



# Memorandum

## AGENDA ITEM 10

**DATE:** October 20, 2021  
**TO:** Transportation Authority Board  
**FROM:** Tilly Chang - Executive Director  
**SUBJECT:** 10/26/21 Board Meeting: 101 Mobility Action Plan Update

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> Information    <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The 101 Mobility Action Plan (101 MAP), led by SamTrans, brought together agencies from San Francisco, San Mateo, and Santa Clara counties to develop a corridor-wide non-infrastructure transportation demand management (TDM) toolkit. The recommended actions will improve travel time reliability, expand the use of high-occupancy options like buses and carpooling, and foster healthy and sustainable communities along the U.S.101 corridor.</p> <p>The 101 MAP effort engaged public agencies, major employers, community organizations and the general public to identify complementary strategies to managed lanes and public transit services that are planned or being constructed for the US101 corridor. The 101 MAP recommends a structure for agency collaboration on TDM actions along the corridor. It also builds on planned infrastructure and mobility improvements and identifies near-term policies, programs, and technological solutions that address unreliable access and mobility challenges for travelers today. Implementation of the MAP will require regional coordination across jurisdictional, county, and transit service area lines.</p> <p>The project began in Winter 2018 and was completed in July 2021.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input checked="" type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

The U.S.101 is an essential link in our region, connecting and supporting economic activity between San Francisco, the Peninsula, and Silicon Valley. It is also one of the most congested corridors in the region according to MTC’s Vital Signs. New high occupancy vehicle (HOV) or



carpool lanes or express lanes are planned to extend existing lanes in Santa Clara and San Mateo counties to form a continuous facility along the entire corridor for buses and carpools.

San Mateo county agencies are building 22 miles of express lanes from Redwood City to I-380 which will open in late 2022. The City/County Associates of Governments of San Mateo County (C/CAG) is also studying managed lane options for the 4 mile segment from I-380 to the San Francisco County line, an effort which we are coordinating with as we lead our own managed lanes and express bus study on U.S. 101 to I-280N from the San Francisco/San Mateo county line to King Street.

In 2019, Sam Trans brought together representatives from the Transportation Authority, City/County Associates of Governments of San Mateo County, San Mateo County Transit District (SamTrans), San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), Transform, and Caltrans to develop the 101 MAP. The purpose of the 101 MAP is to outline mobility actions and implementation considerations around equity, costs, and policy and technology needs to complement planned managed lanes / express lanes and other planned transit improvements on US-101 and along the corridor.

## **DISCUSSION**

The mobility actions outlined in the 101 MAP aim to address the following challenges:

1. Making trips on U.S.101 is currently unpredictable. Travelers driving on northbound on U.S.101 must add 40-55% more time to arrive at their destination predictably.
2. U.S.101 is not moving as many people as it could. At the peak hour, 78% of vehicles on U.S.101 are carrying only one person.
3. Worsening congestion reduces access to jobs and other places. Commuters experience nearly twice as much delay on the corridor today as in 1998.
4. U.S.101 causes disproportionate public health burdens and mobility constraints for nearby communities.
5. Some groups are more vulnerable to these problems, such as shift-based and hourly-wage workers, low-income households, and parents and caregivers.

The mobility actions identified in the report are non-infrastructure policies and programs that can be used to strengthen the benefits of planned capital projects along the corridor. Examples of planned capital projects include new express lanes, interchange modifications, transit improvements (SF Muni 15-Hunters Point Bayview Express, Caltrain electrification and modernization, and SamTrans Express Bus and Real Bus Speed and Reliability studies).

The U.S.101 MAP project team developed a vision for the ideal U.S.101 corridor as one that serves the region equitably and identified three project goals: 1) offers reliable travel times; 2) prioritizes high-capacity mobility options such as buses and carpools; and 3) fosters healthy



and sustainable communities nearby. The 101 MAP project team engaged with a broad set of stakeholders across several transportation agencies, commute organizations, employers, the public, and advocacy, policy, and multijurisdictional government agencies to identify a set of non-infrastructure, TDM policies or programs in support of these goals.

At the completion of the first phase of work, the 101 MAP project developed a set of nearly 60 mobility actions that could maximize the benefits of planned infrastructure and projects on the U.S.101 corridor. The 101 MAP scores each action based on its potential to meet the project goals and related performance metrics. With a focus towards implementation, the project also identifies a set of equity actions and determined the overall readiness of each action. Equity actions are identified for each mobility action, providing guidance to implementing entities to ensure actions advance equity along the corridor. The 101 MAP also assesses each action's overall readiness from a policy and technological perspective, one-time and/or ongoing costs, and identification of potential implementing agencies or entities.

The mobility actions outlined in the 101 MAP serve as resources for transit agencies, cities, county agencies, project developers, private employers, and other entities to:

- Integrate 101 MAP actions into complementary planning and capital projects, such as the Transportation Authority's US101/I-280 managed lanes/express bus project;
- Package recommended 101 MAP mobility actions with infrastructure projects to be more competitive for funding opportunities;
- Match mobility actions with project goals and resources available at the start of projects; and
- Implement TDM and mobility actions equitably.

We and our city partners are undertaking or plan to incorporate many of the recommended mobility actions through our current US101/I-280 Managed Lanes and Express Bus environmental planning study and other TDM efforts including: inclusive public engagement, TOD planning/parking management, development trip caps and mandated transit passes, employer commuter programs, first/last mile active transportation connections and improvements, and piloting a mobility wallet to integrate fares/tolls and affordability discounts. Other strategies that are being advanced by San Mateo or Santa Clara agencies or employers include carpool incentive programs, new and expanded Transportation Management Associations (TMAs), traveler perks and incentives for non-drive-alone-trips, expanding paid parking, and increasing shuttle service to regional transit and employment destinations. Several of these strategies present opportunities for joint planning, advocacy and funding / grant seeking efforts.

The 101 Mobility Action Plan is enclosed. A set of interactive appendices are available at [www.101mobilityactionplan.com/downloads](http://www.101mobilityactionplan.com/downloads).



## **FINANCIAL IMPACT**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

Enclosure: 101 Mobility Action Plan (without appendices)