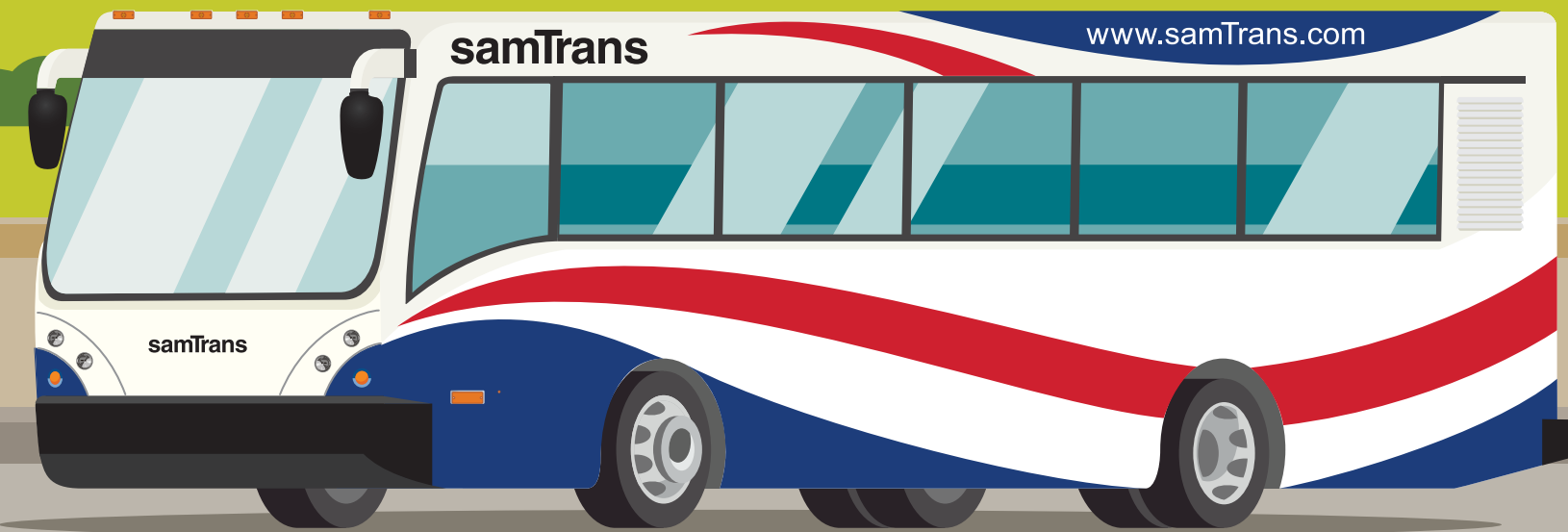


2019 PROGRESS REPORT



San Mateo County
TRANSIT DISTRICT

SAMTRANS

The SamTrans Board entered 2019 with the wind at its back, thanks to the passage of Measure W. With new resources and a mandate to provide new and innovative services, the Board initiated a top-to-bottom analysis of the agency with *Reimagine SamTrans*, as well as new programs and services such as SamTrans OnDemand, the new FCX route, and the Try Transit program in order to expand ridership and more effectively serve the public.

2019 Board Members

CAROLE GROOM, CHAIR
KARYL MATSUMOTO, VICE CHAIR
RON COLLINS
MARINA FRASER
ROSE GUILBAULT
DAVE PINE
JOSH POWELL
PETER RATTO
CHARLES STONE

CALTRAIN

Caltrain is in the middle of the most dramatic change in its history, and the Board of Directors' bold thinking is laying the foundation for a better system. The Board's work on the Caltrain Business Plan gives the agency a roadmap to help grow and evolve the service over the next two decades. In the meantime, the Board has focused on the customer, creating more options for bike riders that use Caltrain, and providing a means-based fare that helps keep Caltrain accessible to all passengers, regardless of income.

2019 Board Members

GILLIAN GILLET, CHAIR
DAVE PINE, VICE CHAIR
CHERYL BRINKMAN
JEANNIE BRUINS
CINDY CHAVEZ
RON COLLINS
DEVORA "DEV" DAVIS
CHARLES STONE
SHAMANN WALTON

TRANSPORTATION AUTHORITY

In 2019, the San Mateo County Transportation Authority's Board of Directors was focused on preparing for new investment from Measure W revenues to improve how San Mateo County residents travel. The Board's approval of the Strategic Plan demonstrates their commitment to enhancing mobility for county residents whether they walk, bike, drive or take transit. Thanks to the Board's focus on traffic relief, construction is starting on a project that improves commutes on Highway 101 through the addition of an express lane that will speed up travel, incentivize smarter travel choices, and prioritize new and existing transit services on the county's busiest corridor.

2019 Board Members

DON HORSLEY, CHAIR
EMILY BEACH, VICE CHAIR
CAROLE GROOM
JULIA MATES
KARYL MATSUMOTO
RICO E. MEDINA
CARLOS ROMERO



LETTER FROM JIM HARTNETT, GENERAL MANAGER/CEO



The San Mateo County Transit District is in the middle of an extraordinary period of change with the future of Caltrain taking shape and new funds becoming available for SamTrans and the Transportation Authority through Measure W. This 2019 Progress Report will walk you through some of the projects and programs that demonstrate how the District is embracing innovation, improving operations, and accomplishing our mission of getting people where

they need to go. This report captures the hard work and dedication of everyone who works at the District. I am proud of both that commitment and the results that come from it. Because as Andy Warhol said, the work that needs to be done will not do itself; rather, it falls to us to get it done, and to lay the foundation of a better future.

This report will provide an overview of the three agencies that make up the District. The first section will cover the District's efforts to grow SamTrans ridership by launching new and innovative services not previously offered to riders, and how an initiative called *Reimagine SamTrans* is taking a hard look at our bus operations in order to modernize and refocus how we deliver mobility services. The second section looks at Caltrain. The adoption of the Caltrain Business Plan lays out how the agency will grow by 2040, covers the ongoing progress on the electrification of the system, and how it will improve public safety and reduce traffic impacts. This growth will not happen without a new dedicated funding source for Caltrain. The third section lays out the Transportation Authority's efforts to get a transit-friendly express lane on Highway 101 and the Strategic Plan that will help guide how the agency makes investments.

This is a record of achievement that we should all be proud of and I look forward to building upon these successes with you in 2020.

*"They always say
time changes
things, but you
actually have
to change them
yourself."*

-Andy Warhol



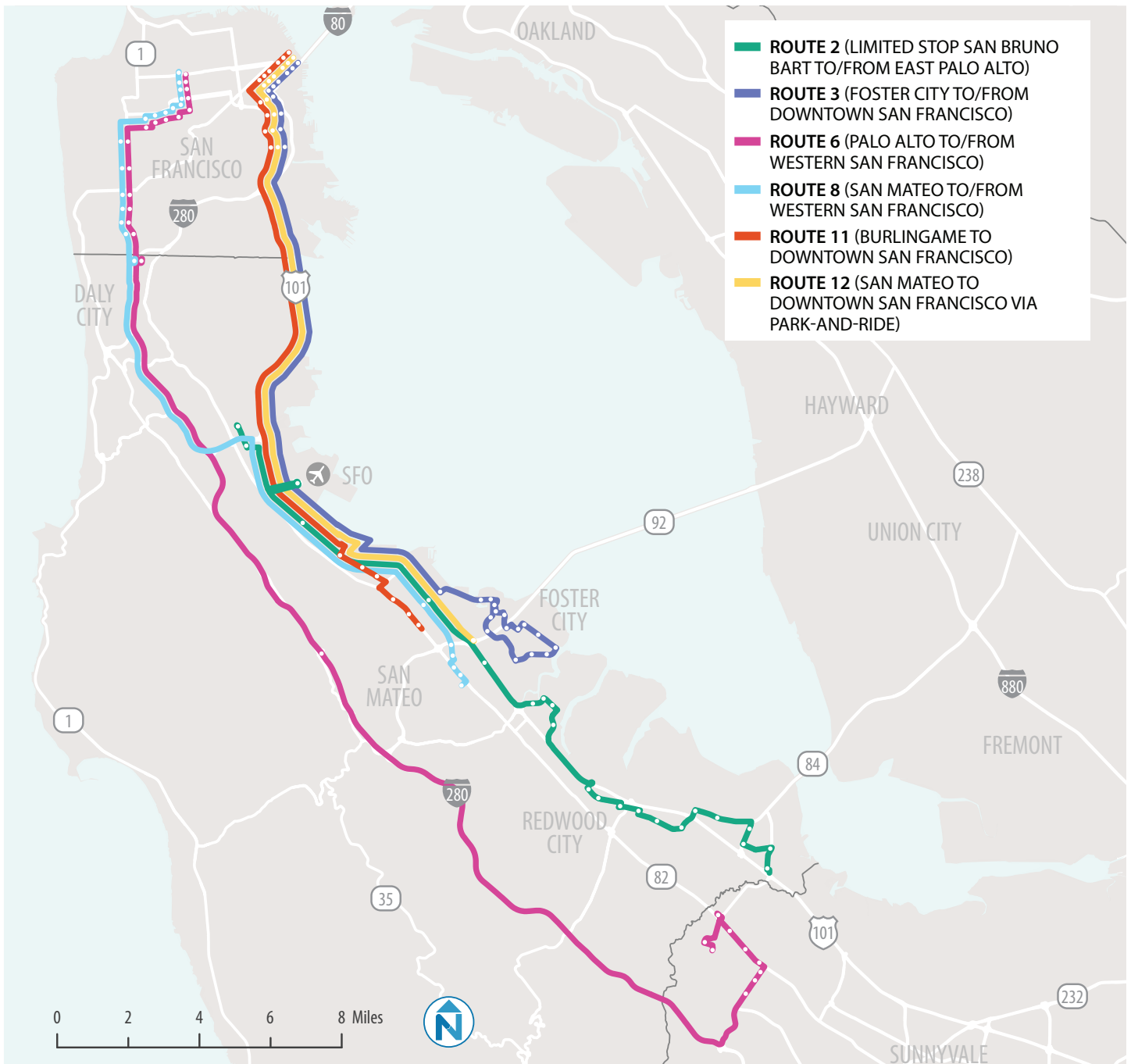


DISTRICT PROGRESS REPORT – SAMTRANS

ON THE MOVE

New Express Bus Service

Following the adoption of SamTrans' US-101 Express Bus Feasibility Study in 2018, the agency launched Route FCX in August 2019 between Foster City and Downtown San Francisco. This is the first of six planned express bus routes slated to launch over the next several years.



