridor. Key features include new dedicated bikeways, bus stop amenities, and upgraded signals at multiple intersections. Two design options were conceptualized, each offering a different balance of comfort, cost, and implementation timeline.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 City of San Carlos Bicycle and Pedestrian Master Plan
- 2020 Unincorporated San Mateo County Active Transportation Plan
- 2021 City of San Carlos East Side Innovation District Vision Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Redwood City Walk Bike Thrive Plan
- 2024 SamTrans Bus Stop Improvement Plan
- City of Belmont Harbor Industrial Area Specific Plan (in progress)

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to contributing to the Priority Network by providing a north-south connection through multiple jurisdictions in the county, this project will connect directly to the planned Holly Street interchange project. This is a project in the City of San Carlos that, once implemented, will provide a key connection across US 101 for people walking and bicycling.

This project will provide access to key destinations, including:

- Medical and healthcare offices
- Research and life sciences campuses
- Additional biotechnology and light industrial uses
- Breweries and craft production spaces
- Residential areas along the corridor in Redwood City and San Carlos

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of Redwood City
- City of San Carlos
- City of Belmont
- San Mateo County Transportation Authority (SMCTA)
- San Mateo County

5.4.2 Corridor Context

The Industrial Road corridor is a long corridor connecting several jurisdictions primarily designed mainly for cars and trucks, making it challenging for people walking, biking, and taking transit. It is a wide roadway with high traffic volumes, as it is a designated truck route serving nearby businesses and industrial uses. The corridor's layout and width vary along its length, contributing to inconsistent multimodal conditions and emphasizing the need for improvements that enhance safety and comfort for all users.

The below figures provide an overview of typical cross sections along the corridor, and the following sections describe facilities for different modes along the corridor today. Given that the cross section varies, five different typical cross sections were developed to demonstrate existing conditions (as well as to demonstrate the effects of the design options in the following sections). Figure 60 provides an overview of these sections (A through E) showing the limits of each:

A **TYPICAL SECTION A**
Harbor Boulevard to Taylor Way (Figure 61)

B **TYPICAL SECTION B**
Taylor Way to Holly Street (Figure 62)

C **TYPICAL SECTION C**
Holly Street to E San Carlos Ave, Bransten Road to Howard Ave (Figure 63)

D **TYPICAL SECTION D**
E San Carlos Ave to Bransten Road, Howard Ave to G Street (Figure 64)

E **TYPICAL SECTION E**
G Street to Whipple Ave (Figure 65)

Figure 60. Industrial Road Typical Sections

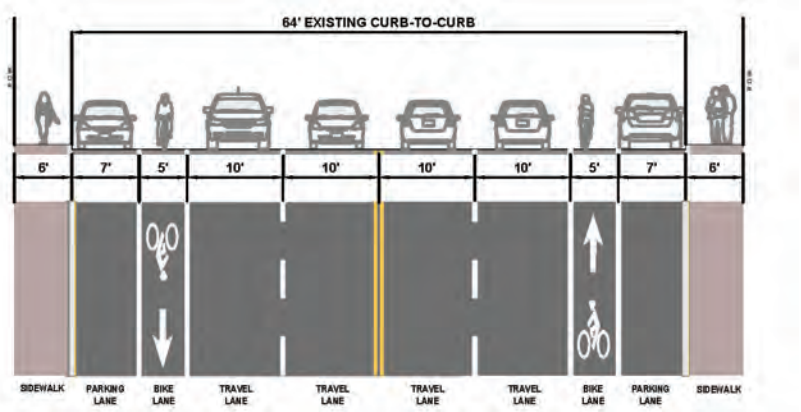


Figure 61. Industrial Road Existing Typical Section A (Facing North)

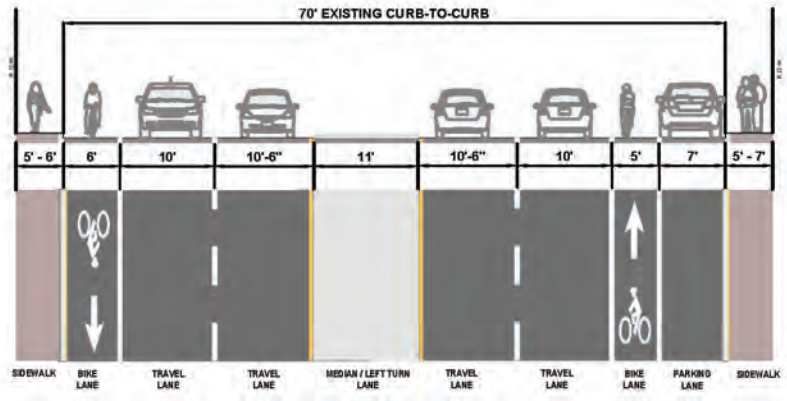


Figure 62. Industrial Road Existing Typical Section B (Facing North)

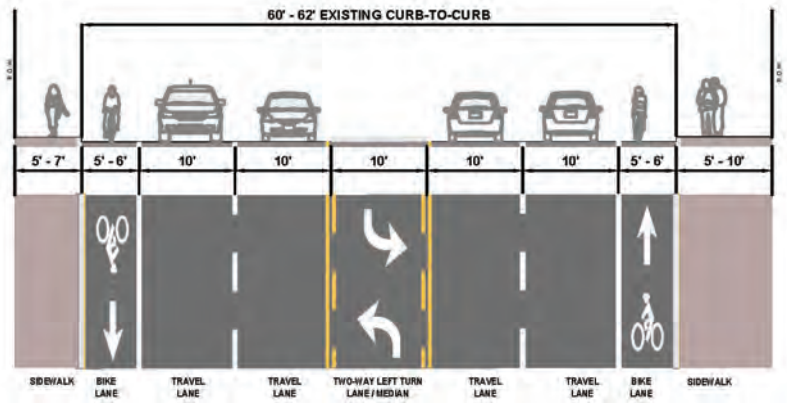


Figure 63. Industrial Road Existing Typical Section C (Facing North)

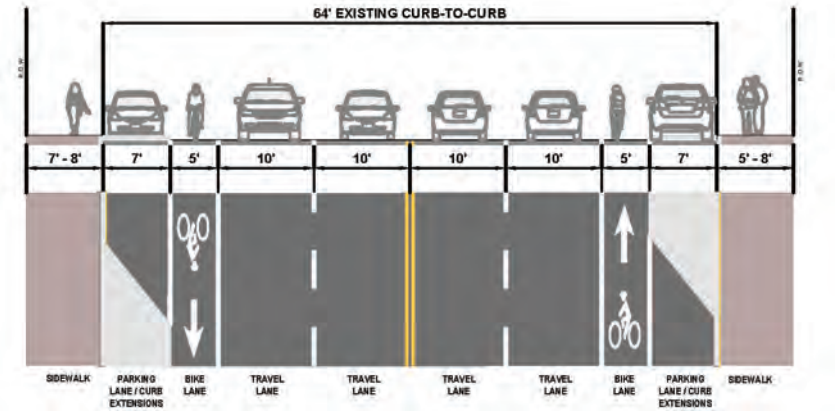


Figure 64. Industrial Road Existing Typical Section D (Facing North)

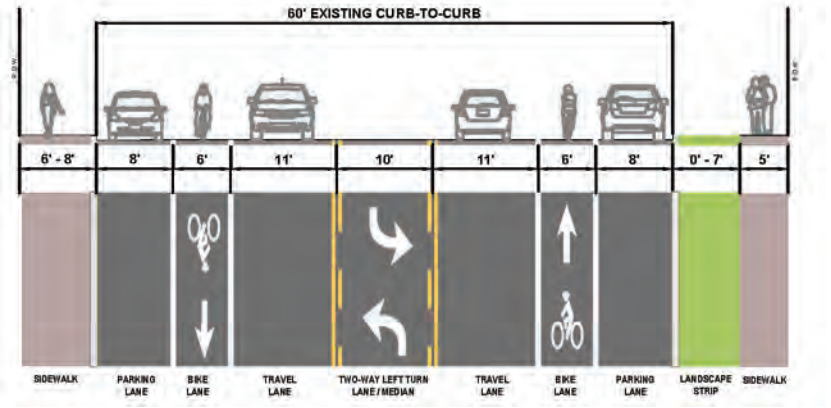


Figure 65. Industrial Road Existing Typical Section E (Facing North)

VEHICLE FACILITIES

Industrial Road includes two travel lanes in each direction for most of the corridor, except between East San Carlos Avenue and Bransten Road and between Howard Avenue and Whipple Avenue, where one travel lane is provided in each direction. A two-way left-turn lane or center median is present along most segments. On-street parking varies along the corridor; it is provided on both sides of the street from Harbor Boulevard to Taylor Way, East San Carlos Avenue to Bransten Road, and Howard Avenue to Whipple Avenue, and on one side of the street between Taylor Way and Holly Street. Posted speed limits range from 30 to 35 mph, consistent with the corridor's freight function. Overall, Industrial Road's wide lanes, frequent driveways, and variable configuration prioritize vehicle movement but reduce comfort and predictability for people walking and biking.

PEDESTRIAN FACILITIES

Sidewalks are generally present on both sides of the street but vary considerably in width and quality. Sidewalk widths range from 5 feet to 10 feet, depending on the segment:

- Harbor Boulevard to Taylor Way: 5 feet
- Taylor Way to Holly Street: 6.5 feet (south side), 10 feet (north side)
- Holly Street to G Street: 5 to 7 feet
- G Street to Whipple Avenue: 5 feet (south side), approximately 8 feet (north side), though widths vary

Sidewalks are typically located directly adjacent to the curb with limited buffer space. Curb ramps are present at most intersections, though ADA compliance varies, and most ramps are diagonal rather than directional. Several uncontrolled multi-lane crossings are present across Industrial Road. Pedestrian-scale lighting is intermittent, contributing to reduced comfort and visibility for people walking during evening hours.

BICYCLE FACILITIES

Industrial Road includes Class II (on-street) bike lanes in both directions, ranging from 5 to 6 feet in width. The bike lanes are dashed on intersection approaches to accommodate turning movements but do not continue across intersections. While the continuous bike lanes provide an existing north–south connection, the proximity to truck traffic, wide travel lanes, and higher vehicle speeds create an uncomfortable bicycling environment, particularly near intersections and driveways.

TRANSIT FACILITIES

Transit service along Industrial Road is limited and primarily provided by private employer shuttles serving nearby business parks and industrial areas. Shuttle stops are configured as far-side pull-out stops, offering basic curbside boarding areas without additional amenities or shelters. As redevelopment continues along the corridor, it is likely more shuttles will be used and that public transportation options could expand.

SUMMARY

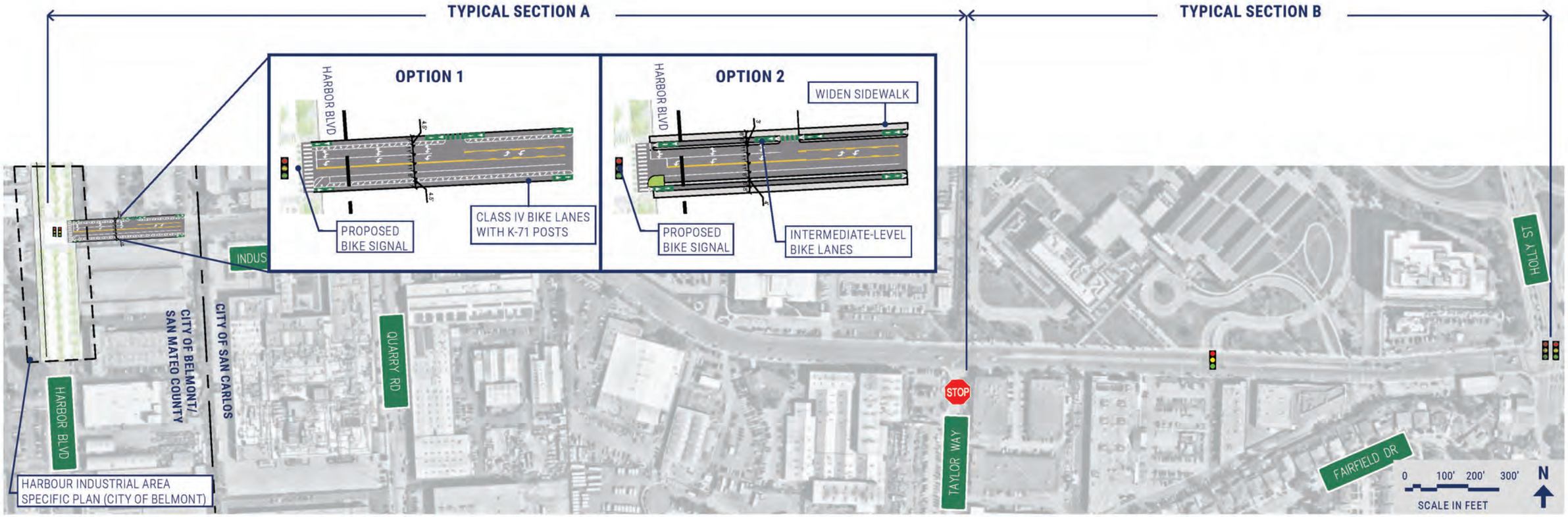
Industrial Road serves as a key industrial and commercial corridor that accommodates heavy vehicle and truck traffic. While continuous sidewalks and bicycle lanes are present along much of the street, variations in width, inconsistent lighting, and the lack of physical separation from vehicles limit comfort and safety for people walking and bicycling. The combination of wide lanes, frequent driveways, and truck activity emphasizes the need for improvements that balance the corridor's freight function with multimodal accessibility and safety.

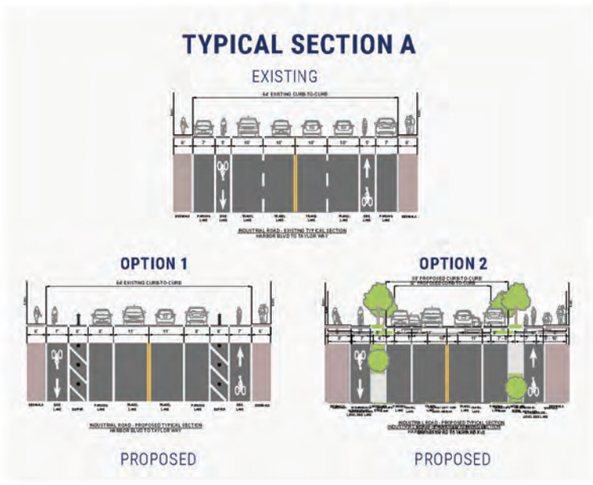
5.4.3 Design Development and Coordination

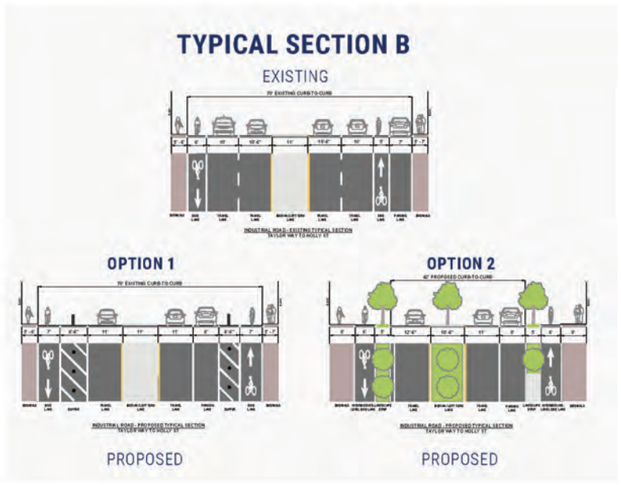
Jurisdiction staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision and key considerations for the area, and to provide feedback on the design options. The study corridor is identified as a recommended Class IV separated bike lane in the 2020 San Carlos Bicycle and Pedestrian Master Plan and the 2022 Redwood City Walk Bike Thrive Plan. A Class II standard bike lane was recommended in the 2020 San Mateo County Active Transportation Plan from Harbor Boulevard to Belmont Creek. Initial discussions with City staff acknowledged these past efforts as well as additional projects like the Harbor Boulevard Specific Plan, the Life Science Building Plan, and the East Side Vision Plan, which proposes a travel lane reduction on Industrial Boulevard in San Carlos, aligning with Redwood City's approach. Industrial Road is also a truck route, and while concept design elements incorporated relevant design elements to accommodate larger vehicles at a high-level, additional considerations should be considered in future planning/design efforts, including loading/unloading, turning movements, and future land use.

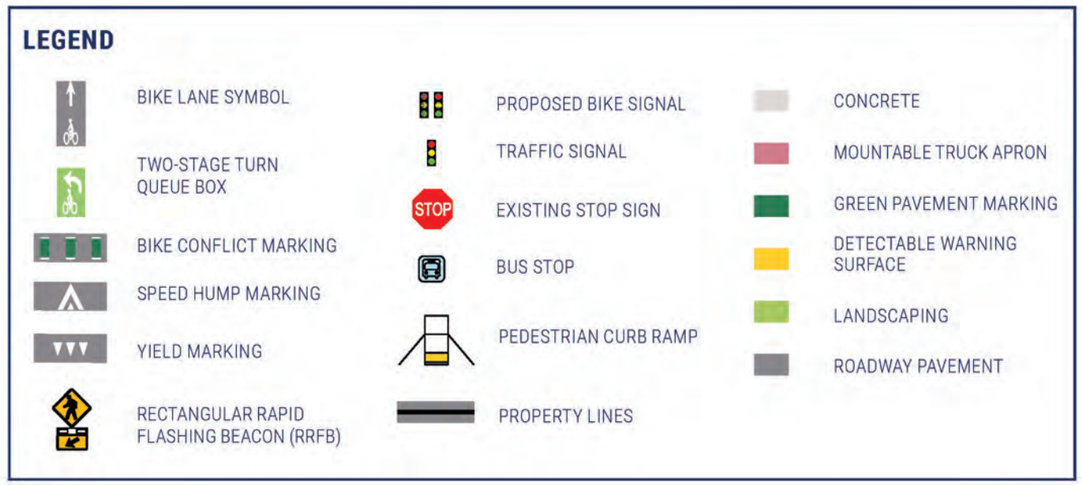
Considering the project's goals, existing constraints, past plans, and jurisdiction input, two design options were developed for the Industrial Road corridor. These options were supported by jurisdiction staff from the City of Belmont, City of San Carlos, San Mateo County, and Redwood City. Both options meet the project goals of providing an All Ages and Abilities facility for people walking and bicycling along Industrial Road, but the two options have different costs and timing implications, as well as different levels of perceived safety for users. The following pages present the proposed design options, with additional detail and discussion provided in the subsequent pages.

INDUSTRIAL ROAD CONCEPT | SHEET 1









INDUSTRIAL ROAD CONCEPT | SHEET 2

TYPICAL SECTION C

TYPICAL SECTION D

TYPICAL SECTION C

0 100' 200' 300'
SCALE IN FEET

N

HOLLY ST
BAYPORT CT
McCUE AVE
SAN CARLOS AVE
MONTGOMERY ST
CHERRY ST
CHERRY LN
HALL ST
TERMINAL WAY
TANKLAGE RD
BRANSTEN RD
COMMERCIAL ST

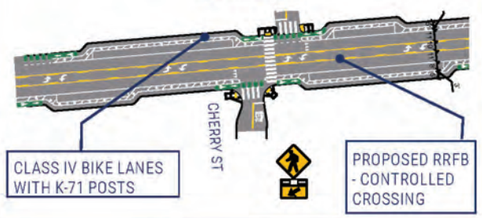
STOP
STOP
STOP
STOP
STOP

PROPOSED RRFB - CONTROLLED CROSSING

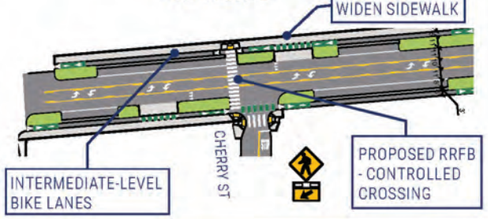
PROPOSED BUS ISLAND

PROPOSED BUS ISLAND

OPTION 1

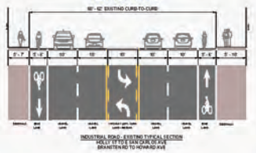


OPTION 2



TYPICAL SECTION C

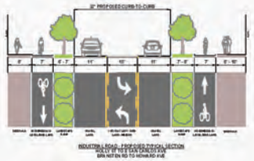
EXISTING



OPTION 1

PROPOSED

OPTION 2



PROPOSED

TYPICAL SECTION D

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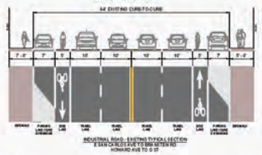
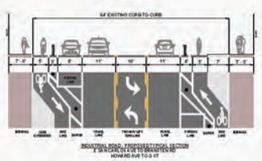


OPTION 1



PROPOSED

OPTION 2

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

INDUSTRIAL ROAD CONCEPT | SHEET 3

0 100' 200' 300'
SCALE IN FEET

N

TYPICAL SECTION C

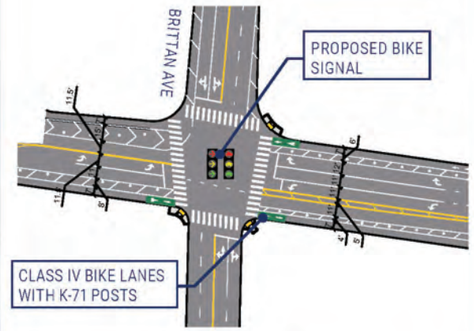
MAINTAIN LOADING ZONE

PROPOSED BIKE SIGNAL

BRITTAN AVE

HOWARD AVE

OPTION 1



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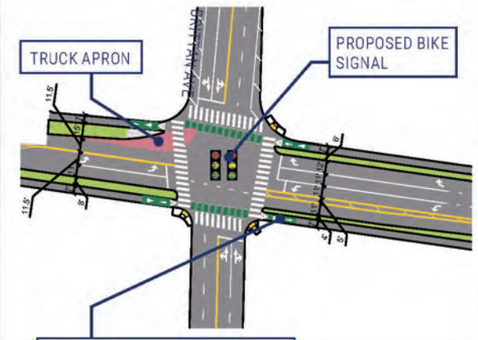


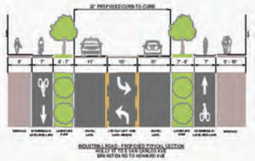
TYPICAL SECTION C

EXISTING

OPTION 1

PROPOSED

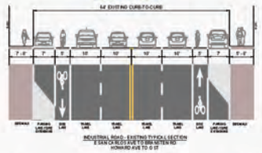
OPTION 2



PROPOSED

TYPICAL SECTION D

EXISTING



OPTION 1

PROPOSED

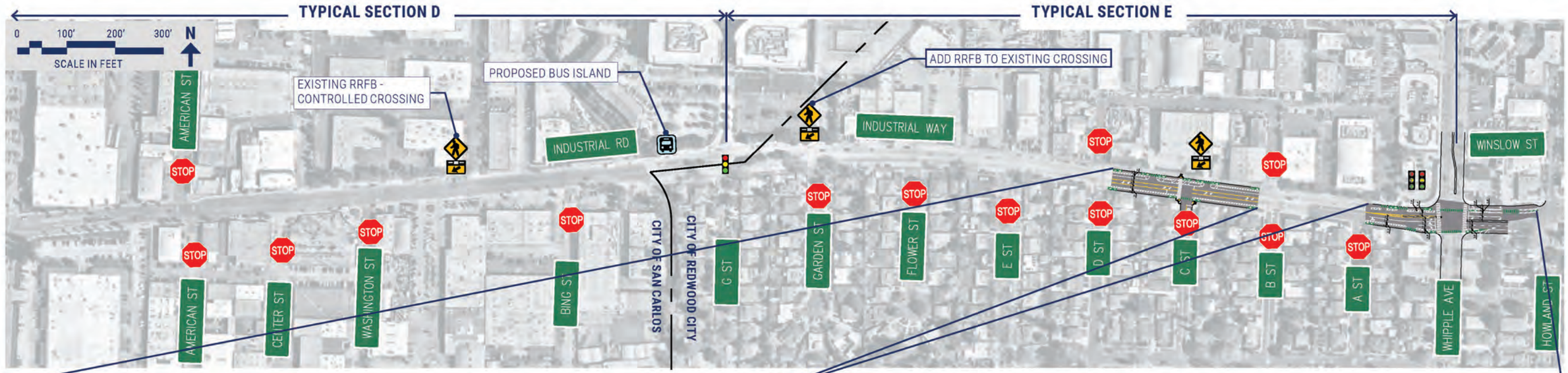
OPTION 2

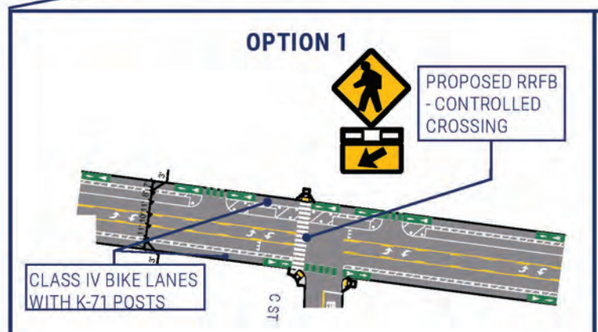
PROPOSED

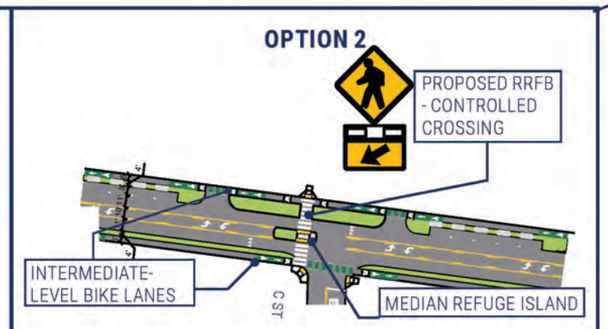
LEGEND

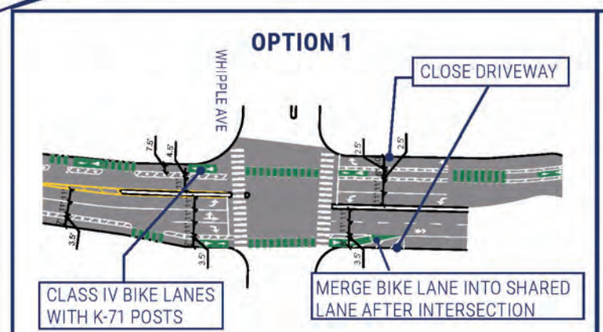
- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- PEDESTRIAN CURB RAMP
- PROPERTY LINES
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT

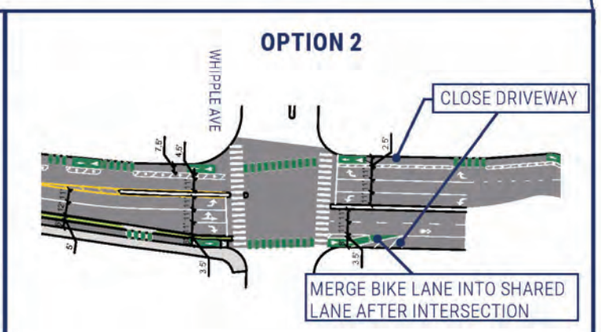
INDUSTRIAL ROAD CONCEPT | SHEET 4

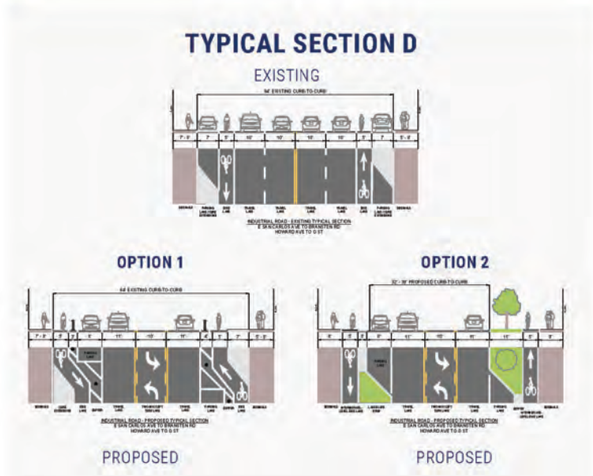


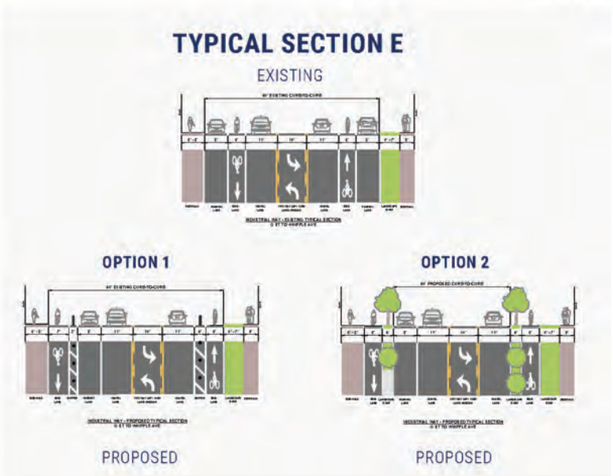


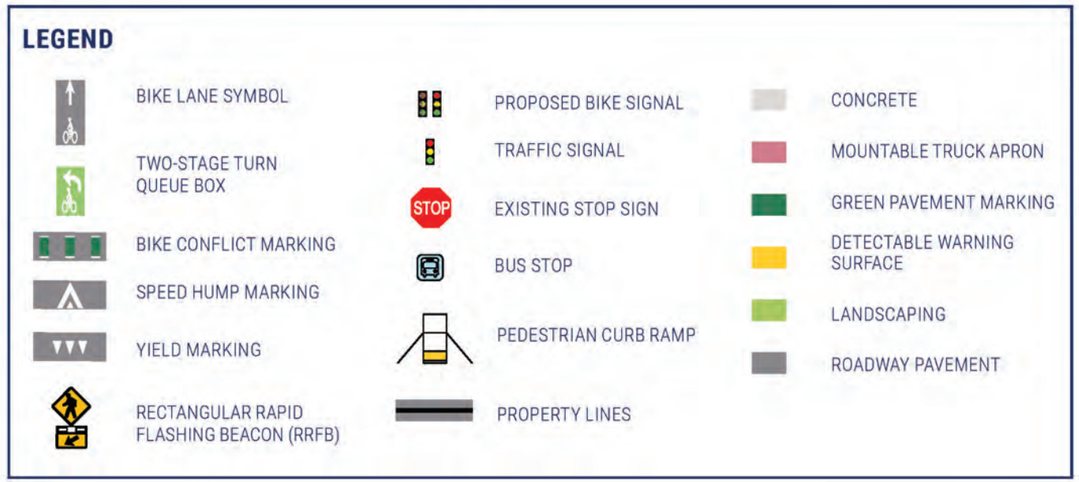












OPTION 1

Option 1 proposes:

- One-way street-level Class IV separated bikeways on both sides of the street, separated from the adjacent vehicle lanes with paint and flex posts
- One travel lane in each direction for the full corridor, with a median / left turn lane between Taylor Way to Whipple Ave.
- On-street parking on both sides of the street between Harbor Boulevard and Taylor Way, E San Carlos Avenue to Bransten Road, and Howard Avenue to G Street, and on-street parking on one side of the street between Taylor Way and Holly Street
- No change to existing sidewalks or street width

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Industrial Road, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase to a bicycle-only movement, separated from any motor vehicle conflict. Option 1 recommends bicycle signals at three (3) intersections: Harbor Boulevard, Brittan Way, and Whipple Avenue.

Rectangular Rapid Flashing Beacons (RRFBs): RRFBs are button-activated flashing lights mounted under a pedestrian crossing sign that alert motorists to crossing pedestrians. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. New RRFB-controlled crossings are proposed at Cherry St and C St to decrease the spacing between adjacent pedestrian crossings of Industrial. RRFBs are also proposed at all existing uncontrolled crossings.

Raised bike lane and bus islands: Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area.

OPTION 1

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

Option 1 Benefits:

- **Lower construction cost:** This option uses on-street bicycle facilities separated by paint and flexible posts, which are less expensive to build than the more complex improvements proposed in Option 2.
- **Faster implementation**: Because Option 1 keeps the existing curbs and drainage systems in place, construction would be quicker and less disruptive to nearby residents and businesses.

Challenges of Option 1 Include:

- **Less physical protection:** Flexible posts provide some separation from vehicle traffic, but the on-street design feels less protected than the raised, curb-separated path proposed in Option 2. Flexible posts may also present a maintenance challenge if they are regularly driven over by motorists, requiring replacement.
- **Fewer streetscape improvements:** Keeping the bikeways at street level limits opportunities for landscaping, street trees, or green infrastructure that could enhance the look and feel of the corridor.

OPTION 2

Option 2 proposes:

- One-way street-level Class IV separated bikeways on both sides of the street, separated from the adjacent vehicle lanes with a landscaped buffer and concrete curb
- One travel lane in each direction for the full corridor, with a median / left turn lane between Taylor Way to Whipple Avenue.
- On-street parking on both sides of the street between Harbor Boulevard and Taylor Way, E San Carlos Avenue to Bransten Road, and Howard Avenue To G Street, and on-street parking on one side of the street between Taylor Way and Holly Street
- Wider sidewalks in some sections

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Industrial Road, including:

Bicycle signals: A bicycle signal provides a dedicated traffic signal phase for a bicycle-only movement, separated from any motor vehicle conflict. Option 2 recommends bicycle signals at three (3) intersections: Harbor Boulevard, Brittan Way, and Whipple Avenue.

Rectangular Rapid Flashing Beacons (RRFBs): RRFBs are button-activated flashing lights mounted under a pedestrian crossing sign that alert motorists to crossing pedestrians. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. New RRFB-controlled crossings are proposed at Cherry Street and C Street to decrease the spacing between adjacent pedestrian crossings of Industrial. RRFBs are also proposed at all existing uncontrolled crossings.

Raised side street and driveway crossings: Keeping the sidewalk and bike lane raised above street level through driveways and side street crossings helps slow down vehicles at this conflict point and yield to people walking and bicycling.

Raised bike lane, bus islands, and bus stop amenities. Bus islands are elevated platforms in the middle of the street with the bike lane placed behind the bus stop. This creates a safe path for bicyclists and reduces conflicts with pedestrians boarding the bus, and transit vehicles pulling into the bus stop area. Bus stops also include the installation of a shade structure, system ramp, and route schedule.

Intermediate-level bike lanes are bikeways located at an elevation between the sidewalk elevation and the adjacent street elevation. They provide many of the safety benefits of a raised bike lane but require smaller transitions when changing elevations to and from street or sidewalk levels.

OPTION 2

Truck aprons: Mountable truck aprons result in small corner radii that help slow down most turning vehicles, while still allowing larger trucks to traverse corners.

Pedestrian refuge islands: Concrete pedestrian refuge islands in the median shorten crossing distances and allow pedestrians to focus on crossing one direction at a time, providing a refuge in the middle of the street.

Bicycle conflict markings: Pavement markings for bike lanes continue through intersections to increase visibility of bicyclists to motorists, and green-color pavement enhances the conspicuity of bicycle crossings and differentiates them from adjacent pedestrian crossings.

Option 2 Challenges:

- **Higher construction costs:** The additional curb, drainage, utility, and landscaping work make this option more expensive to build than Option 1.
- **Longer construction timeline:** The more complex design and utility coordination needed for this option would extend the overall construction schedule.

Benefits of Option 2 include:

- **Improved bicycling experience:** An intermediate-level bikeway with a landscaped buffer offers a higher level of perceived and actual safety compared to the flex post-separated bike lane proposed in Option 1.
- **Improved walking experience:** Wider sidewalks will allow for side-by-side walking.
- **Landscaping and street trees:** This option includes a landscaped buffer with street trees between the path and travel lanes. The added greenery provides shade, improves comfort for people walking and biking, and enhances the overall look and feel of the corridor.
- **Green infrastructure:** The design allows for green infrastructure features, such as bioswales, to help manage stormwater, reduce runoff, and support local sustainability and water quality goals.

OTHER OPTIONS CONSIDERED

Other designs were explored with the cities and project team during the planning process but were ultimately not advanced as a conceptual design. This includes one design that considered the feasibility of maintaining the existing number of travel lanes. It was determined that it would be feasible to provide a Class IV protected bikeway and remove existing on-street parking; however, at pinch points where there is no on-street parking, reducing the number of travel lanes is still needed to provide a Class IV protected bikeway. Removal of on-street parking in lieu of removing a travel lane remains an option for consideration in future design, pending additional analysis and community input.

COMPARISON OF OPTIONS

Both Option 1 and Option 2 address existing deficiencies in bicycle and pedestrian infrastructure, but they differ in terms of cost, construction requirements, and user experience. Final selection will depend on future analysis, available funding, and community and stakeholder priorities. Table 11 presents summary of the key differences between Option 1 and 2. The selected design may be either of these designs, a combination of them, or a different design[33] which could include the assessment of a two-way Class IV on one side of the street.

Table 11. Industrial Road Option Comparison Matrix

	Option 1	Option 2
Facility Type	One-way street-level Class IV bike lane on each side, separated from traffic by a painted buffer strip and flex posts	One-way intermediate-level Class IV bike lane on each side, separated from traffic by a landscaped buffer strip and raised curb
Traffic Signal Changes	Bicycle signals at some intersections to prevent vehicles from turning right while bicyclists are crossing the street.	Bicycle signals at some intersections to prevent vehicles from turning right while bicyclists are crossing the street.
Parking Impacts	Parking is shifted away from the curb to place the bike lane between the curb and the parking lane, creating a parking-protected bikeway. This reconfiguration results in some parking loss.	
Cost[34]	Lower estimated cost than Option 2	Potential higher cost than Option 1
Implementation Timeline	Shorter anticipated implementation timeline than Option 2	Longer anticipated implementation timeline than Option 1

5.4.4 Community Engagement

WHAT WE DID

Engagement activities for the Industrial Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media

In-Person Engagement

- Community workshop: San Carlos Public Library
- Stakeholder presentation: Redwood City Transportation Advisory Committee
- Postcard notifications
- Business cards with QR Codes

33 A potential different design could include the assessment of a two-way Class IV on one side of the street.
34 Refer to Section 5.4.5 for more details on cost

Online Engagement

A project-specific page for the Industrial Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 66). The webpage introduced the project, presented both design options, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, community workshop, stakeholder presentations, and by the jurisdiction's communications methods. This allowed participants to view the conceptual designs, comment on specific elements through the interactive mapping tool (Figure 67), and share additional feedback via the online survey (Figure 68). The engagement website The engagement website featured side-by-side descriptions of the two design options and their high-level benefits and challenges.

The online survey and mapping tool were active from July through September 2025.

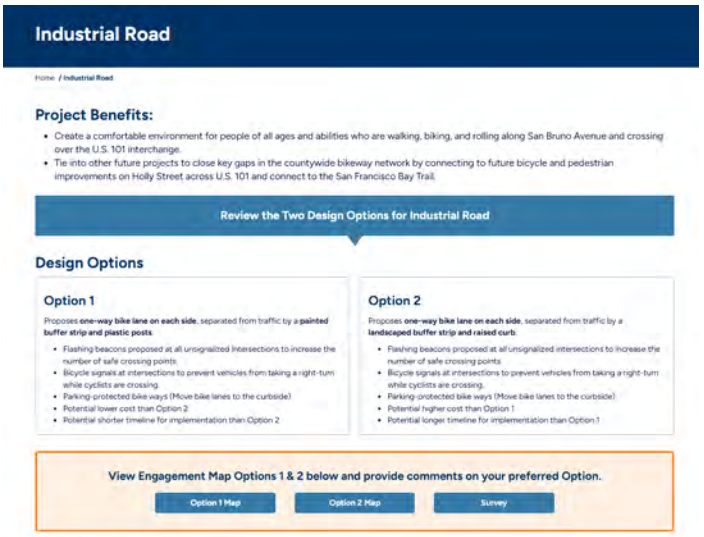


Figure 66. Active 101 Webpage Industrial Road Conceptual Design

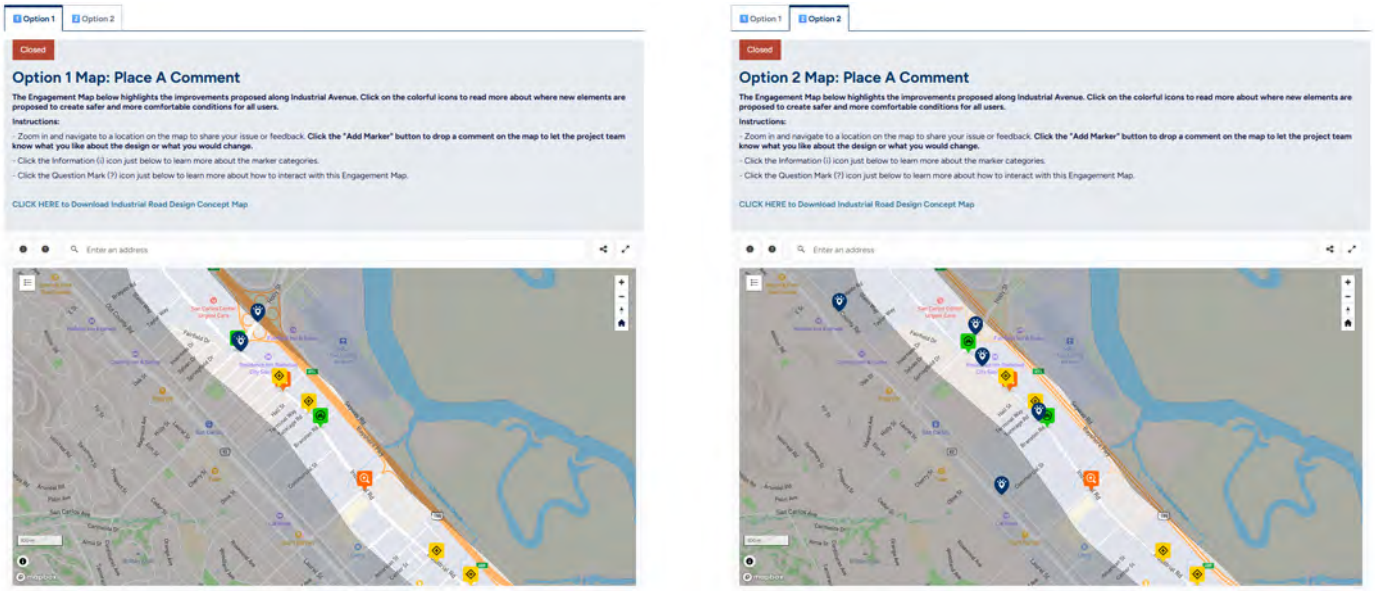


Figure 67. Active 101 Webpage Industrial Road Interactive Mapping Activity

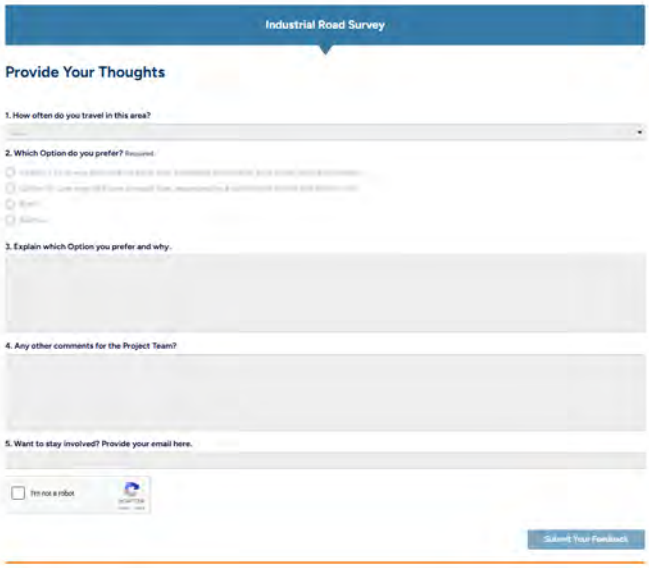


Figure 68. Active 101 Webpage Industrial Road Online Survey

Workshop

An in-person community workshop for the Industrial Road project was held at the San Carlos Public Library on August 26, 2025. A total of 6,649 postcard notifications were mailed to residents and businesses near the project corridor in advance of the event, and the workshop was also promoted through social media and communications from the individual project sponsors.

The event began with a presentation by the project team outlining the project's goals, design concepts, and key considerations. A question-and-answer session followed, giving participants the opportunity to ask questions and share feedback directly with the team. The workshop then transitioned into an open house-style format, where attendees engaged in informal discussions with staff, reviewed informational boards and maps, provided location-specific input by placing sticky notes on the map where they had comments to share. Input is summarized in the section below.

Figure 69. Industrial Road Workshop At San Carlos Public Lirbary

Stakeholder Meetings

SMCTA held a series of meetings with staff from the City of Belmont, City of San Carlos, City of Redwood City, and San Mateo County to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the Industrial Road project to the Redwood City Transportation Advisory Committee on September 9, 2025. Members expressed strong support for the project and the overall corridor improvements proposed. They discussed tradeoffs of the curb extensions and noted potential conflicts, ultimately expressing support for the features proposed in Option 2. Their comments emphasized the need to maximize the roadway footprint without changes to parking, and to consider adjusting the width of the proposed buffer to provide additional space for other elements. They also noted the need to coordinate between the neighboring cities to have a cohesive corridor.

WHAT WE HEARD

Community feedback on the Industrial Road conceptual designs was gathered through the online survey, interactive mapping activity, and community workshop. Participants emphasized the need for safer, more connected facilities for people walking and biking, particularly near the Holly Street intersection and in connections to Caltrain, the Bay Trail, and Harbor Road. Many respondents described current conditions as stressful and unsafe, especially for less experienced bicyclists, and expressed strong support for designs that include physically protected bikeways and intersection safety improvements.

Feedback on Option 1 focused on concerns about limited protection and ongoing safety issues at the Holly Street intersection. Several commenters noted the absence of crosswalks and the challenges of navigating multiple right-turn lanes when biking northbound toward Holly. Others supported Option 1 as a near-term improvement that could be implemented more quickly and at lower cost, with suggestions to include curb extensions or paint-and-post treatments as interim measures.

Participants generally preferred Option 2. Many supported adding raised or curbed separation to prevent vehicles from encroaching into the bikeway, citing frequent issues with parked cars and commercial encroachments along the corridor. Comments also emphasized the need for traffic calming, dedicated bicycle signals, and safer east-west connections across US 101. Note that this project will connect to the City of San Carlos Holly Street project that proposes a connection for people walking and biking over US 101.

The community feedback will be provided to the City to inform design refinements, evaluate intersection and bikeway protection treatments, and guide coordination with regional partners to enhance safety and connectivity along Industrial Road and its connecting corridors.

5.4.5 Project Cost Estimate

The cost opinions developed for Industrial Road reflect a high-level estimation of project costs for both proposed design options. The cost estimations are preliminary and are expected to be further refined as the project moves through design stages. Option 1 assumes mill and overlay for roadway width. Option 2 assumes mill and overlay for roadway and assumes roadway excavation for the intermediate-level bike lane and raised concrete buffer. Associated costs opinions for design Option 1 and Option 2 for Industrial Road are summarized in Table 12.

Table 12. Industrial Road Cost Opinion Summary

	Option 1	Option 2
Planning Cost	$1,521,511	$4,596,969
Design Cost	$2,282,266	$6,895,453
Construction Cost	$17,497,374	$55,163,625
Total Project Cost:[35]	**$21,301,151**	**$66,656,047**

35 These cost opinions are provided for reference, and are based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.4.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Industrial Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Industrial Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Industrial Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Industrial Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The Industrial Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

Bay Road

Redwood City, San Mateo County

Location

Woodside Road to Fifth Avenue

Project Description

Class IV separated bikeway, pedestrian enhancements (i.e., median refuge islands, rectangular rapid flashing beacons, curb extensions), and traffic calming

Key Connections

Stanford Redwood City campus, businesses along Bay Road, medical centers on Broadway, Boys and Girls Club of Redwood City, employment centers

Estimated Cost

- **Estimated Total Project Cost: $16,467,650**
- Planning Cost: $1,135,700
- Design Cost: $1,703,550
- Construction Cost: $13,628,400

Next Steps

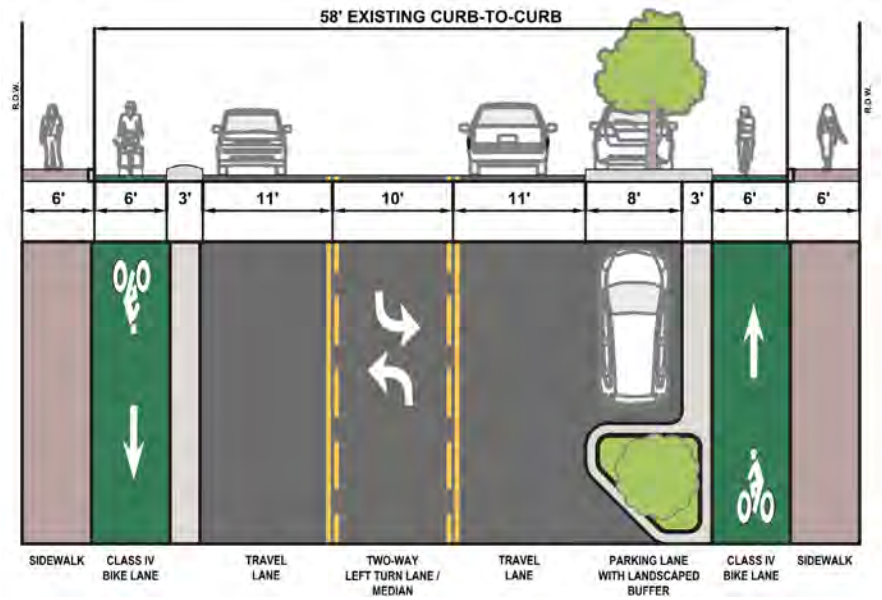
Formal design, including traffic and environmental analyses, and additional community engagement

Project Goals

- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways** to close key gaps in the countywide bikeway network and connect to planned facilities on Woodside Road.
- **Enhance transit access** and amenities

Preliminary Design Option

The preliminary design option proposes one-way street-level Class IV bikeways separated from traffic with paint and flex posts.



Benefits

- Maintains on-street parking
- Integrates landscaping
- Parking-protected bikeway places people walking and bicycling further from moving vehicles

Examples of Proposed Spot Treatments

Pedestrian refuge islands

Curb extensions

Rectangular Rapid Flashing Beacons (RRFBs)

Bus stop enhancements

5.5 BAY ROAD

5.5.1 Project Overview

The Bay Road project is designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for Bay Road include:

- Create a safe and comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling on Bay Road
- Tie into other future projects, including the planned Class IV separated bikeways on Woodside Road, to close key gaps in the countywide bikeway network

LOCATION

The project is located within joint Redwood City and San Mateo County jurisdiction boundaries, extending approximately one mile along Bay Road from Woodside Road to Fifth Avenue.

Figure 70. Bay Road Project Limits

OVERALL DESCRIPTION

The project proposes improvements to bicycle and pedestrian infrastructure and safety treatments along the Bay Road corridor in Redwood City. Key features include lane reconfigurations, new parking-protected bikeways, pedestrian refuge islands, landscaping, and Rectangular Rapid Flashing Beacons (RRFBs) at multiple intersections.

The concept for this project has its roots in multiple planning efforts, including:

- 2020 Unincorporated San Mateo County Active Transportation Plan
- 2021 C/CAG Bicycle and Pedestrian Plan
- 2022 Redwood City Walk Bike Thrive Plan
- 2023 MTC Regional Active Transportation Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2024 San Mateo C/CAG Countywide Local Road Safety Plan and High Injury Network

NETWORK CONNECTIONS AND KEY DESTINATIONS

This project will connect to the planned SR84/US 101 Interchange project at Woodside Road. It also closes the gap with the planned Class IV separated bikeway project that begins at the eastern end of the Bay Road project, and continues pedestrian crossing improvements and new Class IV bicycle facilities to 15th Avenue.

This project will provide access to key destinations, including:

- Stanford University, Redwood City campus
- Shops and businesses along Bay Road
- Medical Centers on Broadway
- Employment centers
- SamTrans Route 270 - Redwood City Caltrain Loop
- Boys and Girls Club of Redwood City

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of Redwood City
- San Mateo County Transportation Authority (SMCTA)
- SamTrans
- County of San Mateo
- Caltrans

5.5.2 Corridor Context

The Bay Road corridor serves a variety of uses, including homes, businesses, industrial areas, and institutions such as the Stanford Redwood City campus. It carries a mix of users such as drivers, transit riders, and people walking and biking, but inconsistent bicycle and pedestrian infrastructure, parking and driveway conflicts, and accessibility challenges make travel uncomfortable for many. Figure 71 and Figure 72 present typical cross sections for the study corridor, and the following sections describe facilities for different modes along the corridor today.

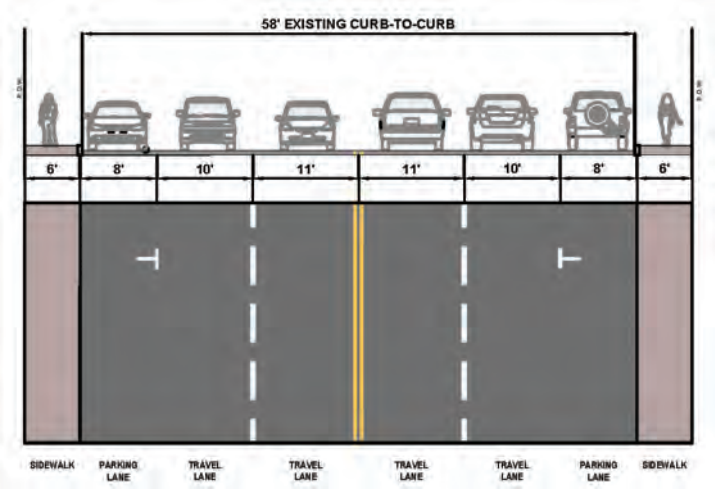


Figure 71. Bay Road Existing Typical Section From Woodside Road To Second Avenue

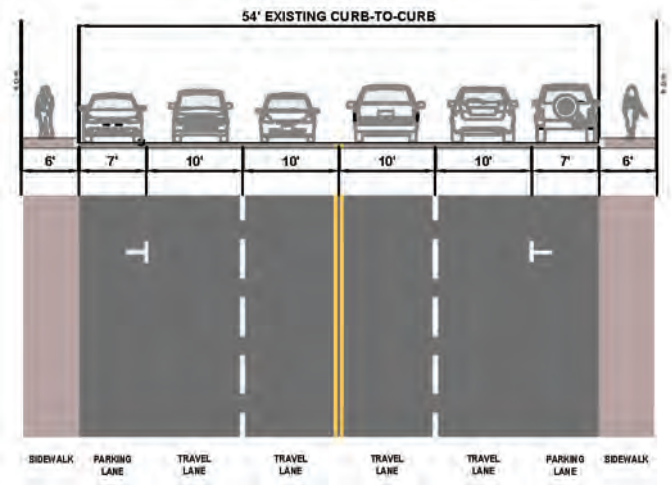


Figure 72. Bay Road Existing Typical Section From Second Avenue To Fifth Avenue

VEHICLE FACILITIES

Bay Road generally includes two travel lanes in each direction with on-street parking on both sides. Some outer lanes are marked as Class III bikeways in certain segments. Travel lanes are typically 10 to 11 feet wide, with 7- to 8-foot-wide parking lanes, creating a paved width of approximately 58 feet. The posted speed limit is 30 mph. The corridor between Woodside Road and 5th Avenue features numerous driveways and turning movements, which, combined with the four-lane configuration, prioritize vehicle mobility but reduce comfort and predictability for people walking, biking, and taking transit.

PEDESTRIAN FACILITIES

Pedestrian facilities along the corridor are mostly continuous, although they are interrupted regularly by driveways, light and utility poles, and the occasional parked vehicle, creating significant barriers to accessibility and comfort. Many curb ramps are noncompliant with current accessibility standards, such as missing detectable warning surfaces. Marked crossings are limited, particularly at mid-block and uncontrolled intersection locations, and absent at some intersections, such as Douglas Avenue, resulting in long distances between safe crossing opportunities.

BICYCLE FACILITIES

Besides the brief presence of a 5’ Class II eastbound bikeway between Woodside Road and Willow Street, there are no dedicated bikeways along the corridor. Shared lane markings are present intermittently along the outer travel lanes, though driveway density and poor visibility from parked vehicles create impractical and unsafe biking conditions.

TRANSIT FACILITIES

The corridor is serviced by SamTrans Routes 270 and 276 with two far-side eastbound stops at Warrington Avenue and Second Avenue, and a far-side westbound stop at Second Avenue. The bus stops are located near pedestrian crossings but are difficult to identify due to a lack of markings or amenities.

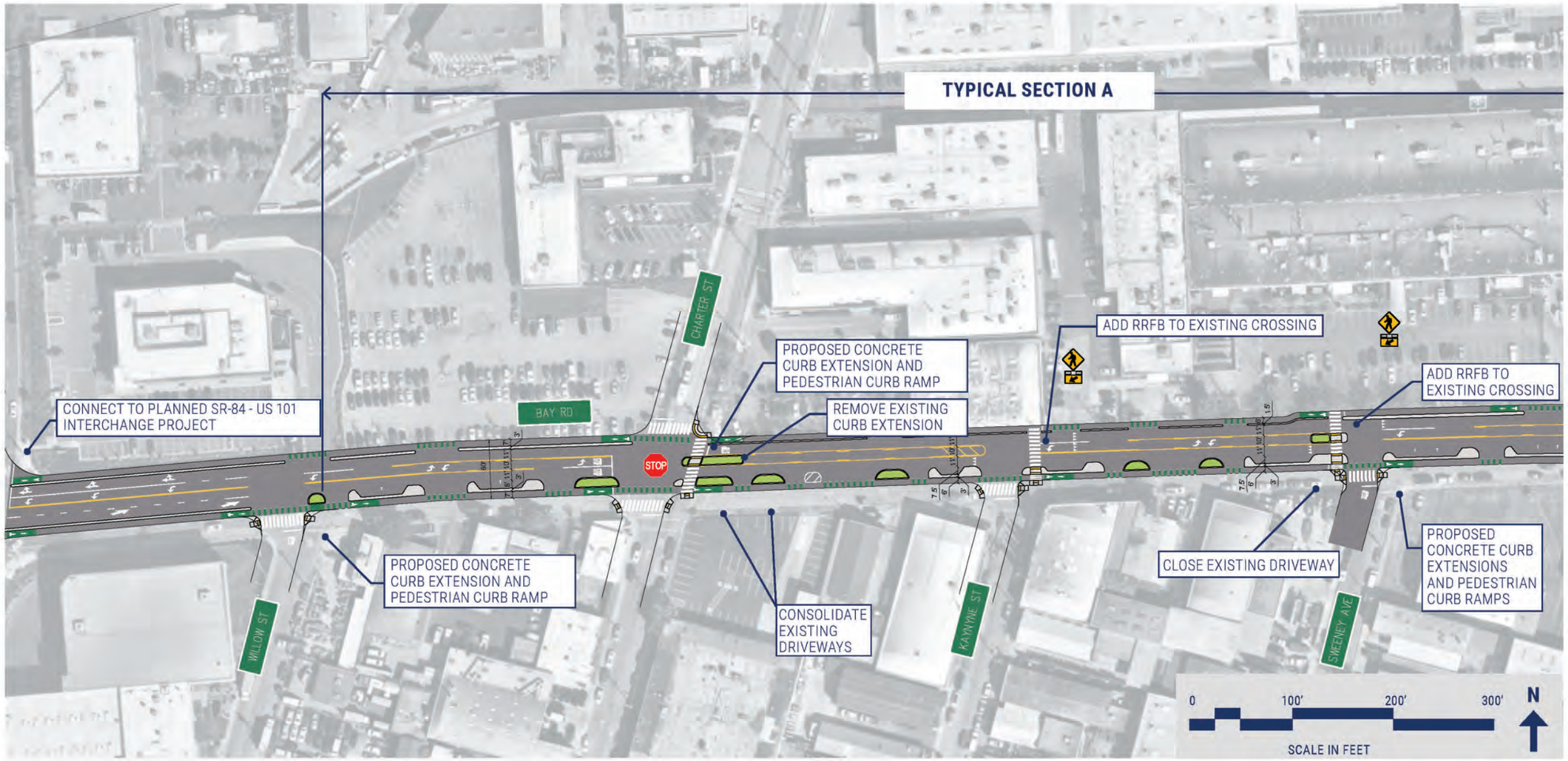
SUMMARY

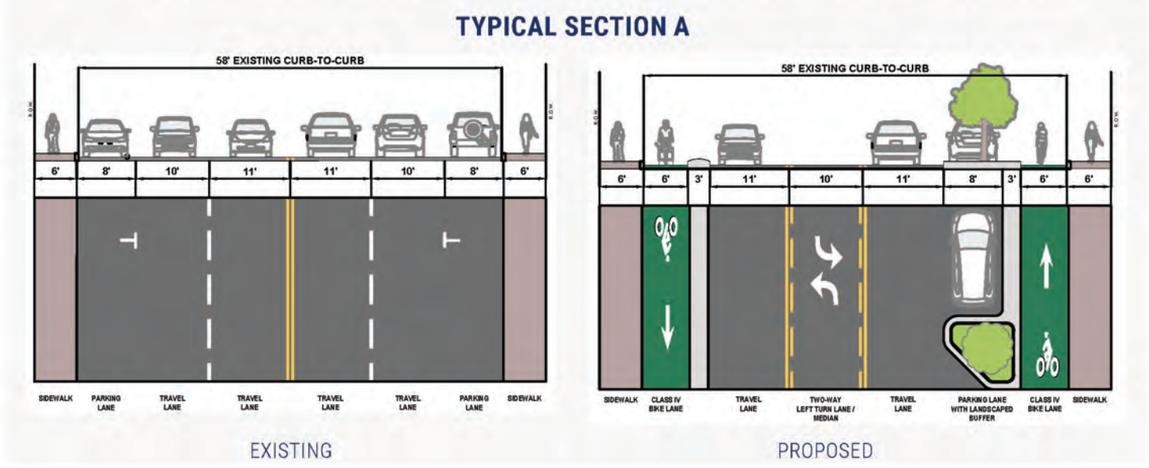
Bay Road functions as a key east-west connection serving residential, commercial, and institutional land uses. While it accommodates all modes, the lack of continuous pedestrian and bicycle infrastructure, limited crossing opportunities, and minimal transit amenities create barriers to safe and comfortable multimodal travel. Corridor improvements are needed to enhance accessibility, visibility, and comfort for all users.

5.5.3 Design Development and Coordination

City and County staff were engaged throughout the design process, beginning with an in-depth meeting at the outset to discuss the project vision, key considerations, and design objectives for the corridor. Both the 2020 Unincorporated San Mateo County Active Transportation Plan and the 2020 Redwood City Walk Bike Thrive Plan recommend a Class IV separated bike lane along Bay Road. In alignment with these plans, multiple design options were evaluated to determine how best to implement a separated bike lane within the existing right-of-way. Because the corridor lacks sufficient width to add separated bike lanes while maintaining all existing travel lanes, and since Redwood City has already implemented a four-to-three lane conversion on segments further east, a similar road diet was identified as the preferred approach for this section of Bay Road. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

BAY ROAD CONCEPT | SHEET 1

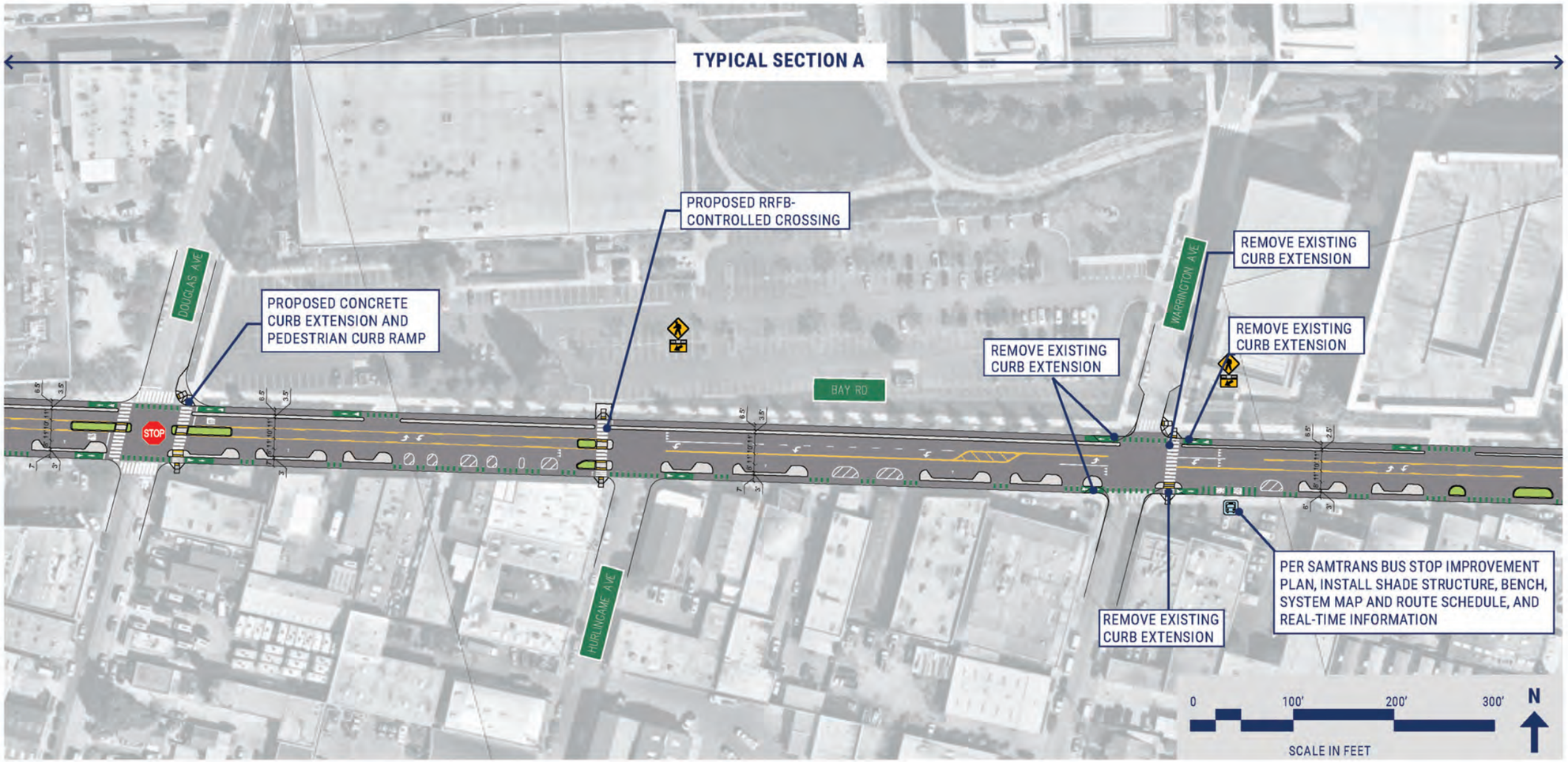




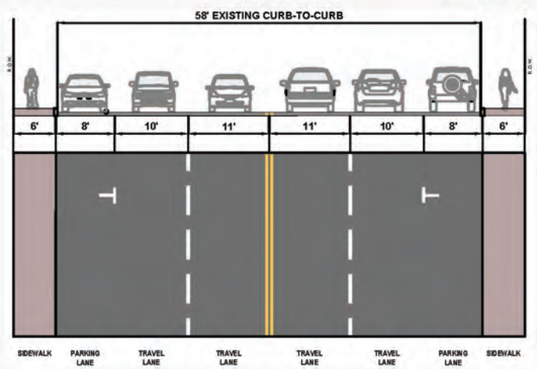
LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

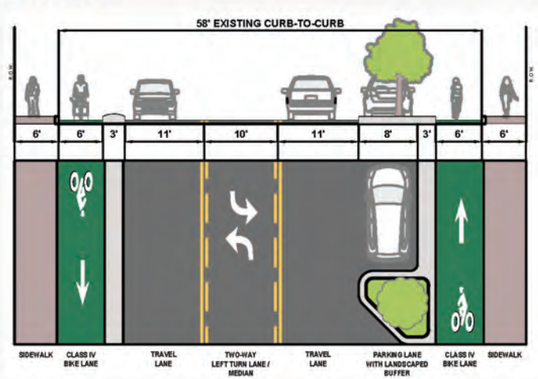
BAY ROAD CONCEPT | SHEET 2



TYPICAL SECTION A



EXISTING



PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
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- GREEN PAVEMENT MARKING
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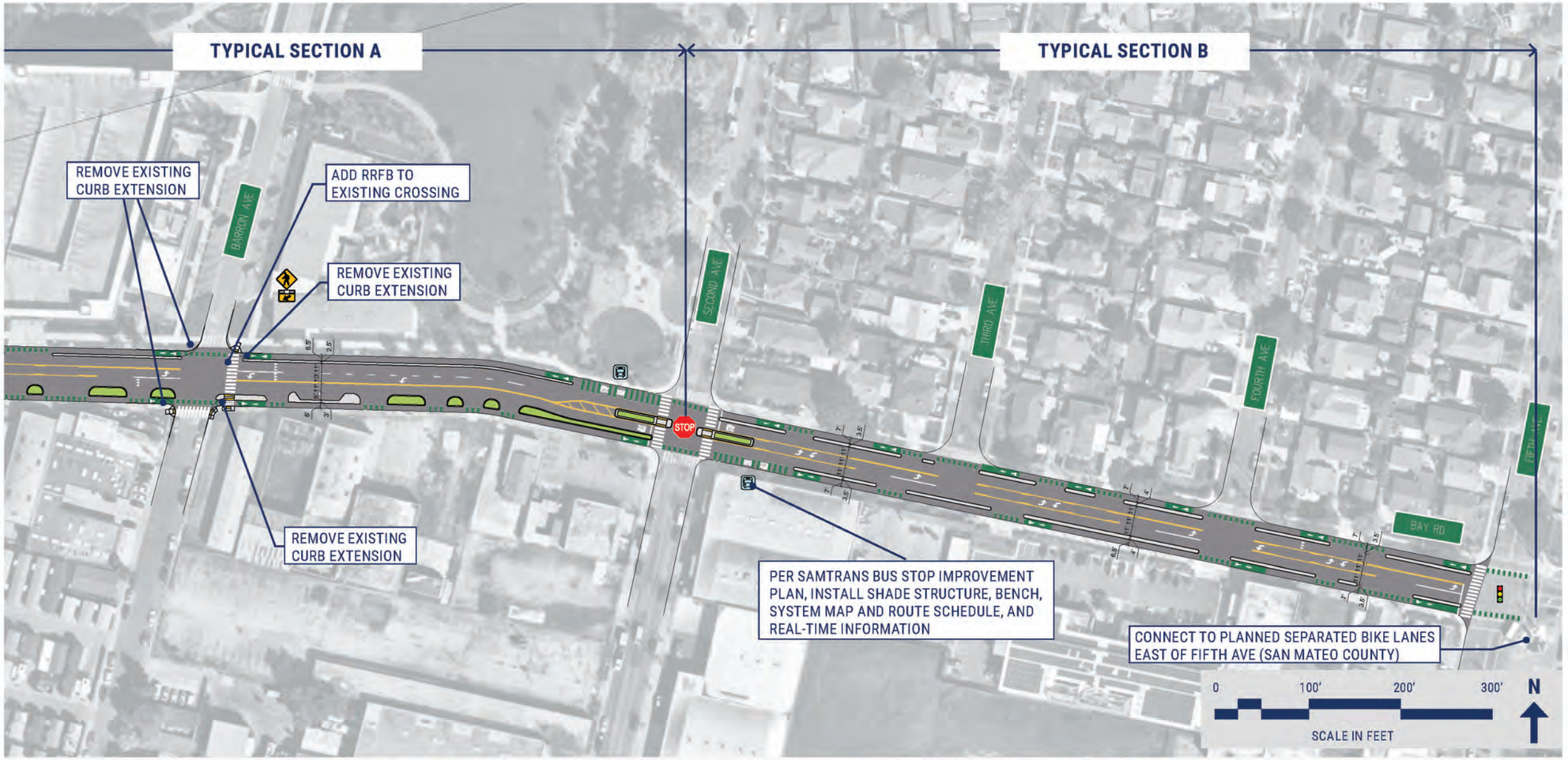
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

BAY ROAD CONCEPT | SHEET 3



LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
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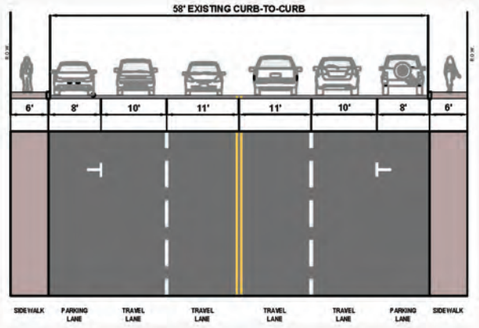
TYPICAL SECTION A



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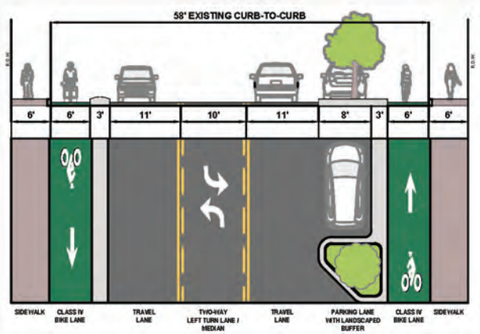
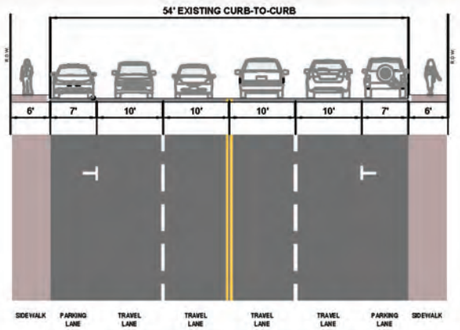
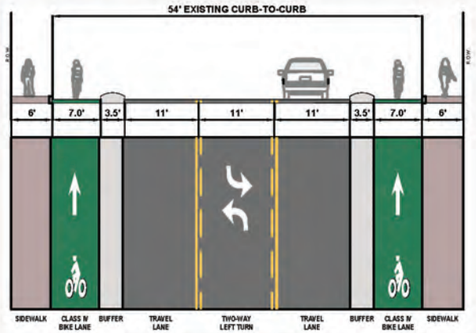


PROPOSED

TYPICAL SECTION B



EXISTING



PROPOSED

The proposed design features one travel lane in each direction with a two-way center turn lane, reducing the total number of travel lanes from four to three. The design maintains on-street parking along the south side of Bay Road, which, together with a concrete buffer, provides protection for six- to seven-foot-wide Class IV separated bikeways in each direction. Landscaping is included within the buffer where sufficient width is available.

In addition to the revised cross section, spot treatments are proposed to improve safety and connectivity for users traveling along and across Bay Road, including:

Median refuge islands: Installing concrete pedestrian refuge islands in the median shortens crossing distances and allows pedestrians to focus on crossing one direction at a time, providing a refuge in the middle of the street. Proposed at intersections like Charter Street and Sweeney Avenue.

Rectangular rapid flashing beacons: Button-activated flashing lights mounted under a pedestrian crossing sign to inform motorists to yield as they cross. Buttons are placed at either side of a crosswalk to enhance safety for people crossing. Proposed at existing uncontrolled crossings and new crossings at Kaynyne Street, Sweeney Avenue, Hurlingame Avenue, Warrington Avenue, and Barron Avenue.

Curb extensions: Curb extensions lengthen the curb into the street. They help to increase pedestrian visibility and narrow the vehicles lanes at intersections to shorten the crossing distance and to encourage drivers to approach slowly. Proposed at Willow Street and Sweeney Avenue.

Bus stop enhancements: The design includes new conflict markings and bus stop legends to clearly indicate areas where bicyclists may expect a bus as well as help transit users identify bus stop locations. Proposed at existing bus stops at Second Avenue.

DESIGN BENEFITS

In addition to the aforementioned project goals, this preliminary proposed cross section for Bay Road achieves the following:

- **Maintaining on-street parking:** The proposed design maintains on-street parking along the south side of Bay Road, reflecting the higher concentration of destinations on that side of the corridor and the greater availability of off-street parking on the north side.
- **Consistent bicycling experience:** The proposed Class IV parking-protected bike lane, featuring concrete and landscaped buffers, prevents vehicles from encroaching into the separated bikeway while providing sufficient space for car doors to open safely without affecting people bicycling. This design also provides a seamless connection to the planned Class IV separated bike lanes east of the project extents along Bay Road and Woodside Road.
- **Pedestrian improvements:** By providing separation between the travel lanes and sidewalk, people waking will experience a quieter, safer walking experience. Crossing enhancements like high-visibility crosswalks, curb extensions, and RRFBs will make it safer for people crossing the street.
- **Landscaping:** Where possible, additional landscaping is added to the Class IV buffer to improve aesthetics, increase shade, and help treat stormwater runoff.

5.5.4 Community Engagement

WHAT WE DID

Engagement activities for the Bay Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social Media

In-Person Engagement

- Pop-up event: Art on the Square
- Business cards with QR Codes
- CBO meeting: Redwood City Boys and Girls Club
- Stakeholder Presentation: Redwood City Transportation Advisory Committee

Online Engagement

A project-specific page for the Bay Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 73). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, stakeholder presentation, and the City through their communications methods. This allowed participants to view the conceptual design (Figure 74), comment on specific elements through the interactive mapping tool (Figure 74) and share additional feedback via the survey (Figure 74). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were available from July through September 2025.

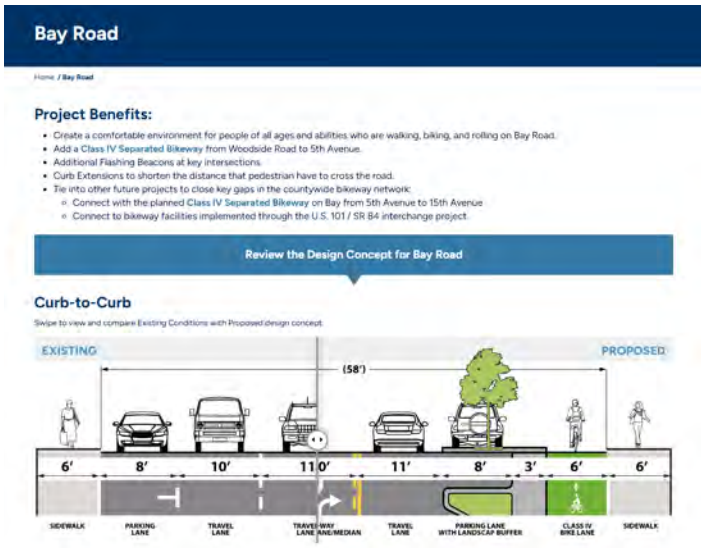


Figure 73. Active 101 Webpage Bay Road Conceptual Design

Figure 74. Active 101 Webpage Bay Road Interactive Mapping Activity

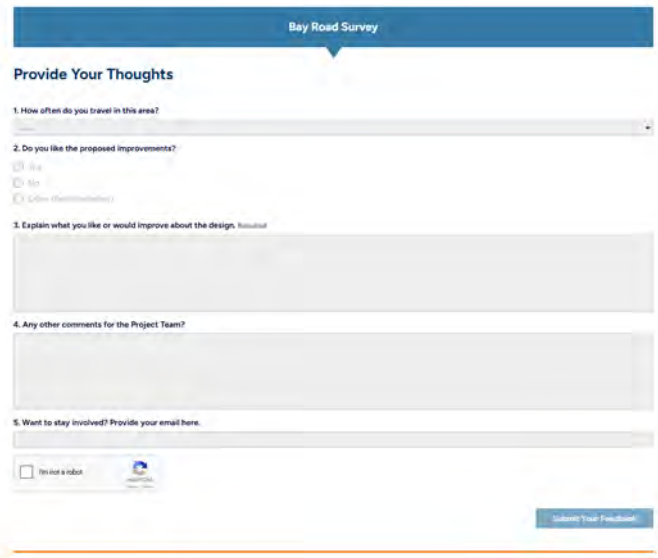


Figure 75. Active 101 Webpage Bay Road Online Survey

Pop-Up Event

An in-person pop-up event was held at the City of Redwood City Art on the Square Event on August 22, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the Bay Road project (Figure 76). They invited the public to add comments to a map of the project and handed out business cards with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 76. Bay Road Pop-Up Event At City Of Redwood City Art On The Square Event

Community-Based Organization (CBO) Meeting

On September 15, 2025, the project team hosted a workshop at the Boys and Girls Club Clubhouse in Redwood City. Prior to the event, two high school students were briefly introduced to the project and basics of the proposed designs so they could help lead the workshop. During the event, students at the Clubhouse had the opportunity to learn about the project, review materials, and share their feedback.

Students shared that many of them regularly walk and bike along Bay Road and expressed strong support for improvements increasing safety for people walking, biking, and rolling. Key feedback included maintaining parking, adding more crosswalks, supporting curb extensions and raised pedestrian crosswalks to slow traffic, and support for the pedestrian flashing beacons. Overall, students emphasized that people walking and biking deserve safe, accessible space, and were enthusiastic about project improvements that would benefit where they travel in the community.

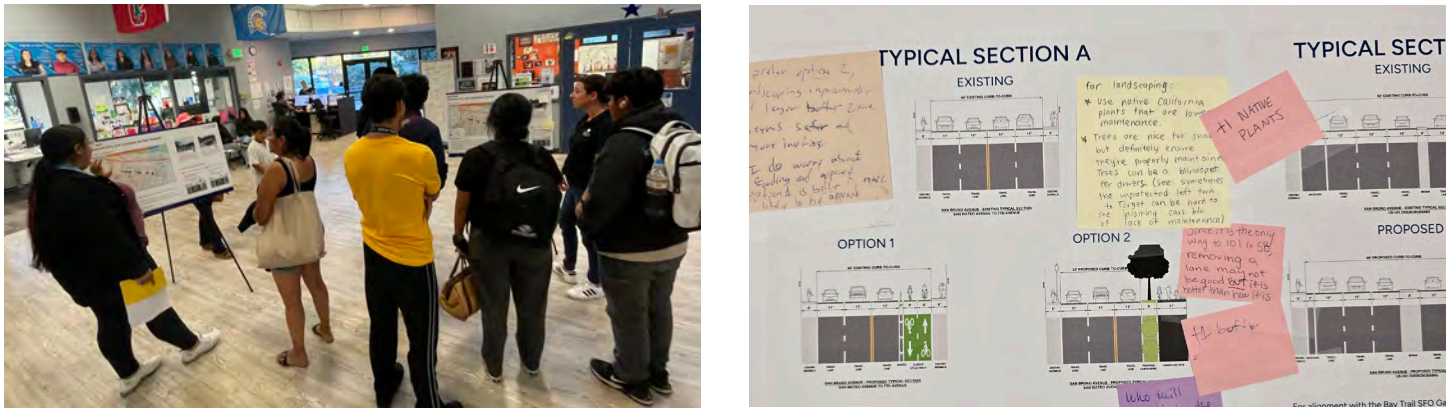


Figure 77. Redwood City Boys and Girls Club CBO Meeting

Stakeholder Meetings

SMCTA held a series of meetings with City of Redwood City and San Mateo County staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the Bay Road project to the Redwood City Transportation Advisory Committee on September 9, 2025. Members provided feedback about the proposed design element, including the types of bollards proposed to enhance safety along the corridor. Generally, they expressed strong support for the proposed project.

WHAT WE HEARD

Community feedback on the conceptual design for the Bay Road project was gathered from the online survey, interactive map, and pop-up event. Participants expressed strong support for multimodal safety and comfort improvements, especially the addition of protected bike lanes, curb extensions, and pedestrian refuge areas. Respondents appreciated the use of rectangular rapid flashing beacons (RRFBs) and physical buffers to separate people biking and walking from vehicle traffic. Several participants preferred raised concrete or landscaping rather than flexible bollards to provide more durable protection.

