

APPENDIX F, G, H

**CMP Monitoring Report
Status of Capital Improvement Projects
Measure A Projects**



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Draft Report

San Mateo County Congestion Management Program 2005 Monitoring Report

June 2005

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1. INTRODUCTION

This chapter discusses the purpose and organization of this report.

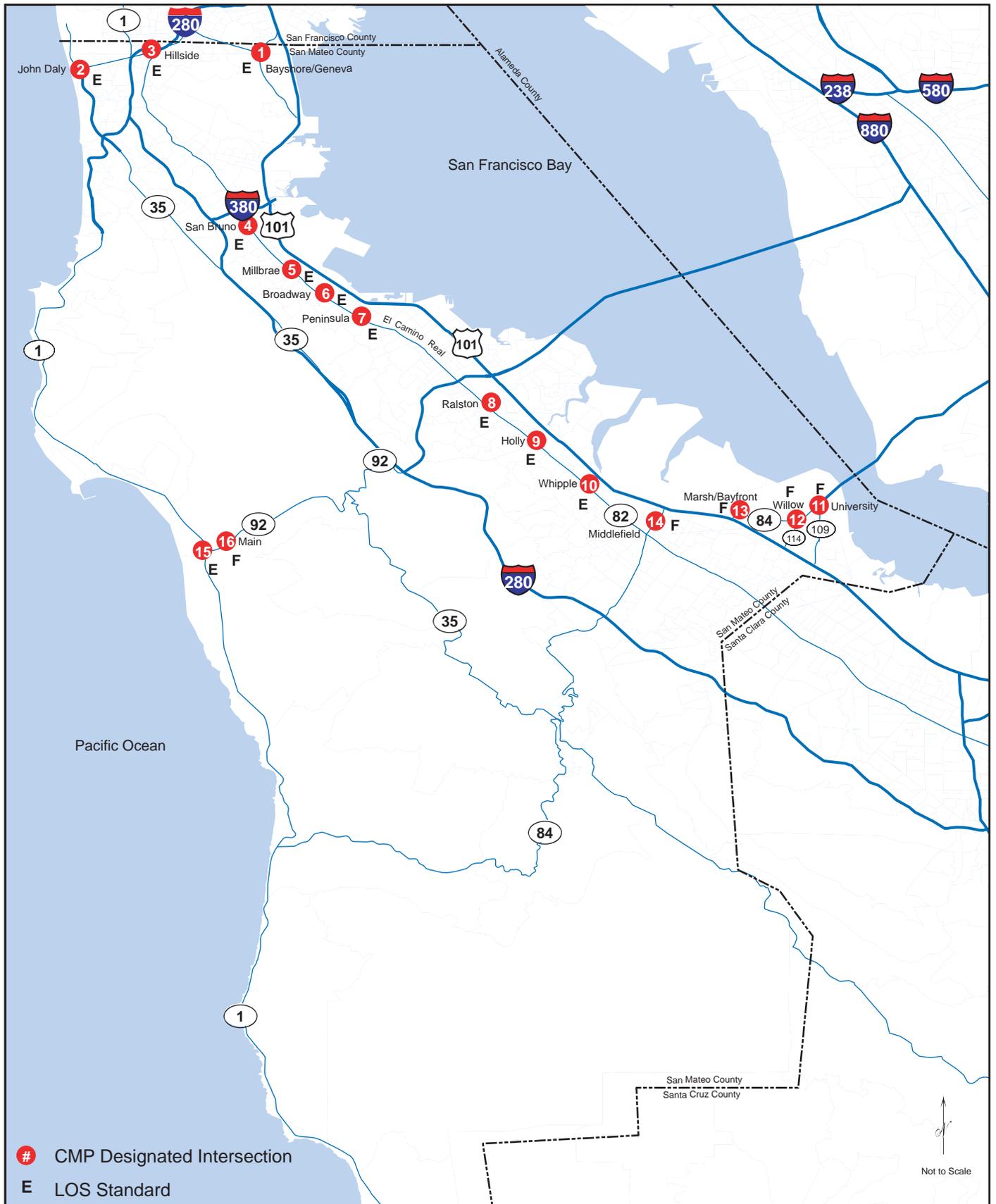
STUDY PURPOSE

The roadway segments and intersections that comprise the CMP Roadway System in San Mateo County were monitored to determine compliance with the adopted Traffic Level of Service (LOS) Standards. C/CAG has adopted a biennial schedule for monitoring the CMO Roadway System. The locations of the sixteen CMP intersections and fifty-three roadway segments and their LOS standards are shown on Figures 1 and 2, respectively.

REPORT ORGANIZATION

This report is divided into four chapters as described below:

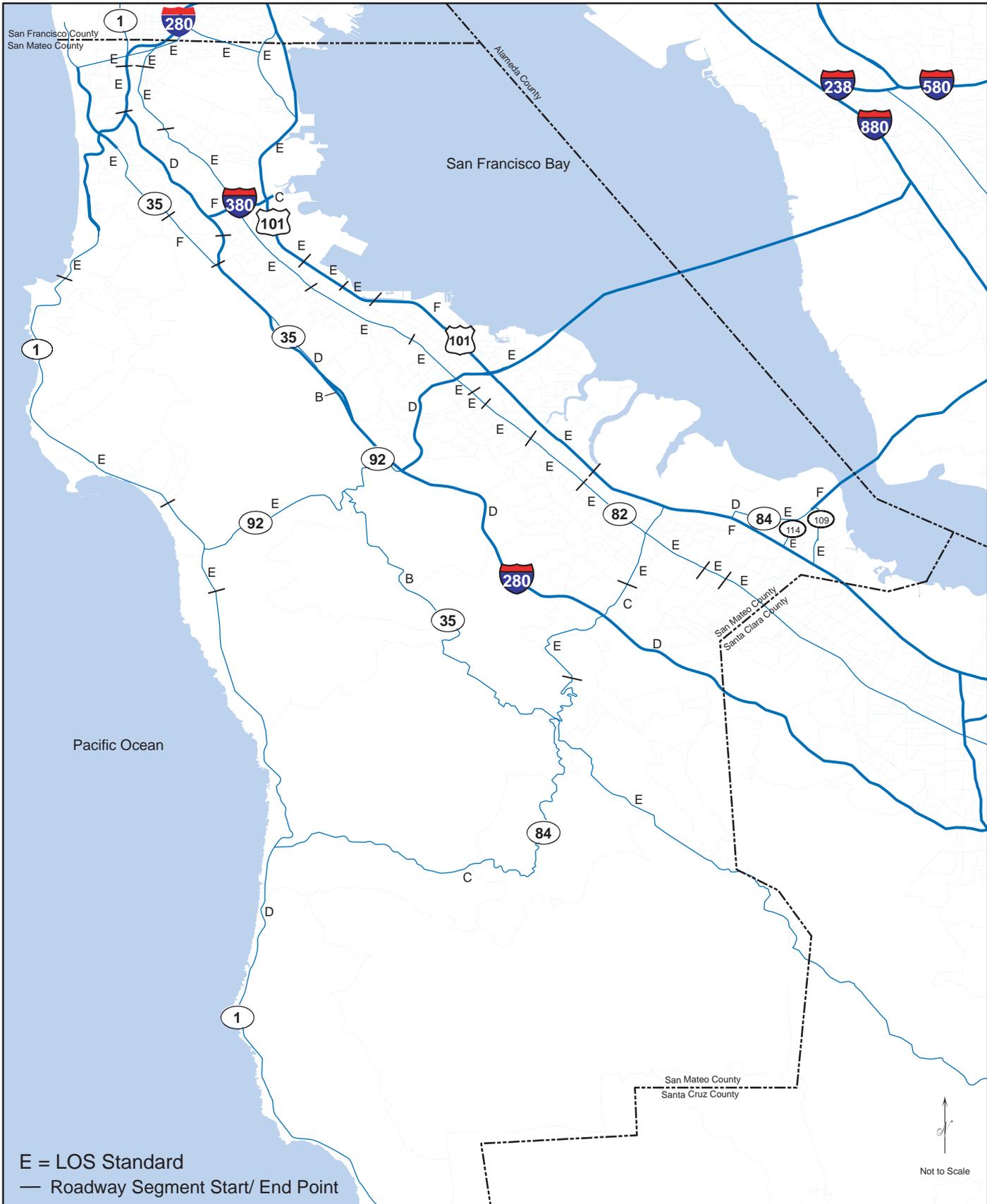
- **Chapter I – Introduction** discusses the purpose and organization of this report.
- **Chapter II – 2005 Monitoring Program** contains the results of the 2005 monitoring program for the study roadway segments and intersections.
- **Chapter III – Performance Measures** presents the results of the Performance Measure Element. Four Performance Measures were monitored: (1) level of service, (2) travel times for single occupant automobiles, carpools, and transit, (3) pedestrian and bicycle improvements, and (4) ridership/person throughput for transit.
- **Chapter IV – Summary** presents a summary of the 2005 monitoring results.



2005 CMP Monitoring Report

CMP Intersections and LOS Standards

Figure 1



CMP Roadway Segments and LOS Standards

Figure 2

2. 2005 MONITORING PROGRAM

The results of the 2005 monitoring effort are presented in this chapter.