Route FCX is the first of six new express routes designed as part of the Express Bus Study, shown on this map.



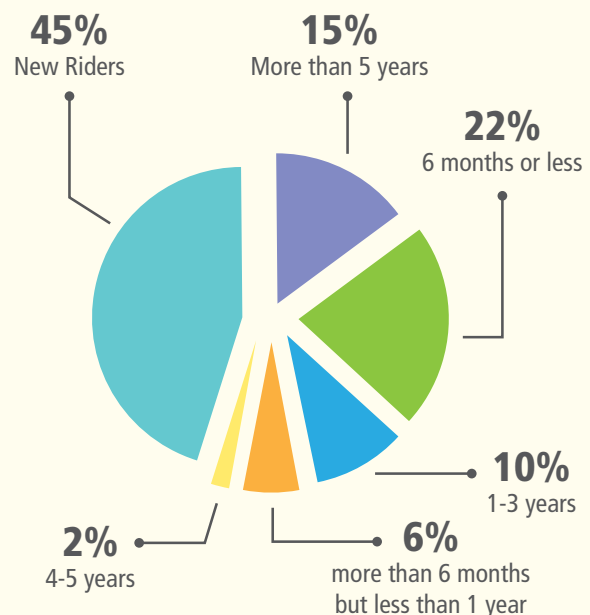
Route FCX serves Foster City's residents and San Francisco-based employees by providing an easy, affordable option for commuters. The Express Bus Study showed strong demand for this service and found that existing public transit options didn't provide a good one-seat ride for these trips.

In its first few months of operation, Route FCX has seen an average weekday ridership of 400 passenger trips per day. Nearly half of these riders are new to SamTrans and 37% used to commute by car.

In addition to connecting Foster City's higher-density employment and residential neighborhoods with San Francisco, the new express bus route supports the District's mission of serving those most in need of transit services with stops in northern San Mateo's Shoreview neighborhood – an area designated by the Metropolitan Transportation Commission as a community of concern.

SamTrans' new route is made possible by funds from Measure W, the countywide half-cent sales tax passed by voters in November 2018. Measure W was designed to relieve traffic congestion and provide expanded mobility options for San Mateo County residents. The route reflects goals put forth in the SamTrans Business Plan, including the expansion and innovation of transit services to meet the needs of an ever-changing community.

Longevity riding SamTrans



6 *Reimagine SamTrans*

In July 2019, SamTrans launched a comprehensive operational analysis known as *Reimagine SamTrans*. The roughly two-year project will study the agency's operations and route network using data, public input and industry best practices to improve and modernize SamTrans bus service. With the passage of Measure W in 2018, SamTrans is poised to evolve its bus system to create a stronger, more reliable transportation network to better meet the public transit and mobility needs of those who live and work in San Mateo County.

Reimagine SamTrans began with three key goals in mind:

- Improve the experience for existing SamTrans customers
- Grow new and more frequent ridership on SamTrans
- Build SamTrans' efficiency and effectiveness as a mobility provider

Phase 1 of the project began in July 2019 and included an assessment of the current state of the SamTrans bus system, as well as outreach and market research to identify what both current and potential riders want from SamTrans bus service. This first phase will culminate with the creation of a service policy framework that will provide guidelines for how to design bus service, measure



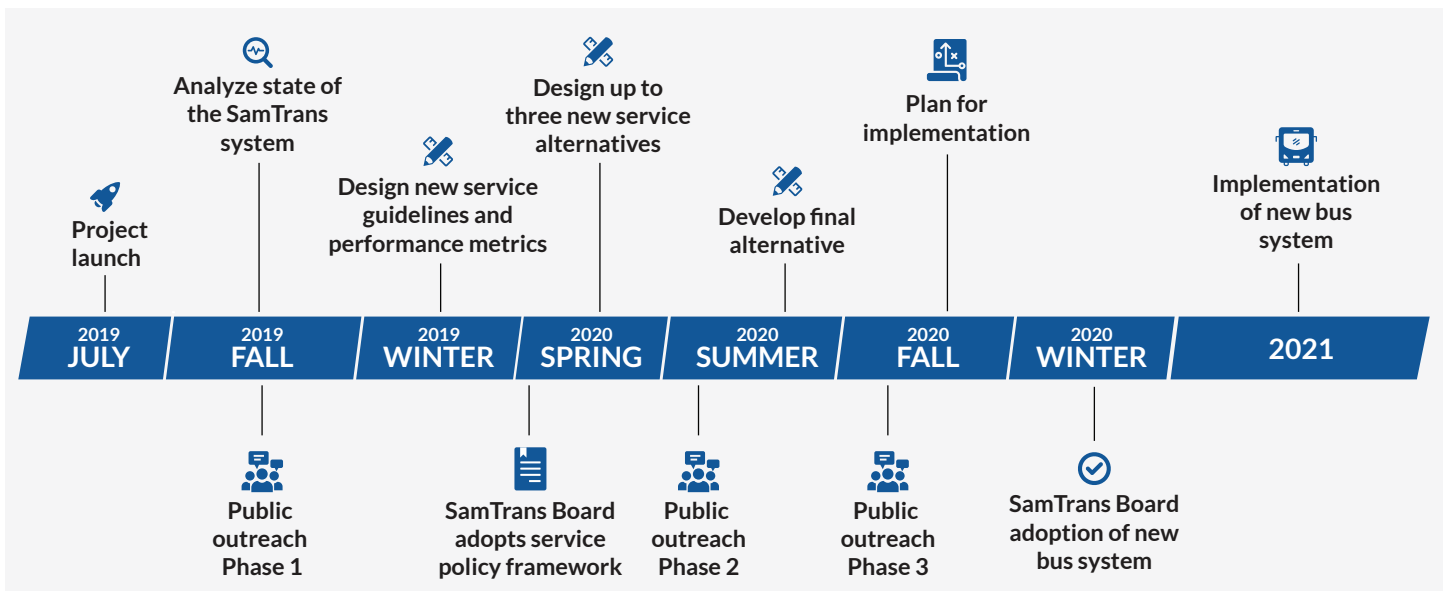
Reimagine SamTrans outreach event in Millbrae.

success and where to best allocate resources.

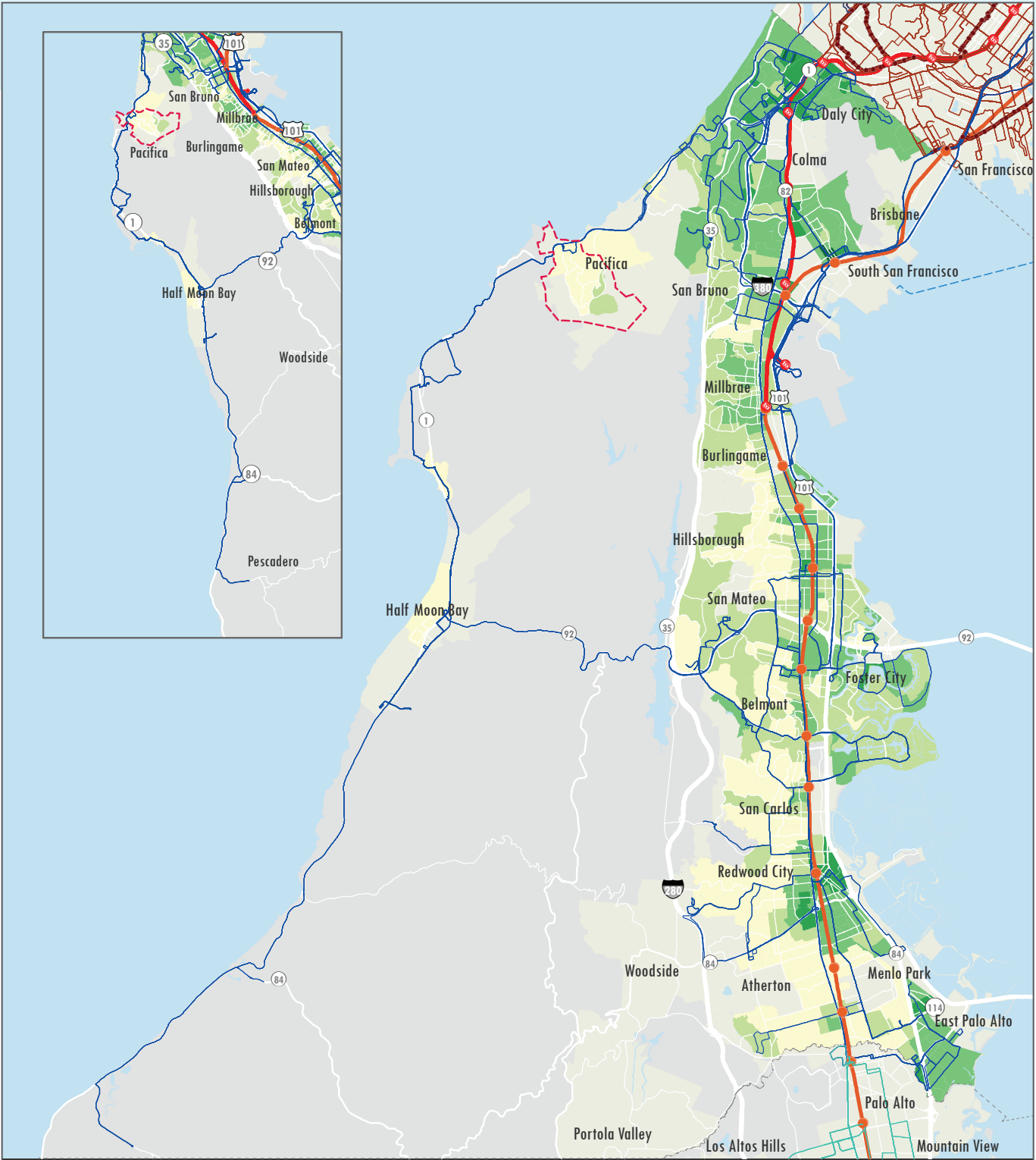
Phase 2 will begin in spring 2020 with the SamTrans Board of Directors' adoption of a new service policy framework. The project team will develop up to three service design alternatives for each bus route in the system. Another round of public outreach in summer 2020 will gather input on the alternatives after which the project team will develop a proposed single preferred bus system.