Comments highlighted opportunities to refine the design to better balance multimodal safety, access, and maintenance. Some participants raised concerns about potential traffic congestion or parking removal associated with lane reductions, while others noted that the corridor's width could accommodate a more pedestrian-friendly design without major impacts to vehicle flow. Drivers and bicyclists both pointed out challenges with curb extensions and midblock concrete barriers, which can make turning or merging difficult, suggesting further evaluation of intersection geometry and bus stop placement. Other themes included requests to incorporate stormwater and trash capture infrastructure, use low-maintenance landscaping, and consider traffic calming to address speeding along the corridor.

The community feedback will be provided to the City and County to inform design refinements, evaluate opportunities for improved intersection and drainage design, and guide future engagement focused on balancing multimodal safety, traffic operations, and long-term maintenance.

5.5.5 Project Cost Estimate

The cost opinion developed for Bay Road is a concept-level cost that reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through design stages The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay, with full depth reconstruction at locations with concrete work, like medians and curb extensions. The associated cost opinion for the proposed Bay Road corridor design is summarized in Table 13.

Table 13. Bay Road Cost Opinion Summary

Planning Cost	$1,135,700
Design Cost	$1,703,550
Construction Cost	$13,628,400
Total Project Cost:[36]	**$16,467,650**

36 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.5.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the Bay Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as Bay Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, Bay Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The Bay Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The Bay Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

East Bayshore Road

East Palo Alto

Location

E Bayshore Road from Menalto Avenue to Bay Road, Saratoga Avenue from Bay Road to Newbridge Street, and Newbridge Street from Saratoga Avenue to Willow Road

Project Description

Class III bicycle boulevard with regular traffic calming treatments on E Bayshore and Saratoga, Class IV separated bike lane on Newbridge

Key Connections

Mid-Peninsula High School, Cesar Chavez Ravenswood Middle School, East Palo Alto Library, Menlo Park VA Hospital, shops and businesses along Willow road, residential neighborhoods

Estimated Cost

- **Estimated Total Project Cost: $4,733,083**
- Planning Cost: $326,420
- Design Cost: $489,629
- Construction Cost: $3,917,034

Project Goals

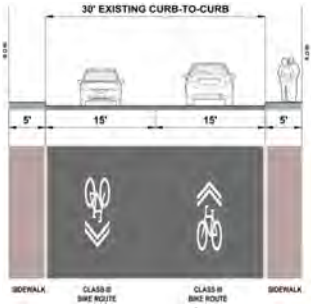
- **Improve safety and comfort** for vulnerable users of all ages and abilities
- **Tie into other existing and planned bikeways,** including planned Class IV bikeways on Willow Road, to close key gaps in the countywide bikeway network
- **Enhance transit access** and amenities

Next Steps

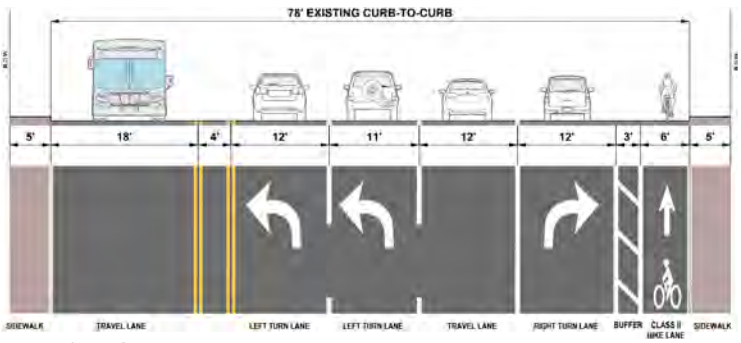
Final design, additional community engagement, and construction

Preliminary Design Option

The preliminary design option proposes a Class III bicycle boulevard with regular traffic calming treatments on E Bayshore Rd and Saratoga Ave and a one-way street-level Class IV bikeway on westbound Newbridge Street, in addition to pedestrian safety enhancements on both streets.



E Bayshore Rd and Saratoga Ave



Newbridge Street

Benefits

- Regular traffic calming treatments create a comfortable shared roadway for people bicycling and driving
- Maintains existing on-street parking

Examples of Proposed Traffic Calming Treatments

ADA-compliant raised crosswalk

Mini roundabout at Holland Street

Speed cushions

Pedestrian Hybrid Beacon for bicyclists and pedestrians to cross Newbridge St at Saratoga Ave

Gateway treatment

5.6 EAST BAYSHORE ROAD

5.6.1 Project Overview

The East Bayshore Road project is designed to provide safer and more comfortable walking, biking, and rolling facilities parallel to US 101 while closing a critical multimodal gap in the regional active transportation network.

Project goals for East Bayshore Road include:

- Create a comfortable environment for people of All Ages and Abilities who are walking, biking, and rolling across East Bayshore Road.
- Tie into other planned projects to close key gaps in the countywide bikeway network.

LOCATION

The East Bayshore Road project is located in East Palo Alto, extending along East Bayshore Road from Menalto Avenue to Bay Road, Saratoga Avenue from Bay Road to Newbridge Street, and Newbridge Street from Saratoga Avenue to Willow Road (Figure 78).

Figure 78. East Bayshore Road Project Limits

OVERALL DESCRIPTION

The project introduces safety treatments and upgrades to bicycle and pedestrian infrastructure along the East Bayshore Road corridor in East Palo Alto. Key features include traffic calming features, a mini roundabout, raised crossing improvements, bus stop amenities, and a pedestrian hybrid beacon.

The concept for this project has its roots in multiple planning efforts, including:

- 2021 C/CAG Bicycle and Pedestrian Plan
- 2024 SamTrans Bus Stop Improvement Plan
- 2017 East Palo Alto Bicycle Transportation Plan

NETWORK CONNECTIONS AND KEY DESTINATIONS

In addition to closing a key gap parallel to US 101 and contributing to the Priority Network, this project will connect directly to:

- Willow Road Pedestrian and Bicycle Safety project, a Class IV bikeway connecting across US 101 to Highway 84 (in design at time of writing)
- E Bayshore Road Pedestrian and Bicyclist Safety Improvements project, a Class IV bikeway in the City of East Palo Alto's local network (in construction at time of writing)

This project will provide access to key destinations, including:

- Mid-Peninsula High School
- Menlo Park VA Hospital
- Shops and businesses along Willow Road
- Residential neighborhoods

KEY STAKEHOLDERS

Key stakeholders involved in past and future project phases include:

- City of East Palo Alto
- San Mateo County Transportation Authority (SMCTA)
- SamTrans

5.6.2 Corridor Context

The East Bayshore Road corridor consists primarily of residential streets currently designated as a signed bicycle route. While the posted speed limit is 25 mph, the long distances between stop-controlled intersections and the roadway's curved geometry encourage higher vehicle speeds. The corridor serves local traffic but provides limited multimodal infrastructure, creating challenges for people walking, biking, and accessing transit. Figure 79, Figure 80, and Figure 81 present typical cross sections for East Bayshore Road, Saratoga Avenue, and Newbridge Street, respectively, and the following sections describe facilities for different modes along the corridor today.

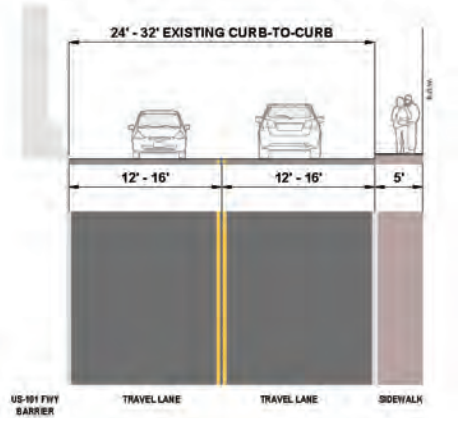


Figure 79. East Bayshore Road Existing Typical Section From Menalto Avenue To Bay Road (Facing West)

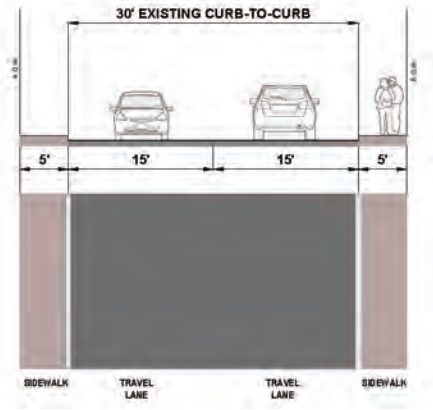


Figure 80. Saratoga Avenue Existing Typical Section From Bay Road To Newbridge Street (Facing North)

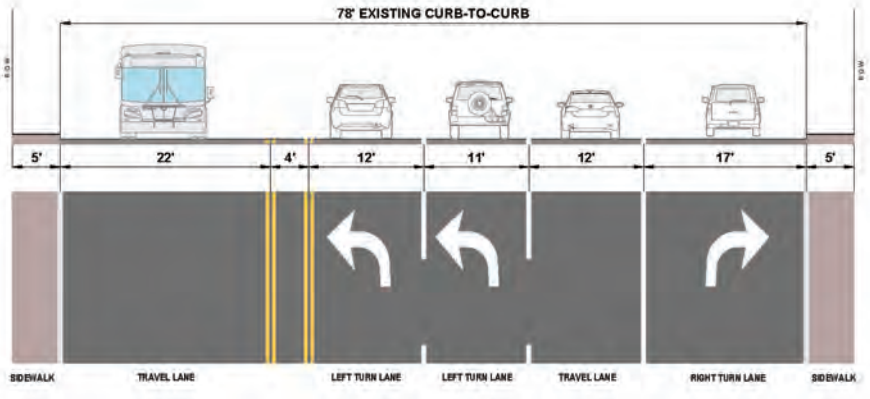


Figure 81. Newbridge Street Existing Typical Section From Saratoga Avenue To Willow Road (Facing West)

VEHICLE FACILITIES

East Bayshore Road includes one travel lane in each direction with shared lane markings ("sharrows") between Menalto Avenue and Bay Road. From Bay Road to Newbridge Street, East Bayshore Road turns into Saratoga Avenue, which provides one travel lane in each direction, has no centerline, and includes intermittent parking on both sides. Newbridge Street, between Saratoga Avenue and Willow Road, has four travel lanes in the westbound direction and one lane in the eastbound direction. The corridor's variable cross section and long uninterrupted segments support vehicle mobility but contribute to speeding and inconsistent multimodal conditions.

PEDESTRIAN FACILITIES

Five-foot sidewalks are provided along most of the corridor, with a raised mid-block crossing on Saratoga Avenue. Curb ramps appear ADA-compliant in most locations but are non-compliant at the Saratoga Avenue and Newbridge Street intersection. Marked crosswalks are not provided at intersections, and there are no mid-block crossings outside of the raised crossing. Pedestrian-scale lighting is absent throughout, limiting visibility and comfort for people walking during evening hours.

BICYCLE FACILITIES

East Bayshore Road is a signed bicycle route with shared lane markings ("sharrows") from Menalto Avenue to Bay Road. While traffic volumes are generally low, the long distances between stop-controlled intersections and the tendency for vehicles to exceed the posted 25 mph speed limit reduce comfort and safety for people biking. The absence of dedicated or protected bicycle facilities limits the corridor's accessibility for less experienced riders.

TRANSIT FACILITIES

Transit service is provided along Newbridge Street, where SamTrans routes 281, 296, and 397 operate. A single bus stop is located in the project extents between Willow Road and Saratoga Avenue. The stop is positioned in the constrained space between two driveways and lacks an ADA-compliant boarding area or passenger amenities, limiting accessibility and comfort for transit users.

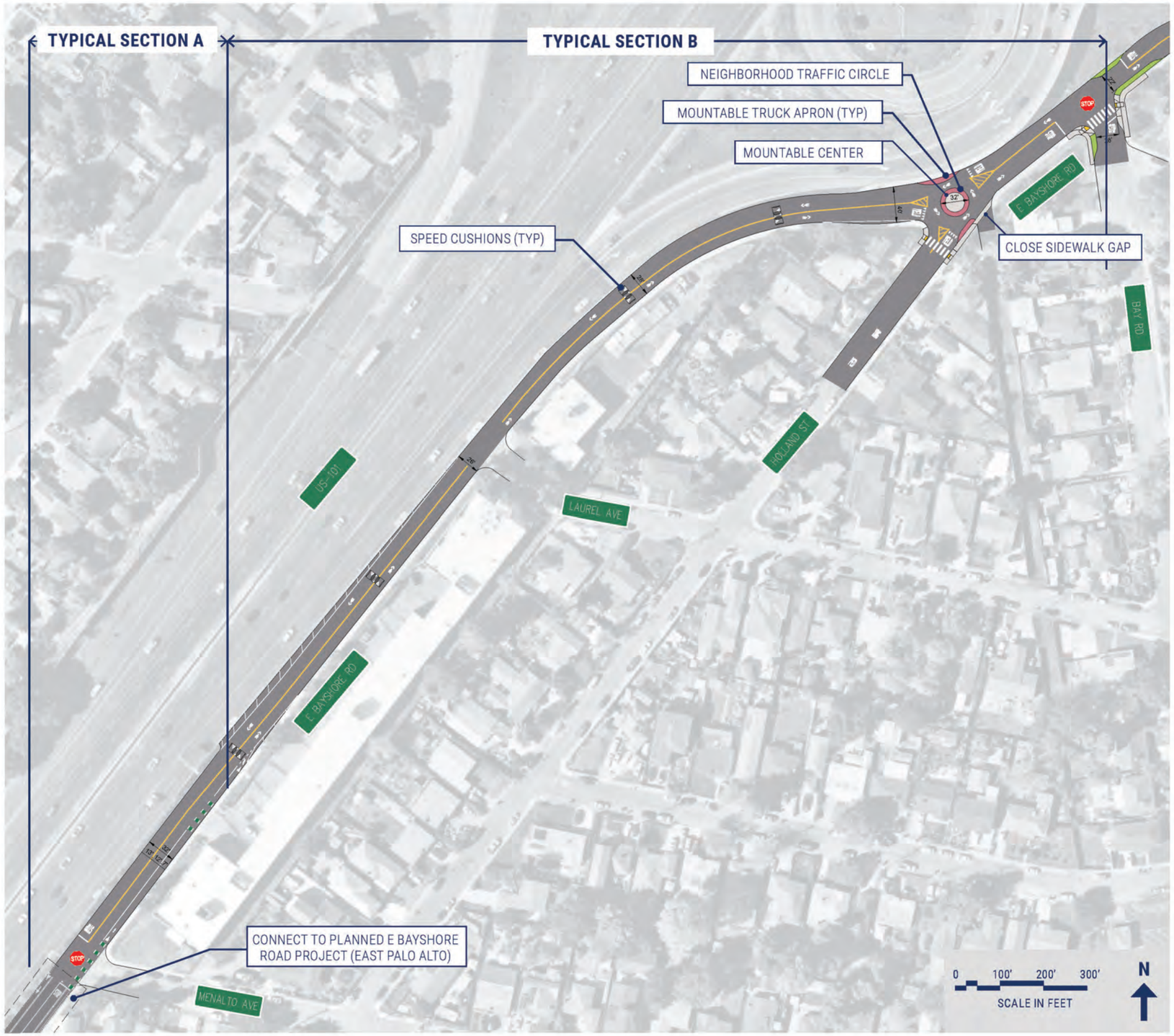
SUMMARY

The East Bayshore Road corridor is characterized by variable roadway widths, minimal multimodal accommodations, and a lack of pedestrian and bicycle infrastructure continuity. Although it serves primarily residential neighborhoods, speeding and limited crossing opportunities create safety and comfort challenges for people walking and biking. Enhancements to crossings, lighting, and bicycle facilities would improve connectivity and accessibility along this corridor.

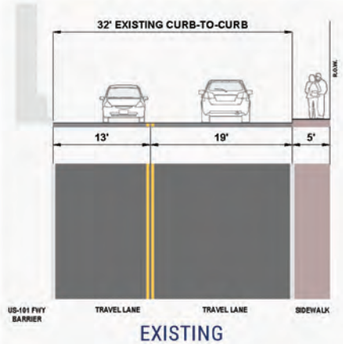
5.6.3 Design Development and Coordination

City staff were engaged throughout the design process, beginning with an initial meeting to discuss the project vision, corridor context, and design objectives. Although the 2021 C/CAG Bicycle and Pedestrian Plan recommends Class IV separated bike lanes on East Bayshore Road, the Active 101 Plan identifies a Class III bicycle boulevard was recommended for this segment, which achieves an All Ages and Abilities bikeway while maintaining existing on-street parking. The City is currently designing Class II bike lanes just south of the project area on East Bayshore Road, where the roadway has greater paved width. In contrast, this study segment is narrower and includes heavily used on-street parking. Considering these conditions, a Class III bicycle boulevard was identified as the preferred approach, maintaining the existing cross section while incorporating traffic-calming treatments to enhance comfort and safety for all users. The following pages present the proposed design, with additional detail and discussion provided in the subsequent pages.

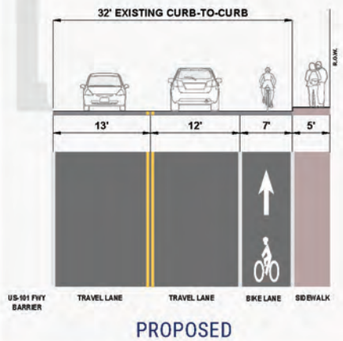
EAST BAYSHORE ROAD CONCEPT | SHEET 1



TYPICAL SECTION A

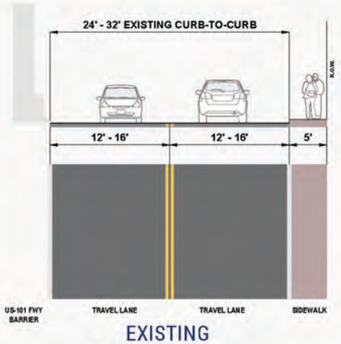


EXISTING



PROPOSED

TYPICAL SECTION B



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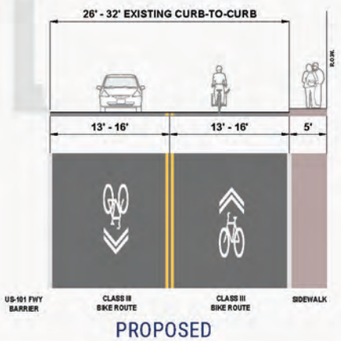
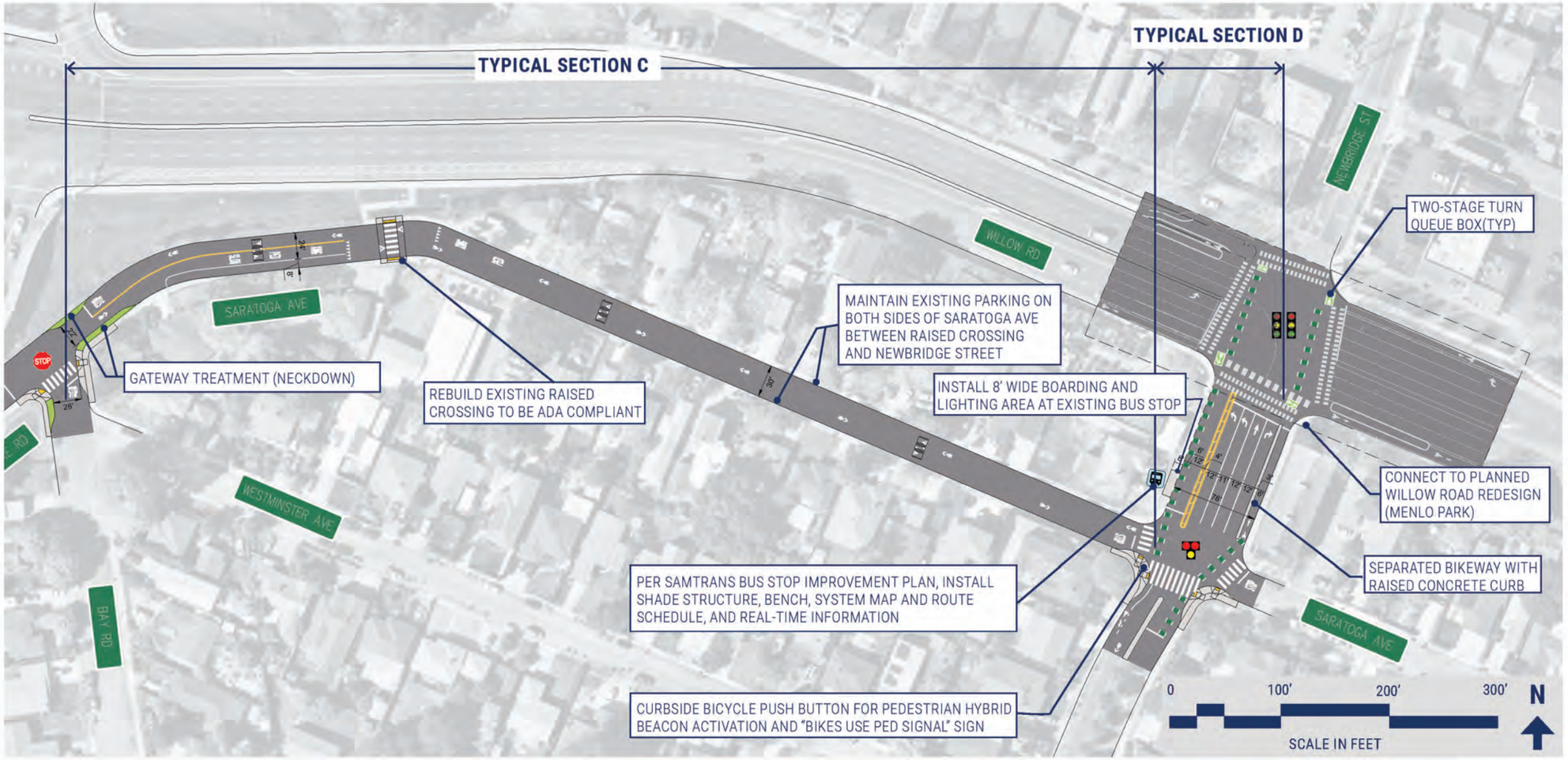


PROPOSED

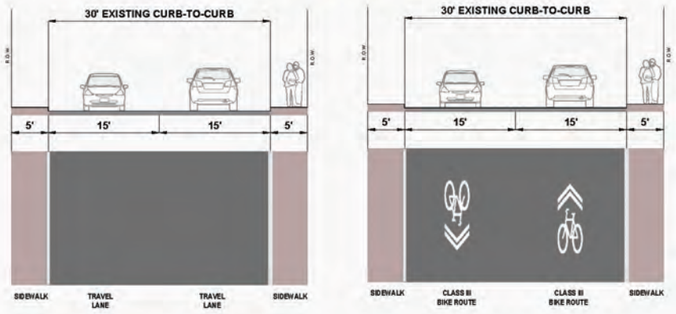
LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
- STREET TREE
- SHARED LANE MARKING
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- PROPOSED BIKE SIGNAL
- TRAFFIC SIGNAL
- EXISTING STOP SIGN
- BUS STOP
- CONCRETE
- MOUNTABLE TRUCK APRON
- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

EAST BAYSHORE ROAD CONCEPT | SHEET 2



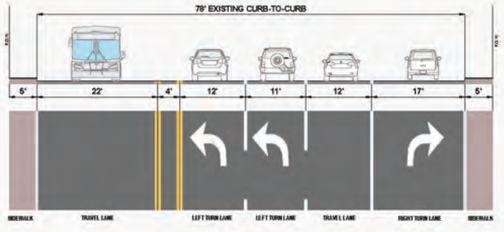
TYPICAL SECTION C



EXISTING

PROPOSED

TYPICAL SECTION D



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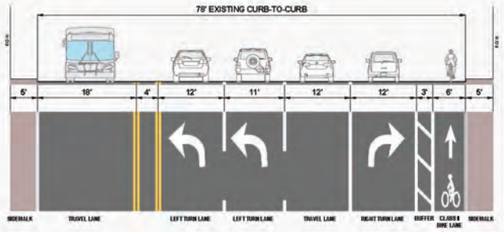

PROPOSED

LEGEND

- BIKE LANE SYMBOL
- TWO-STAGE TURN QUEUE BOX
- BIKE CONFLICT MARKING
- SPEED HUMP MARKING
- YIELD MARKING
- HIGH VISIBILITY CROSSWALK
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- GREEN PAVEMENT MARKING
- DETECTABLE WARNING SURFACE
- LANDSCAPING
- ROADWAY PAVEMENT
- PEDESTRIAN CURB RAMP
- PROPERTY LINES

On East Bayshore Road and Saratoga Avenue, the design proposes a Class III bicycle boulevard, comprised of shared lane pavement markings, signage, and regularly spaced traffic calming treatments. The design option also proposes closing the existing sidewalk gap along E Bayshore Road at Holland Street.

Traffic calming treatments are proposed every 250 to 400 feet along East Bayshore Road and Saratoga Avenue to help manage vehicle speeds. These include:

Speed cushions: Speed cushions are similar to speed humps but include wheel cutouts for emergency vehicle access. They serve as traffic calming elements and reduce vehicle speeds. Speed cushions are proposed at regular intervals along East Bayshore Road and Saratoga Avenue.

Mini roundabout: A small roundabout is proposed at the intersection of Holland Street and East Bayshore Road. The intersection is angled and sits on a curve, which makes it difficult for people walking or biking to cross safely. Community feedback and observations show that some drivers make unsafe maneuvers here, including spinning their cars in circles ("doing donuts"). The new mini roundabout would narrow the roadway, guide drivers to slow down as they enter, and improve safety for everyone. Its center would be raised but able to be driven over if needed, allowing larger vehicles, like emergency vehicles, and trucks to make turns onto East Bayshore Road more easily.

Gateway treatment: At the intersection of Bay Road, a street narrowing feature is proposed to create a welcoming entry point to the neighborhood. The design includes curb extensions on both Saratoga Avenue and Bay Road, with new landscaping or street trees to make the area more attractive. This gateway treatment signals to drivers that they're entering a residential, lower-speed environment and encourages drivers to slow down and be more attentive to people walking, biking, or rolling.

Raised crossing upgrade: The design proposes to upgrade the existing raised crossing located near the Saratoga Avenue and Bay Road intersection. The crossing will be raised further to improve pedestrian visibility and traffic calming benefits. In addition, an ADA-compliant curb ramp is proposed on the west side of the crossing.

On Newbridge Street, the proposed design features a one-way, street-level Class IV separated bikeway in the westbound direction, delineated from adjacent vehicle lanes by paint and concrete curb. In the eastbound direction, a wide travel lane is maintained; this short block between Saratoga Avenue and Willow Road includes numerous closely spaced driveways and a bus stop which limit the space available for a dedicated bike facility while maintaining four westbound lanes at the Newbridge Street and Willow Road intersection.

Spot treatments proposed along and across Newbridge Street include the following:

Pedestrian Hybrid Beacon: A Pedestrian Hybrid Beacon (PHB) is proposed at the intersection of Newbridge Street and Saratoga Avenue, allowing people walking and bicycling along East Bayshore Road and Saratoga Avenue to safely cross Newbridge Street and continue toward Willow Road. A PHB is a pedestrian-activated signal that stops vehicle traffic with a red light, giving people a protected opportunity to cross, and then returns to flashing yellow when not in use to minimize vehicle delay. The intersection design also includes curb extensions with directional ADA-compliant curb ramps and high-visibility crosswalks to further enhance safety and visibility.

Two-stage turn box: Two-stage turn boxes allow people bicycling to make left turns without merging into traffic and provide space for forward queuing. Two-stage turn boxes are recommended at the intersection of Newbridge Street and Willow Road, for bicyclists to turn onto the proposed Class IV bikeways on Willow Road.

Bus stop amenities: Project recommendations include the installation of a shade structure, system map, route schedule, and real-time information at both bus stops along the corridor, in alignment with the SamTrans Bus Stop Improvement Plan.

DESIGN BENEFITS

Benefits of this design include:

- **Traffic calming:** Horizontal and vertical traffic calming elements along Bayshore Road and Saratoga Street will help slow the speeds of vehicles and decrease the speed differential between people bicycling and driving, making it safer and more comfortable for bicyclists of All Ages and Abilities.
- **Continuity in the bicycling experience:** The new bicycle facilities along and across Newbridge Street will connect directly to the separated bike lanes being constructed on Willow Road, providing an intuitive and comfortable connection for people bicycling.
- **Maintaining on-street parking:** The proposed design maintains on-street parking for residents along East Bayshore Road and Saratoga Avenue. Preserving this parking supports neighborhood access and provides an added traffic calming benefit for the corridor.

5.6.4 Community Engagement

WHAT WE DID

Engagement activities for the East Bayshore Road project were conducted from July through September 2025. The main goals of this engagement were to provide an Active 101 project update, share the preliminary design with the public and collect feedback for consideration in future project phases. The strategies used in this engagement included:

Online Engagement

- Project webpage
- Project survey
- Interactive mapping activity
- Social media

In-Person Engagement

- Pop-up event: East Palo Alto Family Day
- Business cards with QR Codes
- Stakeholder Presentation: EPA Public Works and Transportation Commission

Online Engagement

A project-specific page for the East Bayshore Road project was launched in July 2025 as part of the primary Active 101 webpage, using the Social Pinpoint platform (Figure 82). The webpage introduced the project and goals, presented the conceptual design, and offered an online survey and interactive mapping activity to collect community feedback.

Community input was gathered through multiple channels. The online survey and mapping activity were accessible on the project webpage and promoted via the SMCTA webpage, social media, pop-up event, and by the City through their communications methods. This allowed participants to view the conceptual design (Figure 82), comment on specific elements through the interactive mapping tool (Figure 83), and share additional feedback via the survey (Figure 84). The engagement webpage also featured typical cross sections of each project site, allowing users to slide between current conditions and proposed changes along the right-of-way.

The online survey and interactive mapping activity were available from July through September 2025.

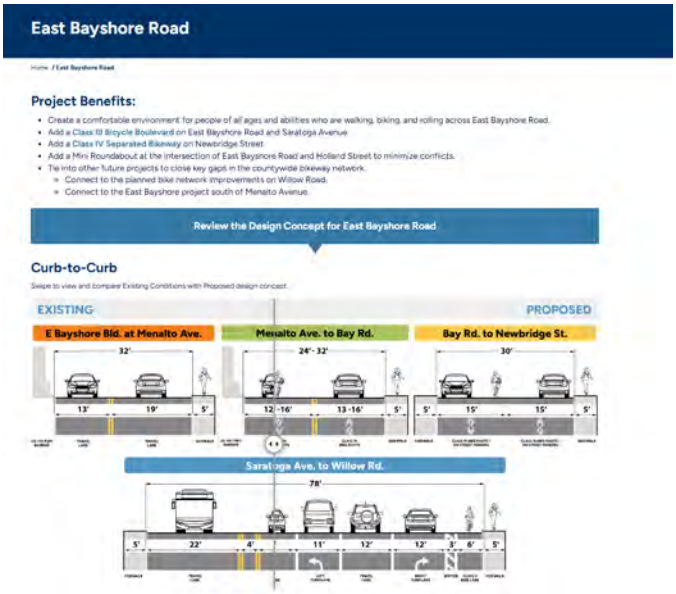


Figure 82. Active 101 Webpage East Bayshore Road Conceptual Design

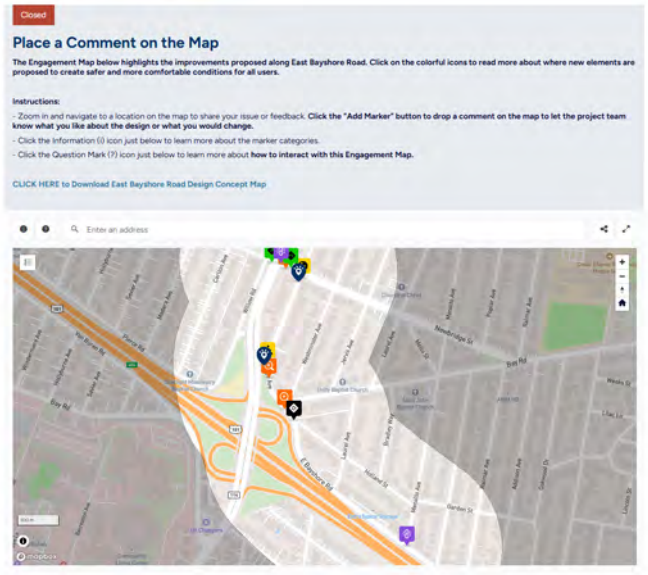


Figure 83. Active 101 Webpage East Bayshore Road Interactive Mapping Activity

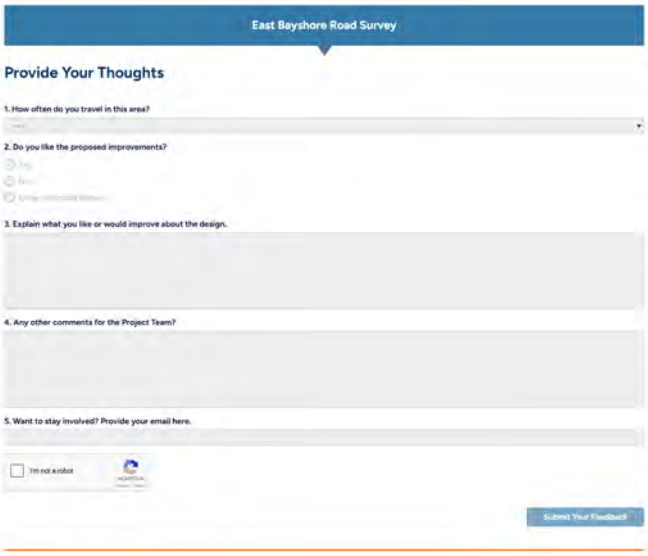


Figure 84. Active 101 Webpage East Bayshore Road Online Survey

Pop-Up Event

An in-person pop-up event was held at the East Palo Alto Family Day Event in East Palo Alto on July 26, 2025, where the project team tabled at a booth for the event.

At the event, the team presented project information and solicited input on the conceptual design for the East Bayshore Road Class III Bikeway project (Figure 85). They invited the public to add comments to a map of the project and featured a poster board with a QR Code to the online survey for people to fill out after the event. Project materials were available in English, Spanish, and Simplified Chinese.

Figure 85. East Bayshore Road Pop-Up Event At Family Day Event (East Palo Alto)

Stakeholder Meetings

SMCTA held a series of meetings with City of East Palo Alto staff to confirm existing conditions and project goals, review conceptual design options, and review the feedback collected from the engagement activities.

The project team presented the conceptual design to the City's Public Works and Transportation Commission on July 16, 2025. Commission members asked general questions about outreach, funding, and regional coordination. They also inquired about construction timing and how the project connects to regional transit and projects in neighboring Santa Clara County.

WHAT WE HEARD

Community feedback on the conceptual design for the East Bayshore Road project was gathered from the online survey, interactive map, and pop-up event. Participants generally supported the project, citing the corridor's frequent parking conflicts and history of collisions as clear indicators of the need for safety improvements. Several commenters supported the concept of the mini roundabout to calm traffic and improve safety, though a few questioned whether it was necessary or could increase local traffic in nearby residential areas.

Participants emphasized the importance of protected bike lanes on Newbridge Street and requested additional separation, such as bollards or horizontal buffers, to improve comfort and visibility for people biking. Others noted opportunities to enhance connections to Willow Road through existing access points and small walking paths used by residents, which could improve neighborhood circulation and reduce reliance on narrow local streets like Saratoga Avenue. Comments also highlighted ongoing concerns about speeding and cut-through traffic, suggesting that future design phases should continue to prioritize traffic calming and safe crossings for all users. Comments like this support the intent of the design.

The community feedback will be provided to the City to inform design refinements, evaluate opportunities for improved bicycle connections and intersection safety, and guide future engagement focused on balancing access, traffic operations, and neighborhood livability.

5.6.5 Project Cost Estimate

The cost opinion developed for East Bayshore Road is a concept-level cost that reflects a high-level estimation of the project cost. This cost estimation is preliminary and is expected to be further refined as the project moves through design stages. The cost opinion assumes that the project will be implemented through asphalt pavement milling and overlay. The associated cost opinion for the proposed East Bayshore Road corridor design is summarized in Table 14.

Table 14. East Bayshore Road Cost Opinion Summary

Planning Cost	$326,420
Design Cost	$489,629
Construction Cost	$3,917,034
Total Project Cost:[37]	**$4,733,083**

37 This cost opinion is provided for reference, and is based on the design professional's recent experience, adjusted for known factors at the time of preparation. The Active 101 project teams have no control over the cost of labor and material, competitive bidding, or market conditions; and make no warranties, expressed or implied, concerning the accuracy of the opinion as compared to actual bids or cost to the City.

5.6.6 Funding Strategies

As a priority project identified through the Active 101 Plan, the East Bayshore Road project supports SMCTA's vision for an interconnected US 101 corridor that accommodates travel for all modes. Active 101 serves as an initiative under the 101 Corridor Connect Program, which works to identify, prioritize, and advance multimodal projects that improve connectivity across the corridor. As the program transitions into implementation, Active 101 priority projects, such as East Bayshore Road, will become priority projects under 101 Corridor Connect for funding and delivery support.

As a priority project in Active 101 and the 101 Corridor Connect program, East Bayshore Road is a project the TA will prioritize through the technical assistance program, helping to identify grant funding opportunities to move the projects forward. The goal is to position sponsors with shovel-ready projects that can subsequently leverage regional, state, and federal funding programs to fully fund construction. The East Bayshore Road project is eligible for the following funding programs:

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP, administered by Caltrans and the CTC, funds projects that encourage walking, biking, and rolling. Eligible project types include infrastructure, non-infrastructure, planning, and quick-build projects that improve safety and access for people using active modes. The program prioritizes projects that benefit disadvantaged communities and reduce greenhouse gas emissions through statewide and regional competitive funding cycles.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

BUILD is a federal discretionary funding program that provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

LOCAL PARTNERSHIP PROGRAM (LPP)

LPP is a California State discretionary funding program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

SCCP is a state-level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

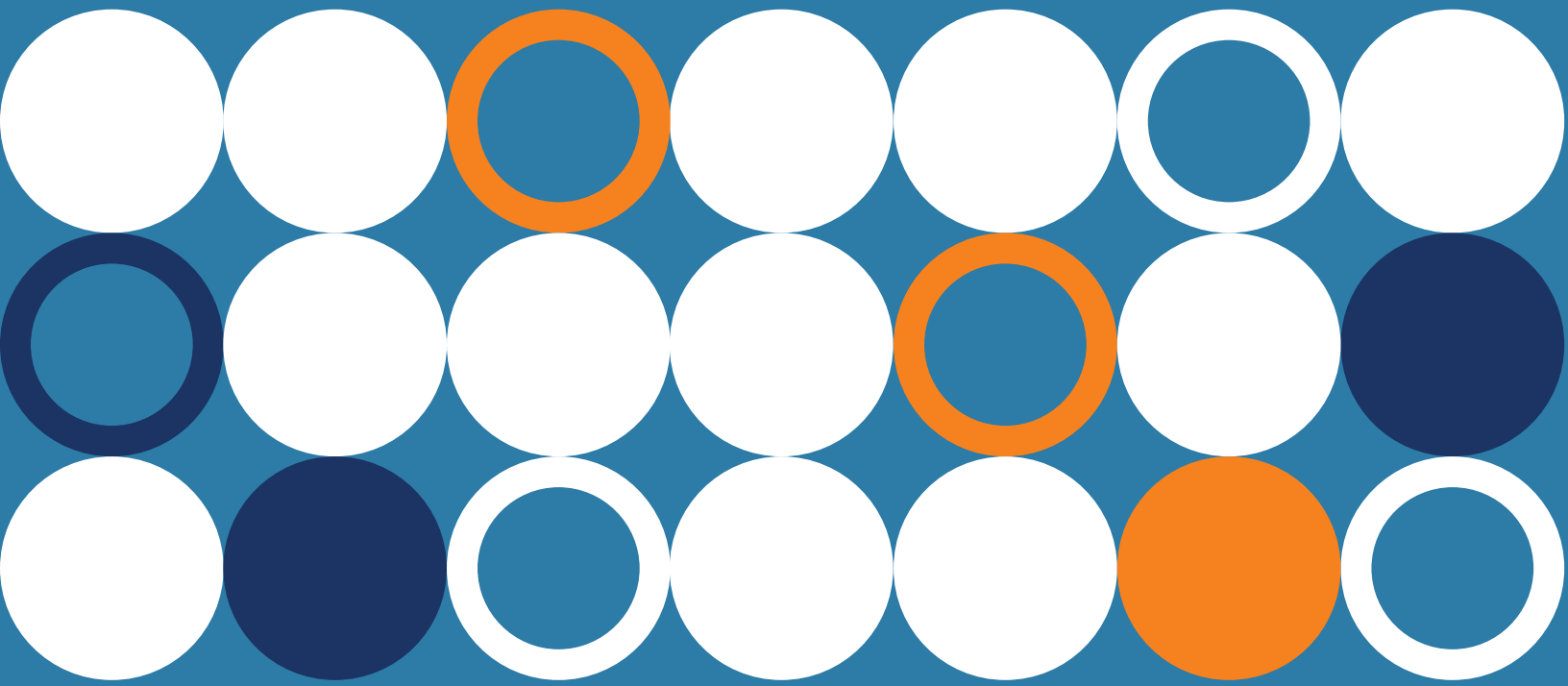
SMCTA MEASURE A AND MEASURE W

Measure A and Measure W sales tax programs administered by SMCTA that are used to administer discretionary funding for transportation projects in San Mateo County. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle. The East Bayshore Road project is specifically eligible for Highway Program with all corridor elements eligible under Measure A. Smaller active transportation components may be eligible in the Pedestrian and Bicycle Program category, and transit stop improvements eligible in the Transportation Demand Management Program category.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

6 Implementation Strategy



Following the adoption of the US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101), SMCTA will work with project sponsors to advance the prioritized projects toward construction and implementation, assisting them with identifying funding opportunities and project delivery. This includes establishing phasing priorities aligned with upcoming grant cycles and project readiness for funding pursuits. Key steps include refining project descriptions, completing environmental reviews, and securing local match funding. SMCTA will also assess opportunities to bundle projects to achieve broader multimodal benefits that address regional needs, rather than focusing on the priorities of individual agencies.

The following sections describe potential funding programs Active 101 projects may be eligible for. Table 15 in Section 6.2 summarizes likely funding sources for all projects in the Priority Network.

6.1 FUNDING SOURCES

SMCTA anticipates funding for the Active 101 projects will come from several sources such as OBAG and TDA (both MTC-administered programs), grant programs administered at the Federal, State of California, and local level. SMCTA will continue to monitor the local, regional, and federal funding environment and adapt accordingly to best provide technical assistance to the jurisdictions in identifying and pursuing funding sources.

6.1.1 Federal Discretionary Funding Programs

These programs in total have over $4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for Active 101 projects include:

NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS (INFRA)

Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA)

Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

Provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

It should be noted that there are many new Federal grant programs established under the Bipartisan Infrastructure Law, passed in 2022. Many of these new programs are designed to address a very specific transportation problem, such as railroad grade crossing safety and electric vehicle infrastructure and as such were not considered in the benchmarking assessment for Active 101. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

6.1.2 California State Discretionary Funding Programs

As with the Federal programs, there are a variety of discretionary funding programs administered by the State of California (described in greater detail in the following paragraphs) that are aligned with several overarching policy programs. These ensure that projects that are funded through these programs adhere to the overall goals and objectives of the state with regards to addressing climate, health and social equity.

Many of the state's funding programs are required to align with the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety and equity considerations.

Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

State level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

LOCAL PARTNERSHIP PROGRAM (LPP)

Provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, and on California's portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP was created by Senate Bill 99 to encourage, promote, and increase active modes of transportation. The ATP funds non-motorized projects that benefit walking, biking, and rolling. Applicable project types include infrastructure, non-infrastructure, plans, and quick build projects.

6.1.3 San Francisco Bay Area Regional Discretionary Funding Programs

Regional funding programs are Administered by the Metropolitan Transportation Commission and distributed across the nine-county Bay Area. Potential regional funding sources include:

ONE BAY AREA GRANT (OBAG)

The OBAG program is administered by the Metropolitan Transportation Commission (MTC) to integrate the region's transportation investments with its sustainable land use and housing goals under Plan Bay Area. OBAG combines federal funds into a unified program that supports projects promoting complete streets, active transportation, transit access, and infill development. Eligible project types include bicycle and pedestrian improvements, Safe Routes to School programs, transit access enhancements, streetscape and safety projects, and local road preservation that supports Priority Development Areas (PDAs). Projects must demonstrate consistency with regional housing and land use goals and meet federal funding requirements.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The TDA provides state funds allocated by MTC to support local transit and active transportation across the nine-county Bay Area. TDA revenues are derived primarily from a statewide sales tax dedicated to transportation. Funds are apportioned to counties based on population and returned to local jurisdictions through two main components: Article 3 Bicycle and Pedestrian Projects supports planning and capital improvements for bicycle and pedestrian facilities, including bike lanes, multi-use paths, and safety education programs, and Article 4 Transit Operations and Capital provides formula funding for public transit operators to maintain and improve service levels, equipment, and facilities. TDA funds are flexible within state eligibility rules and are often used to match or leverage federal and regional programs, including OBAG and the Active Transportation Program.

6.1.4 San Mateo County Local Discretionary Funding Programs

A primary source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs administered by SMCTA. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle.

SMCTA's 2025-2029 Strategic Plan took effect on January 1, 2025. The five-year plan establishes a policy framework to guide the implementation of San Mateo County's transportation sales tax Measure A and Measure W and priorities funding for projects aimed at enhancing mobility and accessibility throughout the county.

6.2 FUNDING PROGRAM ASSESSMENT

Table 15. Eligible Funding Programs for Prioritized Projects

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Alana Way from Harney Way to Beatty Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Aviador Avenue from East Millbrae Avenue to Old Bayshore Highway Bicycle Project			X	X	X		X	X	X	X	X
Bay Road from Woodside Road to Spring Street Bicycle Project			X	X	X		X	X	X	X	X
Bay Trail from Beatty Road to Lagoon Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Bayshore Boulevard from Bayshore Freeway Overpass to Sister Cities Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Bayshore Boulevard from Tunnel Avenue to Bayshore Freeway Overpass Bicycle Project			X	X	X		X	X	X		X
Bayshore Freeway Overpass/Oneill Slough Trail/Island Parkway from Marine Parkway to Marine Parkway Project			X	X	X		X	X	X	X	X
Bayshore Road from Pulgas Avenue to Embarcadero Road Project			X	X	X		X	X	X		X
Broadway from Old Bayshore Highway to Rollins Road Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Cadillac Way from Rollins Road to Carolan Avenue Pedestrian Project				X	X		X	X	X		X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Carolan Avenue from Cadillac Way to Oak Grove Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Carolan Avenue from North Lane to Howard Avenue Bicycle Project			X	X	X		X	X	X		X
Carolan Avenue from Oak Grove Avenue to North Lane Bicycle Project			X	X	X		X	X	X		X
Chilco Street from Hamilton Avenue to Newbridge Street Bicycle Project			X	X	X		X	X	X		X
Constitution Drive/Chilco Street from Marsh Road to Hamilton Avenue Bicycle Project			X	X	X		X	X	X		X
Donohoe Street from East Bayshore Road to Cooley Avenue Project				X	X		X	X	X	Partial	X
Donohoe Street/East Bayshore Road from Cooley Avenue to Pulgas Avenue Bicycle Project			X	X	X		X	X	X		X
E Hillsdale Blvd from US 101 SB off ramp to Pisces Lane Bicycle Project			X	X	X		X	X	X	Partial	X
East 3rd Avenue from Bayshore Freeway Overpass to South Norfolk Street Bicycle Project			X	X	X		X	X	X		X
East 3rd Avenue from Humboldt Street to Bayshore Freeway Overpass Bicycle/ Pedestrian Project			X	X	X		X	X	X		X
East Bayshore Road from Laurel Avenue to Donohoe Street Bicycle Project			X	X	X		X	X	X	X	X
East Millbrae Avenue from Aviador Avenue to Old Bayshore Highway Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Fashion Island Boulevard/19th Avenue from South Norfolk Street to South Delaware Street Bicycle Project			X	X	X		X	X	X	X	X
Florence Street from Bay Road to Marsh Road Bicycle Project			X	X	X		X	X	X		X
Gateway Boulevard from East Grand Avenue to San Bruno Creek Bicycle Project			X	X	X		X	X	X	X	X
Gateway Boulevard from Oyster Point Boulevard to East Grand Avenue Bicycle/ Pedestrian Project			X	X	X		X	X	X	X	X
Grand Ave from Spruce Ave to Genentech Drive Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Hiller Street from Marine View Street to Marine Parkway Bicycle Project			X	X	X		X	X	X		X
Howard Avenue from Bancroft Road to Victoria Road Pedestrian Project				X	X		X	X	X		X
Howard Avenue from Carolan Avenue to Bancroft Road Bicycle Project			X	X	X		X	X	X		X
Howard Avenue/Humboldt Street from Victoria Road to Bayswater Avenue Pedestrian Project				X	X		X	X	X		X
Humboldt Street from Howard Avenue to East 3rd Avenue Bicycle Project			X	X	X		X	X	X		X
Industrial Road/Industrial Way from Holly Street to D Street Bicycle Project			X	X	X		X	X	X	X	X
Industrial Way from D Street to Whipple Avenue Bicycle Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Lagoon Road from Sierra Point Parkway to Tunnel Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Laurie Meadows Drive from Laurie Meadows Park Trail to Woodbridge Circle Bicycle Project			X	X	X		X	X	X		X
Marine Parkway from Hiller Street to Bayshore Freeway SB off-ramp Bicycle Project			X	X	X		X	X	X		X
Marine Parkway from Island Parkway to Oracle Parkway Bicycle Project			X	X	X		X	X	X		X
Marine Parkway/Twin Dolphin Drive/ Redwood Shores Parkway/Holly Street from Oracle Parkway to Industrial Road Bicycle Project			X	X	X		X	X	X		X
Marine View Street from Seagate Drive to Hiller Street Project				X	X		X	X	X		X
Marsh Road from Florence Street to Constitution Drive Bicycle Project			X	X	X		X	X	X		X
Newbridge Street from Carlton Avenue to Willow Road Project				X	X		X	X	X		X
Newbridge Street from Chilco Street to Carlton Avenue Pedestrian Project				X	X		X	X	X		X
Newbridge Street from Willow Road to Saratoga Avenue Bicycle Project			X	X	X		X	X	X		X
Off-street Trail from Casanova Drive to Laurie Meadows Drive Bicycle/ Pedestrian Project			X	X	X		X	X	X		X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Old Bayshore Highway from 1333 Old Bayshore Hwy, Burlingame, CA 94010 to 1333 Old Bayshore Hwy, Burlingame, CA 94010 Pedestrian Project				X	X		X	X	X	X	X
Old Bayshore Highway from East Millbrae Avenue to El Portal Canal Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Old Bayshore Highway from El Portal Canal to Airport Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Pedestrian Project I				X	X		X	X	X	X	X
Oyster Point Boulevard from Airport Boulevard to Gateway Boulevard Pedestrian Project II				X	X		X	X	X	X	X
Oyster Point Boulevard from Poletti Way to Gateway Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Parallel to Caltrain from Underpass between 1st Avenue and Huntington Avenue to Millbrae Avenue Bicycle/ Pedestrian Project			X	X	X		X	X	X		X
Pasadena Drive/East 40th Avenue/ Casanova Drive from Santa Clara Way to Laurie Meadows Park Trail Bicycle Project			X	X	X		X	X	X		X
Peninsula Ave from N Humboldt St to Jefferson Ct Bicycle Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Peninsula Ave from N Humboldt St to N Bayshore Blvd Bicycle Project			X	X	X		X	X	X	X	X
Rollins Road from Broadway to Cadillac Way Pedestrian Project				X	X		X	X	X		X
San Bruno Ave from El Camino Real to 7th Ave Pedestrian Project				X	X		X	X	X	X	X
San Bruno Avenue East from Existing Trail to 7th Avenue Bicycle Project			X	X	X		X	X	X	X	X
San Bruno Avenue East from Existing Trail to El Zanjon Bicycle Project			X	X	X		X	X	X		X
San Bruno Creek Trail from San Bruno Creek to San Bruno Avenue East Bicycle/Pedestrian Project			X	X	X		X	X	X		X
Santa Clara Way from Saratoga Drive to Pasadena Drive Bicycle Project			X	X	X		X	X	X		X
Saratoga Avenue/East Bayshore Road from Newbridge Street to Laurel Avenue Project				X	X		X	X	X	X	X
Saratoga Drive from East Hillsdale Court to Santa Clara Way Bicycle Project			X	X	X		X	X	X		X
Saratoga Drive from South Delaware Street to East Hillsdale Court Bicycle Project			X	X	X		X	X	X		X
Seagate Drive from Woodbridge Circle to Marine View Street Bicycle Project			X	X	X		X	X	X		X
South Delaware Street from 19th Avenue to Saratoga Drive Bicycle Project			X	X	X		X	X	X		X
South Norfolk Street from 380 ft NW of Fashion Island Blvd to Fashion Island Boulevard Bicycle Project			X	X	X		X	X	X	Partial	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
South Norfolk Street from Alley to 380 ft NW of Fashion Island Blvd Bicycle Project			X	X	X		X	X	X		X
South Norfolk Street from East 3rd Avenue to Alley Bicycle Project			X	X	X		X	X	X		X
Tanforan Ave/Shaw Rd from S Maple Ave to US 101 Overcrossing Bicycle Project			X	X	X		X	X	X	X	X
Tunnel Avenue from Lagoon Road to Bayshore Boulevard Bicycle Project			X	X	X		X	X	X	X	X
Unnamed road extended from 1st Avenue southward from El Zanjon to Huntington Avenue Bicycle/Pedestrian Project			X	X	X		X	X	X		X
University Ave from Donohoe St to Kavanaugh Dr Bicycle Project			X	X	X		X	X	X	X	X
US 101 Overcrossing from Shaw Rd to S Airport Blvd Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Veterans Boulevard from Chestnut Street to Woodside Road Project				X	X		X	X	X	Partial	X
Veterans Boulevard from Whipple Avenue to Chestnut Street Bicycle Project			X	X	X		X	X	X	X	X
Whipple Avenue from Industrial Way to Veterans Boulevard Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Willow Rd from Durham St to O'Keefe St Bicycle Project			X	X	X		X	X	X	X	X
Willow Rd from Durham St to State Highway 84 Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X

Project Name	Eligible Funding Program										
	INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	OBAG	TDA	Measure A & Measure W	
										Highway Programs	Pedestrian & Bicycle Program
Woodbridge Circle from Laurie Meadows Drive to Seagate Drive Bicycle Project			X	X	X		X	X	X		X
Woodside Rd from Broadway to Blomquist St Bicycle/Pedestrian Project			X	X	X		X	X	X	X	X
Woodside Road from Veterans Boulevard to Bay Road Bicycle/ Pedestrian Project			X	X	X		X	X	X		X

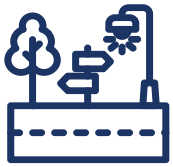
6.3 PROGRAMMATIC MEASURES & STRATEGIES

In addition to advancing prioritized projects toward construction and implementation, SMCTA will also explore the following potential initiatives to supplement the Active 101 Plan and sustain the improvements to the active transportation network over time.

Integrated Wayfinding Program

SMCTA will explore creating an integrated wayfinding program for the Priority Network to enhance brand recognition and help residents navigate the corridor. Wayfinding strategies utilize clear, visible, and easy to understand signage and pavement markings to assist with orientation and complement the active transportation network. This would further promote walking, biking, and rolling as an alternative to driving by increasing awareness of existing bicycle and pedestrian facilities, highlighting network connectivity and priority crossings over US 101, and addressing perceived safety concerns.

A second goal of the integrated wayfinding program is to utilize SMCTA branding guidelines to identify active transportation facilities as part of the Priority Network. This will increase cohesion and recognition of wayfinding signage along the network. An effective wayfinding program will achieve these goals to connect communities with local and regional destinations and improve the overall travel experience along the Priority Network.



Existing Facility Improvements

SMCTA will assess all existing active transportation facilities on the Priority Network for necessary upgrades or improvements. If a facility needs to be improved, SMCTA will work with may offer local jurisdictions technical assistance to help design and implement improvements as capital projects. This will ensure that the Priority Network is comprised of high quality infrastructure suitable for all ages and abilities, and remain in good condition to promote safety and connectivity.

Education & Promotion

SMCTA will develop and implement education and promotion efforts to raise awareness of the Priority Network and highlight both upcoming and completed active transportation projects. These efforts would aim to build community understanding and support by sharing how the network improves safety, connectivity, and access to key destinations. Activities may include pop-up booths at community events, coordinated social media campaigns, and in-person engagement at schools through partnership with the County's Safe Routes to School program.

To strengthen local partnerships and support for implementation, SMCTA will also organize site walks and corridor rides with elected officials and city management before and after construction. These events will provide opportunities to experience existing conditions, preview planned improvements, and showcase completed facilities, helping to build momentum for continued investment in active transportation infrastructure.

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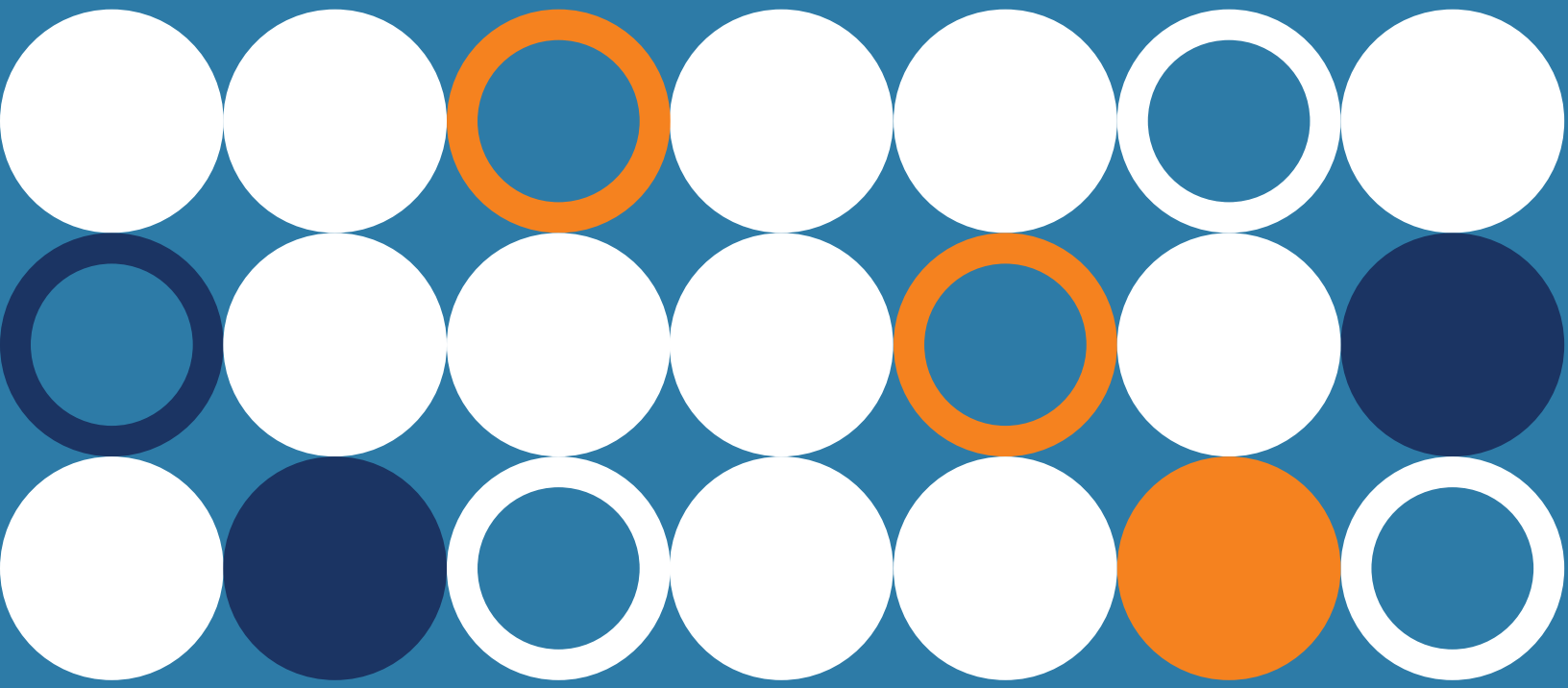
Appendix A: Priority Network Full Project Inventory



North-South Alignment

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Brisbane	Alana Way	Harney Way	Beatty Road	Both	Planned	Class 1 Path
Brisbane	Bay Trail	Beatty Road	Lagoon Road	Both	Planned	Class 1 Path
Brisbane	Lagoon Road	Sierra Point Parkway	Tunnel Avenue	Both	Planned	Class 1 Path
Brisbane	Tunnel Avenue	Lagoon Road	Bayshore Boulevard	Bike	Existing	Class 2 Bicycle Lane
Brisbane	Bayshore Boulevard	Tunnel Avenue	Bayshore Freeway Overpass	Bike	Existing	Class 2b Buffered Bicycle Lane
South San Francisco, Unincorporated San Mateo	Bayshore Boulevard	Bayshore Freeway Overpass	Sister Cities Boulevard	Bike	Planned	Class 4 Separated Bicycle Lane
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Bike	Planned	Class 2 Bicycle Lane
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Ped	Planned	Marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal
South San Francisco	Oyster Point Boulevard	Airport Boulevard	Gateway Boulevard	Ped	Planned	Curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles
South San Francisco	Oyster Point Boulevard	Poletti Way	Gateway Boulevard	Bike	Planned	Class 1 Path
South San Francisco	Gateway Boulevard	Oyster Point Boulevard	East Grand Avenue	Both	Planned	Class 1 Path
South San Francisco	Gateway Boulevard	East Grand Avenue	San Bruno Creek	Bike	Planned	Class 4 Separated Bicycle Lane
South San Francisco, Unincorporated San Mateo	San Bruno Creek Trail	San Bruno Creek	San Bruno Avenue East	Both	Existing	Class 1 Path
Unincorporated San Mateo	San Bruno Avenue East	Existing Trail	7th Avenue	Bike	Planned	Class 4 Separated Bicycle Lane
Unincorporated San Mateo	San Bruno Avenue East	Existing Trail	El Zanjon	Bike	Planned	Class 2 Bicycle Lane, New crossing
Unincorporated San Mateo County, San Bruno	Unnamed road extended from 1st Avenue southward	El Zanjon	Huntington Avenue	Both	Existing	Class 1 Path
San Bruno, Unincorporated San Mateo County, Millbrae	Parallel to Caltrain	Underpass between 1st Avenue and Huntington Avenue	Millbrae Avenue	Both	Planned	Class varies
Millbrae	Aviador Avenue	East Millbrae Avenue	Old Bayshore Highway	Bike	Planned	Class varies
Millbrae	East Millbrae Avenue	Aviador Avenue	Old Bayshore Highway	Both	Planned	Class 1 Path, Class 4 Separated Bicycle
Millbrae	Old Bayshore Highway	East Millbrae Avenue	El Portal Canal	Both	Existing	Class 1 Path
Burlingame	Old Bayshore Highway	El Portal Canal	Airport Boulevard	Bike	Planned	Class 2b Buffered Bicycle Lane
Burlingame	Old Bayshore Highway	1333 Old Bayshore Hwy, Burlingame, CA 94010	1333 Old Bayshore Hwy, Burlingame, CA 94010	Ped	Planned	RRFB
Burlingame	Broadway	Old Bayshore Highway	Rollins Road	Both	Existing	Class 1 Path (Overpass)
Burlingame	Rollins Road	Broadway	Cadillac Way	Ped	Plannd	High visibility crosswalk
Burlingame	Cadillac Way	Rollins Road	Carolan Avenue	Ped	Planned	LPI, crosswalk

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Burlingame	Carolan Avenue	Cadillac Way	Oak Grove Avenue	Both	Planned	Class 1 Path, Class 4 Separated Bicycle
Burlingame	Carolan Avenue	Oak Grove Avenue	North Lane	Bike	Planned	Class 3 Bicycle Boulevard
Burlingame	Carolan Avenue	North Lane	Howard Avenue	Bike	Existing	Class 3 Bicycle Route
Burlingame	Howard Avenue	Carolan Avenue	Bancroft Road	Bike	Existing	Class 2 Bicycle Lane
Burlingame	Howard Avenue	Bancroft Road	Victoria Road	Ped	Planned	High visibility crosswalk
Burlingame	Howard Avenue/Humboldt Street	Victoria Road	Bayswater Avenue	Ped	Planned	High visibility crosswalk
San Mateo	Humboldt Street	Howard Avenue	East 3rd Avenue	Bike	Planned	Class 2 Bicycle Lane, Class 3 Bike
San Mateo	East 3rd Avenue	Humboldt Street	Bayshore Freeway Overpass	Both	Planned	Improvement to existing Class 1 Path
San Mateo	East 3rd Avenue	Bayshore Freeway Overpass	South Norfolk Street	Bike	Existing	Class 1 Shared Use Path
San Mateo	South Norfolk Street	East 3rd Avenue	Alley	Bike	Planned	Class 2b Buffered Bicycle Lane, Class 4 Separated Bicycle Lane
San Mateo	South Norfolk Street	Alley	380 ft NW of Fashion Island Blvd	Bike	Existing	Class 2 Bicycle Lane
San Mateo	South Norfolk Street	380 ft NW of Fashion Island Blvd	Fashion Island Boulevard	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Fashion Island Boulevard/19th Avenue	South Norfolk Street	South Delaware Street	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	South Delaware Street	19th Avenue	Saratoga Drive	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	Saratoga Drive	South Delaware Street	East Hillsdale Court	Bike	Planned	Class 4 Separated Bicycle Lane
San Mateo	Saratoga Drive	East Hillsdale Court	Santa Clara Way	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Santa Clara Way	Saratoga Drive	Pasadena Drive	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Pasadena Drive/East 40th Avenue/Casanova Drive	Santa Clara Way	Laurie Meadows Park Trail	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Off-street Trail	Casanova Drive	Laurie Meadows Drive	Both	Planned	Class 1 Path
San Mateo	Laurie Meadows Drive	Laurie Meadows Park Trail	Woodbridge Circle	Bike	Planned	Class 2b Buffered Bicycle Lane
San Mateo	Woodbridge Circle	Laurie Meadows Drive	Seagate Drive	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Seagate Drive	Woodbridge Circle	Marine View Street	Bike	Planned	Class 3b Bicycle Boulevard
San Mateo	Marine View Street	Seagate Drive	Hiller Street	NA	NA	NA
San Mateo	Hiller Street	Marine View Street	Marine Parkway	Bike	Existing	Class 3 Bicycle Route
Belmont	Marine Parkway	Hiller Street	Bayshore Freeway SB off-ramp	Bike	Planned	Class 4 Separated Bicycle Lane
Belmont	Bayshore Freeway Overpass/Oneill Slough Trail/Island Parkway	Marine Parkway	Marine Parkway	NA	NA	NA

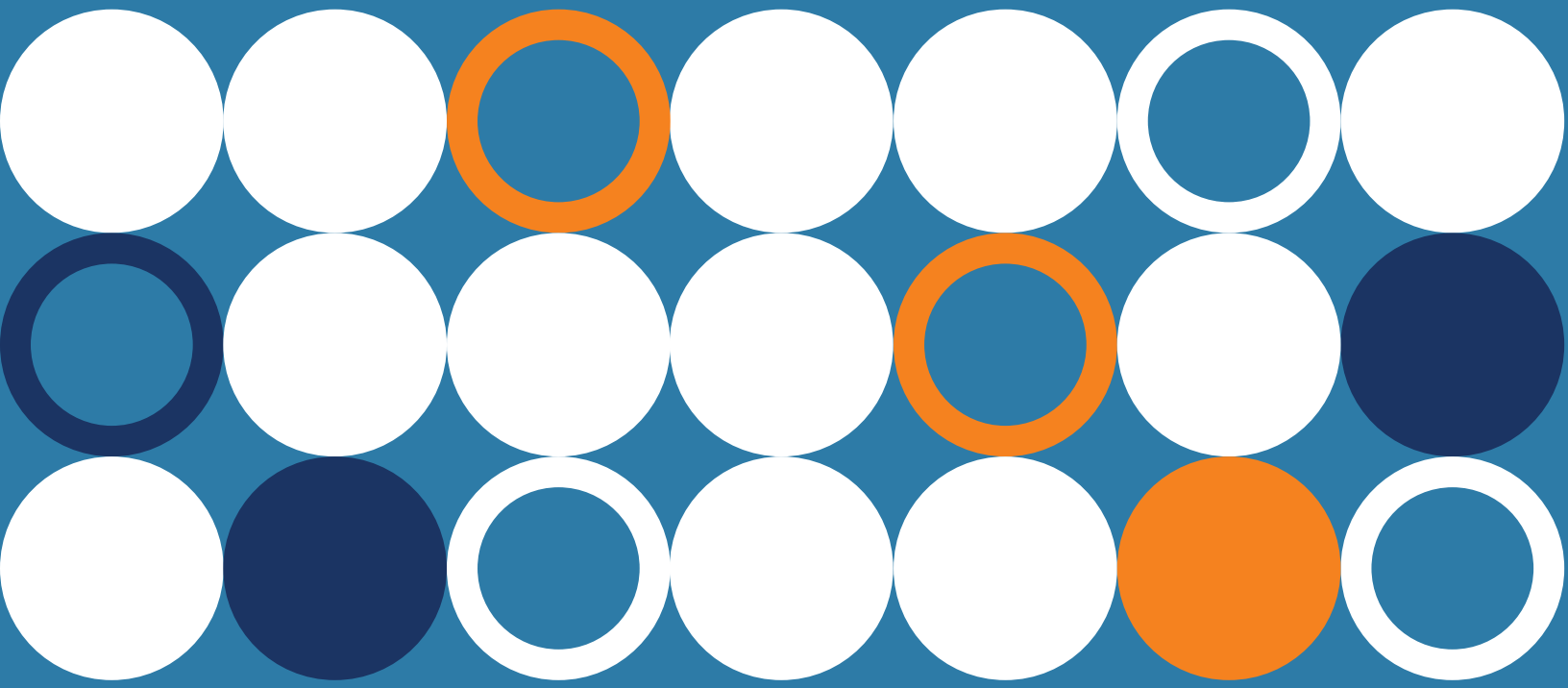
Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
Belmont	Marine Parkway	Island Parkway	Oracle Parkway	Bike	Planned	Class 4 Separated Bicycle Lane
Belmont	Marine Parkway/Twin Dolphin Drive/Redwood Shores Parkway/Holly Street	Oracle Parkway	Industrial Road	Bike	Existing	Class 2 Bicycle Lane, Class 3 Bicycle Route, Class 1 Path
Redwood City, San Carlos	Industrial Road/Industrial Way	Holly Street	D Street	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Industrial Way	D Street	Whipple Avenue	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Whipple Avenue	Industrial Way	Veterans Boulevard	Both	Planned	Corridor-Level Complete Streets
Redwood City	Veterans Boulevard	Whipple Avenue	Chestnut Street	Bike	Existing	Class 2 Bicycle Lane
Redwood City	Veterans Boulevard	Chestnut Street	Woodside Road	NA	NA	NA
Redwood City	Woodside Road	Veterans Boulevard	Bay Road	Both	Planned	Class 1 Path, Class 4 Separated Bicycle Lane, Pedestrian Crossing
Redwood City	Bay Road	Woodside Road	Spring Street	Bike	Planned	Class 4 Separated Bicycle Lane
Redwood City	Florence Street	Bay Road	Marsh Road	Bike	Existing	Class 2 Bicycle Lane
Menlo Park, Redwood City	Marsh Road	Florence Street	Constitution Drive	Bike	Planned	Class 2 Bicycle Lane
Menlo Park	Constitution Drive/Chilco Street	Marsh Road	Hamilton Avenue	Bike	Existing	Class 2 Bicycle Lane, Class 4 Separated Bike Lane
Menlo Park	Chilco Street	Hamilton Avenue	Newbridge Street	Bike	Planned	Class 3 Bicycle Boulevard
Menlo Park	Newbridge Street	Chilco Street	Carlton Avenue	Ped	Planned	Sidewalk
Menlo Park	Newbridge Street	Carlton Avenue	Willow Road	NA	NA	NA
East Palo Alto	Newbridge Street	Willow Road	Saratoga Avenue	Bike	Planned	Class 2 Bicycle Lane
East Palo Alto	Saratoga Avenue/East Bayshore Road	Newbridge Street	Laurel Avenue	NA	NA	NA
East Palo Alto	East Bayshore Road	Laurel Avenue	Donohoe Street	Bike	Planned	Class 3 Bicycle Boulevard
East Palo Alto	Donohoe Street	East Bayshore Road	Cooley Avenue	NA	NA	NA
East Palo Alto	Donohoe Street/East Bayshore Road	Cooley Avenue	Pulgas Avenue	Bike	Planned	Class 3 Bicycle Boulevard
East Palo Alto	Bayshore Road	Pulgas Avenue	Embarcadero Road	NA	NA	NA

East-West Alignment

Jurisdictions	Street Name	From Street	To Street	Bike/Ped Project	Planned/Existing Project	Project Facility Type
South San Francisco	Grand Ave	Spruce Ave	Genentech Drive	Both	Planned	Class 4 Bicycle Lane, Intersection Improvements
South San Francisco	Tanforan Ave/Shaw Rd	S Maple Ave	US 101 Overcrossing	Bike	Planned	Class 3 Bicycle Boulevard
South San Francisco	US 101 Overcrossing	Shaw Rd	S Airport Blvd	Both	Planned	Class 1 Path
San Bruno	San Bruno Ave	El Camino Real	7th Ave	Ped	Planned	Streetscape Improvements, Intersection Improvements
Burlingame, San Mateo	Peninsula Ave	N Humboldt St	Jefferson Ct	Bike	Planned	Class 2b Buffered Bicycle Lane
Burlingame, San Mateo	Peninsula Ave	N Humboldt St	N Bayshore Blvd	Bike	Planned	Class 4 Bicycle Lane
Foster City, San Mateo	E Hillsdale Blvd	US 101 SB off ramp	Pisces Lane	Bike	Planned	Class 4 Bicycle Lane
Redwood City	Woodside Rd	Broadway	Blomquist St	Both	Planned	Pedestrian Crossing
East Palo Alto, Menlo Park	Willow Rd	Durham St	State Highway 84	Both	Planned	Pedestrian Safety Improvements, Class 4 Bicycle Lane
East Palo Alto	Willow Rd	Durham St	O'Keefe St	Bike	Existing	Class 2 Bicycle Lane
East Palo Alto	University Ave	Donohoe St	Kavanaugh Dr	Bike	Existing	Class 2 Bicycle Lane

B

Appendix B: Planning Documents Review



Active 101 Summary of Past Plans and Studies

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
County	101 Corridor Connect North County Multimodal Strategy	In progress	"The Draft North County Multimodal Strategy focuses on an assessment of the 101 corridor in northern San Mateo County, including the cities of Millbrae, San Bruno, South San Francisco, and Brisbane as well as adjacent unincorporated communities. The project includes a one-mile study area along both sides of the corridor to identify projects that can be considered for inclusion in the strategy."	US-101 North County corridor (Brisbane, South San Francisco, San Bruno, Millbrae, unincorporated areas)		
County	C/CAG Local Road Safety Plan	2024	"C/CAG is developed a Countywide Local Roadway Safety Plan to improve motorist, bicyclist and pedestrian safety on local streets and roads throughout San Mateo County."	San Mateo County	Motor vehicle HIN, pedestrian HIN and bicycle HIN were combined to identify, for every roadway segment in the County, whether it is part of zero, one, two, or all three of the modal HINs.	Spatial HIN analysis / crash history, social equity, systemic factors - collaborated with partner jurisdictions to identify locations.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	San Bruno Safe Routes to School Plan	2023	"As a way to enhance the District's Safe Routes efforts, the City of San Bruno applied for and received a Caltrans Sustainable Communities Grant to create a citywide SRTS Plan. The following plan is a result of that effort, highlighting 12 schools within the City of San Bruno, including San Bruno Park School District as well as private, county, and San Mateo Union High School District sites. In total, this plan covers almost 5,000 students and how they get to school in San Bruno."	City of San Bruno	School-area existing conditions assessments, walking and bicycling collision analysis, route and access mapping for each school, and identification of barriers and safety issues along key travel routes, supported by field observations and community input from students, families, and school staff.	Location and relevance to schools, safety need (including collision history and observed risk), expected effectiveness, and relative cost, along with input from school communities and City staff.
Regional	MTC Regional Active Transportation Plan	2022	"This Regional Active Transportation (AT) Plan was developed to guide MTC's policy and investment framework needed to achieve the Plan Bay Area 2050 goals. The main deliverables of the AT Plan include a Complete Streets Policy Update, the Regional AT Network, and the 5 Year Implementation Plan."	Nine County Bay Area	Regional network and spatial analyses to define the Regional Active Transportation Network, evaluating connectivity between Priority Development Areas, Equity Priority Communities, Transit-Rich Areas, mobility hubs, parks, and open space, along with assessments of travel demand, access to transit, and equity needs.	Areas with the highest potential for shifting auto trips to biking and walking trips, where there is the greatest need for affordable transportation options, and where active trips can connect people with transit for longer distance travel.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Active South City (South SF Bicycle and Pedestrian Master Plan)	2022	"This new plan integrates walking, bicycling, and other active transportation modes into a single plan that prioritizes project and program recommendations that are designed to increase safety and comfort for people bicycling and walking in South San Francisco, also commonly referred to as South City. With a planning horizon of 20 years, Active South City guides current and future decision-makers toward a seamless and integrated active transportation network inclusive of all citizens, needs, and destinations."	City of South San Francisco	Existing walking and bicycling conditions, identified network gaps and barriers, conducted bicycle and pedestrian collision analysis, applied a Level of Traffic Stress (LTS) assessment to assess comfort, reviewed crossing conditions and accessibility, and analyzed access to key destinations and transit.	Safety, accessibility and connectivity.
City	Redwood City Bike, Walk, Thrive Plan	2022	"The RWC Walk Bike Thrive initiative developed two new plans for Redwood City: a Citywide Pedestrian and Bicycle Master Plan and a Vision Zero Action Plan. These plans recommend specific projects to improve traffic safety around Redwood City and make walking and biking in our City safer, easier and more popular than ever."	City of Redwood City	Crash and high-injury network/safety, existing walking and biking conditions and gaps, bike comfort/traffic-stress, ADA/ accessibility, equity and destination access	Safety, equity, connectivity, and implementation considerations, with emphasis on high-injury locations and opportunities to close critical network gaps.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
State	Caltrans District 4 Pedestrian Plan	2021	"This Plan implements the Vision Statement and Goals in Toward an Active California, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with bicycle and pedestrian needs in each Caltrans district across California. The Plan will be used by Caltrans staff, as well as regional and local agency partners."	Nine County Bay Area	Sidewalk gaps, sidewalk condition, stressful pedestrian crossings, infrequent crossings, freeway interchange needs	Scored segments and freeway crossings using a multi-criteria framework that combines factors like sidewalk/crossing need, safety risk, connectivity and access, and equity indicators (e.g., Communities of Concern) to elevate higher-need areas.
County	C/CAG Comprehensive Bicycle and Pedestrian Plan	2021	Provides a framework to help C/CAG improve walking and bicycling conditions in San Mateo County. Provides updated goals and objectives, identifies key programmatic recommendations, refines the regional priorities for biking and walking networks, a nd provides a set of planning and design resources.	San Mateo County	Existing and planned bicycle facilities, Backbone Network connectivity and gaps, bicycle comfort/Level of Traffic Stress, collision and safety conditions, access to transit and schools, and Equity Focus Areas (Communities of Concern), with these factors combined in a multi-criteria framework to inform project prioritization.	Prioritized Bicycle Backbone Network projects using a composite score based on network connectivity, access to schools, access to transit, safety, comfort (stress/quality of bikeway), and equity. Bayside and coastside projects were scored and ranked separately using the same criteria.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
Regional	US 101 Mobility Action Plan	2021	"The US-101 Mobility Action Plan (MAP) is a multi-county effort to develop programs and policies intended to maximize the benefits of planned infrastructure projects and address disproportionate impacts on low-income communities."	Santa Clara County, San Mateo County, County of San Francisco	Traffic operations, reliability, multimodal access challenges, and disproportionate impacts on low-income communities—using travel data, stakeholder input, case studies, and best practices to identify where mobility improvements are most needed.	Mobility reliability, multimodal benefit, equity impacts, and feasibility, with emphasis on strategies that would improve corridor performance, support disadvantaged communities, and maximize benefits per unit of investment rather than scoring individual capital projects.
County	San Mateo US 101 Express Lanes Equity Study and Pilot Equity Program	2021	"The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) conducted an Equity Study to learn more about potential mobility improvements the San Mateo 101 Express Lane project could help address in these communities. The study recommended an equity program designed to help with those needs."	San Mateo County	Demographic, travel demand, and mobility data for low-income and disadvantaged communities, including reviewing potential mobility improvements and barriers faced by these populations. It included technical screening of alternatives using traffic operations analysis, socioeconomic characteristics, and qualitative community outreach to surface equity needs and priorities.	Alignment with desired outcomes for equity and mobility benefits, cost and administrative feasibility, and depth of benefit for target communities, with community feedback integrated into screening.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of Millbrae Active Transportation Plan	2021	"This plan serves as a guiding document for the City to improve bicycling and walking conditions in Millbrae. It also is a guide to create a local bicycle and pedestrian network that is integrated into the regional active transportation network and transit systems."	City of Millbrae	Multimodal volumes and crash data, existing bicycling and pedestrian facilities, commute patterns, and mode share. It also analyzed barriers and gaps in the network and demographic and contextual factors.	Identified priority bicycle and pedestrian projects based on documented needs, such as safety concerns, connectivity gaps, and access to important destinations, and then developed a list of priority projects.
City	Burlingame Bicycle and Pedestrian Master Plan	2020	"The 2020 Update of Burlingame's Bicycle and Pedestrian Master Plan is an essential tool for guiding city staff, officials, developers and residents in building a balanced transportation system where active modes are supported and accessible. The ultimate goal of the plan is to promote walking and bicycling through the creation of safe, comfortable and connected networks, and to encourage alternatives to single-occupancy motor vehicle trips."	City of Burlingame	Inventory of facilities, network connectivity and gaps, bicycle and pedestrian collision history, traffic volumes and speeds, school and park access.	Context-sensitive, criteria-based approach that considered safety needs (including crossings and school access), network connectivity, comfort/low-stress conditions, feasibility (such as road diet viability), and community-identified priorities.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of San Mateo Bicycle Master Plan	2020	Framework to improve bicycling conditions citywide by addressing safety, closing network gaps, and improving access to destinations and transit.	City of San Mateo	Existing bicycling conditions, including current facilities, network gaps, crash history, and traffic characteristics, combined with extensive stakeholder and community input.	Safety (bicycle collision history), network connectivity and gap closure, access to schools, parks, trails, commercial areas, and Caltrain stations, bicycling comfort/low-stress conditions (LTS), potential demand, equity considerations (including households below the poverty line), and project feasibility, with community input.
City	City of San Carlos Bicycle and Pedestrian Master Plan	2020	"This Bicycle and Pedestrian Master Plan establishes a long-term vision for improving walking and bicycling in San Carlos and provides a strategy to develop a comprehensive bicycling and walking network that provides access to transit, schools, and downtown. This document also identifies a plan to implement these projects and programs through prioritization and phasing to ensure projects are manageable and fundable."	City of San Carlos	Existing conditions, demographics, transit access, level of traffic stress, data bicycle- and pedestrian-related collisions	Connectivity, safety, comfort, and routes to school, with metrics such as proximity to schools, high stress roadway segments, and network closure used to classify projects

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Menlo Park Transportation Master Plan	2020	"This TMP continues down the path established by the Circulation Element to prioritize multimodal travel. Based on the policies and themes from the Circulation Element and other efforts, the TMP sets Menlo Park on a course of action, identifying projects, priorities, and a strategy for moving forward."	City of Menlo Park	Collision and safety data, intersection delay and level-of-service analysis, and bicycle Level of Traffic Stress (LTS).	Safety, transportation sustainability, greenhouse gaas reduction, school access, congestion management, sensitive population, and green stormwater infrastructure
County	SMCTA Strategic Plan 2020-2024	2019	"A five-year plan that identifies the policies, procedures, and methods for administering the expenditure of funds generated by Measure A and 50 percent of funds generated by Measure W. It is the initial strategic plan providing guidance for all of Measure W program categories except for County Public Transportation Systems, which will be administered by the San Mateo County Transit District (SamTrans)."	San Mateo County	The SMCTA Strategic Plan 2020–2024 is programmatic (not a corridor/street network study) and was developed by reviewing past progress and ongoing challenges, best practices, county travel/demographic trends, and financial projections to guide how Measure A and Measure W funds would be implemented.	Defining program and project selection/evaluation criteria and processes, i.e., how projects will be evaluated and advanced within Measure A/W program categories, rather than ranking a single list of capital projects in the plan itself.

