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**AGENDA**

Congestion Management & Environmental Quality (CMEQ) Committee

**Date:** Monday, May 20, 2019  
**Time:** 3:00 p.m.  
**Place:** San Mateo County Center  
455 County Center, Room 101 (1st Floor), Redwood City, California  
94063

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|---|-------------------------------------|--------------|
| 1. Public comment on items not on the agenda.   | Presentations are limited to 3 mins |              |
| 2. Issues from the May 2019 C/CAG Board meeting:  | Information (Lacap)                 | No Materials |
| <ul style="list-style-type: none"> <li>• Approved – Reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023</li> <li>• Approved – TDA Article 3 Pedestrian and Bicycle Call for Projects FY19/20 Cycle</li> <li>• Approved – Cooperative Agreement between Caltrans, SMCTA, and C/CAG for the construction phase of US 101 Express Lane (Northern Segment)</li> </ul> |                                     |              |
| 3. Approval of minutes of April 29, 2019 meeting.   | Action (Garbarino)                  | Pages 1 – 4  |
| 4. Receive a presentation on the US 101 Managed Lane Project north of I-380.  | Information (Higaki)                | Pages 5 - 6  |
| 5. Review and recommend endorsement of the list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.   | Action (Lacap)                      | Pages 7 - 15 |
| 6. Executive Director Report  | Information (Wong)                  | No Materials |
| 7. Member comments and announcements  | Information (Garbarino)             |              |
| 8. Adjournment and establishment of next meeting date:<br><b>June 24, 2019</b>  | Action (Garbarino)                  |              |

**PUBLIC NOTICING:** All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG’s website at: <http://www.ccag.ca.gov>.

**PUBLIC RECORDS:** Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG’s website at: <http://www.ccag.ca.gov>.

**PUBLIC PARTICIPATION:** Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

If you have any questions about this agenda, please contact C/CAG staff: Jeff Lacap, 650-599-1455

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS COMMITTEE ON CONGESTION  
MANAGEMENT AND ENVIRONMENTAL QUALITY (CMEQ)**

**MINUTES  
MEETING OF April 29, 2019**

The meeting was called to order by Member O’Connell in Conference Room C at City Hall of San Mateo at 3:02 p.m. Attendance sheet is attached.

**1. Public comment on items not on the agenda.**

None.

**2. Issues from the April 2019 C/CAG Board meeting. (Information)**

Jeff Lacap, C/CAG Staff, noted the agenda listed the status of items recently addressed by the C/CAG Board, and offered to respond to any questions.

**3. Approval of minutes of March 25, 2019 meeting. (Action)**

*Motion – Committee member Lee/ 2<sup>nd</sup> Committee member Lewis: To approve the minutes of the March 25, 2019 CMEQ meeting. Motion passed unanimously (11-0).*

*Due to a scheduling conflict, Item 7 was moved up on the agenda. This item was also changed from an action item to an informational item.*

**7. Review and recommend approval for C/CAG to be included in the Dumbarton Mobility Alliance to address traffic as part of a cross-sector collaboration effort. (Information)**

*Title of item was changed to ‘Receive a presentation on the Dumbarton Mobility Alliance to address traffic as part of a cross-sector collaboration effort’*

John Hoang, C/CAG Staff, introduced Jennifer Thompson, Executive Director of Sustainable Silicon Valley (SSV). SSV is nonprofit membership organization dedicated to creating collaborative solutions to the toughest sustainability challenges in the Bay Area through projects, policy, events, and education. SSV fosters cross-sector relationships between the public and private sector.

SSV recently launched two mobility projects in San Mateo County: Smart TA project in East Palo Alto and the Optimizing Urban Traffic (OUT) in Menlo Park. The Smart TA project will establish a correlation between vehicle traffic and air quality by deploying air quality sensors in the project study area. The OUT Project utilizes similar technology to the Smart TA project and leverages Smart Corridor equipment including signal controllers and fiber optic communications.

