



SAN MATEO COUNTY
Transportation
Authority

Measure A & Measure W Program Status Report

Semi-Annual Report

(As of December 31, 2022)

Original Measure A Program Status (1989-2008)

Semi-Annual Program Status Report (As of December 31, 2022)

Program		Exp. Plan %	General Status	In Thousands of \$ (\$1,000)		
				Total Funds Collected (1989-2008) ^{1,5}	Programmed Funds ²	Available Funding ³
1.	Caltrain ⁴	21.6%	- Projects in process.	\$ 323,958	\$ 323,477	\$ 481
2.	Paratransit	3.1%	- Program completed.	\$ 56,113	\$ 56,113	\$ -
3.	Dumbarton Rail	1.7%	- Program completed.	\$ 18,317	\$ 18,317	\$ -
4.	Highway ⁴	29.3%	- Projects in process.	\$ 360,422	\$ 360,311	\$ 111
5.	Local Streets and Roads	20%	- Program completed.	\$ 203,264	\$ 203,264	\$ -
6.	Caltrain Grade Separation ⁴	22.8%	- Category fully programmed and ongoing projects will use all allocated funds.	\$ 238,724	\$ 238,724	\$ -
7.	Bicycle Transportation	0.01%	- Program completed.	\$ 121	\$ 121	\$ -
8.	Transportation System Management	0.7%	- Program completed.	\$ 7,121	\$ 7,121	\$ -
Total:				\$ 1,208,040	\$ 1,207,448	\$ 592

Footnotes

1 Collection of sales taxes ended on December 31, 2008 for Original Measure A projects. Collected funds include interest but do not include rental income, which is now tracked separately.

As of June 30, 2022, total rental income was as follows: \$18.504M from the Caltrain Program Category, \$4.120M from the Dumbarton Program Category and \$1.092M from the Grade Separation Program Category.

2 Programmed funds represent all prior commitments.

3 Available funding represents amount available for TA Board to make new funding commitments and is the difference between Total Collected Funds and Programmed Funds.

4 "Total Funds Collected" for Caltrain, Highway and Grade Separation program categories increased, due to interest and investment income.

5 Due to market fluctuations, Original Measure investment income decreased, which resulted in a reduction of \$386K in "Total Funds Collected" as compared to the prior report.

New Measure A Program Status (2009-2033)

Semi-Annual Program Status Report (June 30, 2022)

					In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ^{2,5}	Programmed Funds ³	Available Funding ⁴	
1. Transit							
<i>Caltrain</i>	16%	Plan-Based	- Projects in process -\$4.264M programmed and allocated for FY22 and FY23 Capital Budget (Resolution 2022-31)	\$ 186,038	\$ 157,139	\$ 28,899	
<i>Local Shuttle</i>	4%	Competitive	- Projects in process.	\$ 46,509	\$ 36,087	\$ 10,422	
<i>Accessible Services</i>	4%	Agreement-Based	- Program in progress. -\$4.330M programmed and allocated for the SamTrans Paratransit Program (Resolution 2022-21)	\$ 46,509	\$ 46,509	\$ -	
<i>San Mateo County Ferry Service</i>	2%	Agreement-Based	- Other program in progress.	\$ 23,255	\$ 12,552	\$ 10,703	
<i>San Mateo County/SFO BART Extension</i>	2%	Agreement-Based	- Program in progress	\$ 23,255	\$ 23,255	\$ -	
<i>Dumbarton Rail Corridor</i>	2%	Agreement-Based	- Measure A funding decision on hold.	\$ 23,255	\$ 6	\$ 23,249	
2. Highway	27.5%	Competitive	- Projects in process.	\$ 319,752	\$ 235,681	\$ 84,071	
3. Local Streets/ Transportation	22.5%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 261,615	\$ 261,615	\$ -	
4. Grade Separation	15%	Competitive	- Projects in process.	\$ 174,410	\$ 133,288	\$ 41,122	
5. Pedestrian and Bicycle	3%	Competitive	- Projects in process. -\$9.826M programmed and allocated for Pedestrian and Bicycle Cycle 6 (Resolution 2022-39) ⁶	\$ 34,882	\$ 35,265	\$ (383)	
6. Alternative Congestion Relief	1%	Plan-Based	-\$1.860M programmed and allocated for ACR/TDM Cycle 1 Program (Resolution 2022-28) - Commute.org TDM work programs ongoing.	\$ 11,627	\$ 8,934	\$ 2,693	
				\$ 1,151,107	\$ 950,331	\$ 200,776	

Footnotes

1 Based on TA Board adopted Strategic Plan 2020-2024.

2 Collection of funds began on January 1, 2009. The totals represent unaudited actuals through June 30, 2022.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Interest accumulated on New Measure A funds is applied to TA Oversight budget.

6 During the Cycle 6 Pedestrian and Bicycle Program Call for Projects, additional funding was projected through December 2022 for construction-ready projects. New Measure A was actual accrual was slightly less than projected but will have no longer term impact.

Measure W Program Status (2019-2049)

Semi-Annual Program Status Report (As of June 30, 2022)

				In Thousands of \$ (\$1,000)		
Program	Exp. Plan %	Implementation Process ¹	General Status	Funds Collected to Date ²	Programmed Funds ³	Available Funding ⁴
1. Countywide Highway Congestion Improvements ⁶	21.5%	Competitive	- Projects in process	\$ 76,605	\$ 21,117	\$ 55,488
2. Countywide TDM ⁶	1%	Competitive	- Program in progress. -\$2.497M programmed and allocated for ACR/TDM Cycle 1 Program (Resolution 2022-28)	\$ 3,192.00	\$ 2,672	\$ 520
3. Local Safety Pothole and Congestion Relief Improvements	10%	Agreement-Based	- Monthly distribution to cities for local transportation improvements.	\$ 35,465	\$ 35,465	\$ -
4. Grade Separation	2.5%	Competitive	- Fund programming pending Caltrain Grade Separation Prioritization Study.	\$ 8,866	\$ -	\$ 8,866
5. Bicycle and Pedestrian	5%	Competitive	-\$12.045M programmed and allocated for Pedestrian and Bicycle Cycle 6 (Resolution 2022-39) - Projects in process.	\$ 17,733	\$ 15,915	\$ 1,818
6. Regional Transit Connections	10%	Competitive	- Fund programming pending Regional Transit Connections Study.	\$ 35,465	\$ 10	\$ 35,455
				\$ 177,326	\$ 75,179	\$ 102,147

Footnotes

1 Based on TA Board adopted Strategic Plan 2020-2024.

2 Collection of funds began on July 1, 2019. The totals represent unaudited actuals through June 30, 2022.

3 Programmed funds represent all prior commitments.

4 Available funding represents amount collected that is available for the TA Board to make new funding commitments and is the difference between Funds Collected to Date and Programmed Funds.

5 Interest accumulated on Measure W funds is applied to TA Oversight budget.

6 Countywide TDM is a subcategory of the Countywide Highway Congestion Improvements which totals 22.5% of Measure W.