



**BOARD OF DIRECTORS 2023**

RICO E. MEDINA, CHAIR  
CARLOS ROMERO, VICE CHAIR  
EMILY BEACH  
NOELIA CORZO  
JULIA MATES  
RAY MUELLER  
MARK NAGALES

APRIL CHAN  
EXECUTIVE DIRECTOR

## Agenda

### Board of Directors Meeting

**June 1, 2023, 5:00 pm**

### **San Mateo County Transportation Authority**

Bacciocco Auditorium, 2nd Floor  
1250 San Carlos Ave., San Carlos, CA

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/85358540271?pwd=cHNQdFNpd1Y5S3NUZWtteFkxVDFTUT09> or by entering Webinar ID: **853 5854 0271**, Passcode: **049847** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

***Please Note the following COVID-19 Protocols for in-person attendance:***

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Wearing of masks is recommended but not required.

**Public Comments:** Public comments may be submitted to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person and through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use

Note: All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

Each public comment is limited to two minutes or less. The Board and Committee Chairs have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

The video live stream will be available after the meeting at <https://www.smcta.com/about-us/board-directors/video-board-directors>.

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**Thursday, June 1, 2023** **5:00 pm**

- 1. Call to Order
- 2. Roll Call/Pledge of Allegiance
- 3. Report from Closed Session at May 4 Board Meeting
  - 3.a. Closed Session: Conference with Real Property Negotiators Informational  
Pursuant to Government Code Section 54956.8  
Properties: (1) 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 Feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999) and (2) 2777 S. El Camino Real, San Mateo, CA 94403  
Negotiators: April Chan and Joan Cassman  
Negotiating Parties: Peninsula Corridor Joint Powers Board and the City of San Mateo  
Under Negotiation: Price and Terms of Transfer
- 4. Public Comment For Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
- 5. Report of the Citizens Advisory Committee Informational
- 6. Consent Calendar  
*Members of the Board may request that an item under the Consent Calendar be considered separately*
  - 6.a. Approval of Minutes of the Board of Directors Meeting of May 4, 2023 Motion
  - 6.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2023 Motion

- |       |  |               |
|-------|--|---------------|
| 6.c.  | Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter of Fiscal Year 2023   | Motion        |
| 6.d.  | Establishing the Appropriations Limit for Fiscal Year 2024   | Resolution    |
| 6.e.  | Reprogramming and Reallocating \$1.92 Million in Measure A Funds from Savings in the Right-of-way Phase to the Construction Phase of the US 101/Broadway Interchange Reconstruction Project for Landscaping Activities | Resolution    |
| 7.    | Report of the Chair  |               |
| 7.a.  | Recognizing LGBTQ Pride Month and Reaffirming a Commitment to Diversity, Equity, Access, and Inclusion   | Resolution    |
| 8.    | Joint Powers Board Liaison Report  | Informational |
| 9.    | Report of the Executive Director   | Informational |
| 10.   | Program  |               |
| 10.a. | Program Report: Peninsula Corridor Electrification Project Update  | Informational |
| 11.   | Finance  |               |
| 11.a. | Public Hearing: Adoption of Proposed Budget for Fiscal Year 2024   | Resolution    |
|       | 1. Open Public Hearing   |               |
|       | 2. Present Staff Report  |               |
|       | 3. Hear Public Comment   |               |
|       | 4. Close Public Hearing  |               |
|       | 5. Board Discussion and Action   |               |
| 11.b. | Programming and Allocation for the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2024 and 2025   | Resolution    |
| 11.c. | Conveyance to the State of California Department of Transportation of Grant Deeds to US 101/Broadway Interchange Reconstruction Project Properties   | Resolution    |
| 11.d. | Adoption of Revisions to the TA Procurement Policy   | Resolution    |
| 12.   | State and Federal Legislative Update   | Informational |
| 13.   | Requests from the Authority  |               |

14. Written Communications to the Authority Informational
  
15. Date/Time of Next Regular Meeting - Thursday, July 6, 2023, at 5:00 pm  
*The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.*
  
16. Report of Legal Counsel
  
17. Adjourn

## Information for the Public

All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <https://www.smcta.com/whats-happening/board-directors-calendar>. Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com). - . Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

*Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电1.800.660.4287*

### **Date and Time of Regular and Citizens Advisory Committee Meetings**

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5 p.m. The TA Citizens Advisory Committee (CAC) meets regularly on the Tuesday prior to the TA Board meeting at 4:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the TA website.