SSV is launching the Dumbarton Mobility Alliance to foster cross-sector collaboration to address the number one regional issue: traffic. SSV acknowledges the other initiatives working in the area and does not want to duplicate work or compete with other initiatives. SSV will seek

new innovations to implement in the Dumbarton Area and will build on lessons learned from the two pilot projects.

Committee members had questions on the potential innovations SSV is proposing to launch, the air quality sensors used in the Smart TA project, and how SSV distinguishes themselves from the other efforts in the Dumbarton area through analyzing the after effects of improvements implemented in the corridor. Committee members suggested that efforts from this initiative be coordinated with the impacted local jurisdictions in the area and other with initiatives, such as Dumbarton Forward.

*Committee members provided comments only. No formal action needed.*

**4. Review draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Plan Bay Area 2050. (Information)**

Jeff Lacap, C/CAG staff, presented a draft list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as the Plan Bay Area 2050. A Regionally-significant project is a transportation project that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and/or all fixed guideway transit facilities. Another purpose of collecting regionally significant projects at this time is to model the transportation air quality conformity of said projects to meet federal and state air quality planning requirements. Being listed in PBA 2050 allows project sponsors to be seek state and/or federal funding and federal/state action (i.e. NEPA, CEQA).

Committee members had questions about grade separation projects, programmatic categories, and specific projects on the list (92/101 Improvements, Highway 1 Improvements, Redwood City Streetcar Project). Committee members suggested that the C/CAG Board review the draft list at the May meeting; because C/CAG Board meetings are held in the evening, it would be a good opportunity for additional public comment.

*Committee members provided comments only. No formal action needed.*

**5. Public Hearing to receive comments on the update of Plan Bay Area 2050 in San Mateo County. (Action)**

To adhere to the MTC outreach policy, a public hearing was held to receive comments on the update of Plan Bay Area 2050 in San Mateo County.

A member of the public commented that he would like more clarification as to what public members should be looking for when reviewing the draft list.

*Motion – Committee member Lewis/ 2<sup>nd</sup> Committee member Lee: To close the public hearing. Motion passed unanimously (12-0).*

**6. Review and recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023. (Action)**

Jean Higaki, C/CAG staff, presented the reauthorizing the San Mateo County Congestion Relief Plan (CRP) for four years from July 1, 2019 to June 30, 2023. The Congestion Relief Plan was developed to serve as a Countywide Deficiency Plan such that the individual cities and the County would not have to develop multiple deficiency plans, in response to traffic congestion measurements, at locations throughout the County, which exceeded the standards adopted by C/CAG under the Congestion Management Program (CMP).

Committee members had questions about the trip generation and population numbers used in the development of the CRP member assessments and had clarifying questions about the new proposed program revisions for the new authorization.

*Motion – Committee member Lee/ 2nd Committee member Bonilla: To recommend approval of reauthorizing the San Mateo County Congestion Relief Plan for four years from July 1, 2019 to June 30, 2023. Motion passed unanimously (12-0).*

## **8. Executive Director Report (Information)**

Executive Director Wong reported on the following items:

- The C/CAG Legislative Committee traveled to Sacramento for its annual Lobby Day on April 23<sup>rd</sup> with a focus on housing this year. The committee is scheduled to meet with members of the MTC/ABAG Housing Legislative Working Group representing San Mateo County to convey San Mateo County ideas to bring forward at the regional level.
- San Mateo County Flood and Sea Level Rise Resiliency District – The project team is close to presenting to all the city councils in the county to receive endorsement of the new district. In addition, C/CAG staff will bring an item to the next C/CAG Board meeting to approve a solicitation package for the at-large, northern, central, southern, and coastal area governing board members for the proposed district.

## **9. Member comments and announcements (Information)**

Member Roberts requested that the CMEQ Committee receive an update to the Stormwater Resource Plan at a future meeting.

## **10. Adjournment and establishment of next meeting date**

The meeting adjourned at 4:35 pm.

The next regular meeting was scheduled for May 20, 2019.

