

Exhibit B: 2025 Measure A & Measure W Highway Program Call for Projects Application Submittals

Summary List of Project Descriptions: Ranked List

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2025 Highway Call for Projects and includes the recommended funding awards supported by the Project Selection Committee. The SMCTA Board will consider the recommended funding awards at the December 2025 meeting and be asked to adopt the final funding program at its January 2026 meeting.

1. Willow Road Class IV Bikeway and Pedestrian Project

Request: \$1,150,000- PS&E

Sponsor: Menlo Park

Recommended Funding Award: \$1,150,000

Scope: Design (PS&E) funding to support pedestrian and bicycle enhancements along Willow Road between O'Keefe Street and Bayfront Expressway. The project includes installing raised Class IV Separated Bikeways and bicycle detection, narrowing roadway lanes, tightening curb radii, upgrading curb ramps, constructing median refuge islands, striping new high visibility crosswalks, new additional pedestrian crossings and signals, and modification of existing signals at signalized intersections. The project will also include in-lane bus stops and bus islands along Willow Road for SamTrans and Dumbarton Express lines.

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

2. Peninsula Avenue Multi-Modal Corridor Study

Request: \$1,125,000- PLAN (\$743.3K), PAED (\$381.8K)

Sponsor: Cities of San Mateo and Burlingame

Recommended Funding Award: \$1,125,000

Scope: Planning and PAED funding for the Peninsula Avenue Multi-Modal Corridor Study, which includes robust community engagement, the creation of an Executive Steering Committee to guide the project, completion of an alternatives analysis with conceptual designs, and preliminary design and permitting for the selected preferred alternative. Peninsula

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Avenue has split right-of-way between San Mateo and Burlingame, requiring close coordination between the two cities' Public Works Departments to jointly conduct the study and ultimately construct improvements. The Corridor Study will evaluate the segment from the Peninsula Avenue / El Camino Real intersection across U.S. Highway 101 to Coyote Point Road, supporting active transportation connectivity to nearby recreational spaces and the Bay Trail for residents in a Metropolitan Transportation Commission (MTC) Equity Priority Community.

Benefit: The Corridor Study aims to identify improvements that will enhance safety for all users, reduce vehicle delays through modernized traffic operations, and expand equitable access to sustainable transportation options. The improvements will strengthen regional connectivity by linking neighborhoods and multifamily complexes to five SamTrans stops, San Mateo High School, Washington Elementary School, businesses, and the Bay Trail. The project also supports climate and public health goals by creating increased opportunities for walking, biking, and transit use.

3. Fashion Island Blvd/19th Avenue Separated Bikeway

Request: \$16,357,217 - CON

Sponsor: San Mateo

Recommended Funding Award: \$16,357,217 (Measure A/W), \$3,000,000 (RM3)

Scope: Construction (CON) funding for congestion relief improvements surrounding 19th Ave and Fashion Island Blvd. The project will construct a Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain Station and future proposed SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. This project supports the broader goals of the 101/92 Mobility Hub and Smart Corridor Concept Plan. Once completed, it will be one of the City's first major separated bikeway corridors, offering safe, low-stress travel for all users.

Benefit: The bikeway improvements are intended to improve conditions near the freeway on-/off-ramps, develop protected intersections, and fill in gaps in the existing bike network. Additionally, new pedestrian walkways will be installed to fill the missing gaps thereby improving travel times and removing barriers for people walking along the corridor. These efforts support the multimodal improvement of the corridor, relieving congestion in a key corridor connection San Mateo, Foster City, and the County.