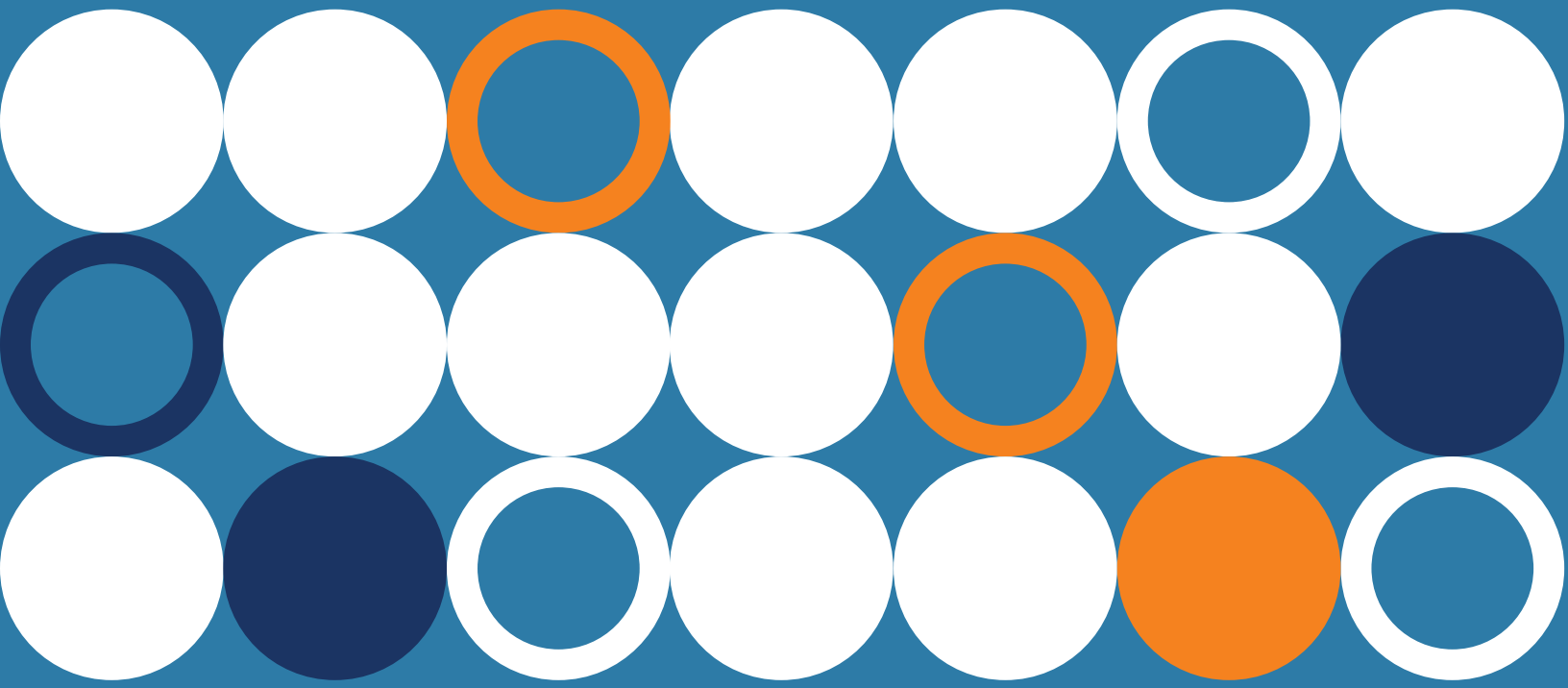
Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
State	Caltrans District 4 Bike Plan	2018	"The Caltrans District 4 Bike Plan (Plan) identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The Plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks."	Nine County Bay Area	Collision data, Level of Traffic Stress (LTS), low-stress connectivity/ permeability, bicycling demand indicators, and public input from mapping surveys and workshops.	Safety (crash history), demand potential, LTS and connectivity metrics, equity (e.g., Communities of Concern), local priorities, and qualitative cost assessments.
County	Measure W Ordinance	2018	An ordinance of the San Mateo County Transit District imposing a .5% retail transactions and use tax to implement the San Mateo County Congestion Relief Plan	San Mateo County	Did not conduct a traditional transportation analysis; instead, it established the legal and financial framework.	Does not prioritize specific projects; rather, it defines funding categories and guiding principles for how Measure W revenues are to be allocated among program areas.
City	Redwood City Moves	2018	"The Citywide Transportation Plan serves as a guiding document for the City as it seeks to improve transportation in Redwood City. It is primarily a planning and policy document and is not envisioned to approve specific transportation improvement projects or programs. Projects and programs that are advanced under this Plan would need to undergo their own design, environmental review and approval process prior to being implemented."	City of Redwood City	Mode share and trip generation, existing conditions of walking/ bicycling/transit/driving, built environment and street permeability, demographics, and evaluation of proximity to key land uses and barriers to access.	Safety, equity, multimodal accessibility, connectivity, support for walking, biking, and transit, congestion and travel efficiency, environmental sustainability, public health, economic vitality, and consistency with land use and city policy objectives.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	Brisbane Bicycle and Pedestrian Master Plan	2017		City of Brisbane	Current walking and bicycling facilities, travel patterns, and bicycle and pedestrian-related crashes, and extensive community input through surveys, stakeholder meetings, and workshops to identify barriers and priority needs.	Safety, community priority, project readiness, connections to activity generators (such as schools, parks, and commercial areas), and connections to regional or local trail.
City	East Palo Alto Bicycle Transportation Plan	2017	The Bicycle Transportation Plan looks to create a more balanced transportation system where bicycling is a viable, attractive and convenient way to travel in and around East Palo Alto.	City of East Palo Alto	Bike trips, bike related collisions, community input, level of traffic stress, bicyle demand analysis of origin/destination, and gap analysis.	Continuity, Gap Closure, Demand Patterns, Safety, Project Readiness, Multi-Modal Integration, Cost/ Benefit analysis
City	City of San Bruno “Walk ‘n Bike” Plan	2016	Long range planning document meant to guide the City’s decisions about walking and biking for many years into the future	City of San Bruno	Key pedestrian and bicycle destinations, the city’s street network and existing facilities, commuting and collision data, integration with transit and other transportation modes, and relevant ongoing programs and planning efforts to identify needs and opportunities.	Highest need, demand, and urgency, based on potential to increase walking and biking, improve pedestrian and bicycle safety, reflect public demand and support, be technically and logistically feasible, and deliver cost-effective benefits.

Jurisdiction Level	Name of Plan	Date	Brief Synopsis	Study Area	Key Analyses Conducted	Prioritization Framework
City	City of Belmont Comprehensive Bicycle and Pedestrian Master Plan	2016	The Comprehensive Pedestrian and Bicycle Plan (CPBP) was developed by the City of Belmont for adoption as part of the City's General Plan Circulation Element. The City was awarded a grant by the Metropolitan Transportation Commission (MTC) for development of the CPBP.	City of Belmont	Inventory of pedestrian and bikeway facilities, a needs/ gap assessment (including a Complete Streets "gap analysis"), and review of 5-year bicycle and pedestrian collision history, informed by public outreach (survey, stakeholder group, walk/bike tours).	General pedestrian and bicycle criteria (continuity, conditions, cost/availability of funding); Pedestrian-specific project criteria (ADA accessibility and compliance, intersection crossing facilities); Bicycle-specific project criteria (existing planned projects, steep grades)
County	2009-2033 Measure A Expenditure Plan	2004	The programs and projects contained in the Transportation Expenditure Plan are based upon the Countywide Transportation Plan. The Transportation Expenditure Plan contains six transportation program categories providing a balanced approach to meeting the mobility needs of San Mateo County.	San Mateo County	Did not conduct a traditional street-level or modal network analysis like a transportation master plan would. It was built on the outcomes of the Countywide Transportation Plan (CTP), which did analyze travel demand, congestion, and system performance to identify overall needs countywide.	Rather than ranking individual projects, the plan prioritizes by allocating Measure A revenues across six transportation program categories, establishing funding shares and eligibility criteria that guide subsequent project selection and programming decisions over the life of the expenditure plan.

C

Appendix C: Initial Project Inventory



Active 101 Project Inventory

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 4 Separated Bicycle Lane	Marine Pkwy, Ralston Ave between El Camino Real and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 4 Separated Bicycle Lane	Marine Pkwy between Us Highway 101 and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont, Redwood City	Class 4 Separated Bicycle Lane	Marine Pkwy between Us Highway 101 and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Bay Trail between 870 ft N of Old Bayshore Blvd/Us Highway 101 and 330 ft N of Airport Blvd/Old Bayshore Blvd/Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	E 3rd Ave between El Camino Real and S Humboldt St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 3b Bicycle Boulevard	Skyway Rd between Airport Way and Blair Island Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	California Dr between Broadway and Murchison Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	California Dr between Howard Ave and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between Alley and Alley	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	S Norfolk St between E 3rd Ave and Alley	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	E 3rd Ave between S Norfolk St and Bay Trail Connection	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	19th Ave, Fashion Island Blvd between Pacific Blvd and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between 380 ft NW of Fashion Island Blvd/S Norfolk St/State Highway 92 and Fashion Island Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Bahia between Los Prados and 70 ft SW of Bahia	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Bayside Park Rd between Airport Blvd and unknown to extent	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Bermuda Dr between S Delaware St and Salisbury Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Bloomfield Rd between Peninsula Ave and Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Broadway between Carolan Ave and California Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2 Bicycle Lane	Broadway between California Dr and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Burlingame Ave between Victoria Rd and Dwight Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Cadillac Way between Us Highway 101 and Carolan Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	California Dr Sidepath between California Dr and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Caltrain Rail Crossing between California Dr and Cadillac Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	2nd Ave between S Norfolk St and S Quebec St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Carmelita Ave between California Dr Sidepath and Vancouver Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Carolan Ave between Cadillac Way and Broadway	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Carolan Ave between Oak Grove Ave and Cadillac Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Casanova Dr between E 40th Ave and Laurie Meadows Park Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Chatham Rd between Plymouth Way and Oak Grove Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Cobb St between Royal Ave and Kehoe Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 2 Bicycle Lane	Commercial St between Industrial Rd and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Concar Dr between S Delaware St and S Grant St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Coyote Point Dr between N Bayshore Blvd and Peninsula Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	Coyote Point Dr between Peninsula Ave and 280 ft E of Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Cypress Ave between S Kingston St and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Dale Ave between S Norfolk St and Unnamed Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Dwight Rd between Peninsula Ave and Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 39th Ave between Pacific Blvd and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 40th Ave between Pasadena Dr and Casanova Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	E 4th Ave between S Delaware St and Ryder Court Park	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E 5th Ave between S Delaware St and S Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Hillsdale Blvd between Saratoga Dr and E Hillsdale Ct	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Foster City, San Mateo	Class 4 Separated Bicycle Lane	E Hillsdale Blvd between Us Highway 101 and Promontory Point Ln	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Hillsdale Ct between Hwy 101 Overcrossing and E Hillsdale Blvd	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	E Poplar Ave between N Bayshore Blvd and N Kingston St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 3 Bicycle Route	E San Carlos Ave between Us Highway 101 and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Fashion Island Blvd between S Norfolk St and Baker Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 2b Buffered Bicycle Lane	Harbor Blvd between Industrial Way and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont	Class 3 Bicycle Route	Hiller St between Marine Pkwy and Oneill Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Holly Ave Overpass between Us Highway 101 and Skyway Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 4 Separated Bicycle Lane	Howard Ave between Industrial Rd and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Hwy 101 Overcrossing between E Hillsdale Ct and La Selva St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Hwy 101 Overcrossing between S Amphlett Blvd and Norton St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Indian Ave between N Delaware St and N Humboldt St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 4 Separated Bicycle Lane	Industrial Rd between Us Highway 101 and Industrial Way	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Industrial Way between Harbor Blvd and Holly St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Kent St between Salisbury Way and Bermuda Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Kimberly Way between La Selva St and Us Highway 101	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	La Selva St between Los Prados and Kimberly Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Laurel Ave between Park Ave and Morrell Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Laurel Ave between Oak Grove Ave and Park Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	Laurie Meadows Dr between Pacific Blvd and Woodbridge Cir	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Laurie Meadows Park Trail between Casanova Dr and Laurie Meadows Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Linden Ave between Morrell Ave and Toyon Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3 Bicycle Route	Airport Blvd between Beach Rd and unknown to extent	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 1 Path	Mills Ave Path between Mills Ave and Rollins Rd	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Monte Diablo Ave between N Bayshore Blvd and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Monte Diablo Ave between N San Mateo Dr and N Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Morrell Ave between Laurel Ave and Linden Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Airport Blvd between Bay Trail and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	N Bayshore Blvd between N Bayshore Blvd Sidepath and Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	N Bayshore Blvd Sidepath between N Bayshore Blvd and N Bayshore Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Newbridge Ave between S Norfolk St and Unnamed Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	N Humboldt St between Cypress Ave and E Poplar Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Humboldt St between E Poplar Ave and N Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Kingston St between Monte Diablo Ave and E Poplar Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	N Kingston St between S Kingston St and Monte Diablo Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Norton St between Hwy 101 Overcrossing and Royal Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Oak Grove Ave between Rollins Rd and El Camino Real	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2b Buffered Bicycle Lane	Old Bayshore Blvd between Us Highway 101 and Bay Trail	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Belmont, Unincorporated San Mateo County	Class 3 Bicycle Route	Oneill Ave between Hiller St and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Park Ave between Laurel Ave and Laurel Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Pasadena Dr between Santa Clara Way and E 40th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 1 Path	Peninsula Ave between N Bayshore Blvd and Coyote Point Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 2b Buffered Bicycle Lane	Peninsula Ave between N Humboldt St and Jefferson Ct	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Peninsula Ave between N Humboldt St and N Bayshore Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Plymouth Way between Dwight Rd and Chatham Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Roberta Dr between S Norfolk St and Kehoe Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 4 Separated Bicycle Lane	Rollins Rd between Broadway and 270 ft SE of Adrian Rd/Rollins Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Royal Ave between Norton St and S Norfolk St	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Amphlett Blvd between E 5th Ave and Hwy 101 Overcrossing	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	San Miguel Way between Otay Ave and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Santa Clara Way between Orinda Dr and Pasadena Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	Saratoga Dr between E Hillsdale Blvd and Santa Clara Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	Saratoga Dr between S Delaware St and E Hillsdale Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Seagate Dr between Woodbridge Cir and Seagate Way	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Grant St between 9th Ave and Concar Dr	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 4 Separated Bicycle Lane	S Grant St between Concar Dr and 19th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	S Humboldt St between Cypress Ave and 9th Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2 Bicycle Lane	S Norfolk St between Alley and E 3rd Ave	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 2b Buffered Bicycle Lane	S Norfolk St between Ciro Ave and Los Prados	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	S Norfolk St between Cypress Ave and Alley	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Sunnybrae Blvd between S Delaware St and S Amphlett Blvd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 3 Bicycle Route	Taylor Way between Industrial Way and Old County Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Toyon Dr between Linden Ave and Carolan Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Unnamed Trail between Old County Rd and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Unnamed Trail between Old County Rd and Industrial Rd	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Carlos	Class 1 Path	Us Highway 101 between Industrial Rd and E San Carlos Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Burlingame	Class 3b Bicycle Boulevard	Victoria Rd between Howard Ave and Burlingame Ave	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Mateo	Class 3b Bicycle Boulevard	Woodbridge Cir between Laurie Meadows Dr and Seagate Dr	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Straighten and enhance existing crosswalks to high-visibility crosswalks. Consider providing a leading pedestrian interval for the Airport Blvd crossings.	Airport Blvd/Anza Blvd (map ID 3)	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Consider installing RRFBs at two existing marked crosswalks.	Old Bayshore Why in front of Hyatt (map ID 72)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Study installing a high-visibility crosswalk across the northern approach. Implement appropriate signal timing modifications. Requires coordination with Caltrans.	Old Bayshore Hwy/US 101 Interchange (map ID 71)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks with high-visibility crosswalk markings. Consider marking a high-visibility crosswalk across the southern approach, if feasible. Provide a leading pedestrian interval if feasible.	Broadway/Airport Blvd/Old Bayshore Blvd (10)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install pedestrian-scale wayfinding signs to the pedestrian/bicycle bridge and to the Bay Trail. Provide public art/other placemaking elements around the overpass.	Broadway/US-101 Pedestrian Bridge (13)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install a leading pedestrian interval for the Rollins crossing if feasible. Enhance existing crosswalks with high-visibility crosswalk markings. (#49)	Rollins Dr/Cadillac Way (49)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks with high-visibility crosswalk markings. Consider improvements to increase access to the bike/pedestrian bridge at Cadillac Way.	Broadway/Rollins Dr (12)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across Trenton Way and Dwight Road. Install signs on Rollins Road alerting drivers of the crossings.	Rollins Rd/Dwight Rd/Trenton Way (50)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across the Burlingame Avenue and Victoria Road approaches. Install advance stop pavement markings. Install curb extensions if feasible.	Victoria Rd/Burlingame Ave (59)	Mid

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance existing crosswalks to with high-visibility crosswalk markings. Install advance stop pavement markings at all approaches. Install curb extensions if feasible.	N Humboldt St/Howard Ave (40)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Install high-visibility crosswalks across Victoria Rd. Conduct a stop sign warrant study and consider changing the intersection control to a multi-way stop if feasible.	Victoria Rd/Howard Ave (60)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance the existing crosswalk across Morrell Avenue with high-visibility crosswalk markings.	Carolan Ave/Morrell Ave (22)	Mid
Burlingame Bicycle and Pedestrian Master Plan (2020)	Burlingame	Enhance the existing crosswalk with high-visibility crosswalk markings	Carolan Ave/Alpine Ave (21)	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Mateo	Interchange reconstruction - ramps only- Class IV	3rd Ave/4th Ave	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Carlos	Crossing improvements and LPI	Industrial Ave & Howard Ave (Project ID P13)	Mid
City of San Carlos Bicycle and Pedestrian Master Plan (2020)	San Carlos	Crossing improvements and beacon	Industrial Ave & Center St (Project ID P14)	Mid
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae, San Bruno	Class 3b Bicycle Boulevard	San Antonio Ave, San Anselmo Ave, Huntington Ave, S San Anselmo Ave, Santa Helena Ave between Center St and San Mateo Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 2 Bicycle Lane	Center St between San Anselmo Ave and Centennial Way Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3b Bicycle Boulevard	Center St between Centennial Way Trail and Monterey St Trail	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Monterey St Trail between Trail and Aviador Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3b Bicycle Boulevard	Aviador Ave between Us Highway 101 and Monterey St Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Veterans Blvd between Bay Trail and 430 ft S of Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3 Bicycle Route	Veterans Blvd between Bay Trail and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Veterans Blvd between Oyster Point Blvd and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Oyster Point Blvd between Unnamed Trail and Veterans Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Gateway Blvd between E Grand Ave and Oyster Point Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	E Grand Ave, S Airport Blvd between Gateway Blvd and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Tanforan Ave, Shaw Rd between S Maple Ave and Us 101 Overcrossing	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Us 101 Overcrossing between Shaw Rd and S Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Angus Ave between W Angus Ave and Bay Trail	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno, Unincorporated San Mateo County	Class 2 Bicycle Lane	Bay Trail between E San Bruno Ave and Angus Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	E San Bruno Ave, Bay Trail between Us Highway 101 and Belle Aire Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Bay Trail between Sierra Point Pkwy and San Francisco County Line	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Lagoon Rd between Sierra Point Pkwy and Tunnel Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Brisbane	Class 1 Path	Sierra Point Pkwy, Shoreline Ct between Lagoon Rd and 270 ft SW of Bay Trail/Shoreline Ct	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	E Grand Ave, Grand Ave between Spruce Ave and Genentech Drive	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Bay Trail between Old Bayshore Blvd and Old Bayshore Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 4 Separated Bicycle Lane	E Millbrae Ave, Old Bayshore Blvd between Us Highway 101 and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	E Millbrae Ave between Us Highway 101 and Us Highway 101	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 4 Separated Bicycle Lane	E Millbrae Ave, Millbrae Ave between El Camino Real and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Aviador Ave between Monterey St Trail and Beverly Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 2 Bicycle Lane	Bay Trail between Angus Ave and Centennial Way Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Beverly Ave between Aviador Ave and Lerida Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae, San Bruno, Unincorporated San Mateo County	Class 2 Bicycle Lane	Centennial Way Trail between Bay Trail and Monterey St Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Center St between Monterey St Trail and Spruce St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	E Grand Ave between Us Highway 101 and Grand Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	E Millbrae Sidepath between Aviador Ave and Bay Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	5th Ave between 7th Ave and Angus Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Hillside Blvd between Linden Ave and School St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	6th Ave between 7th Ave and Walnut Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Hwy 101 Overcrossing between Corporate Dr and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Hwy 101 Overcrossing between Grand Ave and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Hwy 101 Overcrossing between S Airport Blvd and San Mateo Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	7th Ave between Angus Ave and 6th Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Industrial Way between Grand Ave and Unnamed Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	7th Ave between Walnut Ave and Shaw Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Lerida Ave between Aviador Ave and Beverly Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Linden Ave between S Linden Ave and Baden Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 3b Bicycle Boulevard	Linden Ave between Baden Ave and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2b Buffered Bicycle Lane	Airport Blvd between Us Highway 101 and Sister Cities Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Airport Blvd between Sister Cities Blvd and Us Highway 101	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Mitchell Ave between E Grand Ave and Harbor Way	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Airport Blvd between Produce Ave and Miller Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 1 Path	Monterey St Trail between Centennial Way Trail and Spruce St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	N Access Rd between S Airport Blvd and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Oak St between Hemlock Ave and Center St	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	Oyster Point Blvd between Airport Blvd and Unnamed Trail	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Produce Ave between San Mateo Ave and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	Rollins Rd between E Millbrae Ave and 270 ft SE of Adrian Rd/Rollins Rd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	S Airport Blvd between Airport Blvd and E Grand Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	San Mateo Ave between S Linden Ave and Airport Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Santa Inez Ave between El Camino Real and San Antonio Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno, South San Francisco	Class 3 Bicycle Route	Shaw Rd between Us 101 Overcrossing and Interstate Highway 380	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Sister Cities Blvd between Airport Blvd and Hillside Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 2 Bicycle Lane	S Linden Ave between Railroad Ave and Dollar Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Millbrae	Class 3 Bicycle Route	S Mcdonnell Rd between Coast Guard Rd and Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Terminal Ct between Us Highway 101 and 320 ft W of Produce Ave/ Terminal Ct/Us Highway 101	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 1 Path	Unnamed Trail between Industrial Way and Oyster Point Blvd	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	South San Francisco	Class 4 Separated Bicycle Lane	Utah Ave between S Airport Blvd and Littlefield Ave	North
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	San Bruno	Class 3 Bicycle Route	Walnut Ave between Huntington Ave and 7th Ave	North
		Crossing of 101	2 - SFO Bay Trail Gap Closure	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, and/ or traffic circles.	Baden Ave & Airport Blvd	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles	Airport Blvd & San Mateo Ave	North
Active South City (2022)	South San Francisco	Remove free right turn lane. Upgrade two marked crossings to high-visibility. Consider pedestrian-only phase. Construct a pedestrian refuge island at the Airport Boulevard approach.	Grand Ave & Airport Blvd	North
Active South City (2022)	South San Francisco	Install advance yield markings and signs for the Grand Avenue crossings.	Cypress Ave & Grand Ave	North
Active South City (2022)	South San Francisco	Upgrade all crosswalks to high-visibility crosswalks. Remove free right turn lanes at northwest and southeast corners. Install pedestrian refuge islands in all crossings. Install curb extensions at all four corners.	Gateway Blvd & E Grand Ave	North
Active South City (2022)	South San Francisco	Install advance stop markings at all approaches. Provide a leading pedestrian intervals for all crossings.	Grand Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Install advance yield pavement markings and signs.	Grand mid-block crossings between Linden and Maple	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/or traffic circles	Linden Ave & Airport Blvd	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, red curb, crossing guards/traffic control, leading pedestrian intervals, pedestrian-only phases, and extended crossing time	Armour Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	California Ave & Linden Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Commercial Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Lux Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Miller Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, and red curb	Linden Ave & Tamarack Ln	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Active South City (2022)	South San Francisco	Construct curb extensions at the north, west, and south corners. Upgrade two marked crosswalks to high-visibility crosswalks and realign to be straight. Implement a leading pedestrian interval for both crosswalks.	Oyster Point Blvd & Airport Blvd	North
Active South City (2022)	South San Francisco	Consider improvements such as marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal	Oyster Point Blvd & Dubuque Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions,no right turn on red, crosswalks & curb ramps, slip lane removal, leading pedestrian intervals, conflict markings, bicycle detection, signage & lighting, and/ or traffic circles	Oyster Point Blvd & Gateway Blvd	North
Active South City (2022)	South San Francisco	Consistent with proposed Utah overcrossing of 101, install high visibility crosswalks at all four approaches. Provide a leading pedestrian interval.	S Airport Blvd & Utah Ave	North
Active South City (2022)	South San Francisco	Consider improvements such as marked crosswalks, signs, pavement markings, sidewalk gap filling/repair, lighting, and slip lane removal	S Airport Blvd & Wondercolor Ln	North
Active South City (2022)	South San Francisco	Consider improvements such as curb extensions, signage & lighting, crosswalks & curb ramps, pedestrian crossing beacons, conflict markings & advance stop/yield markings, bicycle detection, and/ or traffic circles	Corey Way & Utah Ave	North
City of San Bruno Walk 'n Bike Plan (2016)	San Bruno	Crossing improvements at the intersection of a major and a minor street (I2)	San Bruno Ave & 6th Ave	North
City of San Bruno Walk 'n Bike Plan (2016)	San Bruno	.4 miles of Streetscape / crosswalk improvements (P3)	San Bruno Ave from El Camino Real to 7th Ave	North

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County	Class 4 Separated Bicycle Lane	Bay Rd between State Highway 84 and Spring St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park, Redwood City, Unincorporated San Mateo County	Class 1 Path	Marsh Rd, Us 101 Marsh Rd Overcrossing, State Highway 84 between Bay Rd and Bay Trail	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park, Redwood City	Class 2 Bicycle Lane	Marsh Rd between Us 101 Marsh Rd Overcrossing and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	University Ave between Woodland Ave Trail and Donohoe St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 3b Bicycle Boulevard	Woodland Ave, Baywood Ave between Middlefield Rd and Manhattan Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Woodland Ave between Manhattan Ave and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County, Woodside	Class 4 Separated Bicycle Lane	State Highway 84 between Us Highway 101 and Mountain Home Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos	Class 1 Path	Bay Trail between 410 ft E of Bay Trail/Pico Blvd/Twin Dolphin Dr/Twin Dolphin Dr Sidepath and 730 ft N of American St	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Bay Rd between Marsh Rd and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, San Carlos, Unincorporated San Mateo County	Class 1 Path	Bay To Sea Trail (Urban Segment) between Main St and Bay To Sea Trail (Mountain Segment)	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Woodland Ave Trail between Woodland Ave and Daphne Way	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 4 Separated Bicycle Lane	Willow Rd between Durham St and State Highway 84	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 1 Path	Dumbarton Rail Trail between Marsh Rd and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Capitol Ave between Scofield St and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Redwood City, Unincorporated San Mateo County	Class 2 Bicycle Lane	Charter St between Middlefield Rd and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Chilco St between Windermere Ave and Hamilton Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Chrysler Dr between Commonwealth Dr and Independence Dr	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Clarke Ave between E Bayshore Rd and O'Connor St	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Clarke Ave between O'Connor St and Illinois St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Cooley Ave between Donohoe St and University Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Donohoe St between Cooley Ave and Clarke Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Durham St between Menalto Ave and Hospital Pl	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	E Bayshore Rd between Laurel Ave and Donohoe St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	E Bayshore Rd between Donohoe St and Pulgas Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Euclid Ave between E Bayshore Rd and Runnymede St	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto, Menlo Park	Class 3 Bicycle Route	Green St between Menalto Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 1 Path	Haven Ave between 630 ft W of Haven Ave/Marsh Rd/State Highway 84 and Marsh Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 2 Bicycle Lane	Haven Ave between Haven Ct and 630 ft W of Haven Ave/Marsh Rd/ State Highway 84	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 3b Bicycle Boulevard	Hurlingame Ave between Northside Ave and Bay Rd	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 1 Path	Hwy 101 Overcrossing between E Bayshore Rd and Newell Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Ivy Dr between Ringwood Ave and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Manhattan Ave between Woodland Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Menalto Ave between E O'Keefe St and Us Highway 101	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Unincorporated San Mateo County	Class 3b Bicycle Boulevard	Menlo Oaks Dr between Arlington Way and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Newbridge St between Willow Rd and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Newell Rd between Woodland Ave and W Bayshore Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	O'Keefe St between Menalto Ave and Willow Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 2 Bicycle Lane	Pulgas Ave between E Bayshore Rd and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Atherton, Unincorporated San Mateo County	Class 1 Path	Ringwood Ave between Arlington Way and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Ringwood Ave between Sonoma Ave and Van Buren Rd	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	Scofield St between Woodland Ave and Capitol Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	Menlo Park	Class 3 Bicycle Route	Van Buren Rd between Iris Ln and Bay Rd	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	W Bayshore Rd between Green St and Manhattan Ave	South
C/CAG Comprehensive Bicycle and Pedestrian Plan (2021)	East Palo Alto	Class 3 Bicycle Route	W Bayshore Rd between Capitol Ave and Newell Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	US 101 overcrossing at Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Hoover St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Industrial Way	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Winslow St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Path along Seaport Blvd. / Woodside Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Brewster Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Main St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Chestnut St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Bay Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Woodside Rd.	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Class IV: Cycle Tracks	Woodside Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Path from Seaport Blvd. to Veterans Blvd. under U.S. 101	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	One Marina Way	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Maple St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Fifth Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Bay Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Whipple Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail (Bair Island)	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Charter St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Chestnut St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	Broadway	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class II (Bike Lanes)	E. Bayshore Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	E St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Connector path	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	Broadway	South

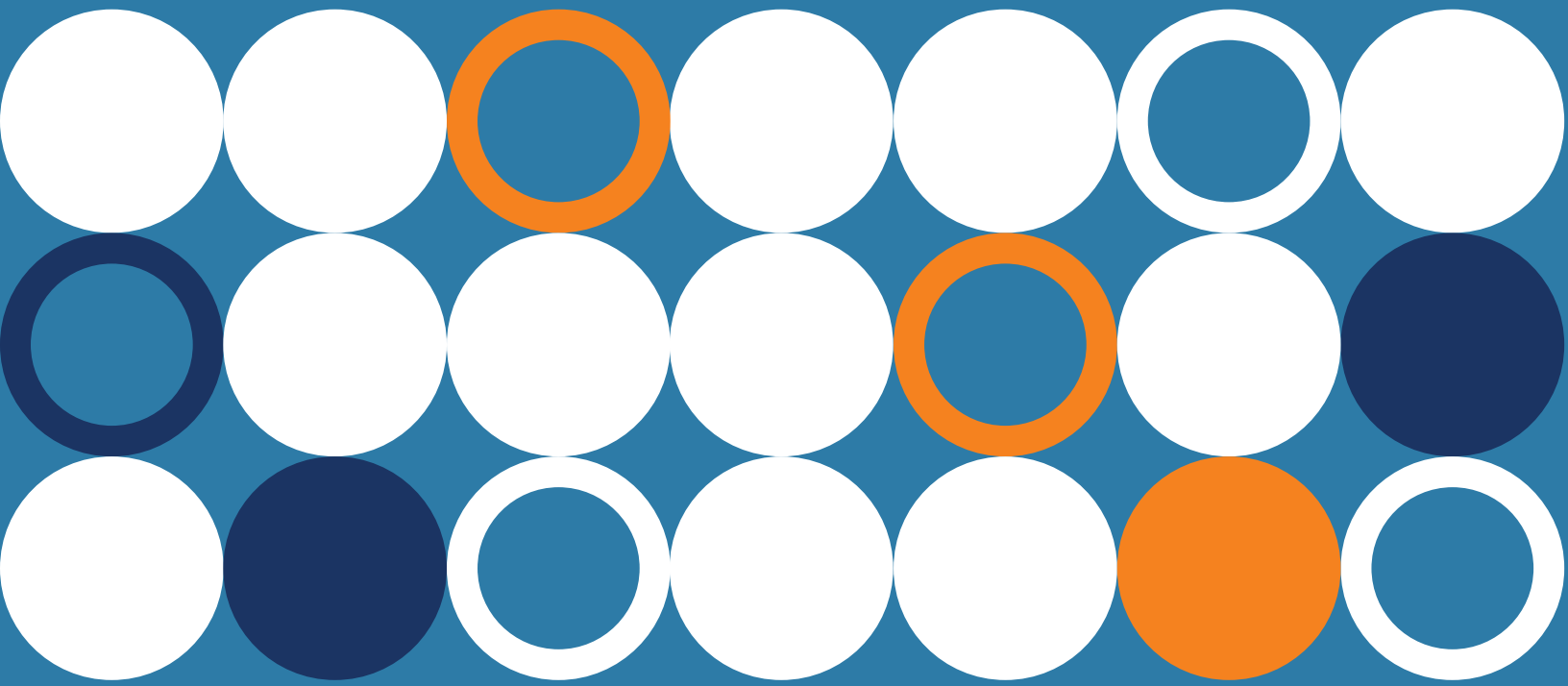
Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	Haven Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail (Redwood Creek)	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Routes)	A St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Bay Trail	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Page St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class I (Shared-use Bike & Pedestrian Path)	Marsh Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Second Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Second Ave.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Rolison Rd.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Class III (Bike Boulevard)	Page St.	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Woodside / Broadway	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Whipple / US 101	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Pedestrian Crossing	Whipple / Veterans	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Woodside Rd between Alameda de las Pulgas and Broadway	Woodside Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Woodside Rd between Alameda de las Pulgas and Broadway	Woodside Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Broadway between El Camino Real and Charter St	Broadway	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
RWC Walk Bike Thrive plan (2022)	Redwood City	Second St between Rolison Rd and Western Philatelic Library	Second St	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Rolison Rd between Rolison Rd and Marsh Rd	Rolison Rd	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Hoover St between 5th Ave and 8th Ave	Hoover St	South
RWC Walk Bike Thrive plan (2022)	Redwood City	Whipple Ave between El Camino Real and Veterans Blvd	Whipple Ave	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Construct sidewalk on the south side of Menalto Ave (requires removal of parking and landscaping)	Menalto Ave between OConnor St and Haight St (191)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Modify southbound Bay Rd to two left turn lanes and a right-turn lane. Narrow existing median on north Bay Rd leg. Install westbound Willow Rd right-turn lane. Install high-visibility crosswalk on east Willow Rd leg with curb ramps. Install pedestrian signals.	Willow Rd & Bay Rd	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Overcrossing. Work with Caltrans to modify signal timing at Caltrans intersections to include All-Red clearance time.	Willow Rd between Bayfront & Newbridge St (50)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Convert existing crosswalks to high-visibility crosswalks. Modify signal timing to lead-lag operation on Newbridge St with the leading left-turn phase on the southbound Newbridge St approach and lagging left-turn phase on the northbound Newbridge St approach.	Willow Rd & Newbridge St	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Widen sidewalks on both sides of the roadway by narrowing the travel lanes.	Newbridge St from Market Pl to Carlton Ave (28)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Install sidewalk along east side of Bay Rd to provide access to Flood County Park.	Bay Rd from Del Norte Ave to Ringwood Ave (51)	South

Source Plan (Year)	Project Jurisdiction	Project Type	Location Extent	County Area
Menlo Park Transportation Master Plan (2020)	Menlo Park	Construct pedestrian and bicycle crossing over the Dumbarton Rail Corridor at the Onetta Harris Community Center from Chilco St to Terminal Ave.	Dumbarton Rail Corridor (185)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Dr are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	Jefferson Dr from Jefferson Court to Constitution Dr (20)	South
Menlo Park Transportation Master Plan (2020)	Menlo Park	Recommended Improvements: Install westbound Chrysler Dr left turn lane (widening of Chrysler Dr west of Constitution Dr may be required pending final design). Install crosswalks across all legs. Funded Improvements: Install traffic signal. Modify and add a lane on eastbound Chrysler Dr to accomodate shared thru/turn lanes.	Constitution Dr & Chrysler Dr	South

D

Appendix D: Greenhouse Gas and Vehicle Miles Traveled Calculations



Affordable Housing & Sustainable Communities Program Benefits Calculator Tool Book A:

Brisbane to San Bruno Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants
A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	Alana Way	2030	≤ 1 mile	3,342	No	2	4	No					89,552	31	1	4	4	0	2,635
					No	2	6												
Class I Bike Path	Lagoon Road	2030	≤ 1 mile	3,100		2	9												
Class II Bike Lane	Tunnel Ave	2030	> 1 and ≤ 2 miles	4,160	No	3	13						82,368	28	1	4	3	0	2,429
Class II Bike Lane	Bayshore Boulevard	2030	> 1 and ≤ 2 miles	3,998	No	9	20						106,147	37	1	5	4	0	3,130
Class IV Separated Bikeway	Bayshore Boulevard	2030	≤ 1 mile	18,920	No	6	16						445,793	154	3	20	18	0	13,146
Class II Bike Lane	Oyster Point Boulevard	2030	≤ 1 mile	16,167	No	6	14						247,355	85	2	11	10	0	7,295
Class I Bike Path	Oyster Point Boulevard	2030	≤ 1 mile	16,167	No	6	14						507,902	175	3	22	21	0	14,945
		2030	≤ 1 mile	16,167	No	6	14												
Class I Bike Path	Gateway Boulevard	2030	≤ 1 mile	6,501	No	9	24						294,339	101	2	13	12	0	8,661
Class IV Separated Bikeway	Gateway Boulevard	2030	> 1 and ≤ 2 miles	13,403	No	7	18						464,414	160	3	20	19	0	13,696
Class IV Separated Bikeway	San Bruno Avenue Eas	2030	≤ 1 mile	20,905	No	2	9						420,128	145	3	18	17	0	12,390
Class I Bike Path	San Bruno Avenue Eas	2030	> 2 miles	7,543	No	30	65						473,942	163	3	21	19	0	13,946

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,078
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

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California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	186,034	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	20	
Local NO_x Emission Reductions (lbs)	137	
Local $PM_{2.5}$ Emission Reductions (lbs)	127	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	92,273	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities Program Benefits Calculator Tool Book B:

Millbrae to Burlingame Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants
A step-by-step **user guide**, including a **project example**, is available at:
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New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	East Millbrae Avenue	2030	≤ 1 mile		No	5	20												
Class I Bike Path	Old Bayshore Highway	2030	≤ 1 mile	27,398	No	2	11						632,894	218	4	28	26	0	18,623
Class II Bike Lane	Old Bayshore Highway	2030	> 1 and ≤ 2 miles	13,090	No	10	17						294,525	101	2	13	12	0	8,686
Walkway	Old Bayshore Highway	2030	≤ 1 mile	20,556	No	2	10						71,535	25	0	3	3	0	2,105
Class I Bike Path	Broadway	2030	≤ 1 mile		No	3	14												
Walkway	Rollins Road	2030	≤ 1 mile	7,025	No	4	15						32,877	11	0	1	1	0	967
Walkway	Cadillac Way	2030	≤ 1 mile	3,230	No	4	17						15,116	5	0	1	1	0	445
Bicycle Boulevard	Cadillac Way	2030	≤ 1 mile	3,230	No	4	15						26,076	9	0	1	1	0	769
Class IV Separated Bikeway	Carolan Avenue	2030	≤ 1 mile	6,784	No	12	49						230,364	79	2	10	9	0	6,793
Bicycle Boulevard	Carolan Avenue	2030	≤ 1 mile	3,077	No	13	43						31,210	11	0	1	1	0	920
Bicycle Boulevard	Carolan Avenue	2030	≤ 1 mile	2,031	No	12	37						20,600	7	0	1	1	0	608
Class II Bike Lane	Howard Avenue	2030	≤ 1 mile	1,650	No	14	40						36,383	13	0	2	1	0	1,073
Walkway	Howard Avenue	2030	≤ 1 mile	1,650	No	6	18						7,722	3	0	0	0	0	227
Walkway	Howard Avenue/Humbo	2030	≤ 1 mile	1,913	No	7	17						11,248	4	0	0	0	0	331
Class II Bike Lane	Humboldt Street	2030	> 1 and ≤ 2 miles	5,405	No	28	51						143,503	49	1	6	6	0	4,232

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	535
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	90,747	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	10	
Local NO_x Emission Reductions (lbs)	68	
Local $PM_{2.5}$ Emission Reductions (lbs)	63	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	45,779	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities Program Benefits Calculator Tool Book C:

San Mateo Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants
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New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	East 3rd Avenue	2030	≤ 1 mile	14,022	No	10	38						570,078	196	4	25	23	0	16,775
Class I Bike Path	East 3rd Avenue	2030	≤ 1 mile	20,798	No	12	35						845,563	291	5	37	34	0	24,881
Class II Bike Lane	South Norfolk Street	2030	≤ 1 mile	10,230	No	9	24						225,572	78	1	10	9	0	6,652
Class II Bike Lane	South Norfolk Street	2030	> 1 and ≤ 2 miles	5,155	No	26	53						136,865	47	1	6	6	0	4,036
Class II Bike Lane	South Norfolk Street	2030	≤ 1 mile	8,433	No	4	19						147,999	51	1	6	6	0	4,364
Class IV Separated Bikeway	Fashion Island Bouleva	2030	≤ 1 mile	10,129	No	13	34						343,950	118	2	15	14	0	10,143
Class IV Separated Bikeway	South Delaware Street	2030	≤ 1 mile	9,973	No	6	26						269,540	93	2	12	11	0	7,949
Class IV Separated Bikeway	Saratoga Drive	2030	≤ 1 mile	7,974	No	11	35						270,773	93	2	12	11	0	7,985
Class II Bike Lane	Saratoga Drive	2030	≤ 1 mile	5,381	No	7	21						118,651	41	1	5	5	0	3,499
Bicycle Boulevard	Santa Clara Way	2030	≤ 1 mile	2,786	No	5	18						22,491	8	0	1	1	0	663
Bicycle Boulevard	Pasadena Drive/East 4(	2030	≤ 1 mile	1,092	No	7	25						11,076	4	0	0	0	0	327
		2030	≤ 1 mile		No	2	12												
Class II Bike Lane	Laurie Meadows Drive	2030	≤ 1 mile	1,232	No	2	11						18,850	6	0	1	1	0	556
	Woodbridge Circle	2030	≤ 1 mile		No	3	13												
Bicycle Boulevard	Seagate Drive	2030	≤ 1 mile	87	No	2	11						612	0	0	0	0	0	18

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,027
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	175,207	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	19	
Local NO_x Emission Reductions (lbs)	130	
Local $PM_{2.5}$ Emission Reductions (lbs)	121	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	87,849	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities Program Benefits Calculator Tool Book D:

Belmont to Redwood City Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants
A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Bicycle Boulevard	Marine View Street	2030	≤ 1 mile	147	No	6	16						1,187	0	0	0	0	0	35
Bicycle Boulevard	Hiller Street	2030	≤ 1 mile	2,942	No	8	23						29,841	10	0	1	1	0	880
Class IV Separated Bikeway	Marine Parkway	2030	≤ 1 mile	26,687	No	5	18						554,823	191	4	24	23	0	16,362
		2030	≤ 1 mile		No	6	15												
Class II Bike Lane	Island Parway	2030	≤ 1 mile	2,976	No	6	15						52,229	18	0	2	2	0	1,540
Class IV Separated Bikeway	Marine Parkway	2030	≤ 1 mile	18,434	No	5	16						434,342	150	3	19	18	0	12,809
Class II Bike Lane	Marine Parkway/ Twin D	2030	> 1 and ≤ 2 miles	9,299	No	13	33						246,888	85	2	11	10	0	7,281
Class IV Separated Bikeway	Industrial Road/ Industr	2030	> 1 and ≤ 2 miles	9,220	No	7	33						376,978	130	2	16	15	0	11,117
Class IV Separated Bikeway	Industrial Way	2030	≤ 1 mile	9,815	No	3	13						231,261	80	2	10	9	0	6,820
Class II Bike Lane	Whipple Ave	2030	≤ 1 mile	28,473	No	2	12						320,321	110	2	14	13	0	9,446
Class II Bike Lane	Veterans Boulevard	2030	> 1 and ≤ 2 miles	18,360	No	18	40						413,100	142	3	18	17	0	12,182
Class I Bike Path	Veterans Boulevard	2030	≤ 1 mile	11,411	No	6	14						411,207	142	3	18	17	0	12,100
Class IV Separated Bikeway	Woodside Road	2030	≤ 1 mile		No	8	13												
Class IV Separated Bikeway	Bay Road	2030	> 1 and ≤ 2 miles	6,358	No	19	33						259,960	90	2	11	11	0	7,666
Class II Bike Lane	Florence Street	2030	≤ 1 mile	7,961	No	7	17						175,540	60	1	8	7	0	5,177

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	1,208
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	226,992	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	23	
Local NO_x Emission Reductions (lbs)	153	
Local $PM_{2.5}$ Emission Reductions (lbs)	143	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	103,415	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

Affordable Housing & Sustainable Communities Program Benefits Calculator Tool Book E:

Menlo Park to East Palo Alto Projects

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants
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https://ww2.arb.ca.gov/sites/default/files/classic/cc/capandtrade/auctionproceeds/sgc_ahsc_guide_022521.pdf

New Active Transportation Facilities and Programs | **VMT and Emission Reductions**

New Facility or Program Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 1/4 Mile	Key Destinations within 1/2 Mile	Electric Bike Share?	Average Cost of Bike Share Trip ($)	Bike Share Final Year Operational	Bike Share Trips in Year 1 (trips/year)	Bike Share Trips in Year F (trips/year)	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class I Bike Path	Marsh Road	2030	≤ 1 mile	29,797	No	5	13						825,973	284	5	36	34	0	24,305
Class II Bike Lane	Marsh Road	2030	≤ 1 mile		No	4	11												
Class II Bike Lane	Constitution Drive/Chilc	2030	> 1 and ≤ 2 miles	2,325	No	17	25						61,729	21	0	3	3	0	1,820
Bicycle Boulevard	Chilco Street	2030	≤ 1 mile	1,223	No	17	27						12,405	4	0	1	1	0	366
Walkway	Newbridge Street	2030	≤ 1 mile	3,706	No	9	29						21,791	7	0	1	1	0	641
Class II Bike Lane	Newbridge Street	2030	≤ 1 mile	5,662	No	4	27						99,368	34	1	4	4	0	2,930
Class II Bike Lane	Newbridge Street	2030	≤ 1 mile	6,321	No	6	27						110,934	38	1	5	5	0	3,271
Bicycle Boulevard	Saratoga Avenue/East	2030	≤ 1 mile	1,333	No	7	30						13,521	5	0	1	1	0	399
Bicycle Boulevard	East Bayshore Road	2030	≤ 1 mile	4,430	No	11	30						44,933	15	0	2	2	0	1,325
Bicycle Boulevard	Donohoe Street	2030	≤ 1 mile	19,230	No	11	29						175,147	60	1	8	7	0	5,165
Bicycle Boulevard	Donohoe Street/East Ba	2030	≤ 1 mile	7,566	No	18	38						76,742	26	1	3	3	0	2,263
Bicycle Boulevard	Bayshore Road	2030	≤ 1 mile	8,990	No	9	17						91,186	31	1	4	4	0	2,689

California Air Resources Board

Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Project Information

Project Name	
AHSC GGRF Funds Requested ($)	
Other GGRF Funds ($)	
Total GGRF Funds ($)	

GHG Summary

Total GHG Emission Reductions ($MTCO_2e$)	528
AHSC GHG Emission Reductions ($MTCO_2e$)	
AHSC Housing, Active Transportation, and Solar PV GHG Emission Reductions ($MTCO_2e$)	
AHSC Transit GHG Emission Reductions ($MTCO_2e$)	
Total GHG Emission Reductions per AHSC GGRF Funds ($MTCO_2e$/$)	

California Air Resources Board

Benefits Calculator Tool for the Affordable Housing and Sustainable Communities Program

California Climate Investments

Co-benefits and Key Variables	Per Total GGRF Funds	Per AHSC GGRF Funds
Passenger VMT Reductions (miles)	88,119	
Net Density (dwelling units/acre)		
Renewable Energy Generation (kWh)		
Local ROG Emission Reductions (lbs)	10	
Local NO_x Emission Reductions (lbs)	67	
Local $PM_{2.5}$ Emission Reductions (lbs)	62	
Local Diesel PM_{10} Emission Reductions (lbs)	0	
Remote ROG Emission Reductions (lbs)		
Remote NO_x Emission Reductions (lbs)		
Remote $PM_{2.5}$ Emission Reductions (lbs)		
Fossil Fuel Use Reductions (gallons)	45,175	
Travel Cost Savings ($)		
Energy and Fuel Cost Savings ($)		

E

Appendix E: Community Engagement

COMMUNITY SURVEY RESPONSES

Surveys and Responses

Bay Road Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	Looks like this was proposed by someone who doesn't use this route.
Explain what you like or would improve about the design.	Put all the happy emojis here! Curb bulb-outs, proper protected bike lanes, AND some street greenery! Seriously so exciting.
	The only comment I'd make is that bus stops right after an intersection (Bay and 2nd) can be scary/dangerous on a bike. Navigating the intersection, plus needing to plan to merge over (to get around the bus) at the same time is a lot. You're trying to 1. watch for traffic from the street to the right, which often will stop at the crosswalk (or slightly past it) when trying to make a right-hand turn, and who often do not see cyclists. and 2. look behind you to find a space to merge over to get around the bus. Those two things are roughly 180 degrees separated from each other, so you can only observe one at time. Oh, and by the way, you better start pedaling to try and bring your speed up closer to the vehicle speed.
	If I might be so bold, I'd suggest removing the center median concrete in favor of making separate dedicated spaces for bus stops and bicycle lanes.
	Like the cement buffer separating bikes from cars.
	They add extra mobility options while still keeping cars moving
	I bicycle on Bay often enough, north and south. As is, I feel okay about this street because it does not have heavy vehicle traffic, and the street itself is quite wide (south of Woodside Rd). Although it is not part of the target area, I do wonder how Bay is going to be configured between Woodside and Chestnut. Currently that section of the street is not wide enough for vehicles and bicycles. Also, when I am northbound, the dead end of Bay into Chestnut is problematic. I end up riding on the sidewalk from Bay to Spring, to get across Chestnut. Not the best, but workable.
	the street is far too big considering the amount of vehicle traffic. The vehicle lanes could be significantly reduced while still maintaining plenty of vehicle speed. More pleasant with multi-mode transportation (cars, bikes, pedestrians). Will lead to more stores and pedestrian engagement.
	I applaud the effort to include bike lanes, but this Bay Road plan is a road to nowhere AND will not be used. Here's why: The established bike route is on Broadway because Bay Road northbound has no access to downtown Redwood City. Once riders cross a very long light at Woodside road it dead ends at the railroad grade a block north of Woodside road. There is no bike traffic southbound from Woodside on Bay rd. because there's no bike access on Woodside in either direction at that intersection. Also, there is no planned access that I see. Riders southbound are better served by using Broadway to Page St. which already has some traffic calming measures and far less traffic. Please use resources for meaningful improvements or extensions to existing routes.

Bay Road Design Concept	
Explain what you like or would improve about the design.	While I like the design and feel it is safer for both drivers and cyclists, I have concerns about congestion with the removal of the auto travel lanes.
	I like the addition of landscape elements and protecting cyclists (and drivers!) with a physical barrier between them and vehicles.
Any other comments for the project team?	Keep up the exciting work!
	I bicycle on Bay currently because I feel much safer than on Broadway, especially at the Woodside intersection. I have given up on riding northbound on Broadway across Woodside, and southbound isn't much better
	I live near Taft school and I'm a daily bike commuter to work downtown near the Civic Center Plaza.
	My daughter is a daily bike commuter to Sequoia High School via Broadway.
	My kids biked to Kipp Excellencia for many years. I got bike racks installed at Kipp Excellencia to enable more kids to ride.
	I am also an avid recreational cyclist and know the safe routes for bikes from Marin to Morgan Hill.
	I'm passionate about bike access in our community. Please reach out for further comments and recommendations.

East Bayshore Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	This is the missing link of the Bay Trail and should be rerouted along the bay. It's good that it gets upgraded, but it doesn't really solve the Bay Trail challenge.
	Consider different route onto Willow Rd.
Explain what you like or would improve about the design.	It is still a road. Definitely needs to be more safe, but without physical barriers it will still feel unsafe. Cars are speeding on this road.
	To slow down traffic on Saratoga. And perhaps not have the detours funnel through Saratoga.
	From E. Bayshore consider diverting route onto Willow Rd through existing pedestrian access before Saratoga Ave. This will avoid travelling on Saratoga Ave. due to narrow width of street and high use of street parking. Consider expanding and widening the access between E. Bayshore Rd. and Willow Rd. through this route.
	The proposed change on Menalto Ave. and E Bayshore will create too much traffic in a residential area. It will be unsafe for children to walk to and from schools.

East Bayshore Design Concept	
Explain what you like or would improve about the design.	I believe Saratoga is a yield street. I think we should remove parking from one side so that there is more road width for a dedicated bike lane. I wrote a comment in the map above where there have been 14 vehicle-vehicle accidents on Saratoga and Newbridge/East Bayshore in the past 18 months! https://studio.foursquare.com/map/public/af47803e-4489-414f-8bd3-d4444c486685 5 of them are side swipes, which is likely evidence that the road is very narrow. It's good people are slowing down. And it's also good there have been no recorded vehicle-bicycle or vehicle-pedestrian collisions, probably because of the natural road dieting from the narrow roads. I really like the Class IV bike lane on Newbridge. It's hard for me to visualize since it's not in the existing/proposed figures above on this web page.
Any other comments for the project team?	There is a mislabeling in the existing/proposed figures. It says, "Saratoga Ave. to Willow Rd." but it's actually "Newbridge to Willow Rd". Saratoga and Willow are parallel streets.

Gateway Boulevard Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	Half and half.
Explain what you like or would improve about the design.	Improved bike infrastructure would be great. While the dedicated bus lines are great, who will use them other than the Genentech buses? From my house in San Bruno, it's 45 minutes to my SSF office by bus, 25 minutes by bike, and 20 minutes by car. I like the combined shared path between walking and biking, since it often feels pretty dangerous to bike in the middle as we have now. However, I don't think there is a need for a dedicated bus lane. There isn't frequent enough bus service, or demand, or even enough traffic to justify the bus lane. I would like to make the conflict points better, like shorter wait times for crossing the street, more clarity at intersections, protection for people walking or biking, and faster movement of buses during times of congestion. raise the crosswalks so that the bike/ped path stays at the same grade and the drivers turning go over a raised speed table. This plan doesn't look like it is adding a class I facility on gateway - it looks like it is just a sidewalk and space is being removed from that area. Please add that to the design by reducing the width of the car travel lanes or something else. This is a great bike commuting option and the only direct option to connect the bay trail to the cove as the bay trail is much longer and less direct.

Gateway Boulevard Design Concept	
Any other comments for the project team?	This would be a nice change; however it is useless without a safe way for cyclists to cross 101 at Airport, Grand, or Oyster Pt.
	Thanks for putting the work in!
	Thanks for bringing forward this awesome project.
	Looking forward to this project.

Saratoga Drive Design Concept	
Do you like the proposed improvements? Yes or No? *Responses below are for those who responded 'Other' and asked to describe below.*	No responses for this field.
Explain what you like or would improve about the design.	Very clearly visible separation between high-speed vehicles and low speed bicycles is safer. What would be better is a solid raised barrier, like a curb, between them.
	Need to ensure no right turn occurs onto the road. As it backs and cars taking a left turn onto the street cannot proceed, thus have to wait an extra light
	A separated bike lane is a big improvement over existing conditions. Car lane narrowing will also move the needle in the right direction on driver speed.
	We need much more decisive and brave action to remove the tyranny of car dominance though. This corridor being revamped and yet remaining a massive, four-lane space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction.
	Cars drive VERY fast on Saratoga and it's really not uncommon while on a bike for it to feel like they are accelerating while they pass us.
	Love the protected bike lanes and pedestrian safety measure.
	Improved safety.
	Bike lanes would be more comfortable at the sidewalk level and not the car level.
Any other comments for the project team?	Ensure swift delivery of project.

Saratoga Drive Design Concept	
Any other comments for the project team?	A separated bike lane is a big improvement over existing conditions. Car lane narrowing will also move the needle in the right direction on driver speed.
	We need much more decisive and brave action to remove the tyranny of car dominance though. This corridor being revamped and yet remaining a massive, four-lane space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction
	Currently, there is a grade for water run off. I ride my 3-wheeled ebike and have to ride into the car lane to get to a lower grade aspect of the current bike lanes so I can use the bike lanes without feeling like I'm going to topple over. I use my 3-wheeled bike to transport by 4-year-old to and from school and to run errands.
	This connects to other important bicycle projects like Delaware and is in proximity to the work proposed on 19th. These projects are all connected because they create a cycling network.
	TY!

Industrial Road Option 1 & 2:

Option #1: One-Way bike lane on each side, separated from traffic by a buffer strip and bollards	
Why do you prefer this option?	Faster to implement therefore safer for all in a quicker manner.
	I choose to bike down Old County rather than Industrial (quieter, less cross traffic, etc) -- and I think most cyclists do -- therefore, if you are making modifications to Industrial, I would keep the investment on the smaller side.
	1. Buffer strip and bollards are good enough and can save the cost.
	2. Option 1 will be faster, and people can use it early.
	3. We really hope the city and county can invest more in burying power lines to reduce wildfire risks or at least help residents with regular tree trimming to improve safety.
	Seems like the best compromise between bike and car use, and thus a better chance to happen! As a bicyclist many times in the Bay Area, I find this design worked well on Woodside road, for example.
Any other comments for the project team?	I hope this isn't drug out like other city projects and it will take years to implement.
	Half the problem is people not reading that going north of industrial and turning right on holly that the far-right lane is south 101 only. The amount of near misses is incredible and even worse when adding cyclists to the mix. I hope that's being thought about as well.

Option #1: One-Way bike lane on each side, separated from traffic by a buffer strip and bollards	
Any other comments for the project team?	Thank you for taking this on! We have such a great area in which to cycle or walk with great weather and flat landscapes. This type of work makes it possible safely!

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	My workplace is on Industrial Rd, and I ride my bicycle from the Caltrain station 5 days per week. I strongly prefer Option 2. Option 1 has plastic bollards that are designed to give under impact. Drivers on Industrial Rd treat the 35mph limit as a minimum limit. It's a wide, flat road (stroad) with good forward visibility. It's built like a highway, so of course, people will drive on it at highway speeds. Given there is and will be a regular 20+mph speed differential between people on bikes and people in cars, the extra cost of infrastructure that could save one person's life. Additionally, it's well-accepted that obstacles closer to the roadway will cause drivers to naturally reduce their speeds. I encourage you to make a quick google search about this if unsure. Trees would function to slow drivers and reduce chances of a car-to-car and car-to-human crash. One more point is that Industrial Rd is generally quite ugly. Trees would help with that. Look at the section of Laurel St in downtown San Carlos where all of the restaurants are. It is lovely, and the trees play a big part in that. Thank you for looking into this. I have many coworkers that live close to work but choose to drive because it feels unsafe to get to our workplace on Industrial Rd any other way. Fewer drivers will reduce collisions, traffic & commute times, and road wear, among other things. All of these are longer-term budget improvements. In the future, I hope that considerations are made to travel safely from Redwood Shores to San Carlos businesses without a car. https://www.cbsnews.com/sanfrancisco/news/san-carlos-cyclist-fatal-collision-hwy101-holly-street/
	Safer for biking and a clear space where cars can't go/park.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	My workplace is on Industrial Rd, and I ride my bicycle from the Caltrain station 5 days per week. I strongly prefer Option 2. Option 1 has plastic bollards that are designed to give under impact. Drivers on Industrial Rd treat the 35mph limit as a minimum limit. It's a wide, flat road (stroad) with good forward visibility. It's built like a highway, so of course, people will drive on it at highway speeds. Given there is and will be a regular 20+mph speed differential between people on bikes and people in cars, the extra cost of infrastructure could save one person's life. Additionally, it's well-accepted that obstacles closer to the roadway will cause drivers to naturally reduce their speeds. I encourage you to make a quick google search about this if unsure. Trees would function to slow drivers and reduce chances of a car-to-car and car-to-human crash. One more point is that Industrial Rd is generally quite ugly. Trees would help with that. Look at the section of Laurel St in downtown San Carlos where all of the restaurants are. It is lovely, and the trees play a big part in that.
	Proper separation of bikes and cars.
	Option 2 provides safer separation of bike traffic from car traffic and also improves the curb appeal of the street by adding new landscaping.
	I prefer option 2 because I think that landscaped buffers have better visual appeal and ultimately are a better long-term solution that both looks good and keeps cyclists safe. I do think both of these 2 options would be a marked improvement over the current bicycle lane.
	I prefer this because it is safer and shows higher commitment in the area to bike safety, which will hopefully help as a precedent of bike commuting and safety throughout the area.
	I want the after option. One big problem right now is cars parking in the bike lane for ong you into traffic, this happens very frequently with the auto repair and body shops on Industrial and creates a huge safety issue. I think option 2 would limit that more
	Way safer! People crash and drive over buffer strips. This will also bring needed greenery to the area.
	Option 2 is a no brainer. It is safer for cyclists and provides a much more visually appealing and beautiful road design. It creates a physical separation between vehicles and both bikes and pedestrians. Bollards unfortunately are often not enough to protect cyclists. I myself have been struck twice by vehicles while in dedicated bike lanes with just bollards.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb

Why do you prefer this option?	
	Option 2 is the far better option for pedestrian and bicyclist safety. I think it also brings some nice advantages in urban greenery (heat island reduction?) and possibly stormwater retention. Option 1 reminds me of my old (very sketchy!) commute along Cesar Chavez in SF (from 280 to Kansas St and back again). If you take a peek at the street view you'll see: * Many missing flexible posts used to delineate the bike lane. * Vehicles parking or stopping in the bike lane (away from intersections) because the posts are missing. * Large amounts of road debris in the bike lane (I often wondered, can I stop quickly on this gravel? Will I get cut by glass if I fall?) * A total vanishing of support before and in the intersection (which is doubly bad, because cyclists are led into the area with some sense of security, only to be abandoned at the worst moment) Of those issues, the only one that Option 2 may not solve is the road debris. If you have time, I'd also recommend reviewing the west-bound bike lane underneath highway 280. It is so so so _so_ close to being _great_, but instead swings deep into super sketchy. Right at the off ramp the separated bike lane disappears, and you get punted out into traffic. The markings on the road are gone so drivers don't expect it. There is also, very helpfully, a giant column over your lefthand shoulder. So, the bicyclists' view of the cars, and the cars view of the bicyclists, is disrupted until the merge is happening. And there is a quick left right chicane to add to the fun. I'm sure there are reasons that intersection ended up like it did, but it does feel like being dropped into a killing zone. In any case, y'all are off to a much better start, I hope I'm not coming across as too negative.
	Safety of my kids.
	I want landscape and to improve the aesthetics of the area. I'm very opposed to losing an extra driving lane, although I understand that this is necessary to build safer lanes for people traveling on foot and bicycle.
	Raised curb separation between high-speed vehicles and low speed bicycles is safer.
	Option #2 - focus on safety of pedestrians/cyclists while making the corridor aesthetically pleasing.
	I bike and scooter this route daily to catch a corporate bus. There are large industrial vehicles, some businesses block the bike lane with trash bins, not to mention broken glass and industrial debris (rocks, gravel) that spill out and flood the bike lane. This route has potential to be a gateway to sequoia high school - I wouldn't want my kids to bike it now but think with option 2 it's a better long-term outcome for safety.
	Safer for biking with kids.
	Industrial is basically a highway for people driving. It's extremely unsafe for people walking or biking. None of the crosswalks can be seen and people almost get hit by cars who don't stop daily.
	Landscaped buffer separates cars and bikes and provides more safety to a bicycle.
	It is safer for cyclists.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Why do you prefer this option?	Option 2 is safer for both bikers and drivers, and it's less of an eyesore.
	Option 2 is likely a better long-term approach; however, I would have concern regarding debris from a heavily trafficked area becoming entrenched in the dedicated bike lane. This could cause hazards for cyclists. As long as the area is able to be maintained, it would be preferable to option 1.
	Safer and more pleasant to ride.
	A raised curb feels safer to me for both the cyclist and driver.
	Option two provides more attractive defining features (landscaping), while potentially also providing more effective physical barriers (instead of plastic posts).
	Physical barrier and green creates a more friendly environment
	Safer for biclycles who are vulnerable.
	Landscaped barriers are more likely to actually STOP an accident.
	Industrial Road is a large road and cars drive fast. A raised curb as buffer would be much safer. A raised curb would also likely be more permanent, since plastic barriers tend to get run over and destroyed by cars and trucks. A raised curb might also help prevent debris from the road from being cast into the bike lane, which is a common problem on Insdustrial and Old County Roads.
	Option two provides better (not good but better) safety for those outside of cars. The physical barrier between cars and people biking and walking, makes it more pleasant and safe to not drive (making those transit options more viable). Much more needs to be done, however. This space should not be designed too thoroughly for such a large number of high-speed vehicles. No improvements can make such a circumstance safe for people not in cars.
	Much safer for bicyclists and will encourage less experienced riders to use this route.
	I bike with my children and prefer the safest option -- a protected bike lane separated by landscaped buffer and raised curb.
	The landscape buffer feels safer
Any other comments for the project team?	Thank you for looking into this. I have many coworkers that live close to work but choose to drive because it feels unsafe to get to our workplace on Industrial Rd any other way.
	Fewer drivers will reduce collisions, traffic & commute times, and road wear, among other things. All of these are longer-term budget improvements.
	In the future, I hope that considerations are made to travel safely from Redwood Shores to San Carlos businesses without a car.
	https://www.cbsnews.com/sanfrancisco/news/san-carlos-cyclist-fatal-collision-hwy101-holly-street/
	really glad this project is happening looking forward to the improvements.
	Would also love to see a safer biking option for crossing the Holly Street 101 overpass asap!
	Thank you for working on this project, I didn't know this was happening until a coworker shared it today but I'm really glad that you are!

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Any other comments for the project team?	Thank you so much for this endeavor!
	Thank you! For the initiative and study.
	Option 2 is so exciting! Any chance for some bulb-outs or curb radius decreases? Would the sewer district contribute funding if you could add stormwater retention to your planting basins? So cool to see what y'all have come up with so far, and I'm excited to see what comes of it!
	Thank you for doing this
	Shaded areas where there is more greenery is important to me. There are studies that discuss a lack of foliage in poorer industrial and urban areas. I don't want this to happen to my neighborhood.
	If possible, can there be a resting area where someone can sit down and rest for a while if they need a break?
	Remove parking along old industrial.
	This is a family-oriented community, but there are very few roads that feel safe to bike with kids. This would enable biking between San Carlos and downtown Redwood City in a manner that is safe for families
	Thank you for working to make our streets more safe for bikers.
	I love the ideas in Option 2!
	I support both and hope the project takes into account beautification of the surrounding area.
	Needs to be synchronized with the new Holy/101 interchange. Also important to look at the south end to downtown Redwood City Corridor and the connection to the CalTrains station in San Carlos.
	Can you implement a version of #1 quickly and then replace it with more permanent physical barriers?
	A separated bike lane is a big improvement over existing conditions. Plastic and signals alone will not adequately protect people from cars though. What's more, forcing every corridor improvement project into being a costly, ineffective ordeal instead of taking real progressive steps is the car-lobbies wet dream. When this is the best we can do, they get dangerous, car-dominated infrastructure while maximally eroding funds set aside for improvements and public opinion/patience.
	We need much more decisive and brave action to remove the tyranny of car dominance. This corridor being revamped and yet remaining a massive, space designed primarily for cars sets a bad precedent and maintains a dangerous and unpleasant environment for those outside of cars. People will continue to choose to drive in this area over other means of transportation if this is the infrastructure that is forced on them. We will make no progress toward leaving a livable planet for future generations if we do not make real progress now. Children will grow up in a hostile, violent, car-dominated space if we don't do the right thing at every opportunity. People will get hurt and killed even with these improvements, so we should take bolder steps. This corridor could easily be one car lane in each direction.

Option #2: One-way bike lane on each side, separated by a landscaped bugger and raised curb	
Any other comments for the project team?	Thank you for providing a physically protected bike lane option! I am the mother of two small children and love biking with them. I would like to bike to more places with my children, but resort to driving when there isn't a safe route. Industrial is a busy road, and I won't bike on it unless the bike lane is physically protected from traffic. Please also consider adding physically protected bike lanes to streets that connect to Industrial, like Howard Avenue and Brittan.

Both	
Why do you prefer this option?	Very important to have a protected bike lane in this area.
	Both provide safety. Good to know it's being implemented. Option 2 is better but not sure if it works really be required.
	Anything to separate the bicyclists from traffic is okay for me. People drive fast on Industrial, but I think that they would be no more like to crash through bollards than drive over a curb into the bike lane. I have ridden many times on Paseo Padre Parkway in Fremont, which has bollards, and feel fine about that. I also recently rode on El Camino Real from Sand Hill to Shoreline to explore the bike lane there and found that perfectly acceptable with just bollards.
	Separate bike lanes are the key to safe travel, so either option sounds good.
	Both options seem to have roughly equal impacts on safety and comfort.
Any other comments for the project team?	This plan is useless unless a dedicated bike lane crossing of El Camino Real (CA 82) at Ralston Ave in Belmont is included. The entire west side of Belmont is excluded from this plan as there is no safe crossing of El Camino Real. Bike lanes disappear into shared traffic lanes a half mile on either side of El Camino Real resulting in an extremely dangerous mixed traffic situation.
	Don't forget people on scooters and people just walking. Need to make sure right turn protection operates automatically so that cyclists don't need to dismount. Also, right turns can be a particular risk to pedestrians trying to navigate crossings too. Drivers tend to drift over crosswalks for visibility on unprotected turns.

Neither	
Why do you prefer this option?	Very important to have a protected bike lane in this area.
	Both provide safety. Good to know it's being implemented. Option 2 is better but not sure if it works really be required.
	Anything to separate the bicyclists from traffic is okay for me. People drive fast on Industrial, but I think that they would be no more like to crash through bollards than drive over a curb into the bike lane. I have ridden many times on Paseo Padre Parkway in Fremont, which has bollards, and feel fine about that. I also recently rode on El Camino Real from Sand Hill to Shoreline to explore the bike lane there and found that perfectly acceptable with just bollards.
	Separate bike lanes are the key to safe travel, so either option sounds good.
	Both options seem to have roughly equal impacts on safety and comfort.
Any other comments for the project team?	This plan is useless unless a dedicated bike lane crossing of El Camino Real (CA 82) at Ralston Ave in Belmont is included. The entire west side of Belmont is excluded from this plan as there is no safe crossing of El Camino Real. Bike lanes disappear into shared traffic lanes a half mile on either side of El Camino Real resulting in an extremely dangerous mixed traffic situation.
Any other comments for the project team?	Thank you for taking this on! We have such a great area in which to cycle or walk with great weather and flat landscapes. This type of work makes it possible safely!

San Bruno Avenue Option 1 & 2:

Option #1: Class IV separated from traffic by a painted buffer and plastic bollards	
Why do you prefer this option?	I prefer option 1 because it provides a dedicated lane for bicycles.
	Option offers less protection, but having it sooner is important.
Any other comments for the project team?	No Comments

Option #2: Class I shared-use path separated from traffic by landscaped buffer strip and raised curb	
Why do you prefer this option?	I occasionally commute to work by riding my bike from downtown San Bruno to the Bay Trail near the airport (to get to SSF), and back again. It is pretty rough biking along San Bruno Ave, but also hard to avoid. I would prefer to be as separated from vehicle traffic as possible (Option #2). However, I would prefer Option #1 to nothing.
	It will be safer option for both pedestrians and cyclists. However, San Bruno Ave is very busy due to on/off ramps to 101. It may create traffic jam.
	I would like a combination of the options. For the bike path, consistency is important to me, so if both bike/ped lanes will be on the same side of the road at any point, I'd like to see that be the case for the entire road. Since section B has the lanes both on the same side of the road, I'd prefer option 1 for section A and option 2 for section C, because I want the lights to be automatically triggered and I worry that with option 2 for section A, the pedestrian and bicycles will be required to trigger the crossing signals requiring stopping at every light and slowing down the bicycle commute. I like the turning design for option 2 in section C as it is much better protected by bicycles and traffic is often moving very quickly.
	Promotes safeties. Pedestrians are separated from vehicles
Any other comments for the project team?	Thank you for working on this! I would commute by bike much more frequently if it was safer/easier to bike down San Bruno Ave connecting to the Bay Trail!
	Will San Bruno Avenue be widened when this will take place? As it is now it is already very busystreet.
	These are both great options, I would be overall happy with either and this will greatly improve my commute to work, but I want the bike lane to be consistent across the whole road with both bike lanes on the same side of the road if section b will be that way regardless. The bay trail that this proposes connecting to is in bad shape and difficult to bike through because of tree roots. Additionally, the bike lane disappears on McDonnell road and then picks up again right after the underpass. Could you also include diagonal crossings at McDonnell road and at the bay trail connection for going left from the shared use path or class iv bike lane? I also like the idea of moving section A to the north side of san bruno ave as there is fewer crossings of traffic required to access the bay trail.

Both	
Why do you prefer this option?	Prefer the 2nd option but if it could mean a longer delay then I vote for the first
	Both look good. I'm just more concerned with the lack of a shoulder that cars will block the road but I'm in favor of having that barricade between pedestrians/bikes and the cars
	Cars and bikes/micro mobility require separation for safety.
Any other comments for the project team?	Move bike lanes to parallel streets as designed in the San Bruno Bike/Ped Plan.

Neither	
Why do you prefer this option?	Neither
	New bike and traffic signal at 8th Ave. only There is NO 8th Ave Please correct location
Any other comments for the project team?	Remove parking along both sides for bicycles and pedestrians instead of removing a lane

F

Appendix F: Selected Project Cost Estimates

Opinions of probable cost reflect a high-level estimation of the project cost, and were developed by identifying major pay items and estimating quantities to establish rough order-of-magnitude costs. Cost opinions are preliminary and are expected to be refined in later stages of design.

Contingencies were included to account for items that are undefined or typically unknown prior to final design. Unit costs are based on 2025 dollars and were derived from historical cost data from Caltrans Contract Cost Data and recent bid tabs provided by local agencies.

These cost opinions do not include easement or right-of-way acquisition, permitting, surveying, geotechnical investigations, environmental documentation, special site remediation, escalation, or ongoing maintenance.

Where applicable, contingencies for construction, preliminary engineering, acquisitions, utilities, and construction engineering are assumed. Costs for outreach and engagement activities conducted during the design phases are included in the preliminary engineering costs. Contingencies and their associated values are summarized in the table below.

Active 101 Selected Project Cost Opinion Contingencies

Contingency	Percentage
General Overhead-Related Construction Items[38]	
Mobilization	10%
Temporary Traffic Control	10%
Construction Survey and Staking	5%
Construction Management	15%
Water Pollution Control Program (WPCP)	5%
Construction Item Contingency[39]	
Construction Item Contingency	25%
Project Delivery Costs[40]	
Project Approval and Environmental Document (PA&ED)	10%
Plans, Specifications, and Estimates (PS&E)	15%
Acquisitions and Utilities	5%
Construction Engineering	10%

38 General Overhead-Related Construction Items percentages are applied to construction item costs.
39 Construction Item Contingency percentage is applied to construction item costs and general overhead-related construction items.
40 Project Delivery Cost percentages are applied to the total cost of construction items, general overhead-related construction items, and construction item contingency.

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Gateway Blvd (City of South San Francisco)	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$3,579,000**
1	Mobilization (10%)	1	LS	$795,000.00	$795,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$795,000.00	$795,000
3	Construction Survey and Staking (5%)	1	LS	$398,000.00	$398,000
4	Construction Management (15%)	1	LS	$1,193,000.00	$1,193,000
5	Implement WPCP (5%)	1	LS	$398,000.00	$398,000
Demolition					**$1,165,839**
6	CLEARING & GRUBBING	20,793.00	SF	$ 11.00	$228,723
7	GRIND EXISTING CONCRETE PAVEMENT	25,115.00	SY	$ 14.00	$351,610
8	REMOVE CURB AND GUTTER	4,106.00	LF	$ 64.00	$262,784
9	ROADWAY EXCAVATION	466.00	CY	$ 105.00	$48,930
10	REMOVE CONCRETE SIDEWALK	1,426.00	SQYD	$ 192.00	$273,792
Civil Improvements					**$5,794,913**
11	AGGREGATE BASE	454.00	CY	$ 683.00	$310,082
12	HOT MIX ASPHALT (TYPE A)	5,470.00	TON	$ 156.00	$853,320
13	SIDEWALK	454.00	CY	$ 926.00	$420,404
14	CONCRETE CURB AND GUTTER	4,379.00	LF	$ 82.00	$359,078
15	DETECTABLE WARNING SURFACE	1,223.00	SQFT	$ 51.00	$62,373
16	CURB RAMP	30.00	EA	$ 2,530.00	$75,900
17	LANDSCAPING	15,223.00	SF	$ 82.00	$1,248,286
18	TREE	86.00	EA	$ 4,500.00	$387,000
19	BUS SHELTER WITH BENCH AND AMENITIES	5.00	EA	$ 127,694.00	$638,470
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	60.00	EA	$ 24,000.00	$1,440,000
Traffic Improvements					**$17,675**
21	SIGNS	35.00	EA	$ 505.00	$17,675
Pavement Markings					**$970,937**
22	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	6,891.00	SQFT	$ 15.00	$103,365
23	6" THERMOPLASTIC TRAFFIC STRIPE	8,377.00	LF	$ 4.00	$33,508
24	12" THERMOPLASTIC TRAFFIC STRIPE	340.00	LF	$ 5.00	$1,700
25	RED THERMOPLASTIC PAVEMENT	64,028.00	SQFT	$ 13.00	$832,364
				Subtotal of Construction Items:	**$11,528,364**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$2,882,091
	Total (Construction Items & Contingencies) cost:				**$14,410,455**

Project Delivery Costs:		
	Type of Project Cost	**Cost $**
Preliminary Engineering (PE)		
Project Approval and Environmental Document (PA&ED) (10%):		$ 1,441,046
Plans, Specifications and Estimates (PS&E) (15%):		$ 2,161,568
	Total PE:	**$ 3,602,614**
Right of Way (RW)		
Right of Way Engineering:		
Acquisitions, Utilities, and Drainage (10%):		$ 1,441,046
	Total RW:	**$ 1,441,046**
Total Pre-Construction Costs (PE+RW):		**$5,043,659**
Construction Engineering (CE)		
Construction Engineering (CE) (10%):		$ 1,441,046
Total Construction Costs:		**$15,851,501**
Total Project Cost:		**$20,895,160**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS	
013931	RED THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=Green&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Caltrans cost database link is to Green Thermoplastic Paint, using the same unit cost for Red Thermoplastic Paint	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search		
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans			
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans			
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search		
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://dldata.dot.ca.gov/contractcost/results.php?item=846030&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search		
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search		
730070	DETECTABLE WARNING SURFACE	$ 30.55	SQFT	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF [(4/12) *(90)]/27 = 1.1CY/curb ramp) Unit cost $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.	
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search https://ve08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4' = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~$1.50	
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://ve08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search		
820840	SIGNS	$ 505.00	EA	Caltrans	https://dldata.dot.ca.gov/contractcost/results.php?item=%24840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=&convert=&start=Search		
731504	CONCRETE CURB AND GUTTER	$ 91.17	LF	Caltrans	https://dldata.dot.ca.gov/contractcost/results.php?item=731504&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&ob=&search	Unit cost $2023/CY. Assuming 6" curb ht + 2' wide gutter, convert to per LF. $2023/CY * 1.083 SF / 27 FT = $81.17/LF	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate		
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600	
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up		
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.	
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing	
TDG-7	CLEARING & GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated, 4" depth	
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/46831/	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.	
TDG-9	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Port Scale Streetlight Estimate Conversion	Assume 125' OC spacing on both sides of corridor.	