**2019 C/CAG Congestion Management & Environmental Quality (CMEQ) Committee Attendance Report**

Agency	Representative	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Metropolitan Transportation Commission	Gina Papan		N/A	x	x								
City of Redwood City	Shelly Masur		x	x	x								
Town of Atherton	Elizabeth Lewis		x		x								
City of San Bruno	Irene O'Connell			x	x								
City of Burlingame	Emily Beach		x	x	x								
Environmental Community	Lennie Roberts		x	x	x								
City of Pacifica	Mike O'Neill												
City of South San Francisco	Richard Garbarino		x	x									
Public	Josh Powell		x	x	x								
City of Millbrae	Wayne Lee		x	x	x								
City of San Mateo	Rick Bonilla			x	x								
Agencies with Transportation Interests	Adina Levin		x	x	x								
Business Community	Linda Koelling		x	x	x								
San Mateo County Transit District (SamTrans)	Pete Ratto		x	x	x								
City of Belmont	Julia Mates		N/A	x	x								
<i>Peninsula Corridor Joint Powers Board (Caltrain)</i>	<i>Vacant</i>		N/A	N/A	N/A								

**Staff and guests in attendance for the April 29, 2019 meeting:**

Sandy Wong, John Hoang, Jeff Lacap, Jean Higaki, Van Ocampo- C/CAG Staff  
 Public Member  
 Jennifer Thompson - SSV

## C/CAG AGENDA REPORT

Date: May 16, 2019

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jean Higaki, Program Director

Subject: Receive a presentation on the US 101 Managed Lane Project north of I-380.

(For further information or questions, contact Jean Higaki at 650-599-1462)

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### RECOMMENDATION

That the C/CAG CMEQ Committee receive a presentation on the US 101 Managed Lane Project north of I-380.

### FISCAL IMPACT

N/A

### SOURCE OF FUNDS

N/A

### BACKGROUND

On August 9, 2012 C/CAG Board approved of Resolution 12-46 authorizing the acceptance of allocated funds, and the execution of grant agreements with the San Mateo County Transportation Authority (SMCTA), for project feasibility studies and project study documents associated with four applications submitted by staff to the SMCTA Highway Program for funding. One of these projects was an application to develop a Project Study Report for an auxiliary lane on US 101 from Oyster Point to the San Francisco County Line.

In October 2012, C/CAG was awarded SMCTA Measure A funding to develop a Project Study Report for the for an auxiliary lane on US 101 from Oyster Point to the San Francisco County Line. The Project Study Report was prepared by the SMCTA and approved by Caltrans in early June 2015.

In May 2015, SMCTA issued another Highway Program call for projects. In October 2015, \$8,000,000 in SMCTA Measure A funding was awarded to complete the environmental phase of the auxiliary lane project on US 101 from Oyster Point to the San Francisco County Line, with C/CAG being the project sponsor and SMCTA the implementing agency. During that time, the US 101 Managed Lane project, south of I-380, was expanded to include an express lane alternative in the Environmental Study phase of the project.

In June 2016, the SMCTA took an action to become a co-sponsor of the US 101 Managed Lane Project. During scoping meetings in August, Caltrans, SMCTA, and C/CAG received several

inquiries about plans for a Managed Lane north of I-380. According to Caltrans' requirement, a Project Study Report, which precedes the environmental study, must include all feasible alternative solutions. Since the 2015 approved study only included auxiliary lane alternatives, it must be modified to include a managed lane option to ensure that corridor continuity is considered.

In addition, San Francisco County Transportation Authority (SFCTA) approached SMCTA and C/CAG about jointly funding a Managed Lane Project Study Report from I-380 to downtown San Francisco via the US 101 (in San Mateo and San Francisco County) and the I-280 (in San Francisco County).

On December 14, 2017 the C/CAG Board approved of reallocating \$1,000,000 in allocated environmental phase funds towards the development of a joint Project Study Report with SFCTA that extends the southern project limit from Oyster Point to I-380 and that includes a Managed Lane alternative. This study will supersede the report completed in 2015 but it is expected that auxiliary lane alternatives from the previously completed report will still be included as alternatives in the new report. SFCTA is leading the effort.