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4. US 101 / Produce Avenue Off-Ramp Improvements - Phase 1 of the Utah Avenue Overcrossing Project

Request: \$6,237,000 - CON

Sponsor: South San Francisco

Recommended Funding Award: \$6,237,000

Scope: Construction (CON) funding to implement Phase 1 of the US 101/Produce Avenue Off-Ramp Improvements Project, which includes improvements to the US 101 southbound (SB) off-ramp and two associated intersections, at the off-ramp and Produce Avenue and at San Mateo Avenue/S. Airport Boulevard and Produce Avenue. The project also includes new sidewalks, new Class II bike lanes and Class IV 2-way multi-use path traversing under US 101, directional ADA-compliant curb ramps, and signalized crosswalks. Future Phase 2 of the Utah Avenue Overcrossing Project will construct a new local overcrossing extending from the Utah Avenue/S. Airport Boulevard intersection to San Mateo Avenue as well as several more existing intersections will be reconstructed. No SMCTA funding is being sought for any Phase 2 future development activities.

Benefit: The Phase I project aims to reduce US 101 SB exit ramp queuing. Traffic modeling and analysis indicates the project will not induce significant vehicles miles traveled (VMT) but will close gaps in bicycle and pedestrian facilities while increasing vehicular safety by reducing mainline queue spillback onto the highway. The new overcrossing in Phase 2 will provide a local east-west connection across US 101 for the southern area of the City of South San Francisco.

5. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Long-Term)

Request: \$82,901,000 - PAED (\$2.6M), PS&E (\$4.2M), CON (\$76M)

Sponsor: San Carlos

Recommended Funding Award: \$82,901,000

Scope: Environmental compliance (PAED), design (PS&E), and construction (CON) funding to improve the safety of the major highway interchange on U.S. 101 at Holly Street. The improvements include two major components – the modification of the existing U.S. 101 interchange to promote safer on-and-off ramps, as well as a pedestrian overcrossing to reduce conflicts for non-motorized travelers who cross over the U.S. 101. The existing interchange features a full cloverleaf interchange for drivers traveling onto, off, or overpassing U.S. 101 on the Holly Street overcrossing. The Holly St. overcrossing is four-to-six lanes wide, with minimal space and facilities for pedestrians and cyclists crossing over U.S. 101.

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Benefit: The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025.

6. Jefferson Avenue Traffic Safety Improvement

Request: \$ 4,500,000 - PS&E (\$220K), CON (\$4.28M)

Sponsor: Redwood City

Recommended Funding Award: \$4,500,000

Scope: Design (PS&E) and construction (CON) funding to address congestion at uncontrolled crossings and improve bicycle and pedestrian facilities along Jefferson Road from El Camino Real to Farm Hill Boulevard. Improvements include a new traffic signal, two pedestrian hybrid beacons, enhanced crosswalks, roadway reconfiguration to add bicycle facilities, curb extensions, ADA-compliant curb ramp upgrades, a two-way bicycle and pedestrian path along the Orion School frontage, and pavement rehabilitation.

Benefit: The project was identified as a priority safety project for the Redwood City community that benefits school students, seniors, transit users, and the overall community. Jefferson Avenue is an arterial road in Redwood City that carries more than 18,000 vehicles on a daily basis. The corridor, however, is surrounded by residential neighborhoods and major community destinations including 6 schools (Orion, McKinley, North Star, Redeemer, Our Lady of Mt Carmel, and Sequoia High School) serving nearly 4,000 TK-12 students, Red Morton Park and sport facilities, Veterans Memorial Senior Center, YMCA (in future), and several shopping destinations.

7. El Camino Real/Selby Lane Traffic Signal Safety and Mobility Improvements

Request: \$3,000,000 - PS&E (\$490K), CON (\$2.510M)

Sponsor: Atherton

Recommended Funding Award: \$3,000,000

Scope: Design (PS&E) and construction (CON) funding to improve the El Camino Real/Selby Lane intersection. The project includes installing intersection controls (either High-Intensity Activated Crosswalk beacons or full signalization), constructing ADA-compliant pedestrian ramps with detectable warning surfaces, and adding median modifications and refuges to create controlled, accessible crossings. It also includes stormwater infrastructure to eliminate seasonal ponding at the intersection. The roadway configuration would remain

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unchanged, preserving flexibility for future bicycle and pedestrian improvements identified in the El Camino Real Complete Streets Study.

