

You're Invited

San Mateo & Santa Clara Counties
EXPRESS LANES PROJECTS
Groundbreaking



FRIDAY, MARCH 8, 2019 • 10:00 A.M.

**CALTRANS 101/92 PARK & RIDE LOT
1150 19TH AVE, SAN MATEO, CA 94403**

Directions from San Francisco:
Via US-101

- Merge onto US-101 S/Central Fwy follow signs for San Jose.
- Follow US-101 S to Fashion Island Blvd in San Mateo. Take exit 414B from US-101 S.
- Use the 2nd from the right lane to take exit 414B for State Hwy 92 E/State Hwy 92 W/Fashion Island Blvd toward Hayward/Half Moon Bay.
- Keep right, follow signs for Fashion Island Blvd.
- Turn right onto Fashion Island Blvd.
- Turn left onto 19th Ave.
- Enter the Caltrans 101/92 Park & Lot.

Directions from San Jose:
Via US-101

- Merge onto US-101 N toward San Francisco.
- Use the right 2 lanes to take exit 414B to merge onto CA-92 W toward Half Moon Bay.
- Take exit 12C for Delaware St.
- Keep right at the fork, follow signs for Delaware St/Concar Drive and merge onto Concar Dr.
- Merge onto Concar Dr.
- Use the right 2 lanes to turn right onto S Delaware St.
- Use the middle lane to turn left onto 19th Ave.
- Turn right to stay on 19th Ave.
- Enter the Caltrans 101/92 Park & Lot.

Directions from Oakland:
Via I-880 and CA-92

- Follow I-880 S and CA-92 W to Fashion Island Blvd in San Mateo. Take exit 14A from CA-92 W.
- I-880 S Use the right 2 lanes to take exit 27 to merge onto CA-92 W toward San Mateo Bridge/Jackson St.
- Cross San Mateo Bridge.
- Take exit 14A for Mariners Island Blvd toward Edgewater Blvd.
- Follow Fashion Island Blvd to 19th Ave.
- Turn left onto Fashion Island Blvd.
- Turn left onto 19th Ave.
- Enter the Caltrans 101/92 Park & Lot.

ELECTED SPEAKERS:

- State Senator Jim Beall
- Assembly Member Kevin Mullin
- State Senator Jerry Hill
- County Supervisor and TA Chair Don Horsley
- Portola Valley Council Member and CCAG Chair Maryann Moise Derwin
- Santa Clara Council Member and VTA Chair Teresa O'Neill
- SAMCEDA CEO Rosanne Foust



C/CAG Chair Maryann Derwin
San Mateo
March 8, 2019

Good morning. My name is Maryann Moise Derwin and I currently serve as Chair of the City/County Association of Governments of San Mateo County or as we like to call it, C/CAG. Our board members represent twenty cities distinct in geography and demographics, so when we deliberate over a hot button issue, **we really deliberate**. While we are the official congestion management agency in the county, we also work in the genres of climate change, storm water management including green infrastructure, airport land use and most recently, water.

Despite the depth and breadth of what we do, during the last year our work has been dominated by one enormous issue: the 101 Managed Lanes project. It's hard to believe, but it was seven years ago that C/CAG began studying solutions for traffic relief along the 101 corridor, that golden pathway that extends from techy chic San Francisco to the world-famous hub of innovation, Silicon Valley. And that's how the Express Lanes project slipped into C/CAG's orbit, operating in relative obscurity before roaring to the forefront six years later in 2018.

Confusing and confounding, the notion of toll lanes as an equitable and sustainable solution to traffic gridlock was not easily understood. So first we had to educate our board members about the virtues of managed lanes and the preferred express lane option, dispelling myths about what managed lanes are and what they are not, using the example of LA Metro's successful system including their low-income assistance program to address equity. After the board felt sufficiently comfortable to adopt the preferred option, then came the exasperatingly difficult, protracted discussions of who should own and who should operate these lanes, not to mention the financing and finances and what the governance structure should look like. Adding to the complexities, by law the CCAG board and the TA board were required to agree on the owner operator of the lanes; however...that didn't exactly happen. So, we created a joint ad hoc committee tasked with working it out and making a recommendation to each board. Thanks to the relentless work of that committee, last month both boards finally landed on the same page.