TRAFFIC VOLUMES

Traffic counts and travel time surveys were conducted in March and April for the intersections and roadway segments in the CMP Roadway System. Roadway segment volumes were measured with 3-day (72-hour) machine counts. Travel time surveys were conducted on freeways during the AM (7:00 to 9:00 am) and PM (4:00 to 7:00 pm) peak periods.¹ Manual turning-movement counts were conducted at intersections during the AM (7:00 to 9:00 am) and PM (4:00 to 6:00 pm) peak periods. All surveys were conducted mid-week on Tuesday, Wednesday, or Thursday. The traffic counts and travel time surveys are contained in the Appendix A.

LEVELS OF SERVICE

Levels of service were calculated for each roadway segment and intersection using the methodologies presented in Appendix B of the San Mateo County CMP. The results are discussed below.

Roadway segments

The LOS standards for the roadway segments are shown on Figure 2. Level of service calculations were conducted for the roadway segments using the 2005 traffic volumes and average speeds (estimated from the travel time surveys conducted on freeway segments). Different calculation methods are used for different types of facilities. For some facilities, e.g. rural highways, the level of service is based on the operation of the entire segment (both directions combined). On other types of roadways, each direction is evaluated separately. The segment and directional LOS for the AM and PM peak hours are presented in the Appendix B. The worst operation for each segment (in either direction) are presented in Table 1 and illustrated in Figure 3. This table also presents the results of previous monitoring programs (1995, 1997, 1999, 2001, and 2003).

Level of service calculations were first conducted without including any reductions in traffic volumes to account for exemptions required by the CMP legislation. Segments that operate better than the LOS standard without reductions are automatically in compliance. Reductions were applied to the segments whose 2005 level of service exceeded the segment's standard. Reductions are allowed for interregional travel on each segment and were based on the C/CAG travel demand forecasting model's estimation of the percent of Year 2000 traffic volumes originating outside of San Mateo County. At locations that were monitored with traffic counts, these reductions were applied directly to the measured traffic volumes, a new adjusted volume-to-capacity (V/C) ratio was computed, and the level of service was revised accordingly. At locations that were monitored using travel time surveys, the average speeds were first converted to V/C ratios based on the ranges of V/C ratios and speeds for the corresponding level of service range (from the level of service definition tables in Appendix B of the CMP). Interpolation was used to convert the speed to a specific V/C ratio. For LOS F, the maximum V/C ratio was assumed to be 1.10. the reduction for interregional trips was applied to the V/C ratio to determine the level of service without these regional trips. (This methodology is consistent with previous monitoring reports.)

¹ Congestion of the freeway segments was observed to still be increasing at 6:00 pm during the travel time surveys conducted for the 1999 Monitoring Program. Therefore, the travel time surveys for the 2001, 2003, and 2005 Monitoring Program were conducted until 7:00 pm.

TABLE 1
2005 CMP ROADWAY SEGMENT LEVELS OF SERVICE

Route	Roadway Segment	LOS Standard ¹	2005 LOS		2003 LOS ²	2001 LOS ²	1999 LOS ²	1997 LOS ²	1995 LOS ²
			Without Exemptions	With Exemptions					
1	San Francisco County Line to Linda Mar Blvd.	E	F ³	F ⁴	F ³ /F ⁴	F ³ /F ⁴	F ³ /F ⁴	N.M.	C
1	Linda Mar Blvd. to Frenchmans Creek Road	E	D	N/A	D	D	D	C	E
1	Frenchmans Creek Road to Miramontes Road	E	E	N/A	E	F/E	E	B	E
1	Miramontes Road to Santa Cruz County Line	D	C	N/A	C	C	B	B	B
35	San Francisco county Line to Sneath Lane	E	C	N/A	B	B	A	C	A
35	Sneath Lane to I-280	F	F	N/A	F	F	F	N.M.	N.M.
35	I-280 to SR 92	B	C	C	C/B	C/B	C/B	A	A
35	SR 92 to SR 84	B	B	N/A	B	B	B	A	A
35	SR 84 to Santa Clara County Line	E	B	N/A	B	B	B	A	A
82	San Francisco County Line to John Daly Blvd	E	A	N/A	A	A	A	A	A
82	John Daly Boulevard to Hickey Boulevard	E	A	N/A	A	A	A	A	A
82	Hickey Boulevard to I-380	E	A	N/A	A	A	B	B	A
82	I-380 to Trousdale Drive	E	A	N/A	A	A	A	A	A
82	Trousdale Drive to 3 rd Avenue	E	A	N/A	A	A	A	B	B
82	3 rd Avenue to SR 92	E	A	N/A	A	A	A	A	A
82	SR 92 to Hillside Avenue	E	B	N/A	A	A	B	A	A
82	Hillside Avenue to 42 nd Avenue	E	B	N/A	B	B	B	E	A
82	42 nd Avenue to Holly Street	E	A	N/A	A	A	A	C	A
82	Holly Street to Whipple Avenue	E	D	N/A	B	B	D	B	A
82	Whipple Avenue to SR 84	E	C	N/A	B	B	C	D	B
82	SR 84 to Glenwood Avenue	E	B	N/A	C	B	B	A	B
82	Glenwood Avenue to Santa Cruz Avenue	E	D	N/A	D	C	C	D	B
82	Santa Cruz Avenue to Santa Clara County Line	E	C	N/A	D	C	C	D	C
84	SR 1 to Portola Road	C	C	N/A	C	D/D	D/C	B	B
84	Portola Road to I-280	E	B	N/A	B	D	B	C	C

TABLE 1 (CONT.)

2005 CMP ROADWAY SEGMENT LEVELS OF SERVICE

Route	Roadway Segment	LOS Standard ¹	2005 LOS		2003 LOS ²	2001 LOS ²	1999 LOS ²	1997 LOS ²	1995 LOS ²
			Without Exemptions	With Exemptions					
84	I-280 to Alameda de las Pulgas	C	C	N/A	D/C	D/D	D/D	D	A
84	Alameda de las Pulgas to US 101	E	E	N/A	D	E	F/C	D	C
84	US 101 to Willow Road	D	B	N/A	A	F/E	D	D	F
84	Willow Road to University Avenue	E	F	F	F/F	F/F	F/F	E	E
84	University Avenue to Alameda County Line	F	F	N/A	F	F	F	F	F
92	SR 1 to I-280	E	E	N/A	E	E	E	D	E
92	I-280 to US 101	D	F ³	E ⁴	C ³	E ³ /E ⁴	F ³ /F ⁴	E	E
92	US 101 to Alameda County Line	E	A/B ³	N/A	C ³	F ³ /F ⁴	F ³ /F ⁴	F	E
101	San Francisco County Line to I-380	E	D ³	N/A	D ³	E ³	F ³ /F ⁴	D	D
101	I-380 to Millbrae Avenue	E	F ³	D ⁴	F ³ /E ⁴	F ³ /C ⁴	F ³ /D ⁴	C	E
101	Millbrae Avenue to Broadway	E	F ³	D ⁴	F ³ /E ⁴	F ³ /E ⁴	F ³ /E ⁴	F	F
101	Broadway to Peninsula Avenue	E	F ³	D ⁴	F ³ /D ⁴	F ³ /E ⁴	F ³ /D ⁴	F	E
101	Peninsula Avenue to SR 92	F	F ³	N/A	F ³	F ³	F ³	F	F
101	SR 92 to Whipple Avenue	E	F ³	E ⁴	F ³ /E ⁴	F ³ /E ⁴	F ³ /E ⁴	D	D
101	Whipple Avenue to Santa Clara County Line	F	F ³	N/A	F ³	F ³	F ³	F	F/D
109	Kavanaugh Drive to SR 84 (Bayfront Expwy.)	E	C	N/A	C	E	E	A	A
114	US 101 to SR 84 (Bayfront Expressway)	E	B	N/A	C	D	D	E	E
280	San Francisco County Line to SR 1 (north)	E	E ³	N/A	F ³ /F ⁴	F ³ /F ⁴	F ³ /F ⁴	D	A
280	SR 1 (north) to SR 1 (south)	E	E ³	N/A	E ³	E ³	F ³ /F ⁴	F	B
280	SR 1 (south) to San Bruno Avenue	D	F ³	E ⁴	F ³ /E ⁴	F ³ /E ⁴	F ³ /E ⁴	E	F
280	San Bruno Avenue to SR 92	D	A/B ³	N/A	(A/B) ³	A/B ⁴	D	D	A
280	SR 92 to SR 84	D	D ³	N/A	(A/B) ³	D ⁴	E ³ /D ⁴	C	C
280	SR 84 to Santa Clara County Line	D	E ³	C ⁴	(A/B) ³	D ⁴	E ³ /E ⁴	D	A
380	I-280 to US 101	F	E ³	N/A	F ³	F ³	F ³	F	E
380	US 101 to Airport Access Road	C	A ³	N/A	A ³	C ³	C ³	C	A
Mission St	San Francisco County Line to SR 82	E	A	N/A	A	A	A	A	A

TABLE 1 (CONT.)

