

101 Corridor Managed Lanes



SAN MATEO COUNTY
**Transportation
Authority**



C/CAG Board Meeting
May 12, 2016



Presentation Outline

- **101 Corridor Profile**
- **System Deficiencies**
- **Roles**
- **Background**
- **Managed Lanes**
- **Proposed Purpose and Need**
- **Alternatives Under Consideration**
- **Schedule**
- **Budget**
- **Organization**



101 Corridor Profile

- 26 miles of Highway 101 in San Mateo County linking San Francisco and Santa Clara counties
- 208 through-lane miles
- 230,000 trips/day
- Primary Access Route to:
 - San Francisco International Airport
 - Major employers
 - Port of Redwood City
 - East Bay via Dumbarton and San Mateo Bridges



Corridor Deficiencies

- **Congestion doubles travel time during the peak periods**
- **Demand is projected to grow 10-15% by 2020 resulting in:**
 - **Increased travel time**
 - **Diversion of traffic onto local streets**
 - **Reduce transit service reliability**
 - **Increased traffic congestion-related collisions (rear-end accidents)**



Bottleneck Queueing





Roles

Sponsors:



Implementing Agency:



Lead Environmental Agency:





Background

- **May '15: Caltrans approved Project Study Report/Project Development Support (PSR/PDS) to extend existing High Occupancy Vehicle (HOV) lanes on 101 Corridor in San Mateo County 14.5 miles, Whipple Road to I-380.**
- **May '15: TA Board authorized reallocation of savings from the PID phase to advance the start of traffic and other technical studies for the subject project.**
- **Oct '15: TA Board authorized allocation of \$8.5 million of Measure A funding for the Project Approval/ Environmental Document (PA/ED) phase of the project.**



Background (continued)

- **Oct '15 - May '16:**
Received stakeholder and project team input
 - **Project alternatives expanded to include Express Lane (EL) to allow tolling of non-HOV vehicles through congestion pricing**
 - **Project limits extended seven miles south to a total length of 22.5 miles to better coordinate with Santa Clara County**
- **Oct '15: C/CAG requested the programming of state funding to supplement Measure A. The TA and C/CAG are co-sponsors.**
- **May '16: Approve Supplemental PSR/PDS to document these changes; execute cooperative agreement with Caltrans**



Managed Lane vs. General Purpose Lane

CONTROL FACTOR	MANAGED LANE (ML)		GENERAL PURPOSE (GP)
	HOV	HOT	
Hours of operation	▲	▲	
Occupancy requirements	▲	▲	
Points of access	▲	▲	
Enforcement	▲	▲	
Toll charged to non-HOV drivers		▲	
O&M cost toll administration		▲	
Uncontrolled operation of lane			▲



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Proposed Purpose & Need

Purpose:

Provide a continuous managed lane in each direction on 101 from the terminus of the Santa Clara County Express Lanes to I-380 to:

