

**Exhibit B: 2025 Cycle 1 Measure W Regional Transit Connections Program  
Call for Projects Application Submittals  
Summary List of Project Descriptions**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects and includes the recommended final program funding awards supported by the Project Selection Committee. The descriptions are listed in alphabetical order by eligible sponsor agency.

## 1. Next Generation Fare Gates

**Recommended Funding Award:** \$10,321,678 - CON

**Sponsor and Implementing Agency:** BART

**RTC Sub-category:** Capital

**Scope:** Construction (CON) funding to replace legacy fare gates at San Mateo County stations with advanced, tamper-resistant models that feature full-height barriers, improved detection sensors, and accessible designs compliant with ADA standards. The new gates will also integrate with modern payment systems, including contactless and mobile ticketing, to support faster throughput and user convenience. Installation plans will be tailored to each station’s layout to minimize service disruption while maximizing system performance, safety, and fare compliance.

**Benefit:** The proposed improvements will reduce fare evasion, improve station security, and enhance the overall rider experience. Stations in San Mateo County—Millbrae, San Bruno, South San Francisco, Colma, and Daly City—are currently equipped with aging, fin-style fare gates, some of which have been in operation since the system opened in 1972. The existing fare gates have reached the end of their useful life and have proven to be ineffective in protecting the system against fare evasion.

## 2. Huntington Avenue Bicycle & Pedestrian Improvements – Segment II

**Recommended Funding Award:** \$4,000,000 - CON

**Sponsor:** BART

**Implementing Agency:** City of San Bruno

**RTC Sub-category:** First/Last-Mile

**Scope:** Construction (CON) funding for a 1/3-mile-long two-way separated Class IV cycle track on the east side of Huntington Avenue between San Bruno BART station and Herman Street. The project is the final gap closure in the bikeway network that, when complete, will connect from San Bruno to South San Francisco via the Centennial Trail, providing connectivity to BART and Caltrain services.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

**Benefit:** The Huntington Avenue corridor is a key gateway and arterial with connections to the Centennial Way Trail, BART station, Caltrain station, SamTrans bus stops, Tanforan Shopping Center, and downtown San Bruno, and as a result carries a high level of traffic stress on the corridor. Huntington Avenue offers a unique opportunity to provide a dedicated north-south connection for cyclists, a connection that is currently missing. The project would serve as an extension of the Centennial Way Trail to downtown San Bruno. The project will create a safer and more comfortable first/last connection for commuters heading to jobs within San Bruno and throughout the greater Bay Area. This Project would save people time because there will be a direct corridor from South San Francisco to San Bruno.

### 3. Caltrain First/Last-Mile Plan in San Mateo County

**Recommended Funding Award:** \$1,000,000 – PLAN

**Sponsor and Implementing Agency:** Caltrain

**RTC Sub-category:** First/last-Mile

**Scope:** Planning (PLAN) funding to help address Caltrain’s 2022 Triennial Survey which found most riders (62%) in San Mateo County (County) access Caltrain stations by walking or riding a bike or scooter. This planning effort will support the implementation of the recently adopted a Station Access Policy (SAP) for Caltrain staff and external partners to make access-related decisions and prioritize investments that align with Caltrain’s overall mission, vision, and core values.

**Benefit:** The planning effort will create an access plan to identify gaps in the active transportation infrastructure near Caltrain stations in the County. It will assess existing conditions within a ½ mile radius of all Caltrain Stations within the County and develop criteria to rank access improvements based on Caltrain’s SAP goals. Caltrain will engage local jurisdictions and community groups to understand their plans and priorities through interviews, site visits, and an inventory of planned active transportation projects. Finally, projects will be prioritized using the identified criteria, resulting in a list highlighting critical improvement needs within a ½ mile of each Caltrain Station in the County and detail more specific improvements at four or more stations.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

### 4. Increased Weekend Service (San Mateo County Contribution)

**Recommended Funding Award:** \$8,820,000 - OPS

**Sponsor and Implementing Agency:** Caltrain

**RTC Sub-category:** Operations

**Scope:** Operations (OPS) funding to support expanded weekend service made possible by Caltrain electrification. Weekend service has increased from hourly to 30-minute frequencies, offering substantial improvements in mobility and regional connectivity for San Mateo County residents and neighboring areas, including San Francisco and Santa Clara Counties. Operating funds are being sought to sustain this enhanced level of service, which directly responds to community demand and contributes to a more accessible and integrated transit network. With the implementation of the new weekend schedule, Caltrain now serves each station between San Francisco 4th & King and Diridon Stations with 66 stops per day, an increase of 106.3% – more than double the previous diesel-service schedule of 32 stops per day per station.