2005 CMP ROADWAY SEGMENT LEVELS OF SERVICE

Route	Roadway Segment	LOS Standard ¹	2005 LOS		2003 LOS ²	2001 LOS ²	1999 LOS ²	1997 LOS ²	1995 LOS ²
			Without Exemptions	With Exemptions					
Geneva Ave.	San Francisco County Line to Bayshore Blvd.	E	A	N/A	A	A	A	A	C
Bayshore Blvd.	San Francisco County Line to Geneva Avenue	E	A	N/A	A	A	A	A	A

Notes:

¹ From "Final Congestion Management Program 1997," Table3-2.

² For 1999, 2001, and 2003 LOS, the first value represents LOS without exemptions, and the second value represents LOS with exemptions.

³ Based on average speed from travel time surveys.

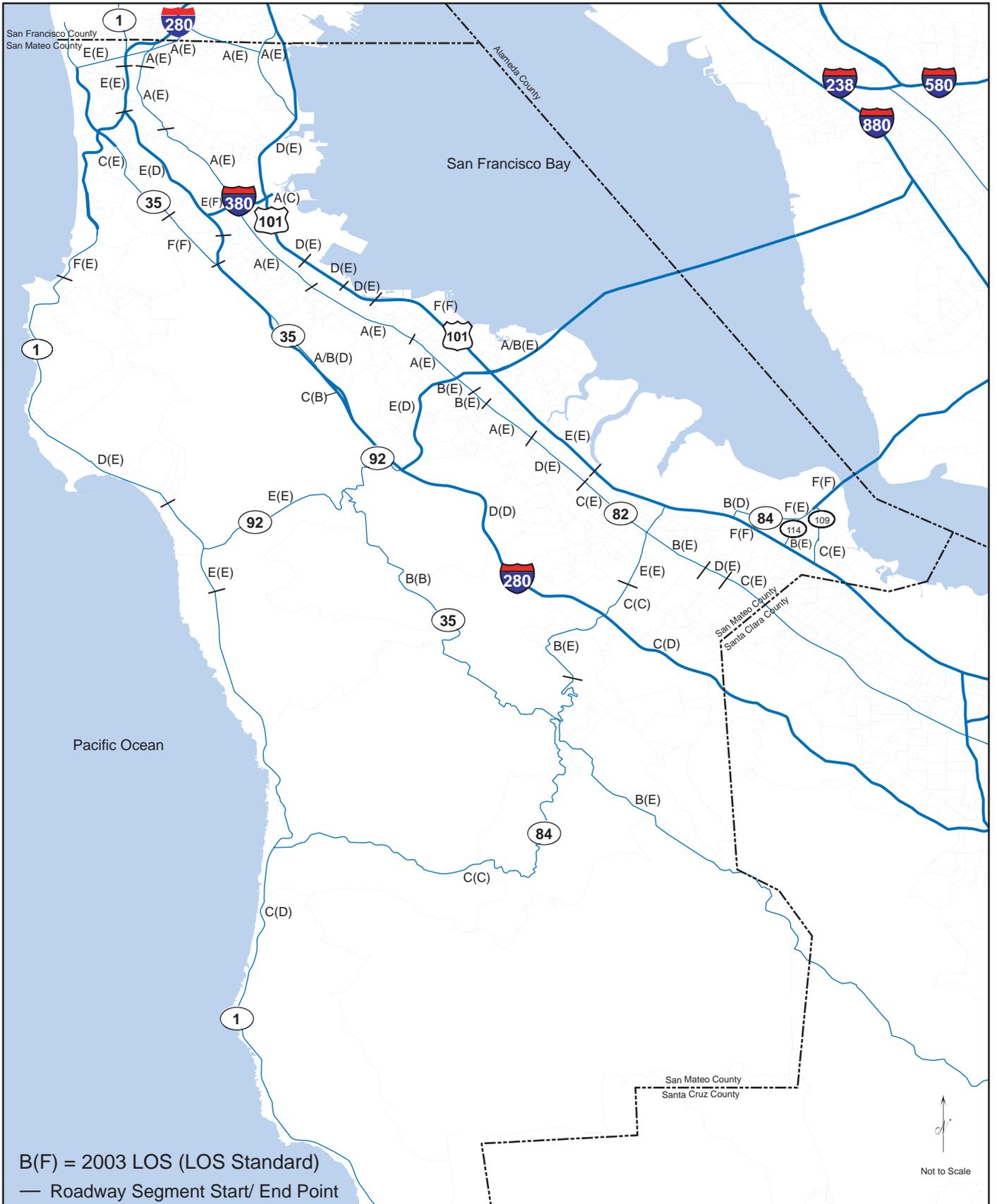
⁴ Exemptions applied to V/Cs estimated from average speeds.

N.M = not monitored

N/A = not applicable. LOS standard is not violated. Therefore, exemptions were not applied.

LOS Standard violations (after application of exemptions) are indicated in **bold**.

LOS based on 1994 Highway Capacity Manual Methodology.



Improvements

The following list describes improvement projects that have been completed or are under construction since the 2003 Monitoring Program:

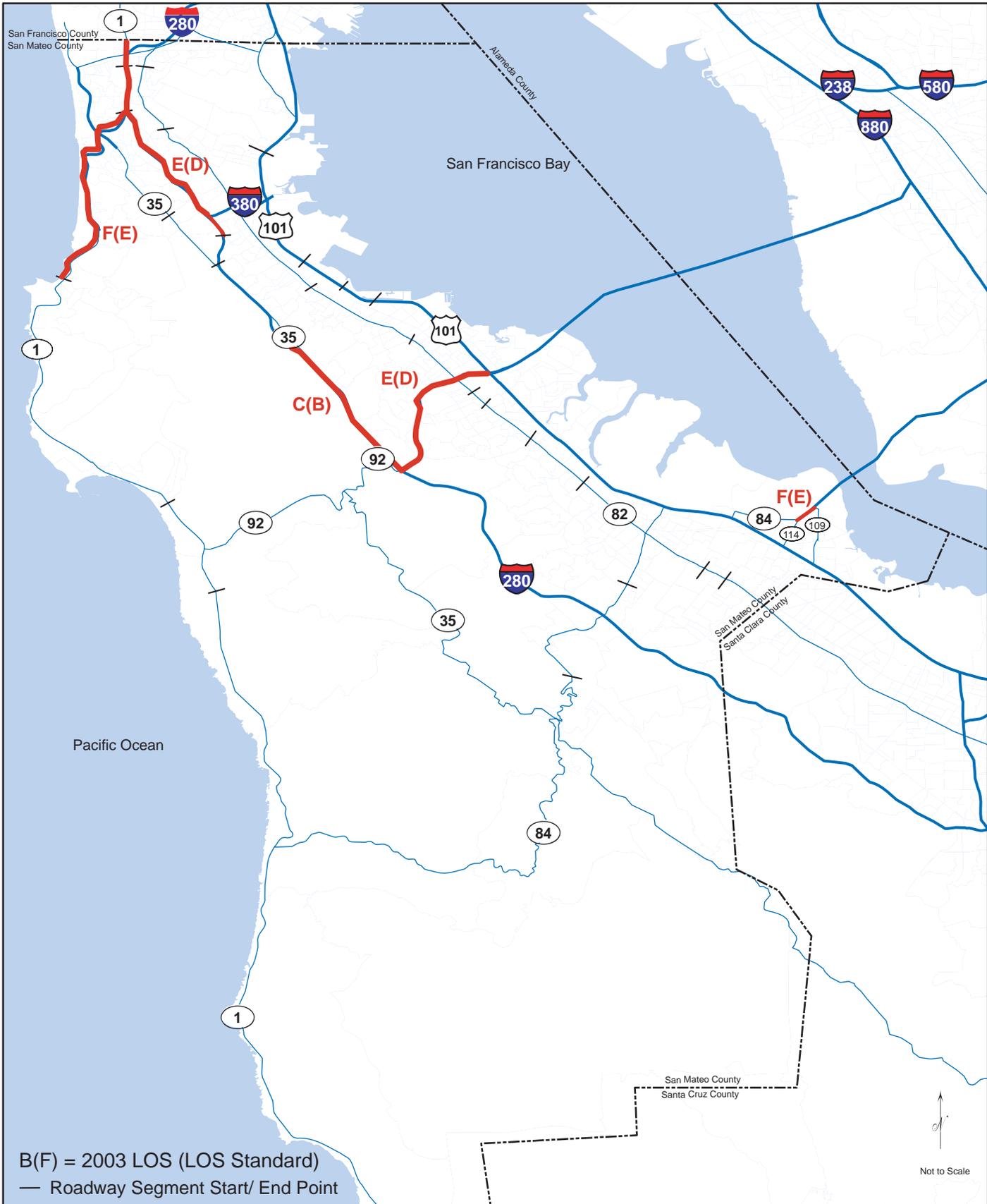
- US 101 southbound flyover ramp to eastern South San Francisco
- U.S. 101 Auxiliary lanes in each direction from Marsh Road to Ralston Avenue
- US 101/Marsh Road modification (elimination of northbound loop off-ramp)
- Widening of Bayfront Expressway (SR 84) between Marsh Road and Dumbarton Bridge to provide three travel lanes in each direction.