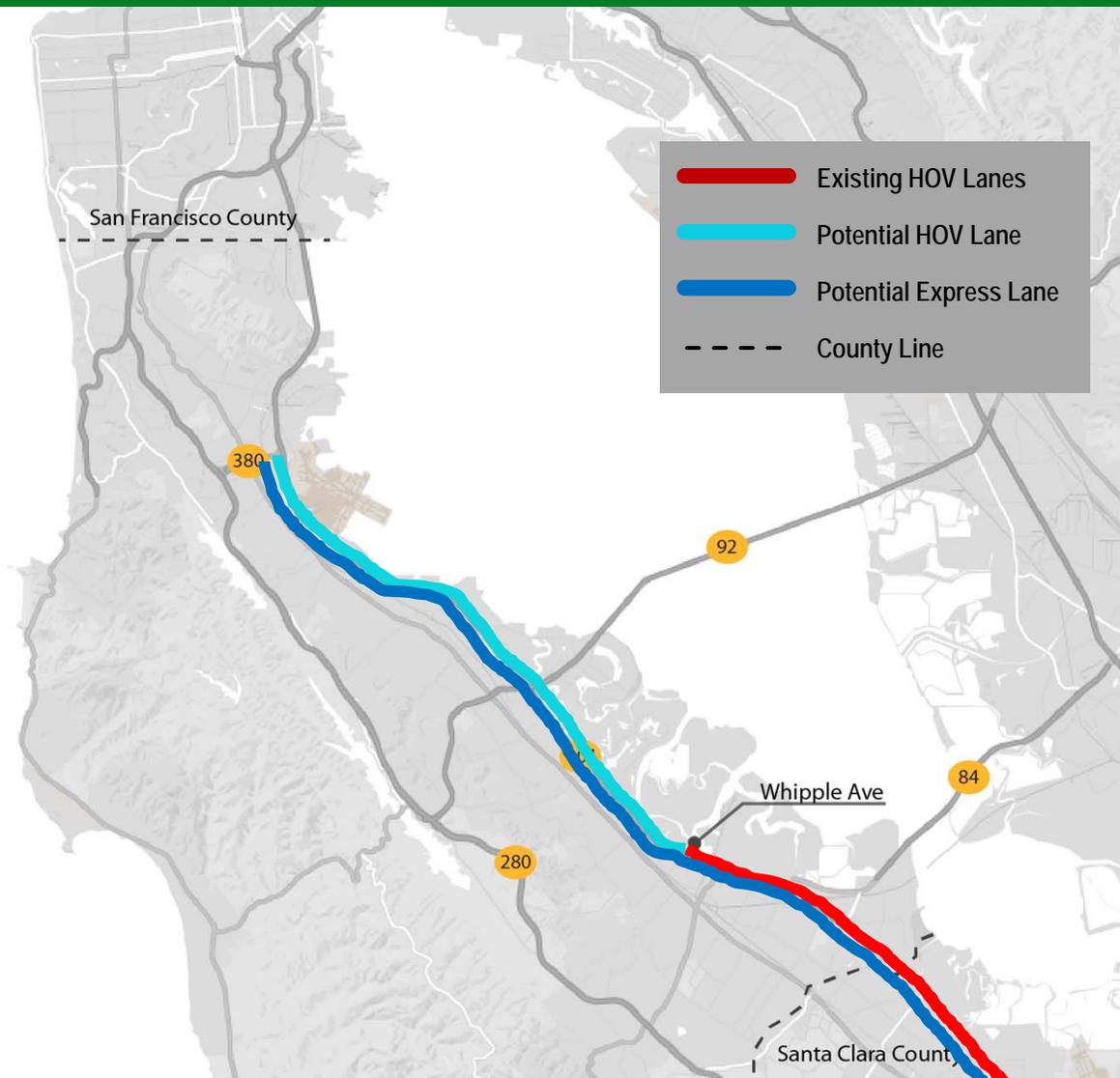
- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

Need:

- 101 is heavily congested resulting in an overall degradation of operations throughout the corridor.
- All users, whether they are in single or multiple passenger vehicles traveling on 101, experience delays.



101 Corridor Managed Lanes





101 Managed Lanes

Build Alternatives Under Consideration

Santa Clara County to I-380

Convert General Purpose	Add a Lane
1. HOV 2+	① HOV 2+
2. HOV 3+	2. HOV 3+
3. HOT 2+	3. HOT 2+
④ HOT 3+	④ HOT 3+



Preferred Alternative Selection Criteria

- **Freeway Operational Improvements**
 - Increased Person Throughput
 - Travel Time Reliability
 - Congestion Relief
- **Cost to Implement Alternatives**
- **Ease and Speed of Alternative Implementation**
- **Compatibility with Adjoining Segments**



Anticipated Environmental Documents

- **CEQA: Initial Study (IS)**
- **NEPA: Environmental Assessment (EA)**
- **Technical Studies**
 - Land use
 - Community Impacts
 - Visual/Aesthetics
 - Cultural Resources
 - Hydrology and Floodplains
 - Water Quality & Storm Water Runoff
 - Geology, Soil, & Seismic
 - Paleontology
 - Hazardous Waste/Materials
 - Air Quality
 - Noise and Vibration
 - Energy & Climate Change
 - Biological Environment
 - Cumulative Impact
 - Context-Sensitive Solutions



101 ML Environmental Schedule

- **28 months to complete**
- **Key Schedule Milestones**

Event	Date
Start	Jun-16
Finalize technical studies	Jan-18
Draft environmental document and public circulation	Apr-18
Final environmental document	Aug-18
Project Report Approval	Sep-18