### **Location of Meeting**

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

\*Should Zoom not be operational, please check online at <https://www.smcta.com/whats-happening/board-directors-calendar> for any updates or further instruction.

### **Public Comment**

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the Authority Secretary. Prior to the meeting's call to order, public comments may be submitted to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will also be accepted during the meeting in person, through Zoom, or the teleconference number listed above. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

### **Accessible Public Meetings/Translation**

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070-1306, at the same time that the public records are distributed or made available to the legislative body.

**San Mateo County Transportation Authority**  
**1250 San Carlos Avenue, San Carlos, California**  
**Minutes of May 4, 2023**

**Members Present:** E. Beach, J. Mates, R. Medina (Chair), R. Mueller (left at 6:10 pm),  
**(In Person)** M. Nagales, C. Romero (Vice Chair)  
**Members Present:** N. Corzo  
**(Via Teleconference)**  
**Members Absent:** None  
**Staff Present:** A. Chan, J. Cassman, P. Skinner, P. Gilster, K. Kelly, J. Epstein, J. Brook,  
D. Seamans

**1. Call to Order**

Chair Rico Medina called the meeting to order at 5:01 pm.

The Board voted to approve a just cause request to participate remotely due to an emergency circumstance from Director Noelia Corzo.

Motion/Second: Beach/Romero

Ayes: Beach, Corzo, Mates, Medina, Mueller, Nagales, Romero

Noes: None

Absent: None

**2. Roll Call/Pledge of Allegiance**

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Medina led the Pledge of Allegiance.

**3. Public Comment for Items Not on the Agenda**

There were no comments.

**4. Report of the Citizens Advisory Committee**

Chair Medina noted that the report was posted on the website.

**5. Consent Calendar**

**5.a. Approval of Minutes of the Board of Directors Meeting of April 6, 2023**

**5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending March 31, 2023**

**5.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**

**5.d. Call for a Public Hearing at the June 1, 2023 Meeting on the Proposed Budget for Fiscal Year 2024**

Motion/Second: Medina/Nagales

Ayes: Beach, Corzo, Mates, Medina, Mueller, Nagales, Romero

Noes: None

Absent: None

## **6. Report of the Chair**

Chair Medina announced the annual TA CAC recruitment from May 4 to June 2 and requested two directors to volunteer to participate on the CAC Interview Committee in June.

### **6.a Appointment of Representatives to the San Mateo County Express Lanes Joint Powers Authority**

Chair Medina nominated Director Beach, Vice Chair Romero, and himself for reappointment to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA).

Motion/Second: Mates/Corzo

Ayes: Beach, Corzo, Mates, Medina, Mueller, Nagales, Romero

Noes: None

Absent: None

## **7. San Mateo County Transit District Liaison Report**

Chair Medina said that the report was in the packet and posted on the website. He noted that the SamTrans public member recruitment had been extended for an additional 30 days until June 5.

Director Emily Beach asked if the position was at large, which Chair Medina confirmed.

## **8. Joint Powers Board Liaison Report**

April Chan, Executive Director, said that the report was posted on the website. She said one of the main items of discussion was the review of the two-year JPB budget for Fiscal Years 2024 and 2025.

Vice Chair Carlos Romero asked if the TA would need to provide operating funding to Caltrain given their fiscal cliff. Ms. Chan said that the MTC (Metropolitan Transportation Commission) is working with all the transit properties in the Bay Area to advocate for state funding to keep those systems afloat without making significant service cuts.

Director Beach said that Caltrain has had the luxury of Measure RR and federal operating funding to cover operating expenses so that the TA did not have to contribute, and noted that historically Measure A had a bucket of funding set aside for Caltrain until Measure RR was passed. She said the funds are there to assist Caltrain and the TA was in good shape to live up to budget contributions until Caltrain gets past the fiscal cliff.

Director Ray Mueller said that while San Mateo County and the City and County of San Francisco were prepared to make budget allocations to Caltrain, VTA (Santa Clara Valley Transportation Authority) had requested that the JPB Finance Committee not include member agency contributions in the budget as they have not determined how much they could contribute.

## **9. Report of the Executive Director**

Ms. Chan said the report was in the packet. She welcomed Kate Steiner, the TA and SamTrans' new Chief Financial Officer and noted that Kathleen Kelly, Interim Chief Financial Officer would continue during the transition. Ms. Chan also said that they did not anticipate any contribution from the TA towards SMCEL-JPA's 2024 budget, and would provide a full update at the June Board meeting.