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101 - San Bruno Road Concept Option 1	**Prepared by:**	Toole Design Group
Project Location:	San Bruno Road from Huntington Avenue to N McDonnell Road	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$4,595,000**
1	Mobilization (10%)	1	LS	$1,021,000.00	$1,021,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,021,000.00	$1,021,000
3	Construction Survey and Staking (5%)	1	LS	$511,000.00	$511,000
4	Construction Management (15%)	1	LS	$1,531,000.00	$1,531,000
5	Implement WPCP (5%)	1	LS	$511,000.00	$511,000
Demolition					**$883,461**
6	GRIND EXISTING CONCRETE PAVEMENT	9,940.00	SY	$ 14.00	$139,160
7	REMOVE GUARDRAIL	16.00	LF	$ 25.00	$400
8	REMOVE CURB AND GUTTER	-	LF	$ 64.00	$0
9	ROADWAY EXCAVATION	6,331.00	CY	$ 105.00	$664,755
10	REMOVE CONCRETE SIDEWALK	86.00	SQYD	$ 192.00	$16,512
11	CLEARING AND GRUBBING	5,694.00	SF	$ 11.00	$62,634
Civil Improvements					**$4,438,503**
12	AGGREGATE BASE	3,166.00	CY	$ 683.00	$2,162,378
13	HOT MIX ASPHALT (TYPE A)	8,368.00	TON	$ 156.00	$1,305,408
14	SIDEWALK	178.00	CY	$ 926.00	$164,828
15	CONCRETE CURB	-	LF	$ 313.00	$0
16	DETECTABLE WARNING SURFACE	795.00	SQFT	$ 51.00	$40,545
17	INSTALL FLEXIBLE POST DELINEATOR CLASS I	250.00	EA	$ 61.00	$15,250
18	CURB RAMP	53.00	EA	$ 2,530.00	$134,090
19	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
20	LANDSCAPING	4,288.00	SF	$ 82.00	$351,616
21	TREE	2.00	EA	$ 4,500.00	$9,000
22	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	71.00	EA	$ 24,000.00	$1,704,000
Traffic Improvements					**$2,747,010**
23	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	8.00	EA	$ 337,600.00	$2,700,800
24	ADD BIKE SIGNAL TO EXISTING SIGNAL	1.00	EA	$ 25,000.00	$25,000
25	SIGNS	42.00	EA	$ 505.00	$21,210
Pavement Markings					**$428,340**
26	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	10,977.00	SQFT	$ 15.00	$164,655
27	6" THERMOPLASTIC TRAFFIC STRIPE	30,063.00	LF	$ 4.00	$120,252
28	12" THERMOPLASTIC TRAFFIC STRIPE	318.00	LF	$ 5.00	$1,590
29	GREEN THERMOPLASTIC PAVEMENT	10,911.00	SQFT	$ 13.00	$141,843
				Subtotal of Construction Items:	**$13,092,314**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$3,273,079
	Total (Construction Items & Contingencies) cost:				**$16,365,393**

Project Delivery Costs:

	Type of Project Cost	Cost $
		Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):		$ 1,636,539
Plans, Specifications and Estimates (PS&E) (15%):		$ 2,454,809
	Total PE:	**$ 4,091,348**
		Right of Way (RW)
Right of Way Engineering:		
Acquisitions,Utilities, and Drainage (10%):		$ 1,636,539
	Total RW:	**$ 1,636,539**
Total Pre-Construction Costs (PE+RW):		**$5,727,887**
		Construction Engineering (CE)
Construction Engineering (CE) (10%):		$ 1,636,539
Total Construction Costs:		**$18,001,932**
Total Project Cost:		**$23,729,819**

Client:	San Mateo County Transportation Authority (SMCTA)	Date:	10/24/2025
Project Description:	Active 101 - San Bruno Road Concept Option 2	Prepared by:	Toole Design Group
Project Location:	San Bruno Road from Huntington Avenue to N McDonnell Road	Checked by:	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$5,696,000**
1	Mobilization (10%)	1	LS	$1,266,000.00	$1,266,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,266,000.00	$1,266,000
3	Construction Survey and Staking (5%)	1	LS	$633,000.00	$633,000
4	Construction Management (15%)	1	LS	$1,898,000.00	$1,898,000
5	Implement WPCP (5%)	1	LS	$633,000.00	$633,000
Demolition					**$1,388,827**
6	GRIND EXISTING CONCRETE PAVEMENT	11,029.00	SY	$ 14.00	$154,406
7	REMOVE GUARDRAIL	16.00	LF	$ 25.00	$400
8	REMOVE CURB AND GUTTER	4,457.00	LF	$ 64.00	$285,248
9	ROADWAY EXCAVATION	6,231.00	CY	$ 105.00	$654,255
10	REMOVE CONCRETE ISLAND (PORTIONS) (CY)	20.00	CY	$ 2,000.00	$40,000
11	REMOVE CONCRETE SIDEWALK	253.00	SQYD	$ 192.00	$48,576
12	CLEARING AND GRUBBING	18,722.00	SF	$ 11.00	$205,942
Civil Improvements					**$8,953,509**
13	AGGREGATE BASE	3,116.00	CY	$ 683.00	$2,128,228
14	HOT MIX ASPHALT (TYPE A)	7,574.00	TON	$ 156.00	$1,181,544
15	SIDEWALK	744.00	CY	$ 926.00	$688,944
16	CONCRETE CURB	7,732.00	LF	$ 313.00	$2,420,116
17	DETECTABLE WARNING SURFACE	1,235.00	SQFT	$ 51.00	$62,985
18	INSTALL FLEXIBLE POST DELINEATOR CLASS I	10.00	EA	$ 61.00	$610
19	CURB RAMP	51.00	EA	$ 2,530.00	$129,030
20	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
21	LANDSCAPING	21,002.00	SF	$ 82.00	$1,722,164
22	TREE	81.00	EA	$ 4,500.00	$364,500
23	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	71.00	EA	$ 24,000.00	$1,704,000
Traffic Improvements					**$358,760**
24	RECTANGULAR RAPID FLASHING BEACON	-	LS	$ 30,000.00	$0
25	PEDESTRIAN HYBRID BEACON	-	EA	$ 140,600.00	$0
26	NEW TRAFFIC SIGNAL	1.00	EA	$ 312,550.00	$312,550
27	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	-	EA	$ 337,600.00	$0
28	ADD BIKE SIGNAL TO EXISTING SIGNAL	1.00	EA	$ 25,000.00	$25,000
29	SIGNS	42.00	EA	$ 505.00	$21,210
Pavement Markings					**$246,555**
30	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	10,270.00	SQFT	$ 15.00	$154,050
31	6" THERMOPLASTIC TRAFFIC STRIPE	19,831.00	LF	$ 4.00	$79,324
32	12" THERMOPLASTIC TRAFFIC STRIPE	44.00	LF	$ 5.00	$220
33	GREEN THERMOPLASTIC PAVEMENT	997.00	SQFT	$ 13.00	$12,961
				Subtotal of Construction Items:	**$16,643,651**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$4,160,913
				Total (Construction Items & Contingencies) cost:	**$20,804,564**

Project Delivery Costs:

	Type of Project Cost	Cost $
Preliminary Engineering (PE)		
Project Approval and Environmental Document (PA&ED) (10%):		$ 2,080,456
Plans, Specifications and Estimates (PS&E) (15%):		$ 3,120,685
	Total PE:	**$ 5,201,141**
Right of Way (RW)		
	Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):		$ 2,080,456
	Total RW:	**$ 2,080,456**
Total Pre-Construction Costs (PE+RW):		**$7,281,597**
Construction Engineering (CE)		
Construction Engineering (CE) (10%):		$ 2,080,456
Total Construction Costs:		**$22,885,020**
Total Project Cost:		**$30,166,617**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731810	REMOVE CONCRETE ISLAND (PORTIONS) (CY)	$ 2,000.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731810&ob=0&DISTRICT%5B%5D=04&DISTRICT%5B%5D=08&DISTRICT%5B%5D=12&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=CY&convert=1&start=Search	
839752	REMOVE GUARDRAIL	$ 25.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=839752&ob=0&DISTRICT%5B%5D=04&DISTRICT%5B%5D=08&DISTRICT%5B%5D=12&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=01&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.10	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	http://d8data.dot.ca.gov/contractcost/results.php?item=846030&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+delinator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search http://sv08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit cost. Total unit cost = $4.44 + $77 /SF = ~$1.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	http://sv08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 312,550.00	EA	Local - City of San Carlos	Holly St Cost Estimate	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 337,600.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets Bid	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$538k, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	CLEARING AND GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated, 4" dept
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/60311	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation
TDG-9	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Saratoga Drive from Delaware Street to Franklin Parkway	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$1,328,000**
1	Mobilization (10%)	1	LS	$295,000.00	$295,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$295,000.00	$295,000
3	Construction Survey and Staking (5%)	1	LS	$148,000.00	$148,000
4	Construction Management (15%)	1	LS	$442,000.00	$442,000
5	Implement WPCP (5%)	1	LS	$148,000.00	$148,000
Demolition					**$169,850**
6	REMOVE CURB AND GUTTER	742.00	LF	$ 64.00	$47,488
7	ROADWAY EXCAVATION	178.00	CY	$ 105.00	$18,690
8	REMOVE CONCRETE SIDEWALK	342.00	SQYD	$ 192.00	$65,664
9	REMOVE THERMOPLASTIC TRAFFIC STRIPE	19,004.00	LF	$ 2.00	$38,008
Civil Improvements					**$2,446,294**
10	AGGREGATE BASE	123.00	CY	$ 683.00	$84,009
11	SIDEWALK	135.00	CY	$ 926.00	$125,010
12	MINOR CONCRETE (DRIVEWAY)	41.00	CY	$ 1,513.00	$62,033
13	MINOR CONCRETE	21.00	CY	$ 3,065.00	$64,365
14	DETECTABLE WARNING SURFACE	614.00	SQFT	$ 51.00	$31,314
15	INSTALL FLEXIBLE POST DELINEATOR CLASS I	375.00	EA	$ 61.00	$22,875
16	CURB RAMP	10.00	EA	$ 2,530.00	$25,300
17	BUS SHELTER WITH BENCH AND AMENITIES	2.00	EA	$ 127,694.00	$255,388
18	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	74.00	EA	$ 24,000.00	$1,776,000
Traffic Improvements					**$22,220**
19	SIGNS	44.00	EA	$ 505.00	$22,220
Pavement Markings					**$305,908**
20	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	7,343.00	SQFT	$ 15.00	$110,145
21	6" THERMOPLASTIC TRAFFIC STRIPE	23,896.00	LF	$ 4.00	$95,584
22	8" THERMOPLASTIC TRAFFIC STRIPE	1,122.00	LF	$ 5.00	$5,610
23	12" THERMOPLASTIC TRAFFIC STRIPE	485.00	LF	$ 5.00	$2,425
24	GREEN THERMOPLASTIC PAVEMENT	7,088.00	SQFT	$ 13.00	$92,144
				Subtotal of Construction Items:	**$4,272,272**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$1,068,068
	Total (Construction Items & Contingencies) cost:				**$5,340,340**

	Type of Project Cost	Cost $
Project Delivery Costs:		
Preliminary Engineering (PE)		
Project Approval and Environmental Document (PA&ED) (10%):		$ 534,034
Plans, Specifications and Estimates (PS&E) (15%):		$ 801,051
	Total PE:	**$ 1,335,085**
Right of Way (RW)		
Right of Way Engineering:		
Acquisitions and Utilities (10%):		$ 267,017
	Total RW:	**$ 267,017**
Total Pre-Construction Costs (PE+RW):		**$1,602,102**
Construction Engineering (CE)		
Construction Engineering (CE) (10%):		$ 534,034
Total Construction Costs:		**$5,874,374**
Total Project Cost:		**$7,476,476**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
[redacted]	[redacted]					
[redacted]	[redacted]					
[redacted]	[redacted]					
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans		
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
[redacted]	IMPORTED BORROW			Caltrans	[redacted]	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.80	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=remove+thermoplastic+traffic+stripe&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=10000&maxU=20000&unit=none&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS1	$ 61.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search. https://ev08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search.	Combine "Soil Amendment" - $360/CY (Assume 4' depth, so $360/CY * 4' = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~$1.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2021 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/39311	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.
TDG-8	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor.
510501	MINOR CONCRETE	$ 3,065.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=minor+concrete&min=&max=&minU=&maxU=&unit=none&DISTRICT=04&Year=2025%2Cy2024%2Cy2023&sortby=item&desc=&convert=&ob=0	For raised bike lane behind bus island
731516	MINOR CONCRETE (DRIVEWAY)	$ 1,513.00	CY	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=731516&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	For bus pads
846009	8" THERMOPLASTIC TRAFFIC STRIPE	$ 4.50	LF	Caltrans	https://ev08data.dot.ca.gov/contractcost/results.php?item=846009&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/31/2025
Project Description:	Active 101 - Industrial Road Concept Option 1	**Prepared by:**	Toole Design Group
Project Location:	Industrial Road from Harbor Boulevard to Whipple Avenue	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$5,441,000**
1	Mobilization (10%)	1	LS	$1,209,000.00	$1,209,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$1,209,000.00	$1,209,000
3	Construction Survey and Staking (5%)	1	LS	$605,000.00	$605,000
4	Construction Management (15%)	1	LS	$1,813,000.00	$1,813,000
5	Implement WPCP (5%)	1	LS	$605,000.00	$605,000
Demolition					**$635,761**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	90,823.00	SY	$ 7.00	$635,761
Civil Improvements					**$2,349,157**
7	HOT MIX ASPHALT (TYPE A)	9,890.00	TON	$ 156.00	$1,542,840
8	DETECTABLE WARNING SURFACE	1,020.00	SQFT	$ 51.00	$52,020
9	INSTALL FLEXIBLE POST DELINEATOR CLASS I	1,855.00	EA	$ 61.00	$113,155
10	BUS SHELTER WITH BENCH AND AMENITIES	3.00	EA	$ 127,694.00	$383,082
11	CURB RAMP	102.00	EA	$ 2,530.00	$258,060
12	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	223.00	EA	$ 24,000.00	$5,352,000
Traffic Improvements					**$261,660**
13	RECTANGULAR RAPID FLASHING BEACON	4.00	LS	$ 30,000.00	$120,000
14	ADD BIKE SIGNAL TO EXISTING SIGNAL	3.00	EA	$ 25,000.00	$75,000
15	SIGNS	132.00	EA	$ 505.00	$66,660
Pavement Markings					**$3,484,508**
16	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	20,459.00	SQFT	$ 15.00	$306,885
17	6" THERMOPLASTIC TRAFFIC STRIPE	124,021.00	LF	$ 4.00	$496,084
18	12" THERMOPLASTIC TRAFFIC STRIPE	1,155.00	LF	$ 5.00	$5,775
19	GREEN THERMOPLASTIC PAVEMENT	205,828.00	SQFT	$ 13.00	$2,675,764
				Subtotal of Construction Items:	**$12,172,086**
				Construction Item Contingencies (% of Construction Items):	**25.00%** $3,043,022
				Total (Construction Items & Contingencies) cost:	**$15,215,108**

Project Delivery Costs:

Type of Project Cost	Cost $
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED):	$ 1,521,511
Plans, Specifications and Estimates (PS&E):	$ 2,282,266
Total PE:	**$ 3,803,777**
Right of Way (RW)	
Right of Way Engineering:	
Acquisitions and Utilities (5%):	$ 760,755
Total RW:	**$ 760,755**
Total Pre-Construction Costs (PE+RW):	**$4,564,532**
Construction Engineering (CE)	
Construction Engineering (CE):	$ 1,521,511
Total Construction Costs:	**$16,736,618**
Total Project Cost:	**$21,301,151**

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101 - Industrial Road Concept Option 2	**Prepared by:**	Toole Design Group
Project Location:	Industrial Road from Harbor Boulevard to Whipple Avenue	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$13,076,000**
1	Mobilization (10%)	1	LS	$2,906,000.00	$2,906,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$2,906,000.00	$2,906,000
3	Construction Survey and Staking (5%)	1	LS	$1,453,000.00	$1,453,000
4	Construction Management (15%)	1	LS	$4,358,000.00	$4,358,000
5	Implement WPCP (5%)	1	LS	$1,453,000.00	$1,453,000
Demolition					**$1,770,040**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	56,126.00	SY	$ 7.00	$392,882
7	REMOVE CURB AND GUTTER	7,832.00	LF	$ 64.00	$501,248
8	ROADWAY EXCAVATION	8,342.00	CY	$ 105.00	$875,910
Civil Improvements					**$18,417,910**
9	AGGREGATE BASE	3,967.00	CY	$ 683.00	$2,709,461
10	HOT MIX ASPHALT (TYPE A)	33,941.00	TON	$ 156.00	$5,294,796
11	SIDEWALK	409.00	CY	$ 926.00	$378,734
12	MINOR CONCRETE (BUFFER)	1,348.00	CY	$ 768.00	$1,035,264
13	CONCRETE CURB	20,631.00	LF	$ 313.00	$6,457,503
14	CURB AND GUTTER	7,832.00	LF	$ 82.00	$642,224
15	DETECTABLE WARNING SURFACE	1,020.00	SQFT	$ 51.00	$52,020
16	CURB RAMP	102.00	EA	$ 2,530.00	$258,060
17	LANDSCAPING	11,863.00	SF	$ 82.00	$972,766
18	BUS SHELTER WITH BENCH AND AMENITIES	3.00	EA	$ 127,694.00	$383,082
19	TREE	52.00	EA	$ 4,500.00	$234,000
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	223.00	EA	$ 24,000.00	$5,352,000
Traffic Improvements					**$261,660**
21	RECTANGULAR RAPID FLASHING BEACON	4.00	LS	$ 30,000.00	$120,000
22	ADD BIKE SIGNAL TO EXISTING SIGNAL	3.00	EA	$ 25,000.00	$75,000
23	SIGNS	132.00	EA	$ 505.00	$66,660
Pavement Markings					**$3,250,140**
24	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	20,459.00	SQFT	$ 15.00	$306,885
25	6" THERMOPLASTIC TRAFFIC STRIPE	65,429.00	LF	$ 4.00	$261,716
26	12" THERMOPLASTIC TRAFFIC STRIPE	1,155.00	LF	$ 5.00	$5,775
27	GREEN THERMOPLASTIC PAVEMENT	205,828.00	SQFT	$ 13.00	$2,675,764
				Subtotal of Construction Items:	**$36,775,750**
		Construction Item Contingencies (% of Construction Items):		**25.00%**	$9,193,938
				Total (Construction Items & Contingencies) cost:	**$45,969,688**

Project Delivery Costs:

	Type of Project Cost	Cost $
		Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):		$ 4,596,969
Plans, Specifications and Estimates (PS&E) (15%):		$ 6,895,453
	Total PE:	**$ 11,492,422**
		Right of Way (RW)
	Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):		$ 4,596,969
	Total RW:	**$ 4,596,969**
Total Pre-Construction Costs (PE+RW):		**$16,089,391**
		Construction Engineering (CE)
	Construction Engineering (CE) (10%):	$ 4,596,969
Total Construction Costs:		**$50,566,656**
Total Project Cost:		**$66,656,047**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS	
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=013931&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&min=&max=&minU=&maxU=&unit=none&start=Search		
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans			
390132	HOT MIX ASPHALT (TYPE A)	$ 135.96	TON	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=390132&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans			
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731780&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731840&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=8%22+THERMOPLASTIC&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840505&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=840515&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&Year%5B%5D=2021&Year%5B%5D=2020&Year%5B%5D=2019&min=&max=&minU=&maxU=&unit=none&start=Search		
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=846030&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=Flexible+type+delineator&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&obs=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731623&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF. ((4/12) *(90))/27 = 1.1CY/curb ramp) Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp	
210212	LANDSCAPING	$ 31.50	SF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=202006&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search https://sv08data.dot.ca.gov/contractcost/results.php?item=210212&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost= $4.44 + $77 /SF = ~$1.50	
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=730010&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=LF&crosver=1&start=Search		
820840	SIGNS	$ 505.00	EA	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=820840&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731504	CURB AND GUTTER	$ 81.17	LF	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=731504&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search	Unit cost $2029/CY. Assuming 6" curb hr + 2' wide gutter, convert to per LF. $2029/CY * 1.083 SF / 27 FT = $81.17/LF	
510501	MINOR CONCRETE	$ 768.00	CY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=510501&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 6.47	SY	Caltrans	https://sv08data.dot.ca.gov/contractcost/results.php?item=398200&obs=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=70000&maxU=SQYD&start=Search		
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate		
TDG-2	PEDESTRIAN HYBRID BEACON	$ 840,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600	
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost Bids averaged at ~$251013	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up		
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost	
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing	
TDG-7	CLEARING AND GRUBBING	$ 30.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated. 4" depth.	
TDG-8	BUS SHELTER WITH BENCH AND AMENITIES	$ 123,693.90	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.com/media/6811	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation.	
TDG-9	PED SCALE STREETIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	Ea	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor	

Client:	San Mateo County Transporation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	Bay Road from Woodside Road to Fifth Avenue	**Checked by:**	

Project Estimate and Cost

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$2,822,000**
1	Mobilization (10%)	1	LS	$627,000.00	$627,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$627,000.00	$627,000
3	Construction Survey and Staking (5%)	1	LS	$314,000.00	$314,000
4	Construction Management (15%)	1	LS	$940,000.00	$940,000
5	Implement WPCP (5%)	1	LS	$314,000.00	$314,000
Demolition					**$921,384**
6	COLD PLANE ASPHALT CONCRETE PAVEMENT	27,382.00	SY	$ 28.00	$766,696
7	REMOVE CURB AND GUTTER	758.00	LF	$ 64.00	$48,512
8	ROADWAY EXCAVATION	768.00	CY	$ 105.00	$80,640
9	REMOVE CONCRETE SIDEWALK	133.00	SQYD	$ 192.00	$25,536
Civil Improvements					**$4,809,023**
10	AGGREGATE BASE	384.00	CY	$ 683.00	$262,272
11	HOT MIX ASPHALT (TYPE A)	2,982.00	TON	$ 156.00	$465,192
12	SIDEWALK	22.00	CY	$ 926.00	$20,372
14	MINOR CONCRETE (ISLAND PAVING)	940.00	CY	$ 1,155.00	$1,085,700
15	DETECTABLE WARNING SURFACE	855.00	SQFT	$ 51.00	$43,605
17	CURB RAMP	45.00	EA	$ 2,530.00	$113,850
18	BUS SHELTER WITH BENCH AND AMENITIES	4.00	EA	$ 127,694.00	$510,776
19	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	78.00	EA	$ 24,000.00	$1,872,000
20	LANDSCAPING	5,308.00	SF	$ 82.00	$435,256
Traffic Improvements					**$173,230**
21	RECTANGULAR RAPID FLASHING BEACON	5.00	LS	$ 30,000.00	$150,000
22	SIGNS	46.00	EA	$ 505.00	$23,230
Pavement Markings					**$359,963**
23	THERMOPLASTIC PAVEMENT MARKING	6,038.00	SQFT	$ 22.00	$132,836
24	4" THERMOPLASTIC TRAFFIC STRIPE	59.00	LF	$ 3.00	$177
25	6" THERMOPLASTIC TRAFFIC STRIPE	13,223.00	LF	$ 4.00	$52,892
26	8" THERMOPLASTIC TRAFFIC STRIPE	802.00	LF	$ 5.00	$4,010
27	12" THERMOPLASTIC TRAFFIC STRIPE	532.00	LF	$ 5.00	$2,660
28	GREEN THERMOPLASTIC PAVEMENT	12,876.00	SQFT	$ 13.00	$167,388
				Subtotal of Construction Items:	**$9,085,600**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$2,271,400
	Total (Construction Items & Contingencies) cost:				**$11,357,000**

Project Delivery Costs:

Type of Project Cost	Cost $
	Preliminary Engineering (PE)
Project Approval and Environmental Document (PA&ED) (10%):	$ 1,135,700
Plans, Specifications and Estimates (PS&E) (15%):	$ 1,703,550
Total PE:	**$ 2,839,250**
	Right of Way (RW)
Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):	$ 1,135,700
Total RW:	**$ 1,135,700**
Total Pre-Construction Costs (PE+RW):	**$3,974,950**
	Construction Engineering (CE)
Construction Engineering (CE) (10%):	$ 1,135,700
Total Construction Costs:	**$12,492,700**
Total Project Cost:	**$16,467,650**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
190101	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&min=&max=&minU=&maxU=&unit=none&start=Search	
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans		
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
398200	COLD PLANE ASPHALT CONCRETE PAVEMENT	$ 27.52	SY	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=398200&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
731840	REMOVE CURB AND GUTTER	$ 63.48	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=#%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.96	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
840515	THERMOPLASTIC PAVEMENT MARKING	$ 21.43	SQFT	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&Year%5B%5D=y2021&Year%5B%5D=y2020&Year%5B%5D=y2019&min=&max=&minU=&maxU=&unit=none&start=Search	
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846013	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=12%27+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 3.50	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=REMOVE+THERMOPLASTIC+TRAFFIC+STRIPE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=0&maxU=&unit=LF&convert=1&start=Search	
014565	INSTALL FLEXIBLE POST DELINEATOR CLASS I	$ 61.00	EA	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=sqyd&start=Search	
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ([(4/12) *(90)]/27 = 1.1CY/curb ramp). Unit cost: $2300/CY* 1.1CY/curb ramp = $2530/curb ramp.
210212	LANDSCAPING	$ 81.30	SF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search https://ri08data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, @ $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~$1.50
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	
820840	SIGNS	$ 505.00	EA	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=All+Other+Signs&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate	
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2023 bids)	Adjusted $130k for 2 yrs of 4% inflation. $130k * 1.04^2 = $140,600
TDG-3	NEW TRAFFIC SIGNAL	$ 255,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up	
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Safe Routes for Seniors Cost Estimate	Assume 30' OC spacing
TDG-7	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.samtrans.s3.amazonaws.com/s3fs-public/media/documents/SamTrans_Bus_Stop_Improvement_Study_Final_Report_20191211.pdf	Adjusted shelter, bench, system map, route schedule, real time info signage - small full color sign for 2 yrs of 4% inflation
TDG-8	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Ped Scale Streetlight Estimate Comparison	Assume 125' OC spacing on both sides of corridor
731511	MINOR CONCRETE (ISLAND PAVING)	$ 1,155.00	CY	Local - City of Berkeley	Berkeley Southside Complete Streets 35% Cost Est	For 3' curbs and median islands
846009	8" THERMOPLASTIC TRAFFIC STRIPE	$ 4.50	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=8%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2024&Year%5B%5D=y2023&Year%5B%5D=y2022&min=&max=&minU=&maxU=&unit=none&start=Search	
36890	4" THERMOPLASTIC TRAFFIC STRIPE	$ 2.50	LF	Caltrans	https://ri08data.dot.ca.gov/contractcost/results.php?item=4%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=y2025&Year%5B%5D=y2024&Year%5B%5D=y2023&min=&max=&minU=&maxU=&unit=none&start=Search	

Client:	San Mateo County Transportation Authority (SMCTA)	**Date:**	10/24/2025
Project Description:	Active 101	**Prepared by:**	Toole Design Group
Project Location:	E Bayshore Rd (City of East Palo Alto)	**Checked by:**	

Opinion of Probable Construction Cost

Item No.	Item	Quantity	Unit	Unit Cost	Total Item Cost
General Overhead-Related Construction Items					**$1,193,000**
1	Mobilization (10%)	1	LS	$265,000.00	$265,000
2	Implement Temporary Traffic Control Plan (10%)	1	LS	$265,000.00	$265,000
3	Construction Survey and Staking (5%)	1	LS	$133,000.00	$133,000
4	Construction Management (15%)	1	LS	$397,000.00	$397,000
5	Implement WPCP (5%)	1	LS	$133,000.00	$133,000
Demolition					**$273,385**
6	GRIND EXISTING CONCRETE PAVEMENT	13,183.00	SY	$ 14.00	$184,562
7	REMOVE CURB AND GUTTER	464.00	LF	$ 64.00	$29,696
8	ROADWAY EXCAVATION	95.00	CY	$ 105.00	$9,975
9	REMOVE CONCRETE SIDEWALK	256.00	SQYD	$ 192.00	$49,152
Civil Improvements					**$869,921**
10	AGGREGATE BASE	66.00	CY	$ 683.00	$45,078
11	HOT MIX ASPHALT (TYPE A)	2,871.00	TON	$ 156.00	$447,876
12	MINOR CONCRETE	31.00	CY	$ 768.00	$23,808
13	SIDEWALK	36.00	CY	$ 926.00	$33,336
14	CONCRETE CURB	228.00	LF	$ 313.00	$71,364
15	CONCRETE CURB AND GUTTER	457.00	LF	$ 82.00	$37,474
16	DETECTABLE WARNING SURFACE	137.00	SQFT	$ 51.00	$6,987
17	CURB RAMP	10.00	EA	$ 2,530.00	$25,300
18	BUS SHELTER WITH BENCH AND AMENITIES	1.00	EA	$ 127,694.00	$127,694
19	LANDSCAPING	622.00	SF	$ 82.00	$51,004
20	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	51.00	EA	$ 24,000.00	$1,224,000
Traffic Improvements					**$204,454**
21	PEDESTRIAN HYBRID BEACON	1.00	EA	$ 140,600.00	$140,600
22	BIKE PED PUSH BUTTON	1.00	EA	$ 1,804.00	$1,804
22	SPEED CUSHION	7.00	EA	$ 6,700.00	$46,900
23	SIGNS	30.00	EA	$ 505.00	$15,150
Pavement Markings					**$70,596**
24	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	1,640.00	SQFT	$ 15.00	$24,600
25	6" THERMOPLASTIC TRAFFIC STRIPE	6,601.00	LF	$ 4.00	$26,404
26	12" THERMOPLASTIC TRAFFIC STRIPE	177.00	LF	$ 5.00	$885
27	GREEN THERMOPLASTIC PAVEMENT	1,439.00	SQFT	$ 13.00	$18,707
				Subtotal of Construction Items:	**$2,611,356**
	Construction Item Contingencies (% of Construction Items):			**25.00%**	$652,839
	Total (Construction Items & Contingencies) cost:				**$3,264,195**

Project Delivery Costs:

Type of Project Cost	Cost $
Preliminary Engineering (PE)	
Project Approval and Environmental Document (PA&ED) (10%):	$ 326,420
Plans, Specifications and Estimates (PS&E) (15%):	$ 489,629
Total PE:	**$ 816,049**
Right of Way (RW)	
Right of Way Engineering:	
Acquisitions, Utilities, and Drainage (10%):	$ 326,420
Total RW:	**$ 326,420**
Total Pre-Construction Costs (PE+RW):	**$1,142,468**
Construction Engineering (CE)	
Construction Engineering (CE) (10%):	$ 326,420
Total Construction Costs:	**$3,590,615**
Total Project Cost:	**$4,733,083**

ITEM #	ITEM	UNIT COST	UNIT	Source Name	SOURCE	ASSUMPTIONS	
013931	GREEN THERMOPLASTIC PAVEMENT	$ 12.50	SQFT	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=013931&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
120100	ROADWAY EXCAVATION	$ 105.00	CY	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=roadway+excavation&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&min=&max=&minU=&maxU=&unit=none&start=Search		
260200	AGGREGATE BASE	$ 682.78	CY	Caltrans			
390132	HOT MIX ASPHALT (TYPE A)	$ 155.96	TON	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=390132&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
420201	GRIND EXISTING CONCRETE PAVEMENT	$ 13.27	SY	Caltrans			
731521	SIDEWALK	$ 925.74	CY	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=IMPORTED+BORROW&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731780	REMOVE CONCRETE SIDEWALK	$ 191.12	SQYD	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=731780&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731840	REMOVE CURB AND GUTTER	$ 53.48	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=731840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840501	THERMOPLASTIC TRAFFIC STRIPE	$ 1.17	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=8%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840505	6" THERMOPLASTIC TRAFFIC STRIPE	$ 3.86	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=840505&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840515	THERMOPLASTIC PAVEMENT MARKING	$ 12.91	SQFT	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=840515&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&Year%5B%5D=2021&Year%5B%5D=2020&Year%5B%5D=2019&min=&max=&minU=&maxU=&unit=none&start=Search		
840612	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	$ 14.21	SQFT	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=THERMOPLASTIC+CROSSWALK+AND+PAVEMENT&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
840613	12" THERMOPLASTIC TRAFFIC STRIPE	$ 4.30	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=12%22+THERMOPLASTIC&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
846036	REMOVE THERMOPLASTIC TRAFFIC STRIPE	$ 1.00	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=846036&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
014565	INSTALL FLEXIBLE POST DELINEATOR, CLASS 1	$ 61.00	EA	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=Flexible+post+delineator&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
730070	DETECTABLE WARNING SURFACE	$ 50.55	SQFT	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=DETECTABLE+WARNING+SURFACE&ob=0&DISTRICT%5B%5D=03&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search		
731623	CURB RAMP	$ 2,530.00	EA	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=731623&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	$2300/CY converted to EA. Assumed 4" depth and average area 90 SF ((4*12) *(90))/27 = 1.1CY/curb ramp). Unit cost: $2300/CY * 1.1CY/curb ramp = $2530/curb ramp.	
210212	LANDSCAPING	$ 81.50	SF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=202006&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search https://ev08.data.dot.ca.gov/contractcost/results.php?item=210212&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=none&start=Search	Combine "Soil Amendment" - $360/CY (Assume 4" depth, so $360/CY * 4" = $4.44/SF) and $77/SF "Dry Seed" Caltrans unit costs. Total unit cost = $4.44 + $77 /SF = ~$81.50	
730010	CONCRETE CURB	$ 313.00	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=730010&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search		
820840	SIGNS	$ 505.00	EA	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=820840&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=each&start=Search		
731504	CONCRETE CURB AND GUTTER	$ 81.37	LF	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=731504&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2024&Year%5B%5D=2023&Year%5B%5D=2022&min=&max=&minU=&maxU=&unit=LF&convert=1&start=Search	Unit cost $2023/CY. Assuming 6" curb lit +2' wide gutter, convert to per LF. $2023/CY * 1.033 SF / 27 FT = $81.17/LF	
510501	MINOR CONCRETE	$ 768.00	CY	Caltrans	https://ev08.data.dot.ca.gov/contractcost/results.php?item=510501&ob=0&DISTRICT%5B%5D=04&Year%5B%5D=2025&Year%5B%5D=2024&Year%5B%5D=2023&min=&max=&minU=&maxU=&unit=none&start=Search		
TDG-1	RECTANGULAR RAPID FLASHING BEACON	$ 30,000.00	LS	Local - City of San Carlos	Holly St Cost Estimate		
TDG-2	PEDESTRIAN HYBRID BEACON	$ 140,600.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets (2022 bids)	Adjusted $130k for 2 yrs of ~8% inflation. $130k * 1.04^2 = $140,600	
TDG-3	NEW TRAFFIC SIGNAL	$ 555,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Shattuck/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$251013	
TDG-4	NEW TRAFFIC SIGNAL AND BIKE SIGNAL	$ 280,000.00	EA	Local - City of Berkeley & San Carlos	Added TDG-3 and TDG-5 line items and rounded up.		
TDG-5	ADD BIKE SIGNAL TO EXISTING SIGNAL	$ 25,000.00	EA	Local - City of Berkeley	Berkeley Southside Complete Streets bids	Used Dana/Bancroft intersection traffic signal improvements LS cost. Bids averaged at ~$5388, but engineer's estimate was $50k. To be conservative, using $25k unit cost.	
TDG-6	TREE	$ 4,500.00	EA	Local - City of Los Angeles	LADOT Bike Routes for Stevens Cost Estimate	Assume 30' OC spacing	
TDG-7	CLEARING AND GRUBBING	$ 10.50	SF	Local - City of Burbank	Burbank 1st St 100% Costs	Existing landscaping/dirt to be excavated. 4" depth	
TDG-8	SPEED CUSHION	$ 6,700.00	EA	Local - City of Los Angeles	https://lacity.primegov.com/meeting/attachment/406211.pdf?mauticuserid=cr%5Cfrom%20Jeffrey%20Angeles%20Department%20of%20Transportation%20date%2015.31.26		
TDG-9	BUS SHELTER WITH BENCH AND AMENITIES	$ 127,693.70	EA	SamTrans Bus Stop Improvement Study	https://www.smcgov.org/media/93911	Adjusted shelter, bench, system map, route schedule, real time info signage - small full foil or sign for 2 yrs of 4% inflation.	
TDG-10	PED SCALE STREET LIGHTING (INCLUDING CONDUIT AND TRENCHING)	$ 24,000.00	EA	Local - City of Los Angeles	Del Amo Boulevard Streetlight Construction	Assume 125' OC spacing on both sides of corridor	
TDG-11	BIKE PED PUSH BUTTON	$ 1,804.00	EA	Local - County of Los Angeles	https://dpw.lacounty.gov/esd/portal/?type=Detailed+Item&item=1_4946-00018-0&st_date=8/1/2025	Include push button plate, post, and foundation	

G

Appendix G: Stakeholder & Public Comments

The Draft US 101 San Mateo County Crossings Improvement Implementation Plan was published online on January 12, 2026 and was available for public and stakeholder comment until February 9, 2026. The draft Active 101 Plan was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online. The virtual platform was available through SMCTA's website. The opportunity to comment on the draft strategy was promoted on SMCTA's social media channels and by e-blast.

The table below provides a summary of comments received during the online comment period. The table also shows how each comment was either acknowledged or resolved by the SMCTA Project Team.

US 101 San Mateo County Crossings Improvement Implementation Plan Stakeholder & Public Comment Resolution Matrix

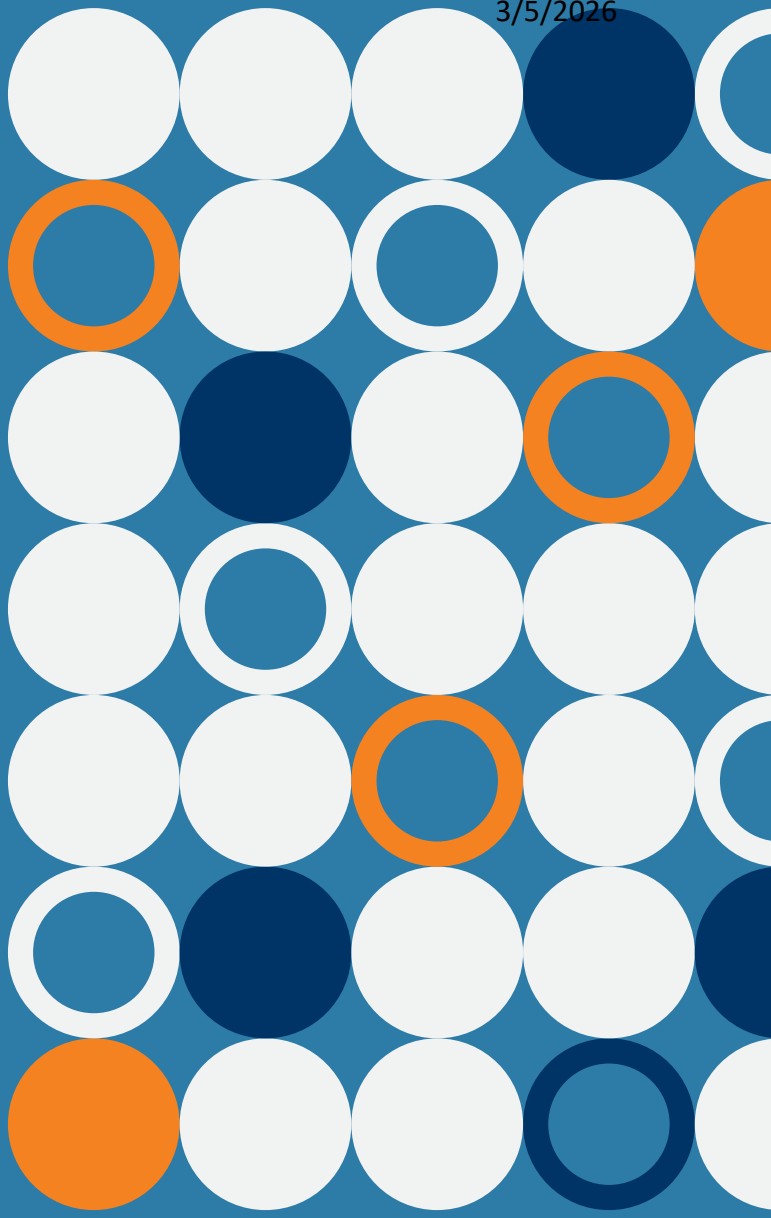
Section	Page	Comment	Resolution
Cover Page	Cover Page	No I do not bike in San Mateo county.	Comment acknowledged.
Executive Summary	VI	I'm wondering how well a 12 ft. pathway for both pedestrians and 2-way bicycles will work with motorized bikes. Seems quite dangerous to me.	Comment acknowledged. This is a representative sample from one of the selected projects, and specific design concerns can be addressed as the design moves forward with the project sponsor.
Executive Summary	VI	text is not legible	Comment acknowledged and addressed.
Executive Summary	VI	Bus lanes would be incredible! ECR is currently very slow	Comment acknowledged.
Chapter 2	10	Improve resolution. Text is blurry.	Comment acknowledged and addressed.
Chapter 2	12	Marsh is a critical connector between a growing residential neighborhood in the Bay side of Menlo Park and the closest grocery store/shopping area. Right now it's terrifying for people on bike/foot. Need to get multiple jurisdictions aligned and fix the whole corridor between the Bayfront Expressway and Middlefield.	Comment acknowledged. Marsh Road has been identified as two priority projects in SMCTA's South County Multimodal Strategy, and will be a project that is prioritzed under the 101 Corridor Connect program.

Section	Page	Comment	Resolution
Chapter 2	13	There should be an easy way for residents to get from Skyline Blvd to El Camino Real. Monte Verde in San Bruno (cross street Berkshire) is not serviced by SamTrans. The nearest stop is on Sequoia & Fleetwood nearly ONE mile away. From Westborough Blvd to Sequoia on Fleetwood there is no transportation by SamTrans. San Bruno has no shuttle system like SSF has that takes them all around town and to BART. BART partnered with Uber. Ten cities got discounted Uber rates to get from BART to home. Daly City got this. San Bruno did not get. You have to drive a car to get around in San Bruno because public transportation is nonexistent in some San Bruno neighborhoods like Monte Verde. There should be a SamTrans stop on Berkshire and Skyline OR Berkshire and Fleetwood OR Berkshire and Oakmont. Monte Verde has no stops at all. The TA has given millions in grants to SSF for their "free" shuttle. for I believe 11 years. San Bruno has gotten nothing. We have no SamTrans and we have no shuttle. You have to drive in order to get anywhere in San Bruno. Neighborhoods cannot even get to El Camino and BART in San Bruno. Why can't we get a shuttle that goes to El Camino and BART and San Bruno RAC and library similar to what SSF has? I was told by Patrick Gilster of the Transportation Authority he would be happy to work with City of San Bruno to get a grant from the TA but San Bruno has to apply. for grant Mayor Rico Medina said we don't have development in San Bruno and don't meet criteria for a TA grant for a shuttle. Which is it? If we apply for a grant, do we qualify? SamTrans should increase stops to somewhere on Berkshire to get us down to El Camino and BART. To get to San Bruno RAC, SamTrans told me I would have to take the 141 on Sequoia after walking nearly one mile and take bus to BART, then transfer to another bus to get to San Bruno Recreation and Aquatic Center. SSF free shuttle takes them all around town and goes where SamTrans does not go. SamTrans ignores Monte Verde neighborhood in San Bruno.	Comment acknowledged.
Chapter 2	16	Text is too blurry and difficult to read	Comment acknowledged and addressed.
Chapter 2	18	Text is not legible	Comment acknowledged and addressed.

Section	Page	Comment	Resolution
Chapter 2	25	I am enclosing a letter I sent to the City of San Mateo about 7 years ago about Accessibility for Shoreview residents to downtown San Mateo. I am very happy to read this document and that focus will finally be made to connect communities separated by 101. What efforts is the city of San Mateo making to minimize the discrepancy in access to city facilities like libraries, parks, city government and other government offices for the inhabitants of Shoreview? The Bayshore Freeway has since 1962 become a major architectural hinder for the residents of Shoreview to access the facilities located on West San Mateo. The San Mateo Municipal Dump was long known as the Shoreview Dump creating a terrible stigma for the Shoreview neighborhoods. The combination of being cut off from the center of San Mateo and our neighborhood humiliated for years as the location of a dumping facility has a negative effect on the residents of Shoreview. Children growing up in our neighborhoods soon comprehend that they live on the wrong side of town. Shoreview has always been a blue collar neighborhood. We are an evolving community today. Many of us take care of gardens in the city, care for the eldly in San Mateo, work in restaurants in downtown San Mateo. We would like to have easier access to the lovely features of the center of San Mateo on the westside of the city. There are only a few bridges (4) /walkways/bicycle paths between Peninsula Avenue in the north and 19th Avenue in the south, a distance of more than 5 miles. The residents of Shoreview, the handicapped, people of low income who can't afford bus tickets, others without cars, children and other people on bikes have difficulties to cross the Highway 101 to come to San Mateo Central Park, the Central Library on 3rd Avenue, City Hall, the Social Security offices etc. Other communities in the United States are creating bridges over highways so that animals can cross without being hurt. What efforts is the City of San Mateo taking or planning to deal with this discrepancy—Isolation—discrimination—negative effect of quality of life—risk for segregation with all the consequences that follow when a part of the city, Shoreview is blocked in and cut off by a freeway?	Comment acknowledged. US 101 crossings within the City of San Mateo were included in the Active 101 plan development, and two crossings within the City are included in the Plan's Priority Network. Specific project details would be best addressed by the City.

Section	Page	Comment	Resolution
Chapter 2	31	Text is not legible	Comment acknowledged and addressed.
Chapter 2	35	Improve map and text quality	Comment acknowledged and addressed.
Chapter 3	46	Improve image quality	Comment acknowledged and addressed.
Chapter 3	47	Text is not legible	Comment acknowledged and addressed.
Chapter 5	82	I love the landscaping and pedestrian distance from cars	Comment acknowledged.
Chapter 5	77	The text is not legible. Can the image quality be improved?	Comment acknowledged and addressed.
Chapter 5	77	Same comment as above	Comment acknowledged and addressed.
Chapter 5	80	remove - repeat of the word "primarily"	Comment acknowledged and addressed.
Chapter 5	109	I like the improvements biking and walking safety improvements in both options and either would be much better than the existing conditions.	Comment acknowledged.
Chapter 5	109	I like option 1 because it can be implemented quickly, but can you use something harder than flex posts to separate the bike lanes? Maybe something like pre-cast concrete parking stop blocks that are hard but don't require onsite concrete work?	Comment acknowledged. Specific design elements can be modified at the project sponsor's discretion during the formal design phase.
Chapter 5	109	I support Option B. This area, particularly the section passing through the San Carlos Arts District, is in desperate need of more trees and landscaping. More greenery has a cooling effect, absorbs runoff, captures carbon, improves ecosystems, and beautifies the area. It more than justifies the increased costs.	Comment acknowledged.
Chapter 5	116	I really like that the bike lanes have a buffer from the vehicle traffic. That makes them much safer and I would be much more willing to ride in them. I would prefer a hard barrier or parked cars over flex posts.	Comment acknowledged.
Chapter 5	119	I like the addition of pedestrian refuge islands to reduce crossing distances.	Comment acknowledged.

Section	Page	Comment	Resolution
Chapter 5	131	Overall, I very much like the safety improvements for bikes and pedestrians	Comment acknowledged.
Chapter 5	137	I really like these redesigned intersections, especially where the concrete forces tighter right turns, which requires drivers to slow down	Comment acknowledged.
Chapter 5	150	Will street lighting improvements be included in this East Bayshore improvement project? Or will it be left for the City of East Palo Alto to design separately?	Comment Acknowledged. Specifics regarding the project scope, including types of improvements or modifications, would be at the discretion of the project sponsor.
Chapter 5	151	Could we also place a roundabout at Bay Rd and East Bayshore?	Comment Acknowledged. Specifics regarding the project scope, including modifications to design elements, would be at the discretion of the project sponsor. An additional roundabout was not studied as part of this effort.
Chapter 5	152	I think we should consider installing a roundabout at this intersection, given that there is only one lane approaching from all entrances into this intersection. A roundabout could make traffic flow smoother and reduce collisions. There have been many collisions at this intersection.	Comment Acknowledged. Specifics regarding the project scope, including modifications to design elements, would be at the discretion of the project sponsor. An additional roundabout was not studied as part of this effort.



SAN MATEO COUNTY
Transportation Authority

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Adopting the South County Multimodal Strategy and Allocating $5,600,000 in New Measure A Interest Income Funds for Implementation of 101 Corridor Connect Programs and the Highway 1 Coastal Connect Plan**

Action

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Adopt the San Mateo County Transportation Authority's South County Multimodal Strategy

2. Program and allocate $4,000,000 in New Measure A Interest Income funds for the 101 Corridor Connect Kickstart Mini-Grant Program

3. Program and allocate $750,000 in New Measure A Interest Income funds for the 101 Corridor Connect Key Performance Indicators development, and

4. Program and allocate $850,000 in New Measure A Interest Income funds for development of a Highway 1 Coastal Connect Plan.

Significance

The Multimodal Strategies are the first initiative from TA's 101 Corridor Connect Program (Program). The South County Multimodal Strategy (Strategy) covers the southern segment of US 101 in San Mateo County, extending from the City of Redwood City south through the City of East Palo Alto, and is the third and final Multimodal Strategy to be completed under the new Program. The Board previously adopted both the North and Mid County Multimodal Strategies at its December 4, 2025 meeting.

For each Strategy, TA staff and consultant team assessed existing conditions, identifying current multimodal transportation networks and evaluating safety and equity considerations. Transportation projects within a one-mile buffer of US 101 were identified through review of relevant partner agency planning documents, capital improvement programs, and discussions with agency staff. Identified projects were then screened for their potential to address congestion on US 101 (potential for Vehicles Miles Traveled reduction) and whether a project could result in benefits greater than singular localized spot improvements. Projects meeting

both criteria were listed in the full project inventory to be prioritized later in the process for each strategy.

Extensive community engagement efforts were conducted for each Multimodal Strategy. The focus of each community outreach effort was to identify community priorities as they relate to the larger 101 Corridor Connect goals of safety, connectivity, sustainability, and inclusivity. The outreach for each Multimodal Strategy prioritized seeking feedback from a broad range of people from various geographies and cultural backgrounds, specifically including underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, and providing staff fluent in Spanish and Cantonese at pop-up events.

Following the public engagement period, projects from the full inventory were scored using technical metrics tied to each 101 Corridor Connect Program goal. To integrate the priorities identified during the engagement process, every public comment shared during in-person and virtual events was categorized by how well it aligned to the most applicable 101 Corridor Connect Program goal to determine how frequently each goal was mentioned. The 101 Corridor Connect goals were then ranked by the number of mentions, and the ranking was used to adjust the weighting in the prioritization process. Additionally, the project team utilized feedback from an online mapping tool, as well as associated comments shared at in-person events, to identify corridors referenced as being of the greatest concerns to make sure the community's voices were reflected in the technical process for each Strategy.

Each Multimodal Strategy consolidates all project work on its geographic area into a comprehensive report outlining the feedback from the community and the community-based priorities related to transportation, the prioritization of the identified projects, and information detailing the top 20 priority projects resulting from the effort. These projects will become part of the overall 101 Corridor Connect program and will be prioritized in the technical assistance program to help identify grant funding opportunities to move the projects forward.

The Public Review Draft of the South County Multimodal Strategy was available for public review from December 16, 2025 to January 16, 2026. Following the receipt and consideration of public comments, staff has finalized the document and included the proposed Final South County Multimodal Strategy as an attachment to this staff report. Once adopted, the fully formatted, ADA-compliant/accessible version will be made available on TA's website in Winter 2026.

101 Corridor Connect and Major Corridors Programs

At its January meeting, the Board considered staff's recommended options for advancing the 101 Corridor Connect program, including establishment of a Kickstart Mini-Grant Program, development of key performance indicators (KPIs) to track Program outcomes and value, and expansion of the Major Corridors Program to initiate a multimodal planning effort for the Highway 1 corridor. Consistent with Board support to proceed with these efforts, staff recommends the Board program and allocate New Measure A Interest Income funds as follows:

- 101 Corridor Connect Kickstart Mini-Grant Program: $4,000,000
- 101 Corridor Connect KPI Development: $750,000
- Highway 1 Coastal Connect Plan: $850,000

Following approval of these allocations, staff will begin implementation of the proposed programs. Staff will provide periodic updates to the Board related to the development of these programs.

Budget Impact

There is no budget impact associated with the adoption of the South County Multimodal Strategy. There is sufficient budget in the Fiscal Year 2026 budget from New Measure A Interest Income funds to provide the proposed funding for the 101 Corridor Connect Kickstart Mini-Grant Program and KPI Development, as well as for development of a Highway 1 Coastal Connect Plan.

Background

TA envisions the US 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, TA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion along the entire corridor between the northern and southern borders of the county, beyond relying only on freeway mainline improvements.

The Program builds on the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion and multimodal travel, while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the US 101 Corridor, but it does not set priorities for implementation. The 101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation. The Program's effort to identify and prioritize projects within San Mateo County will help maximize individual projects' eligibility for state-level funding opportunities and help identify and prioritize projects that are supported by local communities through extensive engagement. The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals.

The Program's first initiative is to develop Multimodal Strategies in the North, Mid, and South County. Upon adoption of the North, Mid, and South County Multimodal Strategies, TA will certify that these plans act as the TA's approved local CMCP, making all listed projects eligible for Senate Bill 1 Solutions for Congested Corridors Program funding.

Prepared By:	Sue-Ellen Atkinson, AICP	Manager, Planning and Fund Management	650-508-6211

Resolution No. 2026-

Board of Directors, San Mateo County Transportation Authority
State of California

*** * ***

Adopting the South County Multimodal Strategy and Allocating $5,600,000 in New Measure A Interest Income Funds for Implementation of 101 Corridor Connect Programs and the Highway 1 Coastal Connect Plan

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

Whereas, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by TA of the half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan beginning January 1, 2009 (New Measure A); and

Whereas, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as “Measure W” to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by TA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

Whereas, the Board of Directors (Board) adopted TA’s Strategic Plan 2025-2029 on December 5, 2024, pursuant to Resolution No. 2024-22, to update and address the

requirements of Measures A and W, including direction to continue to implement the 101 Corridor Connect Program by adopting North, Mid, and South County Multimodal Strategies; and

Whereas, the Multimodal Strategies will serve as San Mateo County's local Comprehensive Multimodal Corridor Plans, which will make the included priority projects eligible for the Senate Bill 1 Solutions for Congestion Corridors Program funding to better leverage local transportation sales tax funding with state grant programs; and

Whereas, TA staff coordinated with a technical working group consisting of local jurisdiction representatives, regional transit agencies, and other stakeholders to develop the South County Multimodal Strategy; and

Whereas, staff also conducted an extensive multilingual community engagement effort to understand the needs of people traveling in the South County segment of the 101 corridor; and

Whereas, a 101 Corridor Connect Ad Hoc Advisory Committee consisting of Directors Corzo, Medina, and Romero convened to provide input on the Multimodal Strategies; and

Whereas, the draft South County Multimodal Strategy was released and open for public comment from December 16, 2025 to January 16, 2026; and

Whereas, consistent with TA's Strategic Plan 2025-2029, staff now recommends the Board adopt the South County Multimodal Strategy; and

Whereas, staff also has proposed related but broader options for advancing the 101 Corridor Connect program, including establishment of a mini-grant program, development

of key performance indicators, and development of a multimodal planning study for the Highway 1 Corridor.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Adopts the San Mateo County Transportation Authority's South County Multimodal Strategy;
2. Programs and allocates $4,000,000 in New Measure A Interest Income funds for the 101 Corridor Connect Kickstart Mini-Grant Program;
3. Programs and allocates $750,000 in New Measure A Interest Income funds for the 101 Corridor Connect Key Performance Indicators development; and
4. Programs and allocates $850,000 in New Measure A Interest Income funds for development of a Highway 1 Coastal Connect Plan

Be it Further Resolved that the Board of Directors authorizes the Executive Director, or designee, to take any steps that may be necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transportation Authority

Attest:

_____
Authority Secretary

22645079.2

101 corridor connect

MOVING THE PENINSULA FORWARD

US 101
South County Multimodal Strategy

Final Draft

February 2026

Program Led and Funded by:

SAN MATEO COUNTY Transportation Authority

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1 Introduction

1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County and is essential for moving people and goods where they need to go. The corridor includes numerous transportation modes both on and off the highway that connect the county's various communities through travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority's (SMCTA) vision for US 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

Purpose

To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond just freeway mainline projects. The first initiative under the 101 Corridor Connect Program includes developing Multimodal Strategies in the North, Mid, and South County areas near US 101 that will identify which projects best meet community needs for all types of transportation options. The Multimodal Strategies aim to improve the way people and goods move through the corridor from Brisbane to East Palo Alto. These plans identify and prioritize necessary transportation projects that can advance the corridor vision and position them for future funding efforts. Figure 1 shows the different modes of transportation considered in the Multimodal Strategies.

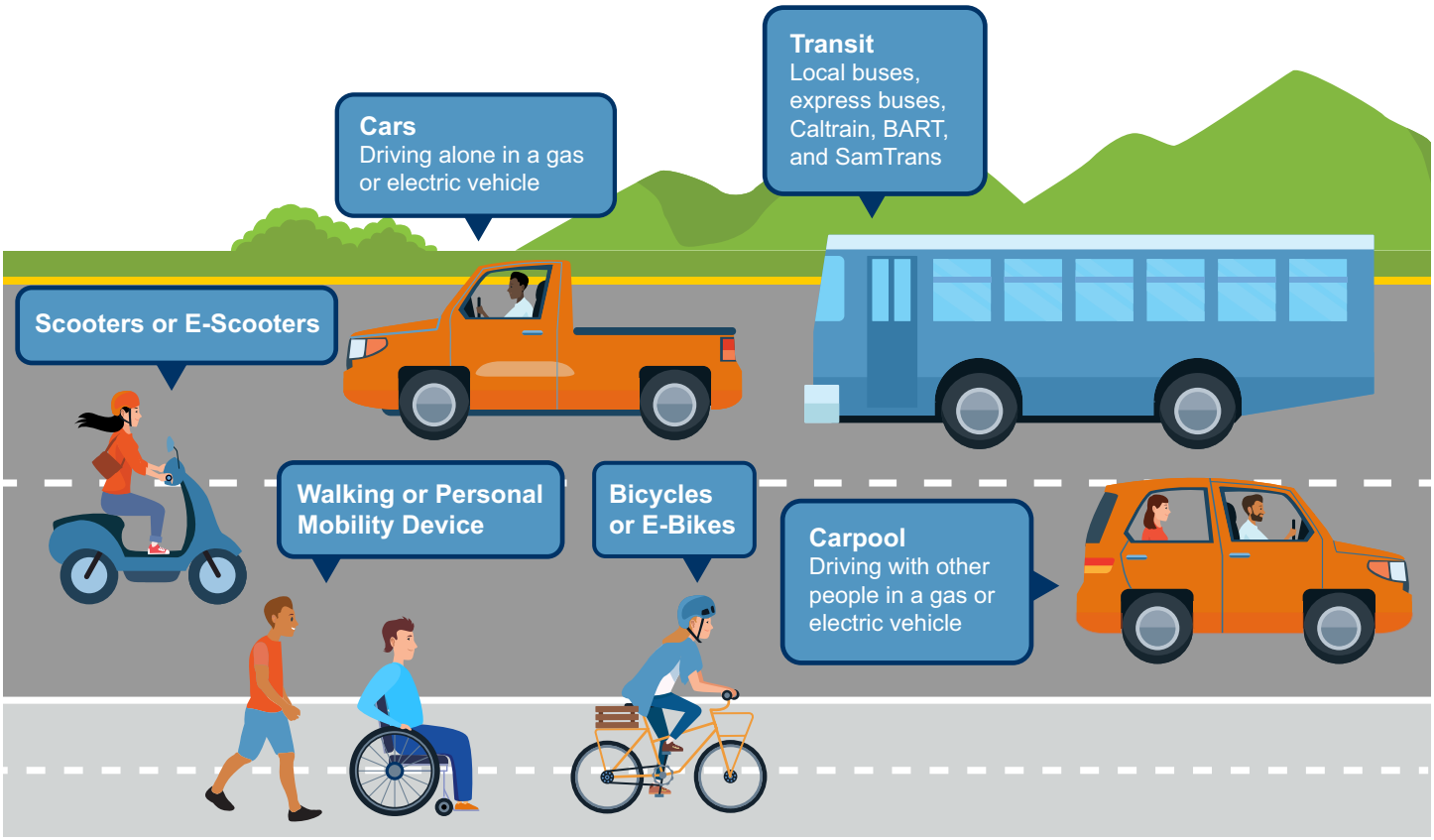


Figure 1. Different Modes of Transportation

Policy Support

The program's foundation is the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 2. The US 101 South CMCP was developed to provide a holistic approach for managing congestion, improving safety, and maximizing flow for all modes along the US 101 Corridor while reducing air pollution and greenhouse gas (GHG) emissions. Caltrans developed the CMCP to meet requirements for conducting long-range corridor planning and in response to the Road and Repair Accountability Act, which established numerous funding programs including the Solutions for Congested Corridors Program (SCCP) which requires CMCPs to be developed in order to be eligible for funding. The SCCP provides nearly $250 million in competitive funding every year to Caltrans as well as regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. The SCCP also established comprehensive guidance for developing CMCPs within California.

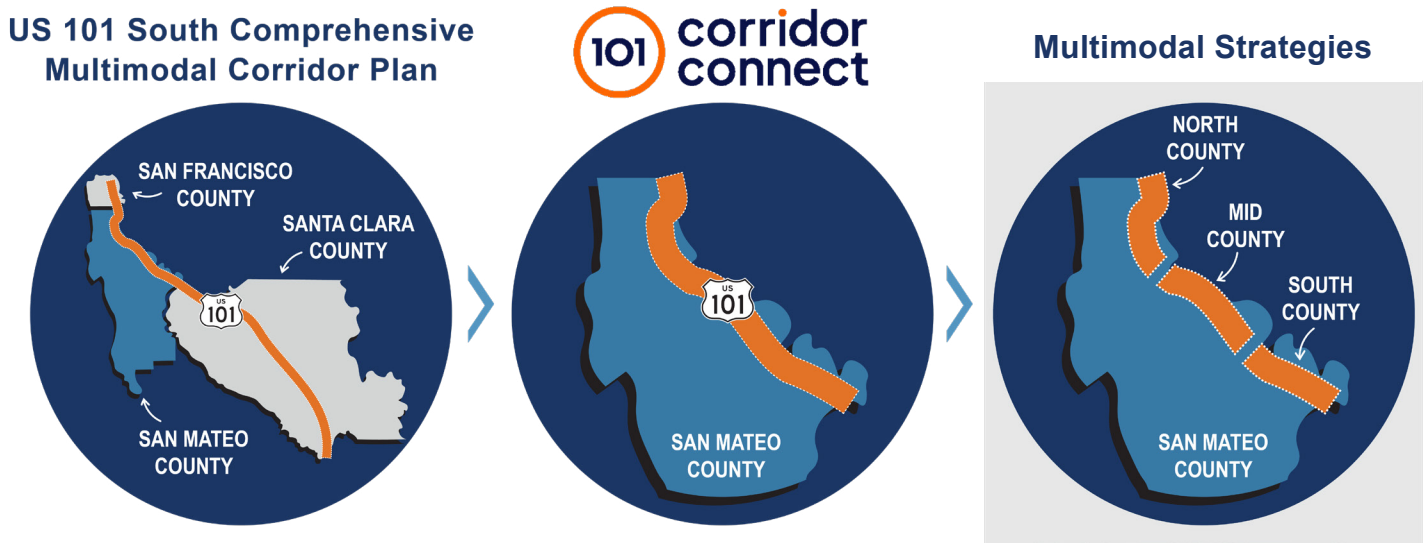


Figure 2. 101 Corridor Connect Elements

Caltrans, in coordination with stakeholders,[1] determined that the US 101 South Corridor is a priority route in the region and that a CMCP should be developed to capture anticipated changes, identify multimodal needs, and recommend improvement projects and strategies. The US 101 South CMCP corridor limits are 85 miles of highway from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 Interchange to the I-280 terminus in downtown San Francisco.

1 Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

1. Provide a **safe transportation system** to all users within the corridor
2. Reduce recurring freeway congestion and **improve freeway efficiency** in moving people
3. **Improve trip time reliability** within the corridor
4. Support an **accessible and inter-connected multimodal transportation system** within the corridor
5. **Reduce pollutants and greenhouse gas (GHG) emissions** within the corridor
6. **Support economic prosperity**
7. Efficiently **manage transportation assets** within the corridor to protect existing and future investment
8. Efficient land use **improving jobs/housing imbalance**
9. **Advance equity**
10. **Address climate change vulnerabilities** to transportation facilities

The CMCP identifies a number of critical transportation modes to achieve these goals including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. The CMCP also identifies numerous programmed, planned, and proposed projects within the US 101 corridor that will help achieve the various goals and objectives identified for the corridor.

With the CMCP as its foundation and to accomplish a more focused and robust project prioritization exercise, SMCTA has initiated the 101 Corridor Connect Program to prioritize projects through rigorous public engagement and to position SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect Program, tiering off the US 101 South CMCP, are shown in Figure 3.

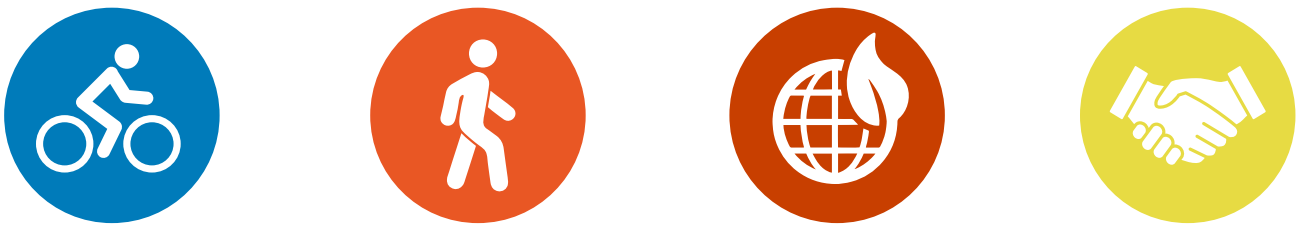


Figure 3. 101 Corridor Connect Goals

Study Limits

The 101 Corridor Connect program divides the corridor into three areas (North County, Mid County, and South County) with a one-mile buffer around US 101. The one-mile buffer is defined as the project corridor. For the existing conditions analysis, an expanded project area was defined to better reflect demographic and transportation conditions in South County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project corridor. The US 101 South County Multimodal Strategy is consistent with the US 101 Multimodal Strategies for North[2] and Mid County[3] and identifies and prioritizes transportation projects on and within the US 101 South County project area, shown as the yellow area in Figure 4.

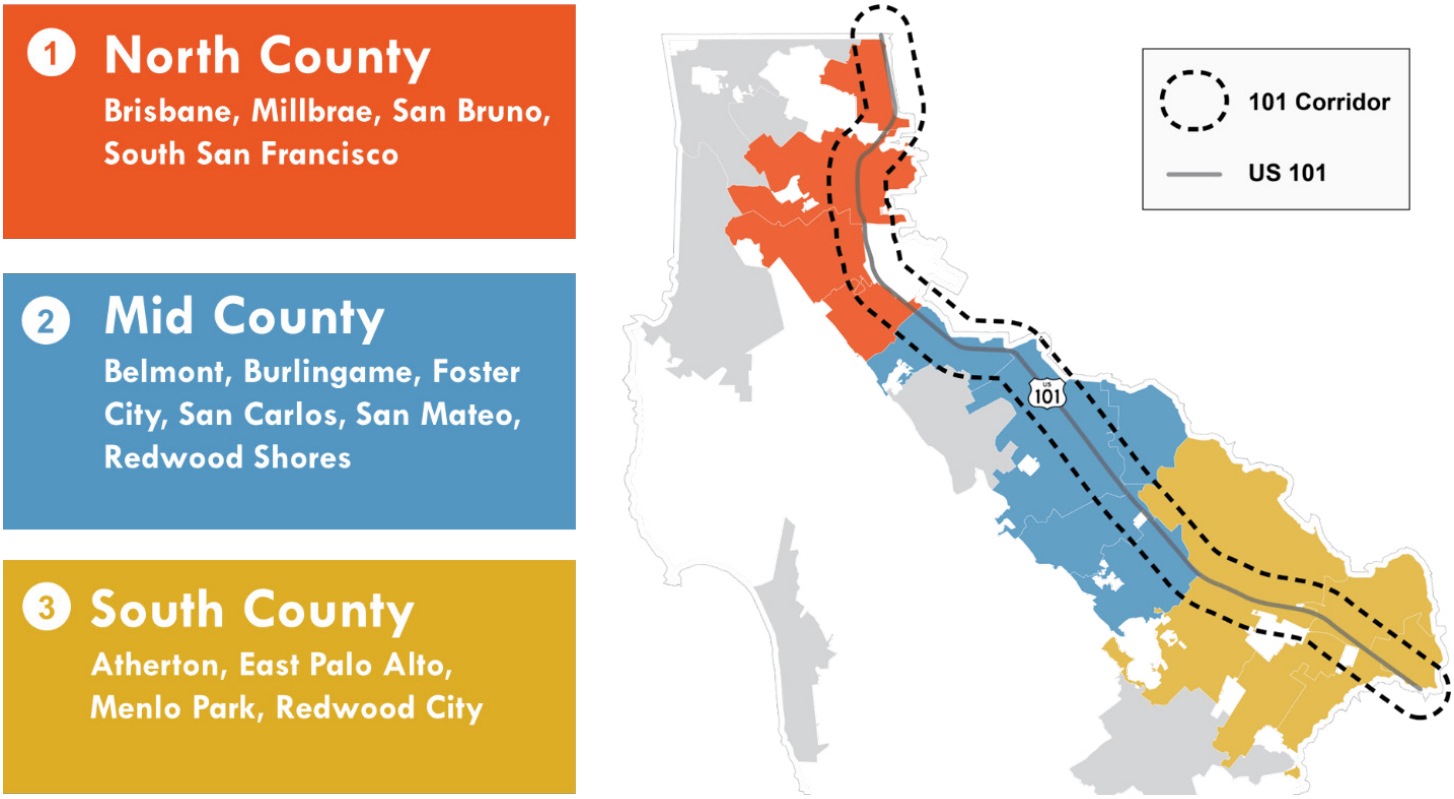


Figure 4. 101 Corridor Connect Project Areas

The US 101 South County Multimodal Strategy was developed to identify and prioritize transportation projects on and within one mile of the US 101 within the South County area. Drawing from existing planning documents, capital improvement programs, and input from regional partners and stakeholders, the strategy evaluates projects based on their potential to reduce congestion on US 101. The projects were evaluated based on criteria including grant program guidelines, community feedback, and SMCTA's Strategic Plan. The highest-performing projects were prioritized, and a high-level implementation strategy was developed to support a coordinated approach to future project delivery. The resulting US 101 South County Multimodal Strategy contains projects advancing the goals of the overarching 101 Corridor Connect Program.

2 The details of the North County Multimodal Strategy can be found in the US 101 North County Multimodal Strategy Report.
3 The details of the Mid County Multimodal Strategy can be found in the US 101 Mid County Multimodal Strategy Report.

1.2 MULTIMODAL STRATEGY DEVELOPMENT

Step 1: Identify and Evaluate

As shown in Figure 5, transportation projects on the freeway and within the one-mile buffer were identified from existing planning documents and capital improvement programs and through discussions with local agency staff. Identified projects were assessed for their potential to address congestion on US 101 and evaluated against criteria based on various factors including grant program guidelines, community feedback, and SMCTA's Strategic Plan.

Step 2: Prioritize

As shown in Figure 6, projects were then prioritized based on alignment with the goals of the 101 Corridor Connect Program and community input to inform the final program of projects. Implementation strategies were developed for each project to help ensure a coordinated approach to delivering projects.

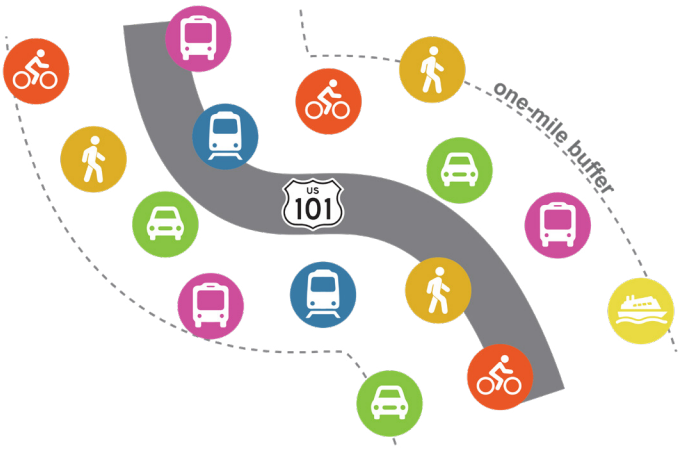


Figure 5. Identify and Evaluate

Figure 6. Prioritize

Step 3: Adopt & Deliver

All projects identified as priority in the South County Multimodal Strategy will become part of the 101 Corridor Connect Program and will be projects SMCTA will prioritize to move forward. Following the adoption of the three Multimodal Strategies, SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. SMCTA will prioritize these congestion management projects to help provide technical assistance for agencies that need help further scoping, engaging with the community, designing, and securing funding to ultimately see projects constructed.

2 Summary of Existing Conditions

2.1 EXISTING TRANSPORTATION NETWORK

The geographical limits of the US 101 South County Multimodal Strategy are shown in Figure 7. The project corridor spans approximately seven and a half miles and includes the area of a one-mile buffer from the center of US 101 that begins at the Bair Island Ecological Reserve in San Carlos to the San Mateo/Santa Clara County line. This includes portions of the jurisdictions of Redwood City[4], Atherton, Menlo Park, East Palo Alto, and portions of unincorporated San Mateo County including North Fair Oaks.

Figure 7. South County Multimodal Strategy Project Limits

4 While Redwood Shores is part of the Redwood City jurisdiction, it is considered as its own jurisdiction and was included as part of the Mid County project area. The remaining area of Redwood City is included in the South County project area.

2.1.1 Roadway Network

The roadway network serving the jurisdictions in the project area is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101 and State Route (SR) 84, and to a lesser extent by arterials like El Camino Real (SR 82).

US 101 is the primary roadway facility in the project area and is an important component of the regional roadway system, serving intercounty travel for through trips, as well as providing connections to residential, commercial and major employment centers adjacent to the freeway corridor. The South County segment of US 101 is a ten-lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. This segment also contains a continuous northbound and southbound managed/carpool lane on US 101 along the entire project corridor segment. These express lanes are dynamically priced and cost is adjusted based on real-time traffic levels.[5]

5 Additional information on the San Mateo 101 Express Lanes can be found at www.101expresslanes.org.

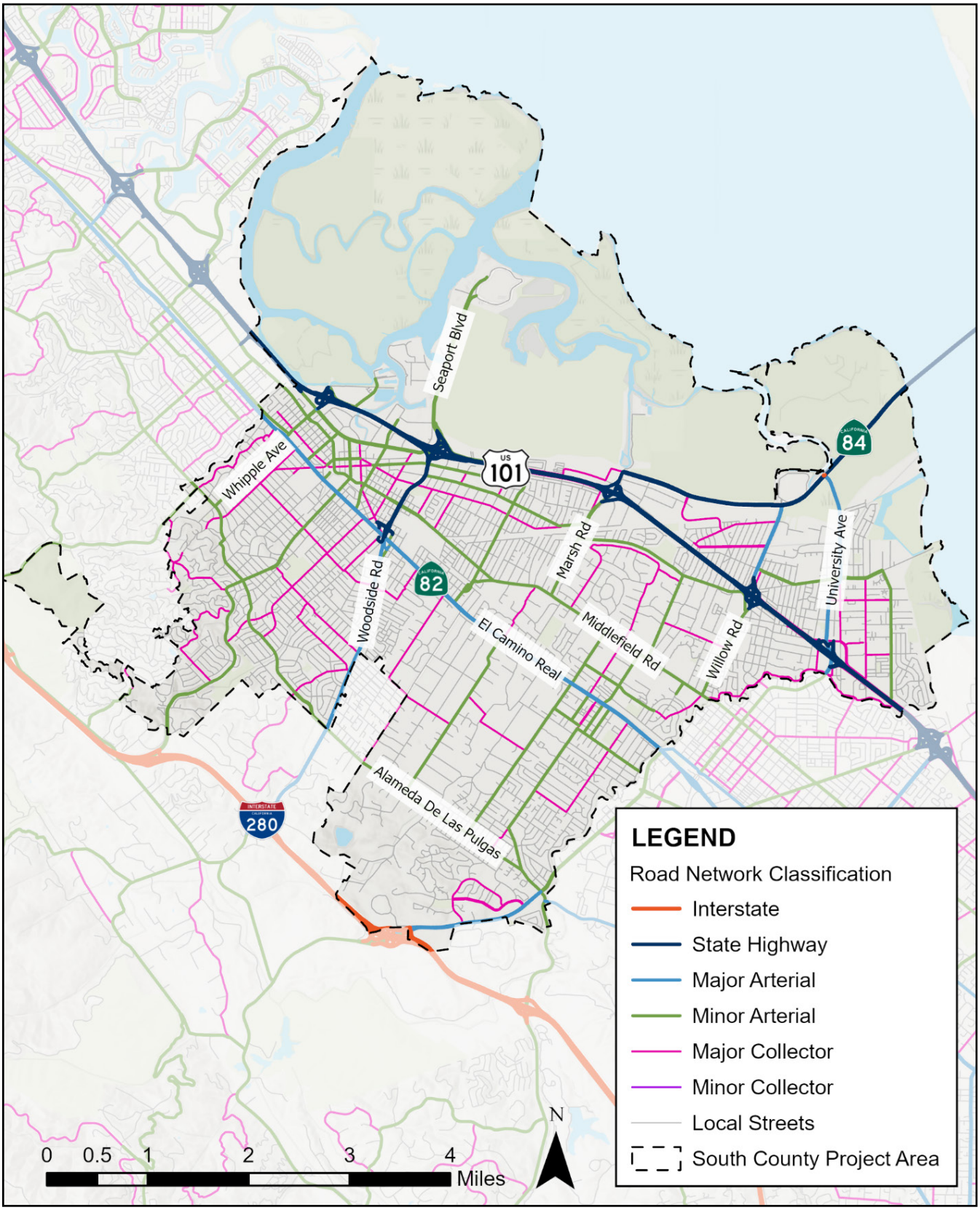


Figure 8. Existing Roadway Network

Source: California Department of Transportation, 2024.

LEVEL OF SERVICE

US 101 is monitored for level-of-service (LOS) performance biennially as part of the annual Congestion Management Program (CMP) monitoring and performance evaluation. Table 1 shows the LOS for the segments of US 101 within the project corridor from the CMP monitoring reports from 2019, 2021, and 2023. As of 2023 when data was collected, US 101 experiences recurring congestion in both directions between SR 92 and Whipple Avenue in the PM peak period and operates at LOS F.

Table 1. US 101 Level of Service

		CMP Segment Location	LOS Standard	2019		2021		2023	
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Route	US 101	SR 92 to Whipple Avenue	E	F	F	D	F	E	F
	US 101	Whipple Avenue to Santa Clara County Line	F	F	F	D	D	F	F

Source: City/County Association of Governments of San Mateo County 2019, 2021, 2023 Congestion Management Program Annual Monitoring Report.

CRASHES

Figure 9 shows the City/County Association of Governments of San Mateo County (C/CAG) High Injury Network (HIN) for motor vehicles and the Countywide HIN.[6] The Countywide HIN consists of corridors where the individual HINs for bicycles, pedestrians, and motor vehicles overlap with each other. Figure 10 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from the years 2019 to 2023. In general, crashes involving two or more motor vehicles show a higher concentration along the highway system and Woodside Road (SR 84) whereas incidents involving bicycles or pedestrians are concentrated in downtown Redwood City and North Fair Oaks. The top three primary collision factors of these crashes are unsafe speeding, driving under the influence, and improper turning.

6 City/County Association of Governments of Mateo County Countywide Local Roadway Safety Plan, 2024

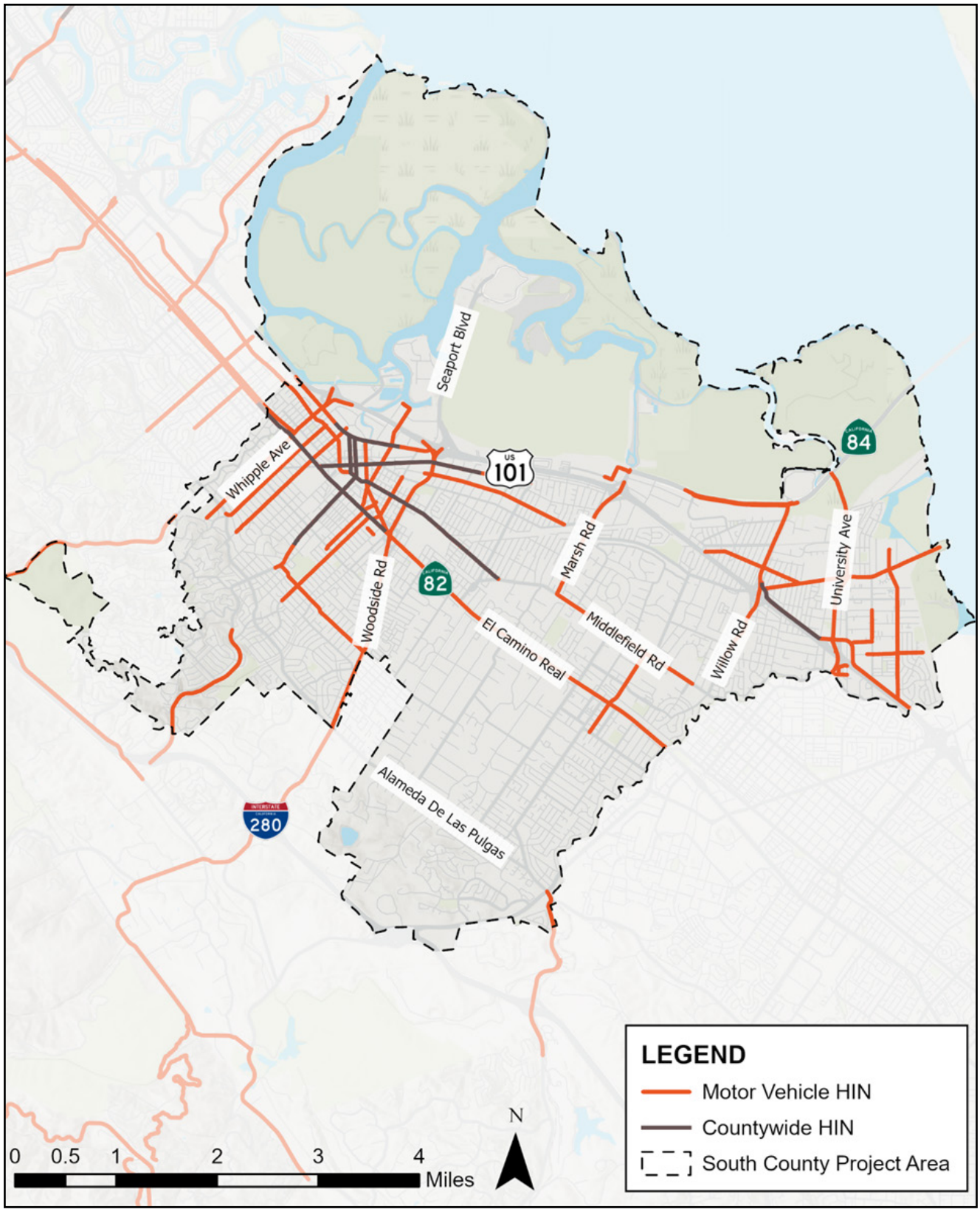


Figure 9. Motor Vehicle and Countywide High Injury Network

Source: City/County Association of Governments of Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

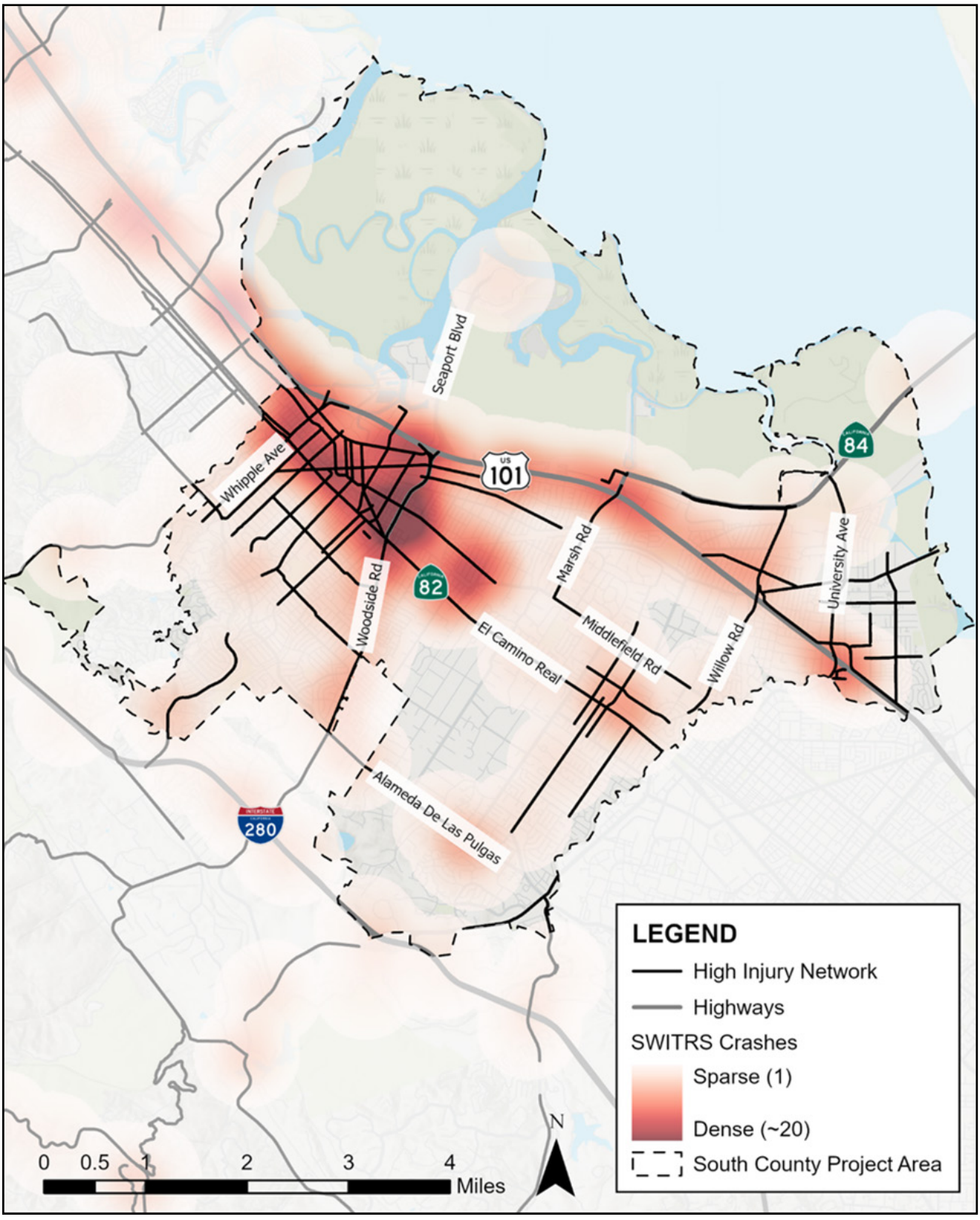


Figure 10. Vehicle Crashes with Fatal and Severe Injuries

Source: University of California, Berkeley SafeTREC Transportation Injury Mapping System, 2019-2023; City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

2.1.2 Transit Network

TRANSIT SERVICE AND PROVIDERS

The project area is served by a variety of transit services, each offering services designed to meet the different travel markets within the corridor. The transit providers in the corridor are Caltrain commuter rail service, SamTrans bus service, Alameda-Contra Costa Transit District (AC Transit) transbay bus service, Dumbarton Express transbay bus service, Commute.org shuttle service, Stanford Marguerite shuttle service, and the City of Menlo Park community shuttle service.