This is all a very long story way of telling you how proud, and frankly, relieved, I am to stand here today with our partners--Caltrans, the San Mateo County Transportation Authority and the Metropolitan Transportation Commission—to advance the remarkable first segment of express lanes along highway 101 in San Mateo County.

Getting to this point was only made possible through a holistic network of partnerships--political support from elected officials, many of whom are here today, financial support from the state, MTC, C/CAG, the TA and SAMCEDA, delivery support through an integrated delivery team with Caltrans, and coordination with our neighboring counties to the north and south.

Our vision is to see a continuous express lane in both directions from San Jose to San Francisco because we believe that:

- this is how you reduce congestion on freeways by diverting carpools and busses and if space is available, toll payers, to an express lane, and
- because this is how you change behavior by encouraging people to join carpools or take express busses that fly through traffic, and
- because this is how you ultimately reduce GHGs by keeping cars moving at a steady speed,
- and finally, because this is how you even the score by putting the toll profits back into the corridor where the revenue was produced for services for the people who live in the shadow of the freeways.

On behalf of the C/CAG board and staff, I thank our partners for their patience and fortitude and faith, and to our guests for joining us to celebrate this milestone, a day I sometimes wondered if we would ever reach. Once again, I am humbled by the crazy, raw power of local government, in concert with its state and federal partners, to **get the job done**.

To all of you, thanks.

--Maryann Moise Derwin

MEDIA COVERAGE – VIDEO

ABCNews<<http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnYXRld2F5LmFzcHg%2FVXNlckIEPTQ2OTk3OCZnREIEPTExMjQwMDgxJk1EU2VlZD0yNjQ5JlR5cGU9TWVkaWE%3D>>

NBC Bay

Area<<http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnYXRld2F5LmFzcHg%2FVXNlckIEPTQ2OTk3OCZnREIEPTExMjQwMDY0Jk1EU2VlZD0zOTUwJlR5cGU9TWVkaWE%3D>>

KPIX<<http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnYXRld2F5LmFzcHg%2FVXNlckIEPTQ2OTk3OCZnREIEPTExMjQwMDQ3Jk1EU2VlZD03NDEmVHlwZT1NZWRpYQ%3D%3D>>

KRON<<http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnYXRld2F5LmFzcHg%2FVXNlckIEPTQ2OTk3OCZnREIEPTExMjQwMDM0Jk1EU2VlZD05NjZlR5cGU9TWVkaWE%3D>>

KTVU<<http://mms.tveyes.com/MediaCenterPlayer.aspx?u=aHR0cDovL21lZGhY2VudGVyLnR2ZXllcy5jb20vZG93bmxvYWRnYXRld2F5LmFzcHg%2FVXNlckIEPTQ2OTk3OCZnREIEPTExMjQwMDEyJk1EU2VlZD0yNzM5JlR5cGU9TWVkaWE%3D>>

CBS <https://sanfrancisco.cbslocal.com/2019/03/08/construction-begins-on-highway-101-express-lanes-in-south-bay/>

MEDIA COVERAGE – PRINT

SAN MATEO DAILY JOURNAL:

Managed Lanes breaks ground in San Mateo

County<https://www.smdailyjournal.com/news/local/managed-lanes-breaks-ground-in-san-mateo-county/article_98f27e7e-4222-11e9-ba46-7f7d0784c658.html>

Project aimed for completion by 2022; regional measure to fund more express lanes in the works

A who's who of local officials gathered Friday in the shadow of the Highway 101/State Route 92 interchange to celebrate the groundbreaking of the Managed Lanes project, which they hailed as the solution to increasingly miserable traffic congestion along the Highway 101 corridor.

“We have the economic growth and the stability and the vitality, but what our residents have lost is the quality of their life [because of congestion],” said state Sen. Jerry Hill, D-San Mateo. “That will change with the construction of these lanes. It will make a

difference and we will feel it in our communities and our residents will be so happy when they get home at a decent hour and spend time with their families.”

The half-a-billion-dollar project will construct a new lane in each direction of Highway 101 in San Mateo County and then the far left lane each way will be converted to an express lane with real-time surveillance equipment.

Such a facility promises speeds of at least 45 mph at all times on the express lanes, which will be free for buses and carpools of three people or more, but solo drivers who choose to use those lanes will have to pay a toll. Tolls will fluctuate based on traffic conditions, though initial projections suggest prices will average \$1 per mile in San Mateo County.