Phase 3 will begin in fall 2020 with additional public input on the proposed single preferred bus system. The system will be refined and then go to the Board for adoption in Winter 2020. Implementation is expected by mid-2021.

To learn more or participate in *Reimagine SamTrans*, visit www.ReimagineSamTrans.com.



The Reimagine SamTrans effort to restructure the SamTrans system to more effectively serve riders will be implemented by 2021.









RELATIVE TRANSIT PROPENSITY

Data Sources: American Community Survey, 2013 - 2017 Five-Year Estimates

-  BART
-  Caltrain
-  SFMTA (Muni) Light Rail
-  SFMTA (Muni) Bus
-  Santa Clara VTA
-  Ferry
-  SamTrans Fixed-Route Service
-  SamTrans On-Demand Service Area

Transit Propensity

Relative to the San Mateo County Average Transit Commute Mode Share (10%)

-  Low-Density Areas (Less than 2.5 residents/acre)
-  Far below average transit propensity
-  Below average transit propensity
-  Average transit propensity
-  Above average transit propensity
-  Far above average transit propensity



0 2 4 Miles

As part of Reimagine SamTrans, the project team is studying the likelihood of transit use of various parts of our county. The factors most likely to result in high transit ridership include population density, low car ownership, low income households, and senior and youth populations.

Youth

The Youth Mobility Plan adopted by the SamTrans Board of Directors in 2017 was designed to build the next generation of SamTrans riders through programs and policies aimed at youth and college students. One component of the plan called for a pilot unlimited-ride program for local colleges.

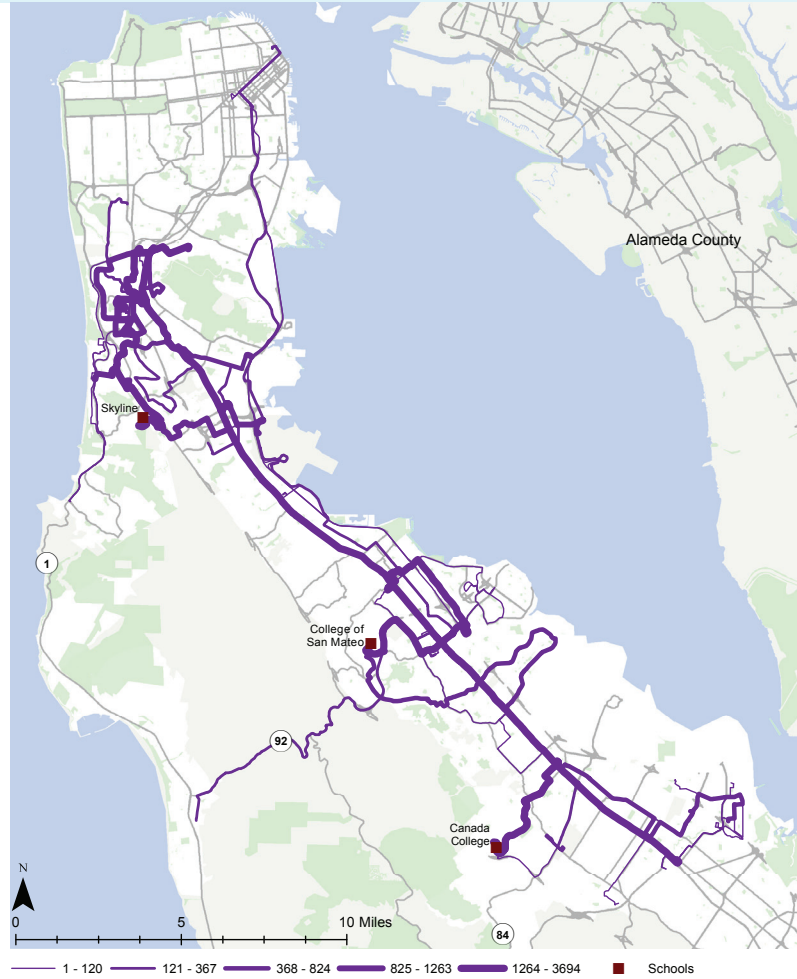
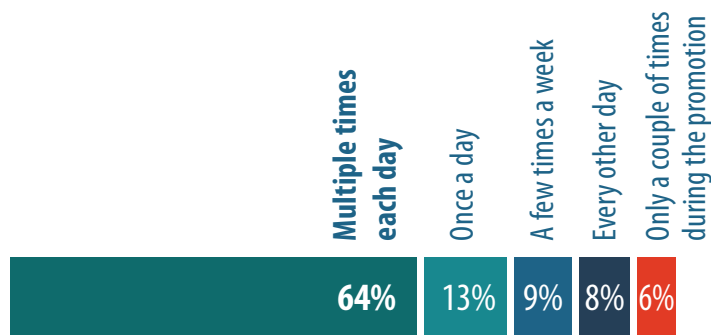
San Mateo Community College District Try Transit Program

In August 2019, SamTrans offered a two-week free pass program, called Try Transit, for San Mateo Community College students in order to better understand their travel patterns introduce new riders to SamTrans, and build a stronger relationship with our local community colleges.

Over four days, staff distributed approximately 1,700 passes to students across the three community college campuses. Approximately 40% of pass recipients reported using SamTrans much more during the two-week period than they normally would. About 87% of recipients said they were either somewhat or very likely to continue to ride SamTrans in the future, and over 90% said they would recommend SamTrans to a friend.

This effort shows the demand for SamTrans service, and proves that efforts like this can incentivize additional transit use and effectively entice new riders to use the system.

HOW OFTEN DID YOU USE YOUR TRANSIT PASS?



Try Transit outreach event at College of San Mateo.

Electric Bus Fleet

2019 marked the beginning of SamTrans' zero-emissions future, as two electric battery-powered buses started service.

The buses, whose batteries were manufactured by Burlingame's Proterra, have USB charging ports, Wi-Fi capability, and a low floor design allowing more efficient ramps instead of lifts for disabled passengers.

With transportation making up California's largest source of carbon emissions, the use of these vehicles is a necessity. With eight more electric buses entering into service next year, and a commitment from the Board of Directors to aggressively pursue a fully electrified fleet, we can expect to see many more of these buses on the road in San Mateo County.



Top: SamTrans staff introducing the agency's first electric bus to the community. Bottom: SamTrans' first electric bus on display in front of South San Francisco City Hall.

East Palo Alto Grant

The Strategic Growth Council awarded a \$20 million grant to add more affordable units to Light Tree Apartments in East Palo Alto, and expand transit services and provide for infrastructure improvements that reduce greenhouse gas emissions.

The award was a result of a competitive grant submitted by the City of East Palo Alto with Eden Housing, EPA CAN DO and The Transit District as partners. The funding consists of \$13.5 million in loans for affordable housing development and \$6.5 million in grants for transit and infrastructure improvements, including \$2.25 million for SamTrans acquisition of three electric buses for a future SamTrans express bus route linking East Palo Alto residents with San Bruno BART.

The grant will also fund the construction of 128 new units at Light Tree Apartments resulting in a net increase of 91 new affordable housing units. The new units will also include 14 critically needed units set aside for formerly homeless, disabled and/or transitional age youth.

Approximately \$500,000 will also go towards providing residents of the Light Tree Apartments community with up to 650 SamTrans transit passes per year for up to three years. The remaining \$3.75 million will enable the City to create the first "Complete Green Street" on Addison Street, including 3,200 feet of safe and accessible sidewalks, up to 8.6 miles of bikeways and other improvements around the bus stops.



Dumbarton Rail

Building on a District study approved in 2017, the Dumbarton Rail project kicked off public meetings in 2019. This project is a partnership between the District and Cross Bay Transit Partners, a joint venture between Facebook and Plenary Group. The Dumbarton Rail Project will reduce traffic and better manage congestion between San Mateo County and Alameda County by providing a more sustainable mode of transportation across the Bay, increasing mobility and enhancing connections to existing public transit.

The Dumbarton Rail Bridge once transported transcontinental freight across the Bay Area, but has been unused since 1982. In 1994, SamTrans purchased this right-of-way in hopes of creating rail service between the Peninsula and East Bay. A strategic, community supported Dumbarton Rail project would bring much-needed commute alternatives to one of the regions most congested corridors.

Community meetings are underway and will continue in 2020. For more information, visit www.samtrans.com/dumbartonrail.



The proposed alignment of the Dumbarton Rail Bridge will connect the Peninsula to the East Bay.

SamTrans OnDemand

In May 2019, the District launched SamTrans OnDemand, a year-long microtransit pilot program serving Pacifica's Linda Mar community. The goal of the pilot is to improve mobility in low-density areas and determine whether on-demand service can provide a more convenient option for current riders while also encouraging new riders to adopt public transit.

OnDemand offers riders the flexibility to request a trip aboard a SamTrans shuttle bus within the designated coverage area through a smartphone app or by calling SamTrans Customer Service. Once a trip is booked, the software dynamically routes the SamTrans shuttle to pick the rider up while also transporting other passengers along the way. The app provides customers the added benefit of being able to monitor their shuttle's real time location and estimated arrival time. Rides cost the same as a regular SamTrans bus ride.

If the pilot proves successful, it could serve as a model for new OnDemand service in other parts of San Mateo County.

To learn more, visit www.SamTrans.com/OnDemand.



OnDemand Shuttle at Linda Mar Park & Ride.