Many of the transit services in the corridor are focused around serving peak period markets, including service to schools and the connecting transit shuttles providing first- and last-mile connections with major trunkline services. This is reflective of major employment sites located outside the project area in North and Mid San Mateo County, San Francisco, and Santa Clara County. Transit services and coverage are much more limited for mid-day, evening, and weekend service. The existing transit services in the corridor shown in Figure 11.

Caltrain

There are two Caltrain stations within the project area, the Redwood City and Menlo Park stations. Caltrain utilizes a zone-based system, where fares are based on the number of zones traveled between origin and destination stations.

In September 2024, Caltrain Electrified Service took effect, providing improved service frequencies during weekdays and weekends. The new electrified service introduced significantly improved travel times and 20 percent more frequency at stations on weekdays. Weekend service also doubled from 60 minute to 30 minute frequencies. In the year since electrification was implemented, ridership has grown 53 percent year-to-year.

SamTrans

SamTrans operates a mix of local, multi-city, and one express route in South County, with service extending into Palo Alto in Santa Clara County.

Shuttle Services

Commute.org, the San Mateo County Transportation Demand Management Agency, operates two of their 16 shuttle routes in South County.[7] These shuttles offer first- and last-mile connections that connect riders to Caltrain stations.

The Commute.org Midpoint Shuttle is supplemented by the Stanford Marguerite Shuttle Line RWC[8], which provides midday service connecting the Redwood City Transit Center and the Stanford Campus in Redwood City.

The City of Menlo Park offers four additional community focused shuttle routes providing service to local destinations in Menlo Park such as senior facilities, downtown retail, library, and more.[9]

Transbay Bus Service

AC Transit operates one route that provides transbay service between Fremont in the East Bay to Stanford University and has one stop bordering East Palo Alto.

Dumbarton Express is an all-day, limited stop bus service that takes riders from the East Bay to the Peninsula via the Dumbarton Bridge. Dumbarton Express has its own distinct branding but is operated by AC Transit with oversight by the Dumbarton Bridge Regional Operations Consortium, which is comprised of transit agencies including SamTrans.[10]

7 https://commute.org/shuttles/.
8 https://transportation.stanford.edu/marguerite/rwc.
9 https://menlopark.gov/Government/Departments/Public-Works/Transportation-Division/City-Shuttle-services.
10 https://www.actransit.org/dumbarton-express.

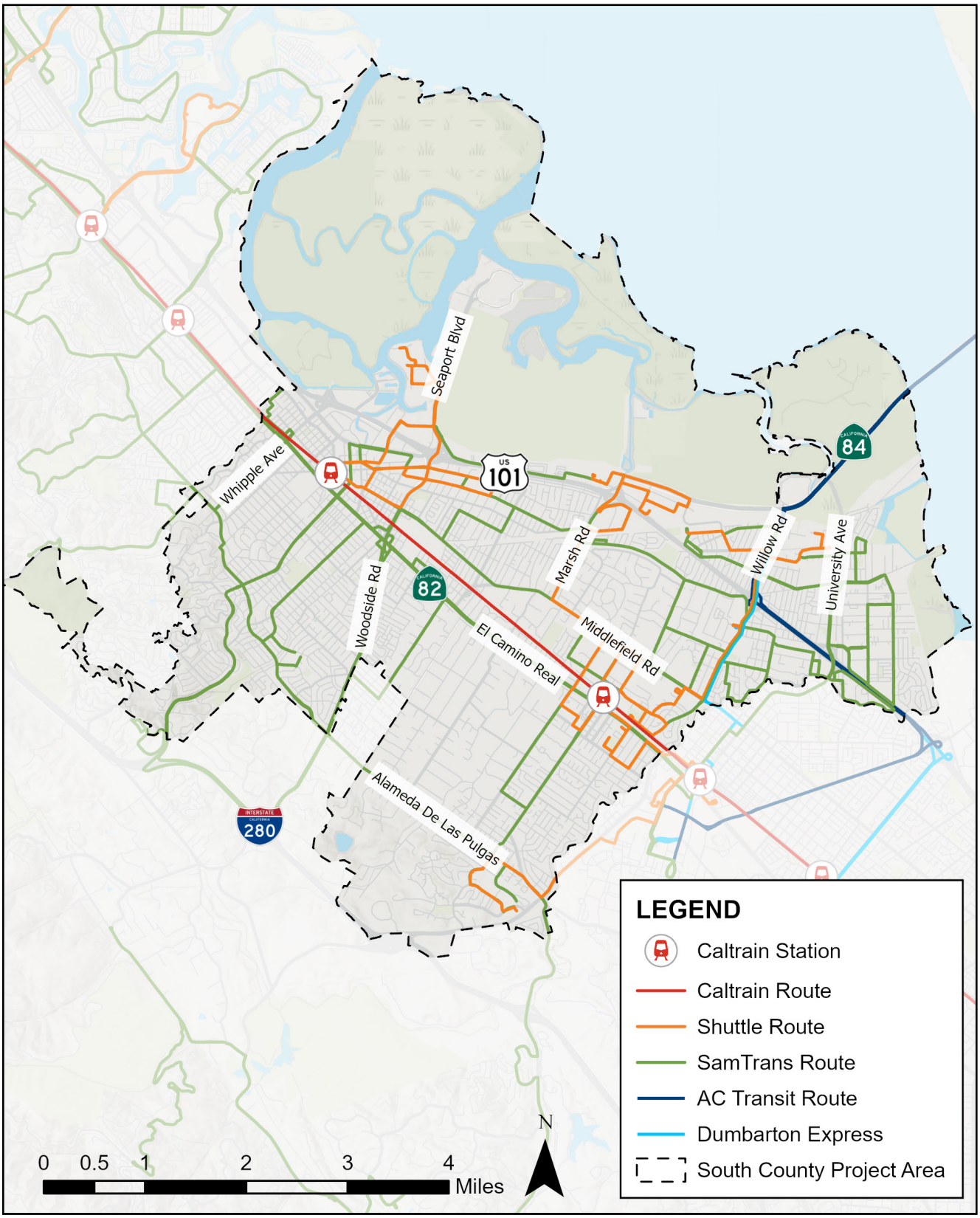


Figure 11. Existing Transit Service

Source: Caltrain Rail and Shuttle Routes and Stations, 2024; SamTrans Bus Routes, 2023.

RIDERSHIP

Table 2 highlights the decrease in average monthly ridership at the height of the COVID-19 pandemic and statewide shelter-in-place order, and the recovery post-pandemic. Ridership recovery has been uneven and varies considerably by operator and service type. Local bus ridership overall has recovered at a higher percentage than commuter-oriented service, reflecting the wide range of return to office and remote work policies from employers in the region. As of 2024, average monthly ridership for SamTrans services has recovered between 74 percent for SamTrans school routes to 111 percent for connector routes compared to 2019 ridership. Caltrain regional transit services have a ridership recovery rate of 39 percent. As previously noted, Caltrain system ridership has further increased following the implementation of electrified service in September 2024. Between January-May 2025, average monthly ridership for Caltrain has rapidly increased to 833,219 riders with a recovery rate of 54 percent. Local shuttles in the area have recovered by 64 percent for Commute.org shuttles and 34 percent for Menlo Park shuttles from their pre-COVID-19 ridership. Taken together, the 2024 transit ridership levels in the project area are approximately at 50 percent of 2019 ridership levels and have been increasing steadily since 2020.

Table 2. Transit Ridership — Monthly Average[11]

	2019	2020	2021	2022	2023	2024	2024 as Percentage of 2019
Operator/Service Type							
SamTrans/School	8,586	2,010	1,761	5,218	5,529	6,362	74.1%
SamTrans/Connector	72,859	32,885	36,257	52,361	64,923	80,896	111.0%
SamTrans/Multi-City	273,066	157,841	173,705	210,593	241,290	263,147	96.4%
Commute.org/ Shuttles	6,465	6,911	612	2,047	3,407	4,139	64.0%
Menlo Park/Shuttles	4,081	2,681	526	955	1,444	1,375	33.7%
Caltrain[12]	1,557,260	79,200	202,338	393,064	454,819	601,875	38.7%
Totals	**1,922,317**	**281,528**	**415,199**	**664,238**	**771,412**	**957,794**	**49.8%**

Source: Transit ridership data is from publicly available data.

Transit rider socioeconomic and demographic characteristics vary by transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for SamTrans and Caltrain using data collected during on-board surveys in 2022 and 2024. SamTrans ridership has a higher proportion of riders that are non-white, do not own a vehicle at home, have limited English language proficiency, and are senior and school age relative to Caltrain riders. SamTrans riders also have a lower average household income compared to Caltrain riders. This indicates that SamTrans services are used by a higher proportion of disadvantaged communities compared to Caltrain. This is an important equity consideration when evaluating projects and developing multimodal strategies for the project corridor.

11 Data shown for shuttles is by fiscal year and not by calendar year
12 Caltrain ridership includes boardings for all stations in the system instead of only stations in South County.

Table 3. Transit Ridership Demographics by Operator

	SamTrans	Caltrain
Demographic		
Percentage of Non-White Riders	82%	55%
Percentage of Zero-Vehicle Households	71%	61%
Limited English Language Proficiency	25%	3%
Percentage of Seniors	11%	4%
Percentage of School Age Children	22%	7%
Average Household Income	$48,700	$148,200

Source: Transit ridership demographics are from the triannual customer survey.

2.1.3 Active Transportation Network

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Bicycle infrastructure in the South County project area is maintained by the individual South County jurisdictions for infrastructure located on roads and local trails. Approximately six miles of the San Francisco Bay Trail, a multi-use bicycle and pedestrian trail that when complete will provide continuous access around the shoreline of the Bay Area, exists throughout the study area.

Like the roadway and transit services networks, bicycle infrastructure is based on a hierarchy of service referred to as classes. California has four primary bicycle classifications as defined by the California Manual of Uniform Traffic Control Devices. The four bicycle classes are:

1. Multi-Use Paths (Class I)
2. Bicycle Lanes (Class II)
3. Bicycle Routes and Bicycle Boulevards (Class III and IIIb)
4. Separated Bicycle Lanes (Class IV)

These bicycle classes provide different protection levels to users and between vehicle and truck traffic. Figure 12 shows the existing bicycle and multi-use trails in the project area from the 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan. Since the plan was published in 2021, there have been improvements and expansions to the existing bicycle network that are not be reflected in Figure 12.[13] These projects are shown in Table 4.

13 Updated bicycle infrastructure shapefiles for completed bicycle infrastructure projects have been provided for the cities of Menlo Park and Redwood City.

Table 4. Completed Bicycle Infrastructure Projects Since 2021

Location	Description	Jurisdiction
5th Avenue	Class III bicycle routes from Waverly Avenue to El Camino Real and Class II bicycle lanes from Middlefield Road to Waverly Avenue	Unincorporated San Mateo County, North Fair Oaks
Addison Avenue	Class III bicycle routes from Bay Road to East Bayshore Road	East Palo Alto
Bay Road	Class II bicycle lanes from Van Buren Road to Ringwood Avenue and Class II bicycle lanes from Pulgas Avenue to Bay Trail	Menlo Park and East Palo Alto
Clarke Avenue	Class III bicycle routes from Bay Road to Tinsley Street	East Palo Alto
East Bayshore Road	Class III bicycle routes from Holland Street to Euclid Avenue and Class III bicycle routes from Cooley Avenue to Clarke Avenue	East Palo Alto
Euclid Avenue	Class III bicycle routes from East Bayshore Road to Runnymede Street	East Palo Alto
Fordham Street	Class III bicycle routes from Notre Dame Avenue to Rutgers Street and Class II bicycle lanes from Bay Road to Notre Dame Avenue	East Palo Alto
Middle Avenue	Class IIb buffered bicycle lanes from Olive Street to El Camino Real	Menlo Park
Middlefield Road	Class II bicycle lanes from 5th Avenue to 2nd Avenue and Class II bicycle lanes upgraded to Class IIb buffered bicycle lanes between Santa Margarita Avenue and Oak Grove Avenue	Unincorporated San Mateo County, North Fair Oaks, Menlo Park, and Atherton
Newbridge Street	Class III bicycle routes from Bay Road to Poplar Avenue and Class III bicycle route in the southbound direction and Class II bicycle lane in the northbound direction from Poplar Avenue to Saratoga Avenue	East Palo Alto
Pulgas Avenue	Class III bicycle routes from Bay Road to O'Connor Street, Class II bicycle lanes and Class III bicycle routes from East Bayshore Road to Oakes Street/ Gaillardia Way, and Class II bicycle lanes from O'Connor Street to Oakes Street/Gaillardia Way	East Palo Alto
Ravenswood Avenue	Class III bicycle routes upgraded to Class II bicycle lanes between Alma Street and El Camino Real and Class II bicycle routes upgraded to Class IIb buffered bicycle lanes between Pine Street and Middlefield Road	Menlo Park
Runnymede Street	Class III bicycle routes from Euclid Avenue to Cooley Avenue	East Palo Alto
University Avenue	Class IV separated bicycle lanes on University Avenue separated US 101 overcrossing	East Palo Alto
Willow Road	Class IV separated bicycle lanes installed on Willow Road on the US 101 overcrossing	Menlo Park

In the project corridor there are ten crossings over US 101, which is a major barrier to bicyclists and pedestrians traveling in the corridor. There are six vehicle crossings over US 101, of which three are vehicle only and three are vehicle with bicycle/pedestrian infrastructure. In addition to these shared crossings, there are four fully separated bicycle and pedestrian bridges overcrossing US 101 located at Main Street in Redwood City, Newbridge Street/Ringwood Avenue in Menlo Park, Clarke Avenue/Newell Road in East Palo Alto, and University Avenue in East Palo Alto. Limited bicycle and pedestrian infrastructure on or near existing US 101 crossings presents a challenge to convenient and safe east-west bicycle and pedestrian travel, and limits connectivity between residential and major commercial areas on the east and west sides of US 101.

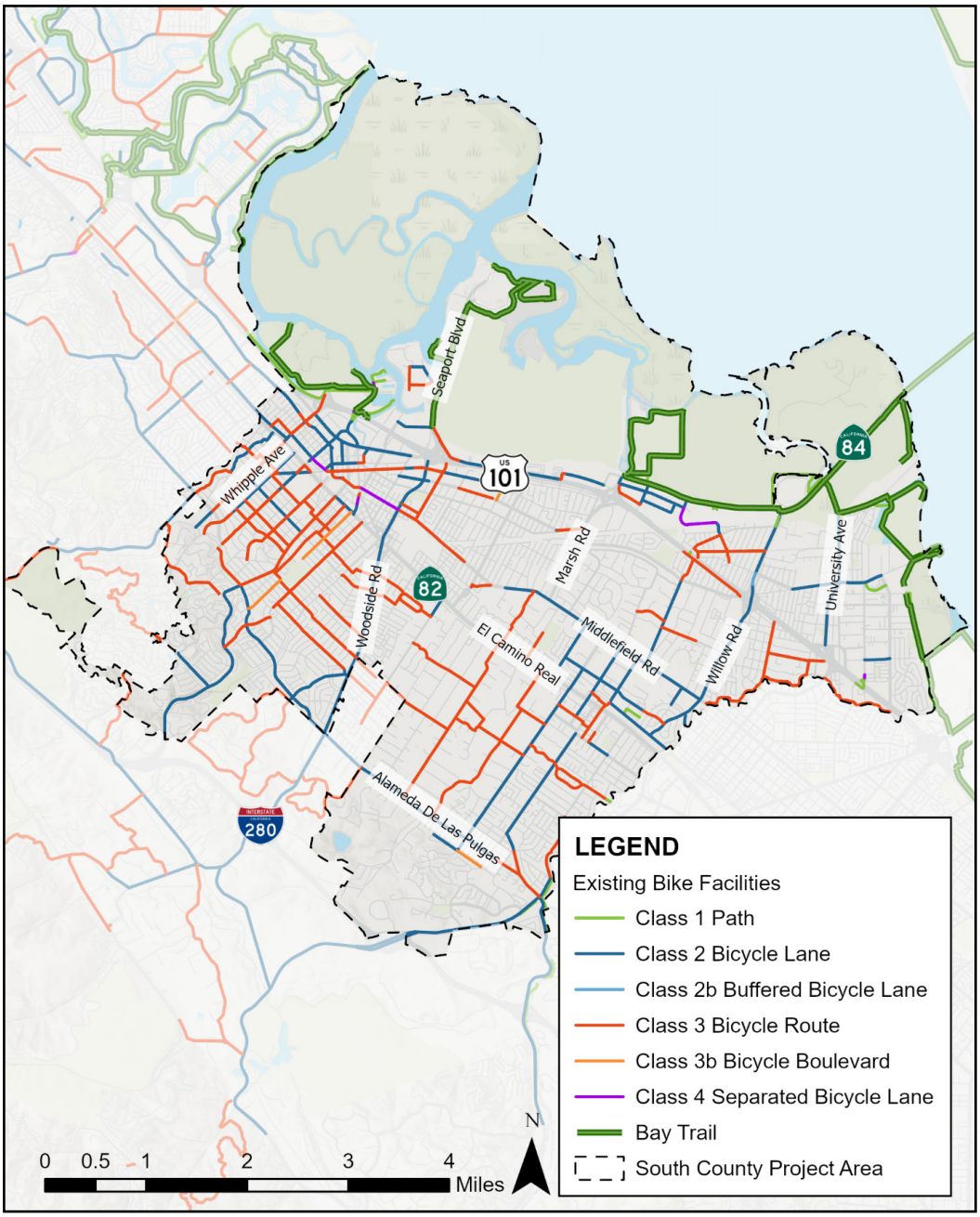


Figure 12. Existing Bicycle Facilities

Source: City/County Association of Governments of San Mateo County Comprehensive Bicycle and Pedestrian Plan, 2021; Metropolitan Transportation Commission Bay Trail Gap Closure Implementation Plan, 2024; Redwood City RWC Walk Bike Thrive Plan, 2025.

HIGH INJURY NETWORK

Figure 13 shows the C/CAG HIN for bicycles and pedestrians.[14] While the motor vehicle HIN includes corridors with a disproportionate number of historical crashes between motor vehicles, the bicycle and pedestrian HIN's includes corridors where there have been a disproportionate number of historical crashes between motor vehicles and bicycles and/or pedestrians.

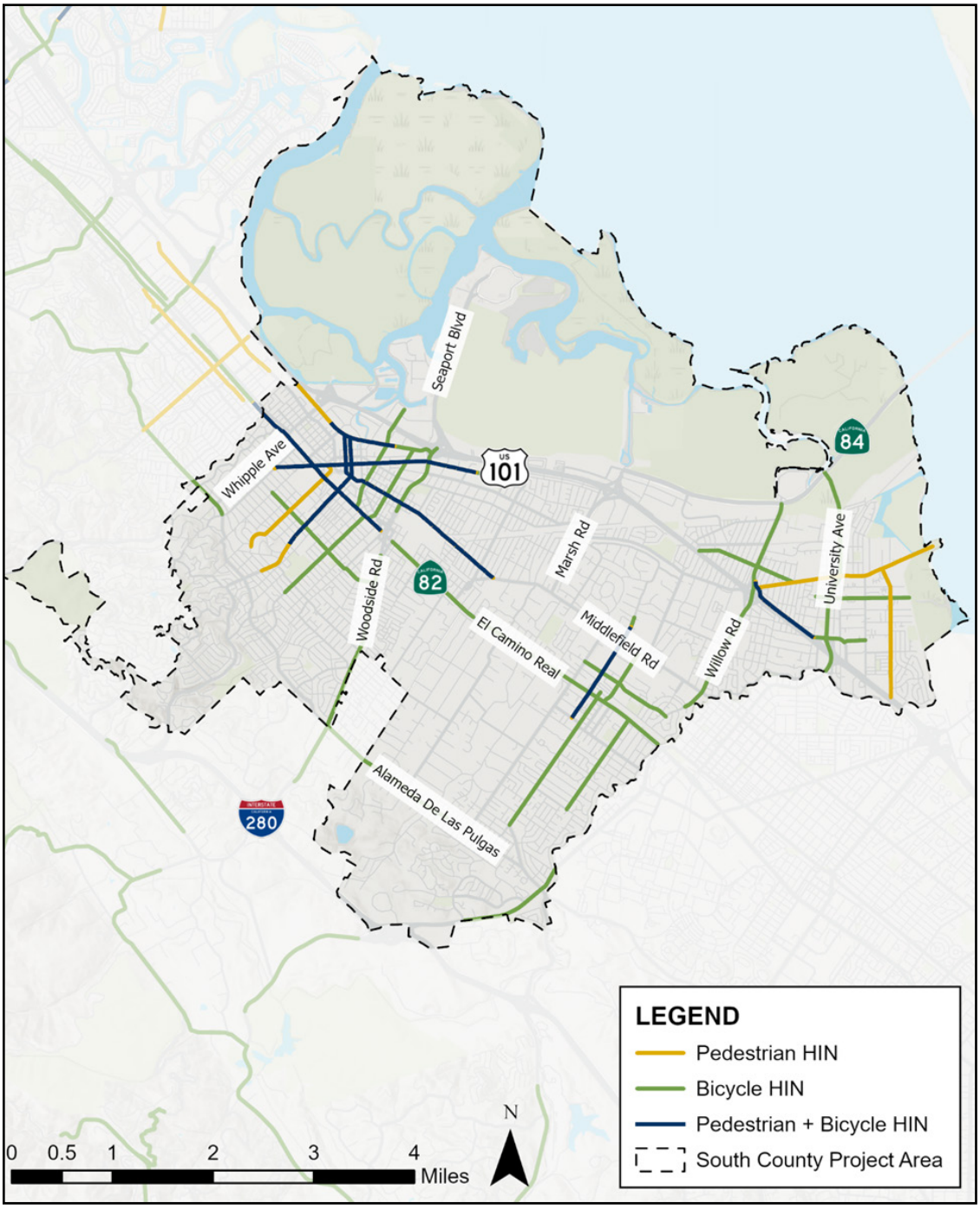


Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area

Source: City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

14 Methodology for determining the HINs for the bicycle and pedestrian networks can be found in the C/CAG Local Roadway Safety Plan.

2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

2.2.1 Population and Employment Characteristics

Based on 2023 American Community Survey (ACS) 5-year estimate Census data[15], there are approximately 153,000 persons, 84,000 workers and over 108,000 jobs located in the project area. Table 5 summarizes population and job characteristics of the individual corridor cities, the sum of all corridor cities, and for San Mateo County. The project area includes approximately 21 percent of the residents, 22 percent of employed workers, and 26 percent of jobs in San Mateo County.

Within each jurisdiction, the ratio of jobs to employed residents varies. For example, more people leave the City of East Palo Alto and the community of North Fair Oaks for work, while the cities of Redwood City, Atherton, and Menlo Park have a higher number of people traveling into the city for work. Overall, the majority of South County workers are employed in San Mateo County at 66 percent, which is slightly lower than the County as a whole at 67 percent. This highlights the need of improving first- and last-mile connections and strengthening local transportation options within the County. In addition to local travel, there is also a relatively large proportion of out-commuters in the corridor cities. It is important to balance investments in local transportation infrastructure and services with regional facilities, either transit or roadways, to facilitate the commuting patterns of existing residents.

Table 5. Population and Job Characteristics

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Census Data							
Total Population	70,803	13,327	7,021	32,775	29,143	153,069	745,100
Working Age Population (16 years & older)	57,447	10,613	5,970	26,247	23,894	124,171	615,601
Jobs	54,718	3,232	3,891	39,352	6,491	107,684	414,156
Employed Workers	43,148	6,286	2,868	16,293	15,465	84,060	386,605
Jobs/Worker	1.27	0.51	1.36	2.42	0.42	1.28	1.07
% Working in San Mateo County	72.4%	76.89%	68.9%	56.9%	56.6%	66.28%	67.1%

Source: Population and job characteristics are from U.S. Census 2023: https://data.census.gov.

15 Demographic, employment, and commute mode share analyses use 2023 ACS 5-year estimates, which were the most recent available datasets from the US Census at the time of analysis

2.2.2 Race and Ethnicity

Table 6 summarizes the population by race and ethnicity as reported from the 2023 Census. The project area is diverse with the highest populations being Hispanic/Latino at 41 percent, White alone at 36 percent, and Asian alone at 13 percent. Compared to San Mateo County as a whole, the project area has a higher proportion of Hispanic/Latino population and lower proportions of Asian alone population. There are variations between the percent of population by race and ethnicity for the individual cities relative to the project area and county, however, in general the individual cities also reflect diverse populations.

Table 6. Population by Race

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Race							
Hispanic/Latino	40.0%	73.0%	11.7%	19.8%	62.1%	41.4%	24.9%
Non-Hispanic/ Latino	60.0%	27.0%	88.3%	80.2%	37.9%	58.6%	75.1%
White Alone	38.0%	17.9%	63.7%	52.4%	12.4%	35.6%	35.8%
Black Alone	2.5%	0.8%	0.8%	3.4%	11.9%	4.3%	2.1%
American Indian/Alaska Native	0.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%
Asian Alone	13.3%	6.3%	18.6%	18.2%	5.7%	12.5%	30.5%
Native Hawaiian/Pacific Islander	1.0%	0.0%	0.2%	0.4%	4.5%	1.4%	1.1%
Other	0.7%	0.1%	0.0%	0.5%	1.3%	0.7%	0.8%
2 or more Races	4.5%	2.0%	5.0%	5.4%	1.7%	4.0%	4.8%

Source: Demographic characteristics are from U.S. Census 2023: https://data.census.gov.

Figure 14 shows two geographical indexes that identify locations in the project area where need and equity characteristics indicate that transportation improvements could be prioritized. The indexes are the Equity Priority Areas (EPA) defined by SamTrans, and Equity Priority Communities (EPC) defined by the Metropolitan Transportation Commission (MTC). Both indexes highlight locations that have concentrations of populations with low income, low vehicle ownership rates, high proportions of minority populations and high proportions of persons with limited English language capabilities, among other characteristics. EPAs and EPCs are important considerations throughout the entire process of project and program development from planning, investment and community outreach. Equity areas in the project area are primarily found adjacent to major corridors including US 101 and El Camino Real, as well as East Palo Alto and downtown Redwood City.

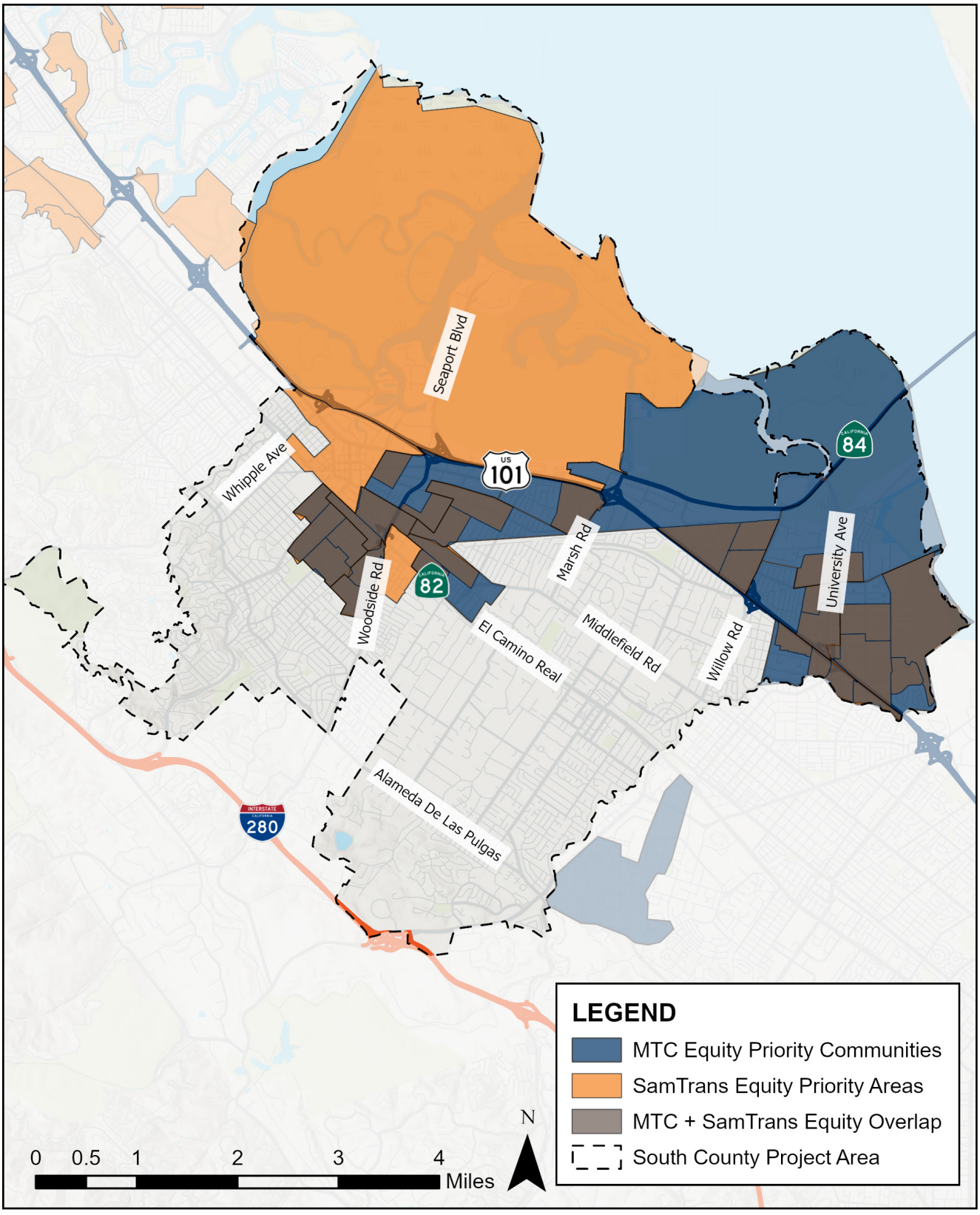


Figure 14. Equity Priority Areas and Equity Priority Communities

Source: Metropolitan Transportation Commission Plan Bay Area 2050, 2021; Reimagine SamTrans, 2022.

2.2.3 Commuter Mode Shares

Table 7 and Table 8 provide data on how each jurisdiction within the project area and San Mateo County residents as a whole commute to work both pre- and post-pandemic. Prior to the pandemic, for all South County cities in total, driving alone was the largest share of how workers commuted to work, followed by carpool and transit. Post-pandemic, drive alone and transit mode shares decreased while work from home increased. All other commute modes remained relatively similar to 2019 conditions.

Table 7. 2019 Commute Mode Share

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Mode							
Drive Alone	72.24%	77.11%	67.74%	65.57%	70.21%	70.77%	67.80%
Carpool	9.01%	10.59%	8.19%	5.91%	15.20%	9.63%	10.17%
Transit	6.12%	1.79%	2.47%	6.66%	3.65%	5.27%	11.01%
Walk	4.22%	2.27%	3.66%	2.59%	2.23%	3.33%	2.55%
Bicycle	2.20%	2.80%	2.26%	7.67%	3.62%	3.63%	1.47%
Other[16]	1.80%	2.84%	1.29%	2.97%	2.33%	2.21%	1.71%
Work from Home	4.42%	2.60%	14.39%	8.63%	2.75%	5.16%	5.28%

Source: Commute Mode Share is from U.S. Census 2019: https://data.census.gov.

Table 8. 2023 Commute Mode Share

	Redwood City	North Fair Oaks	Atherton	Menlo Park	East Palo Alto	All South County Cities Combined	San Mateo County
Mode							
Drive Alone	58.93%	62.98%	47.18%	49.39%	66.10%	58.26%	57.58%
Carpool	9.39%	14.57%	6.80%	7.22%	11.26%	9.63%	8.75%
Transit	3.84%	2.39%	1.71%	2.96%	2.03%	3.11%	6.37%
Walk	2.76%	1.35%	2.82%	1.49%	1.88%	2.21%	2.34%
Bicycle	1.08%	1.80%	0.63%	7.76%	1.44%	2.58%	1.16%
Other	1.27%	0.46%	1.22%	1.84%	2.96%	1.65%	1.87%
Work from Home	22.73%	16.45%	39.64%	29.34%	14.34%	22.56%	21.92%

Source: Commute mode share is from U.S. Census 2023: https://data.census.gov.

16 Other includes taxicab, motorcycle, or other miscellaneous modes of travel.

2.2.4 Corridor Travel Patterns

VEHICLE TRIPS

The travel market analysis for trips occurring in the project area was developed using 2021 StreetLight data.[17] Figure 15 shows the average daily vehicle origin-destination flows within and between each jurisdiction for all trips that originate in the project area.[18] For each jurisdiction, the most common destinations for vehicle trips that originate in the project area are:

1. Outside the project corridor
2. Redwood City
3. Internal trips that start and end within each jurisdiction

Approximately 138,000 daily trips end outside the project area, and 73,000 trips end in Redwood City. This compares to approximately 48,000 daily trips ending in each of the other jurisdictions in South County combined. Internal trips that start and end within each jurisdiction range from 21 percent in Atherton to 40 percent in Redwood City. These trips tend to be to school or residential serving activities.

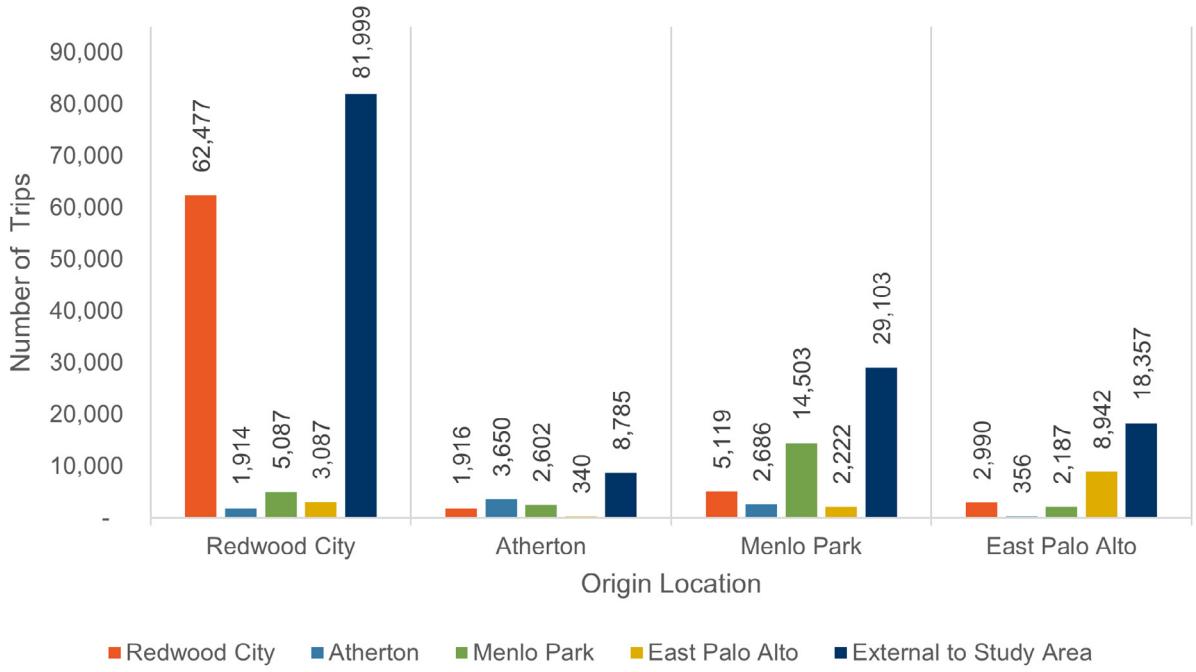


Figure 15. US 101 South County Average Daily Vehicle Origin-Destination Flows by Jurisdiction, 2021

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

17 StreetLight Data is derived primarily from anonymized cell phone data that provides the location of the trip. Using algorithms and logic rules, StreetLight can summarize the cell phone data into meaningful trip characteristics including trip origin and destination, trip purpose, time of day, trip travel time, travel distance, and socioeconomic characteristics of the traveler.

18 This analysis was performed at the city level, and as such Redwood Shores is included as part of Redwood City despite being part of the US 101 Mid County Multimodal Strategy.

CIRCULATION PATTERNS

In 2021, there were approximately 1,022,000 total daily vehicle trips that started, ended, or passed through jurisdictions within the project area. Of this total, approximately 464,000 trips occurred completely within the project area, representing 45 percent of the total. The remaining trips show regional travel with 16 percent entering, 16 percent exiting, and 23 percent passing through the project area. These patterns demonstrate the prevalence of short distance vehicle trips and opportunities to offer more non-vehicle services or improved bicycle and pedestrian facilities that encourage mode shifts providing basis for improved multimodal options through the South County project area.

2.2.5 Mode Shift Potential

Additional analysis exploring the potential for shifting to non-motorized modes of travel was conducted on the approximately 120,000 vehicle trips that occur entirely within the project area. Figure 16 summarizes the number of trips in each jurisdiction summarized by trip length using distance cohorts of 0 - 1 mile, 1 - 5 miles, and 5+ miles. Vehicle trips under five miles can be representative for mode shift potential to non-motorized, more sustainable modes. Trips under one mile have the potential to shift to pedestrian travel, and vehicle trips between one and five miles have the potential to shift to bicycle travel. Trips over five miles are best served by motorized modes such as vehicle or transit.[19]

The results indicate that there is the most potential for a mode shift away from vehicle use in Redwood City, with over 50,000 vehicle trips made under five miles. While Redwood City has the highest number of short vehicle trips, Atherton has the highest percentage of short vehicle trips by origin with 81 percent of vehicle trips under five miles. This assessment indicates the potential for mode shift in the project area, but further community engagement and analysis will be necessary to understand the most effective ways to support and encourage mode shifts.

Figure 16. Vehicle Trips Summarized by Trip Distance and Origin Jurisdiction, 2021

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

19 Source: SMCTA.

3 Stakeholder and Community Outreach

Public engagement activities were conducted from July to September 2025. The goals of the community outreach were to identify the community's priorities for transportation improvements to help to prioritize projects within the project area. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups with project information in multiple languages, interpretation services at community meetings, posted information at bus stops with high ridership, and staff present at pop-up events fluent in Spanish and Cantonese. Further, the engagement strategies offered accessible participation through stipends for community-based organizations (CBO) and gift cards for people who volunteered to participate in the CBO meetings. Figure 17 summarizes statistics from the South County outreach activities.

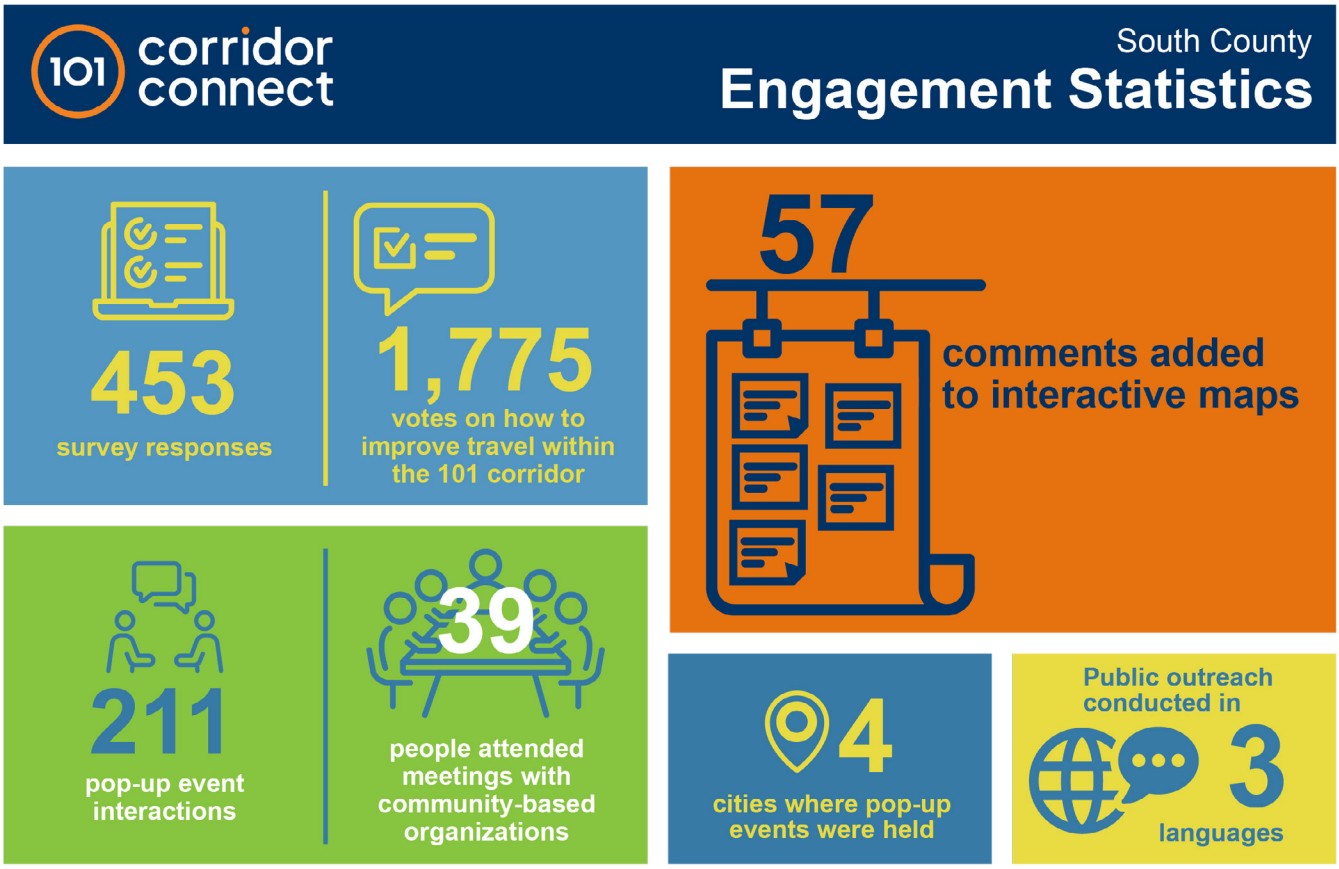


Figure 17. Engagement Statistics

In addition to community engagement, the project team also facilitated the South County Working Group, made up of partner agencies along the project area to provide technical feedback.

3.1 WHAT WE DID

The South County public engagement included a range of strategies to reach a broad audience. These strategies included:

- Project webpage
- Multi-lingual factsheet and a Frequently Asked Questions (FAQ) document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Four pop-up activities at local community events
- Four small group meetings with CBOs
- Temporary signs at bus stops

The project launched the US 101 South County Multimodal Strategy sub-page in July 2025. The 101 Corridor Connect webpage introduced the overall program, general purpose, program priorities, and included an FAQ document in English, Spanish, and Simplified Chinese. The South County webpage (Figure 18) included project information including a multilingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.

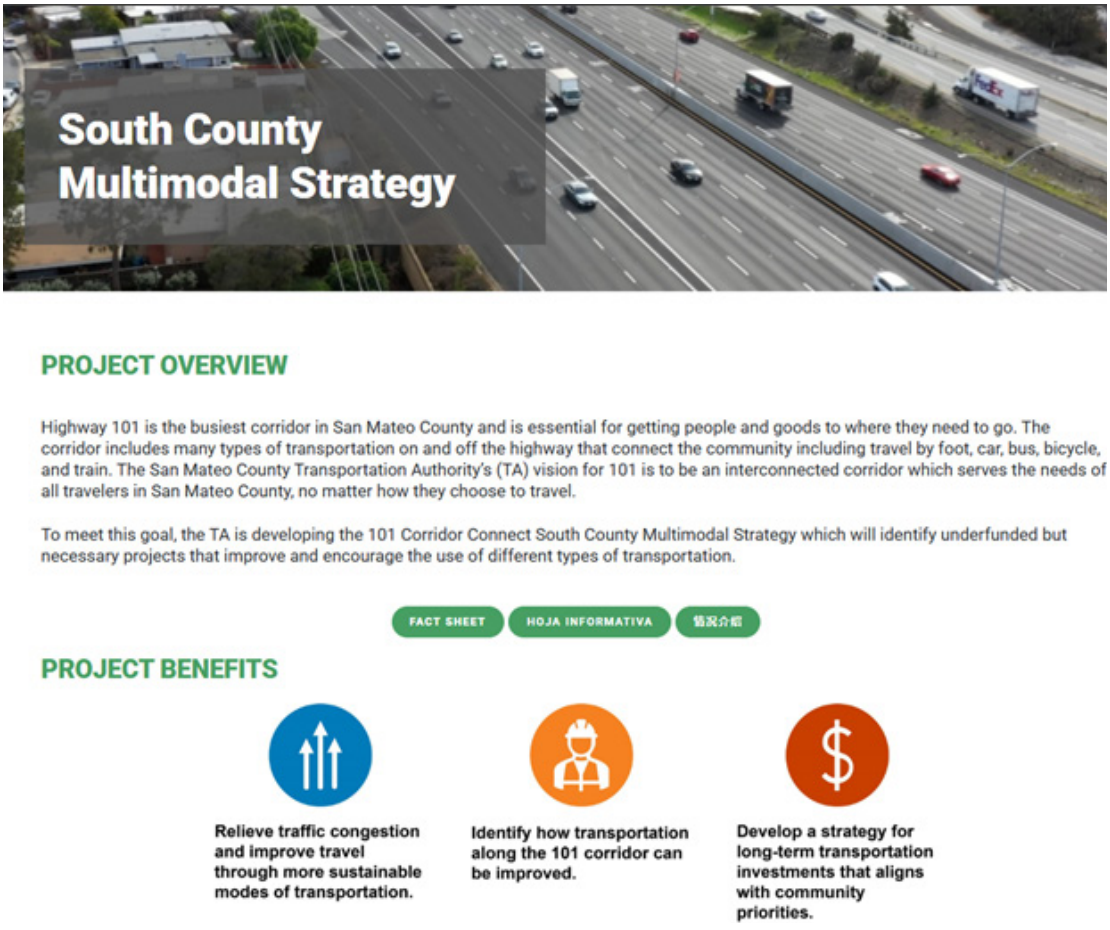


Figure 18. Project Webpage

Most public input was collected through an online survey that was shared via the SMCTA webpage, press release, social media, pop-up events, interactive recorded presentation, and by partner organizations. In addition to general demographic data, the survey collected input on respondents preferred modes of travel, influences on transportation decision making, top transportation concerns, and preferences for travel improvements.

The survey was active from July to September 2025 and received a total of 453 responses. The interactive video yielded an additional 129 responses. The interactive map collected 21 comments through the online survey and 36 comments at in-person events. In total there were 639 responses collected, across multiple platforms. The interactive map is shown in Figure 19.

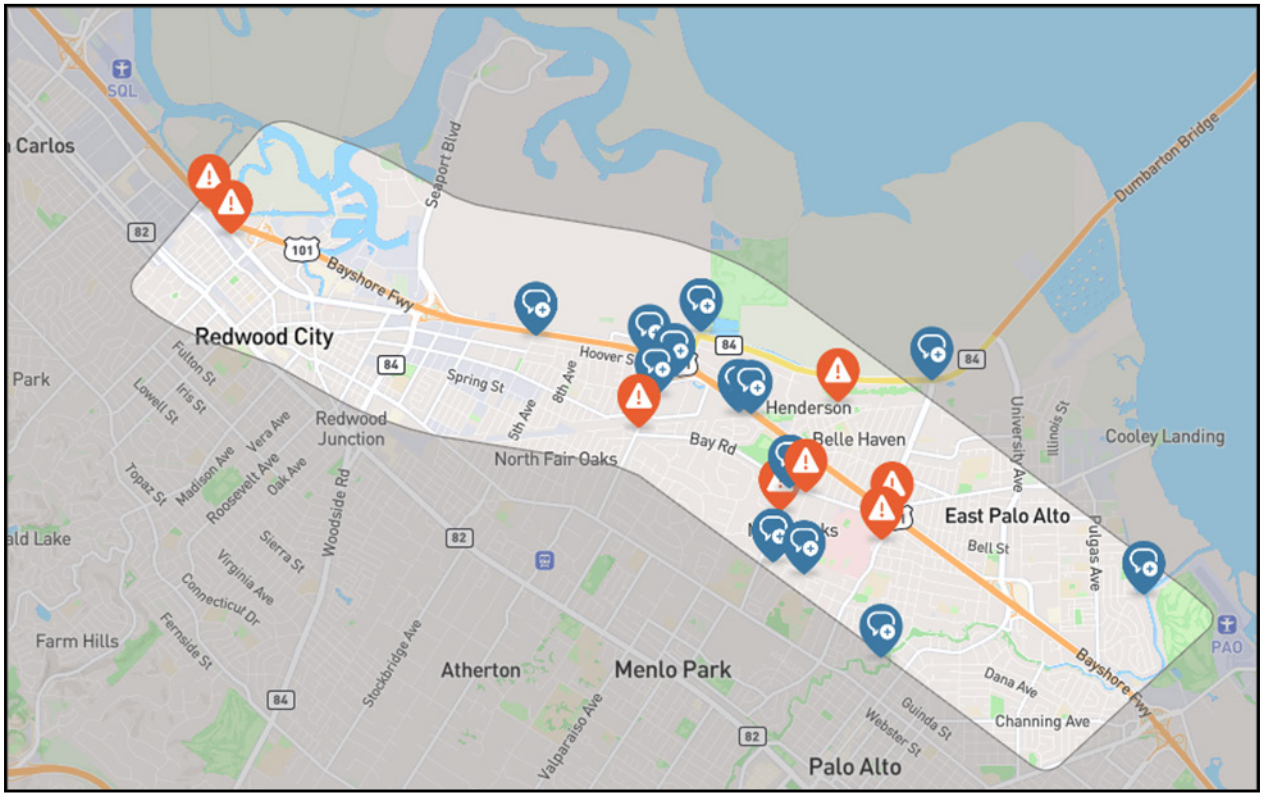


Figure 19. Online Interactive Map (Social Pinpoint)

Four in-person pop-up events were held in July and August 2025. The pop-ups were held at planned community events where the project team hosted a table. The pop-ups were held at the following local community events:

1. East Palo Alto Family Day – July 26, 2025
2. Redwood City Pub in the Park – August 2, 2025
3. Fair Oaks Community Center – August 8, 2025
4. Menlo Park Farmers' Market – August 10, 2025

At each event project information was presented and input on transportation issues and challenges was solicited through interactive activity boards (Figure 20). Project materials were available in English, Spanish, and Simplified Chinese.

Figure 20. Interactive Activity Boards from Pop-Up Events

SMCTA facilitated four meetings with CBOs who work directly with EPCs located within the project area. Meetings were held with Casa Circulo, Belle Haven Action, Anamatangi Polynesian Voices, and Nuestra Casa. In total these meetings had 39 attendees who shared information about how they usually get around their community, transportation habits, mobility challenges, and gave feedback on how to improve their travel experience in San Mateo County.

Figure 21. Community-Based Organization Meetings

3.2 WHO WAS INVOLVED?

The South County Working Group (WG) was formed to seek feedback from technical experts, transit operators, local governments, and SMCTA staff throughout the development of the US 101 South County Multimodal Strategy. Participants included members from the following agencies:

- C/CAG
- City of Redwood City
- Town of Atherton
- City of Menlo Park
- City of East Palo Alto
- County of San Mateo
- MTC
- Caltrans
- SamTrans
- Caltrain
- Commute.org

Ad-Hoc Meetings

The Strategy was also developed in collaboration with the 101 Corridor Connect Ad-Hoc Committee of SMCTA Board of Directors including Directors Corzo, Medina, and Romero, which provided policy direction and guidance within the development process.

One meeting was held with the Ad-Hoc committee in November 2025. The meeting reported on the South County engagement activities and feedback themes, overview of the project prioritization methodology and community weighting, and the preliminary list of 20 prioritized projects.

WG Meeting 1 – Existing Conditions

The first meeting was held in July 2025, presenting existing conditions analysis gathering feedback on barriers to transportation, major transportation projects, and ways to promote the online survey. Following this meeting, the US 101 South County Multimodal Strategy project inventory was shared and the WG asked to confirm projects included in the project inventory and provide information on any additional projects. A total of six projects were subsequently added to the existing project inventory including interchange reconfigurations, new bike/ped facilities, bike/ped facility improvements, bike/ped gap closures, new bus lanes, bus stop improvements, and transit station improvements.

WG Meeting 2 – Prioritization Methodology

The second meeting was held in September 2025 and presented the draft prioritization methodology and the community feedback received during the outreach activities. Meeting discussion provided input into the subsequent weighting and scoring criteria.

WG Meeting 3 – Project List and Strategy Report

The third meeting held in October 2025 presented the top 20 prioritized project list for the South County segment. The WG provided more detailed information and descriptions for each of the top 20 prioritized projects, updates on project statuses, and input on considerations for future project phasing. An overview of the US 101 South County Multimodal Strategy and Implementation Plan was also presented.

Additional Presentations

Presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online survey and interactive map. Presentations were given to the following agencies:

- East Palo Alto Public Works and Transportation Commission
- Office of San Mateo County Supervisor Lisa Gauthier
- Town of Atherton's Transportation, Bicycle, and Pedestrian Safety Committee
- Silicon Valley Bike Coalition
- San Mateo County Office of Education and South County School Districts
- Redwood City Safe Routes to School Task Force
- Commission of Disabilities Executive Team
- Menlo Park Complete Streets Commission
- North Fair Oaks Community Council
- Redwood City Transportation Advisory Committee

3.3 WHAT WE HEARD

The top five transportation concerns identified through engagement were:

When asked what would improve the public's travel experience along US 101, the top five responses were:

- More frequent and reliable transit services
- Safety while biking, walking or rolling
- Roadway improvements and connections
- Intersection and crosswalk improvements
- More or improved bicycle / scooter lanes

3.4 PUBLIC SUGGESTED IMPROVEMENTS

At the pop up events, focus group meetings, and in the online survey, the public was asked to suggest improvements that could be made for each mode to improve travel in the corridor. Their suggestions are summarized in Table 9.

Table 9. Public Suggested Improvements to US 101 South County by Mode

	Public Suggested Improvements
Mode	
Driving Alone	• More carpool lanes • Improvements to express lanes (discounts for electric vehicles and carpoolers, higher fees for single-occupancy vehicles, reducing express lane hours) • Improve roadway conditions • Less traffic calming improvements (avoid roundabouts, remove concrete dividers, remove road diets)
Public Transit	• Better coordinated connections • Improved schedule information and real-time updates • Increase express buses with timed connections • Expanded bus routes, especially east-west connections • More frequent bus service (including weekends and evenings)
Carpooling	• Easier ways to park and meet other people near the freeway for carpooling • More resources for carpool network

	Public Suggested Improvements
Bicycle or Scooter	• Improved bike infrastructure quality • Increased number of bike lanes • E-bike vouchers or programs • Available and secure bike parking at transit stations • Improved safety for cyclists
Walking	• Improvements to intersection crossings and near on-ramps • Address gaps in sidewalk networks • Reduce vehicle speeds • Better lighting and security • More benches and resting spots
San Mateo County Free Shuttle Service	• Better and cleaner shuttles • Improve shuttle frequency and reliability • Express shuttles with timed connections to BART and Caltrain • Shuttle service to specific destinations (company office, clinics, shopping centers, etc.)

4 Project Identification and Scoring

The primary objective of the US 101 South County Multimodal Strategy is to generate a list of top 20 multimodal projects reflecting community priorities that improve the movement of people and goods and reduce congestion in the US 101 Corridor. Having established these community priorities through public and stakeholder engagement, the next step was to develop an inventory of the full range of potential projects within the project corridor and employ a methodology that meets program and community objectives for scoring and prioritizing projects. This section of the strategy document provides an overview of that process.

4.1 INITIAL LIST

The initial project inventory was developed to provide a comprehensive list of multimodal projects that are being planned within one mile of the US 101 South County project corridor. Various plans and programs were reviewed to develop a database of multimodal transportation projects in the project corridor. These included the following:

- Short Range Highway Plan: 2021-2030 (SMCTA)
- Measure A and W Highway Capital Improvement Program: Fiscal Year (FY) 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2017 C/CAG San Mateo County Countywide Transportation Plan 2040
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- 2021 C/CAG San Mateo Countywide Sustainable Streets Master Plan
- 2023 C/CAG Southeast San Mateo County Community-Based Transportation Plan
- 2024 C/CAG Countywide Local Roadway Safety Plan
- Caltrans D4 Bike Plan
- Caltrans D4 Pedestrian Plan
- 2023 US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- 2024 MTC Bay Trail SFO Gap Study Final Plan
- 2021 Unincorporated San Mateo County Active Transportation Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- US-101 Express Bus Feasibility Study (SamTrans)
- San Mateo County Transit District 4-Year Capital Improvement Plan FY 2026-2029 (SamTrans)
- El Camino Real Bus Reliability Study (SamTrans)
- Reimagine SamTrans
- SamTrans Dumbarton Rail Corridor Study
- Caltrain Business Plan
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- Caltrain 10-Year Capital Improvement Plan FY 2026-2035
- 2017 Redwood City El Camino Real Corridor Plan (Redwood City)
- 2022 RWC Walk Bike Thrive (Redwood City)
- 2025 FY 2025-2030 Five-Year Capital Improvement Program (Redwood City)
- 2014 Town of Atherton Bicycle and Pedestrian Master Plan (Atherton)
- 2019 Town of Atherton General Plan (Atherton)
- 2023 FY 2023/24 -2027/28 Capital Improvement Program (Atherton)
- 2016 General Plan (Menlo Park)
- 2020 Transportation Master Plan (Menlo Park)
- 2024 Vision Zero Action Plan (Menlo Park)
- 2024 Menlo Park El Camino Real/Downtown Specific Plan (Menlo Park)

- 2024 Five-year Capital Improvement Plan (Menlo Park)
- 2017 Bicycle Transportation Plan Update (East Palo Alto)
- 2020 East Palo Alto Mobility Study (East Palo Alto)
- 2022 Two-year Capital Improvement Program Update (East Palo Alto)
- 2024 Ten-year Capital Improvement Program Update (East Palo Alto)
- 2024 North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study (North Fair Oaks)

A total of 159 projects made up the initial inventory list, including projects added by the WG.

4.2 PROJECT PRIORITIZATION

Screening

The first step in the prioritization process was screening the initial inventory, as seen in Figure 22. The screening reviewed the initial inventory to combine related projects (where possible) and eliminate projects not consistent with the project objectives. For example, projects along El Camino Real from various plans representing different modes of transportation were combined into a multimodal project.

The remaining projects were then further screened to determine if they offered the potential to reduce congestion and encourage mode shift. Lastly, projects identified from the stakeholder and community outreach process were added.

Figure 22. Project Prioritization Process

Scoring

Projects that passed the screening were then scored according to the criteria in Table 10, which is aligned with the goals of the 101 Corridor Connect program. The scoring was based on the project in relation to SamTrans EPAs, the C/CAG HIN, Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 23, Figure 24, Figure 25, and Figure 26.

Table 10. Point Assignment Scoring Methodology

	Description	Scoring
Criteria		
Safety[20]	Project enhances safety for users of the transportation network – Scored based on whether project is on the HIN as designated by C/CAG	0 – Project is not on or does not intersect a HIN corridor 2 – Project is partially on or intersects a HIN corridor 5 – Project is partially (50%+) on a HIN corridor 10 – Project is fully on or located within a HIN corridor
Connectivity	Project connects people to future growth areas that are denser and more conducive to active transportation – Scored based on proximity to MTC's PDAs	0 – Project is more than a ¼ mile from an MTC PDA 2 – Project is near (less than ¼ mile) an MTC PDA 5 – Project is adjacent to or partially within an MTC PDA 10 – Project is fully or predominantly within an MTC PDA
Sustainability	Project helps to improve air quality and reduce emissions in areas with highest levels of driving by providing new or improved mobility options – Scored based on VMT density per acre (C/CAG traffic analysis zones) from StreetLight data	0 – VMT density less than 50 2 – VMT density between 51 and 100 5 – VMT density between 101 and 200 10 – VMT density greater than 201
Inclusivity[21]	Project increases access for underserved communities – Scored based on proximity to SamTrans' EPAs as adopted in Reimagine SamTrans	0 – Project is more than a ¼ mile from a SamTrans EPA 2 – Project is near (less than ¼ mile) a SamTrans EPA 5 – Project is adjacent to or partially within a SamTrans EPA 10 – Project is fully or predominantly within a SamTrans EPA

20 Access controlled freeways were not evaluated in the Countywide Local Road Safety Plan and are not identified on the High Injury Network. Freeway projects with adjacent major corridors identified on the High Injury Network were assigned an unweighted score of 2 to account for possible increased traffic exposure on parallel routes of major bottleneck areas

21 The inclusivity criteria uses SamTrans Equity Priority Areas to align with the criteria for SMCTA funding programs and other discretionary grant programs.

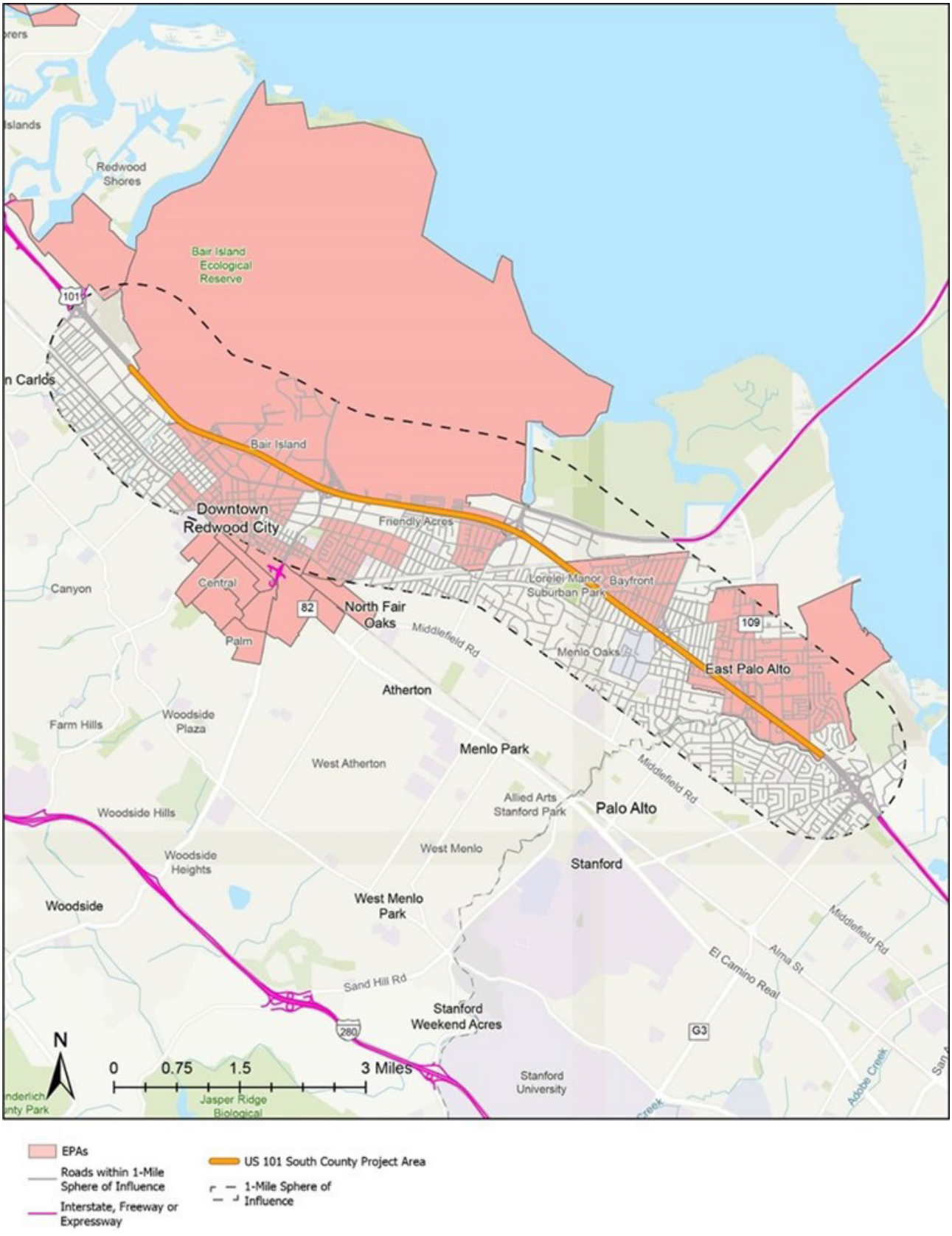


Figure 23. Equity Priority Areas

Source: San Mateo County Transit District, 2024.

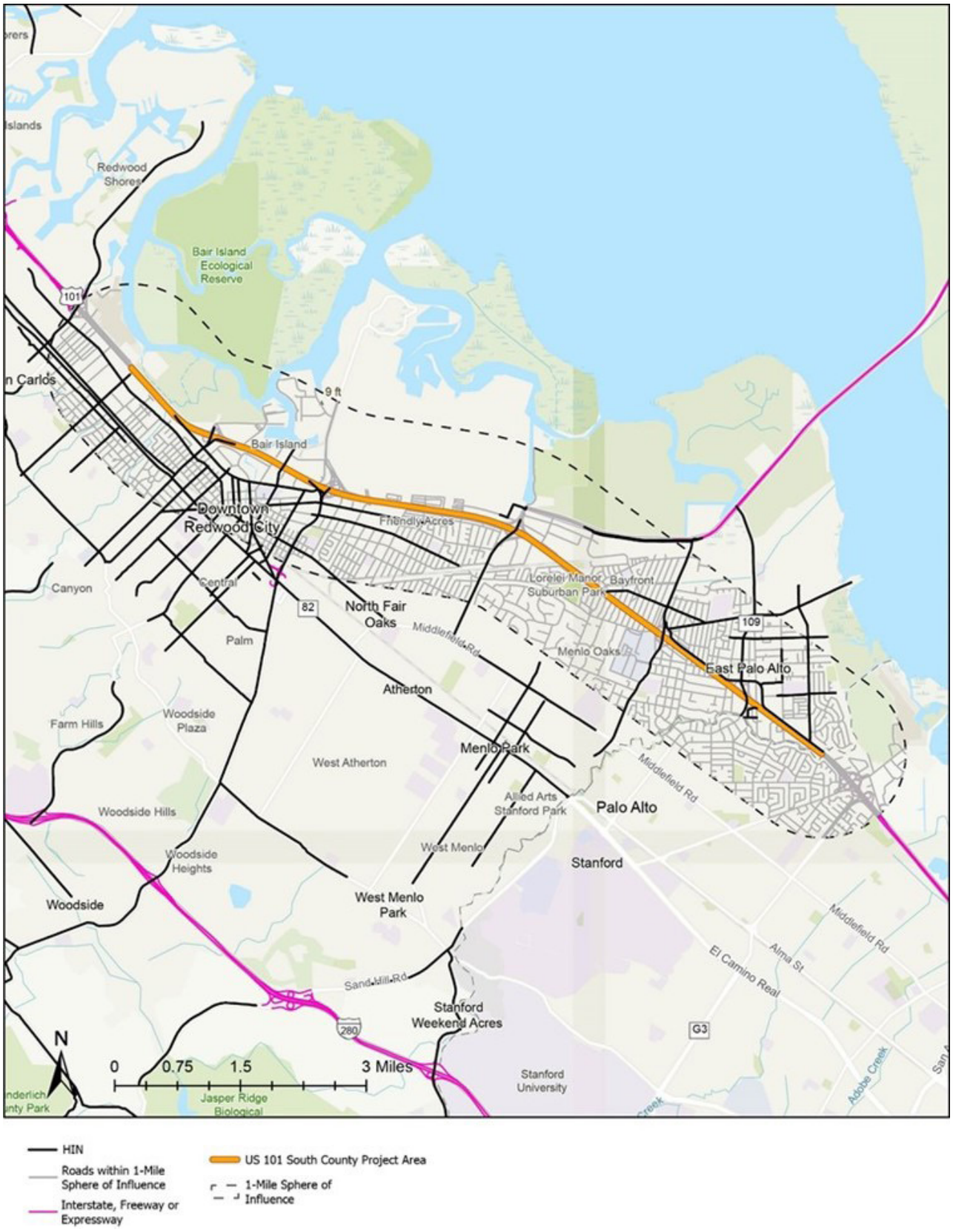


Figure 24. High Injury Network

Source: City/County Association of Governments of San Mateo County, 2024.

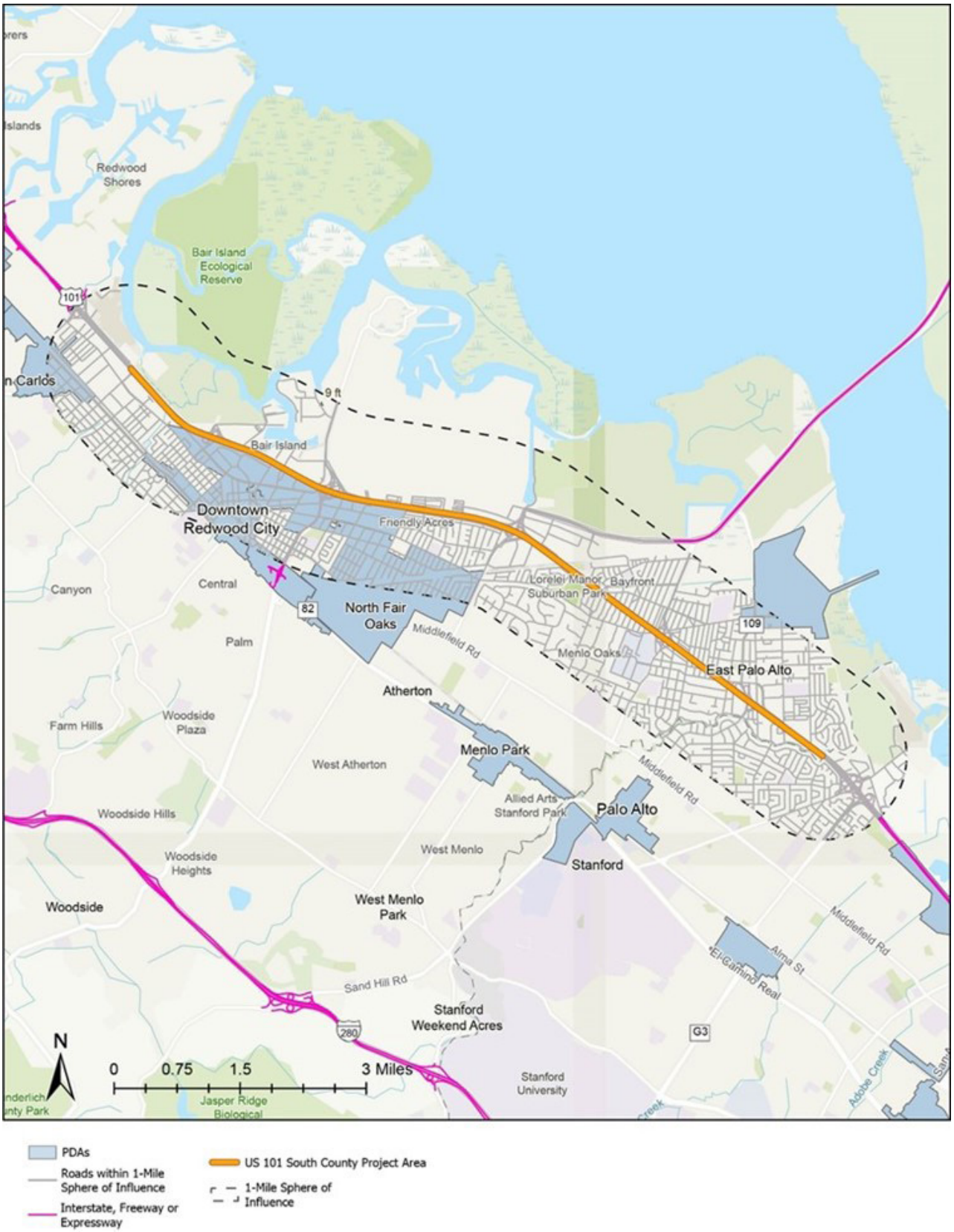


Figure 25. Priority Development Areas

Source: Metropolitan Transportation Commission, 2024.

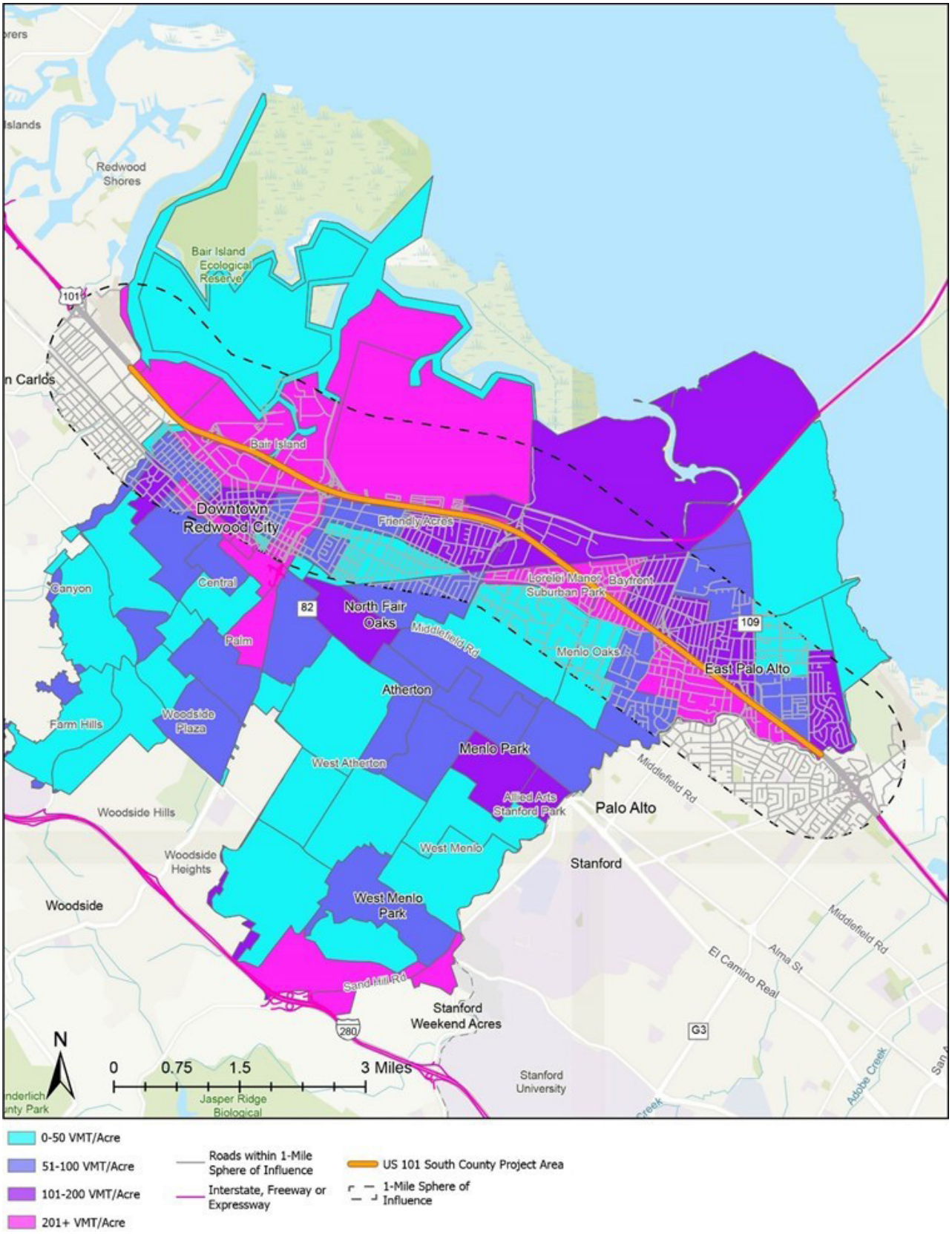


Figure 26. Vehicle Miles Traveled Density

Source: StreetLight, 2021.

Weighting

Weighting for the scoring process was developed to ensure community feedback and priorities were directly reflected in the priority project selection. The process first derived the following themes from community feedback shared during in-person and virtual engagement:

- More frequent and reliable transit services
- Roadway improvements and improved bicycle lanes
- Reduced traffic congestion
- Feeling safe and comfortable while biking or walking
- More alternatives to driving
- Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
- More affordable travel options
- More accessible options, services, or facilities

These themes were aligned with the program goals, to determine the priority of each goal for the South County community. As a result, specific multipliers were used to weight the scores in accordance with how they aligned with the goals, as detailed in Table 11 and Table 12. Connectivity received the highest priority and a weight of 3, followed by safety, inclusivity, and sustainability. The weighting application resulted in a total possible score of 100 points for each project.

Table 11. Point Weighting Approach

Priority	Weight
Highest	x 3
Second Highest	x 2.75
Third Highest	x 2.25
Lowest	x 2

Table 12. Weighting Results

Criteria	Weight	Total Possible Points	Engagement Rationale
Connectivity	x 3	30	• More frequent and reliable transit service • Better bike and walking connections across freeways
Safety	x 2.75	27.5	• Feeling safe while biking or walking • Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
Inclusivity	x 2.25	22.5	• More affordable travel options • More accessible options, services, or facilities
Sustainability	x 2	20	• Reduced traffic congestion • More alternatives to driving

Lastly, feedback gathered through public engagement activities including the online interactive mapping activity, pop-up events, and the CBO meetings were utilized to identify corridors with the highest concerns to ensure that the community's voices were reflected in the technical process. The top six priority corridors are based on specific locations identified most frequently by community members (Table 13). Projects located along these identified priority corridors were assigned an additional 20 points.

Table 13. South County Priority Corridors

Corridor	Weight
Willow Road	• Lack of bicycle infrastructure • More frequent transit with timed connections to Caltrain • Safety concerns
El Camino Real	• Lack of bicycle infrastructure • Dangerous vehicle speeds/movements • Improved transit frequency and infrastructure
University Avenue	• Dangerous vehicle speeds/movements • Unsafe bicycle and pedestrian conditions
Marsh Road	• Lack of bicycle infrastructure • Unsafe bicycle and pedestrian conditions • Improve crossing over US 101
Bayfront Expressway	• Improved bicycle and pedestrian crossings • More connections to Bay Trail
US 101	• Congestion along the roadway • Dangerous access and egress points • Improved crossings

At the conclusion of the weighting, a total score of 120 was possible for each project.

US 101 Bundle Assessment

Once the scoring and weighting of the projects was finalized, the prioritized list was reviewed for project type and location parity. The final project list is described in Section 4.3.

4.3 FINAL PROJECT LIST

The top 20 prioritized projects comprising the US 101 South County Multimodal Strategy project list reflect multiple modes and are equitably distributed along the corridor to the greatest extent possible. Multimodal projects include transit, bicycle, and pedestrian infrastructure improvements. These are related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, bicycle lanes, sidewalk widening, pedestrian access, and signage.

Table 14. Summary of Project Types

Project Type	Number of Projects
Bicycle Only	10
Bicycle and Pedestrian	6
Transit	1
Multimodal	3

Table 15. Summary of Project Locations[22]

Project Location	Number of Projects
Redwood City	16
East Palo Alto	4
Menlo Park	4
North Fair Oaks	4
Atherton	2

Figure 27 and Table 16 identify the 20 highest scoring projects as produced by the scoring and weighting process discussed in the previous section. These projects constitute the final US 101 South County Multimodal Strategy priority projects. Additional details on these projects are provided in Section 5 Implementation Plan and in Appendix A. Detailed project fact sheets follow to provide more information about each of the priority projects.

22 The project location refers to the geographical location, which is different from the project sponsor for each project. Projects that are multijurisdictional are counted multiple times for each jurisdiction they are located in.