On April 12, 2018, the C/CAG Board approved Resolution 18-18 executing a Memorandum of Understanding (MOU) with the San Mateo County Transportation Authority (SMCTA) to co-sponsor the project north of I-380 for the project study phase in collaboration with SFCTA.

#### **ATTACHMENTS**

None

## **C/CAG AGENDA REPORT**

Date: May 16, 2019

To: C/CAG Congestion Management and Environmental Quality (CMEQ) Committee

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review and recommend endorsement of the list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050.

(For further information or questions contact Jeff Lacap at 650-599-1455)

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### **RECOMMENDATION**

That the C/CAG CMEQ Committee review and recommend endorsement of the list of regionally significant projects to be submitted to MTC for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

### **FISCAL IMPACT**

Unknown.

### **SOURCE OF FUNDS**

N/A

### **BACKGROUND**

Metropolitan Transportation Commission (MTC) has initiated the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to be adopted in the summer of 2021. The RTP/SCS, also known as Plan Bay Area 2050, will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. It is important to note that Plan Bay Area 2050 will not fund any specific transportation projects but sets a high-level roadmap for future transportation investments.

## Per MTC Request for Regionally-Significant Projects Guidance:

*“For regionally-significant projects to progress from an idea to implementation or construction, project sponsors must demonstrate the project assumptions are consistent with Plan Bay Area 2050 and its environmental assessments (e.g., regional transportation-air quality conformity, program environmental impact report). Therefore, all regionally-significant projects anticipated to open by 2050 that will seek federal, state, or regional funding or that will require federal or state actions (e.g., project-level transportation-air quality conformity, National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA)) must be submitted for consideration during this Request for Regionally-Significant Projects.”*

MTC requests the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's), also known as Congestion Management Agencies (CMA's), to coordinate project proposals for their county. The purpose of the Plan Bay Area 2050 Request for Regionally Significant Projects process is to assemble an array of capacity-expanding, regionally-significant projects and programmatic categories of smaller projects for prioritization in the region's long-range plan. Another purpose of collecting regionally significant projects at this time is to model the transportation air quality conformity of said projects to meet federal and state air quality planning requirements.

The Plan Bay Area 2050 Request for Regionally Significant Projects will build upon Plan Bay Area 2040 (adopted in 2017), the Bay Area's adopted 2019 Transportation Improvement Program (TIP), and MTC Horizon's Request for Transformative Projects.

### C/CAG Request for Regionally-Significant Projects

Project sponsors will be requested to submit regionally significant projects which are defined as follows:

- **Regionally-significant project** means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.
  - In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:
    - Expands or extends the principal arterial system (length must be greater than ¼ mile)
    - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
    - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
    - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
    - Extends or expands the fixed guideway transit infrastructure
    - Adds new or expands transit stations or terminals, including parking facilities
    - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
    - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
    - Total estimated cost (capital + operating and maintenance) is greater than \$250 million

MTC issued a spreadsheet populated with existing data from the current RTP/SCS, State Transportation Improvement Program (STIP), and TIP. C/CAG staff requested the assistance of local project sponsors to review and update project information if necessary. This includes any changes to the scope of work, schedule, or revenue sources.

### Programmatic Investments

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing. Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). Programmatic investments are exempt projects, which means the project is exempt from regional transportation air-quality conformity requirements.

MTC cites grade separation projects as an exempt safety transit project per the Code of Federal Regulations Title 40 Part 93 → Subpart A → §93.126 and therefore not subject to the air quality conformity assessment of regionally significant projects. Generally, all safety projects are exempt from air quality conformity because they are difficult to model for air quality conformity. MTC has classified grade separation projects as a programmatic investment; a programmatic category for grade separation projects will be included in Plan Bay Area 2050.

Having a project listed under a programmatic category enables project sponsors to still be eligible for both State and Federal funding and show consistency with the RTP. An individual project listing is not necessary to show consistency with the plan. Projects that are covered under a programmatic category and that will also seek federal, state, or regional funding or require federal or state action (e.g., project level conformity, NEPA, CEQA) must be included in the plan to progress to implementation. In addition, projects that are 100% locally funded and have regional significance must still be included in the plan and analyzed by the region. C/CAG anticipates further guidance from MTC for programmatic investments as described in the 'Next Steps' section below.