Roadway Segment Results

The results indicate that five of the 53 roadway segments are in violation of the LOS Standard after excluding for interregional traffic. These locations are illustrated on Figure 4 and listed below:

- SR 1, San Francisco County Line to Linda Mar Boulevard
- SR 35, I-280 to SR 92
- SR 84, Willow Street to University Avenue
- SR 92, I-280 to US 101
- I-280, SR 1 (south) to San Bruno Avenue

Three of these five segments exceeded their LOS standard in 2003. The segments of SR 35 (between I-280 and SR 92) and SR 92 (between I-280 and US 101) were operating at or above their CMP standards in 2003.



Deficient CMP Roadway Segments

Figure 4



Intersections

The 2005 traffic volumes, lane configurations, and signal phasings were used as inputs to the intersection level of service calculations. No reductions for interregional travel were applied to the intersection volumes. The results of the LOS calculations are presented in Table 2. This table also presents LOS results from previous monitoring reports for comparison purposes. The 2005 intersection levels of service and LOS standards are illustrated in Figure 5. Appendix C contains the level of service calculation worksheets.

Consistent with previous monitoring programs, the level of service at the intersections were calculated using the Circular 212 methodology. This methodology calculates a critical volume-to-capacity ratio for the intersection. This methodology is typically used as a planning tool to determine whether an intersection is congested based on critical volume compared to available capacity.

Several member agencies have been utilizing the level of service methodology from the *2000 Highway Capacity Manual (2000 HCM)* which calculates the average control delay, expressed in seconds per vehicle. This methodology is an operations tool which takes into account intersection signal timing parameters (i.e. cycle length, loss time, minimum green times, etc.) to evaluate intersection operations. Therefore, the operations of the CMP intersections were also evaluated with the 2000 HCM methodology as shown in Table 2.

Improvements

SR 84 Widening Project

As indicated previously, widening of SR 84 between Marsh Road and Dumbarton Bridge to three lanes in each direction is completed. This roadway widening project included additional lanes at the following intersections:

Bayfront Expressway (SR 84)/University Avenue

The northbound approach has been widened to provide two left-turn lanes and three right-turn lanes. A third eastbound through lane was added. The signal operation was modified so that the triple right-turn is a controlled movement. Previously, it was a free-flow right-turn lane.

Bayfront Expressway (SR 84)/Willow Road

A second left-turn lane is provided for the northbound and eastbound approaches. A third through lane is added to the eastbound and westbound approaches and an exclusive eastbound right-turn lane is provided.

Bayfront Expressway (SR 84)/Marsh Road

An exclusive through lane will be added to the eastbound approach and a third westbound left-turn lane is provided on the westbound approach.

Other Improvements

A third westbound left-turn lane is provided at the El Camino Real/Millbrae Avenue intersection.

Intersection Results - Circular 212 Methodology

As indicated previously, this methodology evaluates an intersections operations based on a volume-to-capacity ratio of the critical movements. The results of the intersections level of service calculations indicate that the LOS ratings change (improved or worsened) when compared to the Year 2003 levels at the following locations:

- Skyline Boulevard (SR 35)/John Daly Boulevard (AM and PM LOS worsened from LOS A to LOS B)
- Mission Street (SR 82)/John Daly Boulevard/Hillside Boulevard (AM LOS worsened from LOS A to LOS B)
- El Camino Real (SR 82)/Millbrae Avenue (AM and PM LOS worsened from LOS C to LOS E)
- El Camino Real (SR 82)/Ralston Avenue (AM LOS worsened form LOS C to LOS D, PM LOS worsened from LOS C to LOS E)
- El Camino Real (SR 82)/Holly Street (PM LOS worsened from LOS A to LOS B)
- El Camino Real (SR 82)/Whipple Avenue (AM LOS worsened from LOS A to LOS C, PM LOS worsened from LOS C to LOS D)
- Bayfront Expressway (SR 84)/University Avenue (AM LOS improved from LOS D to LOS C)
- Bayfront Expressway (SR 84)/Willow Road (PM LOS improved from LOS E to LOS D)
- Bayfront Expressway (SR 84)/Marsh Road (AM LOS improved from LOS D to LOS B)
- Woodside Road (SR 84)/Middlefield Road (AM LOS worsened from LOS C to LOS D)
- SR 92/SR 1 (PM LOS worsened from LOS C to LOS D)
- SR 92/Main Street (AM LOS improved from LOS E to LOS D)

The following two intersections are operating at their LOS standard:

- El Camino Real (SR 82)/Millbrae Avenue
- El Camino Real (SR 82)/Ralston Avenue

The remaining study intersections are operating at levels of service better than their LOS standard and no LOS Standard violations were identified.

Intersection Results - 2000 HCM Methodology

This methodology calculates an average control delay, expressed in seconds per vehicle. In general, the LOS ratings using the 2000 HCM methodology are one to two grades lower than the LOS ratings based on the Circular 212 methodology. However, the two intersections identified above are still operating at their LOS standard and no LOS Standard violations were identified.

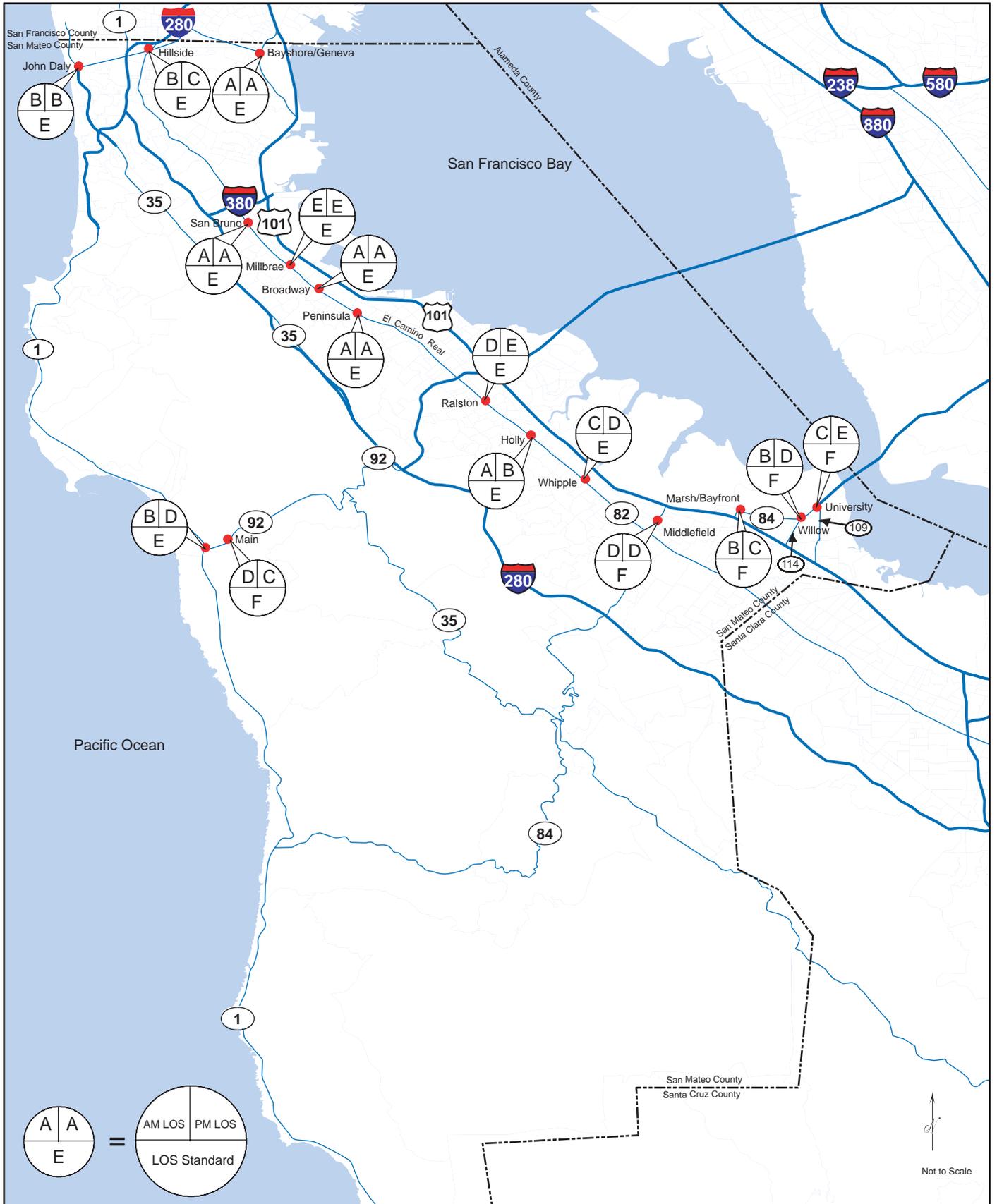
Field observations were conducted at the study intersections to verify the calculated levels of service. In general, most of the CMP intersections are operating at good levels of service. The field observations are more consistent with the calculated LOS ratings using the 2000 HCM methodology than the Circular 212 methodology.