## **10. Program**

### **10.a. San Mateo US 101 Express Lanes Final Quarterly Project Update**

Peter Skinner, Executive Officer, Transportation Authority, introduced Leo Scott, Co-Project Manager, Gray-Bowen, Scott, who provided the last quarterly presentation for the completed project.

Director Beach thanked Mr. Scott for a well-run project that came in under budget. She asked about fixing the potholes before closing out the Caltrans contract. Mr. Scott said that Caltrans used emergency contracts to repair the potholes that resulted from the winter storms. He said there was a provision in the operations and maintenance contract to pay for pothole repairs in the Express Lanes only. Director Beach said there are still large potholes in the general purpose lanes. Ms. Chan said staff will reach out to Caltrans and that Caltrans is also planning a major pavement rehabilitation project that would be coming in the next year or so.

Director Beach asked if there are economies of scale for landscaping that has not been completed for other projects. Mr. Skinner said there are two other landscaping projects that are currently in the design phase and he would speak with Caltrans to determine if it was possible to combine the projects into the Express Lanes landscaping phase.

### **10.b San Mateo County Shuttle Program Call for Projects Fiscal Year 2024 and 2025 Draft Recommendations**

Patrick Gilster, Director, Planning and Fund Management, provided the presentation.

Director Beach asked if North Burlingame shuttle had been consolidated. Mr. Gilster said that Commute.org had combined it with the Millbrae/Broadway shuttle. Director Beach also asked if any remaining funds in the category will be available for the next call for projects, which Mr. Gilster confirmed.

Director Mark Nagales said that the South San Francisco West shuttle has been popular. He asked about the Seton Medical Center shuttle, which has some overlap with SamTrans fixed-route service. Mr. Gilster said it did have some overlap, but clarified that the Seton shuttle only runs during peak hours.

## **11. Finance**

### **11.a Preliminary Budget for Fiscal Year 2024**

Ladi Millard-Olmeda, Director, Budgets and Financial Analysis, provided the presentation.

### **12. State and Federal Legislative Update and Approval of Legislative Proposal: Support Assembly Bill (AB) 557 (Hart)**

Jessica Epstein, Manager, Government and Community Affairs, provided a summary of federal and state legislation.



On the federal side, she said they anticipate the House to recommend a dramatic reduction in funding for many domestic programs, including transportation. She said, however, that the TA's earmark request to support the 19<sup>th</sup> Avenue/Fashion Island Boulevard/Complete Streets/Class 4 Bikeway Project is working its way through the system and they hope to see it become an actual earmark.

At the state level, the legislature reconvened on April 10. She said they released the Protect our Progress budget plan to counter the Governor's proposed cuts. She said they are awaiting the Governor's May budget revise. She said all indications point to a dramatically higher budget deficit.

Ms. Epstein said there were multiple Brown Act bills in the state legislature that are being amended. She said staff is requesting that the TA Board support Assembly Bill (AB) 557, which would codify AB 361 to increase the flexibility to agencies to meet remotely during states of emergency.

Director Beach asked if the budget deficit is inevitable, and Ms. Epstein said there is speculation of a \$40 billion deficit.

Vice Chair Romero asked for elaboration on the 10 percent cap for Caltrans indirect costs when overseeing highway projects. Ms. Epstein said the number could go higher than 10 percent if not codified in law. Mr. Skinner said the cap was typically included in the budget bill or budget trailer bills in prior years; however, it was not included in the Fiscal Year 2023 state budget.

Motion/Second: Beach/Romero

Ayes: Beach, Corzo, Mates, Medina, Mueller, Nagales, Romero

Noes: None

Absent: None

### **13. Requests from the Authority**

There were no requests.

### **14. Written Communications to the Authority**

Chair Medina noted that the correspondence was available on the website.

### **15. Date/Time of Next Regular Meeting**

Chair Medina announced the next meeting would be on Thursday, June 1, 2023, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

### **16. Report of Legal Counsel**

#### **16.a Closed Session: Conference with Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8**

**Properties: (1) 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 Feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999) and (2) 2777 S. El Camino Real, San Mateo, CA 94403**

**Negotiators: April Chan and Joan Cassman**

**Negotiating Parties: Peninsula Corridor Joint Powers Board and the City of San Mateo  
Under Negotiation: Price and Terms of Transfer**

Joan Cassman, Legal Counsel, announced the closed session and noted that since no reportable action was expected, the open session of the meeting could be adjourned and a report-out provided at the next Board meeting.