### List of Regionally Significant Projects to Be Submitted to MTC

C/CAG released the Request for Regionally Significant Projects on March 18, 2019. The request for projects and project updates was sent to C/CAG Board members, City Managers, Public Works Directors, Planning Directors, C/CAG standing committees, the San Mateo County Transportation Authority (SMCTA), SamTrans, Caltrain, the Water Emergency Transportation Authority (WETA), BART, and the Golden Gate National Recreation Area (GGNRA) request for projects announcement will also be posted on the C/CAG website.

A workshop for San Mateo County project sponsors was held on March 28, 2019 in San Carlos. Project sponsors were requested to submit new project proposals or project updates by April 10, 2019. The draft list of regionally significant project proposals and updates can be found in Attachment 1.

The projects listed in Attachment 1 that have been strike through indicate that the project either: (a) project is under construction or completed (b) project will not move forward. Project sponsors were

required to concur with the removal of these projects. Their cost was also zeroed out to reflect the removal from the list.

SamTrans submitted the Dumbarton Rail Corridor project with a total project cost of two billion dollars. Because the project is a multi-county transformative project, it will not count towards the San Mateo County financial target but will remain on the project list to be evaluated for air quality conformity along with the other regionally significant projects.

At the April 18, 2019 C/CAG CMP TAC Committee meeting, committee members reviewed the draft list and had clarifying questions about the next steps in finalizing the project list and asked about how programmatic categories will be handled later this year.

At the April 29, 2019 C/CAG CMEQ Committee meeting, committee members suggested that the draft list also be presented to the C/CAG Board as well as providing another opportunity for public comment. A public hearing was also held during this meeting as an opportunity for public comment and to adhere to the MTC outreach policy. C/CAG Staff posted an announcement on NextDoor to publicize the May 9 C/CAG Board meeting.

A final list of submitted projects will be presented to the CMP TAC and CMEQ in May and presented to the C/CAG Board, for an endorsement, in June 2019.

### Schedule and Outreach

Below is the schedule showing C/CAG’s process schedule. MTC anticipates that Plan Bay Area 2050 will be adopted in the summer of 2021.

<b>Schedule Task</b>	<b>Date</b>
Review and Solicit Input on Draft Request for Projects Guidance	MTC PTAC: January 2019 Regional RAWG: March 2019
C/CAG Staff Coordination Meeting with SMCTA/SamTrans/JBP	February 2019
MTC Issues Request for Regionally Significant Projects Guidance Letter to CTAs	Late February 2019
CMP TAC – Outreach and Process Review	February 21, 2019
CMEQ – Outreach and Process Review	February 25, 2019
C/CAG Board - Outreach and Process Review	March 14, 2019
C/CAG issues a request for regionally significant projects to all identified project sponsors	March 15, 2019
Workshop for San Mateo County Project Sponsors	March 28, 2019
Deadline for Project Sponsors to submit projects to C/CAG	April 10, 2019
CMP TAC – Review of Draft Project List	April 18, 2019
CMEQ – Review of Draft Project List and Public Hearing	April 29, 2019
C/CAG to Finalize List of Projects Based on Sponsor Submittals and Public Hearing	Early May 2019
<b>C/CAG Board – Review of Draft Project List</b>	<b>May 9, 2019</b>
CMP TAC –Review of the final project list	May 16, 2019
CMEQ – Review of the final project list	May 20, 2019

C/CAG Board –Endorsement of the project list	June 13, 2019
Project Submittals Due to MTC	June 28, 2019
MTC Conducts Project-Level Performance Assessment	Fall 2019

Next Steps

The total cost of projects will need to be constrained within a financial county target of approximately \$4.6 billion that is provided by MTC. The current total of cost of regionally significant projects on the draft project list from San Mateo County is \$2.6 billion. However, it is anticipated that MTC will provide a clearer funding revenue target later this year. This would mean revisions to the project costs of regionally significant projects may be required because it is anticipated that the final financial target will need to encompass both the costs of regionally significant projects and programmatic investments.