Officials claim the other lanes without tolls will also see relief once the facility is in place. Part of the plan is to roll out an expanded network of express buses that will use the new lanes and officials hope many solo drivers will commute that way instead.

The tolled facility in San Mateo County is expected to generate \$10 million to \$20 million a year and that money must be reinvested into the corridor.

The ultimate goal is to have an express lane network throughout the Bay Area, including continuous express lanes between San Francisco and San Jose. Officials are already planning that expansion as well as a funding strategy.

“We’ll continue with the development of legislation this year looking at a Bay Area-wide transportation measure that will include hopefully completing the entire Bay Area express lane system,” said state Sen. Jim Beall, D-San Jose. “It works best when you have everything developed and you don’t have to go in and out of express lanes. We want the whole system developed and we hope to have that, with discussions in the future on the Bay Area-wide measure.”

Speeches also addressed the issue of equity, which remains a concern for many residents.

“Some have raised issues around the toll lane,” said Assemblyman Kevin Mullin, D-San Mateo. “The reality is when all of the commuters across all of the lanes in this corridor benefit — that is equity. When there’s shared benefit for all of the commuters not only on 101, but when we electrify Caltrain, this entire corridor is going to see a tremendous amount of investment and everyone is going to benefit.”

Officials have also repeatedly expressed interest in establishing an equity program so that low-income drivers can use express lanes at a discount.

Managed Lanes construction will occur in two main phases. Between March and November of this year, the carpool lanes between the Whipple Avenue exit and the Santa Clara County line will be converted to express lanes with tolling equipment.

Between October of this year and November of 2021, the new lanes will be constructed along with tolling infrastructure between the Whipple Avenue exit and Interstate 380.

Caltrans spokesman Jeff Weiss said potholes on that stretch of Highway 101 will be fixed while the express lane construction takes place, and not before.

Managed Lanes construction impacts include nighttime lane closures, temporary ramp closures and temporary city street closures, according to the San Mateo County Transportation Authority website.

The project was funded largely by Senate Bill 1, Regional Measure 3, Measure W as well as funding from Google and Facebook.

“We believe this is how you reduce congestion on freeways, by diverting carpools and buses and, if space is available, toll payers to an express lane,” said Maryann Moise Derwin, chair of City/County Association of Governments and also a Portola Valley councilwoman. “This is how you change behavior, by encouraging people to drive in carpools or take express buses that fly through traffic. And because this is how you ultimately reduce greenhouse gases, by keeping cars moving at a steady speed.”

KCBS BLOG:

Highway 101 Begins Express Lanes Project

CATEGORIES: [Local News](#), [News](#), [The Traffic Leader](#)

It's been identified as one of the most congested traffic corridors in the nation: a section of Highway 101 between San Mateo and Santa Clara counties.

But a three-year, \$513-million express lane project that promises to bring some relief has just gotten underway.

According to Caltrans, the new express lanes “will connect to existing carpool lanes at Whipple Avenue, which will then be converted into express lanes themselves, creating new continuous express lanes from I-380 in San Bruno to San Antonio Road in Palo Alto.”

A bevy of state and local lawmakers, who helped make the project a reality, were on hand for the groundbreaking at the Park and Ride Parking lot in San Mateo.

“It will make a difference and we will feel it in our communities and constituents will be so happy when they can get home at a decent hour and spend time with their families,” state Sen. Jerry Hill, (D-San Mateo) said.

Drivers will [pay a toll to enter](#) the express lanes, which have previously been reserved for carpool vehicles. Express lanes are in place in other areas already and some complain that they will alleviate traffic only for wealthy drivers able to pay the extra fees. An intricate series of sensors will be built into the express lane in both directions to facilitate traffic flow.

“It’s all technology. It’s a lot of traffic monitoring,” Doanh Nguyen, acting director of Caltrans District 4, said. “It’s a lot of adjustments along the corridor.”

This corridor sees two million drivers each week.

The project is slated to be complete in 2022.