**Benefit:** Caltrain Electrification enhanced the overall performance of the Caltrain system while significantly reducing its environmental footprint. Expanded weekend service was requested by customers who wanted additional service to access events and activities. The electrified weekend service also advances Caltrain's Equity, Connectivity, Recovery, and Growth Strategy objectives by providing faster, more reliable service that can accommodate growing ridership for all communities along the Caltrain corridor.

### 5. Redwood City 4-Track Hub Station & Grade Separations

**Recommended Funding Award:** \$13,500,000 – PE/ENV

**Sponsor and Implementing Agency:** Caltrain

**RTC Sub-category:** Capital

**Scope:** Preliminary Engineering/Environmental Clearance (PE/ENV) funding will support the improvements envisioned for the Redwood City Transit Center which is a key component of Caltrain's Board adopted Service Vision to accommodate plans for Caltrain and High-Speed Rail services. To achieve this vision, a 4-track mid-Peninsula transfer hub is necessary for faster passing trains to overtake slower trains and to facilitate transfers between local and express trains. The Project includes an expanded transit station at Redwood City to accommodate an increase in rail service. The Service Vision has identified the City of Redwood City (City) as the ideal location for a potential four-track mid-Peninsula hub due to its strong ridership, high land-use densities, and potential connection to future Dumbarton service.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

**Benefit:** In addition to the four-track hub transfer station, the Project includes a redesigned bus station and six grade separations in Redwood City. These separations enhance corridor safety and reduce delays for crossing traffic as train volumes increase. They cater to all travel modes at Whipple Avenue, Brewster Avenue, Broadway, Main Street, and Chestnut Street. Maple Street will be closed to vehicles, serving only pedestrians and bicyclists.

### 6. Stations Access and Safety Assessment and Improvements (SMC Only)

**Recommended Funding Award:** \$1,800,000 - PLAN (\$90K), PS&E (\$225K), CON (\$1.485M)

**Sponsor and Implementing Agency:** Caltrain

**RTC Sub-category:** Capital

**Scope:** Multiple phases of funding to plan for, design, and construct low-cost, high-impact improvements to enhance the safety, accessibility, and overall experience for Caltrain riders at stations. By improving station amenities, access and safety, the project will strengthen connections to Caltrain's regional service for San Mateo County residents, supporting broader regional mobility goals. The project will focus on near-term solutions that deliver meaningful benefits to riders without requiring major capital investments. Identified improvements may include wayfinding, curb cuts, ADA enhancements, pedestrian crossings, sidewalk upgrades, bike facilities within the "last 50 feet" of a rider's trip from origin to a Caltrain station. The Project consists of two tasks: (1) On-site Station Access Assessment and (2): Station Safety Assessment and CCTV Installation.

**Benefit:** The Station Safety and Access Assessment and Improvement Project builds on regional input and Caltrain's commitment to safety, accessibility, equity, and inclusion. Initiated through a risk assessment and aligning with Caltrain's Core Values. The project also responds to findings from a regional passenger survey, which ranked safety and ease of access as top rider priorities.

### 7. Dumbarton West Connector

**Recommended Funding Award:** \$16,250,000 - PLAN (\$650K), PE/ENV (\$500K), PS&E (\$15.1M)

**Sponsor and Implementing Agency:** SamTrans

**RTC Sub-category:** Capital

**Scope:** Multiple phases of funding to plan for, environmental clearance, and design a transportation corridor that will eliminate long-standing transportation barriers and address disparities in mobility access for historically underserved communities along the Peninsula segment of the Dumbarton West Corridor. This 5-mile segment of underutilized rail corridor runs through the communities of East Palo Alto, North Fair Oaks, and Belle Haven/Menlo Park. Eighty percent of the corridor classified as a disadvantaged community.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

Residents in these communities face limited access to reliable, efficient transit options, which restricts their connection to regional job centers, educational opportunities, and essential services. The Corridor also serves as a mobility barrier in these communities, with limited crossings. By revitalizing this corridor, the project will not only enhance equity and mobility but also support the broader goals of reducing traffic congestion and improving regional transit efficiency, while laying the groundwork for future regional Dumbarton Rail Corridor improvements.

**Benefit:** The project proposes to develop a dedicated busway along the 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. The project does not preclude future rail and could be repurposed if future regional rail service becomes attainable.

### 8. EPX Service/Salesforce Transit Operations

**Recommended Funding Award:** \$4,427,000 – OPS

**Sponsor and Implementing Agency:** SamTrans

**RTC Sub-category:** Operating

**Scope:** Operations (OPS) funding will support four years of continued operation of the SamTrans EPX express route, which provides critical weekday transit service every 45 minutes connecting East Palo Alto, Belle Haven, and surrounding areas to major destinations including SFO, San Bruno BART, and downtown San Francisco. The funding will cover essential operating expenses such as driver labor, vehicle maintenance, and administrative support, ensuring reliable, equitable access to regional job centers and transit hubs. Additionally, the funds will cover the lease of bus bays at the Salesforce Transbay Transit Center, the San Francisco terminus of the two express routes (EPX and FCX), enabling safe and convenient passenger access in the city's core.