If needed due to the financial constraint, C/CAG will work together with sponsors with project completion dates in the outer years of the RTP/SCS to be shown only with fully funded preliminary phases, such as the planning or environmental phases to fit all the projects within the target, keeping in mind the RTP is updated every four years giving a chance to update project costs during the next update.

After C/CAG submits the approved project list in June, MTC will take the projects collected from this request and perform a project performance assessment against three scenarios that will shape a final scenario for Plan Bay Area 2050.

C/CAG supports adding regionally significant projects from San Mateo County to the development of Plan Bay Area 2050, which are essential to conducting air quality conformity analysis and shaping the preferred scenario to be used in Plan Bay Area 2050. However, C/CAG does not endorse the particular design details of any individual project.

**ATTACHMENTS**

1. List of Regionally Significant Projects to be submitted to MTC for inclusion in the update of Plan Bay Area 2050.

**Attachment 1 - List of Regionally Significant Projects to Be Submitted to MTC**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	Street/Highway Facility	Highway	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	2021	34		In Construction
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	Street/Highway Facility	Highway	Modifies the Woodside Road Interchange at US 101.	2025	144	0.1	Design Phase
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	Street/Highway Facility	Highway	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	2020	19		Design Phase
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	Street/Highway Facility	Highway	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	2021	15		Design Phase
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	Street/Highway Facility	Highway	Widen existing Manor Drive Overcrossing and signalize the intersections of Palmetto Drive/Manor Drive and Oceana Drive/Manor Drive. Construct new northbound on-ramp at Hwy 1 and Milagra Drive.	2030	20		Planning Phase
17-06-0008	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.	2024	210		Planning Phase
17-06-0009	Improve operations at U.S. 101 near Route 92 Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	US 101 operational improvements near Route 92. Project may have phased construction.	2026	160		Planning Phase
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	Street/Highway Facility	Highway	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	2024	146		Planning Phase
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	Street/Highway Facility	Highway	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.	2023	85		Planning Phase
17-06-0016	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study and Dumbarton Corridor Transportation Studies - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study and Dumbarton Corridor Transportation Studies (Phased implementation of short term projects. Environmental phase only for long term projects).	2040	39		Planning and Implementation Phase
17-06-0020	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	Street/Highway Facility	Highway	Operational and safety improvements for vehicles, transit, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, recreational and commuter parking, turn lanes, bike lanes, intersection control, including roundabouts, enhanced crossings, and trail network improvements.	2020	90		Planning Phase

**Attachment 1 - List of Regionally Significant Projects to Be Submitted to MTC**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	Street/Highway Facility	Highway	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.	2021	25		Planning Phase
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	Street/Highway Facility	Highway	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.	2030	17		Planning Phase
17-06-0027	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	San Mateo County Transit District (SamTrans)	Bicycle/Pedestrian Facility	Transit	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.		1		
17-06-0029	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	2040	228		
17-06-0035	I-280 improvements near D Street exit	Daly City	Street/Highway Facility	Highway	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	2025	1		
17-06-0037	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	Street/Highway Facility	Local Project	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	2022	15		Planning Phase
17-06-0038	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	Street/Highway Facility	Local Project	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.	2025	17		Planning Phase
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	Street/Highway Facility	Local Project	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	2023	29		Planning Phase
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	Public Transit Facility	Transit	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.		8		Conceptual Phase
17-06-0031	Redwood City Street Car Project	Redwood City	Public Transit Facility	Transit	New transit service between Downtown and Stanford in Redwood City	2035	160	2	Conceptual Phase