TABLE 2
2005 CMP INTERSECTION LEVELS OF SERVICE AND STANDARDS

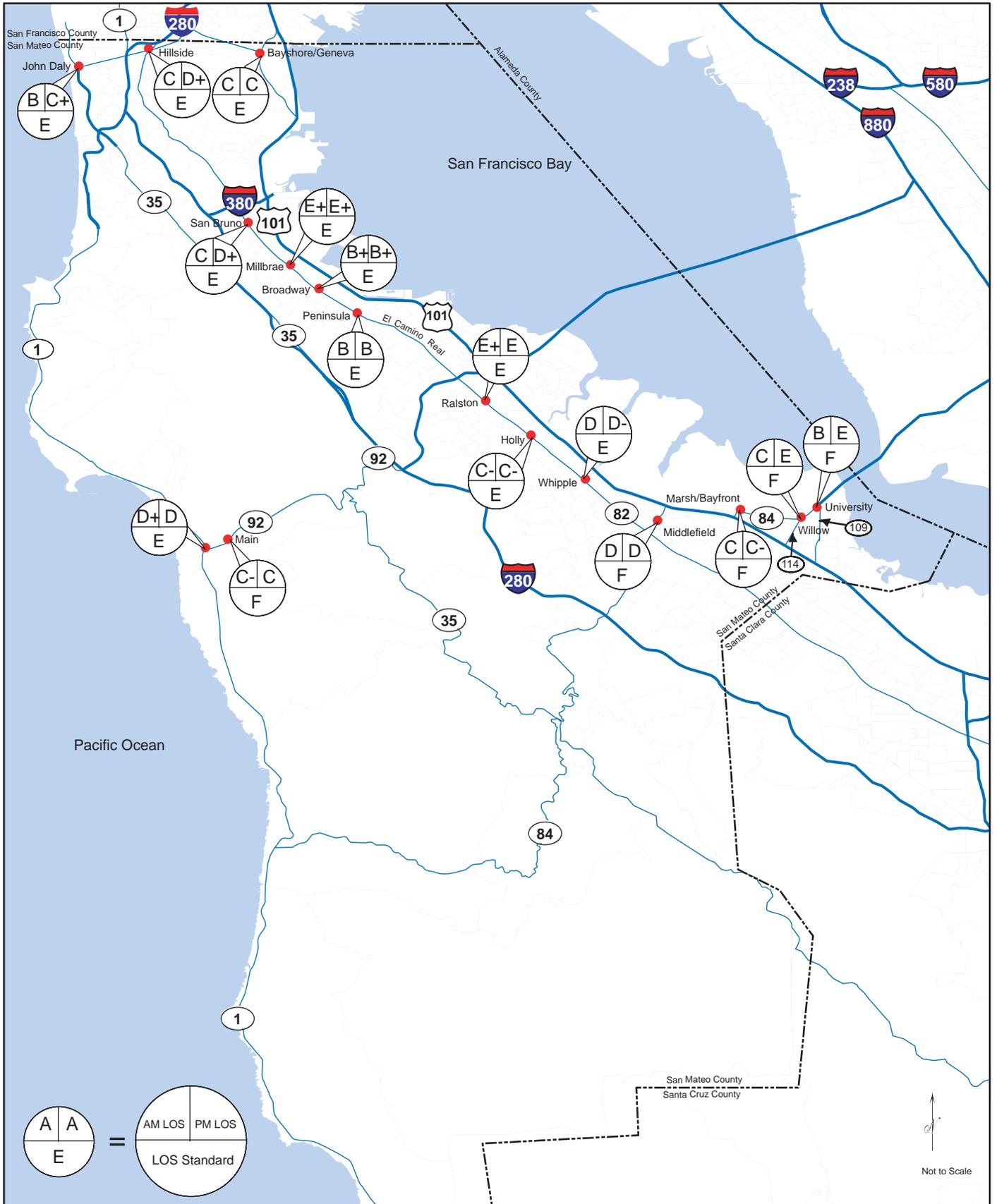
Intersection	LOS Standard	Peak Hour	2000 HCM Methodology	Circular 212 Methodology						Standard Exceeded?	
			2005 LOS	2005 LOS	2003 LOS	2001 LOS	1999 LOS	1997 LOS	1995 LOS		
Geneva Avenue/ Bayshore Boulevard	E	AM	C	A	A	A	A	A	A	A	No
		PM	C	A	A	A	A	A	A	A	No
Skyline Boulevard (SR 35)/ John Daly Boulevard	E	AM	B	B	A	A ²	A	A	A	A	No
		PM	C	B	A	A ²	A	B	A	A	No
Mission St. (SR 82)/ John Daly Blvd. – Hillside Blvd.	E	AM	C	B	A	B ²	A	A	A	A	No
		PM	D	C	C	B ²	A	A	A	A	No
El Camino Real (SR 82)/ San Bruno Avenue	E	AM	C	A	A	A ²	A	B	C	C	No
		PM	D	A	A	A ²	C	C	A	A	No
El Camino Real (SR 82)/ Millbrae Avenue	E	AM	E ²	E ²	C	C	D	C	B	C	No
		PM	E ²	E ²	C	D	B	B	C	C	No
El Camino Real (SR 82)/ Broadway	E	AM	B	A	A	B	B	B	A	A	No
		PM	B	A	A	A	A	B	A	A	No
El Camino Real (SR 82)/ Park-Peninsula Avenue	E	AM	B	A	A	A	A	A	A	A	No
		PM	B	A	A	A	A	B	A	A	No
El Camino Real (SR 82)/ Ralston Avenue	E	AM	E	D	C	C ²	B	B	C	C	No
		PM	E	E	C	D ²	C	E	D	D	No
El Camino Real (SR 82)/ Holly Street	E	AM	C	A	A	A ²	A	B	A	A	No
		PM	C	B	A	B ²	B	C	B	B	No
El Camino Real (SR 82)/ Whipple Avenue	E	AM	D	C	A	A	A	B	A	A	No
		PM	D	D	C	A	D	C	B	B	No
Bayfront Expressway (SR 84)/ University Avenue (SR 109)	F	AM	B ²	C ²	D	D ²	C	F/D	D	D	No
		PM	E ²	E ²	E	E ²	F	D	F	F	No
Bayfront Expressway (SR 84)/ Willow Road	F	AM	C ²	B ²	B	B	C	F/E	F	F	No
		PM	E ²	D ²	E	F	F	F	C	C	No
Bayfront Expressway (SR 84)/ Marsh Road	F	AM	C ²	B ²	D	E	D	F/E	E	E	No
		PM	C ²	C ²	C	D	F	F	F	F	No
Woodside Road (SR 84)/ Middlefield Road	F	AM	D	D	C	C	E	F	D	D	No
		PM	D	D	D	D	E	F	D	D	No
SR 92/ SR 1	E	AM	D	B	B	A ²	B	B	B	B	No
		PM	D	D	C	B ²	C	B	A	A	No
SR 92/ Main Street	F	AM	C	D	E	D	C	D/C	F	F	No
		PM	C	C	C	C	B	D/C	D	D	No

Notes: ¹ For those intersections with two levels of service ratings, the first rating is the published 1997 result and the second rating is the corrected 1997 result.

² LOS included lane improvements.



2005 CMP Monitoring Report
2005 CMP Intersection Levels of Service (LOS)
(Circular 212 Methodology)
 Figure 5a



2005 CMP Monitoring Report

2005 CMP Intersection Levels of Service (LOS) (2000 HCM Methodology)

Figure 5b

3. PERFORMANCE MEASURES

In 1995, the Transit LOS Standard Element was replaced with the Performance Measure Element. Four Performance Measures were selected and refined in the 1997 DMP Update and retained for the 1999, 2001, 2003, and 2005 CMPs. The four measures are: (1) level of service, (2) travel times for single-occupant automobiles, carpools, and transit, (3) pedestrian and bicycle improvements, and (4) ridership/person throughput for transit. This chapter presents 2005 measurements of these performance measures.

LEVEL OF SERVICE

The levels of service of the designated CMP roadway system were evaluated as part of the 2005 monitoring effort. The results are presented in Chapter 2. The results show that five roadway segments exceed their LOS standard. All of the intersections are in compliance with their LOS standard.

TRAVEL TIMES FOR SINGLE-OCCUPANT AUTOMOBILES, CARPOOLS AND TRANSIT

This performance measure is based on the amount of time required to traverse a selected corridor via the various modes. Travel times were measured for the US 101 corridor between the San Francisco and Santa Clara County Lines. The US 101 corridor was selected because, in addition to mixed-flow lanes, it includes High Occupancy Vehicle (HOV) lanes, bus routes, and passenger rail.

Travel time surveys conducted on US 101 for the CMP traffic level of service monitoring process were used to represent travel times for single-occupant automobiles. Travel time surveys were also conducted for the HOV lanes on US 101, which currently extend from the Santa Clara County Line to Whipple Avenue. (The results are summarized in Appendix A). The total travel time for carpools was estimated by adding the travel time in the HOV lanes between the Santa Clara County line and Whipple Avenue to the travel time in the mixed-flow lanes between Whipple Avenue and the San Francisco County Line.

Travel times for bus and passenger rail modes were estimated based on SamTrans and Caltrain published schedules. SamTrans bus route KX operates in the SU 101 corridor. This route provides service through San Mateo County from San Francisco to Palo Alto. Travel times were based on the average travel time between County lines during the commute hours.² Travel time via Caltrain was calculated in a similar manner. The transit travel time calculations are included in Appendix D.