YOUR RIDE OnDemand

Serving Linda Mar & Southern Pacifica





DISTRICT PROGRESS REPORT – CALTRAIN

FUTURE OF RAIL

Caltrain Electrification

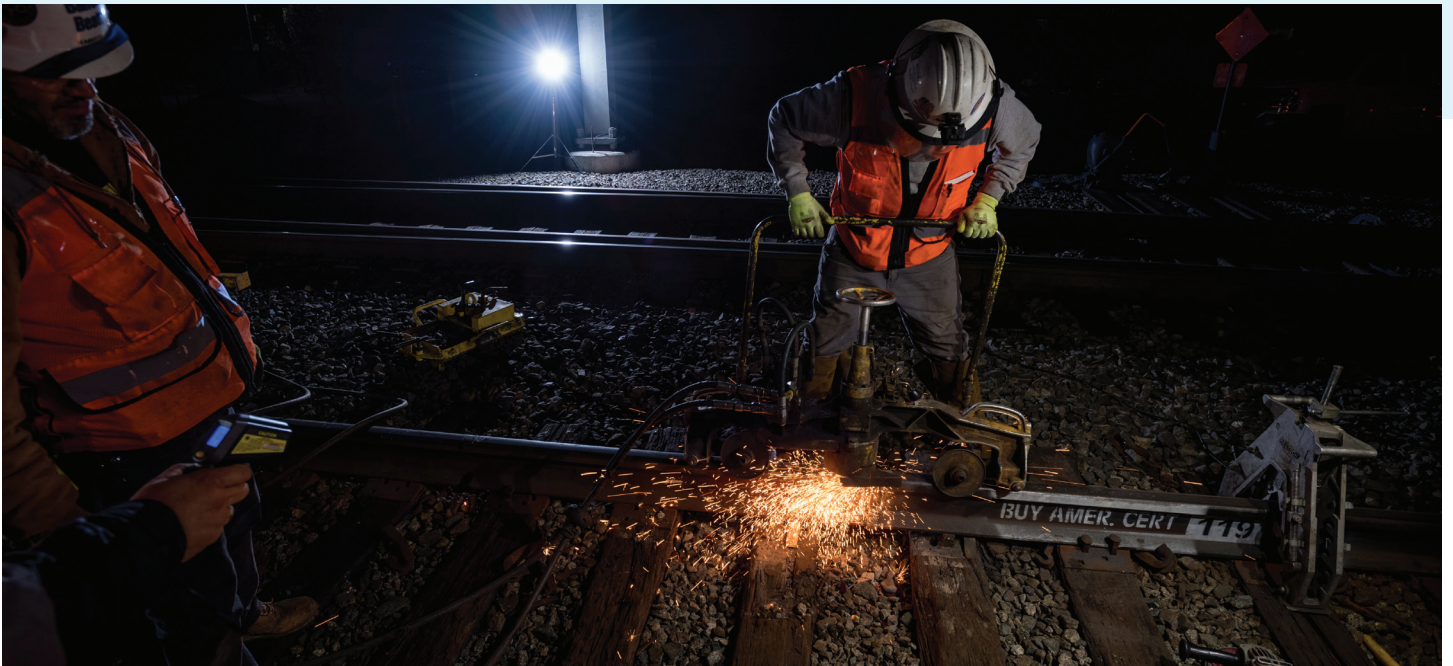
The transition from diesel to electric technology is a critical step toward Caltrain Modernization. Electrification of the corridor from the San Francisco Station to Tamien Station in San Jose is underway and will improve Caltrain system performance, reduce noise, improve regional air quality, and lower greenhouse gas emissions. These improvements will better address Peninsula commuters' vision of an environmentally-friendly, fast, and reliable electric commuter rail service. This project will also put ridership capacity first and provide faster, more frequent service to more riders.

In 2019, over 1,400 foundations and 650 poles were installed between San Francisco and San Jose.

In May, we celebrated the grand opening of the new Stadler manufacturing facility in Salt Lake City, Utah. Currently, 28 train cars are in different stages of assembly. The excitement continues in 2020, when the first seven-car trainset will be coupled together and tested at a special test track in Pueblo, Colorado. The new high performance electric trains will include Wi-Fi service onboard the systems new fleet, thanks to funding from the State's Transit and Intercity Rail Capital Program (TIRCP).

For more information, visit www.calmod.org.







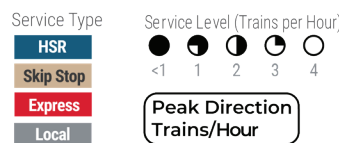
Caltrain Business Plan

The Caltrain Business Plan is an in-depth technical and policy document that will outline the evolution of the Caltrain system over the next 20 years. This joint agency effort will provide a long-term vision for the Caltrain corridor by identifying the service level and infrastructure needed to support the vision and growth Caltrain is projected to experience, and how it will be funded.

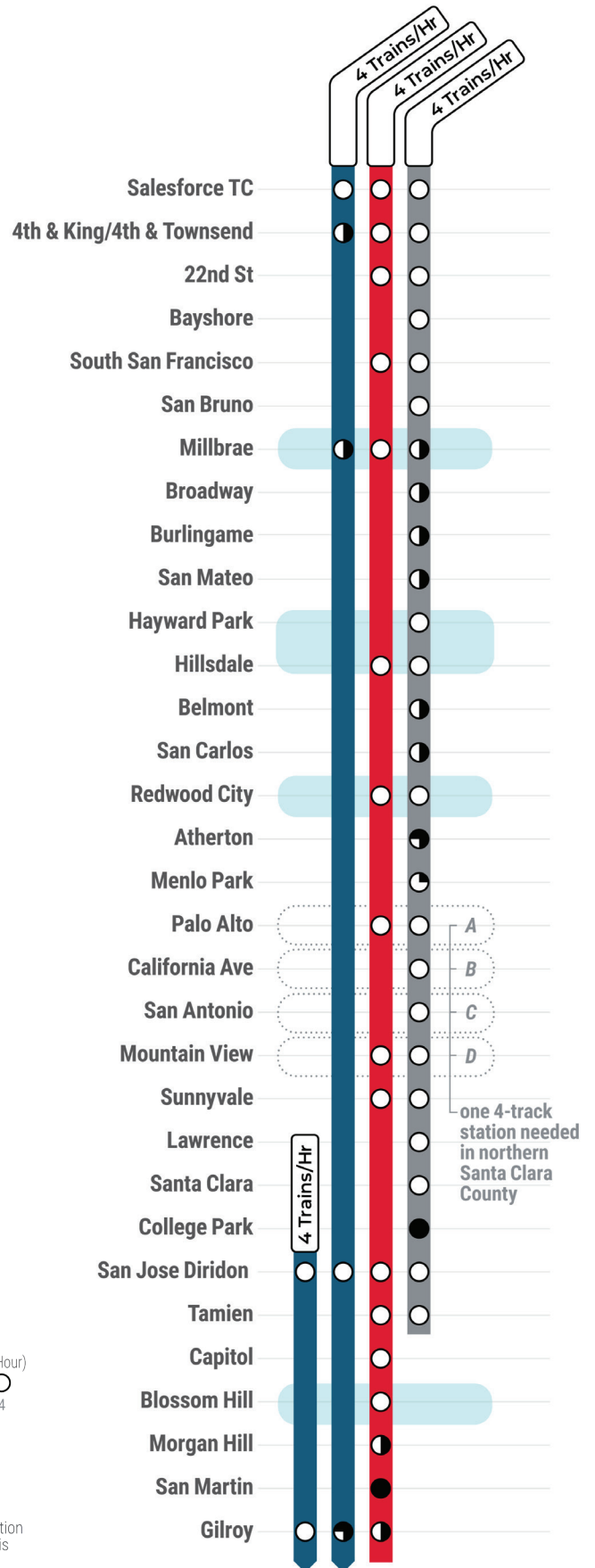
The 2040 Service Vision is central to the Caltrain Business Plan. Under the Service Vision adopted by Caltrain at the October 2019 board meeting, fast and frequent service would be the standard on the line every day, all day. Over the period of this vision, service would increase to eight trains per direction per peak hour (up from five), with all day Baby Bullet express service every 15 minutes, and increased off-peak and weekend service. This increased frequency, paired with longer trains, would massively expand capacity to nearly 180,000 riders per day (up from 63,000). The vision also allows for future integration with High Speed Rail as well as supporting the expansion into the High-Growth Scenario if funds becomes available.

More work in the ensuing months would continue with a final plan expected to be adopted by 2020.

For more information about the Caltrain Business Plan, visit www.caltrain2040.org.

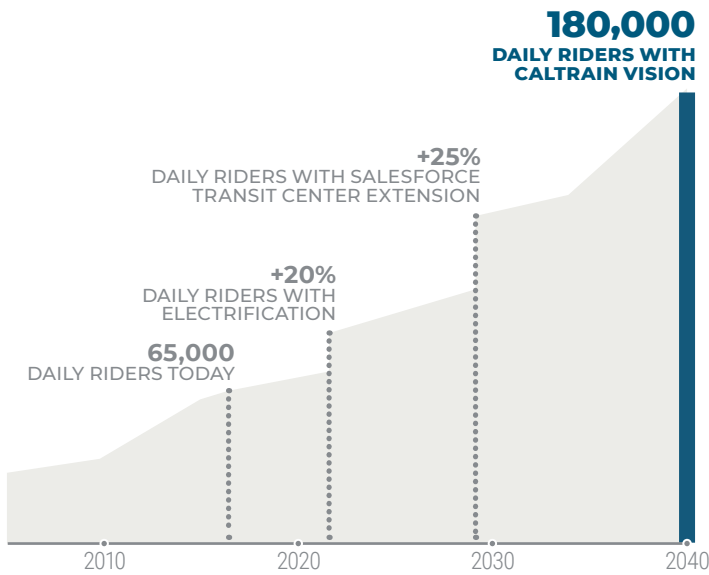


Conceptual 4 Track Segment or Station to be refined through further analysis and community engagement.



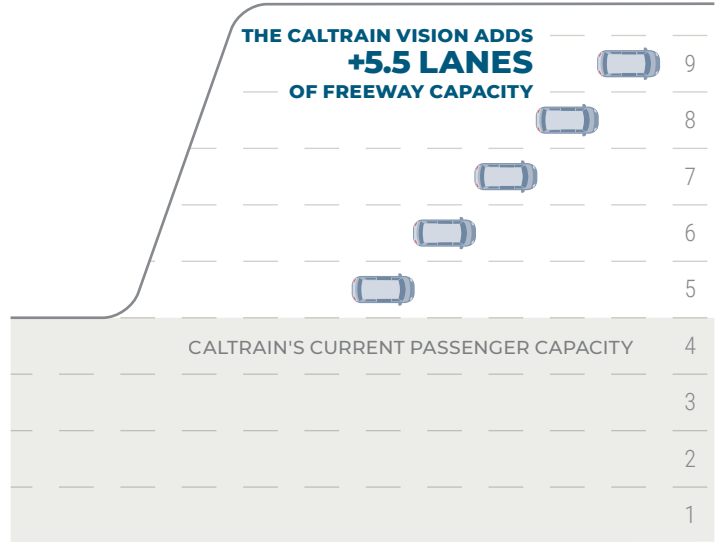
MORE TRANSPORTATION CAPACITY

CARRYING MORE PEOPLE



Improving Caltrain lets us carry three times more people in 2040. That's equivalent to selling out the Giants' ballpark four times every day.