SM 101 EXPRESS LANES PROJECT



C/CAG Board Meeting - March 14, 2019

SM 101 EXPRESS LANES PROJECT



- Project Updates
- Construction Activities
- Public Outreach

SM 101
EXPRESS LANES PROJECT
Project Updates



- Officially rebranded San Mateo US 101 Express Lanes Project for the public
- To be constructed under 2 contracts
 - HOV to Express Lane Conversion
 - Express Lane Addition

SM 101 EXPRESS LANES PROJECT

Project Updates



HOV to Express Lane Conversion

Limits: Santa Clara County Line – Whipple I/C (6 miles)

Scope: Conversion of existing HOV lanes to express lanes through the installation of tolling equipment (overhead signs, barrier replacement, lighting, restriping)

Schedule: March 2019 – November 2019

Construction Capital \$61.3 million

Construction Support \$7 million

Express Lane Addition

Limits: Whipple I/C – I-380 (16 miles)

Scope: Construction of new express lanes and the installation of tolling equipment (new pavement, overhead signs, barrier replacement, lighting, restriping)

Schedule: October 2019 – November 2021

Construction Capital \$297 (*Engineers Estimate*)

Construction Support \$34 million

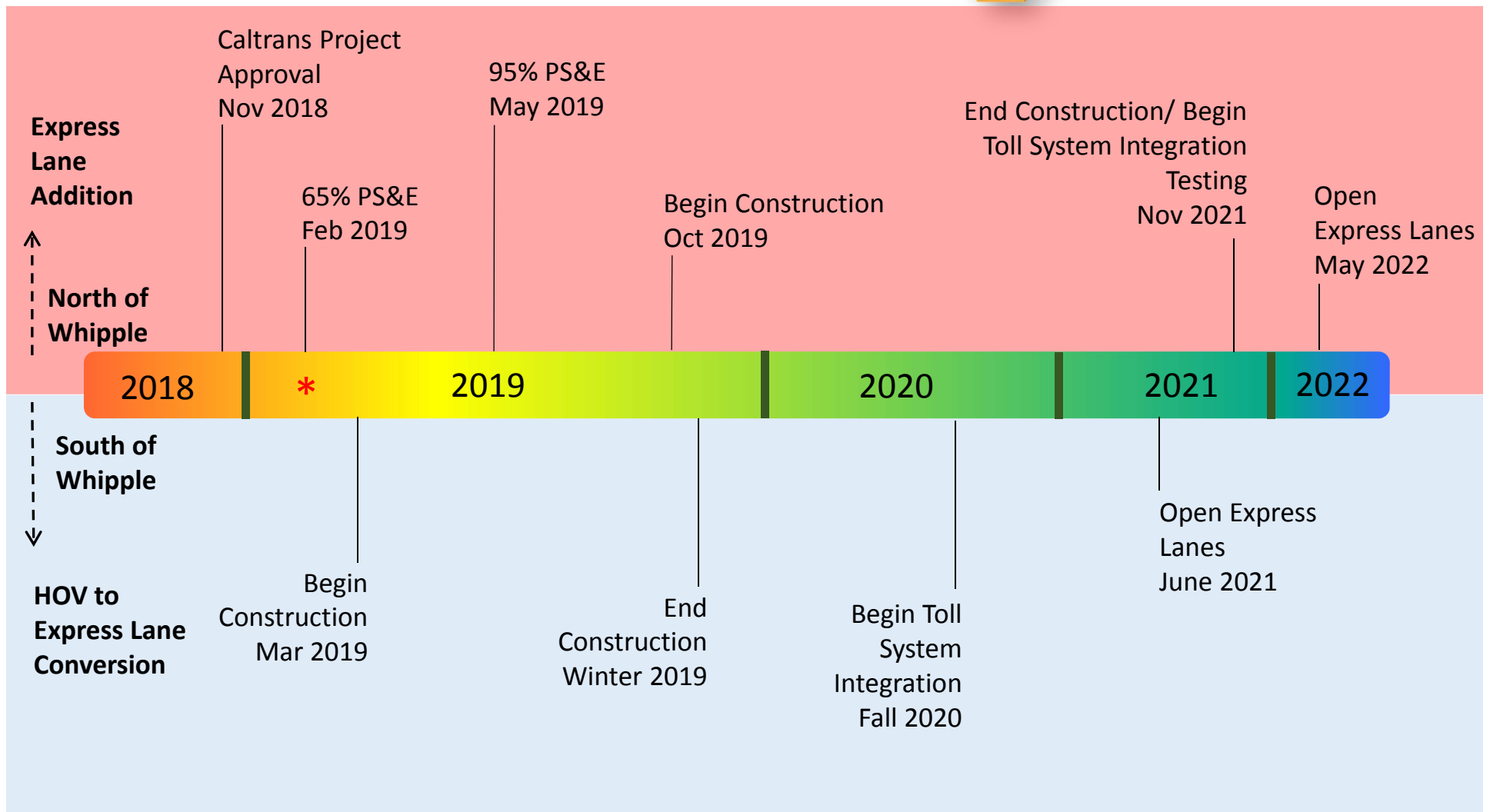
Included in the project budget is a \$38 million contingency which will be the primary source of funding for contingencies