The travel times for each mode, by direction and peak commute period, are presented in Table 3. This table also presents the 1999, 2001, and 2003 travel times. Compared to 2003 travel times, the 2005 travel times for the single-occupant auto and carpool increased by one or two minutes during the AM peak. During the PM peak hour, the travel times decreased by six minutes from the 2003 times for the single-occupant auto in the northbound direction and increased by five minutes in the southbound direction. Similarly, the travel times for the carpool lane decreased by two minutes in the northbound direction and decreased by seven minutes in the southbound direction. The travel time runs for Caltrain decreased by up to seven minutes during either peak hour. This reduction is due primarily to the introduction of the Baby Bullet express service which significantly reduce the travel time between San Francisco County and San Mateo County. The SamTrans travel time runs are within four minutes of the 2003 travel times.

² Defined as 7:00 am to 9:00 am and 4:00 pm to 7:00 pm.

TABLE 3																
AVERAGE TRAVEL TIME IN US 101 CORRIDOR (IN MINUTES) ¹																
Mode	AM ²								PM ³							
	Northbound				Southbound				Northbound				Southbound			
	1999	2001	2003	2005	1999	2001	2003	2005	1999	2001	2003	2005	1999	2001	2003	2005
Single-Occupant Auto	29	27	29	31	45	49	37	38	38	31	39	33	31	26	30	35
Carpool	29	25	28	30	40	38	29	31	36	31	34	32	28	25	25	32
Caltrain (local & express)	42	44	43	42	45	48	49	42	46	49	49	42	42	45	46	42
SamTrans Route KX	61	66	68	72	68	76	74	72	71	75	75	79	63	71	72	75

Notes:
 1 Between San Francisco and Santa Clara County Lines.
 2 Morning commute period.
 3 Evening commute period.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The purpose of this measure is to ensure that pedestrian and bicycle travel is being accommodated in new transportation improvement projects. During the CMP update process, seven-year Capital Improvement Program (CIP) projects are identified and evaluated. The top-ranked projects are forwarded to MTC to be evaluated in the regional process for State and Federal funding.

CIP projects that include pedestrian and bicycle improvements should receive higher priority over those that do not. In addition, projects that create a barrier to pedestrian or bicycle travel should receive a penalty in the evaluation process. (Barriers would include grade separations without pedestrian or bicycle facilities.) This can be accomplished by adding pedestrian/bicycle transportation issues to the evaluation criteria. For example:

- Does the CIP project include sidewalks or pedestrian paths? (add points)
- Do the CIP project's sidewalks or paths connect with other pedestrian facilities? (add points)
- Do the CIP project's sidewalks or paths close a gap in the pedestrian system? (add points)
- Does the CIP project cause a barrier to pedestrian travel (subtract points)
- Does the CIP project include bike lanes or bike paths? (add points)
- Do the CIP project's bicycle facilities connect with other bicycle facilities? (add points)
- Do the CIP project's bicycle facilities close a gap in the regional bicycle system? (add points)
- Does the CIP project cause a barrier to bicycle travel? (subtract points)

The actual number of added or subtracted points is dependent on the points given for other criteria. San Mateo County publishes the Bicycle Transportation Map which identifies existing bicycle facilities in San Mateo County. This map would be helpful in identifying gaps in the bicycle system. According to County staff, the next CIP program will use bicycle and pedestrian accommodations in the evaluation criteria.

RIDERSHIP/PERSON THROUGHPUT FOR TRANSIT

The purpose of this performance measure is to measure the number of individuals that use transit. Available SamTrans, Caltrain, and BART ridership data was collected and is presented in Table 4. Table 4 presents ridership data for the BART SFO Airport extension which was opened in late 2003. These average weekday ridership numbers were compared to 1999, 2001, 2003, and 2005 conditions.

The 2005 transit ridership data (projections were developed for the last quarter of the fiscal year since the fiscal year does not end until June 2005) indicate that Samtrans and BART total ridership has decreased when compared to 2003 levels. With the exception of Caltrain, average daily ridership for SamTrans and BART have also decreased. The introduction of the Baby Bullet express has increased total and average weekday ridership for Caltrain.

As a performance measure, average weekday ridership could be compared to the capacity of each mode. Capacity would be estimated by determining the average number of train cars and buses per weekday and the number of seats on each, the capacity for each mode would then be calculated by multiplying the person-capacity of each vehicle (number of seats for each bus or train car) by the number of vehicles per weekday. The crush load capacity would be calculated by adding the standees, typically estimated as 50 percent of the seats.

Mode	Total				Average Weekday			
	1999 ²	2001 ³	2003 ⁴	2005 ⁵	1999 ²	2001 ³	2003 ⁴	2005 ⁵
SamTrans	17,885,754	17,958,419	16,203,500	13,591,931	60,323	60,040	52,845	46,450
Caltrain	8,621,841	10,509,567	8,283,062	8,814,871	26,861	32,865	27,785	29,270
BART (Colma & Daly City)	7,258,562	8,807,348	8,192,364	5,985,526	25,787	29,503	27,323	20,948
BART (SFO Ext. Stations) ⁶	n/a	n/a	n/a	6,429,302	n/a	n/a	n/a	21,888

Notes:

¹ Ridership information provided by SamTrans

² Based on Fiscal Year ending June 30, 1999.

³ Based on Fiscal Year ending June 30, 2001.

⁴ Based on Fiscal Year ending June 30, 2003.

⁵ Includes projections for last quarter of Fiscal Year ending June 30, 2005.

⁶ SFO extension began service June 22, 2003 to South San Francisco, San Bruno, San Francisco International Airport, and Millbrae stations.

Source: Ridership information provided by BART and SamTrans staff.

4. SUMMARY

ROADWAY SEGMENTS

Level of service calculations were conducted for the roadway segments using the 2005 traffic volumes and average speeds (estimated from the travel time surveys conducted on freeway segments). The results indicate that five of the 53 roadway segments exceed their LOS Standard in 2005.

INTERSECTIONS

The results of the intersection LOS calculations (based on Circular 212 methodology) indicated that the level of service ratings improved or decreased at twelve (12) locations in comparison to the 2003 results. Two intersections are operating at their LOS standard. The remaining study intersections are operating at levels of service better than their LOS standard and no LOS Standard violations were identified.

Since the Circular 212 methodology is used as a planning tool to evaluate intersection capacity, intersection operations were evaluated with the *2000 Highway Capacity Manual* (HCM) methodology. This methodology uses signal timing inputs in conjunction with the volumes and lane configuration to determine a level of service which is based on average control delay expressed in seconds per vehicle. Two intersections are operating at their LOS standard based on the 2000 HCM methodology and no LOS Standard violations were identified.

PERFORMANCE MEASURES

Travel Times for Single-Occupant Automobiles, Carpools, and Transit

Travel times were measured for the US 101 corridor between the San Francisco and Santa Clara County Lines for single-occupant automobiles, carpools, and transit and compared to 2003 travel times. The 2005 travel times for the single-occupant auto and carpool increased by one-to-two minutes during the morning period and decreased by several minutes during the evening period. Caltrain travel time runs decreased due to the introduction of the Baby Bullet express trains and travel times for SamTrans Bus Route KX increased by several minutes.

Pedestrian and Bicycle Improvements

The next CIP program will incorporate bicycle and pedestrian issues in the evaluation criteria

Ridership/Person Throughput for Transit

Total annual and weekday average ridership information was collected for SamTrans, Caltrain, and BART (Colma and Daly City station). These average weekday ridership numbers were compared to 2003 conditions.