TRAINS VS LANES



Assumes 1.1 persons/vehicle and lane capacity of 1,500 vehicles/hour

Today, Caltrain carries 4 freeway lanes worth of people during rush hour. The draft vision adds the equivalent capacity of 5.5 new freeway lanes.

IMPROVING AIR QUALITY

REDUCING DRIVING

825,000 FEWER MILES DRIVEN EACH DAY
Resulting from drivers who switch to Caltrain. That's like taking 16,000 trips between SF and SJ off the road each day

STIMULATING THE ECONOMY

ADDING JOBS

51,000 NEW JOBS CREATED
Total full- and part-time jobs along the corridor resulting from Caltrain investment*

REDUCING GREENHOUSE GAS EMISSIONS

110 FEWER METRIC TONS OF CO₂ EMISSIONS EACH DAY
Resulting from full electrification of our fleet and drivers switching to Caltrain

INCREASING ECONOMIC ACTIVITY

\$40.8 BILLION IMPACT ON THE REGION
Total impact on regional spending and economic activity resulting from Caltrain investment*

* Values are for 2018-2070 and are in present (2018) value using a discount rate of 4.0%

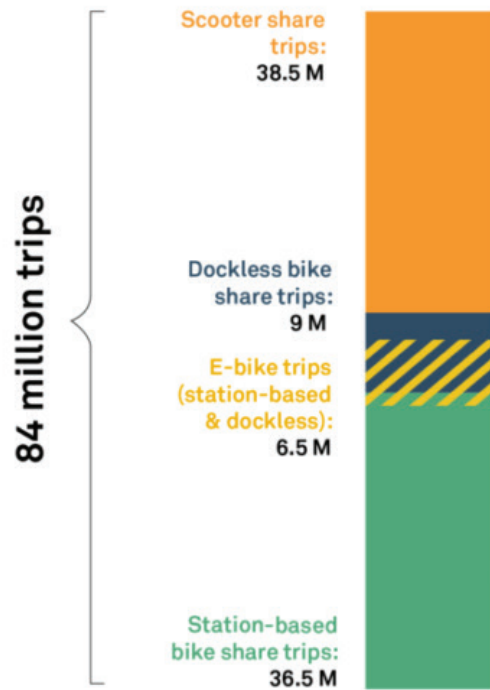
Bike Parking Improvements

Bicycles are a major mode of access to the Caltrain system, providing an efficient and sustainable way for riders to arrive at their origin station or final destination. Caltrain is currently working to plan and implement shared micro-mobility options, station specific designs for bicycle stations; and recommendations for shared micro-mobility devices along the corridor.

Some of this work is already underway. On-demand electronic bike lockers were recently installed at the 22nd Street Station and Santa Clara Station, and more e-lockers and bicycle racks are projected to be installed at Belmont, San Jose Diridon, San Carlos, and Mountain View stations. Caltrain has also made a commitment to spend \$3.5 million on bike parking and mobility prior to electrification (2022).

For more information about Bike Parking Improvements, visit www.caltrain.com/bikes.

Breakdown of 2018 trips



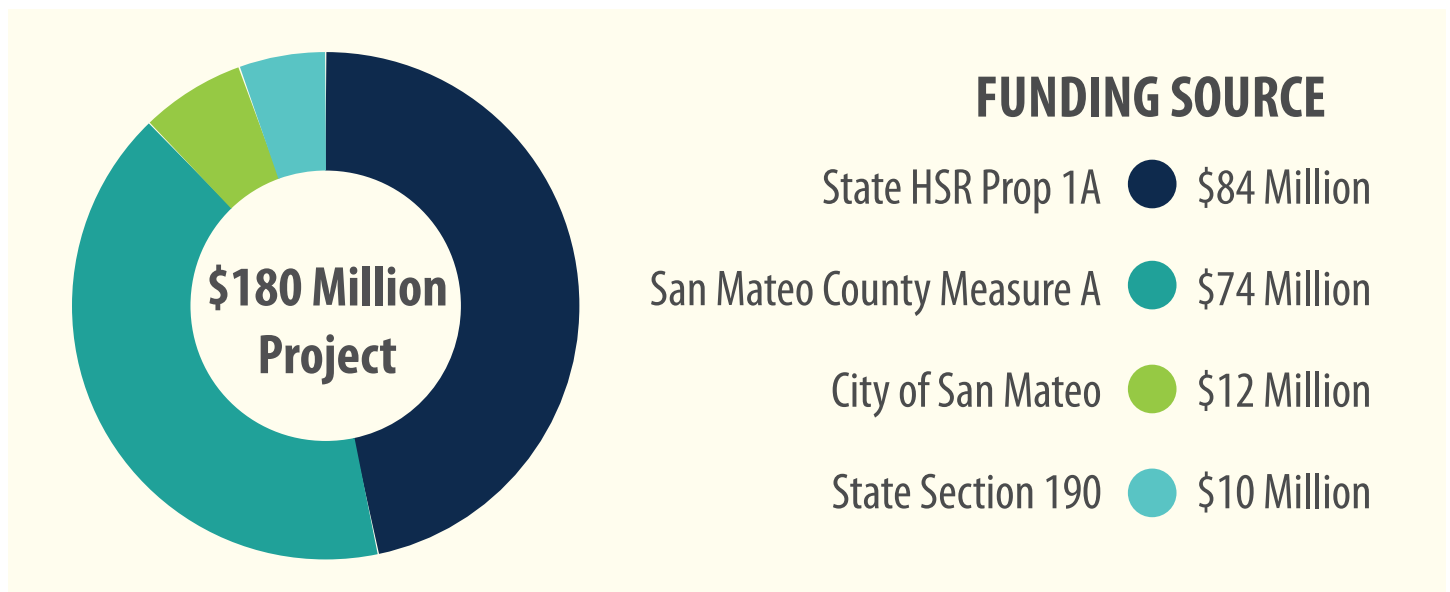
Source: NACTO



New bike lockers provide a secure parking option for Caltrain riders in Santa Clara

Caltrain currently has 42 at-grade crossings in its corridor, where the tracks cross a road. These crossings represent a challenge for Caltrain as it moves towards expanding the frequency of its service. Building grade separations to separate the road from the tracks will reduce traffic impacts along the corridor, while also making the system safer for vehicles, pedestrians and cyclists. Funding for these projects remains a challenge, but Santa Clara County’s Measure B has dedicated funding for grade separations. The San Mateo County Transportation Authority has invested in the improvement or elimination of 15 at-grade crossings, and is working with cities to keep their projects moving forward.

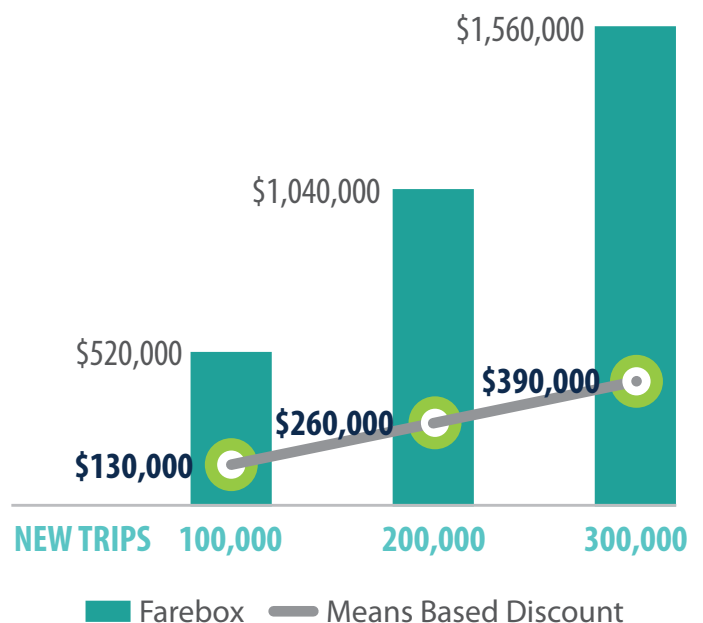
New grade separations are currently under construction or being planned in the following locations: Broadway in Burlingame, Linden Avenue and Scott Street at the border of South San Francisco and San Bruno, and several crossings in Menlo Park and Redwood City.



Funding breakdown for 25th Avenue Grade Separation Project

Means-Based Fare

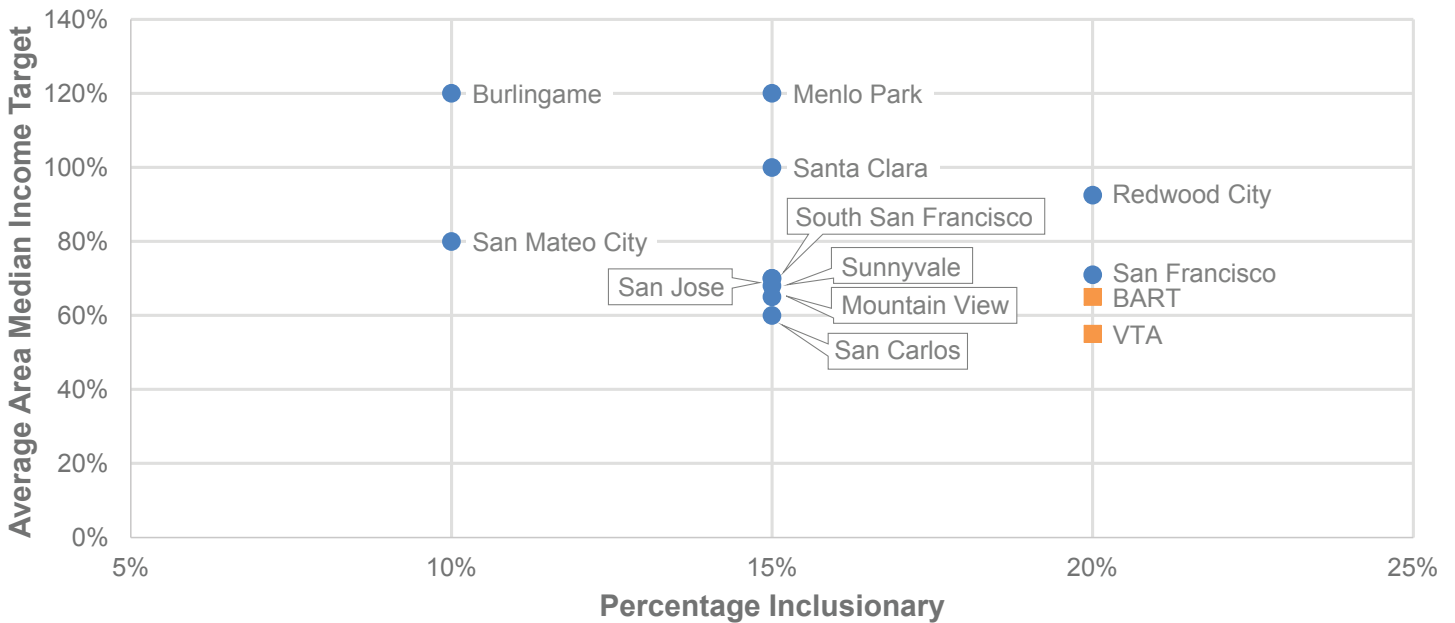
Unlike many transit systems, Caltrain does not have a dedicated revenue source to support its operations. Therefore, Caltrain is heavily reliant on passenger fare recovery to fund the operations and maintenance of its trains. Fares have steadily increased over time, but to make sure Caltrain is accessible for all, the agency will participate in the Metropolitan Transportation Commission’s Means-Based Discount Fare pilot program, providing eligible participants a 20% discount off single-ride adult Clipper Card Caltrain fares. This program is expected to launch mid-2020.