*Director Ray Mueller left the meeting and the Board recessed to closed session at 6:10 pm.*

**17. Adjourn**

The meeting adjourned at 7:46 pm.

An audio/video recording of this meeting is available online at <https://www.smcta.com/about-us/board-directors/video-board-directors-cac-and-smcel-jpa>. Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to [board@smcta.com](mailto:board@smcta.com).

DRAFT

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Kate Steiner, Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2023**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the period ending April 2023 and supplemental information.

The statement columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

**Significance**

**Year to Date Revenues:** As of April year-to-date, the Total Revenues (page 1, line 9) are \$20.5 million more than prior year actuals. This is primarily due to increases in Measure A Sales Tax (page 1, line 2), Measure W Sales Tax (page 1, line 3) and Interest Income (page 1, line 4). Interest Income increased as a result of new investments and rising interest rates.

**Year to Date Expenditures:** As of April year-to-date, the Total Expenditures (page 1, line 29) are \$16.1 million less than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

**Budget Impact**

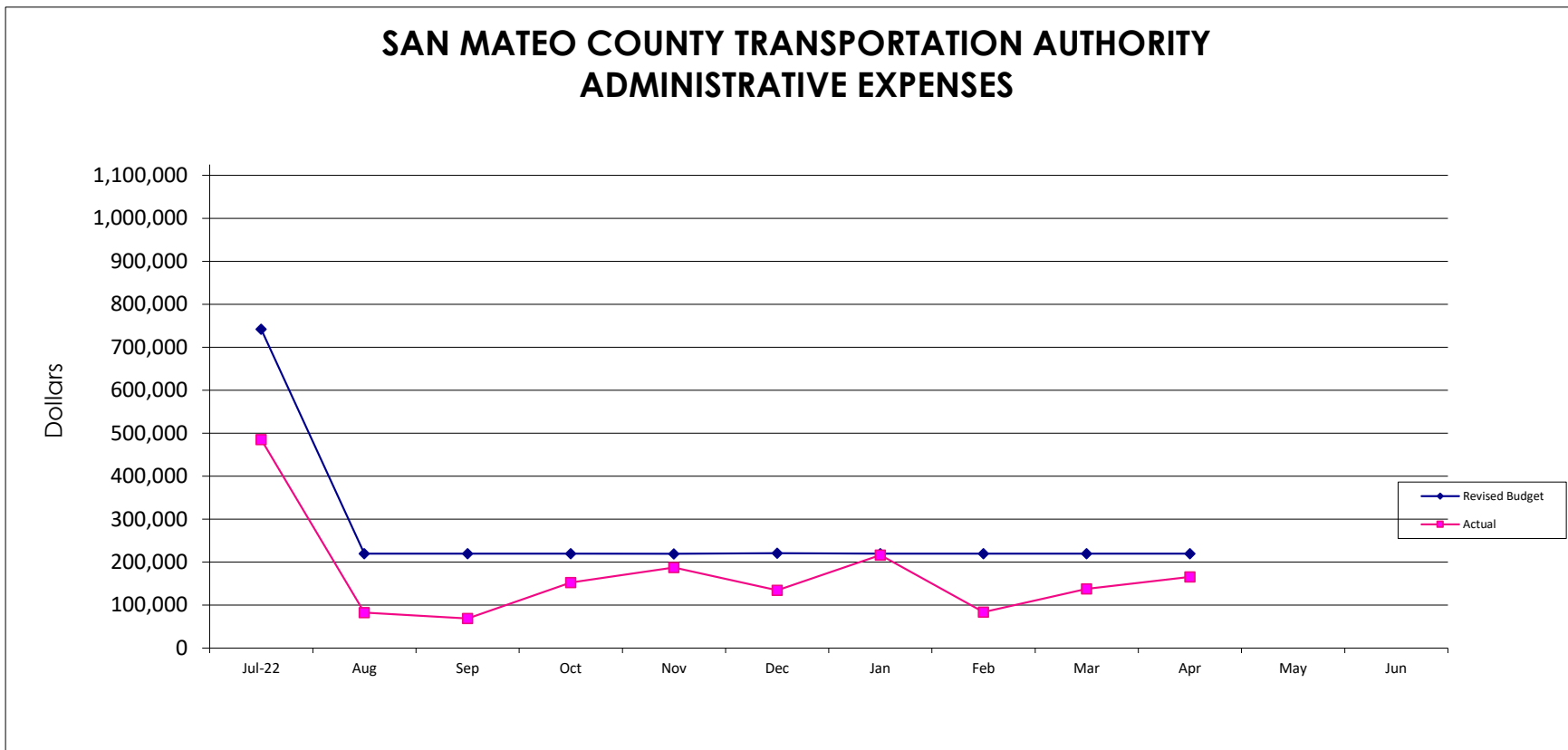
**Budget Amendment:** There are no budget amendments for the month of April 2023.