The 2005 transit ridership data (projections were developed for the last quarter of the fiscal year since the fiscal year does not end until June 2005) indicate that Samtrans and BART total ridership has decreased when compared to 2003 levels. With the exception of Caltrain, average daily ridership for SamTrans and BART have also decreased. The introduction of the Baby Bullet express has increased total and average weekday ridership for Caltrain.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
1993 CMP CIP Projects					
Bicycle and Pedestrian Facilities					
San Carlos Industrial Road rehab for bikes and pedestrians (East San Carlos Avenue – Bing Street) - \$1,187,000				X	
1997 CMP CIP Projects Approved for 1997-1999 Funding					
Transit Improvements					
Joint Powers Board CALTRAIN Hillsdale Station parking rehabilitation (\$500,000)				X	
Joint Powers Board CALTRAIN track rehabilitation (\$500,000)				X	Part of JPB CTX project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
1998 CMP CIP Projects Approved for STIP Funding (in 1997 dollars)					
Freeway/Highway Improvements					
CALTRANS Route 1 Devil's Slide tunnel (\$3.6 million)			X		Partial funding only. Expected completion June 2011.
Transportation Authority Route 101 Auxiliary Lanes: Route 92 to Marsh Road (\$20.6 million)			X		Includes \$709,000 in landscaping. Expected completion Sept 2008.
CALTRANS Route 92 slow vehicle lane improvements (\$21.1 million)	X				
Half Moon Bay Route 92 and Main Street intersection improvements: Route 92 widening and realignment (\$2.8 million)		X			Partially funded locally by Transportation Authority in amount \$1.5 million.
Transit Improvements					
Joint Powers Board CALTRAIN centralized control system (\$5.6 million)				X	Part of JPB CTX project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
1998 Demonstration Projects					
Pacifica San Pedro Creek Bridge project at Route 1 (\$1.1 million)	X				
San Mateo Route 92 and El Camino Real interchange improvements (\$2.8 million)	X				
CALTRANS I-380 connector at Sneath Lane (\$2.1 million)	X				
1999 Federal 25% Funding					
Operational Improvements					
San Bruno Sneath Lane signal interconnect (\$620,000)				X	
Transit Improvements					
Joint Powers Board CALTRAIN signal improvements (\$890,000)				X	Part of JPB CTX project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
1999 Federal 75% Funding					
Other Roadway Improvements					
Redwood City Ralston Avenue reconstruction (Granada Street - US 101 overcrossing) - \$105,000			X		Expected completion Sept 2005. Combined with 2000 STIP Ralston Ave/US 101 interchange modification.
Belmont Ralston Avenue repaving (\$80,750)				X	Combined with 1999 75% Alameda de las Pulgas repaving project.
San Bruno Sneath Lane repaving (Skyline Boulevard - I-280) - \$247,000				X	
San Bruno Sneath Lane repaving (El Camino Real - I-280) - \$313,000				X	
Belmont Alameda de las Pulgas repaving (\$64,000)				X	Combined with 1999 75% Ralston Avenue repaving project.
Belmont Ralston Avenue reconstruction (Cipriani Boulevard to Alameda de las Pulgas) - \$375,000				X	

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Joint Powers Board CALTRAIN track rehabilitation (\$3.8 million)				X	Part of JPB CTX project.
Joint Powers Board CALTRAIN Express Third Track (CTX) project (\$327,500)				X	
1999 Federal Safe Routes to School Program					
Belmont Nesbit School bikeway installation (\$315,000)				X	
2000 Federal Congestion Mitigation and Air Quality (CMAQ) Projects					
Operational Improvements					
Belmont Ralston Avenue signal interconnect (\$132,750)		X (Sept 02)			
Colma Junipero Serra Boulevard signal interconnect (\$532,000)				X	

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Safety Improvements					
Belmont El Camino Real and Fifth Avenue safety improvements (\$40,000)					\$40,000 in funding LOST because of inactivity by Belmont.
Millbrae Millbrae Avenue and El Camino Real safety improvements (\$200,000)				X	
San Bruno El Camino Real and Sneath Lane intersection improvement (\$1,000,000)			X		Expected completion Sept 2005. Combined w/ 2000 HIP El Camino Real pedestrian improvements.
San Carlos Industrial Road sidewalk construction (\$1,231,750)				X	Supplemental funding for original 1993 CMP project.
Pedestrian and Bicycle Facilities					
San Mateo County Mirada Road pedestrian/bicycle bridge (\$147,750)				X	Transportation Enhancements Activities project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
San Mateo Main Street pedestrian corridor and Transit Center links (\$1,985,000 + \$813,610)				X	Transportation Enhancements Activities Project; additional \$813,610 shifted from Half Moon Bay TEA project.
Transit Improvements					
Joint Powers Board CALTRAIN Hillsdale Station parking lot improvements (\$1,000,000)			X		Expected completion Nov 2005.
Joint Powers Board CALTRAIN track and signal rehabilitation (\$938,000)				X	Part of JPB CTX project. JPB991001
SAMTRANS Bus communication system upgrade (\$885,000)				X	
2000 Federal Surface Transportation Program (STP) Projects					
Other Roadway Improvements					
Daly City Geneva Avenue pavement rehabilitation				X	

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
(\$345,000)					
San Carlos Industrial Road pavement rehabilitation (\$406,000)				X	Supplemental funding for original 1993 CMP project.
San Mateo County Polhemus Road repaving (\$238,000)				X	
Transit Improvements					
Joint Powers Board CALTRAIN maintenance facility (\$1,062,000)			X		Expected completion June 2006. JPB950001
SAMTRANS Bus maintenance facility rehabilitation (\$253,000)				X	
BART Daly City yard and shop improvements (\$849,600)			X		Expected completion June 2005.
2000 CMP CIP Projects Approved for STIP Funding					

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Freeway/Highway Improvements					
Half Moon Bay Route 92 and Main Street intersection improvements: Route 92 widening and realignment (\$1,000,000)	X				Supplemental funding for original 1998 CMP project.
Transportation Authority Route 92 curve correction east of Half Moon Bay (\$2,619,000)	X				Transferred \$119,000 from Half Moon Bay Route 92 pavement rehabilitation project.
Redwood City Ralston Avenue/US 101 interchange modification (\$3,100,000)			X		Expected completion Sept 2005. Combined with 1999 75% Ralston Avenue reconstruction (Granada Street-US101 overcrossing).
CALTRANS Route 101 Harbor Boulevard off ramp soundwall (\$666,000)				X	
Transit Improvements					
BART Colma Station/San Francisco Intl Airport bike trail (\$2,500,000)	X				
Joint Powers Board CALTRAIN track, station, and signal rehabilitation (\$366,667)				X	Part of JPB CTX project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
SAMTRANS Bus stop rehabilitation (\$576,000)				X	
SAMTRANS Bus maintenance facility rehabilitation (\$540,000)				X	Part of SAMTRANS STP rehabilitation project.
2000 Transportation Development Act (TDA) Article #3 Projects: Bicycle and Pedestrian Facilities					
Half Moon Bay Route 92 bicycle lanes and sidewalks (\$485,146)	X				Extension granted to 30 Sept 2005.
2000 CMP CIP Projects					
Community Improvements					
Daly City Landmark Development Project					Housing Incentive Program Project. Groundbreaking did not occur before deadline expired. Money lost for HIP Transportation Project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Daly City Lake Merced Boulevard pedestrian/bicycle path (\$394,000)					HIP Transportation Project cancelled. Funding lost.
East Palo Alto Nugent Square Development Project (\$123,000)				X	Housing Incentive Program Project; combined with University Avenue Apartments Development.
East Palo Alto University Avenue Apartments Development Project (\$135,500)			X		Housing Incentive Program Project; combined with Nugent Square Development. Housing construction expected to be completed Dec 2005.
East Palo Alto Bay Road Streetscape and Traffic Calming Improvements (\$258,500)		X (Aug 04)			HIP Transportation Project. Combined w/ 2002 Transportation for Livable Communities Project.
San Bruno Navy Site Development Project			X		Housing Incentive Program Project. Housing construction expected to be completed Oct 2005.
San Bruno El Camino Real pedestrian improvements (\$936,500)			X		HIP Transportation Project. Combined w/ 2000 CMAQ El Camino Real and Sneath Lane Intersection improvement.
San Mateo 3 rd and 4 th Avenues pedestrian and streetscape improvements (\$682,500)			X		HIP Transportation Project. Expected completion Nov 2005.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
2001 Bus/Streets Rehabilitation Program					
Belmont Various streets resurfacing (\$200,000)				X	\$200,000 paid.
Colma Various streets resurfacing (\$35,200)				X	\$35,200 paid.
East Palo Alto Various streets resurfacing (\$200,000)				X	\$182,444 paid.
San Bruno Various streets resurfacing (\$200,000)				X	\$168,000 paid.
2001 Hazard Elimination Safety (HES) Program					
Belmont El Camino Real and Fifth Avenue safety improvements (\$80,000)					Supplemental funding for original 2000 CMAQ project. \$80,000 in funding LOST because of inactivity by Belmont.
2001 Federal Safe Routes to School Program					

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Foster City Foster City and Bowditch Schools beacons and signs (\$74,943)				X	Only \$33,460 actually spent. Balance cannot be transferred to another project.
San Mateo County Fair Oaks School sidewalks and traffic signs (\$151,470)		X (Sept 03)			

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
2001 Transportation Development Act (TDA) Article #3 Projects: Bicycle and Pedestrian Facilities					
Menlo Park Willow Place bicycle bridge (\$240,000)				X	
Menlo Park Alma Street bicycle lanes (\$18,850)				X	
Belmont US 101 bicycle and pedestrian bridge (\$300,000)				X	
San Mateo Hayward Park Station bicycle lockers (\$12,000)					Project funding cancelled: money returned to MTC.
2002 Federal Congestion Mitigation and Air Quality (CMAQ) Projects					
Community Improvements					
East Palo Alto Bay Road Streetscape and Traffic Calming Improvements (\$700,000)		X (Sept 04)			Transportation for Livable Communities Project.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Planning Grants					
Colma Mission Street Pedestrian and Streetscape Plan (\$22,000)			X		Expected completion Sept 2005. Transportation for Livable Communities Project.
Millbrae BART Extension Bikeway Alignment Plan (\$60,000)				X	Transportation for Livable Communities Project.
2002 CMP CIP Projects Approved for STIP Funding					
Freeway/Highway Improvements					
Transportation Authority Menlo Park Willow Road/US 101 interchange reconstruction (\$12 million)	X				
Transportation Authority Route 101 Auxiliary Lanes: Marsh Road to Santa Clara County (\$19.6 million)	X				
Transportation Authority Route 101 Auxiliary Lanes: San Mateo Third Avenue to Millbrae Avenue (\$43.7 million)	X				