Benefit: The project enhances safety and circulation by providing a controlled crossing of El Camino Real, improving conditions for pedestrians, cyclists, students, and drivers. Intersection controls and median refuges reduce conflicts between vehicles and active transportation users. Stormwater upgrades address chronic flooding, improving operational reliability during the rainy season. The project also supports long-term planning efforts by maintaining compatibility with future multimodal improvements envisioned in the El Camino Real Complete Streets Gap Closure Study and the Grand Boulevard Initiative.

8. Moss Beach SR-1 Congestion and Safety Improvements

Request: \$ 6,750,000- PS&E

Sponsor: San Mateo County

Recommended Funding Award: \$6,750,000

Scope: Design (PS&E) funding to advance the SR-1 safety and mobility project in unincorporated Moss Beach from 16th Street to Marine Boulevard. This phase includes design studies; detailed plans, specifications, and cost estimates; permit preparation; and interagency coordination needed for bid advertisement and award. Planned improvements include new controlled intersections (roundabouts or signals) at 16th Street, California Avenue, and Cypress Avenue; dedicated turn lanes; raised medians; high-visibility crosswalks; a new west-side sidewalk or pathway between California Avenue and Cypress Avenue; bus stop upgrades for SamTrans Route 117; Class II bike lanes; and a Class I bicycle/pedestrian path on the east side of SR-1 from Marine Boulevard to Etheldore/Vallemar Street.

Benefit: The project addresses long-standing safety issues on SR-1 and improves corridor operations by creating more predictable traffic gaps, reducing congestion, and calming vehicle speeds. Multimodal enhancements include safer crossings, continuous pathways, and improved transit stops which will expand access for pedestrians, bicyclists, and transit users on both sides of SR-1. These upgrades strengthen neighborhood and regional connectivity, support a shift toward active and transit modes, and contribute to regional environmental and sustainability goals.

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9. Highway 1: Main Street to Kehoe Avenue

Request: \$11,700,000 - CON

Sponsor: Half Moon Bay

Recommended Funding Award: \$10,184,000 (Measure A/W), \$1,156,000 (SB-1 LPP)

Scope: Construction (CON) funding to improve Highway 1 operations between Silver Avenue and Grandview Boulevard. The project extends the two northbound through-lanes from Silver Avenue to approximately 600 feet north of Terrace Avenue, where they taper to one lane at Grandview Boulevard. In the southbound direction, a second lane will be added from Grandview Boulevard, with minor reconstruction between Terrace Avenue and North Main Street. The project eliminates left-turn access to Belleville Boulevard, converting it to a right-in/right-out "T" intersection. Grandview Boulevard will be closed and reconnected to the new west frontage road, which will tie into a new signalized intersection at SR-1/Terrace Avenue. Additional improvements include modifications to the existing multi-use path, construction of a Class I path along the east side of SR-1 from North Main Street to Spindrift Way (including retaining walls as needed), upgraded bus turnouts, new landscaped medians, and signal interconnection with adjacent intersections to improve traffic flow. All improvements are within existing State right-of-way.

Benefit: The overall project addresses significant traffic congestion and safety issues along a critical segment of Highway 1 in Half Moon Bay. Extending merge lanes, restricting turning movements, and signaling the SR-1/Terrace Avenue intersection will reduce bottlenecks and improve vehicular flow. The new Class I path will provide safe multimodal access for pedestrians and bicyclists from three large neighborhoods east of SR-1 to schools, shopping areas, beaches, and transit stops. The combined improvements will enhance corridor efficiency, reduce crash risks, and support the City's broader vision for Highway 1 as a multimodal "Town Boulevard" that balances local mobility needs with regional travel demands.