Prepared By: Yijia Ma	Senior Accountant – General Ledger	650-508-7947
Victor Lo	Manager – GL & Financial Reporting	650-508-6208

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2023**  
**April 2023**

% OF YEAR ELAPSED: **83.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	REVISED BUDGET
1 <b>REVENUES:</b>					
2 Measure A Sales Tax	87,453,030	96,972,884	9,519,854	10.9%	108,272,000
3 Measure W Sales Tax	43,645,058	48,432,155	4,787,097	11.0%	54,136,000
4 Interest Income	2,903,092	8,737,883	5,834,791	201.0%	4,898,970
5 Rental Income	941,421	990,309	48,888	5.2%	1,199,315
6 Other Sources	-	67,945	67,945	100.0%	400,000
7 Miscellaneous Income	2,129	221,812	219,683	10,318.6%	-
8					
9 <b>TOTAL REVENUES</b>	<b>134,944,730</b>	<b>155,422,988</b>	<b>20,478,258</b>	<b>15.2%</b>	<b>168,906,285</b>
10					
11 <b>EXPENDITURES:</b>					
12					
13 Measure A Annual Allocations	24,924,112	27,637,273	2,713,161	10.9%	30,857,520
14 Measure A Categories	32,391,450	20,585,411	(11,806,039)	(36.4%)	87,896,911
15 Other Uses	10,607,903	2,631,180	(7,976,723)	(75.2%)	-
16					
17 Measure W Annual Allocations	8,729,032	9,686,431	957,399	11.0%	10,827,200
18 Measure W Categories	1,059,323	1,650,133	590,810	55.8%	49,609,650
19					
20 Oversight	1,438,879	1,125,615	(313,264)	(21.8%)	2,250,000
21					
22 Administrative					
23 Staff Support	622,614	793,263	170,649	27.4%	1,515,285
24 Measure A Info.- Others	-	-	-	-	5,000
25 Other Admin Expenses	1,320,520	922,508	(398,012)	(30.1%)	1,681,354
26					
27 Total Administrative	1,943,134	1,715,771	(227,363)	(11.7%)	3,201,639
28					
29 <b>TOTAL EXPENDITURES</b>	<b>81,093,833</b>	<b>65,031,814</b>	<b>(16,062,019)</b>	<b>(19.8%)</b>	<b>184,642,920</b>
30					
31 <b>EXCESS (DEFICIT)</b>	<b>53,850,897</b>	<b>90,391,174</b>	<b>36,540,277</b>	<b>67.9%</b>	<b>(15,736,635)</b>
32					
33					



**Current Year Data**

	Jul '22	Aug '22	Sep '22	Oct '22	Nov '22	Dec '22	Jan '23	Feb '23	Mar '23	Apr '23	May '23	Jun '23
<b>MONTHLY EXPENSES</b>												
<b>Revised Budget</b>	741,707	219,870	219,930	219,930	219,513	221,118	219,930	219,930	219,930	219,930		
<b>Actual</b>	485,330	82,908	68,963	152,579	187,524	134,476	216,649	83,806	137,693	165,843		
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	741,707	961,576	1,181,506	1,401,436	1,620,949	1,842,067	2,061,997	2,281,926	2,501,856	2,721,786		
<b>Actual</b>	485,330	568,238	637,201	789,780	977,304	1,111,780	1,328,429	1,412,235	1,549,928	1,715,771		
<b>Variance-F(U)</b>	256,377	393,338	544,305	611,656	643,645	730,287	733,568	869,691	951,928	1,006,015 *		
<b>Variance %</b>	34.57%	40.91%	46.07%	43.64%	39.71%	39.64%	35.58%	38.11%	38.05%	36.96%		

Note:

\*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD April 2023 in Staff Support \$501k, Bank Fees \$240k, Premium-Other Insurance \$108k, Legal Fees \$87k, and Recruitment Costs \$54k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF APRIL 30, 2023**