**Attachment 1 - List of Regionally Significant Projects to Be Submitted to MTC**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	Street/Highway Facility	Highway	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	2021	2		In Construction; cost reduced for remaining component
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement	San Mateo (City)	Street/Highway Facility	Highway	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	2021	2		Project is completed; cost reduced for remaining component
17-06-0013	Reconstruct U.S. 101/Broadway interchange*	Burlingame	Street/Highway Facility	Highway	Reconstructs the US 101/Broadway interchange.	2017	0		Project is completed
17-06-0015	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*	Caltrans	Street/Highway Facility	Highway	Add northbound and southbound auxiliary lanes.	2015	0		Project is completed
17-06-0018	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 – Environmental only*	San Bruno	Street/Highway Facility	Highway	Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.		0		Project will not move forward
17-06-0022	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 – Environmental Phase	San Mateo County	Street/Highway Facility	Highway	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280		0		Project will not move forward
17-06-0034	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*	Pacifica	Street/Highway Facility	Highway	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.2 miles, and will add a 16ft wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue.	2021	0		Project will not move forward
17-06-0032	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*	Pacifica	Street/Highway Facility	Highway	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100-year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	2015	0		Project is completed
17-06-0033	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*	Half Moon Bay	Street/Highway Facility	Highway	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	2025	8		Project will not move forward
17-06-0036	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane – Phased*	San Bruno	Street/Highway Facility	Highway	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four-lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	2021	0		Project will not move forward

**Attachment 1 - List of Regionally Significant Projects to Be Submitted to MTC**

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Project Capital Estimated Cost in 2019 Dollars (\$ in millions)	Project Estimated O&M Cost in 2019 Dollars (if applicable; \$ in millions)	Comments
NEW	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Purchase electric buses to use in running expanded express bus service utilizing the San Mateo County Express Lanes project; construct improvements at the US-101/SR-92 interchange park-and-ride; add secure bike parking and improved bus stop facilities at key stop locations.	2022	37	10.3	
NEW	El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade	San Bruno	Street/Highway Facility	Auto	The El Camino Real/Westbound I-380 Ramps Intersection project is proposed to improve intersection operations and decrease expected future delays due to growth in vehicle traffic by adding an additional right-turn lane access from westbound I-380 onto northbound El Camino Real.	2035	25		Conceptual Phase
NEW	Eastbound I-380 Freeway Expansion	San Bruno	Street/Highway Facility	Auto	The Eastbound I-380 Freeway Expansion project is proposed to decrease expected future delays due to growth in vehicle traffic by widening the freeway between I-280 and US 101.	2035	150		Conceptual Phase
NEW	HSR Millbrae SFO Station	Millbrae	Public Transit Facility	Transit	Construct 4-level underground parking structure podium in preparation for future High Speed Rail Millbrae SFO station at the northeast corner of Millbrae Ave and El Camino Real as part of the Millbrae Station Area Specific Plan. Project will include electronic wayfinding signage along US101 and Interstate 280 providing direction and real time transit information to attract SOV and promote transit use in the region.	2030	250	0.5	
NEW	Millbrae SFO Guideway Improvement	Millbrae	Public Transit Facility	Transit	Improve existing guideway between Millbrae Station and SFO Station to accommodate new trains to provide seamless transit between Millbrae Station/future High Speed Rail Station and SFO Station.	2030	500	2	
NEW	Redwood City Transit Center Expansion Project	Redwood City	Public Transit Facility	Transit	Expand and potentially relocate Redwood City Caltrain Station	2025	100		Planning Phase
NEW	El Camino Real Road Diet	Millbrae	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction with high traffic speeds and volume. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by reducing travel lane, widening sidewalks, and adding bike lanes.	2025	50	0.5	
NEW	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay via existing Dumbarton Rail Bridge Corridor. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of the multimodal program which facilitates substantial, additional transit capacity across the San Francisco Bay, thus providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.	2028	2000	50	Transformative multi county project and won't be counted towards the San Mateo County financial target at this time.

<b>PBA 2050 Regionally Significant Project Cost Target - February 2019 (\$ in millions)</b>	<b>4578</b>
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<b>San Mateo County Regionally Significant Projects (\$ in millions)</b>	<b>2602</b>
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\* and ~~strikethrough~~ indicates existing project will be removed from the proposed PBA 2050 list