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
2002 Transportation Development Act (TDA) Article #3 Projects: Bicycle and Pedestrian Facilities					
Pacifica Route 1 multi-purpose trail (\$500,000)				X	
San Mateo Crystal Springs Road bicycle improvements (\$81,200)				X	
San Mateo Fashion Island Bridge bicycle lane (\$22,500)				X	
2002 Transit Oriented Development (TOD) Projects					
Community Improvements					
San Bruno Various streets rehabilitation (\$529,000)	X				TOD transportation project. Supplemental funding for 2006 STP project.
San Mateo County Pescadero Creek Road repaving (\$310,000)		X			TOD transportation project.
Millbrae Hillcrest Boulevard and surrounding streets repaving (\$236,000)	X				TOD transportation project. OBL deadline

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
					30 June 2006.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
South San Francisco BART Linear Park multi-use path and landscaping (\$590,280)	X				TOD transportation project. Supplemental funding for 2004 TLC project.
2003 Hazard Elimination Safety (HES) Program: Award deadline 30 Sept 2004					
San Bruno El Camino Real emergency vehicle priority system (\$300,600)		X (Sept 04)			
Pacifica Milagra Drive Overcrossing bicycle and pedestrian rehabilitation (\$360,000)			X		Expected completion July 2005.
2003 Federal Safe Routes to School Program : Award deadline 30 Sept 2004					
Belmont School zone signs and lighted crosswalks (\$372,690)			X		Expected completion Sept 2005.
2003 Transportation Development Act (TDA) Article #3 Projects: Bicycle and Pedestrian Facilities					

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
South San Francisco Orange Avenue intersection improvements (\$100,000)				X	
San Mateo Regional Bayfront Trail upgrade (\$150,000)				X	
San Bruno Crystal Springs Road traffic signal modification (\$20,000)				X	
Pacifica Milagra Drive Overcrossing at State Route 1 repair project (\$240,000)			X		Supplemental funding for original 2003 HES project.
San Mateo Bikeway detection units (\$30,000)	X				
2003 Pavement Management Technical Assistance Program (P-TAP) Round 6					
San Mateo County Pavement Mgt System reinspection (\$25,000)				X	
Brisbane Rehabilitation of Beatty Road topographic survey (\$7500)			X		Expected completion June 2005.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
South San Francisco Pavement Mgt System reinspection (\$25,000)				X	
Woodside Pavement Mgt System reinspection (\$14,100)				X	
Half Moon Bay Pavement Mgt System reinspection (\$8400)				X	
Redwood City Pavement Mgt System reinspection (\$25,000)				X	
2004 Transportation Enhancements Activities (TEA) Projects					
San Mateo 3 rd and 4 th Avenues pedestrian and streetscape improvements (\$410,000)			X		Supplemental funding for original 2000 HIP transportation project.
2004 Transportation for Livable Communities (TLC) Projects					
South San Francisco BART Linear Park bikeway and intersection improvements (\$1,932,900)	X				OBL deadline 30 June 2006. Combined with 202 Transit Oriented Development project.
2004 Hazard Elimination Safety (HES) Program: Award deadline 30 Sept 2005					

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
San Mateo Poplar Avenue median (\$207,900)	X				
Daly City Lake Merced Boulevard flashing beacons and warning signs (\$111,870)	X				
Menlo Park Willow Road emergency vehicle priority systems (\$180,000)	X				
2005 Federal Surface Transportation Program (STP) Projects					
Other Roadway Improvements					
Daly City Various streets rehabilitation (\$550,000) TIP ID: SM-050031	X				OBL deadline 30 June 2005.
San Mateo County Guadalupe Canyon Parkway resurfacing (\$400,000) TIP ID: SM-050032	X				OBL deadline 30 June 2005.
Brisbane Northbound Bayshore Boulevard rehabilitation (\$300,000) TIP ID: SM-050033	X				OBL deadline 30 June 2005.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
San Mateo Various streets rehabilitation (\$550,000) TIP ID: SM-050034	X				OBL deadline 30 June 2005.
Transit Improvements					
Joint Powers Board CalTrain systemwide track and related structure rehabilitation (\$8,510,000) TIP ID: SM-030006	X				OBL deadline 30 June 2005.
Joint Powers Board CalTrain rail car replacement (\$195,000) TIP ID: SM-030028	X				OBL deadline 30 June 2005.
Joint Powers Board CalTrain fare equipment replacement (\$575,000) TIP ID: SM-030029	X				OBL deadline 30 June 2005.
2006 Federal Surface Transportation Program (STP) Projects					
Other Roadway Improvements					
Atherton Valparaiso Avenue rehabilitation (\$72,000)	X				
Burlingame Airport Boulevard rehabilitation (\$160,000)	X				
East Palo Alto Bay Road rehabilitation (\$122,000)	X				OBL deadline 30 June 2005.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Hillsborough Crystal Springs Road rehabilitation (\$ 114,000)	X				
Pacifica Palmetto Avenue rehabilitation (\$196,000)	X				
Redwood City Various streets rehabilitation (\$365,000)	X				
San Bruno Various streets rehabilitation (\$294,000)	X				Combined with 2002 Transit Oriented Development project.
San Mateo Alameda de las Pulgas rehabilitation (\$448,000)	X				
Woodside Tripp Road rehabilitation (\$64,000)		X			
2007 Federal Surface Transportation Program (STP) Projects					
Other Roadway Improvements					
Belmont Old County Road rehabilitation (\$134,000)	X				
Daly City Mission Street rehabilitation (\$395,000)	X				OBL deadline 30 June 2006.
Foster City Chess Drive rehabilitation (\$128,000)	X				OBL deadline 30 June 2006.

**Table F-3
Status of CIP Projects**

Project Description	Funding not yet Obligated	Funding Fully Obligated	Under Construction	Completed	Remarks
Menlo Park Sand Hill Road rehabilitation (\$184,000)	X				
Millbrae Millbrae Avenue rehabilitation (\$110,000)	X				
San Carlos Alameda de las Pulgas rehabilitation (\$162,000)	X				OBL deadline 30 June 2006.
South San Francisco Grand Avenue rehabilitation (\$290,000)	X				
San Mateo County Various streets rehabilitation (\$500,000)	X				\$50,000 PE in FY 2005/2006.

III. TRANSPORTATION EXPENDITURE PLAN SUMMARY

The Transportation Expenditure Plan contains six transportation program categories providing a balanced approach to meeting the mobility needs of San Mateo County. This summary lists the six program categories along with the major projects within each category. The percentage distribution of Measure A sales tax funding for each program category and project is listed along with the estimated dollars of Measure A, other funding and total cost. All dollar estimates are in 2004 dollars.

	Percent Share	Estimated Measure A Funding	Estimated Other Funding	Estimated Total Cost
A. <u>Transit</u>				
1. Improve Caltrain service through a combination of capital investments and operational expenditures.	16%	\$240M	\$250M	\$490M
2. Provide local shuttle services to meet local mobility needs and access to regional transit services.	4%	\$60M	\$60M	\$120M
3. Annually, 4 percent of the total revenue will be allocated to meet the special mobility needs of county residents through paratransit and other accessible services.	4%	\$60M	\$228M	\$288M
4. Provide financial assistance as local match funds for cost-effective ferry service to South San Francisco and Redwood City.	2%	\$30M	\$92M	\$122M
5. Provide financial assistance as SamTrans' local match for capital investments and operating expenditures associated with the existing San Mateo County/SFO BART Extension.	2%	\$30M	\$120M	\$150M
6. Provide station facilities and enhancements for the Dumbarton rail corridor through East Palo Alto, Menlo Park and Redwood City.	2%	\$30M	\$415M	\$445M
Transit Total	30%	\$450M	\$1,165M	\$1,615M

B. <u>Highways</u>	Percent Share	Estimated Measure A Funding	Estimated Other Funding	Estimated Total Cost
1. Funding for projects in key congested corridors throughout the County.	17.3%	\$260M	\$260M	\$520M
2. Funding for supplemental roadway projects throughout the County.	10.2%	\$153M	\$65M	\$218M
Highway Total	27.5%	\$413M	\$325M	\$738M
C. <u>Local Streets/Transportation</u>				
1. Annually, 22.5 percent of the total revenue will be allocated to the 20 Cities and the County for the improvement and maintenance of local transportation, including streets and roads.	22.5%	\$338M	\$527M	\$865M
D. <u>Grade Separations</u>				
1. Construction or upgrade of underpasses or overpasses at key road crossings along the Caltrain and Dumbarton rail lines.	15%	\$225M	\$125M	\$350M
E. <u>Pedestrian and Bicycle</u>				
1. Provide safe paths for bicyclists and pedestrians.	3%	\$45M	\$25M	\$70M
F. <u>Alternative Congestion Relief Programs</u>				
1. One percent of the total revenue will be allocated to fund traffic management projects and creative congestion relief programs.	1%	\$15M	\$15M	\$30M
	TOTAL	\$1,486M	\$2,182M	\$3,668M