10. El Camino Real Bicycle and Pedestrian Improvement Project

Request: \$15,300,000 - PS&E (\$6.75M), ROW (\$8.55M)

Sponsor: Town of Colma

Recommended Funding Award: \$15,300,000

Scope: The project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. This funding request will fund the design (PS&E) phase for Segments A and C, and the ROW phase for all three Segments A, B, and C. The project will transform the corridor into a Complete Street facility, including protected bikeways, continuous ADA-, compliant

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sidewalks, intersection safety enhancements, transit stop upgrades, street lighting, , landscaping, stormwater treatment, and new traffic signals.

Benefit: The Project aims to enhance safety and mobility for people who walk and bike along El Camino Real by providing continuous sidewalks and protected bicycle lanes along approximately 1.5 miles of El Camino Real. This will increase multimodal accessibility and improve connectivity to public transit, and support economic growth, providing more efficient and less-delayed travel for all modes of transportation.

11. Old Bayshore Highway Complete Street

Request: \$19,200,000 - PAED (\$400K), PS&E (\$1.6M), CON (\$17.2)

Sponsor: Burlingame

Recommended Funding Award: \$19,200,000

Scope: Environmental (PA&ED) phase, design (PS&E) phase, and construction funding for the Old Bayshore Highway Complete Streets Project, which includes preparing environmental documentation in compliance with CEQA, conducting technical studies, and advancing the full design of complete street improvements along the Old Bayshore Highway corridor. These improvements will include Class IV protected bikeways, widened ADA-compliant sidewalks, stormwater upgrades, new pedestrian-scale lighting, transit stop enhancements, and intersection safety treatments.

Benefit: The Old Bayshore Highway corridor is a critical regional connector located adjacent to San Francisco International Airport, regional hotel districts, and US-101. The roadway currently lacks adequate pedestrian and bicycle facilities, is prone to flooding, and has a history of vehicle collisions. This project will enhance multimodal access for residents, hotel employees, visitors, and travelers, improve stormwater management and resilience to sea level rise, and support regional economic activity and environmental goals. The project also addresses safety needs identified on the Countywide High Injury Network and aligns with the City's adopted Climate Action Plan and Transportation Master Plan.

12. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Mid-Term)

Request: \$ 7,115,400- PLAN (\$503K), PAED (\$36K), PS&E (\$1M), CON (\$5.6M)

Sponsor: San Carlos

Recommended Funding Award: \$7,115,400

Scope: Planning, environmental compliance (PAED), design (PS&E), and construction (CON) funding to implement mid-term safety improvements on U.S. 101 at Holly Street. The project installs RRFBs at the on- and off-ramps and redesigns the bikeway to stay along

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the curb until ramp crossings, significantly reducing conflict zones. It delivers Class IV separated bikeways west of Shoreway Road and Class II lanes to the east, while retaining existing lane widths to streamline Caltrans approval. Improvements include flexible delineators, concrete islands for added bicyclist protection, and a curb extension at Shoreway Road to shorten pedestrian crossings and slow turning vehicles.

Benefit: The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025. The project will reduce the interaction between motor vehicles and non-motorists crossing over US 101 while the City plans and implements the long-term solutions identified in the U.S. 101/Holly Interchange Improvements and Overcrossing Project.

13. East Side Streetscape Master Plan (Industrial Road Only)

Request: \$ 1,290,000- PLAN

Sponsor San Carlos

Recommended Funding Award: \$1,290,000

Scope: Planning funds will support the East Side Streetscape Master Plan for the area between U.S. 101, Old County Road, and the San Carlos city limits. The plan includes traffic analysis, streetscape concepts for major corridors, public outreach, environmental clearance, and prototypes for local connectors. This funding expands the scope to include civil survey work on Industrial Road, enhanced outreach, a comprehensive traffic study, and advancing Industrial Road's preferred design to 35%. The project will evaluate benefits and tradeoffs of proposed redesigns and identify solutions to improve multimodal safety, circulation, and connectivity between neighborhoods, commercial districts, downtown, Caltrain, and surrounding jurisdictions. The project aims to create a complete, multimodal street network.