Transit Oriented Development on Caltrain Property

Expanding Transit Oriented Development (TOD) throughout the corridor is a priority for Caltrain, and 2019 saw great strides towards more housing near our stations. The Rail Corridor Use Plan will determine which Caltrain property will be needed for expanded rail service and which can be used for TOD projects, potentially housing. The Plan identifies two parcels, totaling 4.8 acres, at Redwood City and Mountain View that are prime candidates for TOD. An additional 6.8 acres across four sites have potential for development, but have mitigating factors that will need to be resolved to make them developable and ideal for housing. The issues of housing and transportation are fundamentally linked, and Caltrain is doing its part to provide transit-adjacent housing in order to alleviate the Bay Area's housing crisis.

Affordable Housing Requirements for Rental Projects
for Jurisdictions along the Caltrain Corridor and other Transit Agencies



* BART prioritizes Very Low and Low Income households but does not specify the share going to each income category. The 65% AMI target assumes a 50/50 split between units affordable to Low and Very Low Income households.

Downtown Rail Extension (DTX)

The Downtown Rail Extension (DTX) will extend Caltrain from its current terminus at Fourth and King streets to the new Transbay Transit Center.

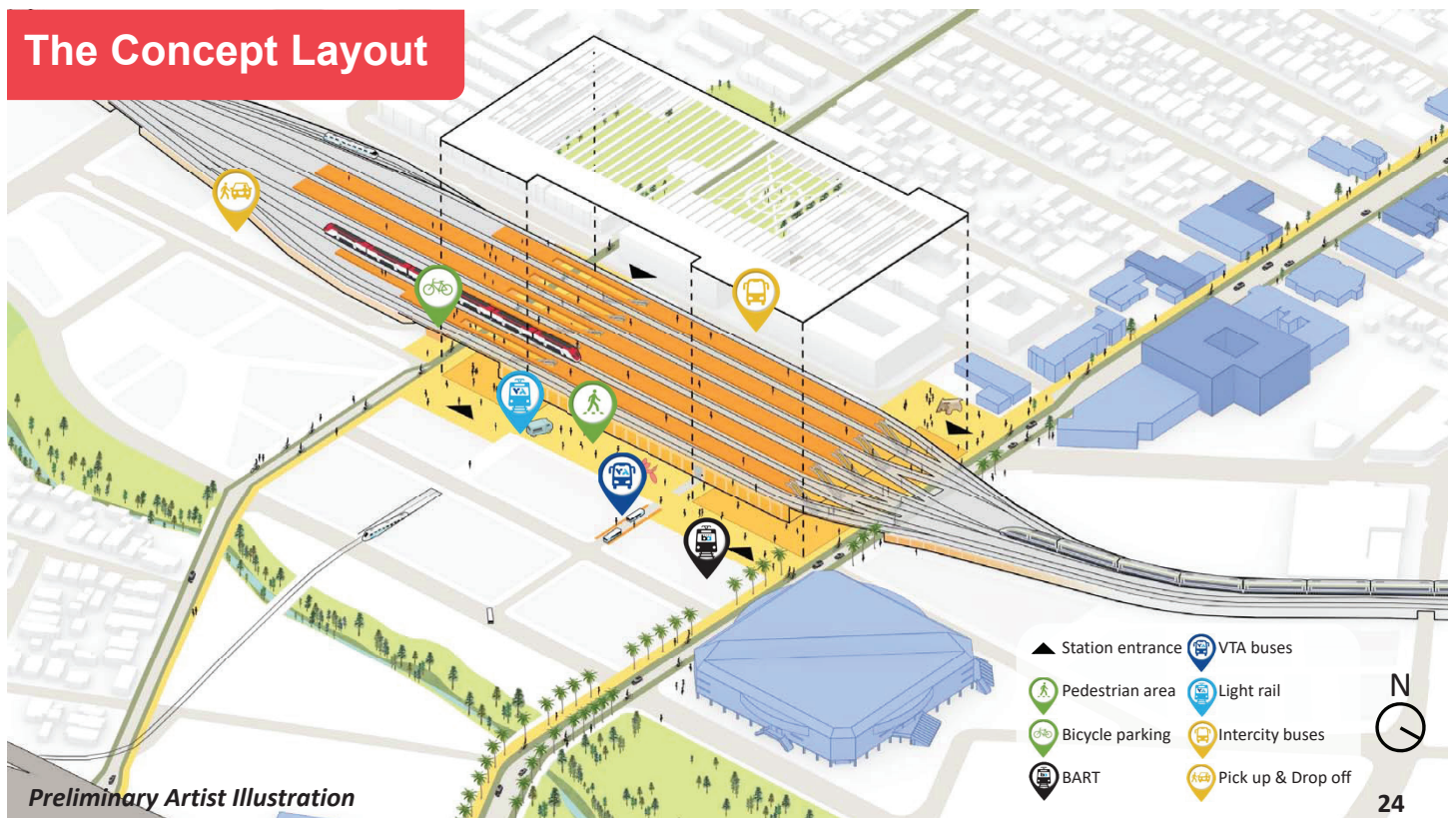
The project also includes an underground station at Fourth and Townsend streets. Caltrain is closely engaged with the Transbay Joint Powers Authority, as well as other partner agencies including the San Francisco County Transportation Authority, to advance work on this critical improvement to the region and state's rail network.