4/30/2023

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	\$	3,667,837.69
CAMP Pool		1,000,411.40
JP Morgan Bank Checking		130,233,314.34
LAIF		56,980,996.10

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*		221,684,127.28
MMF - US Bank Custodian Account		397,014.98
Cash		159,254.22
County Pool**		236,173,978.51

**Total**

**\$ 650,296,934.52**

\* Fund Managed by Public Trust Advisors

\*\* Estimated County Pool Distributions



Report: GAAP Balance Sheet by Lot  
Account: PTA-San Mateo Co. Trans. Agg (257430)  
As of: 4/30/2023

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	44,576.27	07/15/2024	44,575.05	10.90	44,419.36	44,430.26
		<b>44,576.27</b>		<b>44,575.05</b>	<b>10.90</b>	<b>44,419.36</b>	<b>44,430.26</b>

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	21,810.59	3,166,499.25	3,188,309.84
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,492,704.00	1,493,081.78
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	1,489.58	3,177,174.00	3,178,663.58
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,492,720.00	1,492,970.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,484,048.00	1,487,025.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,494,062.00	3,496,674.50
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	4,988.96	4,541,330.85	4,546,319.81
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,484,258.00	3,485,762.17
		<b>23,640,000.00</b>		<b>23,770,964.65</b>	<b>36,011.35</b>	<b>22,332,796.10</b>	<b>22,368,807.45</b>

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	21,080.83	04/30/2023	21,080.83	0.00	21,080.83	21,080.83
CCYUSD	Cash	116,881.31	04/30/2023	116,881.31	0.00	116,881.31	116,881.31
CCYUSD	Receivable	21,292.08	04/30/2023	21,292.08	0.00	21,292.08	21,292.08
		<b>159,254.22</b>		<b>159,254.22</b>	<b>0.00</b>	<b>159,254.22</b>	<b>159,254.22</b>

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	2,683.33	489,330.00	492,013.33
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	4,700.31	2,128,079.00	2,132,779.31
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	6,292.50	4,103,213.40	4,109,505.90
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	2,107.50	1,374,258.60	1,376,366.10
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	24,736.98	1,454,099.25	1,478,836.23
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	4,270.83	727,575.00	731,845.83
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,504,608.00	1,513,108.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,490,278.50	1,499,966.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	623,922.00	624,187.42
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	644.00	763,606.90	764,250.90
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	9,226.88	3,069,675.00	3,078,901.88
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	1,391.35	462,887.50	464,278.85

194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	4,286.61	639,063.85	643,350.46
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	1,276.17	190,255.65	191,531.82
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	1,062.00	860,715.60	861,777.60
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	318.00	257,728.40	258,046.40
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	11,020.83	693,098.10	704,118.93
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	3,354.17	210,942.90	214,297.07
637639AGO	NATIONAL SECURITIES CLEARING CORP	4,650,000.00	11/21/2024	4,648,930.50	104,366.67	4,660,137.00	4,764,503.67
637639AGO	NATIONAL SECURITIES CLEARING CORP	1,400,000.00	11/21/2024	1,399,678.00	31,422.22	1,403,052.00	1,434,474.22
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	14,768.06	1,527,029.00	1,541,797.06
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,967.88	429,328.90	431,296.78
69371RR81	PACCAR FINANCIAL CORP	2,570,000.00	06/13/2024	2,569,408.90	31,032.75	2,525,744.60	2,556,777.35
69371RR81	PACCAR FINANCIAL CORP	600,000.00	06/13/2024	599,862.00	7,245.00	589,668.00	596,913.00
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	29,977.78	3,721,302.00	3,751,279.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	6,981.67	866,671.65	873,653.32
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	5,257.64	494,025.00	499,282.64
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	716,302.50	719,227.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	214,890.75	215,768.25
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	214,890.75	215,768.25
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	691.67	786,010.00	786,701.67
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	12,876.00	2,809,454.40	2,822,330.40
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	3,403.47	464,020.00	467,423.47
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,237.50	1,477,380.00	1,478,617.50
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	2,591.33	457,272.20	459,863.53
		<b>45,540,000.00</b>		<b>45,918,014.70</b>	<b>354,324.01</b>	<b>44,400,516.40</b>	<b>44,754,840.41</b>

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,026,156.30	1,028,848.31
		<b>1,055,000.00</b>		<b>1,107,255.47</b>	<b>2,692.01</b>	<b>1,026,156.30</b>	<b>1,028,848.31</b>