Benefit: San Carlos' east side is rapidly transforming, with over 2.5 million square feet of commercial development underway and the potential for up to 1,890 new homes and 4.5 million square feet of additional R&D, office, and industrial uses under the forthcoming Northeast Area Specific Plan. Old County Road and Industrial Road are key corridors parallel to Highway 101 and El Camino Real, making them critical for regional mobility. The East Side Streetscape Master Plan will help manage growth-related traffic by creating safe, multimodal streets that improve access, connectivity, and circulation. This work aligns with the City's CIP, supports a parallel TMA effort and TDM ordinance update, and

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advances the goals of the TA's Active 101 Crossings Improvement Plan, providing a coordinated model for safer, more sustainable corridors countywide.

14. Alameda de las Pulgas Traffic and Safety Improvements

Request: \$1,000,000 – CON

Sponsor: Atherton

Recommended Funding Award: \$1,000,000

Scope: Construction funding (CON) for traffic and safety improvements along Alameda de las Pulgas from Mills Avenue to Stockbridge Avenue. The project will include installation of a roundabout at the Atherton Avenue intersection (currently 4-way stop controlled), removal of a pedestrian activated mid-block traffic signal (between Camino al Lago and Mills Avenue), installation of a traffic signal at the Camino al Lago intersection, including associated curb ramps and sidewalk repairs. The project includes restriping of the roadway to provide buffered bicycle lanes in each direction and required green infrastructure improvements.

Benefit: The project will improve mobility and safety for all users, reducing delay at Atherton Avenue (4-way stop controlled), which exceeds 3 minutes during peak hours, from LOS from F to B. The roundabout, with accommodations for bicycles and pedestrians, will significantly improve mobility for all users. Replacing the mid-block crossing with a traffic signal at Camino al Lago (currently 2-way stop controlled) will better manage vehicular traffic and manage and improve safety for pedestrian traffic entering Las Lomitas Elementary School. Buffering bike lanes on ADLP will improve the safety of cyclists.

15. Alpine Road Corridor Improvement Project

Request: \$4,950,000– PAED

Sponsor: County of San Mateo

Recommended Funding Award: \$4,950,000 –

Scope: PAED funding to advance Alpine Road Corridor improvements from the Menlo Park to Portola Valley boundaries. The project includes intersection controls at key intersections, new turn and acceleration lanes, access consolidation and driveway closures, high-visibility crosswalks, sidewalks/paths, Class II bike lanes, RRFBs, and potential parking at the Stanford Dish Trail.

Benefit: The project will implement improvements that are specifically designed to increase the visibility of bicyclists and pedestrians, reduce conflict points, and slow vehicular speeds.

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16. Highway 1 / Manor Dr Overcrossing Project

Request: \$4,950,000 – PS&E

Sponsor: Pacifica

Recommended Funding Award: \$4,950,000

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

Benefit: The widening of the existing overcrossing and increase in turning radii at the corners will better accommodate all modes of traffic, providing additional space for buses and trucks as well as cyclists. Replacement of the existing four-way stop signs at the Palmetto and Oceana intersections with traffic signals will improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.

17. Woodland Street Improvements

Request: \$525,000 – PAED (\$112.5K), PS&E (\$412.5K)

Sponsor: East Palo Alto

Recommended Funding Award: \$112.5K – The requested funding does not meet the TA's 2025 Highway Program guidelines to begin work within one year of an award. The applicant is able to start PAED but does not have a developed enough project description to start PS&E.

Scope: Environmental (PA & ED) and Design (PS&E) funding for pedestrian and bicycle enhancements along Woodland Avenue between University Avenue and Newell Road. The project will investigate the installation of sidewalks, upgraded bike lanes, improved roadway infrastructure, traffic calming measures, stormwater improvements, and signage and striping improvements.

Benefit: The proposed improvements aim to increase safety for pedestrians, cyclists, and drivers and to encourage mode shift to decrease the number of vehicles on the road. Implementing safety measures will reduce the number of conflict points between the different users, reducing delays due to collisions. Additionally, the project will investigate different intersection measures that improve safety while also improving traffic flow.