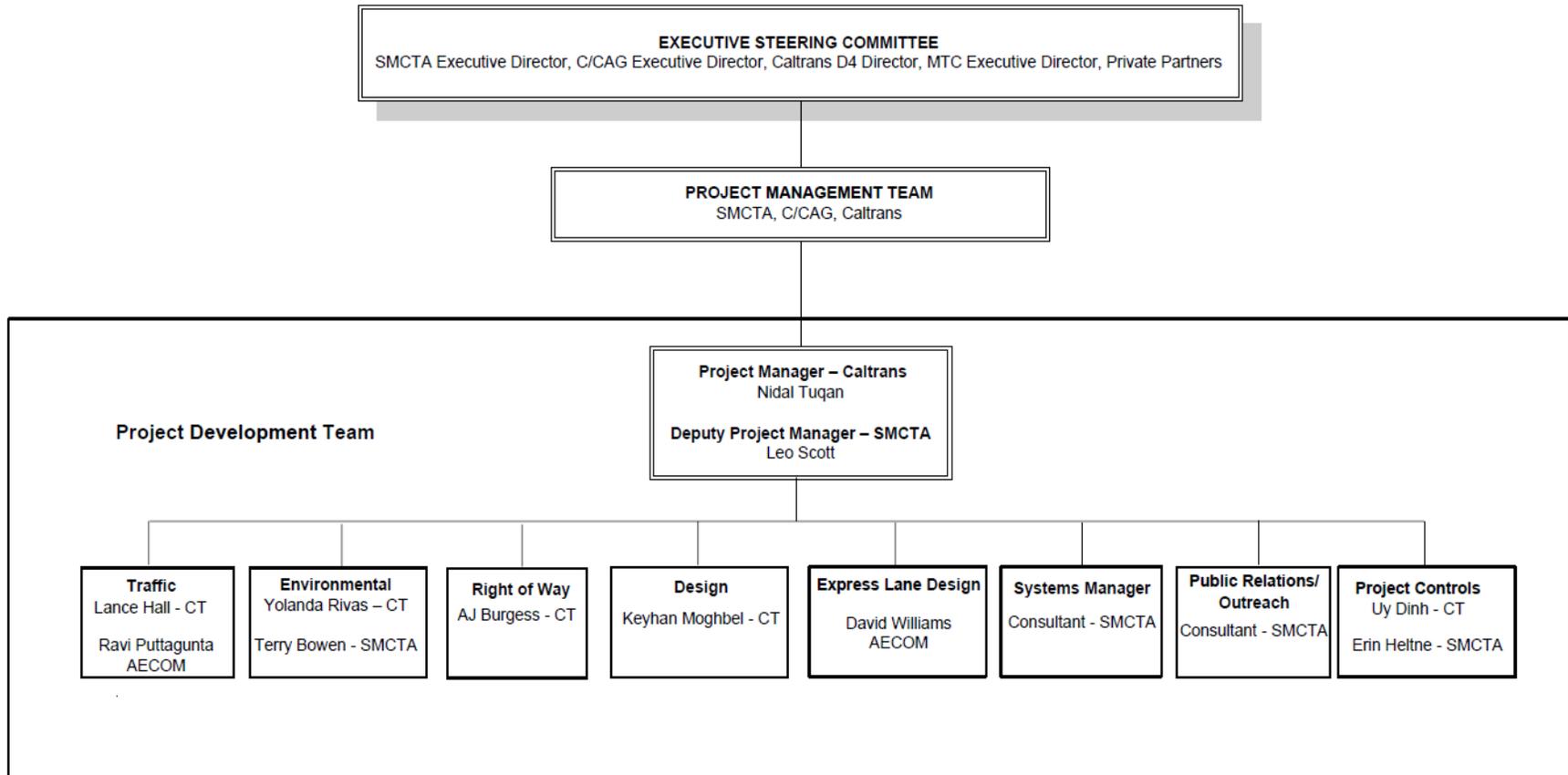


Environmental Phase Cost Estimate

Task	Budget
Project Management	\$2,060,000
Traffic	\$1,430,000
Environmental	\$2,850,000
Right of Way and Mapping	\$230,000
Preliminary Design	\$4,330,000
Systems Management Interface	\$350,000
Public Outreach	\$250,000
Total	\$11,500,000



Integrated Project Delivery Team





Organization

Integrated Project Delivery Team

- MEMBERS:
 - Caltrans
 - C/CAG
 - SMCTA

ROLE:

Perform necessary preliminary design, environmental & technical studies to environmentally clear the project consistent with purpose and need

Project Management Team

- MEMBERS:
 - Caltrans
 - C/CAG
 - SMCTA

ROLE:

Coordinate technical, policy and funding aspects. Serve as an intermediary between Integrated Project Delivery Team and Executive Steering Committee

Executive Steering Committee

- MEMBERS:
 - Caltrans
 - MTC
 - C/CAG
 - SMCTA
 - Private Sector

ROLE:

Through collaboration and consensus-based decisions, support and advise the Project Management Team and other appropriate agencies / stakeholders.

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