4th & King Railyard, Pennsylvania Avenue Extension and 22nd Street Station

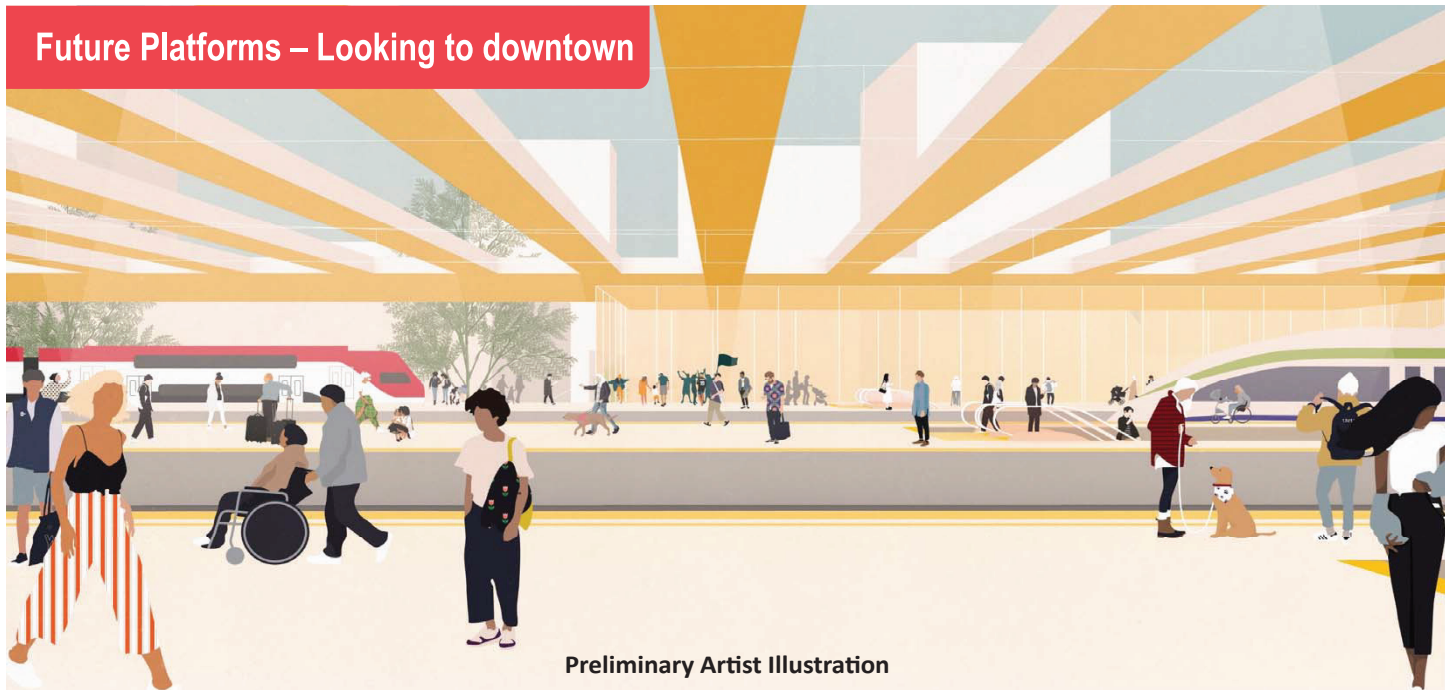
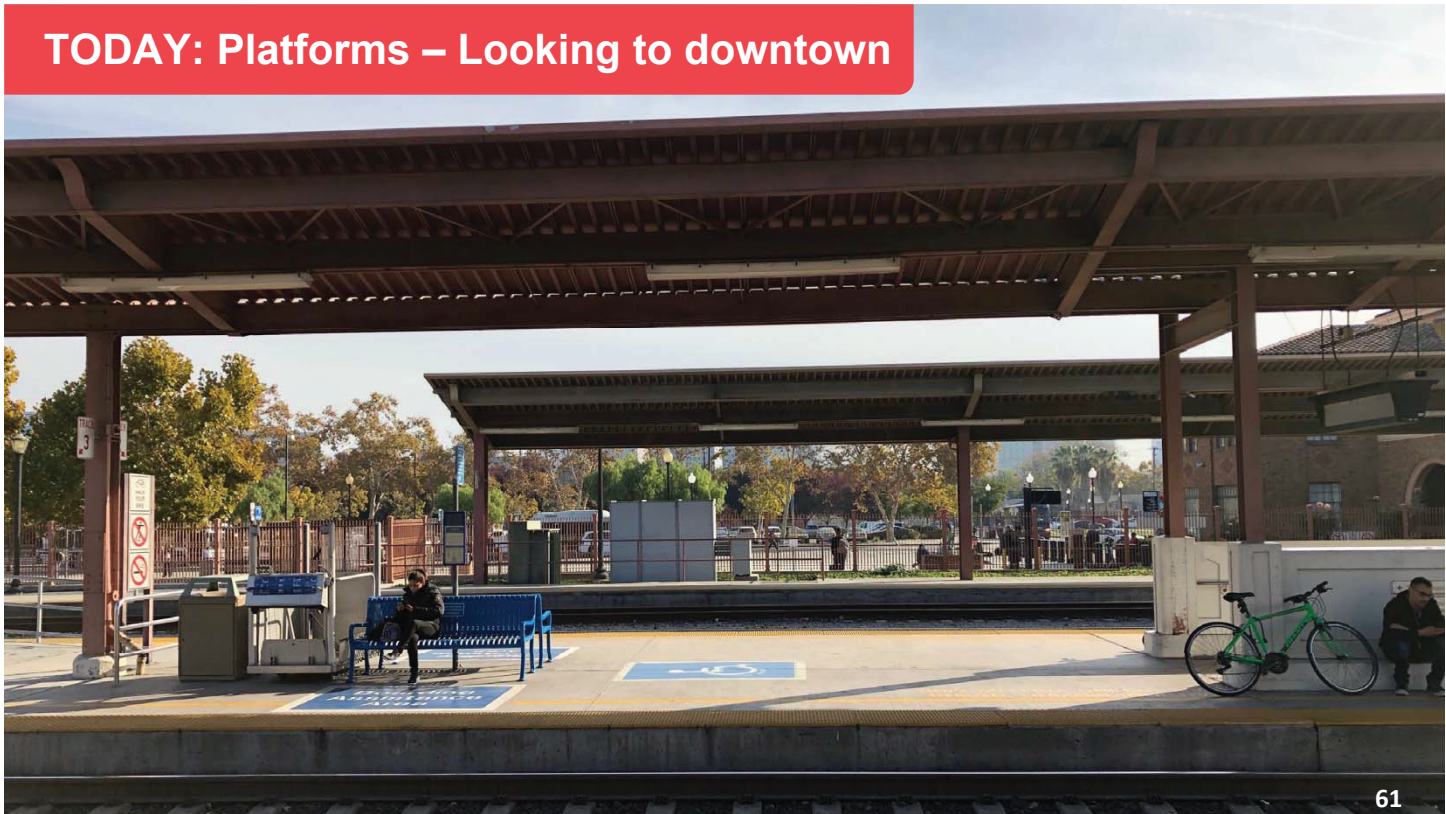
In addition to ongoing work to support the DTX, Caltrain has entered into a staff-level memorandum of understanding with the City and County of San Francisco, the San Francisco County Transportation Authority, the Transbay Joint Powers Authority and Prologis LLC (the land owner of the San Francisco Railyard) to advance critical planning work related to a suite of additional projects and centered around the railyard and the northern end of the Caltrain corridor. These efforts include analyzing Caltrain’s future operational needs at the railyard site, considering the potential for development at 4th & King Streets, and participation in studies to advance the Pennsylvania Avenue extension of the DTX, as well as plan the long-term future of the 22nd Street Caltrain Station.

Diridon Station Integration Concept Plan

The Diridon Integrated Station Concept Plan (DISC) is a partnership between the California High-Speed Rail Authority (CHSRA), Caltrain, the City of San Jose, and the Santa Clara Valley Transportation Authority (VTA) to design a transportation hub that will provide seamless access between the varying transit modes the station is anticipated to serve. San Jose Diridon Station is already a major transit hub in San Jose, with Caltrain, ACE, VTA, Capitol Corridor, and Amtrak utilizing the station. Additionally, both public and private buses connect to the station. In the future, Bay Area Rapid Transit (BART) and CHSRA are anticipated to use this station. As a result, there is a need to expand and redesign the station to address the future increases in transit services and ridership.



The current station is already at capacity and will not be able to meet the demands of future transit service. The goal of the redesign of Diridon Station will be to provide a more efficient, sustainable, and accessible transportation network that can serve well over 100,000 anticipated riders daily. The plan will include two components: a spatial configuration of track and station elements and an organization structure to deliver the envisioned station. For more information, visit www.diridonsj.org/DISC.



Preliminary Artist Illustration

Gilroy

Caltrain altered the timing of service to and from Gilroy and the other South Santa Clara County stations in order to better line up with demand patterns. The Gilroy Service represents a good opportunity for growth in the system, as ridership from that leg of the corridor has tripled in the last decade. Caltrain is working with VTA and South County communities to add more service to the line.





DISTRICT PROGRESS REPORT – SMCTA

YOUR DOLLARS AT WORK

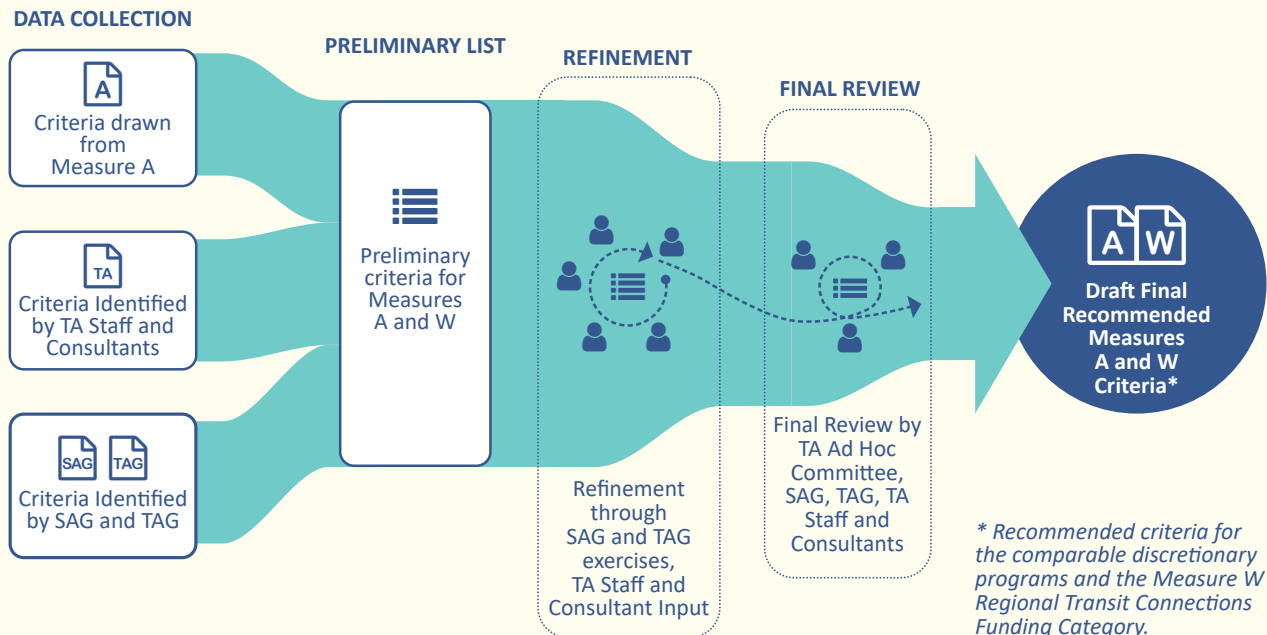
San Mateo County Transportation Authority Strategic Plan

The San Mateo County Transportation Authority (TA) recently adopted its Strategic Plan for 2020-2024. The Strategic Plan, which the agency is required to develop every five years, provides a framework and guidelines on how to administer funds collected through Measure A and now Measure W to fund transportation and traffic improvement projects in San Mateo County. The TA is estimated to collect \$135 million annually in Measure A and Measure W funds.

The Strategic Plan lays out how the TA will administer and allocate Measure A and W funds under one combined plan. The Strategic Plan provides details on the project selection process, sponsorship eligibility, matching fund requirements, detailed evaluation criteria, and more. The Strategic Plan reflects both the 11 Core Principles contained in Measure W, as well as the Measure A Vision and Goals.

Significant input went into the development of the Strategic Plan. The TA met regularly with its Stakeholder Advisory Group (SAG), made up of representatives from non-profits, large employers and business groups, and transit and constituent advocacy groups, as well as its Technical Advisory Group (TAG) made up of staff from cities and public agencies throughout San Mateo County. The TA conducted extensive public outreach around the Peninsula, ranging from Half Moon Bay to Menlo Park, as well as significant online outreach, including an online survey with over 2,500 responses. The TA Board of Directors Ad Hoc Committee, the TA Citizens Advisory Committee, executive staff and consultants also provided input into the plan development process.

The recommended draft criteria for evaluating projects for Measures A and W funding applications were developed and refined through an iterative process with a Stakeholder Advisory Group (SAG), a Technical Advisory Group (TAG), input from Transportation Authority (TA) Board Ad Hoc members, consultants, and TA staff.