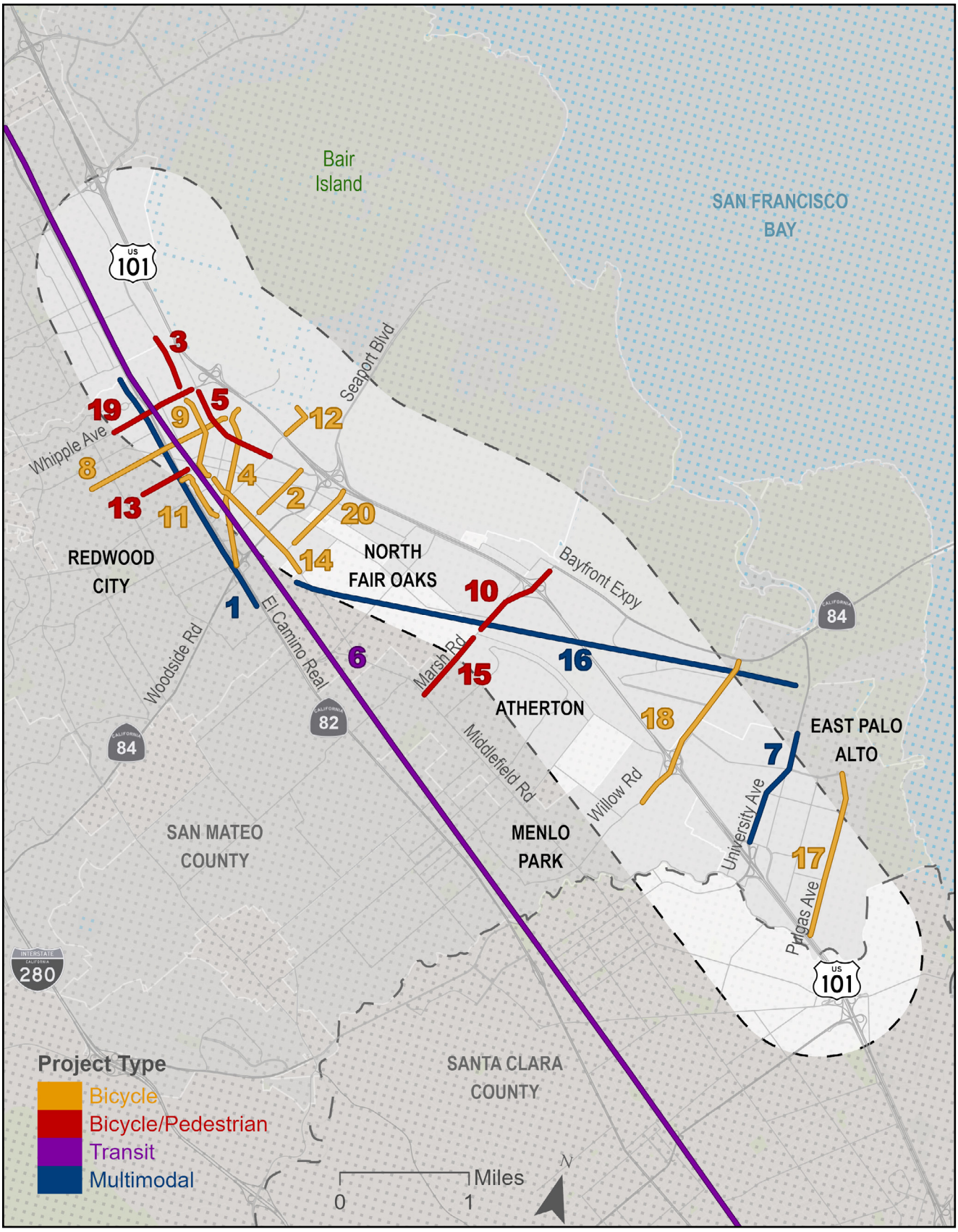


Figure 27. South County Multimodal Strategy Priority Projects

Table 16. South County Multimodal Strategy Priority Projects

Rank	Project Sponsor	Project Name	Location
1	Redwood City, Caltrans, and SamTrans	El Camino Real Multimodal Improvements – Redwood City	El Camino Real within Redwood City city limits
2	Redwood City	Chestnut Street Bicycle Improvements	Chestnut Street from Middlefield Road to Veterans Boulevard
3	Redwood City	Industrial Way Bicycle Improvements	Industrial Way from Bing Street to Whipple Avenue
4	Redwood City	Main Street Bicycle Improvements	Main Street from Convention Way to El Camino Real
5	Redwood City	Veterans Boulevard Crossing Enhancements	Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings
6	Redwood City and Caltrain	Redwood City 4-Track Hub Station & Grade Separations	Caltrain rail tracks, Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue
7	East Palo Alto	University Avenue Grand Corridor – Phase 1 and 2	University Avenue from Kavanaugh Drive to Donohoe Street
8	Redwood City	Brewster Avenue Bicycle Improvements	Brewster Avenue from Main Street to King Street
9	Redwood City	Winslow Street Bicycle Improvements	Winslow Street from Whipple Avenue to Middlefield Road
10	Menlo Park	Marsh Road Interchange and Pedestrian Overcrossing Improvements	Marsh Road from Bay Road to Bay Trail
11	Redwood City	Franklin Street Bicycle Improvements	Franklin Street from California Street to Maple Street
12	Redwood City	Maple Street Bicycle Improvements	Maple Street from Bay Trail to US 101 Overpass
13	Redwood City	James Avenue Bicycle Improvements and Undercrossing	James Avenue from Caltrain Station to Elwood Street
14	Redwood City	Middlefield Road Bicycle Improvements	Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)
15	San Mateo County and Atherton	Marsh Road Bicycle and Pedestrian Improvements - Phase 1	Marsh Road from Middlefield Road to Fair Oaks Avenue
16	SamTrans	Reimagine Dumbarton[23]	RWC Transit Center to University Avenue with the majority of the project occurring along Dumbarton Rail Corridor from Middlefield Road to University Avenue
17	East Palo Alto	Pulgas Avenue Bicycle Improvements	Pulgas Avenue from Bay Road to O'Connor Street to East Bayshore Avenue
18	Menlo Park and East Palo Alto	Willow Road Bicycle Improvements	Willow Road from O'Keefe Street to State Route 84
19	Redwood City	Whipple Avenue Bicycle Improvements and Vision Zero Improvements	Whipple Avenue from Elwood Street to Veterans Boulevard
20	Redwood City	Charter Street Bicycle Improvements	Charter Street from Middlefield Road to US 101

23 See Reimagine Dumbarton Project Factsheet for more information on the project extents used for scoring.

Multimodal

El Camino Real Multimodal Improvements - Redwood City

Sponsor: Redwood City, Caltrans, and SamTrans

LOCATION

El Camino Real within Redwood City city limits

DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:

- Bus bulbs
- Pedestrian gap closures/ sidewalk widening
- TSP installation/signal reconfiguration
- Lighting additions: reflectors, markers
- Bike facilities
- New rolling stock and infrastructure
- Safety Improvements
- Transit improvements
- Increased transit frequency

Other considerations: bike facilities on parallel routes, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.

SOURCE DOCUMENT(S)

District 4 Bicycle Plan, El Camino Real Bus Speed and Reliability Study, Redwood City El Camino Real Corridor Plan, RWC Walk Bike Thrive Plan, and Short Range Highway Plan: 2021-2033

SCHEDULE

2028-2030+

STATUS

- Started – Planning (San Carlos city limits to Brewster Avenue)
- Started – Project Approval and Environmental Document (Brewster Avenue to Atherton town limits)
- Other multimodal improvements - pending feasibility study

ESTIMATED COST

$30 MILLION

Bicycle Only

Chestnut Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Chestnut Street from Middlefield Road to Veterans Boulevard

DESCRIPTION
Class II, III, and IV bicycle infrastructure

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started

ESTIMATED COST
$1-2 MILLION

Existing Conditions

Bicycle and Pedestrian

Industrial Way Bicycle Improvements

Sponsor: Redwood City

LOCATION
Industrial Way from Bing Street to Whipple Avenue

DESCRIPTION
Class IV Separated Bicycle Lane

Enhanced and new crossings

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029

STATUS
Conceptual design as part of SMCTA Active 101 plan

ESTIMATED COST
$1.5-2 MILLION

Existing Conditions

Bicycle Only

Main Street Bicycle Improvements

Sponsor: Redwood City

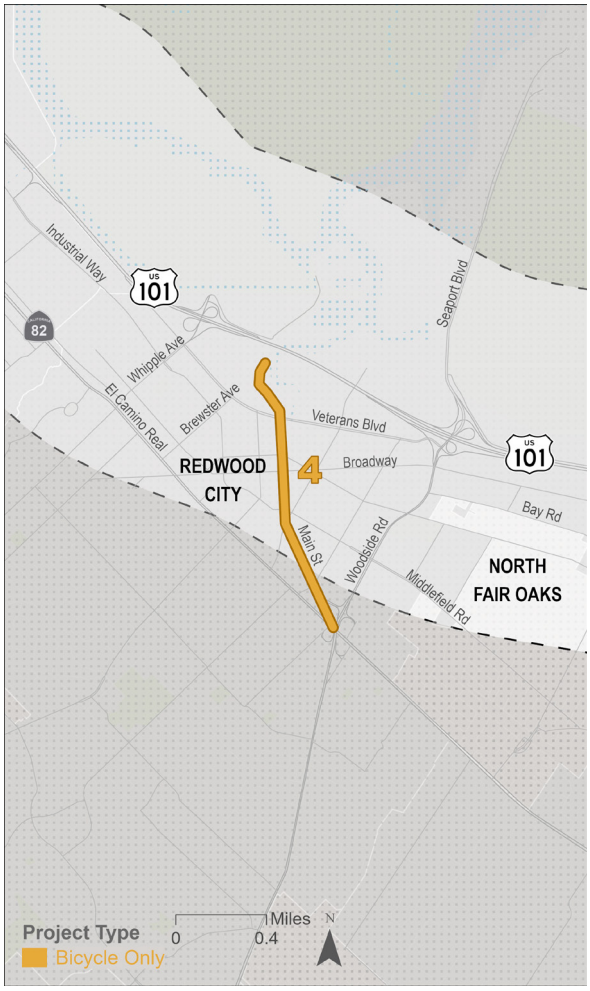
LOCATION
Main Street from Convention Way to El Camino Real

DESCRIPTION
Class IV Separated Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2035

STATUS
A new development project will build the cycle track on one block from Broadway to Marshall Street - remaining portion has not started yet



ESTIMATED COST
$1.5-2 MILLION

Bicycle and Pedestrian

Veterans Boulevard Crossing Enhancements

Sponsor: Redwood City

LOCATION
Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings

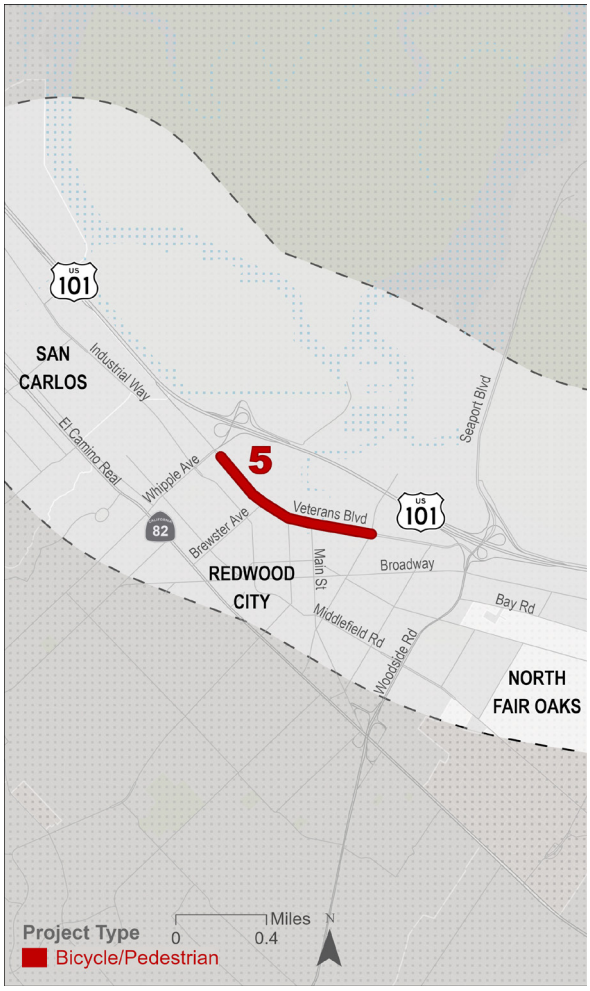
DESCRIPTION
Crossing enhancements including mid-block crossings along Veterans Boulevard at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street.

Intersection and mid-block crossing enhancements

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2028-2029

STATUS
Not started



ESTIMATED COST
$2 MILLION

Transit

Redwood City 4-Track Hub Station & Grade Separations

Sponsor: Redwood City and Caltrain

Existing Conditions

LOCATION

Caltrain rail tracks, Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue

DESCRIPTION

The project relocates the Redwood City Transit Center one block to the north and expands it from a two-track station to an elevated four-track station. A four-track station in Redwood City is required for Caltrain to implement its Service Vision of 8 trains per peak hour per direction. The project also includes grade separations at six of the existing at-grade crossings.

Redwood City transit center expansion

Grade separations

SOURCE DOCUMENT(S)

San Mateo County Transportation Authority Measure A Grade Separation Program, US 101 South Comprehensive Multimodal Corridor Plan, and Caltrain CIP

SCHEDULE

Pending Planning Study

STATUS

Project Study Report

ESTIMATED COST

PENDING PLANNING STUDY

Multimodal

University Avenue Grand Corridor – Phase 1 and 2

Sponsor: East Palo Alto

Existing Conditions

LOCATION

University Avenue from Kavanaugh Drive to Donohoe Street

DESCRIPTION

The project scope includes the transformation of University Avenue, from Donohoe Street to the City's northern limit at Kavanaugh Drive, into a mixed use boulevard designed for all modes of travel.

Phase 1: Study and design of complete streets improvements to develop a full plan, specification, and estimate package.

Phase 2: Construction

- **Mixed use boulevard**
- **Complete streets**
- **Class I and Class II bike paths**

SOURCE DOCUMENT(S)

City of East Palo Alto Ten Year Capital Improvement Program Update FY 2024-2025 Capital Budget, East Palo Alto Bicycle Transportation Plan, and 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE

The project is currently in Phase 1, with Phase 2 being the construction phase.

- Phase 1 estimated completion is June 2026
- Phase 2 to begin after funding is secured

STATUS

Phase 1: Began August 2025

ESTIMATED COST

$17 MILLION

Bicycle Only

Brewster Avenue Bicycle Improvements

Sponsor: Redwood City

Existing Conditions

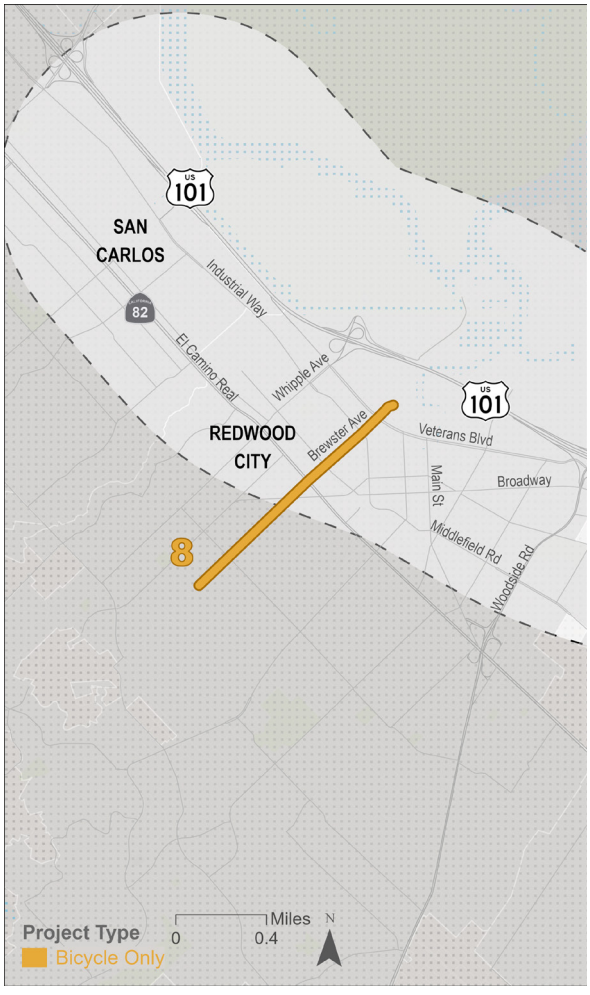
LOCATION
Brewster Avenue from Main Street to King Street

DESCRIPTION
Class IV Separated Bicycle Lane

SOURCE DOCUMENT
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started



ESTIMATED COST

$2-3 MILLION

Bicycle Only

Winslow Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Winslow Street from Whipple Avenue to Middlefield Road

DESCRIPTION
Class IV
Separated
Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029

STATUS
Not started

ESTIMATED COST
$2-3 MILLION

Existing Conditions

Bicycle and Pedestrian

Marsh Road Interchange and Pedestrian Overcrossing Improvements

Sponsor: Menlo Park

Existing Conditions

LOCATION
Marsh Road from Bay Road to Bay Trail

DESCRIPTION
From Bay Road to Florence Street, establish Class II Buffered Bicycle Lanes. From Florence Street to Scott Drive, establish Class II Buffered Bicycle Lanes. Remove or modify existing median at Scott Drive. New Separated Crossing over US 101 (Class I Path).

Class II Buffered Bicycle Lanes in both directions

Separated crossing

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, City of Menlo Park Transportation Master Plan, and Caltrans D4 Bike Plan Report

SCHEDULE
Pending Feasibility Study

STATUS
- Feasibility plans for bike lanes completed
- Not started on separated crossing

ESTIMATED COST

PENDING FEASIBILITY STUDY

Bicycle Only

Franklin Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Franklin Street from California Street to Maple Street

DESCRIPTION
Bicycle Boulevard

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029-2030

STATUS
Partially built- from Maple Street to California Street is not started yet

ESTIMATED COST
$500k - 1 MILLION

Existing Conditions

Bicycle Only

Maple Street Bicycle Improvements

Sponsor: Redwood City

LOCATION
Maple Street from Bay Trail to US 101 Overpass

DESCRIPTION
Connect to Maple Street at west side of US 101 with a better connection such as bike lane over the bridge or a bicycle-pedestrian bridge

Class II Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan and 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE
TBD

STATUS
Not started

ESTIMATED COST
$1.7 MILLION

Existing Conditions

Bicycle and Pedestrian

James Avenue Bicycle Improvements and Undercrossing

Sponsor: Redwood City

Existing Conditions

LOCATION
James Avenue from Caltrain Station to Elwood Street

DESCRIPTION

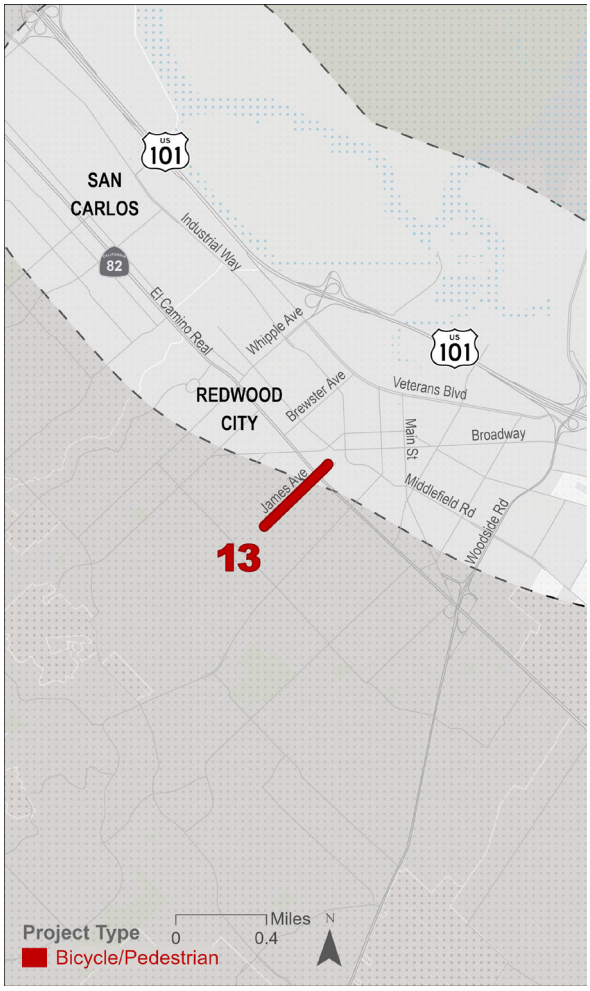
Class IV Separated Bicycle Lane

Class 1 path undercrossing

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2030

STATUS
Not started



ESTIMATED COST

$12 MILLION

Bicycle Only

Middlefield Road Bicycle Improvements

Sponsor: Redwood City

Existing Conditions

LOCATION

Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)

DESCRIPTION

Class II and IV Separated Bicycle Lane

SOURCE DOCUMENT(S)

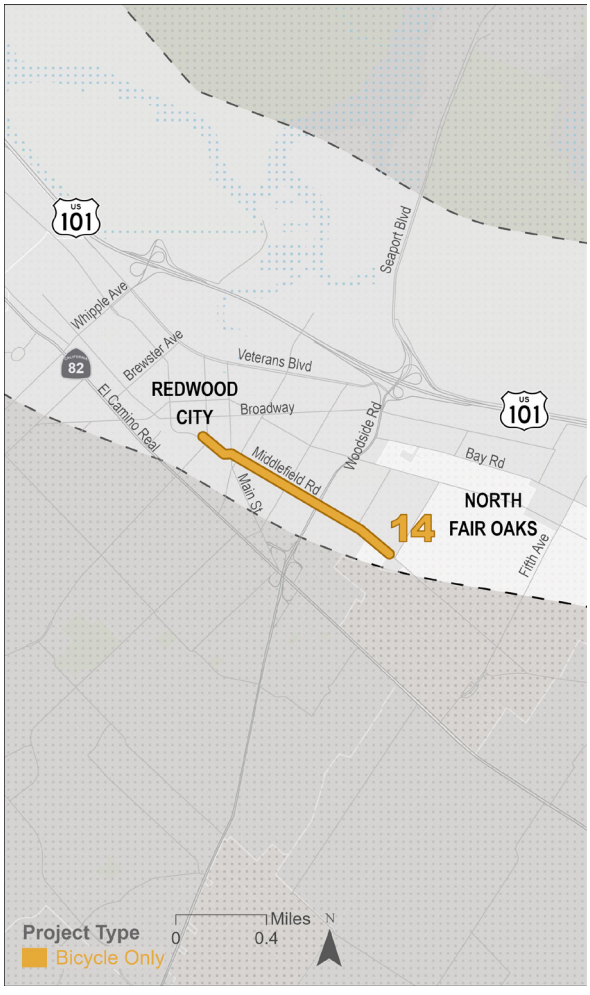
RWC Walk Bike Thrive Plan

SCHEDULE

2028

STATUS

Design



ESTIMATED COST

$500,000

Bicycle and Pedestrian

Marsh Road Bicycle and Pedestrian Improvements – Phase 1

Sponsor: San Mateo County and Atherton

Existing Conditions

LOCATION
Middlefield Road to Bay Road

DESCRIPTION
Construct trail on south side of Marsh Road atop Atherton Channel from Middlefield Road to Fair Oaks Avenue, new traffic signal at the Fair Oaks Avenue/Marsh Road intersection, and signal modifications at the Marsh Road/ Middlefield Road intersection.

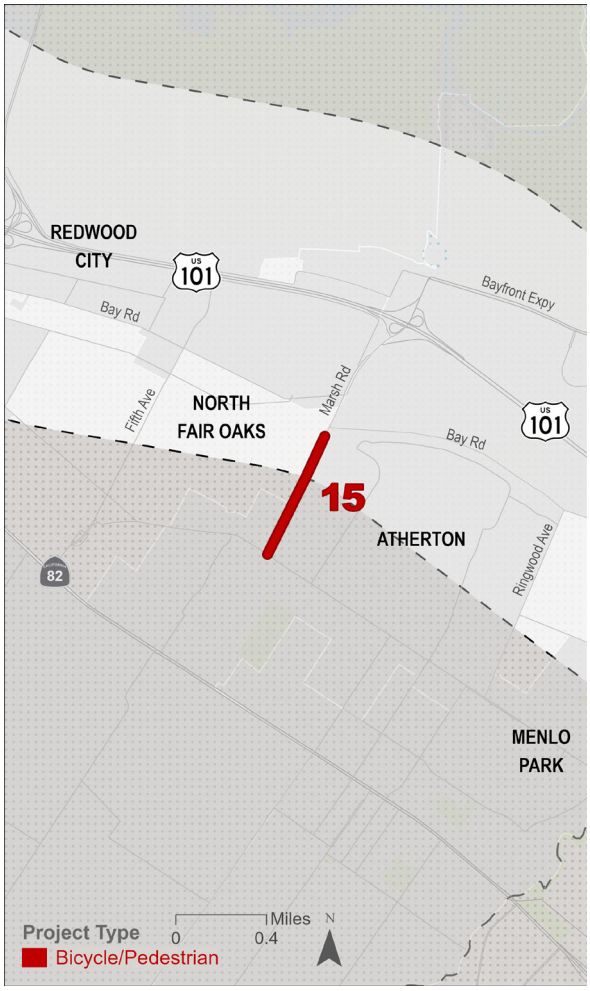
Class I Bicycle and Pedestrian Trail

New traffic signal and signal modifications

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan

SCHEDULE
TBD

STATUS
Not started



ESTIMATED COST

PENDING PLANNING STUDY

Multimodal

Reimagine Dumbarton

Sponsor: SamTrans

LOCATION

RWC Transit Center to University Avenue with the majority of the project occurring along Dumbarton Rail Corridor from Middlefield Road to University Avenue with major intersection points at Marsh Road, US 101, Willow Road, University Avenue

DESCRIPTION

Development of the unused Dumbarton Rail Corridor into a dedicated busway along the Peninsula segment of the Dumbarton rail corridor, complemented by active transportation elements such as enhanced bicycle and pedestrian infrastructure that improves first- and last-mile connectivity. Also includes related projects for increased transit service within and connecting from the East Bay.

Dedicated busway

Bicycle and Pedestrian facilities

Improved transit service

SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, SamTrans CIP, City of Menlo Park Transportation Master Plan, 2017 Dumbarton Transportation Corridor Study, Plan Bay Area 2050+ Final Blueprint: Transportation Project List, and 2026 SamTrans Dumbarton Busway Feasibility Study (ongoing)

SCHEDULE

- Started - Late 2025
- Planning - Late 2025

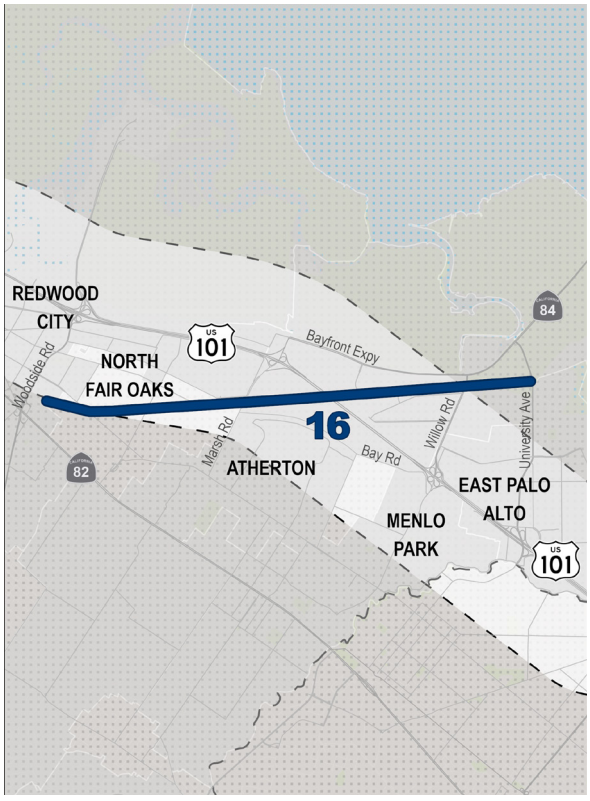
STATUS

Planning

ESTIMATED COST

$162 MILLION

Existing Conditions



* The Reimagine Dumbarton project was evaluated in conjunction with all the other Dumbarton Access highway corridors such as the Bayfront Expressway, University Ave, Marsh Road, and Willow Road. However, only the Reimagine Dumbarton project limits are shown to reflect the primary rail corridor extents but access on the connecting roadways may be assessed as part of that study.

Bicycle Only

Pulgas Avenue Bicycle Improvements

Sponsor: East Palo Alto

LOCATION

Pulgas Avenue from Bay Road to O'Conner Street to East Bayshore Avenue

DESCRIPTION

Class III Bicycle Route and Class II Bicycle Lane

SOURCE DOCUMENT(S)

East Palo Alto Bicycle Transportation Plan

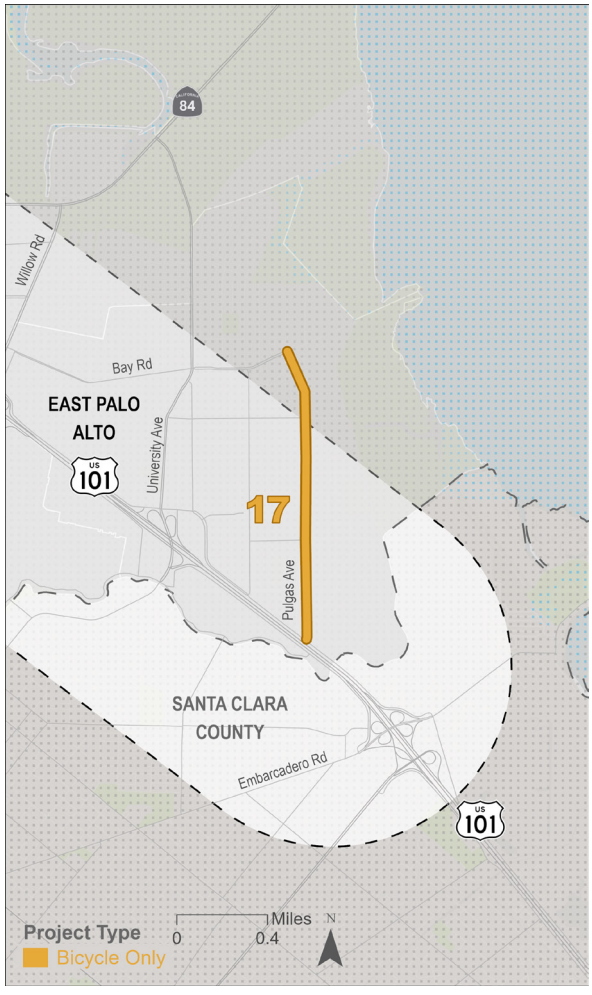
SCHEDULE

TBD

STATUS

Partially complete:

- The Class III bike lanes on Pulgas Avenue from Bay Road to O'Connor Street have been installed
- Class II bike lanes on Pulgas Avenue from O'Connor Street to Gaillardia Way have been installed
- The remaining work has not started/is not scheduled yet



ESTIMATED COST

$650,000

Bicycle Only

Willow Road Bicycle Improvements

Sponsor: Menlo Park and East Palo Alto

LOCATION
Willow Road from O'Keefe Street to State Route 84

DESCRIPTION
Class IV Separated Bicycle Lane

SOURCE DOCUMENT(S)
2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and City of Menlo Park Transportation Master Plan

SCHEDULE
Plans, Specifications & Estimates expected to start Fall 2025 and construction expected to begin in Summer 2027 and completed Summer 2028

STATUS
Preliminary engineering and design

ESTIMATED COST
$16 MILLION

Bicycle and Pedestrian

Whipple Avenue Bicycle Improvements and Vision Zero Improvements

Sponsor: Redwood City

LOCATION
Whipple Avenue from Elwood Street to Veterans Boulevard

DESCRIPTION
Bicycle, pedestrian, and Vision Zero improvements

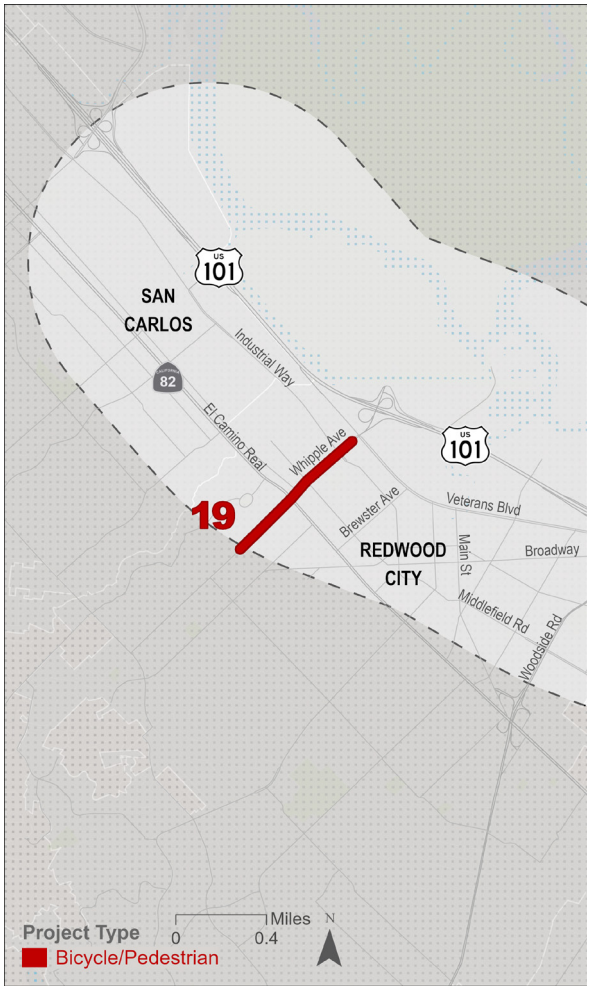
SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
2029-2030

STATUS
Not started

ESTIMATED COST
$3-4 MILLION

Existing Conditions



Bicycle Only

Charter Street Bicycle Improvements

Sponsor: Redwood City and County of San Mateo

Existing Conditions

LOCATION
Charter Street from Middlefield Road to US 101

DESCRIPTION
Class II
Bicycle Lane

SOURCE DOCUMENT(S)
RWC Walk Bike Thrive Plan

SCHEDULE
Within 5 years (2028)

STATUS
Not Started

ESTIMATED COST
$300,000

5 Implementation Plan

SMCTA will work with project sponsors to advance the prioritized projects toward construction and implementation, assisting them with identifying funding opportunities and project delivery. This includes establishing phasing priorities aligned with upcoming grant cycles and project readiness for funding pursuits. Key steps include refining project descriptions, completing environmental reviews, and securing local match funding. SMCTA will also assess opportunities to bundle projects to achieve broader multimodal benefits that address regional needs, rather than focusing on the priorities of individual agencies.

The following sections describe potential funding programs South County projects may be eligible for. Table 16 in Section 5.2 summarizes likely funding sources for each of the top 20 projects.

5.1 FUNDING SOURCES

SMCTA anticipates funding for the US 101 South County Multimodal Strategy projects will come from several sources such as grant programs administered at the Federal, State of California, and local level. Bundling multimodal projects into a single program increases the likelihood that the entire bundle will qualify under the largest possible range of funding sources. SMCTA will continue to monitor the local, regional, and federal funding environment and adapt accordingly to best provide technical assistance to the jurisdictions in identifying and pursuing funding sources.

5.1.1 Federal Discretionary Funding Programs

These programs in total have over $4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for the US 101 South County Multimodal Strategy include:

NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS (INFRA)

- Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA)

- Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- Provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

It should be noted that there are many new Federal grant programs established under the Bipartisan Infrastructure Law, passed in 2022. Many of these new programs are designed to address a very specific transportation problem, such as railroad grade crossing safety and electric vehicle infrastructure and as such were not considered in the benchmarking assessment for application to the US 101 South County Multimodal Strategy. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

5.1.2 California State Discretionary Funding Programs

As with the Federal programs, there are a variety of discretionary funding programs administered by the State of California (described in greater detail in the following paragraphs) that are aligned with several overarching policy programs. These ensure that projects that are funded through these programs adhere to the overall goals and objectives of the state with regards to addressing climate, health and social equity.

Many of the state's funding programs are required to align with the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety and equity considerations.

Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- State level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

LOCAL PARTNERSHIP PROGRAM (LPP)

- Provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

- Funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, and on California's portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

ACTIVE TRANSPORTATION PROGRAM (ATP)

- The ATP was created by Senate Bill 99 to encourage, promote, and increase active modes of transportation. The ATP funds non-motorized projects that benefit walking, biking, and rolling. Applicable project types include infrastructure, non-infrastructure, plans, and quick build projects.

5.1.3 San Mateo County Local Discretionary Funding Programs

A primary source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs administered by SMCTA. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle.

SMCTA's 2025-2029 Strategic Plan took effect on January 1, 2025. The five-year plan establishes a policy framework to guide the implementation of San Mateo County's transportation sales tax Measure A and Measure W and priorities funding for projects aimed at enhancing mobility and accessibility throughout the county.

5.2 FUNDING PROGRAM ASSESSMENT

Table 17. Eligible Funding Programs for Prioritized Projects

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Brewster Avenue Bicycle Improvements	$2-3 million				X	X		X	X	X
Charter Street Bicycle Improvements	$300,000				X	X		X	X	X
Chestnut Street Bicycle Improvements	$1-2 million				X	X		X	X	X
Reimagine Dumbarton	$162 million	X	X	X	X	X	X		X	X
El Camino Real Multimodal Improvements – Redwood City	$30 million			X	X	X		X	X	X
Franklin Street Bicycle Improvements	$0.5-1 million				X	X		X	X	X
Industrial Way Bicycle Improvements	$1.5-2 million				X	X		X	X	X
James Avenue Bicycle Improvements and Undercrossing	$12 million				X	X		X	X	X
Main Street Bicycle Improvements	$1.5-2 million				X	X		X	X	X
Maple Street Bicycle Improvements	$1.7 million				X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Marsh Road Bicycle and Pedestrian Improvements - Phase 1	$2-3 million				X	X		X	X	X
Marsh Road Interchange and Pedestrian Overcrossing Improvements	Pending Feasibility Study			X	X	X		X	X	X
Middlefield Road Bicycle Improvements	$500,000				X	X		X	X	X
Pulgas Avenue Bicycle Improvements	$650,000				X	X		X	X	X
Redwood City 4-Track Hub Station & Grade Separations	Pending Planning Study	X	X	X	X	X			X	X
University Avenue Grand Corridor – Phase 1 and 2	$17 million				X	X		X	X	X
Veterans Boulevard Crossing Enhancements	$2 million				X	X		X	X	X
Whipple Avenue Bicycle Improvements and Vision Zero Improvements	$3-4 million				X	X		X	X	X
Willow Road Bicycle Improvements	$16 million				X	X		X	X	X
Winslow Street Bicycle Improvements	$2-3 million				X	X		X	X	X

Appendix A: Additional Project Information

Table 1. South County Multimodal Strategy Priority Projects

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
El Camino Real Multimodal Improvements – Redwood City	El Camino Real within Redwood City city limits	Bus bulbs/curb extensions, pedestrian gap closures, and bus stop balancing & placement; Class IV Separated Bicycle Lane; new pedestrian crossings, street lighting and landscaping, bicycle lanes, and other safety improvements	30	27.5	22.5	20	20	120
Chestnut Street Bicycle Improvements	Chestnut Street from Middlefield Road to Veterans Boulevard	Class II, III, and IV bicycle infrastructure	30	27.5	22.5	20		100
Industrial Way Bicycle Improvements	Industrial Way from Bing Street to Whipple Avenue	Class IV Separated Bicycle Lane	30	27.5	22.5	20		100
Main Street Bicycle Improvements	Main Street from Convention Way to El Camino Real	Class IV Separated Bicycle Lane	30	27.5	22.5	20		100
Veterans Boulevard Crossing Enhancements	Veterans Boulevard multiple crossings at Whipple Avenue, Brewster Avenue, Main Street, and Maple Street, mid-block crossings	Intersection and mid-block crossing enhancements	30	27.5	22.5	20		100

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Redwood City 4-Track Hub Station & Grade Separations	Chestnut Street, Main Street, Maple Street, Broadway, Brewster Avenue, and Whipple Avenue	Six grade separation projects. Includes relocation of the current transit center one block to the north to accommodate the future 4-track hub station in Redwood City. The project scope also includes grade separation at the current 6 at-grade crossings.	30	27.5	22.5	20		100
University Avenue Grand Corridor – Phase 1 and 2	University Avenue	This project is included in the vision of the City's General Plan. The General Plan envisions University Avenue being transformed from a cut-through corridor into a mixed-use boulevard with high-density housing, neighborhood-serving businesses and offices. This includes multimodal and complete streets improvements along University Avenue. The project is currently in Phase 1, with Phase 2 being the construction phase. Includes Class I and Class II bike paths.	15	27.5	22.5	10	20	95
Brewster Avenue Bicycle Improvements	Brewster Avenue from Main Street to King Street	Class IV Separated Bicycle Lane	30	27.5	22.5	10		90
Winslow Street Bicycle Improvements	Winslow Street from Whipple Avenue to Middlefield Road	Class IV Separated Bicycle Lane	30	27.5	22.5	10		90

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Marsh Road Interchange and Pedestrian Overcrossing Improvements	Marsh Road from Bay Road to Bay Trail	From Bay Road to Florence Street, establish Class II Buffered Bicycle Lanes in both directions (requires removal of parking on the north side of street). From Florence Street to Scott Drive, establish Class II Buffered Bicycle Lanes in both directions. Remove or modify existing median at Scott Drive. New Separated Crossing over US 101 (Class I Path).	15	27.5	11.25	10	20	83.75
Franklin Street Bicycle Improvements	Franklin Street from California Street to Maple Street	Class IIIb Bicycle Boulevard	30	5.5	22.5	20		78
Maple Street Bicycle Improvements	Maple Street from Bay Trail to US 101 Overpass	Class II Bicycle Lane	6	27.5	22.5	20		76
James Avenue Bicycle Improvements and Undercrossing	James Avenue from Caltrain Station to Elwood Street	Class IV Separated Bicycle Lane and Class 1 path undercrossing	15	27.5	22.5	10		75
Middlefield Road Bicycle Improvements	Middlefield Road from Winslow Street to Cassia Street and Spruce Street to MacArthur Avenue (section between Cassia Street and Spruce Street already completed)	Class IV Separated Bicycle Lane	15	27.5	22.5	10		75
Marsh Road Bicycle Improvements	Marsh Road from Middlefield Road to Bay Road	Class I Separated Bicycle Lane	15	27.5	4.5	4	20	71

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Reimagine Dumbarton	Dumbarton Rail Trail from Middlefield Road to Dumbarton Bridge, US 101, Willow Road, Bayfront Expressway	Multiple projects to develop a dedicated busway along the Peninsula segment of the Dumbarton West corridor, complemented by enhanced bicycle and pedestrian infrastructure that improves first- and last-mile connectivity. These improvements will directly link disadvantaged neighborhoods to key regional transit services and improve the permeability of the corridor by adding new crossings and enhancing the safety of existing crossings. Also includes related projects for increased transit service within and connecting from the East Bay.	15	13.75	11.25	10	20	70
Pulgas Avenue Bicycle Improvements	Pulugas Avenue from Bay Road to O'Conner Road to East Bayshore Avenue	Class III Bicycle Route from Bay Road to O'Connor Street and Class II Bicycle Lane from O'Connor Road to East Bayshore Avenue	15	27.5	22.5	4		69
Willow Road Bicycle Improvements	Willow Road from O'Keefe Street to State Route 84	Class IV Separated Bicycle Lane	0	27.5	11.25	10	20	68.75

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Whipple Avenue Bicycle Improvements and Vision Zero Improvements	Whipple Avenue from El Camino Real to Elwood Street and Arguello Street to Allerton Street, El Camino Real to Veterans Boulevard	Class IIb Buffered Bicycle Lane and Vision Zero improvements	15	27.5	11.25	10		63.75
Charter Street Bicycle Improvements	Charter Street from Middlefield Road to US 101	Class II Bicycle Lane	30	5.5	22.5	4		62

Table 2 summarizes **all other** South County projects and their scores.

Table 2. All Other South County Projects

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
East Bayshore Avenue	From Holland Street to San Francisquito Creek	Class III Bicycle Route	0	27.5	22.5	10		60
O'Conner Street	From Pulgas Avenue to Bail Trail	Class III Bicycle Route	0	27.5	22.5	10		60
Hurlingame Avenue Bicycle Improvements	Hurlingame Avenue from Middlefield Road to Bay Road	Class IIIb Bicycle Boulevard	30	5.5	22.5	0		58
Middlefield Road Bicycle Improvements and Traffic Safety	Middlefield Road from Charter Street to Encinal Avenue. Portion from south of Douglas Avenue to north of Sixth Avenue currently under construction via the Middlefield Road improvement project. Linfield Drive to Palo Alto Avenue.	Class II/IIb/III bicycle infrastructure; corridor-wide multimodal improvements to enhance safety and multimodal access. Operation and traffic safety improvements from Charter Street to Woodside Road. City has some level of design for the project that includes signal modifications, restriping, and lane reconfiguration to help with operation and reduce collisions.	15	27.5	11.25	4		57.75
Blomquist Street Bicycle Improvements	Blomquist Street from Maple Street to Seaport Boulevard	Class I Bicycle Path	6	5.5	22.5	20		54
Spring Street Bicycle Improvements	Spring Street from Walnut Street to Chestnut Street	Class II Bicycle Lane	15	5.5	22.5	10		53

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Fair Oaks Avenue Bicycle Improvements	Fair Oaks Avenue from Hurlingame Avenue to 5th Avenue	Class IIIb Bicycle Boulevard	30	0	22.5	0		52.5
Bike Parking Improvement Program	All stations	This program will provide systemwide improvements to bicycle parking and includes bike lockers at 23 stations and bicycle rooms for up to eight stations. The program will help make Caltrain a more attractive option for passengers with bicycles while freeing up physical on-board space. This program will also reduce dwell time at station due to boarding/alighting at the bike car.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
First/Last Mile Wayfinding Program	All stations	This recurring program will develop solutions to improve the wayfinding for first- and last-mile access to stations through connecting transit services and bike facilities (e.g., bike valet, bike rooms, and on-demand bike eLockers). This program will be mindful of the current regional effort led by MTC on the Regional Mapping and Wayfinding Standards. This program will be implemented in phases focusing first on major transit hubs. This program will provide significant improvement to station access and will enhance the customer experience.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Level Boarding Program	All stations	As a legacy system, Caltrain does not currently provide level boarding access to its passenger cars. As Caltrain modernizes the system through significant projects like electrification, Caltrain commits to improving its system to ensure safe and accessible boarding for people of all abilities. Universal Level Boarding brings significant safety and accessibility benefits to all passengers. Additionally, it allows for faster boarding and alighting to support enhanced service levels and schedule reliability, reducing train dwell times at stations. Implementing level boarding is a complex, expensive, and long-term program. Caltrain recently developed a roadmap of cost-effective improvements the agency can undertake with platform raising	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Platform Improvements for Bike Loading and Passengers Needing Assistance	All stations	This program will re-stripe platforms at all stations to clearly identify loading zones for people with bicycles with the roll-out of the new EMU trains. EMU trains will always have the same configuration and the clear identification of locations for bicyclists will reduce crowding on the platforms for non-bikers/scooter passengers, improving safety and the customer experience.	30	0	11.25	10		51.25

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Station Amenities Improvement Program	All stations	This program includes a systemwide assessment of improvements at station facilities along the corridor to incorporate Universal Design and Crime Prevention Through Environmental Design principles. These improvements may include passenger shelters, circulation (pick-up and drop-off areas), and landscaping to enhance station areas and support ridership growth. This program is a long-term planning effort to identify strategic improvements for the Board-Adopted Moderate Growth Service Vision. Caltrain will implement these improvements in phases which will be rooted in the Caltrain Station Access Policy.	30	0	11.25	10		51.25
2nd Avenue Bicycle Improvements	2nd Avenue from William Avenue to Bay Road	Class IIIb Bicycle Boulevard	30	5.5	11.25	4		50.75
5th Avenue Bicycle Improvements	5th Avenue from Bay Road to State Route 82	Class II/IIb bicycle infrastructure	30	5.5	11.25	4		50.75

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Bay Road Bicycle Improvements	Bay Road from Spring Street to State Route 84 to Florence Street, from Marsh Road to Willow Road	Class IV Separated Bicycle Lane from Spring Street to Florence Street, Class II Bicycle Lane from Marsh Road to Willow Road	15	13.75	11.25	10		50
Semicircular Road Bicycle Improvements	Semicircular Road from 5th Avenue to Middlefield Road	Class IV Separated Bicycle Lane	30	5.5	4.5	10		50
Bair Island Road Bicycle Improvements	Bair Island Road from Bay Trail to Bay Trail	Class IIIb Bicycle Boulevard	6	0	22.5	20		48.5
Cargill Levee Bay Trail	Cargill Levee between Seaport Boulevard and Bayfront Park	Bay Trail gap closure	6	0	22.5	20		48.5
East Bayshore Road Bicycle Improvements	East Bayshore Road from Whipple Avenue to Bair Island Road	Class II Bicycle Lane and Class IV Separated Bicycle Lane	6	0	22.5	20		48.5
Extend Blomquist Street Over Redwood Creek to East Bayshore and Bair Island Road	Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	6	0	22.5	20		48.5
Maple Street Bicycle Improvements	Maple Street from Bay Trail to Blomquist Street	Class II Bicycle Lane	6	0	22.5	20		48.5

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
One Marina Way Bicycle Improvements	One Marina Way from Bair Island Road to True Wind Way	Class II Bicycle Lane	6	0	22.5	20		48.5
Rolison Road Bicycle Improvements	Rolison Road from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	20		48.5
Pierce Road Multimodal Improvements	Pierce Road from Market Place to Carlton Avenue	Remove travel lane and change configuration from two-way to one-way street. Install separated bike lanes to calm traffic and enhance connection to US 101 Ringwood Avenue pedestrian overcrossing.	0	5.5	22.5	20		48

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
North Fair Oaks Bicycle and Pedestrian Community Connections	Caltrain tracks	Various multimodal "community connections" improvements, such as high visibility crosswalks, ramps, bulb-outs, and others as recommended and feasible from the North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study. This project will add a new pedestrian and bicycle crossing in the unincorporated community of North Fair Oaks in San Mateo County, in a MTC Equity Priority Community, improving cross-corridor connectivity and safety for active transportation users.	15	0	22.5	10		47.5
Fordham Street	Fordham Street from Bay Road to Bay Trail	Class I Path	30	5.5	11.25	0		46.75
Stafford Street Bicycle Improvements	Stafford Street from Saint Francis Way to F Street	Class IV Separated Bicycle Lane	15	27.5	0	4		46.5
Haven Avenue Bicycle Improvements	Haven Avenue from Bay Road to Rolison Road	Class III Bicycle Route	6	5.5	22.5	10		44
Athlone Way, Bay Road, and 14th Avenue Bicycle Improvements	Athlone Way, Bay Road, and 14th Avenue from Edison Way to Marsh Road	Class IIIb Bicycle Boulevard	30	5.5	4.5	4		44

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Chesapeake Drive Bicycle Improvements	Chesapeake Drive from Galveston Drive to Seaport Boulevard	Class II Bicycle Lane	0	0	22.5	20		42.5
Hopkins Avenue Bicycle Improvements	Hopkins Avenue from Arguello Street to Winslow Street	Class III Bicycle Route	6	27.5	4.5	4		42
Stambaugh Street Bicycle Improvements	Stambaugh Street from Main Street to Charter Street	Class IIIb Bicycle Boulevard	15	5.5	11.25	10		41.75
Hoover Street Bicycle Improvements	Hoover Street from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	10		38.5
Page Street Bicycle Improvements	Page Street from 2nd Avenue to Marsh Road	Class IIIb Bicycle Boulevard	6	0	22.5	10		38.5
Edison Way, 2nd Avenue, and Dumbarton Rail Trail Bicycle Improvements	Edison Way, 2nd Avenue, and Dumbarton Rail Trail from Northside Avenue to 12th Avenue; Edison Way from Dumbarton Rail Trail to Athlone Way	Class IIIb Bicycle Boulevard, Class 1 Path from Dumbarton Rail Trail to Athlone Way	30	0	4.5	4		38.5
Belle Haven Bicycle Network Improvement Project	Hamilton Avenue from Willow Road to Chilco Street	Designate Class III Bicycle Route and implement Bicycle Boulevard design features	0	5.5	22.5	10		38

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Woodland Avenue Trail Bicycle Improvements	Woodland Avenue Trail from Woodland Avenue to Daphne Way, Woodland Avenue from Manhattan Avenue to Woodland Avenue Trail, Woodland Avenue and Baywood Avenue from Middlefield Avenue to Manhattan Avenue	Class I Path; Class IIIb Bicycle Boulevard from Middlefield Avenue to Manhattan Avenue	0	5.5	11.25	20		36.75
Weeks Street	From Bay Trail to Cooley Avenue	Class III Bicycle Route	15	5.5	11.25	4		35.75
Redwood City/South Bay Ferry Terminal for Public Ferry Service	Redwood City/ South Bay ferry terminal	Redwood City/South Bay ferry terminal for private ferry service	0	0	22.5	10		32.5
Stanford POC Connection Project	East Bayshore Avenue/Clarke Avenue to O'Conner Road/Bay Trail	Class II Bicycle Lane	0	5.5	22.5	4		32
Ringwood Avenue Pedestrian Bridge Improvements	Ringwood Avenue pedestrian bridge	Pedestrian safety improvements	0	0	11.25	20		31.25
A Street Bicycle Improvements	A Street from Stafford Street to Industrial Way	Class III Bicycle Route	15	5.5	4.5	4		29

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Edgewood Road Bicycle Improvements	Edgewood Road from El Camino Real to Don Court	Class IIb Buffered Bicycle Lane	15	5.5	4.5	4		29
Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, and Duane Street Bikeway Improvements	Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, and Duane Street; El Camino Real to Hopkins Avenue	Class IIIb Bicycle Boulevard	6	5.5	4.5	10		26
Willows Bicycle Network Improvement Project	The Willows	Designate Class III Bicycle Route. Implement Bicycle Boulevard design features on Gilbert Avenue, Pope Street, Walnut Street, O'Connor Street, and O'Keefe Street.	0	0	4.5	20		24.5
O'Brien Drive Pedestrian Network Improvement	O'Brien Drive from Willow Road to University Avenue	Install sidewalk on both sides of the roadway, to be completed in phases, as the properties on O'Brien Drive are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	6	5.5	4.5	4		20
E Street Bicycle Improvements	E Street from Stafford Street to Industrial Way	Class III Bicycle Route	6	5.5	4.5	4		20

Project Name	Location	Description	Connectivity	Safety	Inclusivity	Sustainability	Priority Corridor	Total Points
Jefferson Drive Pedestrian Network Improvement	Jefferson Drive from Jefferson Court to Constitution Drive	Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Drive are redeveloped. Establish Class II Bicycle Lanes (requires removal of on-street parking).	0	0	4.5	10		14.5
Chrysler Drive Bicycle Network Improvement	Chrysler Drive between Constitution Drive and Commonwealth Drive	Establish Class II Bicycle Lanes	0	0	0	10		10
Menlo Oaks Bicycle Network Improvement	Coleman Avenue from Ringwood Avenue to Willow Road	Establish Class II Bicycle Lanes from Willow Road to city limits (requires removal of parking on one side of the street). Coordinate with San Mateo County between city limits and Ringwood Avenue regarding bicycle facilities.	0	5.5	0	4		9.5
Coleman Avenue and Ringwood Avenue Bicycle Improvements	Coleman Avenue from Ringwood Avenue to College Avenue; Ringwood Avenue from Arlington Way to Bay Road	Class IIIb Bicycle Boulevard on Coleman Avenue and Class 1 Path on Ringwood Avenue	0	0	0	0		0
Menlo Oaks Drive Bicycle Improvements	Menlo Oaks Drive from Ringwood Avenue to Bay Road	Class IIIb Bicycle Boulevard	0	0	0	0		0

Appendix B: Comprehensive Multimodal Corridor Plan Alignment

Comprehensive Multimodal Corridor Plan

The CMCP provides the foundation for the 101 Corridor Connect Program. As defined by Caltrans, the goal of a CMCP is to develop a strategy and identify a list of projects that will reduce congestion, reduce GHG, and improve livability through operational improvements, technological advancements, and increased multimodal options along a transportation corridor. The preparation of a CMCP is required for agencies (such as Caltrans, MPOs, Regional Transportation Planning Agencies, Congestion Management Agencies, local governments, and transit providers) to be able to apply for SCCP funding. Figure 1 shows the CMCP development process.

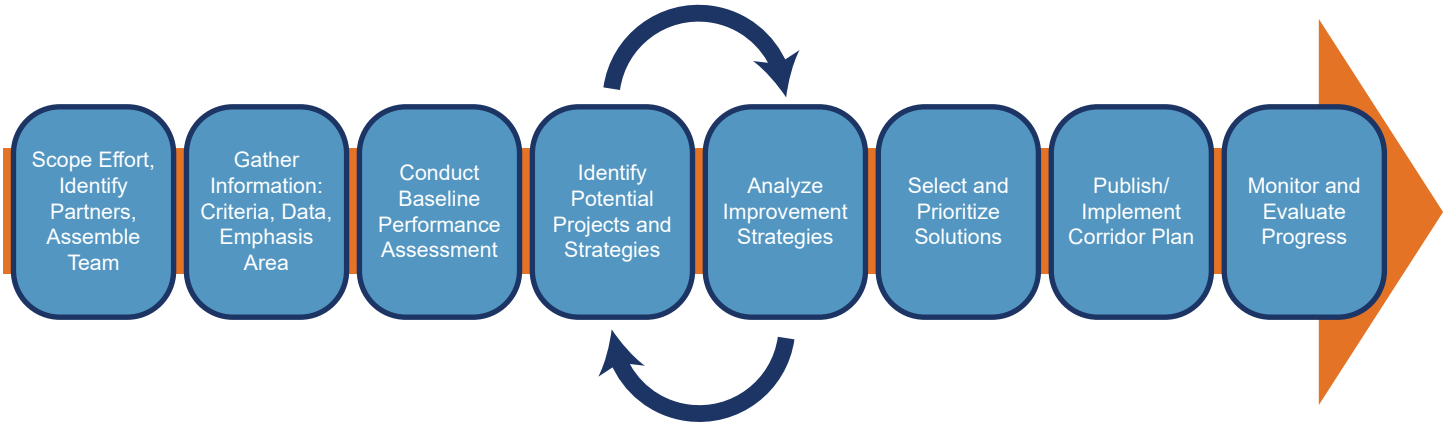


Figure 1. Comprehensive Multimodal Corridor Plan Development Process

As stated in the California Transportation Commission's 2018 Comprehensive Multimodal Corridor Plan Guidelines, corridor planning for the State Highway System must address and be informed by state goals and objectives as outlined in the California Transportation Plan, the Interregional Transportation Strategic Plan, and other modal plans. Table 1 summarizes how the strategy meets each requirement from the guidelines.

Table 1. California Transportation Commission 2018 Comprehensive Multimodal Corridor Plan Guidelines

Guideline	US 101 South County Multimodal Strategy Applicability
Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent	The US 101 South County Multimodal Strategy is specific to the US 101 highway in San Mateo County. The strategy includes a range of freeway, bike/ped, and transit projects reflecting a multimodal approach. In addition to a general public engagement campaign to solicit input, the strategy was developed with the participation of numerous partner and stakeholder agencies through the South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County.
Provide clear description of the corridor and its geographic intent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the corridor, and be consistent with the goals/objectives of the Regional Transportation Plan (RTP)	The US 101 South County Multimodal Strategy is specific to the US 101 highway from the southern extent of Bair Island Ecological Reserve in San Carlos and extends to the San Mateo/Santa Clara County line and includes a one-mile buffer along the facility. The strategy includes a range of freeway, bicycle and pedestrian, and transit projects reflecting a multimodal approach. The strategy is intended to reflect the goals and objectives of Plan Bay Area 2050 (the RTP for the nine-county Bay Area) by providing more affordable alternatives to area users, increasing connectivity with economic and educational opportunities, and improving air quality through congestion management and growth in alternative modes. The strategy's emphasis on equity is reflected in its wide variety of community engagement activities and members of the population solicited (including in multiple languages) and ensuring projects were in SamTrans' EPAs as much as possible.
Designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects	The US 101 South County Multimodal Strategy identifies a list of 20 projects that represents all modes and aims to improve multimodal connectivity within the corridor. These projects were selected to ensure they meaningfully reflect public input that was gathered during the development of the strategy and aims meet the project's objectives of safety, connectivity, sustainability, and inclusivity.
Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions	The US 101 South County Multimodal Strategy includes an implementation plan to identify strategies and funding solutions for implementing the list of prioritized projects included in the strategy. Part of the project prioritization process was determining whether projects offered the potential to encourage mode shift towards sustainable travel options and result in mobility benefits for the corridor in the corridor. Projects that were deemed able to achieve both were moved forward in the process.

Guideline	US 101 South County Multimodal Strategy Applicability
Be developed in collaboration with state, regional, and local partners	The US 101 South County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The project's WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Evaluate the following criteria as applicable: safety, congestion, accessibility, economic development and job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use	Safety is one of the objectives of the US 101 South County Multimodal Strategy. By identifying multimodal projects, the strategy aims to reduce congestion through mode shift. Another objective of the strategy is inclusivity, which aims to increase access for underserved communities. While the strategy does not specifically aim to improve economic development and job creation and retention, it can be inferred that the capital projects may result in job creation and economic development through better access to areas along the corridor which includes several employment centers. Ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. Lastly, while the strategy does not specifically aim to improve efficient land use, transportation and land use are complementary and improving the transportation network along the corridor can lead to denser land use and reduce the need for sparse development that leads to increased need for private vehicles.
Be consistent with the goals and objectives of the RTP	The US 101 South County Multimodal Strategy meets the following guiding principles from the Bay Area's RTP (Plan Bay Area 2050): • **Affordable:** owning a car can be very expensive, and the strategy's focus on multimodal investments can lead to more affordable transportation options. • **Connected:** this is one of the objectives of the strategy and aims to connect people to the places they need to go. • **Diverse:** one of the strategy's objectives is inclusivity and aims to identify projects that increase access for underserved communities. • **Healthy:** ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. • **Vibrant:** providing more multimodal transportation options along the corridor can lead to more walkable and bikeable areas and foster an active lifestyle along the corridor.

Guideline	US 101 South County Multimodal Strategy Applicability
Projects funded through the Congested Corridors Program shall also be designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors	The US 101 South County Multimodal Strategy includes a list of prioritized projects that represents all modes and meaningfully reflects public input gathered throughout the development of the strategy.
Clear demonstration of state, regional, and local collaboration as possible	The US 101 South County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the South County Working Group. Participating agencies included: City of Redwood City, Town of Atherton, City of Menlo Park, City of East Palo Alto, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Short, medium, and long-term planning horizon	To develop the list of prioritized projects for the US 101 South County Multimodal Strategy, various plans and programs were reviewed to develop a database of multimodal transportation projects in the corridor. These plans included projects with a wide variety of planning horizons and are included in the list of prioritized projects.
Specific corridor objectives	The stated objectives for the US 101 South County Multimodal Strategy are to make the corridor safer, more connected, more sustainable, and more inclusive.
Multimodal considerations for and approaches to address transportation system deficiencies	The US 101 South County Multimodal Strategy identifies projects that will create an interconnected corridor and reduce congestion on the facility. This includes projects of all modes that will improve and encourage the use of different types of transportation.

Guideline	US 101 South County Multimodal Strategy Applicability
Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects	The purpose of the US 101 South County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.
Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines and project specific performance measures as outlined in the Statewide Transportation Improvement Program Guidelines as applicable) for the set of recommended project and strategies	The purpose of the US 101 South County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.
Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental, and community access improvements	The US 101 South County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.
Recommendation and prioritization of improvements that fed into transportation funding programs and the regional transportation planning process	The US 101 South County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.
Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects	The identified projects in the US 101 South County Multimodal Strategy include improvements to the local bike and street network to make it better for bicyclists and pedestrians to get around. While not being a specific goal of the strategy, these human-scale improvements may help preserve and improve the character of the local community.
Consistency with the principles of the federal Congestion Management Process and consistency with the intent of the state Congested Management Program for designated Congestion Management Agencies	The U.S. Department of Transportation's Congestion Management Process: A Guidebook states that the Congestion Management Process may involve development of congestion management principles including affirm the importance of addressing all modes of transportation and place priority or emphasis on certain types of congestion management strategies, such as demand management or system management and operations, before accommodating vehicle travel demand. The US 101 South County Multimodal Strategy satisfies this by identifying and prioritizing multimodal projects covering all modes of transportation and aims to induce mode shift away from single-occupancy vehicle use.

Guideline	US 101 South County Multimodal Strategy Applicability
Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California's Climate Change Scoping Plan, and climate adaptation plans	The Plan prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the US 101 South County Multimodal Strategy does not propose any new projects and only includes those already under development by state, regional, and local partners. As such, the plan is consistent with the goals and objectives of the California Transportation Plan to the extent that the projects encompassed by the plan already reflect regional goals and objectives.
Consistency with the goals and objectives of the RTP including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority for growth if applicable	The US 101 South County Multimodal Strategy prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the strategy does not propose any new projects and only includes those already under development by state and regional partners. As such, the plan is consistent with the goals and objectives of the RTP to the extent that the projects encompassed by the plan already reflect regional goals and objectives.
Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies	The US 101 South County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. It is therefore consistent with other applicable regional or local planning frameworks.
Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems, as applicable	The US 101 South County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. While the plan does not explicitly consider broadband planning, smart mobility framework, and Intelligent Transportation Systems, it is consistent with this requirement to the extent that partner agencies have made such considerations in their own planning.
Projects funded through the Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use	Projects selected for inclusion in the US 101 South County Multimodal Strategy are based on their potential to reduce VMT and induce mode shift. The US 101 corridor is a primary connector for area residents to regional employment centers and improvements to it and adjacent facilities will enhance connectivity. Projects in or adjacent to PDAs received extra points in the scoring process to promote accessibility.
Quantify how transportation solutions identified in the plan will improve performance	The US 101 South County Multimodal Strategy does not propose any new projects not already contained within existing state, regional, or local planning documents. Quantification of potential performance improvements will occur as part of the implementation processes undertaken by those specific project sponsors or with the support of SMCTA as part of this implementation plan.

Guideline	US 101 South County Multimodal Strategy Applicability
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Plan-level corridor assessment must be conducted and documented to clearly outline system performance and trends	As part of plan development and documented herein, an existing conditions assessment was conducted to determine current performance and travel trends within the South County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	SMCTA will support performance assessment efforts undertaken by partner agencies for their projects as part of future implementation activities.
Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance	SMCTA will support the evaluation of system improvements undertaken by partner agencies for their projects as part of future implementation activities.
Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the plan level	The US 101 South County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.
Plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions	The US 101 South County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.

Appendix C: Stakeholder & Public Comments

US 101 South County Multimodal Corridor Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 South County Multimodal Corridor Strategy was published online on December 17, 2025 and was available for public and stakeholder comment until January 16, 2026. The draft South County Strategy was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online. The virtual platform was available through SMCTA's website. The opportunity to comment on the draft strategy was promoted on SMCTA's social media channels and by e-blast.

The table below provides a summary of comments received during the online comment period. The table also shows how each comment was either acknowledged or resolved by the SMCTA Project Team.

Table 2. US 101 South County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

Reference	Comment	Resolution
Title Page	Eliminate wasteful uses of resources such as low ridership on buses and trains. Synch lights on ECR and Middlefield to increase traffic throughput. Recognize thatmost people will NOT stop using cars.	Comment acknowledged.
Title Page	Looks as this project portfolio is mainly focused on San Carlos and Redwood City, is there a reason for that? Is it because smaller cities like Atherton and Menlo Park don't have the staff resources to provide shovel ready projects? if so this is very concerning and additional funds should be provided to Atherton & Menlo Park to cover consulting costs to help them have the same level of opportunities and funding for these types of projects.	The South County Multimodal Strategy includes Redwood City, Menlo Park, Atherton, East Palo Alto, and portions of unincorporated San Mateo County. While projects from all jurisdictions were evaluated and ranked, fewer projects in Menlo Park and Atherton scored highly enough to be included among the top 20 priority projects, largely due to lower scores in certain criteria.

Reference	Comment	Resolution
Title Page	Executive Summary of Feedback: US 101 South County Multimodal Strategy Core Recommendation: The Strategy must pivot from a long-term capital planning document to an immediate "Quick-Build Action Plan" for El Camino Real (ECR). The current draft relies on obsolete timelines (2030+) that ignore the immediate availability of "Supplemental Roadways" funding and new Caltrans flexibility. 1. Shift from "Study" to "Implementation" (Timeline) Critique: The Draft treats ECR improvements as long-horizon capital projects comparable to interchange restructuring. This delays safety benefits for a decade. Required Change: Insert a "Near-Term Action Plan (2026-2028)". Explicitly recommend using "quick-build" methodologies (paint, K71 bollards, Zicla islands) to deliver a continuous protected bikeway from Redwood City to Menlo Park within 24 months. Rationale: We cannot wait for "perfect" concrete construction. The South San Francisco pilot proved that rapid, reversible implementation works on State Route 82. 2. Unlock the "Highway" Funding Pot Critique: The Strategy likely assumes active transportation is limited to the small "Bicycle/Pedestrian" funding pots of Measure A & W. Required Change: Reclassify ECR quick-builds as "Supplemental Roadway Safety Improvements" to access the Measure A/W Highway Program funds. Rationale: The Highway program has significantly more funding available (~$200M in the 2025 cycle) and explicitly lists "Supplemental Roadways" (arterials like ECR) as eligible for congestion and safety improvements. This serves as a "congestion relief" strategy by moving local trips off US 101. 3. Leverage Caltrans DIB 94 (The Regulatory Key) Critique: The document may implicitly accept old Caltrans constraints (e.g., "we can't fit bike lanes without widening"). Required Change: Explicitly mandate the use of Caltrans Design Information Bulletin 94 (DIB 94) for all ECR feasibility analysis. Rationale: DIB 94 authorizes 10-11 foot travel lanes in "Suburban Main Street" contexts. This regulatory shift allows for the creation of buffered bike lanes within the existing curb-to-curb width, eliminating the need for expensive right-of-way acquisition. 4. Close the "Atherton Gap" with Unified Standards Critique: Allowing individual jurisdictions (e.g., Atherton) to opt for inconsistent facility types creates a broken network that fails to serve regional mobility. Required Change: The Strategy should recommend that SMCTA condition "Supplemental Roadways" funding on adherence to a Unified Corridor Design Standard (Class IV Protected Lanes). Rationale: Regional connectivity requires consistency. A gap in Atherton forces cyclists back into traffic or onto sidewalks, negating the safety investments made by Redwood City and Menlo Park.	Comment acknowledged. The Strategy identifies potential funding sources and recognizes that eligible projects may access Highway Program funding, including for safety and congestion relief improvements. SMCTA coordinates closely with Caltrans and other partners on state highway facilities. El Camino Real is included within the study area only where it overlaps with the US 101 corridor, and broader corridor planning and funding coordination is being advanced through parallel efforts such as the Grand Boulevard Initiative.

Reference	Comment	Resolution
Title Page (continued)	5. Economic & Transit Integration Critique: The Strategy underplays the economic benefits of complete streets and the technical integration with bus service. Required Change: Cite data showing protected lanes boost retail sales (e.g., +49% in NYC studies) to counter “loss of parking” concerns. Mandate floating bus islands (like the Zicla platforms used in South City) to resolve bike/bus conflicts and speed up SamTrans Route ECR.	
Pg. 2 1.1 Introduction	I’ve lived near the boarder between Santa Clara and San Mateo counties for the past 45 years. A significant impediment to improved mass transportation has been the separate and independent transportation organizations in the SF Bay area. It took 40+ years for Caltrain to electrify and to upgrade the trains along thePeninsula Corridor. After the upgrade, I used Caltrain between Redwood City and Menlo Park on a day when there was a baseball game in SF. The train was packedbut had no operable windows and no functioning ventilation. This is terrible after the pandemic. Are they trying to save a little money or was the HVAC system already broken? I emailed Caltrain but never received either an acknowledgement or response. That was the last time on the trains for me (a senior citizen). The inability to use mass transportation for travel with reasonable times along the Peninsula is understandable given the automobile focused development. Honestly, I’m not sure the solution is possible without massive investment and public support.	Comment acknowledged.
Pg. 2 1.1 Introduction	It also serves as an impenetrable (fatal) barrier to residents, tourists & wildlife in accessing 50+ miles of bayfront nature area--contributing to toxic emissions and rubber tire microplastics which runoff directly into the bay.	Comment acknowledged.
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	I believe priority 2 is in conflict with #5. By focusing on reducing congestion, it will induce more people to drive, which will increase emissions. Furthermore, this sounds similar to an LOS metric whereas cities are moving to VMT metrics per new CEQA standards - I would like to see that as a goal - reducing VMT.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP) and are not at the discretion of SMCTA to modify.

Reference	Comment	Resolution
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	Let's not make the same mistakes as our forefathers--level of service goals are achieved through mass transit, not highways. We do not want the Katy Freeway of Houston in the San Francisco bay area.	Comment acknowledged.
Pg. 4 Ten Corridor Goals #1 – Provide a safe transportation system to all users within the corridor	Thank you for raising this priority as number 1	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).
Pg. 4 Ten Corridor Goals #2 – Reduce recurring freeway congestion and improve freeway efficiency in moving people	Agreeing with the other comments on here. This goal can be interpreted so many ways currently, but we need to make sure the goal is to reduce VMT on freeways without increasing the capacity or size of freeway facilities. This can be done by really focusing on transit projects - rail or bus - along with improved bicycle and pedestrian facilities.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP) and are not at the discretion of SMCTA to modify.
Pg. 4 101 Corridor Connect Program Goals Inclusivity	Thank you for prioritizing this.	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).
Pg. 4 Ten Corridor Goals #8 – Efficient land use improving jobs/housing balance	Efficient use comes with congestion/tolling/use-based pricing. Is express lane conversion being explored?	Comment acknowledged. These goals were established by Caltrans as part of their US 101 South Comprehensive Multimodal Corridor Plan (CMCP).

Reference	Comment	Resolution
Pg. 12 Figure 9. Motor Vehicle and Countywide High Injury Network	I would love to see safe bike lanes on Marsh all the way to Middlefield	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 17 Table 3. Transit Ridership Demographics by Operator Percentage of Zero-Vehicle Households Cell	Wow--this is a statistic that should be well advertised!	Comment acknowledged.
Pg. 18 Table 4. Completed Bicycle Infrastructure Projects Since 2021 Middlefield Road Description Cell	The bike lanes from Santa Margarita to Oak Grove Ave need to be upgraded to put delineators at the edge of the bike lane to separate the bike lanes from traffic. This is really only most important where children are using these lanes to get to and from elementary schools.	Comment acknowledged. Additional bicycle infrastructure on this section would be at the discretion of the City.
Pg. 19 Figure 12. Existing Bicycle Facilities	Bike lanes around Marsh Road need a lot of improvement.	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 19 Figure 12. Existing Bicycle Facilities	Lack of bike lanes on March and on Bay Rd near Flood Park is a major problem. Especially with the new renovation of Flood park, need easy bike access.	Comment acknowledged. Requests for additional facilities should be referred to the jurisdiction in which they are located.
Pg. 19 Figure 12. Existing Bicycle Facilities	Would be ideal to have bike path connecting Suburban Park and Encinal Elementary School (where those kids go), it would improve bike safety and reduce traffic in a high traffic area.	Comment acknowledged. Requests for additional facilities should be referred to the jurisdiction in which they are located.

Reference	Comment	Resolution
Pg. 19 Figure 12. Existing Bicycle Facilities	Bay Rd not listed as a bike route, but it is heavily used by children and adults.	Comment acknowledged.
Pg. 19 Figure 12. Existing Bicycle Facilities	Willow Rd has bike lanes but they are not protected, and I don't consider it a safe bike area, needs improvement	Willow Road is included in this Plan as Priority Project #18, with extents from O'Keefe Street to SR 84.
Pg. 19 Figure 12. Existing Bicycle Facilities	Bike safety along Bay rd approaching Willow should be improved.	Menlo Park has identified a project to address bicycle improvements on Bay Road, but this project did not rank in the top 20 projects in this plan.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	El Camino Real is not safe for cyclists or pedestrians where it does not go through commercial and retail districts. For these areas, we should not try to force protected bike and pedestrian lanes because these will give the illusion of safety. Instead, we should find alternatives, such as Bryant Street in Palo Alto. Series investment should be made on these side streets or passage ways, which should be dedicated for cyclists and pedestrians. This is the ONLY way to provide real safety instead of the illusion of safety.	Comment acknowledged. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	Although there are some newer bike lanes on El Camino between Maple and Jefferson (and more apparently coming on the other side of Maple), these lanes can not be used reliably because of the high number of delivery, ride-share and other vehicles parking (not stopping briefly, but parking with the driver gone) in the green bike lanes.	Comment acknowledged.
Pg. 20 Figure 13. Bicycle and Pedestrian High Injury Networks in Project Area	Middlefield should be considered HIN for bicycles, considering accident last summer.	The High-Injury Network (HIN) was developed as part of the C/CAG Countywide Local Roadway Safety Plan (2024). Updates to the HIN would be at the discretion of C/CAG.

Reference	Comment	Resolution
Pg. 21 Table 5. Population and Job Characteristics. San Mateo County Total Population Cell.	Table 5 is an exhibit that shows the artificial separation between counties when considering traffic, population distribution, and jobs. How can one consider traffic on Willow Road between Middlefield and 101 without including Palo Alto? This artifice prevents proper solutions from being developed. End this and other false boarders!	Comment acknowledged. This Plan is focused on San Mateo County, and the specific table referenced is intended to illuminate commuter mode shares for San Mateo County commuters (many of whom commute outside of San Mateo County, as is noted in Figure 15).
Pg. 24 2.2.3 Commuter Mode Shares	I work from home. So I am not included in these number. However, I am an avid transit user outside of working hours and on weekends. Is there any way we could include those stats? I remember reading somewhere that post-pandemic transit ridership during commuting hours suffers. However, weekend ridership has increased. I feel that would be something to brag about and encourage.	Comment acknowledged. Transit ridership data is addressed in further detail in Section 2.1.2.
Pg. 24 2.2.3 Commuter Mode Shares	This is a general comment, but this information is very commute focused. Why aren't we looking at recreational trips? I go to work during weekdays, but I also get groceries, eat out or meet up with friends. Why can't we consider that data for mode share evaluation?	Comment acknowledged.
Pg. 34 What We Heard	Need connections to train stations to solve last mile problem. From many areas, it is difficult to get to the train station without driving.	Comment acknowledged.
Pg. 34 What We Heard	Agree with this. How can people reliably take the bus to go places when the only bus that comes to them comes once an hour? Or how can I take it to get dinner when the last bus leaves at 7pm? And how do I go to that same spot on the weekend when the service isn't as strong?	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This last bullet point is very troubling as it leads to more dangerous streets for everyone, including those in cars. I hope that this project uses the assumption that encouraging modal shift for the majority of travelers is the way to make trips faster for those who really must drive, not eliminating safety improvements.	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect that intent.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Less traffic calming means faster drivers and fewer residents trying non-driving modes of travel. This point contradicts everything else the policy promotes.	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect that intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Yes! We need more than just El Camino Real connection. Alameda should have a through bus. And busses on perpendicular (ish) routes need to be timed to each other!!	Comment acknowledged. This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	YES YES YES. This should be higher. Frequency is often the only thing keeping me from taking transit everywhere. When a bus is infrequent, I often end up waiting longer than it would have taken me to drive to my destination.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	These lanes need to be safe (e.g. buffered or protected on higher speed and higher traffic streets). These lanes need to be for bikes, not parked cars, delivery vehicles, passing lanes, etc., otherwise they are unsafe.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	YES!! Frequency is often the only thing keeping me from taking transit everywhere. When I look up transit routes, I often see wait times longer than it would have taken me to drive. Or the last bus is way before I plan to head home. So I choose to drive instead of being stranded.	This table summarizes public feedback received during community engagement for this plan.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	I cannot disagree more strongly with this proposed “improvement”--traffic calming & the resulting slower speeds they produce directly translate to safer streets for those outside of vehicles. If we don’t want mode shift away from cars, then this “improvement” will fatally wound people and deter more walking and biking and mass transit use.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Bike lanes prioritize using class I, class IV, and class II in this order of priority. Class III bike lanes shouldn’t be a considered bike lane.	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Agreed with this. Having a “Bus Pulse” schedule, especially for late night or infrequent route connections would be a great way to improve things. For instance I can take the hourly bus to take the half-hourly train, reliably and without a long wait that makes transit an attractive option to getting where I need to go.	This table summarizes public feedback received during community engagement for this plan.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	Need to make sure safe bike routes are continuous, so a biker is not forced to bike on unsafe streets to get from one area to another, especially important to think about crossing 101 and other major roads.	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This last bullet is terrifying as a person who bikes and walks everywhere. It’s the only thing keeping me from dying sometimes. I want to see more traffic calming. That’s the only way I can convince my wife to come with me on my bike. If I can promise her that the road is safe.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	This is last point is a major risk factor for anyone involved, it is the antithesis to Vision Zero and does not promote a South County that is for everyone. Additionally, if the region is removing traffic calming facilities, people will be more inclined to go to neighboring areas where there are more traffic calming features being placed - so there’s a strong economic incentive.	This table summarizes public feedback received during community engagement for this plan and has been revised to more clearly reflect this intent.

Reference	Comment	Resolution
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	More connections between neighborhoods and train station or other central collection points	Comment acknowledged.
Pg. 34 Table 9. Suggested Improvements to US 101 South County by Mode Driving Alone Improvements Cell	And more crossings where the blocks are long (e.g. along El Camino, the arteries in RW Shores, Industrial, Veterans, etc.	Comment acknowledged.
Pg. 37 Section 4.1 Initial List	The 2014 bike/ped plan for Atherton is worthless. This is being completely replaced with a new plan. The 2014 plan should be completely ignored.	Comment acknowledged. The South County Multimodal Strategy references all currently adopted local and regional plans. The 2014 Atherton plan is the most recent adopted document to reference at present.
Pg. 45 Table 13. South County Priority Corridors Marsh Road Weight Cell	Why hasn't the county invested in improving bicycle and pedestrian infrastructure on Marsh Road? Where Marsh Road goes to one lane in each direction, leading to Middlefield Road, the county should invest in a shared bike/pedestrian boardwalk to cover the Atherton Channel.	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road.
Pg. 45 Table 13. South County Priority Corridors US 101 Weight Cell	Recently the "No Turn on Red Signs" were removed from the 101 southbound off ramp to Willow Road west. Will this change result in an increase in accidents due to the limited sight lines for cars coming from the overpass? Was this change made to reduce congestion on the off-ramp at busy hours? Any consideration for safety?	Comment acknowledged.
Pg. 45 Table 13. South County Priority Corridors El Camino Real	Yes, this major connector needs a lot of help - all of these points are valid. Add difficulty for pedestrians to cross!!	Comment acknowledged.

Reference	Comment	Resolution
Pg. 45 Table 13. South County Priority Corridors Willow Road Weight Cell	Need better bike safety infrastructure along Bay Rd and Marsh near Marsh Manor and across highway. Right now it is not a place I would fee safe biking	Marsh Road is included in this Plan as Priority Project #10, with extents from Bay Road to the Bay Trail, and as Priority Project #15, with extents from Middlefield Road to Bay Road. Menlo Park has also identified a project to address bicycle improvements on Bay Road, but this project did not rank in the top 20 projects in this plan.
Pg. 45 Table 13. South County Priority Corridors US 101 Weight Cell	Agree, need to increase infrastructure to balance needs of commuters who use Willow as an artery, and residents who use Willow to get to/from school, etc.	Comment acknowledged. Willow Road is included in this Plan as Priority Project #18, with extents from O'Keefe Street to SR 84.
Pg. 46 Table 15. Summary of Project Locations East Palo Alto Number of Projects Cell	This number seems very low, especially given that there is a lot of pass-through traffic going to the East Bay in East Palo Alto on University Ave and on Willow. Is there any opportunity to reconsider the final project list? It seems like despite equitable distribution, the outcome didn't come out as equitably as expected.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Many of the projects in Redwood City involve upgrading existing class 2 bike lanes to class 4. While this is a laudable goal, the lack of connectivity in bicycle infrastructure, especially regarding access to transit or neighboring towns, means that projects that add new cycling infrastructure should be much higher priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	I hope this study evaluates project ranking not only individually, but also holistically. For instance, project #16, Reimagine Dumbarton's impact seems to increase when viewed as part of a system of multimodal transportation improvements when combined with project's 1, 7, 10, 14, 15, 17, and 18. Project 16 is a connective thread through many perpendicular projects, making it highly valuable. I hope you consider the system-wide impact of advancing Projects 1, 14, 16, and 7 in particular, which would improve safety and accessibility in a connected corridor across much of the project area.	Comment acknowledged. It is the intent of SMCTA to advance projects in the future as packages where feasible and practical.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	We're missing public transit on the Westside of East Palo Alto near the border of Palo Alto & East Palo Alto, including all of West Bayshore, both North and South of University Avenue, and along the San Francisquito Creek on Woodland Avenue. These locations have dense housing, a large portion of low-income households, and high single-occupancy vehicle use that creates rush hour congestion. The only bus stop is on University Avenue. See https://www.urbandisplacement.org/maps/california-estimated-displacement-risk-model/ for income breakdowns.	Comment acknowledged.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Many of the projects in Redwood City involve upgrading existing class 2 bike lanes to class 4. While this is a laudable goal, the lack of connectivity in bicycle infrastructure, especially regarding access to transit or neighboring towns, means that projects that add new cycling infrastructure should be much higher priority.	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis aligning with the goals of the 101 Corridor Connect Program.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Core Recommendation: The Strategy should pivot from a long-term capital planning document to an immediate “Quick-Build Action Plan” for El Camino Real (ECR). The current draft relies on obsolete timelines (2030+) that ignore the immediate availability of “Supplemental Roadways” funding and new Caltrans flexibility. 1. Shift from “Study” to “Implementation” (Timeline) Critique: The Draft treats ECR improvements as long-horizon capital projects comparable to interchange restructuring. This delays safety benefits for a decade. Required Change: Insert a “Near-Term Action Plan (2026-2028)”. Explicitly recommend using “quick-build” methodologies (paint, K71 bollards, Zicla islands) to deliver a continuous protected bikeway from Redwood City to Menlo Park within 24 months. Rationale: We cannot wait for “perfect” concrete construction. The South San Francisco pilot proved that rapid, reversible implementation works on State Route 82. 2. Unlock the “Highway” Funding Pot Critique: The Strategy likely assumes active transportation is limited to the small “Bicycle/Pedestrian” funding pots of Measure A & W. Required Change: Reclassify ECR quick-builds as “Supplemental Roadway Safety Improvements” to access the Measure A/W Highway Program funds. Rationale: The Highway program has significantly more funding available (~$200M in the 2025 cycle) and explicitly lists “Supplemental Roadways” (arterials like ECR) as eligible for congestion and safety improvements. This serves as a “congestion relief” strategy by moving local trips off US 101. 3. Leverage Caltrans DIB 94 (The Regulatory Key) Critique: The document may implicitly accept old Caltrans constraints (e.g., “we can’t fit bike lanes without widening”). Required Change: Explicitly mandate the use of Caltrans Design Information Bulletin 94 (DIB 94) for all ECR feasibility analysis. Rationale: DIB 94 authorizes 10-11 foot travel lanes in “Suburban Main Street” contexts. This regulatory shift allows for the creation of buffered bike lanes within the existing curb-to-curb width, eliminating the need for expensive right-of-way acquisition. 4. Close the “Atherton Gap” with Unified Standards Critique: Allowing individual jurisdictions (e.g., Atherton) to opt for inconsistent facility types creates a broken network that fails to serve regional mobility.	Comment acknowledged. This comment repeats a previously submitted comment, which has already been addressed in the comment matrix.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects (continued)	Required Change: The Strategy should recommend that SMCTA condition “Supplemental Roadways” funding on adherence to a Unified Corridor Design Standard (Class IV Protected Lanes). Rationale: Regional connectivity requires consistency. A gap in Atherton forces cyclists back into traffic or onto sidewalks, negating the safety investments made by Redwood City and Menlo Park. 5. Economic & Transit Integration Critique: The Strategy underplays the economic benefits of complete streets and the technical integration with bus service. Required Change: Cite data showing protected lanes boost retail sales (e.g., +49% in NYC studies) to counter “loss of parking” concerns. Mandate floating bus islands (like the Zicla platforms used in South City) to resolve bike/bus conflicts and speed up SamTrans Route ECR.	
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Please, fund the The Dumbarton Rail Corridor trail segment of the Bay to Sea Trail which is envisioned to provide a pedestrian- and bicycle-friendly transportation opportunity to support livable communities, improve health and wellness, and provide safe access to trails and urban destinations. It will also serve as a critical link to transit, goods and services, schools, jobs, open space and more.	Comment acknowledged. SMCTA awarded $16.25 million in grant funding to the Dumbarton West Corridor project as part of the 2025 Cycle 1 Regional Transit Connections grant program. This includes funding for multiple phases of the project to develop a dedicated busway along the corridor, complemented by enhanced bicycle and pedestrian infrastructure.