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA ST	1,715,000.00	03/01/2027	1,715,000.00	10,619.47	1,753,381.70	1,764,001.17
13063D3N6	CALIFORNIA ST	515,000.00	03/01/2027	515,000.00	3,188.94	526,525.70	529,714.64
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	1,969.69	361,623.75	363,593.44
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	837.50	460,370.00	461,207.50
		<b>3,105,000.00</b>		<b>3,105,000.00</b>	<b>16,615.60</b>	<b>3,101,901.15</b>	<b>3,118,516.75</b>

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	397,014.98	04/30/2023	397,014.98	0.00	397,014.98	397,014.98
SM-CAMP	CAMP Pool	1,000,000.00	04/30/2023	1,000,000.00	411.40	1,000,411.40	1,000,411.40
SM - CP N/M A	County Pool New Measure A	212,083,859.98	04/30/2023	212,083,859.98	0.00	212,083,859.98	212,083,859.98
SM - CP O/M A	County Pool Old Measure A	24,090,118.53	04/30/2023	24,090,118.53	0.00	24,090,118.53	24,090,118.53
608919775	FEDERATED HRMS IS MM IS	5,134,439.97	04/30/2023	5,130,363.84	0.00	5,132,386.20	5,132,386.20
SM - LAIF	Local Agency Investment Fund	56,980,996.10	04/30/2023	56,980,996.10	0.00	56,980,996.10	56,980,996.10



902656404	UBS SL ESG PRIME INS	5,130,591.83	04/30/2023	5,131,132.74	0.00	5,131,617.94	5,131,617.94
902656602	UBS SL ESG PRIME PFD	5,132,096.96	04/30/2023	5,132,634.79	0.00	5,133,123.38	5,133,123.38

**309,949,118.35** **309,946,120.96** **411.40** **309,949,528.51** **309,949,528.51**

<b>SUPRANAT'L</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
459058JB0	INT'L BANK FOR RECON & DVLPMNT	750,000.00	04/22/2025	750,900.00	117.38	699,975.00	700,092.38

**750,000.00** **750,900.00** **117.38** **699,975.00** **700,092.38**

<b>US GOV</b>	<b>Description</b>	<b>PAR</b>	<b>Maturity</b>	<b>Original Cost</b>	<b>Accrued Interest</b>	<b>Market Value</b>	<b>Market Value + Accrued</b>
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	28,319.23	5,759,889.75	5,788,208.98
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	7,924.72	1,611,821.00	1,619,745.72
9128283J7	UNITED STATES TREASURY	535,000.00	11/30/2024	572,993.36	4,747.39	517,296.85	522,044.24
9128283V0	UNITED STATES TREASURY	790,000.00	01/31/2025	772,903.91	4,910.22	767,382.30	772,292.52
9128283Z1	UNITED STATES TREASURY	4,400,000.00	02/28/2025	4,364,421.88	20,385.87	4,292,068.00	4,312,453.87
912828U24	UNITED STATES TREASURY	900,000.00	11/15/2026	832,218.75	8,303.87	850,815.00	859,118.87
912828U24	UNITED STATES TREASURY	1,825,000.00	11/15/2026	1,700,244.15	16,838.40	1,725,263.75	1,742,102.15
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	5,593.92	1,142,580.00	1,148,173.92
912828V98	UNITED STATES TREASURY	750,000.00	02/15/2027	698,701.17	3,496.20	714,112.50	717,608.70
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,097.72	425,038.50	427,136.22
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,880.33	1,421,140.40	1,423,020.73
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	10,031.80	1,605,068.50	1,615,100.30
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	4,211.60	673,848.00	678,059.60
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,718.23	3,072,256.00	3,090,974.23
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	15,647.27	2,568,214.00	2,583,861.27
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	2,515.26	412,834.40	415,349.66
912828ZF0	UNITED STATES TREASURY	540,000.00	03/31/2025	544,260.94	228.69	504,797.40	505,026.09
912828ZF0	UNITED STATES TREASURY	1,590,000.00	03/31/2025	1,586,521.88	673.36	1,486,347.90	1,487,021.26
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.30	1,488,000.00	1,488,016.30
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,880.18	2,079,405.00	2,081,285.18
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	1,525.90	2,261,570.55	2,263,096.45
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,258.63	1,865,450.25	1,866,708.88
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	652.85	1,424,372.50	1,425,025.35
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	1,905.74	5,224,440.00	5,226,345.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	587.60	1,610,869.00	1,611,456.60
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.55	1,555,109.00	1,555,120.55
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.74	503,123.50	503,127.24
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,131.87	1,831,560.00	1,834,691.87
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,644.23	961,569.00	963,213.23
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	10,393.21	4,356,408.50	4,366,801.71
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	3,112.74	1,304,733.40	1,307,846.14
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,669.11	3,408,822.00	3,413,491.11
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,942.85	1,418,436.00	1,420,378.85
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,727.04	2,666,196.00	2,668,923.04
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	349.62	341,820.00	342,169.62
91282CBM2	UNITED STATES TREASURY	1,745,000.00	02/15/2024	1,736,070.51	451.92	1,680,312.85	1,680,764.77