San Mateo 101 Express Lanes Project

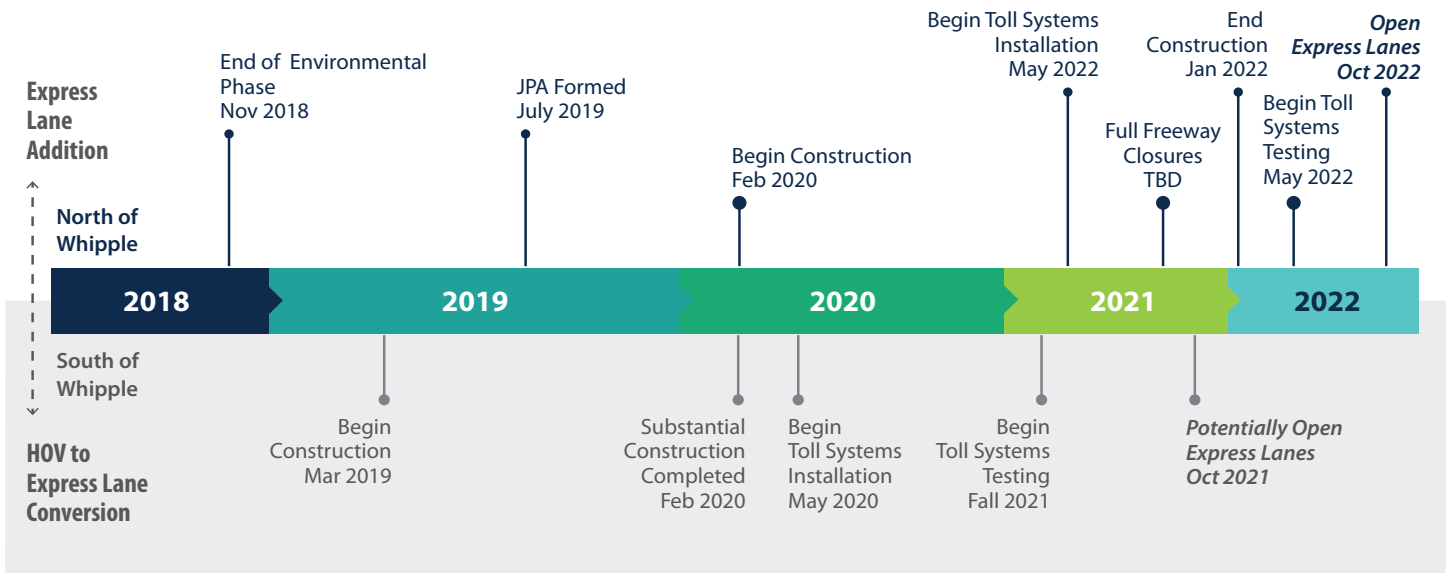
In March 2019, the TA and its project partners broke ground on the San Mateo 101 Express Lanes Project, setting the stage for a more efficient and transit-friendly U.S. 101 Corridor.

This project will create 22 miles of uninterrupted Express Lanes from the I-380 in San Bruno to the San Mateo - Santa Clara County line. For the southern section of the project, Caltrans is converting an existing HOV lane from the Santa Clara County border to Whipple Avenue in Redwood City. For the northern section from Whipple Avenue to I-380, Caltrans will build a new express lane from Whipple to I-380 while leaving the existing general-purpose lanes in place. The express lanes are slated to open in late 2022.

In June 2019, the TA and the City/County Association of Governments of San Mateo County (C/CAG) formed the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) to oversee the ownership and management of the express lanes once construction is complete. The SMCEL-JPA consists of three members from the TA Board, as well as three Board members from C/CAG.



As part of the environmental review process, Caltrans found that the construction of express lanes along the San Mateo U.S.101 Corridor is the most effective way in reducing congestion and improving travel time reliability. Express Lanes allow for buses and three-plus carpools to travel in them free of charge, encouraging passengers to utilize more sustainable forms of transportation and enabling SamTrans' Express Buses to get to their destinations faster.



In addition, the express lanes will provide the SMCEL-JPA with a revenue stream by allowing solo drivers to pay a fee to use the excess capacity in the lanes. Two-plus carpools as well as eligible clean air vehicles may also travel in the express lanes at a discounted toll. Whenever speed within the express lanes drops below 45 miles per hour, then only transit vehicles and three-plus carpools may continue to use the express lanes.

The San Mateo 101 Express Lanes will connect with VTA's Express Lane, so travelers can travel between the two counties seamlessly from I-380 down to southern Sunnyvale. The San Mateo County project is funded with a mixture of state, federal, bridge tolls, and TA Measure A funds, as well as private sector contributions.

The TA and its project partners, including Caltrans, are also looking at possibly extending the express lanes north of I-380, and connecting to San Francisco County. The environmental review process for this project segment will begin in early 2020. To learn more, visit www.101express.com.

Willow Road

The TA completed the US 101-Willow Road Interchange Project in September 2019. The reconfigured interchange improves the traffic conditions on US 101 and Willow Road by eliminating traffic weaves. The new interchange has eight lanes of traffic, widened ramps, new sidewalks and dedicated on-street and off-street bicycle lanes on the overcrossing.



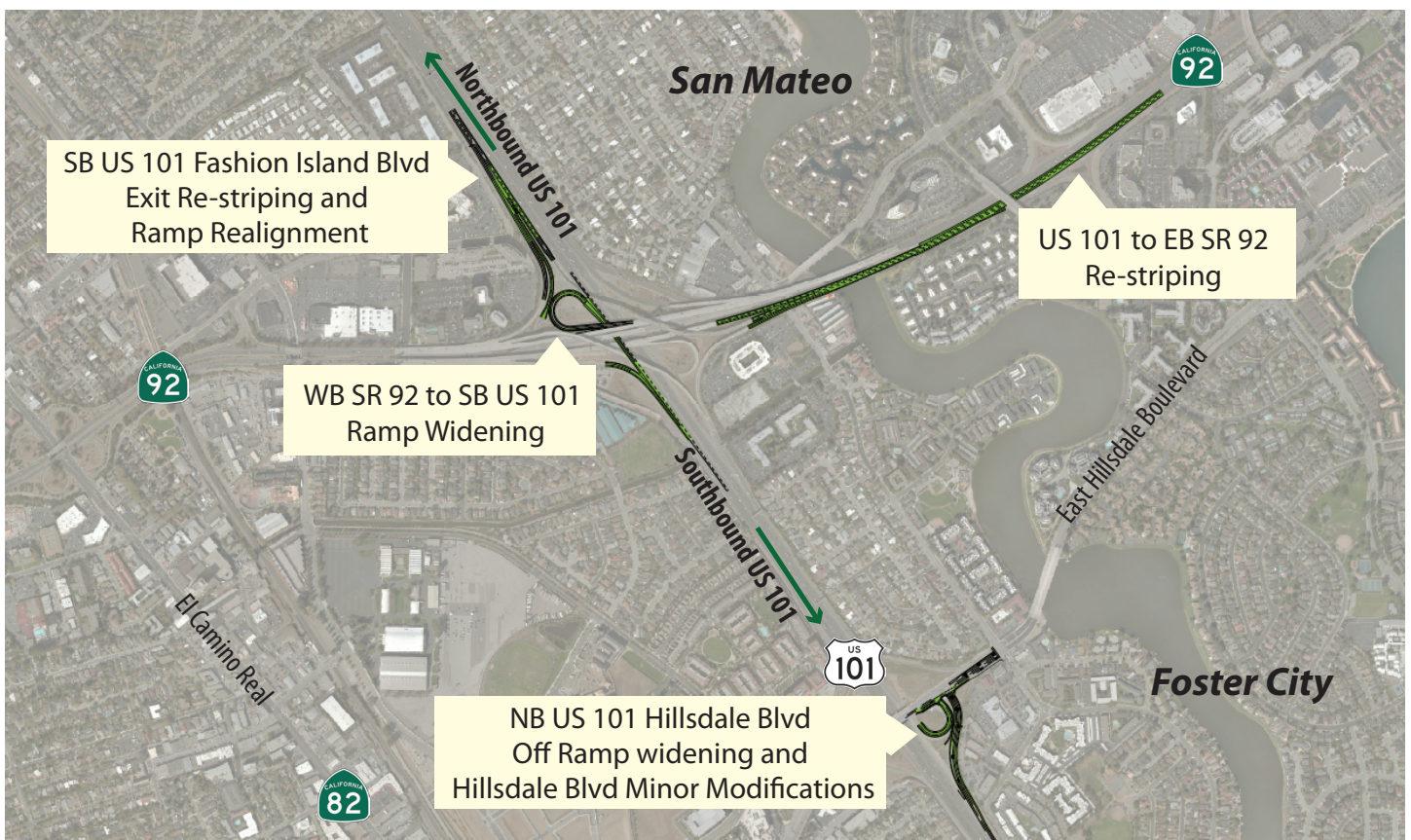
Financial contribution to Caltrain and SamTrans

The TA allocated close to \$19 million in Measure A funds to support Caltrain's operating and capital funding needs, and SamTrans' Rediwheels paratransit program in Fiscal Year 2020. The financial contributions are consistent with the voters' intent for Measure A, to support transit operations and accessible services in San Mateo County.

92/101 Interchange

The TA, in collaboration with the cities of Foster City and San Mateo, funded and led the process to analyze both short-term and longer-term improvement alternatives for the 92/101 interchange area. Traffic congestion in and around this project area has grown over the years, and due to the complexity of the location of the project, the project team is working closely with the neighboring cities and Caltrans to determine the best alternatives.

Project Study Reports for these short-term and longer-term improvement alternatives have been completed in the last year, and the project team will now be advancing the project to the next phase of environmental review.



Proposed improvements to the 92/101 Interchange will improve traffic flow and prevent spillover onto local streets.

OUR COMMITMENT

In 2018, the voters of San Mateo County put their trust in us to deliver solutions for the problems and challenges of congestion and mobility. We are already seeing those solutions, as our bus ridership is growing for the first time in years and new construction projects are modernizing & improving our transportation infrastructure.

But our work is not done. As this region continues to grow and evolve, so will its transportation needs, and rather than sit back and watch as change happens to us, we will be an active part of it in order to make transportation easier and more accessible to everyone.

San Mateo County is one of the most dynamic communities in the country with multi-faceted ever-evolving needs. As we anticipate these needs and plan for our future, we always keep the people and communities we serve central in our minds. While we are proud of what we have accomplished, we will not rest on our laurels, but instead continue to explore better ways of serving the people we work for.





samTrans
251 Foster City
256 Foster City
FCX Foster City
Call 511 & Say "Departures"
STOP ID # 361075