**Benefit:** The SamTrans EPX express route was launched to address longstanding transportation inequities experienced by residents of East Palo Alto and Belle Haven—communities historically underserved by direct and efficient public transit. These residents faced time consuming, multi-transfer commutes to reach major job centers, regional transit connections, and downtown San Francisco, resulting in limited access to employment opportunities and a greater dependence on personal vehicles. The increasing population and persistent congestion along the US 101 corridor further underscore the urgent need for a fast and environmentally sustainable transit solution that could reduce travel time, improve mobility, and ease roadway congestion.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

### 9. SamTrans First/Last-Mile Plan

**Recommended Funding Award:** \$1,000,000 – PLAN

**Sponsor and Implementing Agency:** SamTrans

**RTC Sub-category:** First/Last-Mile

**Scope:** Planning (PLAN) funds will be used to develop a comprehensive First/Last-Mile (FLM) Plan and Policy for SamTrans, including a prioritized list of improvement projects with cost estimates. For the top 2–4 priority locations, the plan will include schematic designs or up to 15% preliminary engineering. The planning process will be grounded in a robust engagement strategy including pop-up events, targeted meetings with community-based organizations and working groups, multilingual outreach materials, and a virtual web-based input tool to ensure inclusive community participation and feedback. The FLM Plan aims to develop actionable recommendations for infrastructure improvements and programs to bridge the first- and last-mile gap within key points in SamTrans’ service area.

**Benefit:** Currently, SamTrans does not have a station/facilities access improvement plan or equivalent plan, making this effort essential for guiding future investments and coordination with local jurisdictions. The resulting plan would serve as a strategic blueprint to create safe routes to transit for existing and future riders. As communities strive to reduce car dependency and transition toward more sustainable transportation options, there is a growing need for safe, accessible, and seamless connections to transit. The plan will support broader regional goals of enhancing transit ridership, reducing greenhouse gas emissions, and creating a more integrated multimodal transportation network.

### 10. Ride Plus Expanded Operations to Palo Alto Transit Center

**Recommended Funding Award:** \$5,000,000 – OPS

**Sponsor and Implementing Agency:** SamTrans

**RTC Sub-category:** Operating

**Scope:** Operations (OPS) funding to expand Ride Plus, a on-demand microtransit service to expand service to the Palo Alto Transit Center. Currently, Ride Plus provides curbside-to-curb service within East Palo Alto and the Belle Haven neighborhood in Menlo Park. This expansion would provide for connections to regional transit including Caltrain, Valley Transportation Authority (VTA), and Dumbarton Express services. The expanded service area will go into effect in Year 3 of the five-year contract, ensuring service through June 30, 2028.

## 2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals Summary List of Projects Descriptions

**Benefit:** The communities of East Palo Alto and the Belle Haven neighborhood in Menlo Park have long faced limited access to reliable, flexible transit options, making it difficult for residents— many of whom are low-income or transit-dependent—to connect to jobs, medical services, and regional transit. The funding will allow for not only expands access but also improves rider experience while contributing to broader regional goals of reducing car dependency, lowering greenhouse gas emissions, and creating a more inclusive, resilient transportation system.

### 11. Bay Trail – Seaport Blvd Multi-Use Pathway

**Recommended Funding Award:** \$3,600,000 – PE/ENV (\$1.6M) and PS&E (\$2M)

**Sponsor:** WETA (SF Bay Ferry).

**Implementing Agency:** City of Redwood City

**RTC Sub-category:** First/Last-Mile

**Scope:** Multiple phases of funding will be used environmentally clear and design Redwood City's Bay Trail - Seaport Blvd Multi-Use Pathway Project that will improve the existing path along Seaport Boulevard between SR 84 and US 101 interchange. The improvements to be considered include widening the existing path, enhancing lighting, enhancing crossings at the intersections, re-paving, signage, etc.

**Benefit:** The Redwood City ferry terminal project is currently in the environment phase. In the past few years, a feasibility study and a business plan were completed for a ferry terminal at the eastern end of Seaport Boulevard. The studies identified that a ferry terminal is feasible at this location and will help with congestion relief on the current bridges that connect East Bay and Peninsula. The Business Plan identified first/last-mile needs to the new terminal including for a high-quality bicycle and pedestrian connection between the future ferry terminal with the rest of the city along Seaport Boulevard.