SM 101 EXPRESS LANES PROJECT Project Updates



SM 101 EXPRESS LANES PROJECT

Schedule Update



SM 101 EXPRESS LANES PROJECT Construction Activities



Overhead Sign Construction



SM 101
EXPRESS LANES PROJECT
Public Outreach



- Public Outreach
 - Groundbreaking Held on March 8th
 - Construction Activities and Schedule
 - Express Lanes Usage Education

SM 101 EXPRESS LANES PROJECT PUBLIC OUTREACH



Plan Notifications

Fact Sheet and FAQs

Ongoing updates on the Caltrans project website

City PIOs will be updated via email quarterly during construction

Cities/ Counties/ Stakeholders/ Private Sector groups, and anyone who signed up for updates will also be updated via email quarterly during construction

A new website will be developed to communicate express lanes operations

SM 101 EXPRESS LANES PROJECT CONSTRUCTION NOTIFICATIONS

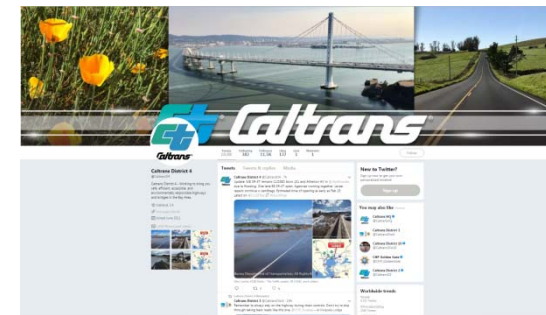


Lane Closure on US 101

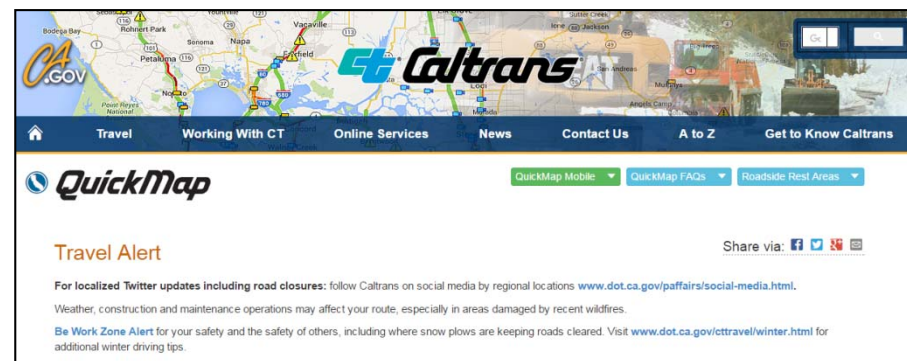
Caltrans notifies the public about freeway lane closures via Twitter @CaltransD4



Twitter



Lane closures, ramp closures & other highway information is available at Caltrans QuickMap, to be linked from the project website



SM 101 EXPRESS LANES PROJECT CONSTRUCTION NOTIFICATIONS



Temporary Local Street Closures

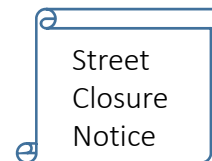
Caltrans social media



Caltrans project website



Notifications Sent to City
Public Information Officers
(PIOs)



SM 101 EXPRESS LANES PROJECT

Express Lanes Education



- Website focused on educating the public on:
 - What are express lanes
 - How will the express lanes operate
 - How does dynamic tolling work
 - Who decides the policies for the lanes
- Linked to Caltrans project website, VTA express lanes, MTC, FasTrak, and others
- Largely featuring existing materials and videos that will be created by Caltrans for the project