Reference	Comment	Resolution
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Please, complete the Bay Trail to provide safe alternative to bicycling, walking, and rolling on roads with motorists.	Comment acknowledged. The Metropolitan Transportation Commission (MTC) recently finalized the Bay Trail Gap Closure Implementation Plan to set priorities to complete the full Bay Trail network.
Pg. 47 Figure 27. South County Multimodal Strategy Priority Projects	Fund the finding of the Coleman and Ringwood Avenues Transportation Study and the recommendations provided by the BPAC. This area is highly utilized by Menlo Oaks, Menlo Park, East Palo Alto students walking, biking, driving to schools along with other members of the greater community. This is needed due to no dedicated space for people walking or bicycling on Coleman (Menlo Oaks) and having concentrations of collisions involving a pedestrian or cyclist.	Comment acknowledged. SMCTA works with local jurisdiction staff to help identify funding for projects identified in locally adopted plans.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects	strongly agree with very high priority for #6. This project is extremely valuable for the ability to maintain a high-quality regular schedule with increased rail service over time	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #6	This should be the highest or second-highest priority due to the cost involved and the train capacity it unlocks. Grade separation here unlocks faster express Caltrains, improves safety, and can improve bike connectivity to the train station (currently, no bike infrastructure leads to the station).	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #7	Is the location actually: University Avenue from Donohoe Street (near Bayshore Fwy) to Kavanaugh Drive?	Comment acknowledged and content updated.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #15	strongly agree with improvements on the Marsh corridor including the crossing. This is very unsafe and sometimes deadline.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #16	would like to see operating service improvements long before a large capital project, including a long-awaited bus from RWC to Union City BART and regular service on weekends where there is none today.	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #16	Better use as a pedestrian/bike path?	Comment acknowledged. The project includes enhanced bicycle and pedestrian infrastructure.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects	Overall, I think this is a great list of projects. Thank you for prioritizing bike and pedestrian safety	Comment acknowledged.
Pg. 48 Table 16. South County Multimodal Strategy Priority Projects Priority Project #6	I think this project is very important and should be ranked higher	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.
Pg. 49 El Camino Real Multimodal Improvements – Redwood City Description	Bike facilities should not be compromised on this project. There should be consistency with the Class IV bike lanes in Palo Alto improving the connectivity between neighboring cities.	Comment acknowledged. This includes projects on El Camino Real for all modes of transportation. Specific design selection is at the discretion of the project sponsor.
Pg. 49 El Camino Real Multimodal Improvements – Redwood City Description	I think implementing no turn on red, getting rid of any unprotected left turns (which turn while pedestrians are crossing), and adding illuminated no right turn signs which can be on when pedestrians are crossing could all improve safety.	Comment Acknowledged. Specifics regarding the project scope, including types of improvements or modifications, would be at the discretion of the project sponsor.

Reference	Comment	Resolution
Pg. 51 Industrial Way Bicycle Improvements Project Factsheet	There already is a bike lane here. Higher priority should be given to putting infrastructure on roads where there is none, rather than upgrading what already exists. This project should be low priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 53 Veterans Boulevard Crossing Enhancements Description	I think this should use a protected intersection design with tight turning radii at intersections to make cars slow down when turning into the crosswalk. For mid block crossings, it would be great to see curb bulb outs to reduce the crossing distance of this wide road.	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Project Description	This road already has bike lanes on both sides. Given that the cost of this project is nearly 10x some of the others, it should be deprioritized.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Estimated Cost	why is this not proposed for protected bike lanes given the speed and volume of car traffic?	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 55 University Avenue Grand Corridor Phase 1 and 2 Project Factsheet Project Estimated Cost	I really like all of the other Class IV projects on here. University Avenue seems like a poor choice to compromise on infrastructure, given its high level of traffic and the majority of pass-through motor traffic through a less socioeconomically advantaged neighborhood. Class IV would be much better.	Comment Acknowledged. Modifications to the project scope, including type of facility, would be at the discretion of the project sponsor.
Pg. 56 Brewster Avenue Bicycle Improvements Description	Important bike corridor for high school students	Comment acknowledged.

Reference	Comment	Resolution
Pg. 58 Marsh Road Interchange and Pedestrian Overcrossing Improvements Description	This would be a significant improvement, but need to make sure it is connected to other neighborhoods, and doesn't create unsafe areas in between bike areas.	Comment acknowledged.
Pg. 60 Maple Street Bicycle Improvements Description	Yes, the pedestrian crossing is very bare bones and minimal.	Comment acknowledged.
Pg. 62 Middlefield Road Bicycle Improvements Project Fact Sheet Description	I think this should honestly be much higher priority given that his is part of the HIN and is a key business and travel corridor unlike some of those higher on this list.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 63 Marsh Road Bicycle and Pedestrian Improvements – Phase 1 Project Factsheet Location	Why is this priority 15? I think it's much more important than that.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.
Pg. 63 Marsh Road Bicycle and Pedestrian Improvements – Phase 1 Project Factsheet Description	This is a good use of existing infrastructure, and should be higher priority.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.

Reference	Comment	Resolution
Pg. 64 Reimagine Dumbarton Project Factsheet Location	How will the Dumbarton Bridge itself be modified to accommodate the new busway? What about on/off access to the Park and Ride? The current bus lane (or lack of) is not good enough to support even the existing transit with high reliability. Ideally, we spend less money to add proper bus lanes and priority access on/off bridge so that current Dumbarton Express transit bus can improve before we spend larger amounts of capital to add a busway here.	Comment acknowledged. Design of the project is at the discretion of the project sponsor.
Pg. 64 Reimagine Dumbarton Project Factsheet Description	Yes! But please keep the ability to later use this Right-Of-Way for rail :)	Comment acknowledged.
Pg. 64 Reimagine Dumbarton Project Factsheet Description	Focus on the bike/pedestrian aspects.	Comment acknowledged.
Pg. 66 Willow Road Bicycle Improvements Project Fact Sheet Description	This should be higher priority to increase bikes and reduce traffic in a high traffic artery.	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.
Pg. 66 Willow Road Bicycle Improvements Project Fact Sheet Schedule	I am a long-time resident of Menlo Park and am dubious of the timelines of the proposed projects. In a past communication with the Menlo Park government, I was informed of the typical number of projects and the rate of completion. My interpretation of these data is an effective project completion timeline of between 4 and 8 years. As an example, I have inquired about the re-pavement of the broken and unsafe asphalt in the city parking behind Trader Joe's in downtown Menlo Park. I was told that it is on the project list several years ago. This supports my estimate of true city timelines. Perhaps Menlo Park is resource limited. However, more realistic timelines should be adopted.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 73 Table 17. Eligible Funding Programs for Prioritized Projects	It seems to me what is proposed is a bunch of disconnected (very expensive) projects which only improve things very locally for very few users. Better bike lanes are fine -- they are needed just about everywhere -- but that's not going to change the overall situation. I would prefer to see some major issues addressed, e.g. I can't go to the airport using efficient public transportation (hence Uber); I can't bike along El Camino Real, too dangerous (hence I use my car); Heck I can't even bike to mail a letter at the Post Office (too dangerous),. Etc... Maybe my pet issues are not relevant to others. find the biggest issues for people in going through the MOST TRAVELED routes, or projects that will result in meaningful changes in transportation habits. Solve the problem end-to-end: from point A to point B, not just this little section or that little section. I might personally benefit punctually, and very locally, from a few of these projects, but, as I see it, it won't impact my automobile use in the least.	Comment acknowledged. Prioritizing the projects in the South County Multimodal Strategy does not preclude cities from pursuing multijurisdictional projects.
Pg. 75 Appendix A. Additional Project Information Table 1. South County Multimodal Strategy Priority Projects El Camino Real Multimodal Improvements – Redwood City Description Cell	Bus lanes on El Camino would also be instrumental for improving speed and reliability on SamTrans route ECR. But let's not sacrifice bike lanes for bus lanes or vice versa.	Comment acknowledged. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.
Pg. 83 Appendix A. Additional Project Information Table 2. All Other South County Projects Level Boarding Program Location Cell	This arguably should be higher priority because of how it eliminates unreliability on Caltrain due to high boarding times and general pain for those in wheelchairs (and even for those with large suitcases).	The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to qualitative data analysis.

Reference	Comment	Resolution
Pg. 83 Appendix A. Additional Project Information Table 2. All Other South County Projects Level Boarding Program Cell	My wife has difficulty getting onto Caltrain due to her having to haul her bike up the stairs. With an increase in ebike usage, those bikes are even heavier. If we want to encourage more multimodal trips, I think this could be a big win to encourage women and children to bike to Caltrain. I hope this gets prioritized higher.	Comment acknowledged. The ranking was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc. in addition to quantitative data analysis.

Appendix D: Active 101 Project List – South County

This page will be updated post adoption of the Active 101 Plan.

SAN MATEO COUNTY
Transportation
Authority

Resolution No. 2026 -

Board of Directors, San Mateo County Transportation Authority

State of California

Resolution of Appreciation for

Jackie Speier

Whereas, Jackie Speier served with distinction as a member of the San Mateo County Transportation Authority (TA) Board of Directors in 2025; and

Whereas, Jackie Speier supported the award of more than $83 million to advance local and regional projects that strengthen transit access, expand first- and last-mile connections and reduce traffic congestion throughout San Mateo County. The funding supports two complementary grant programs focused on enhancing mobility and transit connectivity: the Fiscal Year (FY) 2026 San Mateo County Shuttle Program and the inaugural 2025 Cycle 1 Regional Transit Connections (RTC) Program; and

Whereas, Jackie Speier supported the installation of Next Generation Fare Gates at five non-airport Bay Area Rapid Transit District (BART) stations in San Mateo County, which was fully funded by the TA voter-approved Measure W; and

Whereas, Jackie Speier helped adopt the FY26 budget reinforcing the agency's commitment to funding a broad range of transportation projects across the county, including the Grand Boulevard Initiative; and

Whereas, Jackie Speier supported the TA's Strategic Plan 2025-2029 that modernizes the policy framework for the implementation of San Mateo County's transportation sales taxes.

Now, Therefore, Be It Resolved that the San Mateo County Transportation Authority Board of Directors hereby commends and expresses its sincere appreciation to **Jackie Speier** for her service to the TA and for her collaborative leadership on matters of public transit and funding.

Regularly passed and adopted this 5th day of March 2026.

SAN MATEO COUNTY Transportation Authority

_____

Chair, San Mateo County Transportation Authority

BOARD OF DIRECTORS 2026

JULIA MATES, CHAIR
MARK NAGALES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
RAY MUELLER
CARLOS ROMERO

APRIL CHAN
EXECUTIVE DIRECTOR

SAN MATEO COUNTY Transportation Authority

Memorandum

Date: February 26, 2026

To: TA Board of Directors

From: April Chan, Executive Director

Subject: Report of the Executive Director

Highway 1 Safety and Operational Improvements

The Highway 1 Safety and Operational Improvements Project is sponsored by the City of Half Moon Bay which will widen Highway 1 (SR 1) from two lanes to four lanes from Silver Avenue/Grand Boulevard to Grandview Boulevard; extend Frontage Road to Terrace Avenue; install a new traffic signal at SR 1/Terrace Avenue; and construct a multi-use path on the north side of SR 1. The project is in the final stages of design and awaiting California State Department of Transportation (Caltrans) approval, which is anticipated in Spring 2026. Originally scheduled for construction in Fall 2023, the project has been delayed due to extended Caltrans design reviews and required coordination with a separate Caltrans maintenance project. Construction is now anticipated to begin in Summer 2026. This delay also resulted in a significant construction funding gap due to increased construction costs, prompting the City to apply for additional funds from the 2025 Highway Program Call for Projects. At its January 2026 meeting, the Board of Directors (Board) awarded $10.8 million in Measure A funds and directed $1.5 million of State Local Partnership Program (LPP) formula funds to close the funding gap. In total, San Mateo County Transit Authority (TA) is providing $19.6 million in Measure A highway program funds toward this $26.1 million project.

US 101 Paving Project North of Whipple

Caltrans is set to begin a comprehensive paving and maintenance project along US 101 between Whipple Road in Redwood City and the Grand Avenue Interchange in South San Francisco. This project builds on the recently completed paving and median barrier work south of Whipple Avenue. In addition to the pavement rehabilitation, Caltrans will also upgrade signage, guardrails and drainage. The drainage upgrades will also include a new trash-capture systems to help protect local waterways.

This $178 million project is funded by Caltrans through the State Highway Operation and Protection Program (SHOPP). Construction will be ongoing for approximately 1.5 years between Spring 2026 and Fall 2027. Most work will occur at night to minimize disruptions to daily commutes. Caltrans will provide ongoing updates through traffic advisories, social media, and roadside electronic signs.

Regional Transit Connections Update – Dumbarton Busway

Following the TA Board's award of the Regional Transit Connections program in June 2025, San Mateo County Transit District (SamTrans) initiated the Dumbarton Busway Feasibility Study (Reimagine Dumbarton) in Summer 2025. SamTrans staff have made steady progress advancing both technical work and community engagement. A Draft Baseline Conditions Technical Memorandum has been prepared to document existing transportation and land use in the study area. Initial community engagement included two community meetings in February in North Fair Oaks and East Palo Alto, along with 12 community pop-ups near the study area. In parallel, SamTrans launched the Reimagine Dumbarton project webpage (https://www.samtrans.com/dumbarton) to provide project background, updates, and a growing set of frequently asked questions to support public awareness. A project survey is also available on the project webpage and is available until March 6, 2026.

The project was awarded $16.25 million in Regional Transportation Commission (RTC) funds for the planning, environmental clearance and final design phases of the project. SamTrans is providing $5.6 million in local match toward these initial project phases.

Broadway Interchange Landscaping Update

The US 101/Broadway Interchange Landscaping Project is sponsored by the City of Burlingame and is being implemented by the TA using $2.6 million in Measure A highway program funds. Since the last update to the Board in May 2025, the landscaping and irrigation system were installed, with work being completed in January 2026. Caltrans will conduct a final site inspection and once the work is approved, the project will move into a three-year plant establishment and maintenance period. During this phase, the landscaping and irrigation system will be monitored to ensure plant survival, health, and long-term performance. As background, the Broadway interchange was completed in 2018, but landscaping work was put on hold due to the US 101 Express Lanes project, which used the interchange area for construction staging.

US 101/Willow Road Interchange Landscaping Update

Similar to the Broadway interchange, construction of the US 101/Willow Road Interchange was completed in 2019, but landscaping was deferred until completion of the US 101 Express Lanes project. Starting in July 2024, the City of Menlo Park and TA have worked collaboratively to develop the landscaping design and are currently awaiting Caltrans approval, which is anticipated in spring 2026.

Following design approval, a Request for Bids (RFB) for the landscaping and irrigation work will be released, with construction expected to begin in Summer 2026. The work will take approximately ten months, followed by a three-year plant establishment and maintenance period. While the work is sponsored by Menlo Park, TA is implementing the project on behalf of the city. The total cost of the work is estimated at $3.5 million and is funded through the Measure A Highway Program.

Nope
San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

Peter Skinner, Chief Officer, Transportation Authority

Subject: **Accept US 101 Express Lanes Semi-Annual Update on Variable Rate Bonds and Express Lanes Performance**

Action

Staff recommends the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) accept the US 101 Express Lanes Semi-annual Update on Variable Rate Bonds and Express Lanes Performance.

Significance

This is a semi-annual update on the performance and status of the outstanding 2020 Variable Rate Demand Obligations (VRDOs), issued by the TA to finance the remaining funds needed to construct the Express Lanes Project. VRDOs are a type of long-term debt security featuring a floating interest rate that is reset at specified intervals (e.g., daily, weekly, or monthly). In September 2020 the TA issued $50 million in 2020 Series A Bonds, and $50 million in Series B Bonds (together the "Bonds"). The Series A Bonds are issued with a weekly interest rate reset; and the Series B Bonds are issued with a daily interest rate reset. Variable rate bonds were selected instead of fixed rate bonds because at the time they provided the lowest cost of financing and allowed for no-cost prepayment flexibility.

Interest Rates

The average combined interest rate for Series A and Series B Bonds during the first half of Fiscal Year 2026 (FY26), from July 2025 to December 2025, was 1.78 percent, and was lower than the average rate of 1.79 percent reported in the Second Half of FY25, from January 2025 to June 2025. The decrease in variable interest rates for the first half of FY26 was driven by:

1. Decline in short-term benchmarks established by the Securities Industry and Financial Markets Association (SIFMA). The SIFMA is a seven-day high-grade market index representing interest rates of tax-exempt VRDO. TA's VRDO rates are directly linked to these benchmarks and any drop in the benchmark leads to a direct decrease in the bond's interest rate.

2. In late calendar year 2025, the Federal Reserve implemented three consecutive 25-basis-point rate cuts: on September 17 (to 4.00 percent to 4.25 percent), October 29 (to 3.75 percent to 4 percent), and December 10 (to 3.5 percent to 3.75 percent), bringing rates to their lowest level since December 2022. The Federal Reserve (Fed) rate cuts significantly affect the SIFMA Municipal Swap Index, which typically declines in response. When the Fed cuts rates, it generally lowers the short-term borrowing costs.

The interest rate trends during the first half of FY26 were:

Bond Series	Highest Rate	Lowest Rate	Average Rate
Series A Bonds	2.60%	0.90%	1.91%
Series B Bonds	3.25%	0.10%	1.65%

Since issuance, the combined interest rate for Series A and Series B Bonds has averaged 1.43 percent, substantially lower than the 3.5 percent rate associated with a comparable fixed-rate bond. This outcome underscores the prudence of selecting a variable-rate structure, reflecting a well-considered strategy in the context of prevailing market conditions.

Principal Payments

On December 9, 2024, the TA made an early $6.29 million payment towards the principal, funded by project savings. This payment covered (a) $5 million payment towards the scheduled FY27 principal payment; plus (b) $1.29 million pre-payment towards the scheduled FY30 principal payment. As of September 30, 2025, the outstanding principal balance was $93.71 million.

During the first half of FY26, the TA made a $320,000 principal payment in October 2025, split evenly between Series A and Series B; with $160,000 applied to Series A and $160,000 applied to Series B. The payment was made following the Board approval of the FY24 Revenue Sharing Fund Flow of Funds distribution. This principal payment reduced the remaining outstanding principal to $93.39 million.

The next scheduled principal payment of $8.39 million is due in 2030. The scheduled principal payment was initially projected to be $10 million but was lowered because of the prepayments made on December 9, 2024, and October 14, 2025, as noted above.

Market Outlook

Evolving changes in Fed policies and market conditions can have an impact on interest rates. Staff are tracking proposed legislation, potential regulatory changes, and monitoring Fed action closely to assess implications on interest rates, inflation, and overall market conditions. In late calendar year 2025, the Fed implemented three consecutive 25-basis-point rate cuts: on September 17 (to 4 percent to 4.25 percent), October 29 (to 3.75 percent to 4 percent), and December 10 (to 3.5 percent to 3.75 percent), bringing rates to their lowest level since December 2022.

Markets anticipate an additional 25-basis point reduction in June 2026.

Express Lanes Performance
Information on the operations of the Express Lanes, including revenue generation, operations/maintenance expenses, and performance, is included as Attachment 1 to this staff report.

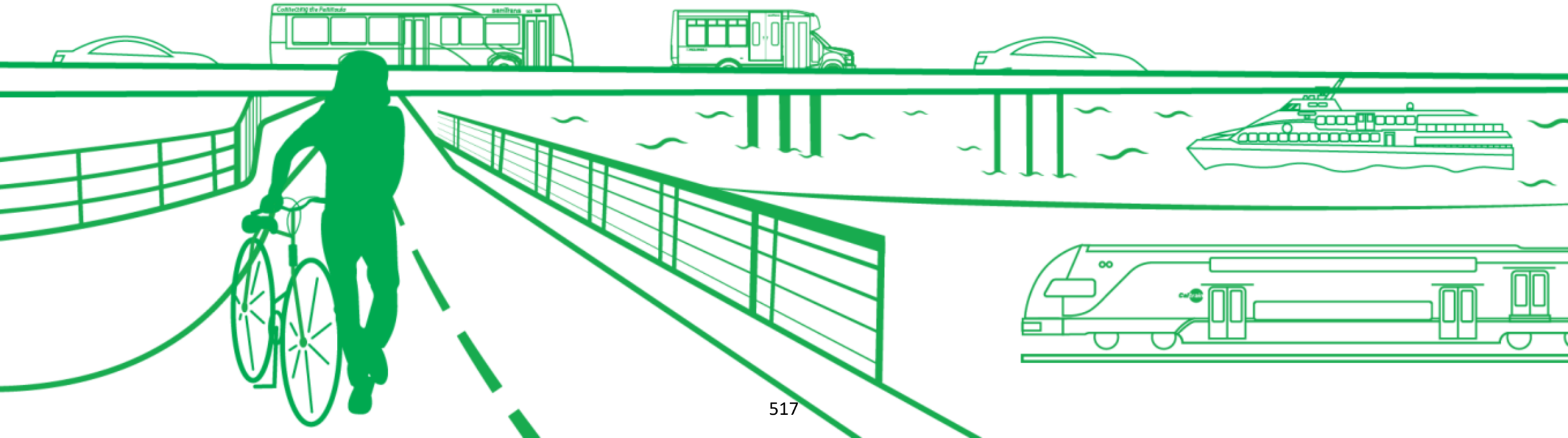
Budget Impact
There is no budget impact associated with this item.

Background
The Express Lanes Project extends over 22 miles from the San Mateo/Santa Clara County line to I-380 in South San Francisco. The Southern Segment of the Express Lanes, approximately eight of the 22 miles, opened and has been in operation since February 11, 2022. The Northern Segment was opened for operations on March 3, 2023. In September 2020, the TA issued $50 million in 2020 Series A Bonds and $50 million in Series B Bonds to help fund the project.

Prepared By: Adela Alicic Finance Manager 650-508-7981

SAN MATEO COUNTY
Transportation Authority

US 101 Express Lanes: Update on Variable Rate Bond and Lane Performance



OVERVIEW

- Background
- Interest Rates
- Principal Payments
- Outlook

BACKGROUND

In 2020 TA issued $100M variable rate bonds:

- Support JPA's $581M cost for US 101 Express Lanes (EL)
- Series A $50M Weekly & Series B $50M Daily
- Secured by Measures A & W sales tax

Why variable rate bonds?

- Lowest cost
- Since issuance 0.01% - 4.45%; average 1.65%
- Estimated Fixed Rate issuance in Sep 2020 = 3.50%
- Initial rates: 0.01% - 0.07%
- Prepayment flexibility

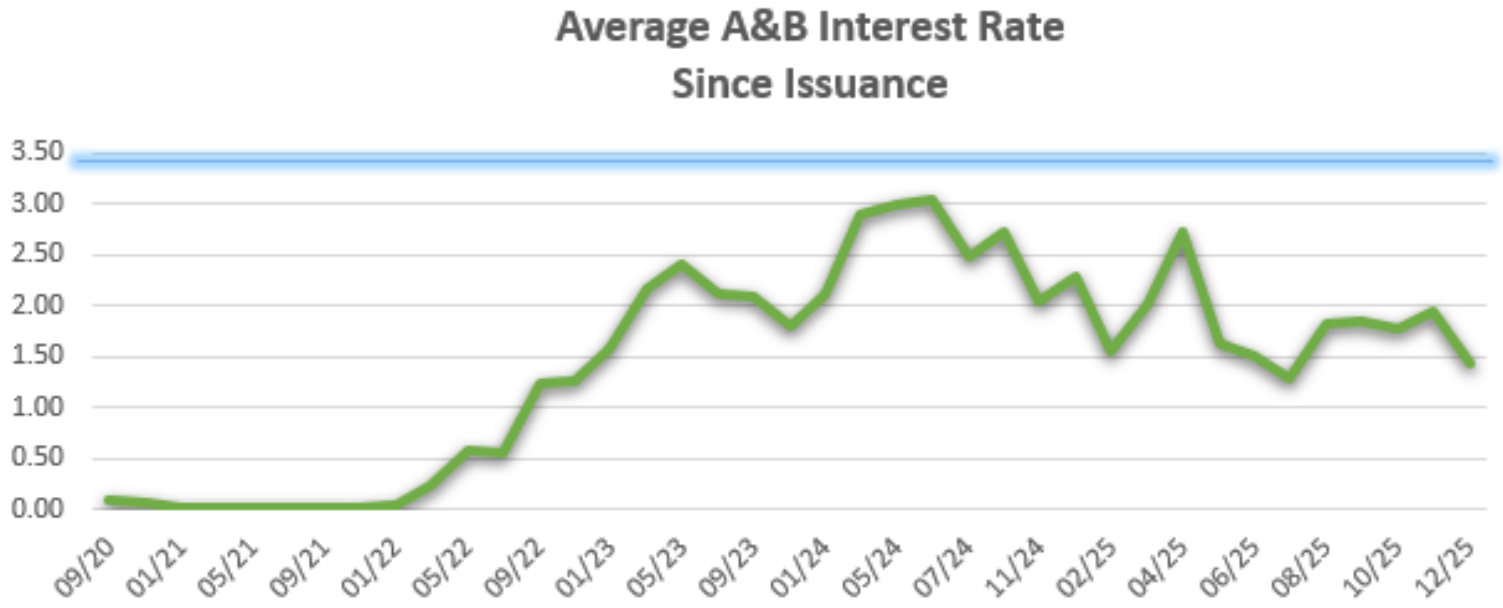
INTEREST RATES

Interest Rate Overview - Since Issuance

Series	Highest Rate	Date	Lowest Rate	Date
A (weekly reset)	3.97%	1/31/2024	0.01%	7/11/2024
B (daily reset)	4.45%	6/28/2024	0.01%	2/6/2024

Interest Rate Overview - Three Months from 7/2025 - 12/2025

Series	Highest Rate	Date	Lowest Rate	Date
A (weekly reset)	2.60%	12/31/2025	0.90%	7/10/2025
B (daily reset)	3.25%	9/1/2025	0.10%	7/7/2025



Category	Rate
Fixed Rate Issuance (Sept 2020)	3.50%
Avg Series A & B (Since Issuance)	1.43%
Avg Series A & B (7/25-12/25)	1.78%

PRINCIPAL PAYMENTS

- December 2024 principal payment of $6.3M from Project Savings covered:
  - $5.0M principal payment for 2027
  - $1.3M principal reduction for 2030
- October 2025 principal payment of $320K from Revenue Sharing Fund
- Remaining principal: $93.3M
- Next required principal payment of $8.4M in 2030

OUTLOOK

- Fed policy and market conditions drive interest rates
- September, October, December 2025 Fed cut rates by 25 basis points (bps) each month (current 3.50%-3.75%).
- January 2026: Fed left rates unchanged (held 3.50%-3.75%)
- March 2026: Expected to hold at 3.50%-3.75%
- June 2026: Market is predicting a 25 bps rate cut
- Market: Inflation slowing down. Increased tariffs
- Staff are monitoring legislation and policy changes

Questions?

San Mateo County 101 Express Lanes Performance

2nd Quarter FY2026

(October - December 2025)

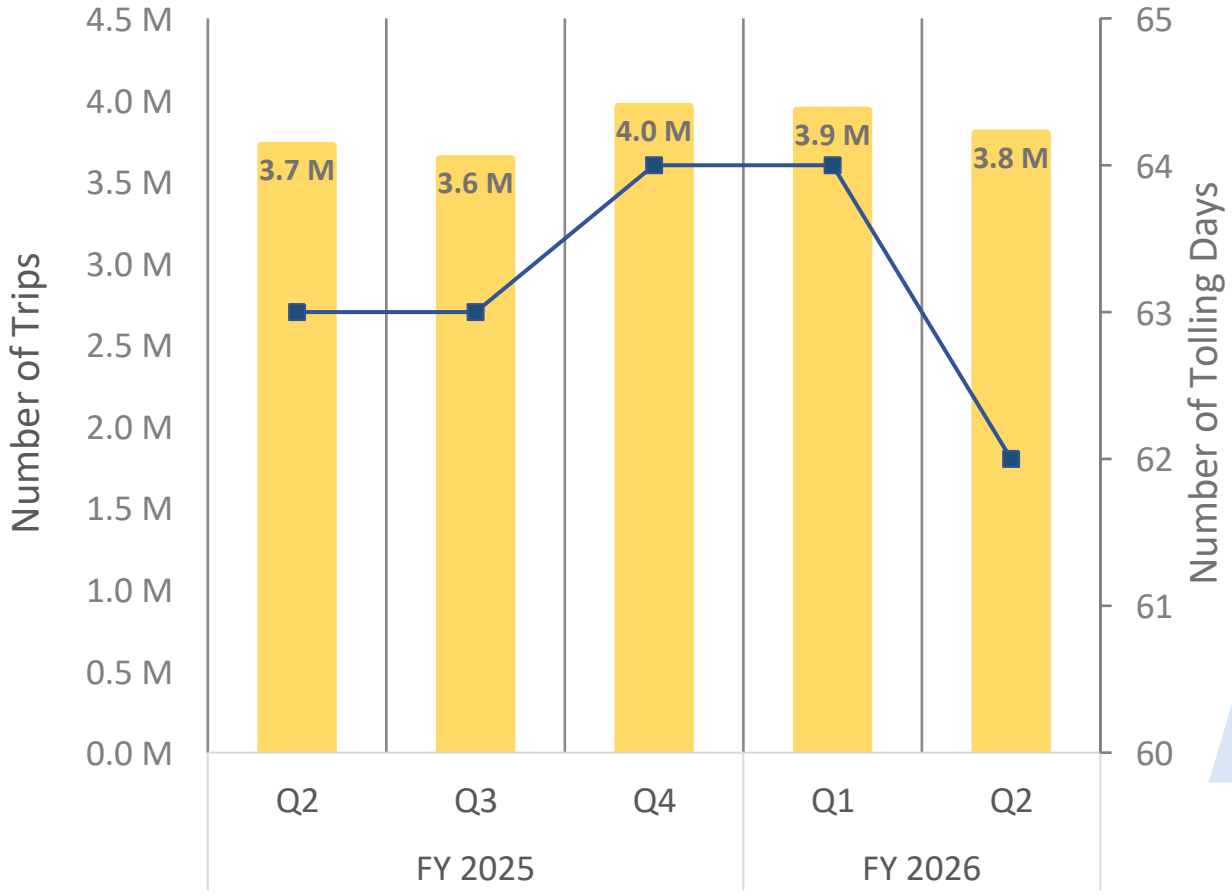
Operational Rules

- Hours: 5 a.m. to 8 p.m., Monday–Friday.
- FasTrak® required.
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags.
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags.

Key Performance Highlights: **FY26 Q2**

KEY HIGHLIGHT	METRIC CHANGE
Express Lane Traffic Performance	Average daily trips on the express lanes +2.0% year-over-year.
Express Lane Speed Performance	Average express lane speeds consistent compared to Q2 FY25.
Trip Occupancy Trends	Toll-free trips (HOV3+) +3.6% and Image-Based Trips -3.1% year over year.
Calculated Change in Number of Travelers	Total passengers estimated +6%.
Change in Average Assessed Tolls Year Over Year	Average assessed tolls ↓ in the NB direction, but ↑ in the SB.
Enforcement Trends	HOV enforcement contacts +175% and overall enforcement contacts +78%.

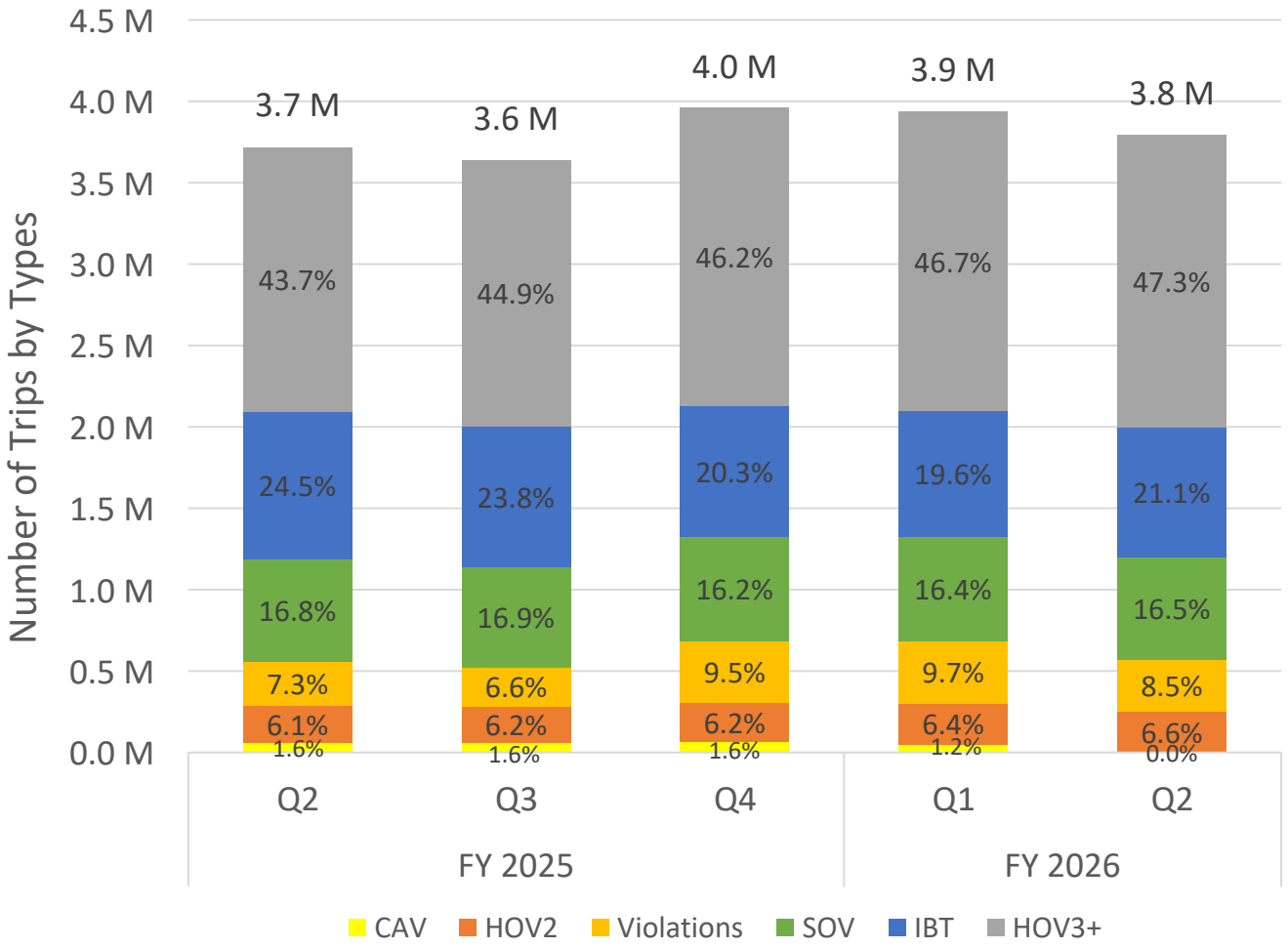
Express Lane Daily Trips: FY26 Q2



FY26 Q2:

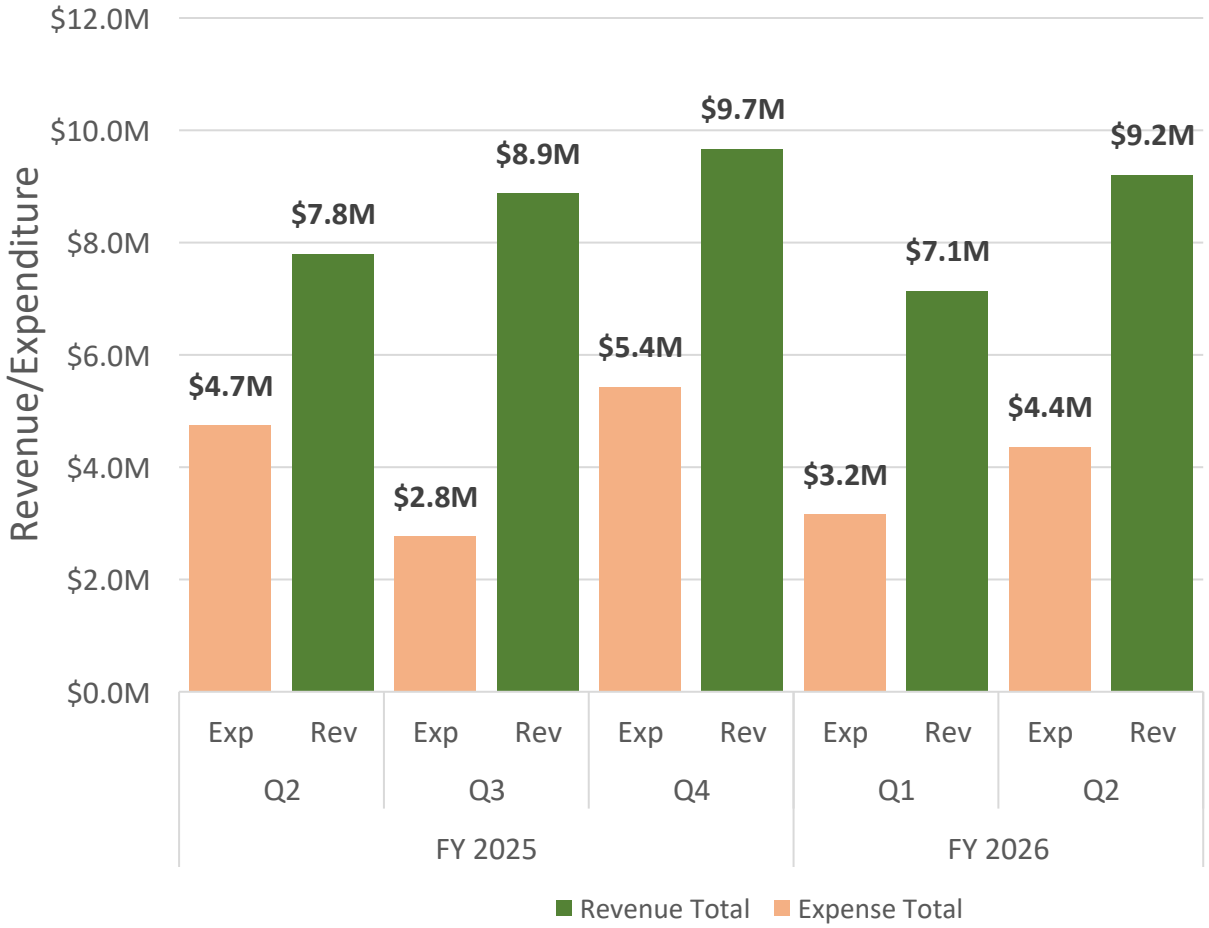
- Consisted of 62 tolling days.
- 3.79M trips were made.
- An average of 61,199 express lane trips have been made daily, which is a 0.5% decrease over FY26 Q1.
- There was a 2.0% increase in average daily trips compared to the prior fiscal year's Q2. This is approximately 1,200 more daily trips.

Express Lane Trip Types: FY26 Q2



- **Toll-free trips: 47.3%**
  - HOV 3+ and Non-Revenue.
- **Tolled trips: 44.2%**
  - 37.6% full toll (SOV + Image-Based Tolls [IBT]).
  - 6.6% discounted toll (HOV 2).
  - Note: Clean Air Vehicle (CAV) discounts have ended.
- **Violation trips: 8.5%**
  - IBT trips with No FasTrak account at the time of the trip.
- **While overall daily trips increased by 2%, changes differ by trip type:**
  - Tolled trips have decreased by 4.8% from FY25 Q2
  - HOV 3+ trips had the largest change with an increase of 3.6%.
  - IBT trips had the largest decrease of 3.4%

Express Lanes Toll Revenue and Expense



- **In FY26 Q2**, $9.2 million in toll related revenue.
- **$2.4 million** in toll operations and maintenance (O&M) costs.
- **Disbursed** approximately $900K in debt related payments.
- **Revenues** increased compared to FY25 Q2.

Note: Financial figures are preliminary and subject to audit and change. In addition, revenue is recognized as cash payments are received month to month, except for year-end adjustments. As a result, Q4 FY25 reflects four months of revenue, while Q1 FY26 reflects only two months.

AM Map

Average southbound

- Express Lane speeds were 8 mph greater than general purpose lanes during AM Peak (6–10 AM).

Average northbound

- Express Lane speeds were 9 mph greater than general purpose lanes during AM Peak

PM Map

Average southbound

- Express Lane speeds were 10 mph greater than general purpose lanes during PM Peak (3–7 PM).

Average northbound

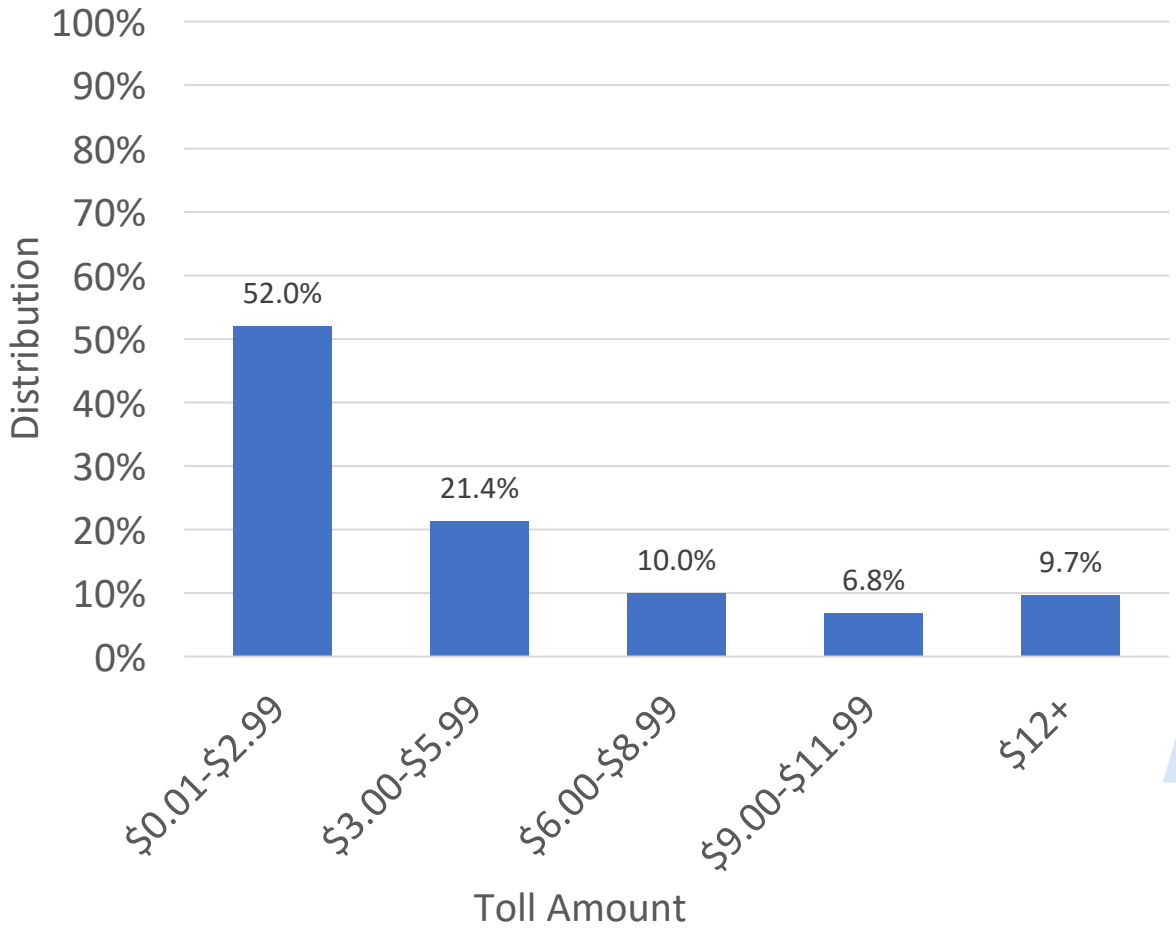
- Express Lane speeds were 9 mph greater than general purpose lanes during PM Peak

Average Paid Tolls Comparison: FY26 Q2

	Quarter	Average Daily Toll	Peak Hour	Average Peak Hour Toll
SM-101 NB	Q2 FY25	$3.98	5 PM	$8.42
	Q1 FY26	$3.90	5 PM	$7.66
	Q2 FY26	$4.05	5 PM	$7.99
SM-101 SB	Q2 FY25	$4.69	8 AM	$9.44
	Q1 FY26	$5.25	8 AM	$9.83
	Q2 FY26	$5.29	8 AM	$10.39

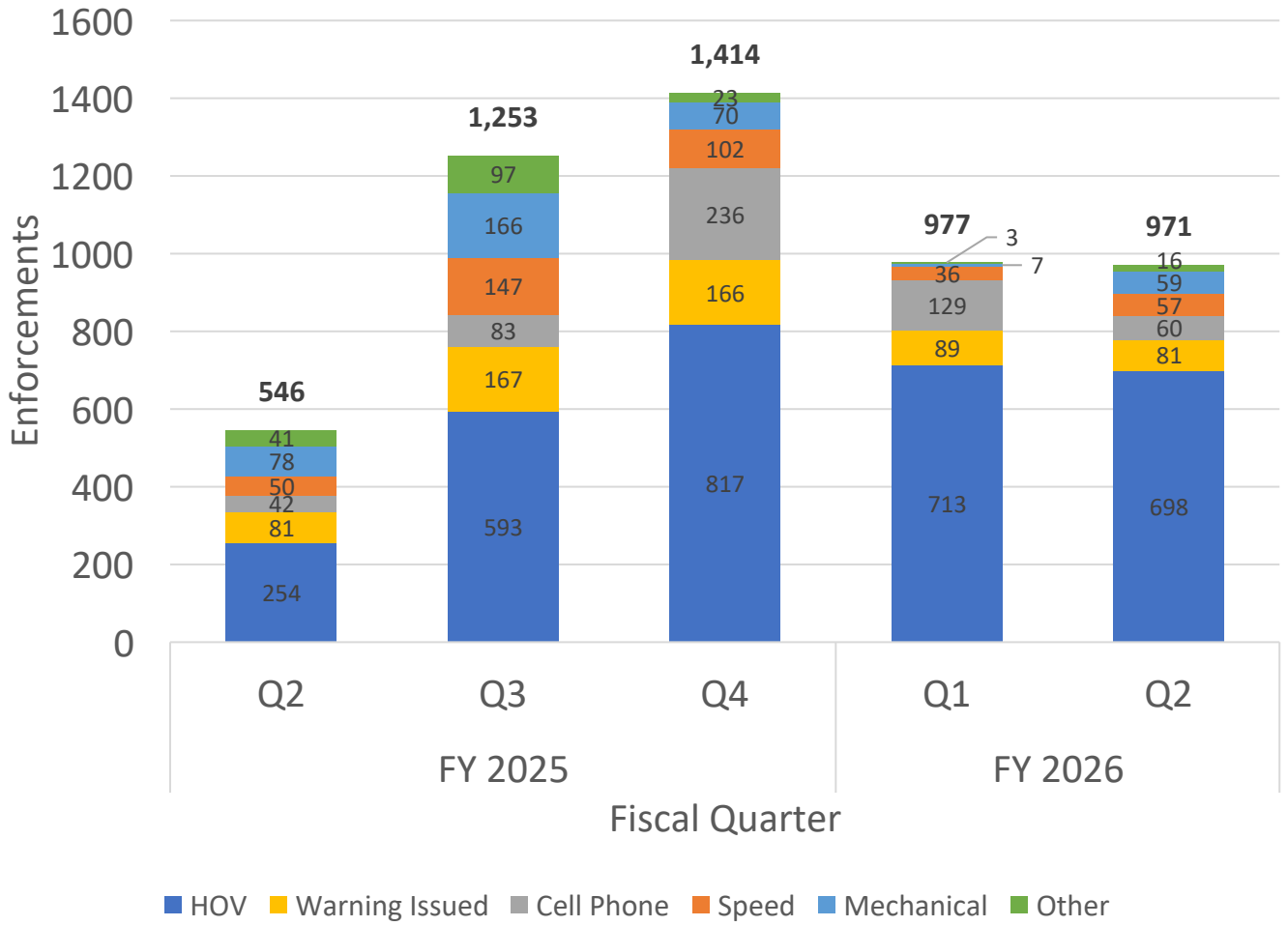
- **The northbound average** paid toll in Q2 was $4.05.
- **The southbound average** paid toll in Q2 was $5.29.

Distribution of Paid Tolls: FY26 Q2



- **Drivers made nearly 1.9 million** tolled express lane trips in FY26 Q2.
- **52.0% of these trips** incurred a toll less than $3, down 2.0% from the previous quarter and down 5.6% from the previous fiscal year's Q2.
- **9.7% of trips** were $12 and over, up about 0.3% from the previous quarter and up 0.7% from the previous fiscal year's Q2.

CHP Enforcement: FY26 Q2



FY26 Q2:

- Patrolled the express lanes for 832 hours.
- Made 971 enforcement contacts.
- 72% of the contacts resulted in HOV occupancy citations.

FY26 Q2 enforcement costs

were approximately $125,451, resulting in an average cost per enforcement contact of approximately $129.

San Mateo 101 Express Lanes Go Card Program

- The new Go Card Program **launched in late November 2025.**
- Eligible participants receive a **$200 prepaid card** to be spent on qualifying transportation purchases.
- **Early Key Numbers:**
  - **557** Total Payments Claimed (11/17–12/31).
  - **70%** of funds used for public transport.
  - **83%** of users chose physical cards over virtual.

GO CARD
San Mateo County

AMTRAK · BART · BIKELINK · Caltrain · CLIPPER · FASTRAK · samTrans · baywheels · San Francisco Bay Ferry

For additional information, please visit:
101expresslanes.org

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Peninsula Shuttle Program Optimization and Funding Strategy - Update**

Action

No action is required. This item is being presented to the Board of Directors (Board) as information.

Significance

The San Mateo County Transportation Authority (TA), in partnership with City/County Association of Governments (C/CAG), Commute.org, and San Mateo County Transit District (SamTrans), is advancing the Peninsula Shuttle Program Optimization and Funding Strategy (Strategy) to address mounting fiscal and structural pressures. The post-pandemic environment has introduced new challenges for the shuttle program, including reduced ridership, constrained funding, rising operations costs, hybrid work trends, and expanded private mobility options such as employer shuttles and rideshare.

The Strategy will establish a shared understanding of existing shuttle services and performance, to develop sustainable funding and service recommendations. The intended outcome is a defined set of routes and local and county funding commitments that can be sustained for a seven-year period (Fiscal Years 2028-2033), to align with the timeframe of the next SamTrans long-term shuttle operations contract. All local jurisdictions have been invited to participate in a stakeholder working group to ensure the outcome is reflective of the County's needs and values.

Strategy Development Steps

1. Background and Existing Conditions: Document program structure, partners, funding sources, costs, performance metrics, and equity considerations to develop a shared baseline understanding among stakeholders of the current shuttle landscape. A workshop was held on December 17, 2025 to review findings, confirm assumptions, and align stakeholders on existing conditions.

2. Vision, Policy, and Goals: Using baseline findings and Workshop 1 input, develop a countywide vision, policy framework and program goals, and evaluation criteria to guide future shuttle investment. A second stakeholder workshop, held on February 24, 2026, presented these draft components and obtained feedback to confirm the program direction.

3. Program Needs Assessment: Analyze future demand, demographic trends, land use patterns, and service gaps in the County to identify needs. This step will also engage jurisdictions to identify priorities and nominate shuttle routes for consideration.

4. Financial Analysis and Future Scenario Planning: This step will assess projected Measure A shuttle funding against anticipated operating costs to develop cost ranges and program capacity scenarios based on different options for funding. Multiple funding and service scenarios will be prepared and evaluated. A third workshop will be held after this step, to present the potential financial options to stakeholders and evaluate trade-offs and constraints.

5. Preferred Program Alternative: Based on stakeholder and Board direction, a recommended program structure and service plan (and associated funding approach) will be developed, including implications for partnerships, governance, and service delivery. A final workshop will be held to confirm the preferred alternative prior to finalization.

The Strategy is being developed in coordination with both a Technical Working Group comprised of program partners, and a Stakeholder Working Group, comprised of one technical representative and one executive representative from each participating jurisdiction in San Mateo County. Workshops with both groups are designed to ensure continuous engagement, transparency, and consensus-building throughout the process. Participation by local jurisdictions will be required to receive Measure A Shuttle Program funding as part of this effort.

TA is also offering targeted shuttle technical assistance for up to three jurisdictions to analyze local mobility gaps and develop new shuttle concepts. San Mateo County, Daly City, and Millbrae expressed interest in this optional task, and are working with the consultant team to conduct local assessment of demographics, land use, and key trip generators to create conceptual shuttle route options for each jurisdiction. Each jurisdiction will select one preferred route to be considered for inclusion in the funding program.

Staff will present an update of the work to date for the Board's feedback via a PowerPoint presentation. A follow-up presentation will be scheduled for this fall.

Budget Impact
There is no budget impact associated with this item.

Background
The Peninsula Shuttle Program provides first and last-mile connections between Caltrain stations, jobs, and key destinations throughout San Mateo County. The shuttles link to a diverse range of destinations including regional transit stations, essential services, educational institutions, healthcare facilities, business districts, industrial areas, residential communities, and recreational spaces across multiple cities and neighborhoods.

The program is primarily funded by the San Mateo County Transportation Authority's Measure A tax funds, with supplemental funding from the City/County Association of Governments of San Mateo County's Congestion Relief Program. There are required local match contributions from participating cities, agencies, or business consortiums. The Peninsula Shuttle Program is administered by Commute.org, SamTrans and local jurisdictions.

Prepared By:	Sue-Ellen Atkinson, AICP	Manager, Planning and Fund Management	650-508-6211

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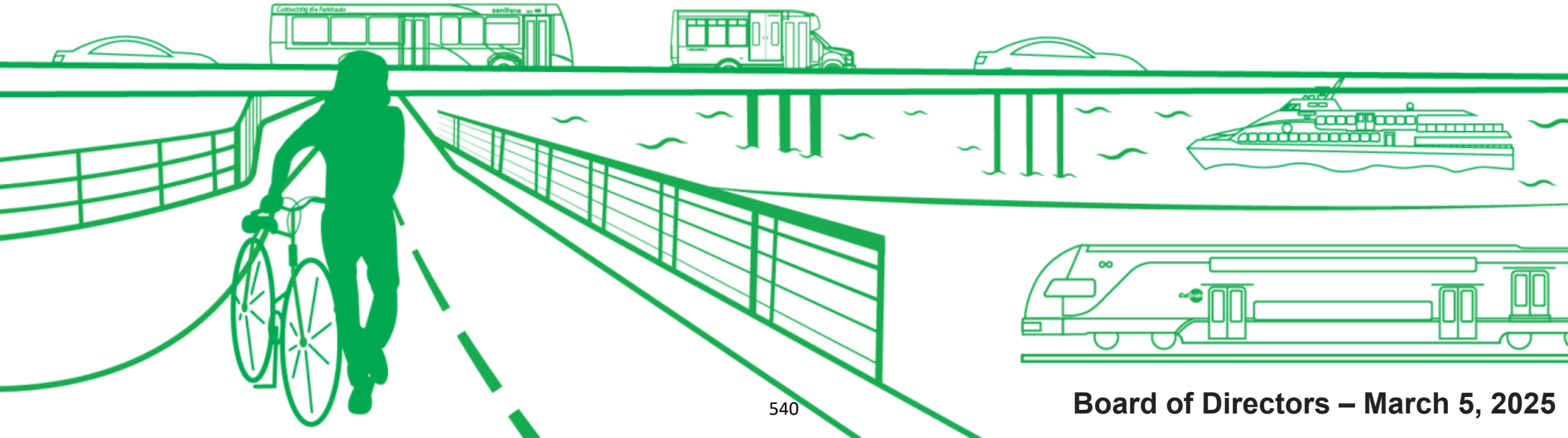
Transportation Authority

Peninsula Shuttle Program Optimization & Funding Strategy



Board of Directors – March 5, 2025

Agenda

- Background and Purpose
- Peninsula Shuttle Program Overview
- Existing Program Performance
- Future Program Challenges
- Program Vision and Goals
- Next Steps

Background and Purpose

Study Context

- Current Challenges – Post-Covid ridership decline, funding uncertainty, & operations contract increase

Study Purpose

- Develop common understanding of shuttle services & performance
- Engage stakeholders across all study elements
- Develop service redesign & funding strategy for the next 7 years of service

Study Outcomes

- Funding decisions to support the next seven years of the program

Strategy Process

Working Group

- Purpose: Preview materials for Workshop
- Meeting frequency: At four key milestones in the strategy

Stakeholder Workshops

- Purpose: Review findings and building consensus
- Meeting frequency: At four key milestones during strategy development process

Strategy Schedule

December 2025
Existing Conditions

February 2026
Program Vision and Goals

April/May 2026
Program Needs
Financial Analysis

July 2026
Fiscal Scenario and Route Evaluation

September 2026
Board Direction for Financial Scenarios

December 2026
Final Strategy Adoption

Peninsula Shuttle Program Overview

Peninsula Shuttle Program Overview

MEASURE A FUNDING	• Passed in 2004 • Allocates 4% of funds to the Program
PROGRAM GOALS	• Connectivity • Equity • Ridership
2026-27 FUNDING	• $13.6 million (Measure A) • 23 routes

Shuttle Overview

23 routes

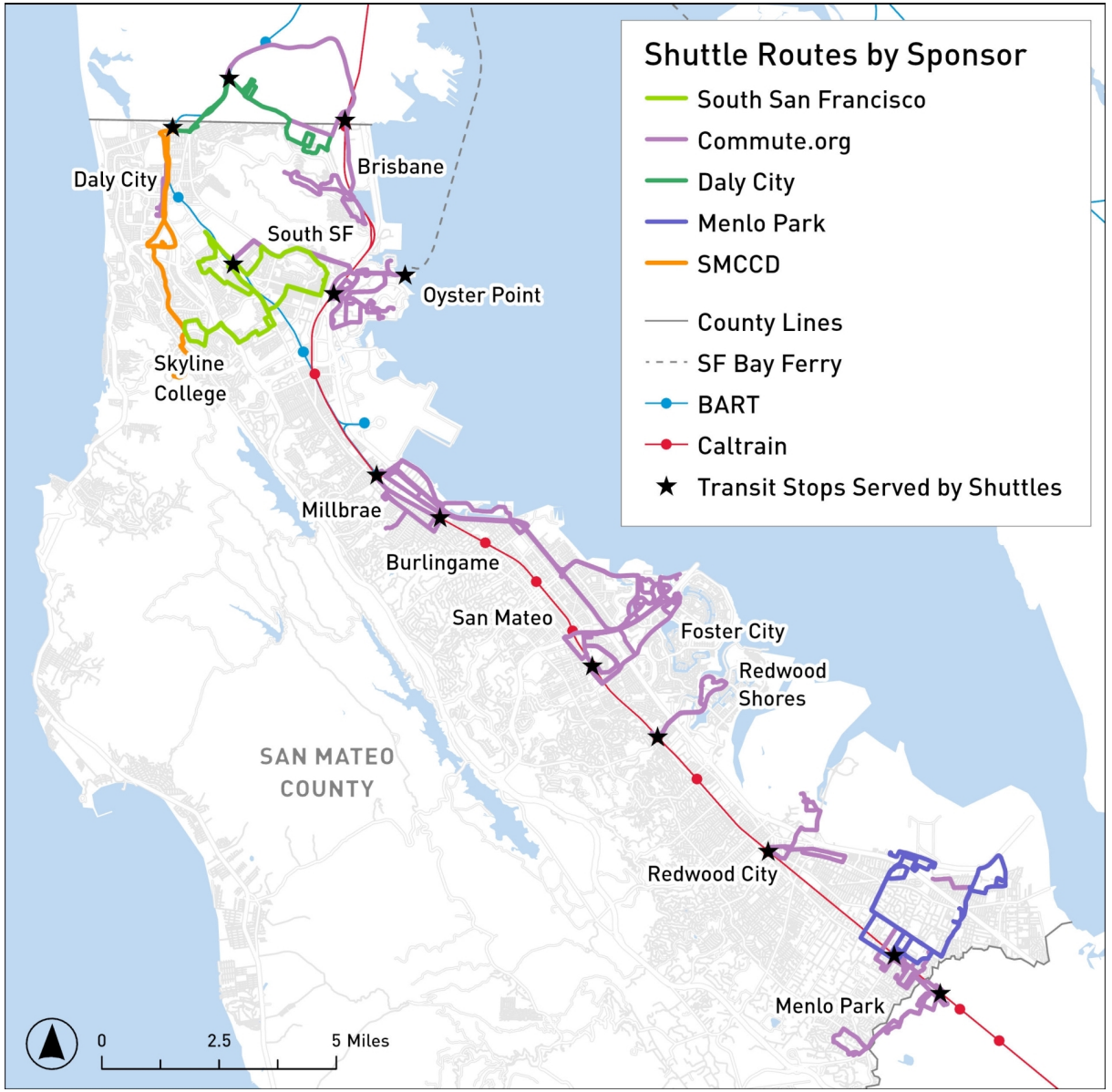
- 19 Commuter Shuttles
- 4 Community Shuttles

5 Sponsors

- 17 - Commute.org
- 2 - South San Francisco
- 2 - Menlo Park
- 1 - San Mateo County Community College District
- 1 - Daly City

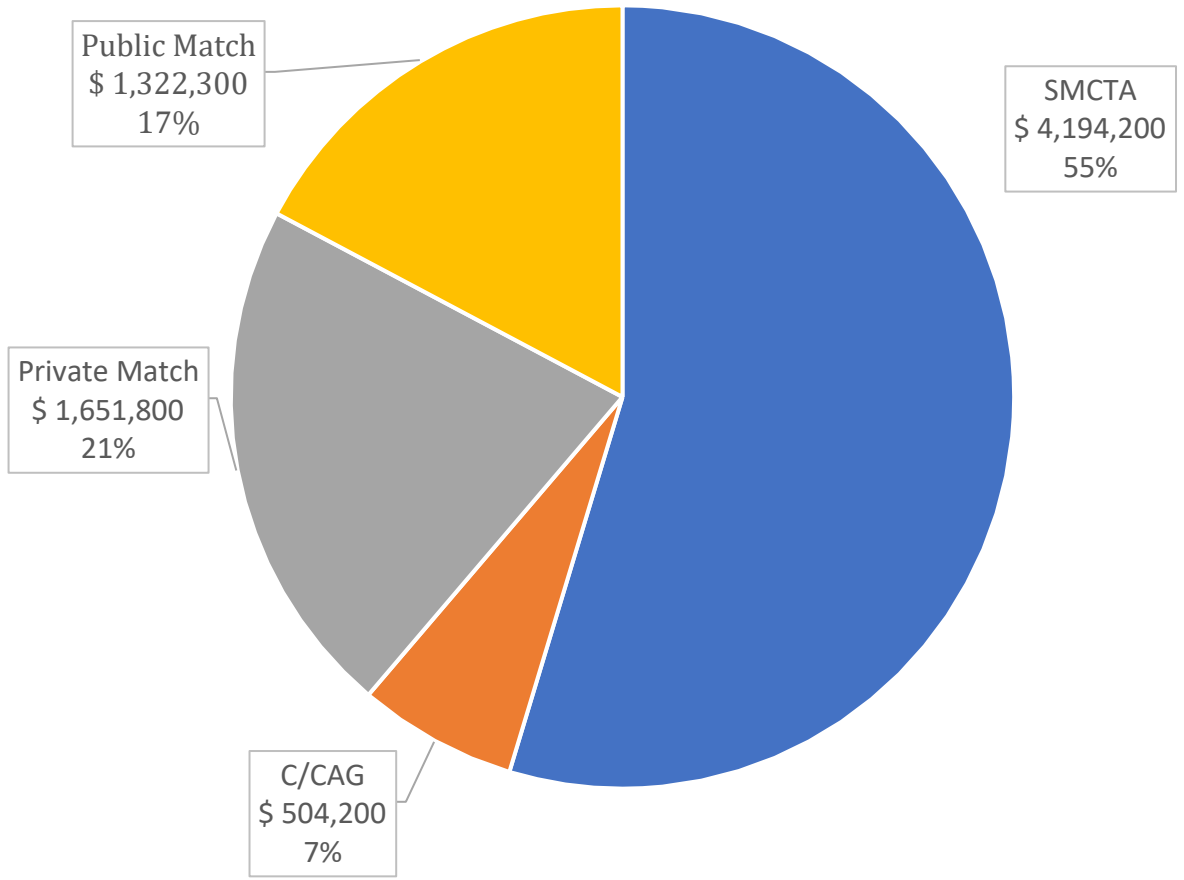
9+ Cities

- South San Francisco
- Menlo Park
- Burlingame
- San Mateo
- Foster City
- Brisbane
- Daly City
- Redwood City
- Millbrae

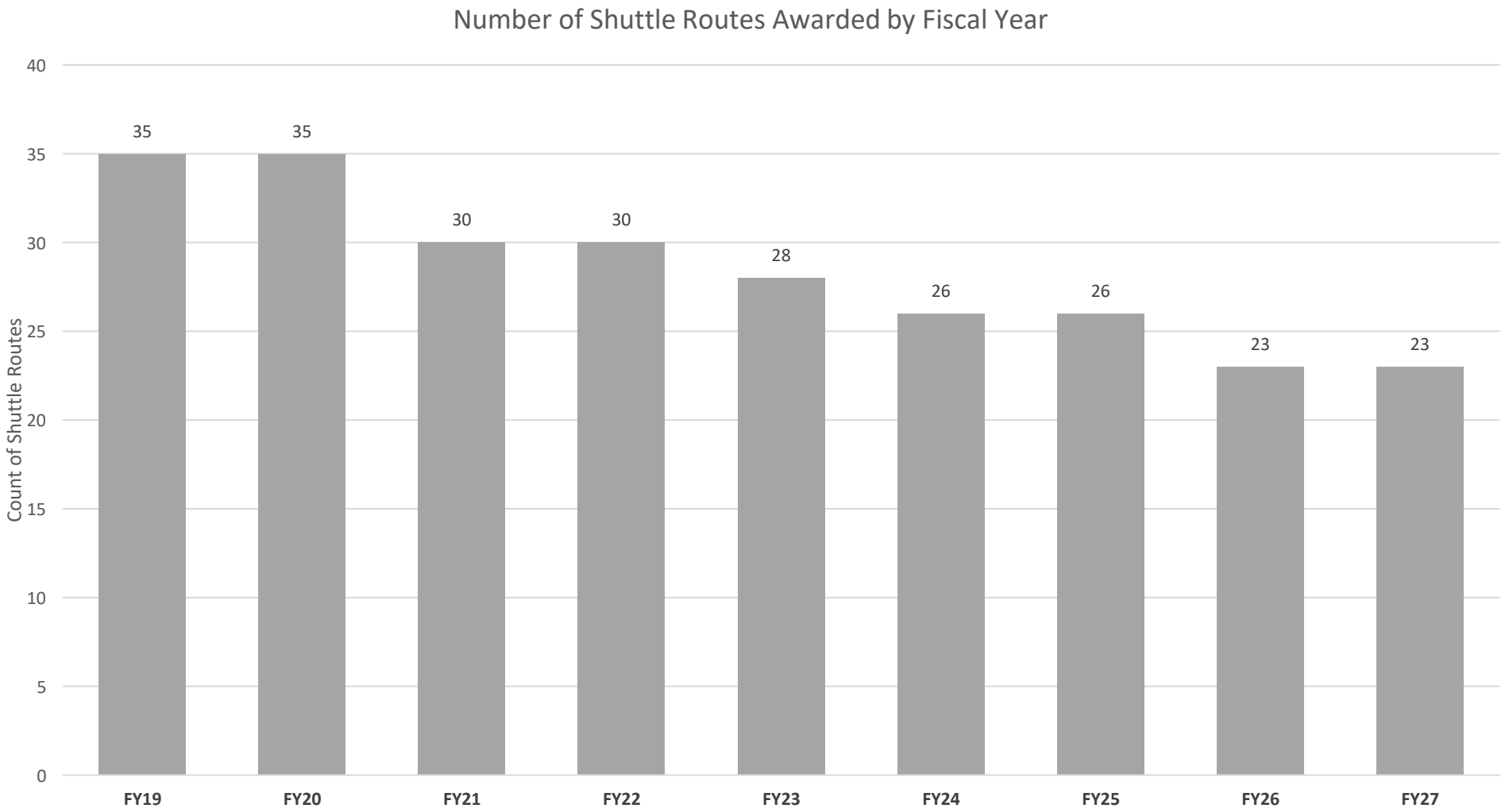


Peninsula Shuttle Program Funding

Average Annual Funding Distribution
FY16-FY25 Budgets

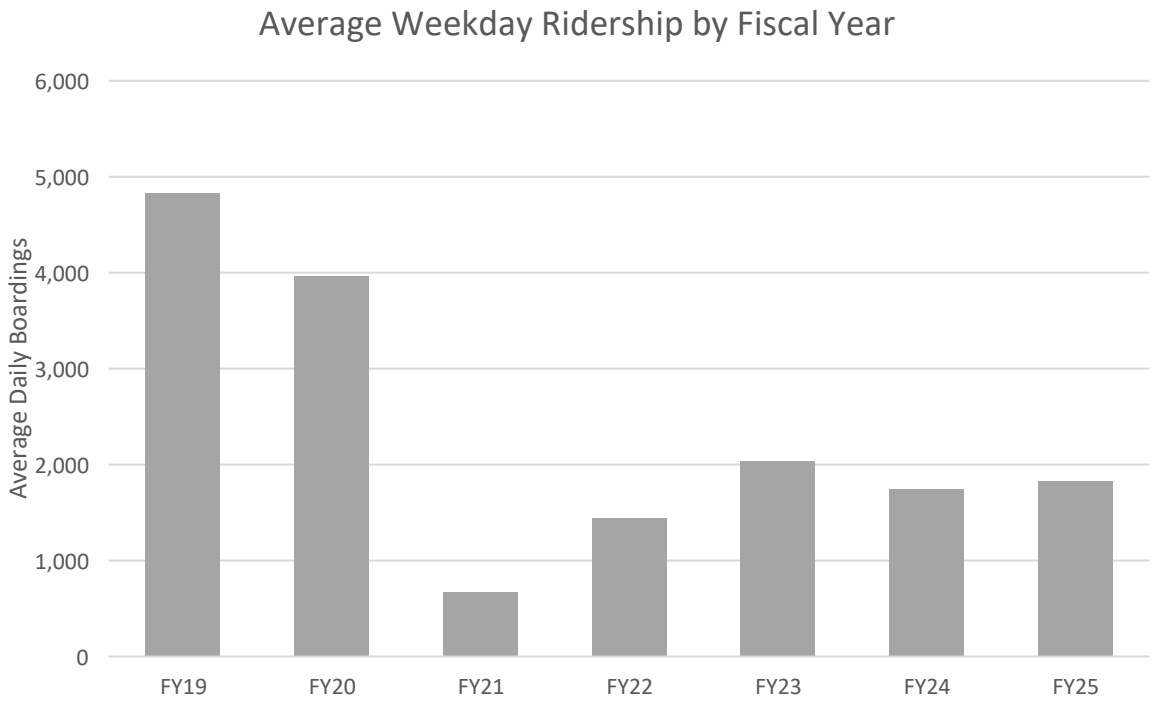


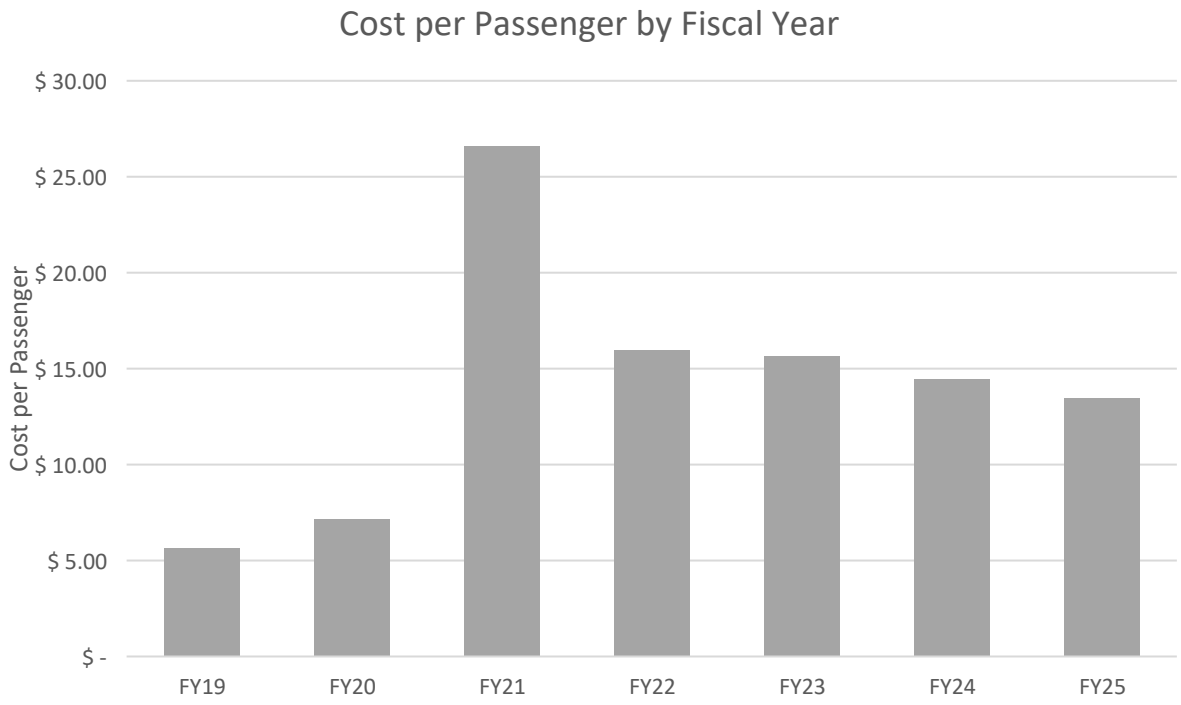
Routes Funded



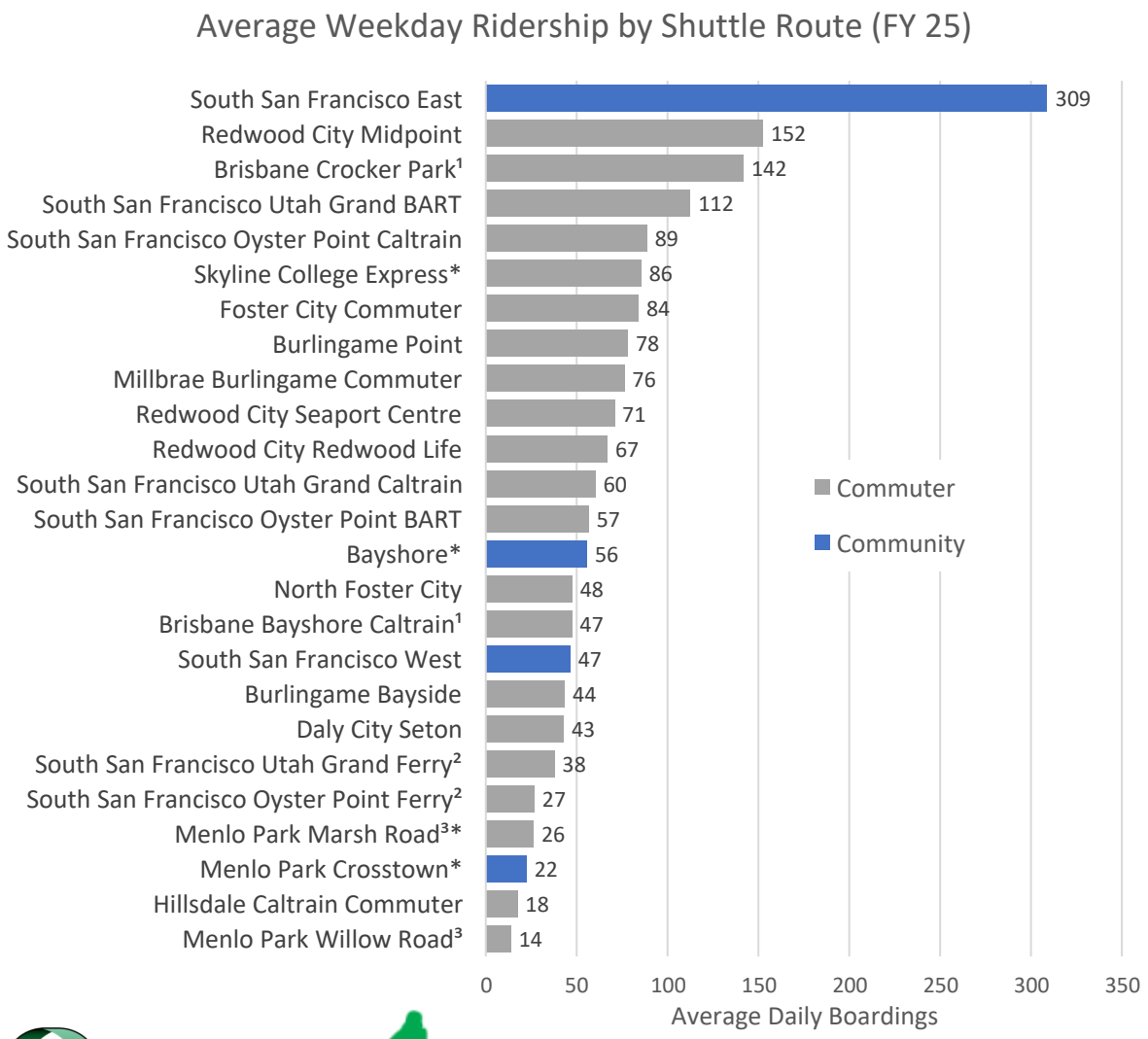
Peninsula Shuttle Program Current Performance

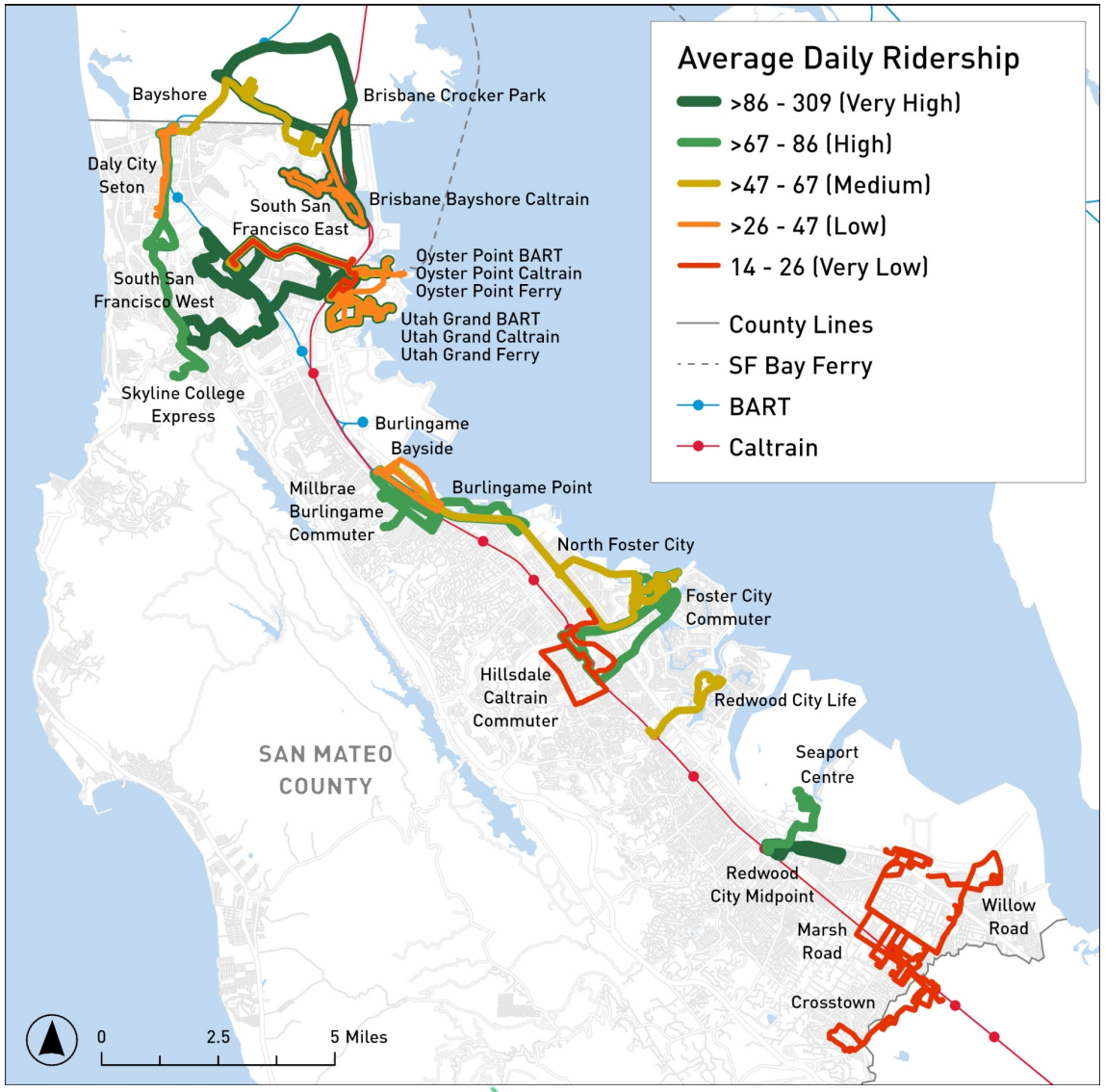
Shuttle Program Performance



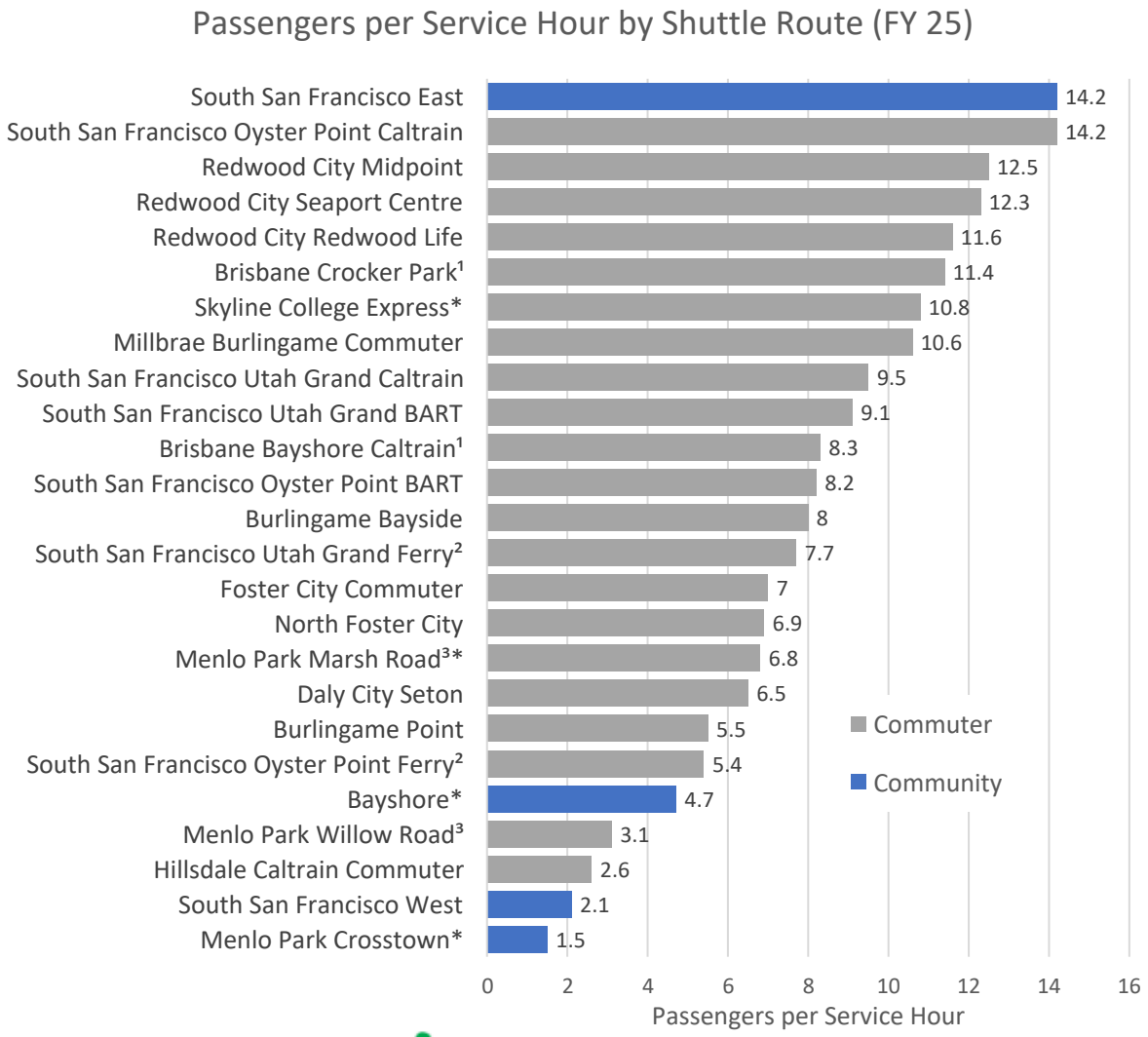


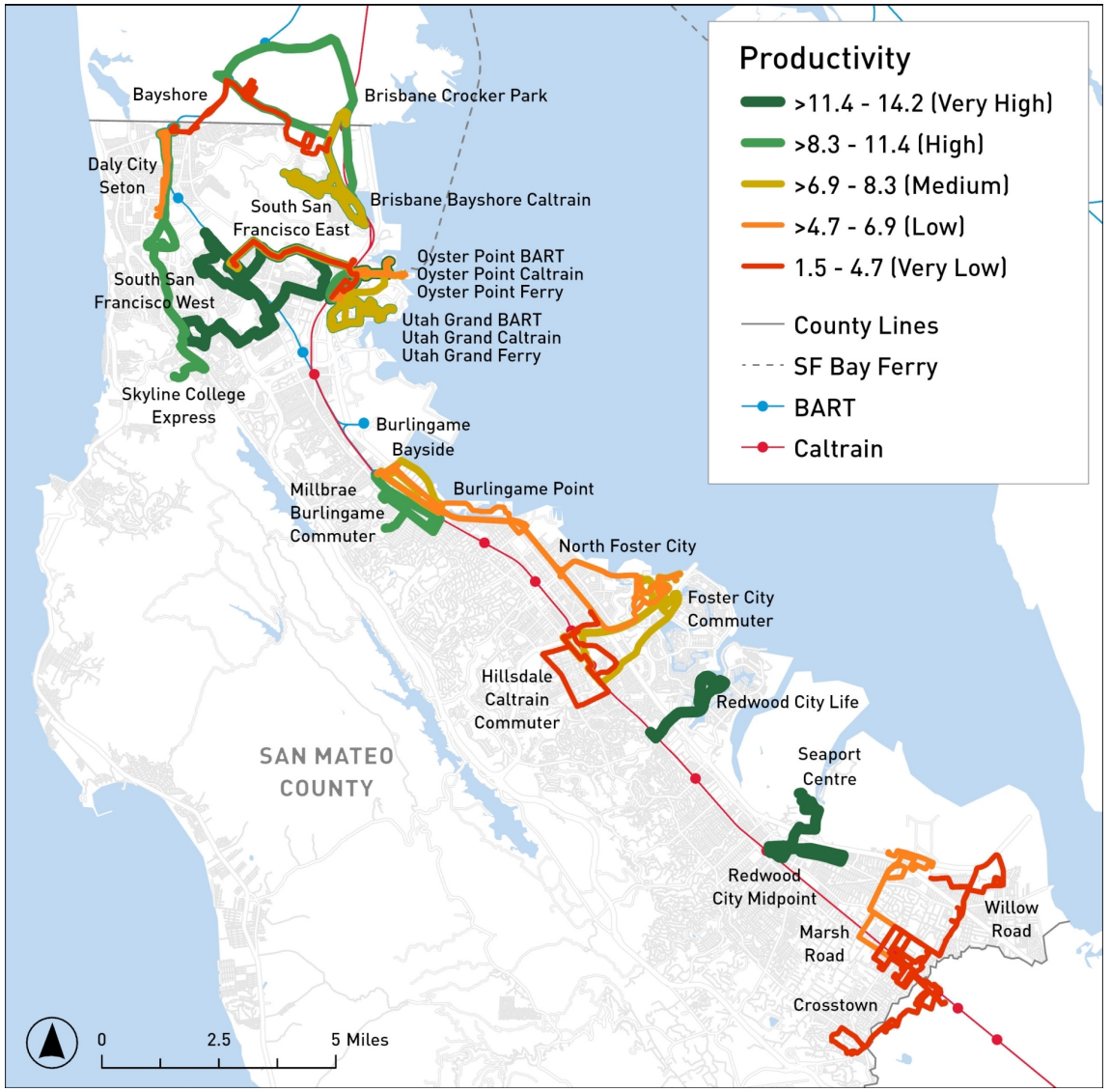
Average Weekday Ridership



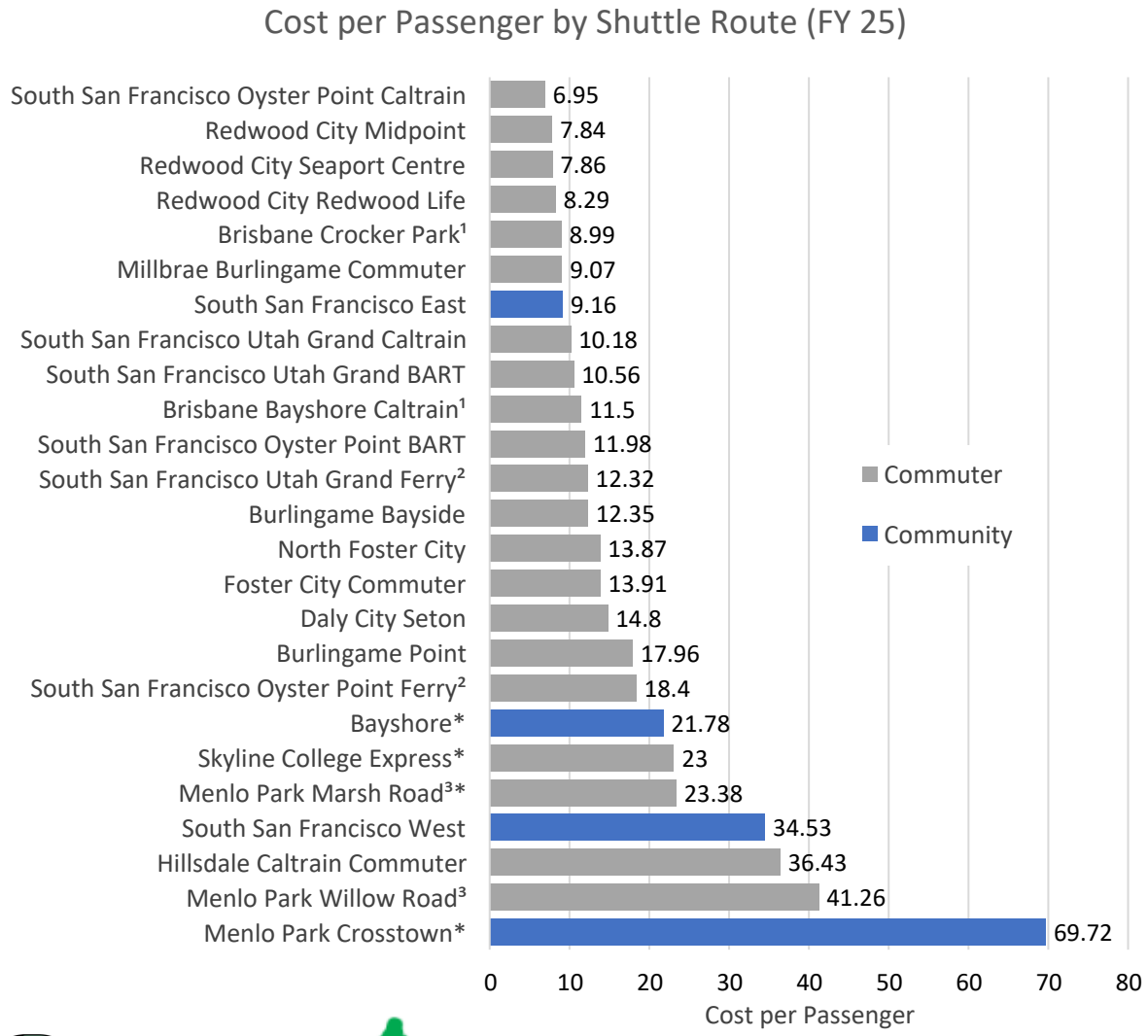


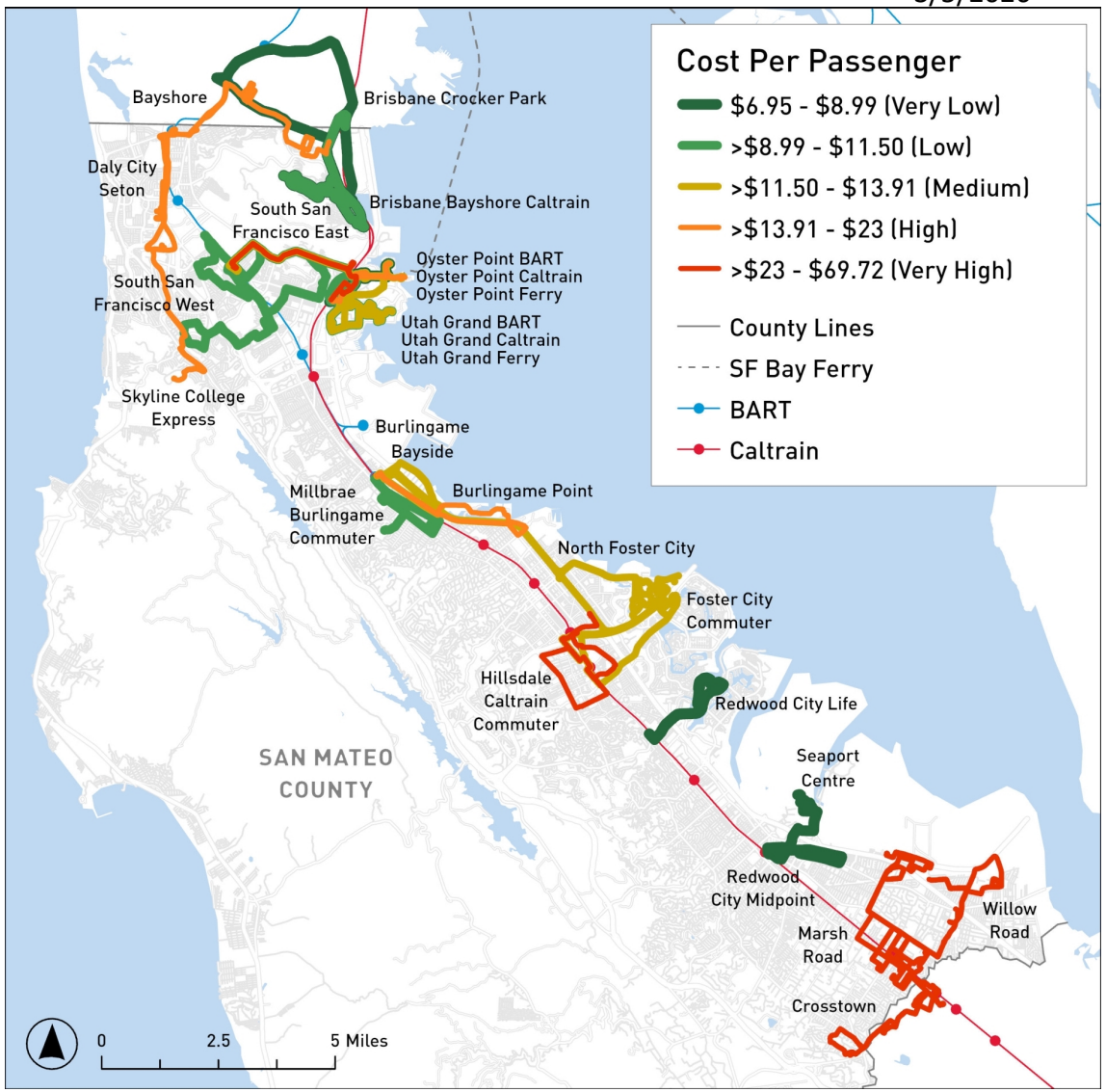
Passengers Per Hour





Cost Per Passenger





Shuttle Program Performance Summary

Highest Performing Shuttles (FY 25)

- Brisbane Crocker Park
- Redwood City Midpoint
- Redwood City Redwood Life
- Redwood City Seaport Centre
- South San Francisco Oyster Point Caltrain
- South San Francisco East

Lowest Performing Shuttles (FY 25)

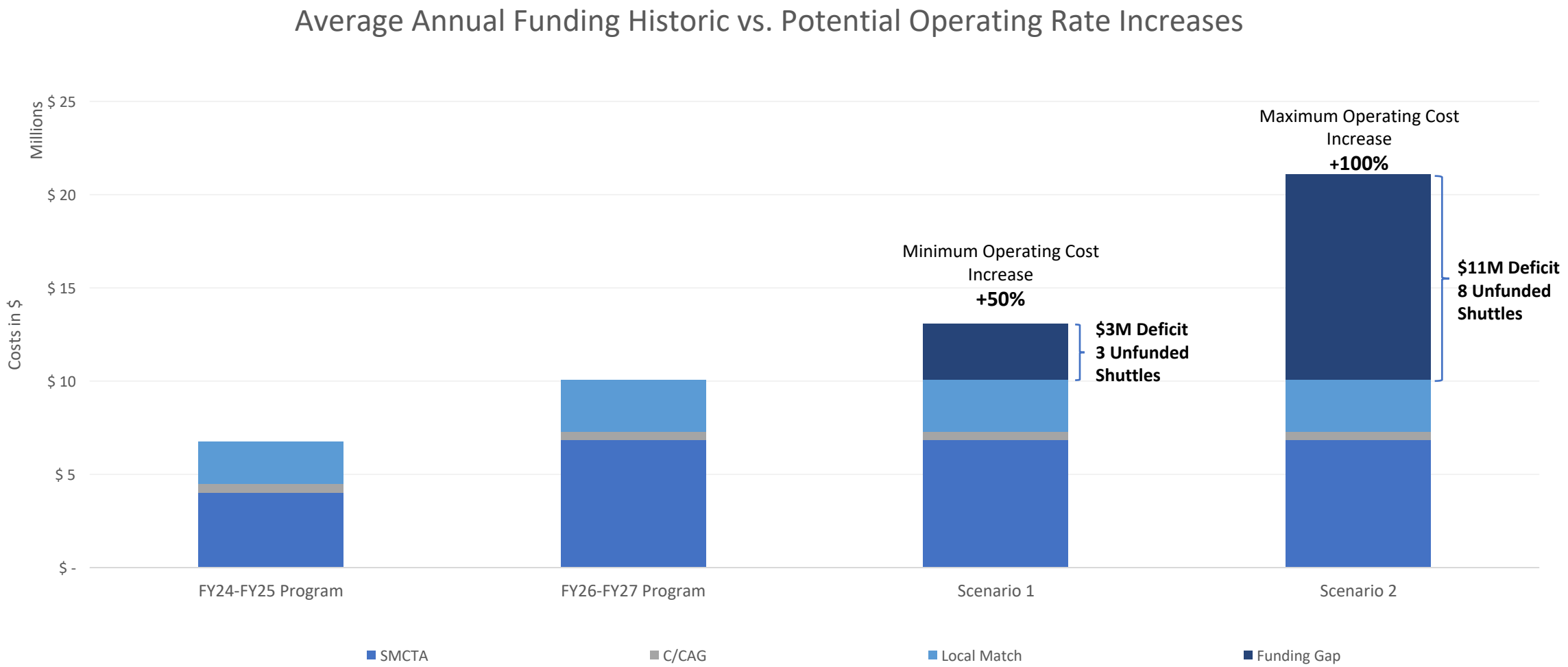
- Hillsdale Caltrain Commuter
- Menlo Park Marsh Road
- Menlo Park Crosstown
- Menlo Park Willow Road
- South San Francisco West

Future Program Challenges

Future Program Challenges

- Shuttle operating costs are set to drastically increase
- SMCTA and C/CAG funding is currently fixed
- SamTrans master shuttle contract requires a multiyear commitment
- SMCTA and other funding partners cannot fill the funding deficit to maintain current shuttle service in future years
- This will be a collaborative effort to address program priorities and identify funding opportunities

Program Challenges



Workshop 1 Summary

Can we restructure the agreement?	• Our understanding is the master operating agreement term and structure is fixed, but can evaluate further.
Will increasing ridership help reduce costs?	• Ridership is important but does not change operating costs.
Can we change TDM policies to support shuttles?	• The C/CAG TDM policy currently includes shuttles as a required measure for large non-residential projects. For other types of projects, it is an optional measure.
Should shuttles remain free?	• This is a policy area that can be discussed during this Strategy.
Employer contributions could be higher	• Amount required for matching funds will be explored at the next workshop.
Could autonomous shuttles be an opportunity?	• This strategy may identify routes that cannot be funded or that would be better served by AV shuttles, and will later be explored in the upcoming AV Shuttle Study.

Optional Task – Targeted Shuttle Technical Assistance

- Working with Daly City, Millbrae, and San Mateo County
- Development of up to three conceptual shuttle routes to identify preferred concept
- Participation does not guarantee funding or implementation
- Includes limited, targeted outreach
- Timeline:
  - Outreach: March - April 2026
  - Concept Identification: April 2026
  - Will be considered as a potential route as part of larger Strategy effort

Program Vision, Goals, and Policies

Vision and Goals Purpose

Why do we need a vision and goals?	They reflect shared values for the program among agencies, partners & decision makers
How were the draft vision & goals developed?	Recent work by program partners such as the SMCTA Strategic Plan help to develop the vision and goals for the program
How do the goals influence what shuttle routes are funded?	Evaluation criteria for each goal will be developed to assess proposed routes and help to score routes

Draft Program Vision Statement

The Peninsula Shuttle Program promotes equitable, convenient local mobility by providing critical first/last mile connections to key destinations, employment centers, and the regional transit network.

Draft Program Goals

Local Mobility Options	• Improve local mobility options for residents and support first/last mile connections to key community destinations
Regional Transit Connections	• Improve regional mobility options for commuters by supporting first/last mile connections between employment centers and regional transit hubs
Ridership	• Operate cost-effective service with sustained ridership that aligns with demand and funding
Equitable Access	• Provide mobility services to advance equity and reduce access barriers for transit-reliant populations
Transportation Network Coverage	• Provide mobility service to fill operational gaps in the regional transportation network

Key Program Policies

- Strategy will be the Call for Projects for the shuttle program
- Strategy will evaluate and identify routes that can be funded for a 7-year program term
- Program will be re-evaluated at the cycle's midpoint to consider changes
- A minimum local match will be required for each route

Workshop Feedback – Vision and Goals

Local Mobility Options	• Geography and topography should be considered • First/last mile may be longer.
Regional Transit Connections	• Strong goal – solution for congestion management • Consider including housing • Focus on improving job access
Ridership	• Tension between filling gaps in service and focusing on ridership
Equitable Access	• Topography could be a barrier to access • Look to how shuttles can integrate with other mobility options to fill gaps
Transportation Network Coverage	• Be clear on types of gaps – could be temporal, physical, operational • Focus on connecting communities that are not adjacent to regional transit

Workshop Feedback – Goals Ranking

- Regional Transit Connections (68)
- Local Mobility Options (63)
- Equitable Access (47)
- Ridership (38)
- Transportation Network Coverage (31)

Workshop Feedback – Program Policies

Program Term

- 7 year horizon is challenging to consider because of annually approved budgets and Councilmember changes
- Request for additional SMCTA funding if cities cannot provide a 7-year commitment
- Consideration for economic downturns in requiring funding commitments

Mid-Cycle Evaluation

- How is the funding commitment impacted if changes are required?
- Suggestion to evaluate more frequently (e.g., every 2 years)
- Conduct a more holistic evaluation of how transportation network is serving the County (shuttles and other service providers)

Miscellaneous

- Consideration for paid shuttles to offset costs
- Consider on-demand options in addition to fixed routes

Next Steps

Next Steps

- **Create evaluation framework:** Use goals to develop evaluation criteria to support assessment in the next phase.
- **Identify shuttle needs**: Analyze demographics, travel patterns, and routes to review key gaps and high-demand areas.
- **Develop concepts**: Compare shuttle needs with SamTrans service and existing routes.
- **Build funding scenarios**: Forecast shuttle revenues, estimate operating costs, and model feasible service options within financial limits.
- **Board Direction:** Anticipate presented funding scenarios in September 2026.

Thank you!

Contact

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Project Updates: US 101 Managed Lanes North of Interstate 380 and US 101/State Route 92 Direct Connector**

Action

No action is required. This item is being presented to the Board of Directors (Board) for information only.

Significance

The San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG), in cooperation with California State Department of Transportation (Caltrans), are exploring two managed lanes projects in San Mateo County: US 101 Managed Lanes North of Interstate 380 and US 101/State Route 92 Direct Connector. As previously reported to the Board in Spring 2025, both projects are currently in the Project Approval & Environmental Document (PA&ED) phase. Staff continues to work with Caltrans to finalize the environmental documents, and multiple alternatives are being evaluated for both projects, including "No Build" options. These environmental documents will help inform future Board discussions on the appropriate next steps for each project, including whether to fund future project phases.

Additional information will be provided via a PowerPoint Presentation.

Budget Impact

There is no budget impact associated with this item.

Background

Managed Lanes North of I380

The project is located within the cities of South San Francisco and Brisbane, and the project partners are examining the potential to construct approximately seven miles of managed lanes in the northbound direction and approximately six miles of managed lanes in the southbound direction. While the TA initially expected the PA&ED phase to be complete in November 2024, the complexity of traffic modeling/forecasting, evolving state requirements related to Vehicle Miles Traveled (VMT) calculations, and VMT mitigation requirements have significantly prolonged the schedule. Currently, the PA&ED phase is anticipated to be complete by Summer 2027.

US 101/State Route (SR) 92 Direct Connector

Improvements to the US 101/SR 92 interchange were prioritized by San Mateo County voters as part of the 1988 Measure A Transportation Expenditure Plan (TEP) and as a "Key Congested Area" in the 2004 Measure A TEP. In 2018, voters throughout the Bay Area continued to prioritize the interchange with the passage of Regional Measure 3 (RM3), dedicating $50 million from bridge toll bridge revenue to fund projects within the US 101/SR 92 interchange.

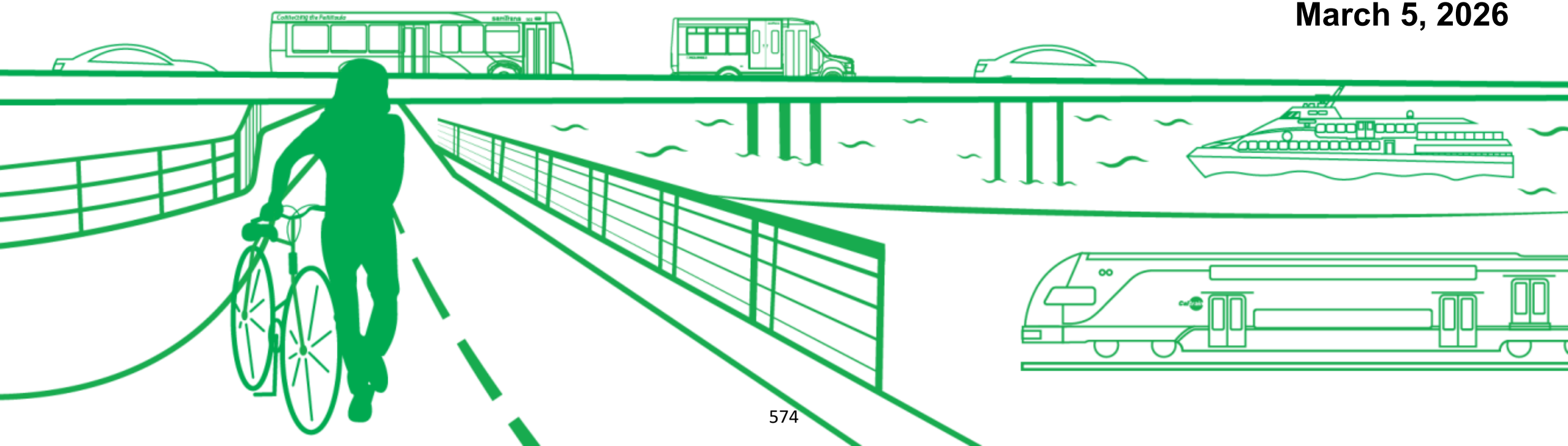
In 2016, TA and C/CAG conducted a Preliminary Planning Study (PPS) with the cities of San Mateo and Foster City to evaluate alternatives to address the congestion and safety concerns for the interchange. The PPS recommendations included both short-term and long-term alternatives. The short-term, "Area Improvements" focus on modifications with relatively low implementation costs and construction of these improvements began in April 2025, with expected completion in May 2028. The long-term improvements are advancing separately as the Direct Connector project that is currently in the PA&ED phase, which is anticipated to be complete by Summer 2028.

Prepared By:	Carolyn Mamaradlo	Senior Project Manager	650-622-7897
	Vamsi Tabjulu	Project Manager	650-508-7773

SAN MATEO COUNTY
Transportation Authority

US 101/SR 92 Direct Connector and US 101 Managed Lanes North of I-380 Project Updates

TA Board of Directors
March 5, 2026



Purpose

Provide program updates for the two proposed managed lane projects currently under environmental review:

- US 101/State Route 92 Direct Connector Project
- US 101 Managed Lanes North of I-380 Project

US 101/SR 92
Direct Connector Project

Agenda

- Project Overview
- Project Status
- Ongoing Public Outreach
- Other 101/92 Interchange Projects
  - Short-Term Area Improvements
  - 19th Ave/Fashion Island Boulevard Multimodal Improvements
- Next Steps

Direct Connector Project Overview

Provides a dedicated, managed lane connection between SR 92 and 101 Express Lanes to:

- Improve travel time reliability
- Encourage carpooling and transit use
- Provide drivers an option to avoid the stop-and-go merging

101/92 interchange improvements in 1988 Measure A, 2004 Measure A, and 2018 Regional Measure 3

2016 Preliminary Planning Study

- Caltrans, San Mateo, and Foster City involvement
- Recommendations:
  - (1) Near-term Area Improvements
  - (2) Longer-term Direct Connector

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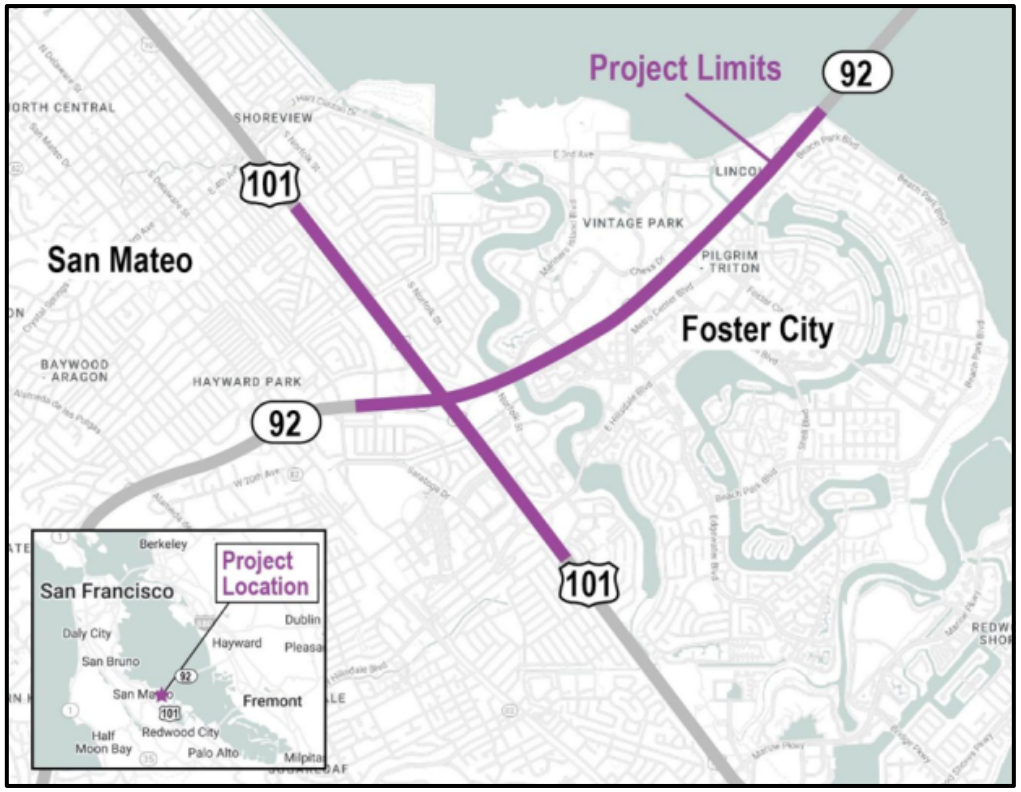
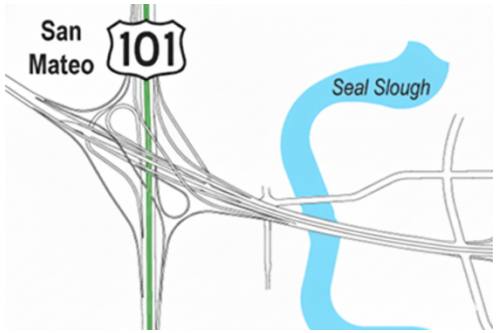
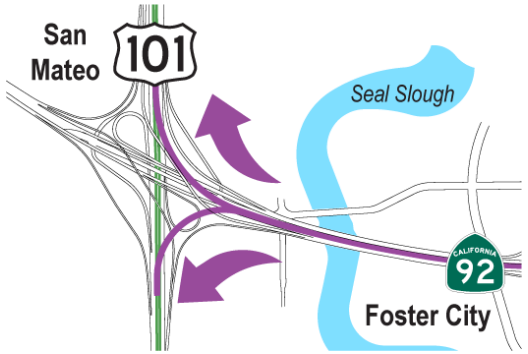
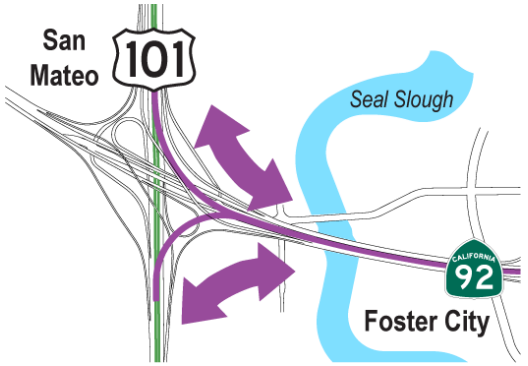


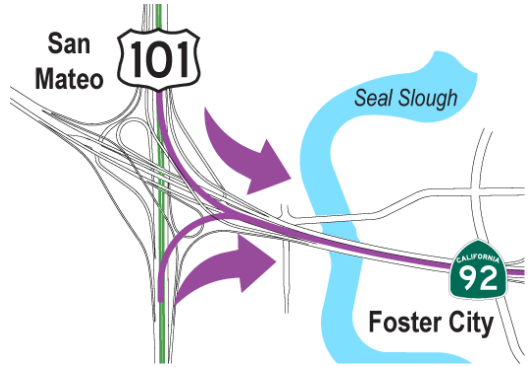
Owner + Environmental Lead	Caltrans
Project Sponsors	SMCTA & C/CAG

Alternatives Under Evaluation



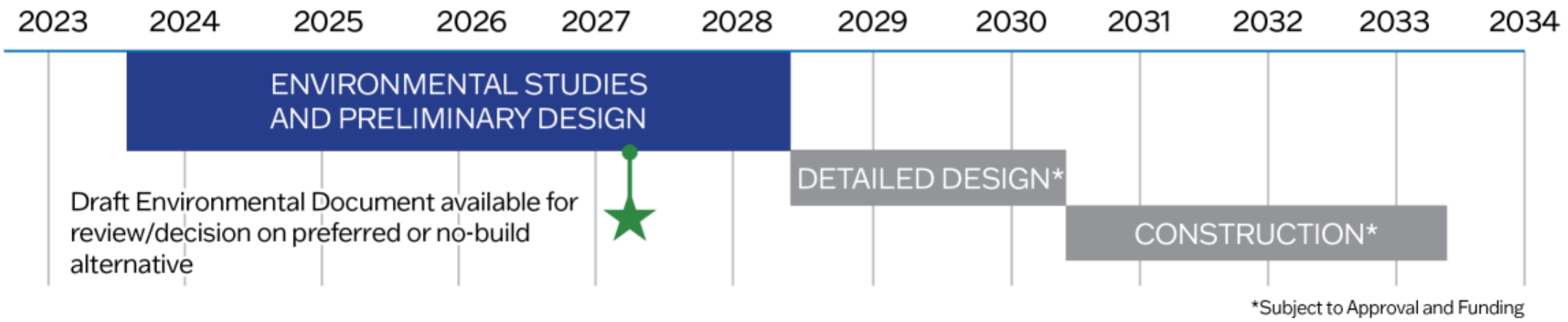






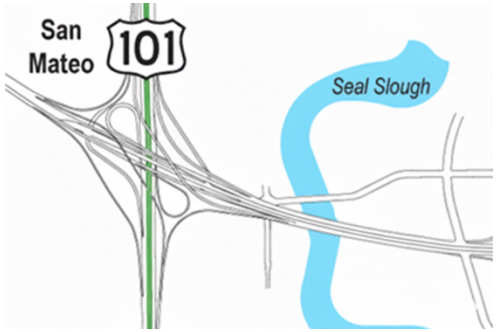
No Build Alternative:	**Build Alternative 1:**	**Build Alternative 2:**	**Build Alternative 3:**
No changes to the interchange	Westbound SR 92 to 101 Express Lanes	Reversible lane between 92 and 101 Express Lanes	Eastbound from the 101 Express Lanes to SR 92

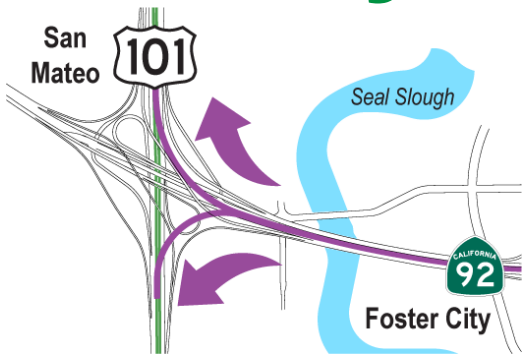
Current Schedule

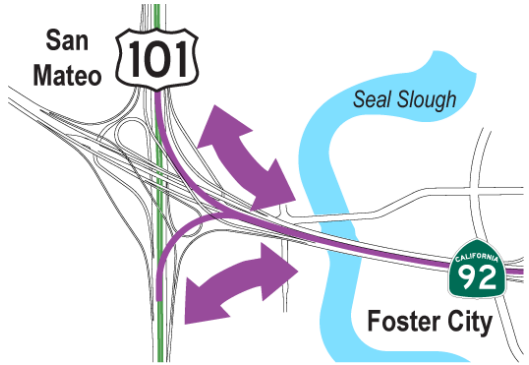


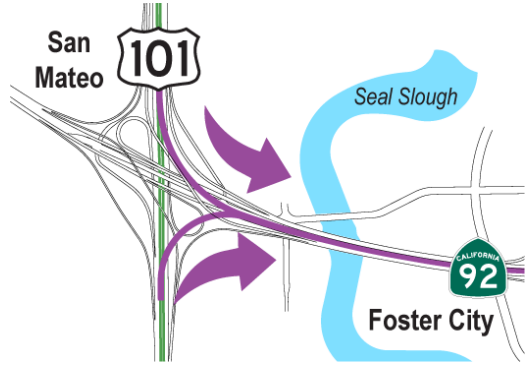
- Public circulation of Draft Environmental Document in Spring 2027
- Additional technical work to ensure no property impacts
- Coordination with Caltrans

Draft Right of Way Assessment Summary









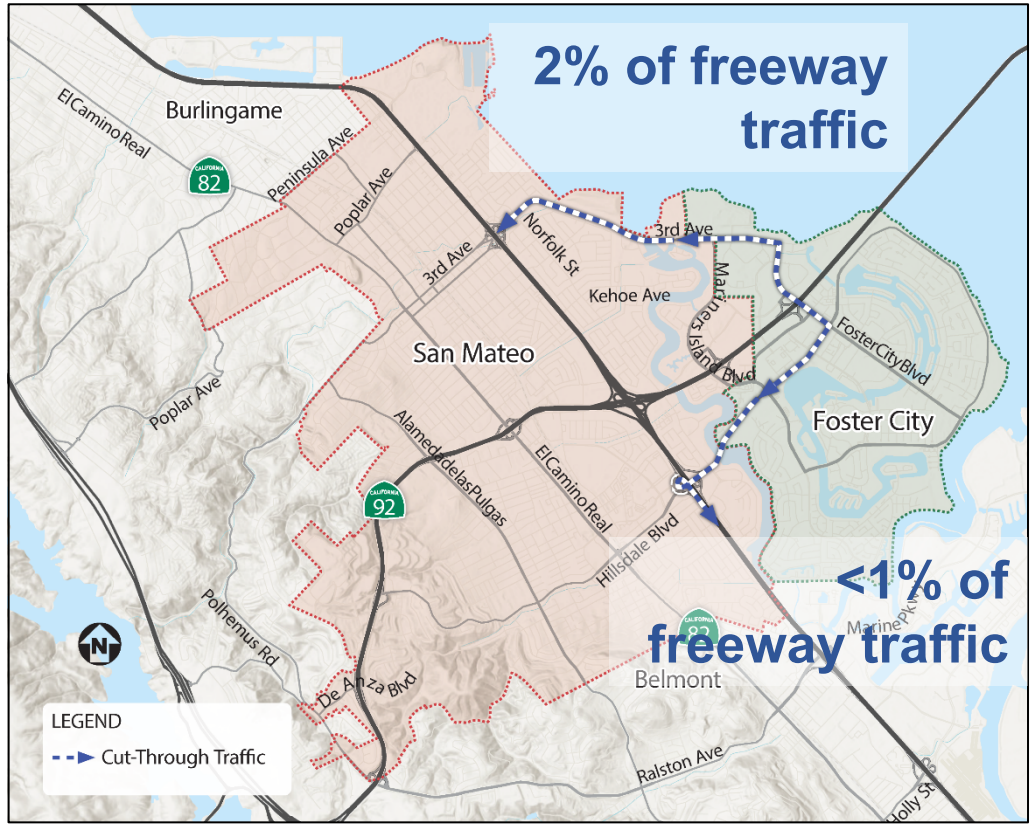
No Build Alternative: No changes to the interchange	**Build Alternative 1:** Westbound SR 92 to 101 Express Lanes	**Build Alternative 2:** Reversible lane between 92 and 101 Express Lanes	**Build Alternative 3:** Eastbound from the 101 Express Lanes to SR 92
• 0 properties	• 0 houses • 0 parks • Portions of existing utility easement, the area between property owner rear fences and the freeway sound wall • Portions of two residential yards along Norton Street (cumulatively ~320 sf)		• 0 properties

Subject to Change Pending:

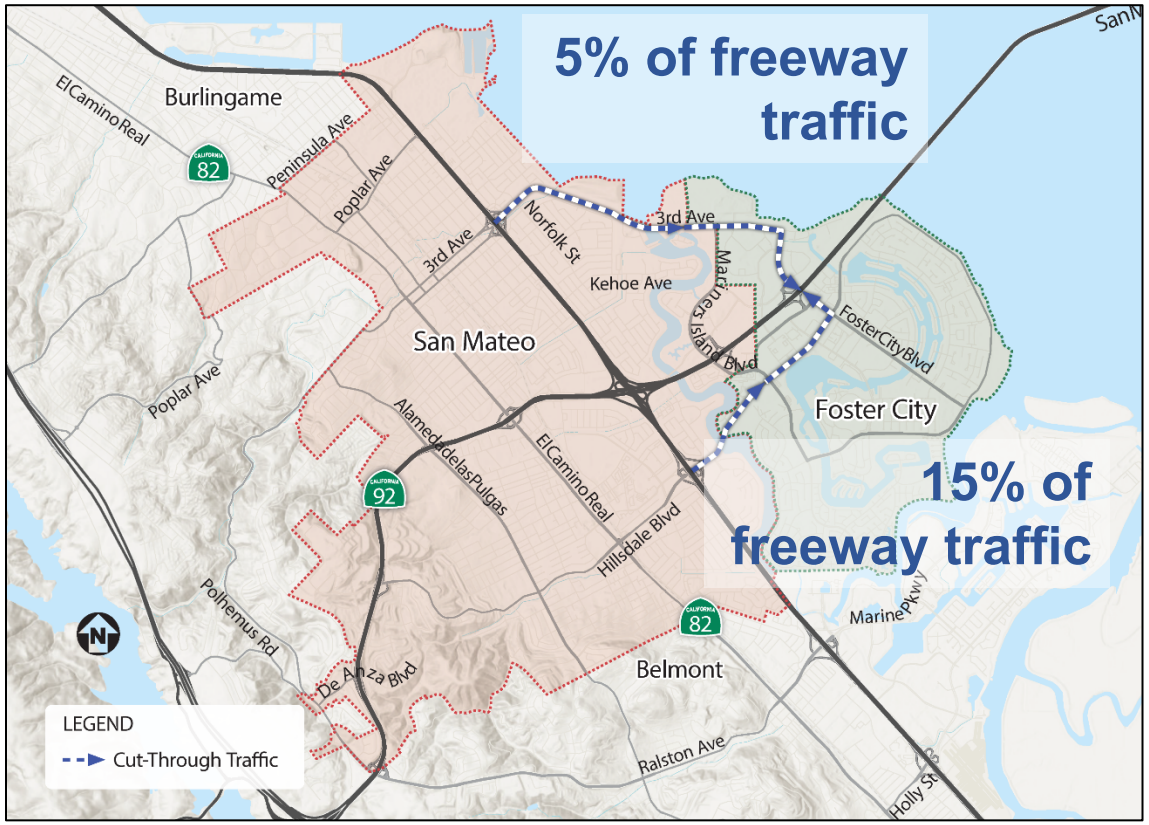
- *Utility Design*
- *Caltrans Safety Assessment & Design Exception Approval*
- *Noise Impact Analysis & Soundwall Needs*

Current Cut-through Traffic

Morning Peak Hour



Evening Peak Hour



Ongoing Public Participation Activities

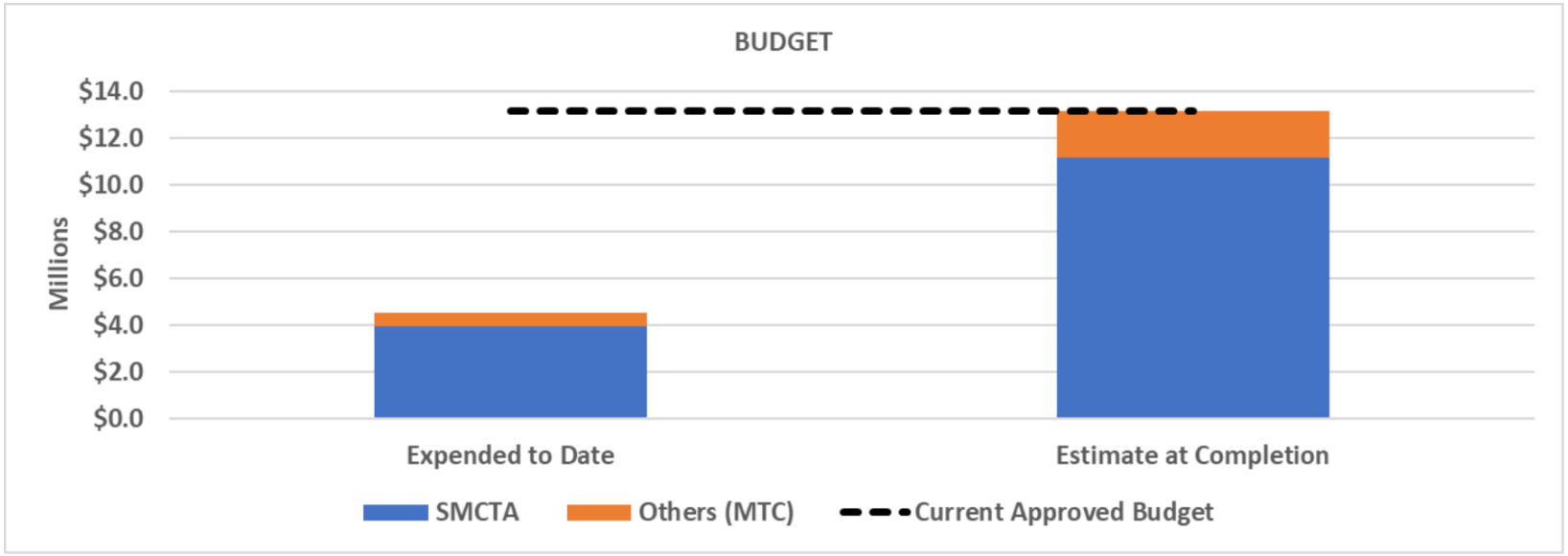
Office Hours at Apple Fritter

Neighborhood Meet & Greet at Washington Park

- Neighborhood Meet & Greets (May and July 2025)
- Quarterly Project e-Newsletter (500+ subscribers)
- Monthly Office Hours
- Social Media
- City Council Briefings
- Podcast
- Upcoming:
  - Business Stakeholder Presentations
  - Transit Agencies & Shuttle Operators

Funding Status

- Phase Budget: $13.2 M
  - Measure A $11.2 M
  - Regional Measure 3 $2 M
- Expended to Date (as of 12/31/25): $4.6M (35%)



Source: FY 2026 Q2 Quarterly Status Report

Short-Term Area Improvements Project

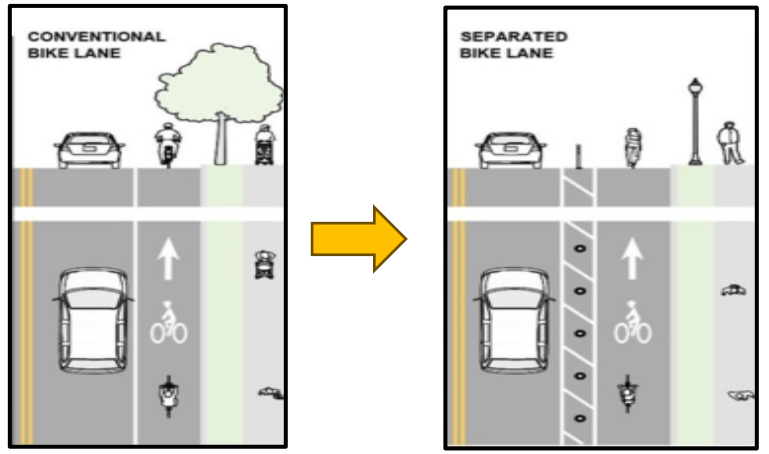
Groundbreaking: Summer 2025
Completion: Summer 2028

- Safety and operational improvements at four locations
- Project Partners: SMCTA, C/CAG, and Caltrans
- Completed Work:
  - Fashion Island Blvd off-ramp realignment
- Recent Activities:
  - Structural work at WB92 to SB 101 off-ramp
  - Hillsdale off-ramp modifications
- Construction Advisories & Social Media

Caltrans Project Webpage

19th Ave/Fashion Island Blvd Multimodal Improvements Project

- Targeted roadway and intersection improvements to support safer, more reliable and efficient travel for all users
- Project Partners: City of San Mateo and SMCTA
- Currently in the design phase
- Construction is scheduled for 2027 and is fully funded



Next Steps

- Continue environmental studies and engineering reports
- Continue community engagement activities
- Board update before the release of the Draft Environmental Document (anticipated early 2027)

Questions

US 101 Managed Lanes North of I-380

Agenda

- Project Overview
- Project Background
- Project Status
- Future Board Updates
- Next Steps

Project Overview

- Provide ~ 7 miles of managed lanes on US 101 from North of I-380 to San Mateo/ San Francisco County line
- Connect to 22-mile segment of express lanes between I-380 and San Mateo/ Santa Clara County line

Project Location Map

Project Background

- Project Study Report (PSR-PDS) Approved in October 2019
- Project Goals
  - Increase number of people moved in the corridor
  - Encourage carpooling + transit
  - Improve travel time savings and reliability for managed lane users
- Environmental and Preliminary Design (PA&ED) Began in December 2020
  - Studying three alternatives

Project Alternatives

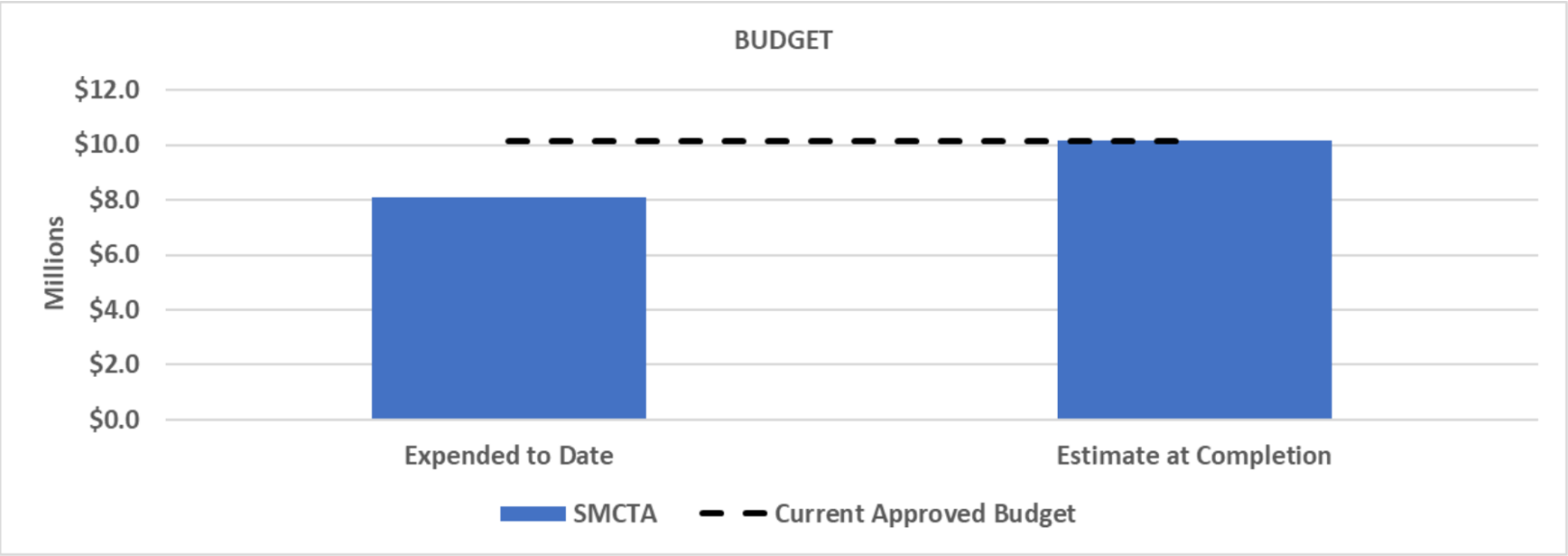
- **No Build**
  - Make no changes to the freeway
- **Alternative 1 “Lane Add”**
  - Adds a new managed (HOV 2+, HOV 3+, HOT) lane
- **Alternative 2 “Lane Convert”**
  - Converts an existing general-purpose lane into a managed (HOV 2+, HOV 3+, HOT) lane, with transition lanes

Project Status

- Most technical and environmental studies are complete
- Finalizing traffic analysis
  - VMT methodology and mitigation approach approved
  - Completion of traffic studies anticipated in May 2026
- Draft Environmental Document (ED) is planned for circulation for public comment in Winter 2026
- Final ED & Final Project Report in Summer 2027

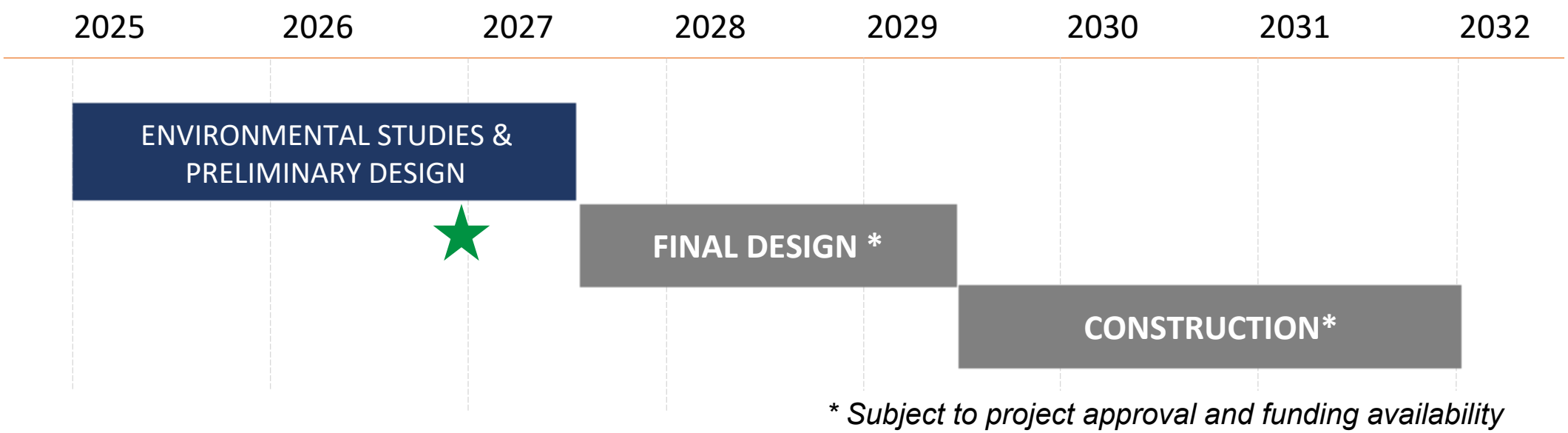
Funding Status

- Phase Budget: $10.15 M
- Expended to Date (as of 12/31/25): $8.1 M (80%)



Source: FY 2026 Q2 Quarterly Status Report

Current Schedule



** Subject to project approval and funding availability*

★ Public circulation of Draft Environmental Document planned in Winter 2026

Future Board Updates

November 2026	Before Draft EIR circulation	Provide an overview of the project and environmental process, details on public outreach, and important dates during document circulation
January 2027	*During public comment period*	Provide results of technical analysis and potential benefits and impacts; receive initial feedback from Board
April 2027	*After completion of the circulation period*	Provide summary of outreach and public comments received; seek Board feedback on preferred alternative
Fall 2027	*After Final EIR*	Receive Board direction on whether to continue into design phase

Next Steps

- Finalize technical and environmental studies
- Continue coordination with Caltrans, local jurisdictions
- Conduct public outreach
- Update Board (November 2026) before the release of the Draft Environmental Document

Questions

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: David Santoro, Chief Administrative Officer

Peter Skinner, Chief Officer, Transportation Authority

Subject: **Awarding Contracts to AECOM Technical Services, Inc.; HDR Engineering, Inc.; Kimley-Horn and Associates, Inc.; Mark Thomas & Company, Inc.; and William R. Gray and Company, dba Gray-Bowen-Scott, for On-Call General Engineering Consultant Services for an Aggregate Not-To-Exceed Amount of $70 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Additional $15 Million Each, for an Aggregate Not-To-Exceed Amount of $100 Million**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transportation Authority (TA):

1. Award on-call contracts to the firms listed below to provide On-Call General Engineering Consultant Services (GEC Services) on an as-needed basis for an aggregate not-to-exceed amount of $70 million for a five-year base term, with up to two additional one-year option terms for an additional $15 million each, for an aggregate not-to-exceed amount of $100 million to be shared among the following firms for authorized tasks:

    - Project Support Services:
        - AECOM Technical Services, Inc. of San Jose, California (AECOM)
        - HDR Engineering, Inc. of Walnut Creek, California (HDR)
        - Kimley-Horn & Associates, Inc. of Pleasanton, California (Kimley-Horn)
        - Mark Thomas & Company, Inc. of San Jose, California (Mark-Thomas)
    - Programmatic Support Services:
        - Kimley-Horn

- William R. Gray & Company, dba Gray-Bowen-Scott of Walnut Creek, California (GBS)

2. Authorize the Executive Director or designee to execute contracts with AECOM, HDR, Kimley-Horn, Mark-Thomas, and GBS in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

3. Authorize the Executive Director or designee to exercise up to two additional one-year option terms, if in the best interest of the TA.

Significance

The award of these proposed contracts will provide the TA with a bench of qualified and experienced firms to provide the GEC Services, consisting of multi-disciplinary engineering, architectural, design and construction services, on an as-needed basis.

The TA anticipates utilizing these contracts, through specific Work Directives, to provide GEC Services for projects including, but not limited to:

- Alpine Road Complete Streets Corridor
- Moss Beach State Route 1 Congestion and Safety
- Fashion Island Boulevard/19th Avenue Multimodal Improvements
- Willow Road Pedestrian and Bicycle Safety Improvements
- U.S. 101/Holly Street Interchange Improvements and Overcrossing (mid and long-term)
- Peninsula Corridor Multimodal Complete Streets

Approval of these contracts is essential to equipping the TA and other sponsors of TA-funded projects with the technical and professional skills necessary to successfully design and deliver a wide variety of projects to increase safety and improve mobility in San Mateo County. These contracts will also provide programmatic support that may be used to develop or implement new policies and procedures, provide quality control, manage projects, advise on the delivery of large and/or complex projects, and implement project and program funding strategies.

Approval of these contracts is essential to equipping the TA with the technical and professional skills necessary to successfully design and deliver a wide variety of projects to increase safety and improve mobility in San Mateo County. These contracts will also provide programmatic support that may be used to develop or implement new policies and procedures, provide

quality control, manage projects, advise on the delivery of large and/or complex projects, and implement project and program funding strategies.

Budget Impact

There is no immediate fiscal impact associated with approval of these on-call contracts. Individual work directives will not be issued until funding sources have been validated. Work directives may be funded from a variety of sources, including Measure A and W Sales Tax revenues; interest income; and other regional and local funding from approved and future budgets.

Background

The TA has an ongoing need for GEC Services to support transportation projects administered and managed by the TA, to expedite delivery of projects funded by Measures A and W, and to provide support to sponsors implementing TA-funded projects. The TA's current on-call GEC contracts were awarded in 2021; of the three contracts, one is scheduled to expire in 2026 and the remaining two are scheduled to expire in 2027. Given long project development timelines, the evolving mix of funded projects (e.g., shifts from strictly freeway projects to multimodal highway projects on local streets, and an increase in technical support requests across a broader range of project types), the desire for a larger bench of consultants, and the upcoming expirations of the current on-call contracts, it is necessary to procure and execute new contracts to ensure continuity of GEC Services.

A key benefit of on-call contracts is their agility; they enable agencies to quickly launch time-sensitive projects, as necessary open competitive procurement processes already have been completed.

On September 5, 2025, the TA issued Request for Proposals (RFP) 26-T-P-018 for the GEC Services. The RFP was advertised on the TA's eProcurement website. The goal was to establish a bench of pre-qualified firms who can deliver GEC Services on an as-needed basis in two primary areas, (1) Project Support; and (2) Programmatic Support. Proposers had the option to submit proposals for one or both service categories. 98 potential proposers downloaded the RFP.

The TA received proposals from the following 10 firms:

Proposer	GEC Services	
	Project Support	Programmatic Support
AECOM Technical Services Inc.	✓	
BKF Engineers	✓	
CSG Consultants, Inc.		✓
HDR Engineering, Inc.	✓	
HMH Engineers	✓	
Kimley-Horn & Associates, Inc.	✓	✓
Mark Thomas & Company, Inc.	✓	
TYLin International	✓	✓
William R. Gray, dba: Gray-Bowen-Scott		✓
WMH Corporation	✓	

All proposals were found to be responsive to the requirements of the solicitation documents. Six firms proposed to provide Project Support Services, two proposed for Programmatic Support Services, and two proposed for both. A Selection Committee (Committee), composed of qualified TA staff, along with staff from the California Department of Transportation, City of Menlo Park, and Peninsula Corridor Joint Powers Board, reviewed, evaluated, and scored the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Firm and Team Qualifications	30
Key Personnel and Project Manager Experience	40
Project Understanding and Management Approach	30
Total	**100**

The Committee determined that AECOM, HDR, Kimley-Horn, and Mark-Thomas were the highest-ranked firms to provide Project Support Services, and Kimley-Horn and GBS were the highest-ranked firms to provide Programmatic Support Services. The Committee determined that all five firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents.

Staff successfully negotiated the contract terms, including cost, with each of the highest-ranked firms. Staff performed price analyses and determined the negotiated rates to be fair, reasonable, and consistent with those paid by other public agencies for similar work in the Bay Area.

Staff will issue work directives for specific needs during the contract term on an as-needed basis and pursuant to a competitive selection process as further described in the RFP. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, or total compensation to be paid to, any of the firms under the awarded contracts. The proposed Board action is not a commitment to spend the full contemplated amount, but rather a flexible tool to be utilized pending annual budget approvals, to meet the TA's evolving project delivery and program support needs. Any work directives issued under this contract must be included in an approved TA budget.

Prepared By:	Pooja Mehra	Procurement Administrator II	650-551-6114
	Jess Manzi	Director, Project Delivery	650-508-6476

Resolution No. 2026-

Board of Directors, San Mateo County Transportation Authority
State of California

*** * ***

Awarding Contracts to AECOM Technical Services, Inc.; HDR Engineering, Inc.; Kimley-Horn and Associates, Inc.; Mark Thomas & Company, Inc.; and William R. Gray and Company, dba Gray-Bowen-Scott, for On-Call General Engineering Consultant Services for an Aggregate Not-To-Exceed Amount of $70 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Additional $15 Million Each, for an Aggregate Not-To-Exceed Amount of $100 Million

Whereas, on September 5, 2025, the San Mateo County Transportation Authority (TA), issued Request for Proposals (RFP) 26-T-P-018 for On-Call General Engineering Consultant Services (GEC Services) to establish a bench of firms to provide the GEC Services on an as-needed basis in two categories: (1) Project Support Services; and (2) Programmatic Support Services; and

Whereas, the firms had the option to submit proposals for one or both categories; and

Whereas, in response to the RFP, the TA received ten proposals, all of which were found to be responsive to the requirements of the RFP; and

Whereas, six firms proposed to provide Project Support Services, two proposed for Programmatic Support Services, and two proposed for both.; and

Whereas, a Selection Committee (Committee), composed of qualified TA staff and staff from the California Department of Transportation, City of Menlo Park, and Peninsula Corridor Joint Powers Board (JPB), reviewed, evaluated, scored and ranked the proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that AECOM Technical Services, Inc. of San Jose, California (AECOM); HDR Engineering, Inc. of Walnut Creek, California (HDR); Kimley-Horn & Associates, Inc. of Pleasanton, California (Kimley-Horn); and Mark Thomas and Company, Inc. of San Jose, California (Mark-Thomas) were the highest-ranked firms to provide Project Support Services, and Kimley-Horn and William R. Gray & Company, dba Gray-Bowen-Scott of Walnut Creek, California (GBS) were the highest-ranked firms to provide Programmatic Support Services; and

Whereas, the Committee determined that these five firms possess the requisite experience and qualifications required to successfully perform the GEC Services; and

Whereas, staff successfully negotiated contract terms, including cost, with each of the five highest-ranked firms; and

Whereas, staff performed price analyses and determined the negotiated rates to be fair, reasonable, and consistent with those paid by other public agencies for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award on-call GEC Services contracts to AECOM, HDR, Kimley-Horn, and Mark-Thomas for Project Support Services, and Kimely-Horn and GBS for Programmatic Support Services, for an aggregate not-to-exceed amount of $70 million for a five-year base term, and up to two additional one-year option terms for an additional $15 million each, for an aggregate not-to-exceed amount of $100 million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby awards contracts to:

- AECOM Technical Services, Inc**.**,
- HDR Engineering, Inc.,
- Kimley-Horn & Associates, Inc.,
- Mark Thomas & Company, Inc., and
- William R. Gray & Company dba Gray-Bowen-Scott

to provide On-Call General Engineering Consultant Services for an aggregate not-to-exceed amount of $70 million for a five-year base term, with up to two additional one-year option terms for an additional $15 million each, for an aggregate not-to-exceed amount of $100 million; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute contracts on behalf of the TA with AECOM, HDR, Kimley-Horn, Mark-Thomas, and GBS in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute up to two additional one-year option terms, if in the best interest of the TA.

Regularly passed and adopted this 5th day of March 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transportation Authority

Attest:

_____
Authority Secretary

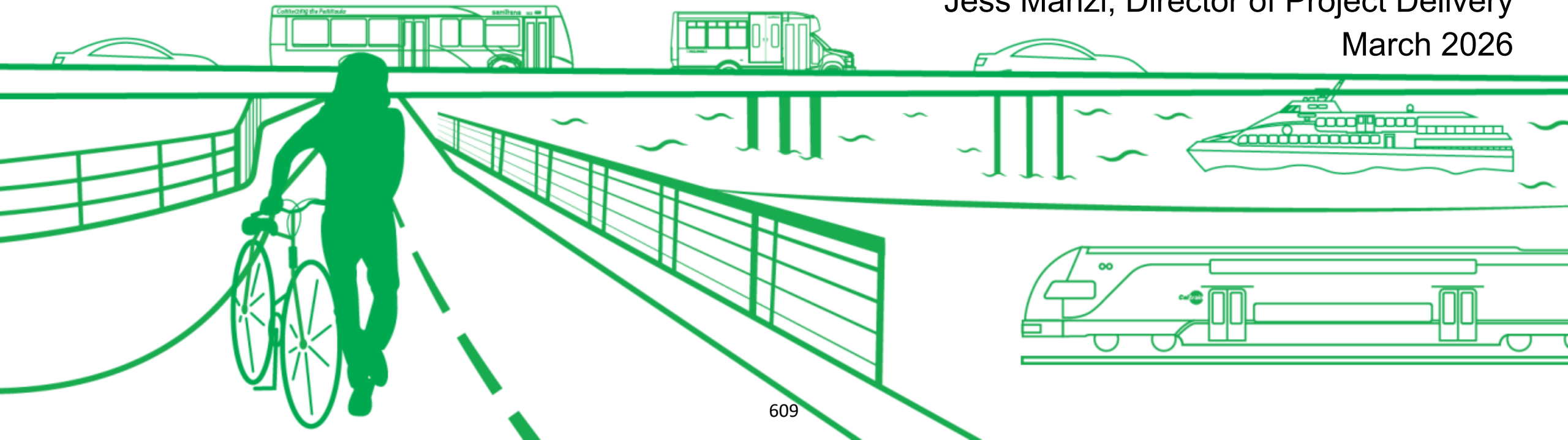
22632417.2

SAN MATEO COUNTY
Transportation Authority

On-Call General Engineering Consultant Services Contracts

Kevin Yin, Director, Contracts and Procurement
Jess Manzi, Director of Project Delivery

March 2026



Background

- Last on-call contracts for General Engineering Consultant Services were issued in 2021
  - Board approved aggregate contract capacity: $40 million for five years
  - Expiration: One on Sept. 30, 2026 and two on April 30, 2027
  - Utilization to date: ~ $25 million (60% of capacity)
- Best practice: resolicit every five to seven years

Why an On-Call Contract?

Agility and speed

Benefit: Respond quickly to SMCTA project and program needs without going through a full procurement process for each project

Better workload management

Benefit: Multiple consultants can work in parallel and handle large scale projects

Pricing stability and cost management

Benefit: Consultant rates are locked in for the duration of the contract

Simplified administration and procurement

Benefit: Reduces administrative workload, enabling staff to focus on delivering projects

Contract Term, Size, Projects

Contract term: 2026 – 2033 (5 base years + 2 one-year extensions)
Contract capacity: $100,000,000 ($70,000,000 base + 2 x $15,000,000)
Potential projects:

- Alpine Road Complete Streets Corridor Project
- Moss Beach Congestion & Safety Project
- Fashion Island Boulevard/19th Avenue Multimodal Improvement Project
- Willow Road Pedestrian & Bicycle Safety Improvements
- 101/Holly Street Interchange Improvements
- Project Management for TA-sponsored projects or technical assistance
- Strategic Advisory Services

Solicitation Process

- September 5, 2025: Issued Request for Proposals
- October 8, 2025: Received ten proposals, all were responsive to RFP
- November 2025: Selection Committee reviewed, evaluated, and ranked proposals
- Highest ranked firms:
    - **AECOM** of Oakland, CA
    - **HDR Engineering** of Walnut Creek, CA
    - **Kimley-Horn and Associates, Inc.** of Sacramento, CA
    - **Mark Thomas & Company** of San Jose, CA
    - **William R. Gray and Company** of Walnut Creek, CA
- Committee determined all firms possess requisite experience and qualifications required for successful performance

Price Analysis & Budget Impact

- Staff conducted price analysis
- Negotiated prices found to be fair, reasonable and consistent with similar services in Bay Area
- Funds for services accounted for in TA budget and individual project allocations

Issuance of Work Directives

- Staff will issue Work Directives (WD) on as-needed basis
- Award of contracts will not obligate TA to purchase specific level of service or from any one firm
- Contracts provide flexibility to meet TA needs
- WD costs must be included in approved budgets or project allocations

Proposed Action

1. **Award bench of contracts** for **On-Call General Engineering Consultant Services for a five-year base term, with two one-year option terms** for aggregate not-to-exceed amount of **$100,000,000** to be shared among:
    - **AECOM** of Oakland, CA
    - **HDR Engineering** of Walnut Creek, CA
    - **Kimley-Horn and Associates, Inc.** of Sacramento, CA
    - **Mark Thomas & Company** of San Jose, CA
    - **William R. Gray and Company** of Walnut Creek, CA
2. **Authorize Executive Director** or designee to **execute contracts** with each of above firms in full conformity with RFP and negotiated agreements, and in forms approved by legal counsel
3. **Authorize Executive Director** or designee to **exercise up to two, one-year option terms** if in TA's best interest

San Mateo County Transportation Authority
Staff Report

To:	Board of Directors
Through:	April Chan, Executive Director
From:	Emily Beach, Chief Communications Officer
	Jessica Epstein, Director, Government and Community Affairs
Subject:	Legislative Update

Action
Staff proposes the Board of Directors (Board) receive the attached federal and state legislative updates.

Significance
The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specifies those bills on which staff proposes that the San Mateo County Transportation Authority (TA) take a formal position.

Prepared By:	Amy Linehan	Government and Community Affairs Officer	650-418-0095

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
Reported: February 17, 2026

This month, Congress passed five of the six remaining FY 2026 appropriations bills, including the bill funding the Department of Transportation (DOT) and the Department of Housing and Urban Development (THUD). Recall, the THUD bill contained earmarks for TA priorities, including:

- $3.15 million – Broadway Grade Separation Project (Burlingame)
- $850,000 - 84/101 Reimagined Project (Redwood City)

Both were sponsored by Rep. Kevin Mullin.

For now, only the FY 2026 Department of Homeland Security appropriations bill remains unpassed. Funding for that agency has lapsed. It is unclear how that situation will resolve; recall, the DHS appropriations bill funds Immigration and Customs Enforcement (ICE) and Customs and Border Protection (CBP), which have come under intense scrutiny for their actions in Minnesota and elsewhere.

The bill also funds Federal Emergency Management Agency (FEMA), U.S. Coast Guard, Transportation Security Administration (TSA), etc. so simply not passing this bill is also not an option. The most likely scenario is a continuing resolution for the rest of the year for that bill only. Negotiations are ongoing and are largely centered around restricting ICE/CBP. The limitations Senate democrats are pushing, and Senate republicans are opposing include requiring judicial warrants instead of administrative ones, ending roving patrols, and requiring officers to not wear masks.

We are not expecting the FY 2027 budget earmark request to materialize until next month. The annual State of the Union address is scheduled for Tuesday, February 24, and we are expecting the budget request shortly after that, although, no timetable has been set. The Congressional FY 2027 appropriations process is likely to take shape in the next few weeks; we will work with TA staff on establishing FY 2027 priorities.

We continue to work with the coalition that has developed around releasing the 101/84 Reimagined Project INFRA (Infrastructure for Rebuilding America) grant. Most recently, we have been working with the office of Senator Padilla and the THUD appropriations staff on efforts to address the DOT grants backlog.

It is unclear what the subcommittee's grants backlog review process will look like: monthly agency meetings, check-ins with agencies on specific projects, deadline setting, or all of the above. Each of these approaches has been effective with stalled FTA (Federal Transit Administration) projects; this is the first time, though, FHWA (Federal Highway Administration)/OST (Office of Secure Transportation)

projects have come under this kind of subcommittee review. OST has frozen over 3,000 previously awarded grants since January 2025. This will be an ongoing effort.

Lastly, FTA Administrator Marc Molinaro announced he was resigning his post to return to New York state. It is unclear who his replacement will be or the timing for that appointment.

February 17, 2026

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: STATE LEGISLATIVE UPDATE – March 2026

General Update

The legislative session is now well underway following the first month, which was consumed by the Governor's January budget proposal and hearings and floor votes on "two-year bills" that were still located in their house of origin after last year's legislative session.

The final day for legislators to introduce new bills in 2026 is February 20. Members have been slow to introduce new bills, largely because the 35-bill introduction cap for the two-year legislative session will mean fewer new bills in 2026. On average, members introduced about 20 bills last year, meaning that this year's bill load should be somewhat smaller, with an average of about 15 bills per legislator. A full list of key deadlines is provided below.

Legislative Deadlines for 2026

Date	Deadline / Event
Jan 5, 2026	Legislature reconvenes
Jan 10, 2026	Governor submits budget
Feb 20, 2026	Last day to introduce new bills
Apr 24, 2026	Policy committees hear/report fiscal bills introduced in 2026
May 1, 2026	Policy committees hear/report non-fiscal bills
May 15, 2026	Fiscal committees hear/report bills
May 29, 2026	Last day for each house to pass bills introduced in that house
Jun 15, 2026	Budget bill must be passed by midnight
Aug 14, 2026	Last day for fiscal committees to meet/report
Aug 21, 2026	Last day to amend bills on the floor
Aug 31, 2026	Last day for each house to pass bills
Sep 30, 2026	Last day for Governor to sign or veto bills

State Budget Hearings Begin

Following the Administration's January presentation to the Legislature of a budget that the independent Legislative Analyst's Office (LAO) characterized as "precariously balanced," the Legislature began to hold hearings on the proposal. In those initial hearings, Governor Newsom's Department of Finance characterized the FY 2026-27 proposal as a "workload budget" with limited new spending and program reductions. The Department also acknowledged that the Governor's budget *did not* address ongoing structural deficits, which are projected at between $25 and $35 billion annually as soon as FY 2027-28.

The Department of Finance reiterated the Governor's plan to propose additional solutions to address deficits in both 2026-27 and 2027-28 in mid-May. The Administration's approach to the budget is already creating concerns from legislators who worry about only having a month to consider potentially significant budget reductions prior to the June 15 constitutional deadline.

Bay Area Transit Loans Included in Budget Early Action Package

A $590 million loan to BART, SF Muni, Caltrain, and AC Transit via the Metropolitan Transportation Commission is the subject of an "early action" proposal from the Governor's January Budget. The terms for the Bay Area transit loans were amended into identical budget trailer bills, Assembly Bill and Senate Bill 117, on February 13. The trailer bill authorizing the loan could be sent to Governor Newsom the week of February 16 following hearings in both budget committees on February 17 and floor votes later in the week. Unlike most legislation, trailer bills take effect immediately upon the Governor's signature.

Specific provisions of the proposed Bay Area transit loan in AB/SB 117 include:

- Up to $590 million loan to eligible entities in the Bay Area from Transit and Intercity Rail Capital Program (TIRCP) grant funds that have been awarded to projects in the Bay Area but not yet allocated by the California Transportation Commission as cash for construction.
- Eligible entities for the loan are BART, SF Muni, Caltrain, and AC Transit. Funding would flow through MTC to the operators.
- Upon approval of the trailer bill, the loan would be issued on or before July 1, 2026.
- The loan is secured by the revenue-based State Transit Assistance formula funds allocated to the eligible entities.
- MTC must make quarterly repayments over a twelve-year term at an interest rate based on the States' "Surplus Money Investment Fund" (currently 4.043%). For the first two years, payments would be interest-only.
- There is a process in the bill to monitor the impact of the loan on Bay Area TIRCP projects and reallocate state funding to projects if cash is too tight. If the timeline of TIRCP projects is negatively affected, funds already repaid by MTC would essentially be "re-loaned."

The loan cannot take effect until the trailer bill is approved by both houses of the Legislature and signed by the Governor.

Bills of Interest

AB 1198 (Haney) Public Works: Prevailing Wages – Watch

As amended on January 22, 2026, this bill would require, commencing January 1, 2027, during any semiannual period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, the director's determination shall apply to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027.

AB 1198 is opposed by cities, counties, special districts and school boards who are concerned that it will will result in unanticipated cost pressures or increases to public works projects mid-stream, resulting in uncertainty in bidding and contracting, and putting projects in jeopardy. The bill is a two-year bill that was approved by the Assembly in January. It is now in the Senate awaiting referral to committee.

AB 1421 (Wilson) Road Usage Charge Technical Advisory Committee Report – Watch
The measure creates a transparent, research-driven process to evaluate the advantages, disadvantages and inevitable trade-offs of a road user charge or mileage-based funding system so the Legislature can make informed decisions. Specifically, it would require the California Transportation Commission and the California State Transportation Agency to consult with state agencies and stakeholders, including local government and regional transportation agencies, and submit a report to the Legislature by January 1, 2027, on research and recommendations related to a road user charge or a mileage-based fee system. In addition to synthesizing existing state reports and other research, the report must include discussion of inequities for low-income drivers with less fuel-efficient vehicles, impacts of a weight-per-mile fee on the auto industry, and solutions for capturing out-of-state vehicles.

A two-year bill, AB 1421 (Wilson) passed off the Assembly Floor in January. The bill received bipartisan support in the Assembly Transportation Committee but received a party-line vote on the Assembly Floor. The bill is now awaiting assignment to a Senate policy committee.

SMCTA Bill Matrix – March 2026

Measure	Status	Bill Summary	Recommended Position
SB 239 Arreguín (D) Brown Act: Remote Meetings: Advisory Bodies	6/5/25 Failed deadline on Senate floor. Two-year bill	As amended on April 7, this bill authorizes subsidiary bodies created by a legislative body to utilize remote participation in meetings that are subject to the Brown Act until January 1, 2030. Specifically, SB 239 would allow advisory body members to participate in meetings remotely without posting their home address or making it available to the public.	**Watch**
AB 33 Aguiar-Curry (D) Autonomous Vehicles	9/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty of $10,000 for an initial violation and $25,000 for subsequent violations. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods.	**Watch**
AB 259 Rubio (D) Brown Act: Remote Participation	7/17/25 Failed deadline in Senate Judiciary. Two-year bill	As amended on April 21, this bill would extend until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.	**Supported June**
AB 954 Bennett (D) Interregional Transportation: Bicycle Highways	7/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, this bill requires Caltrans assess incorporating bicycle highways into the interregional transportation strategic plan, to the extent feasible. These provisions replace the bill's prior requirement for Caltrans to develop and fund a pilot program in two major metropolitan areas to establish a branded network of bicycle highways.	**Watch**

SMCTA Bill Matrix – March 2026

Measure	Status	Bill Summary	Recommended Position
AB 1198 Haney (D) Public works: prevailing wages	1/29/26 In Senate Rules for referral to committee	As amended on January 22, 2026, this bill would require, commencing January 1, 2027, during any semiannual period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, the director's determination shall apply to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027.	**Watch**
AB 1244 Wicks (D) CEQA: Transportation Impact Mitigation	7/17/25 Failed deadline in Senate Environmental Quality. Two-year bill	As amended on April 23, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them at least every three years.	**Watch**
AB 1421 Wilson (D) Road Usage Charge Technical Advisory Committee	1/29/26 In Senate Rules for referral to committee	As amended on January 5, 2026, this bill would require the California Transportation Commission and the California State Transportation Agency to consult with state agencies and stakeholders, including local government and regional transportation agencies, and submit a report to the Legislature by January 1, 2027 on research and recommendations related to a road user charge or a mileage-based fee system. The report must include discussion of inequities for low-income drivers with less fuel-efficient vehicles, impacts of a weight-per-mile fee on the auto industry, and solutions for capturing out-of-state vehicles.	**Watch**