Item #6.b.  
6/1/2023

91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,085.60	4,427,516.50	4,431,602.10
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,364.67	1,478,881.80	1,480,246.47
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,921.62	2,780,398.50	2,782,320.12
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	317.62	459,570.00	459,887.62
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	282.79	1,653,705.75	1,653,988.54
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	47.89	2,152,811.50	2,152,859.39
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.12	1,488,646.25	1,488,679.37
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	39.74	1,786,375.50	1,786,415.24
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	9,943.68	2,902,013.50	2,911,957.18
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,089.29	1,485,282.50	1,490,371.79
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,623.11	1,641,786.00	1,643,409.11
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	905.90	784,393.50	785,299.40
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	3,962.36	2,312,722.50	2,316,684.86
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	3,962.36	2,312,722.50	2,316,684.86
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,748.10	1,020,318.75	1,022,066.85
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,320.79	770,907.50	772,228.29
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	3,939.05	4,844,356.75	4,848,295.80
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,334.02	1,640,610.00	1,641,944.02
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,267.66	3,939,474.00	3,952,741.66
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,659.48	1,383,505.75	1,388,165.23
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,313.87	1,501,789.65	1,505,103.52
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	635.25	287,883.00	288,518.25
91282CEK3	UNITED STATES TREASURY	1,035,000.00	04/30/2024	1,024,569.14	70.31	1,011,474.45	1,011,544.76
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,298.08	3,804,956.00	3,848,254.08
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,153.85	1,155,936.00	1,169,089.85
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,678.00	1,060,853.00	1,072,531.00
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	4,345.30	394,736.00	399,081.30
91282CEY3	UNITED STATES TREASURY	1,200,000.00	07/15/2025	1,171,500.00	10,541.44	1,175,112.00	1,185,653.44
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	9,084.02	2,658,812.00	2,667,896.02
91282CFX4	UNITED STATES TREASURY	8,450,000.00	11/30/2024	8,480,037.11	158,785.71	8,470,111.00	8,628,896.71
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	69,579.67	4,362,135.00	4,431,714.67
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	31,877.20	1,998,466.50	2,030,343.70
		<b>143,695,000.00</b>		<b>140,236,223.59</b>	<b>609,000.73</b>	<b>134,681,235.45</b>	<b>135,290,236.18</b>

# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

04/01/2023 - 04/30/2023

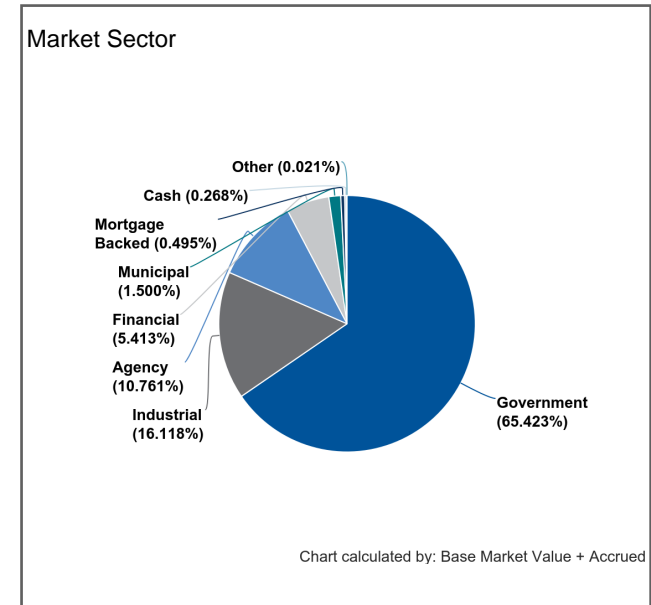
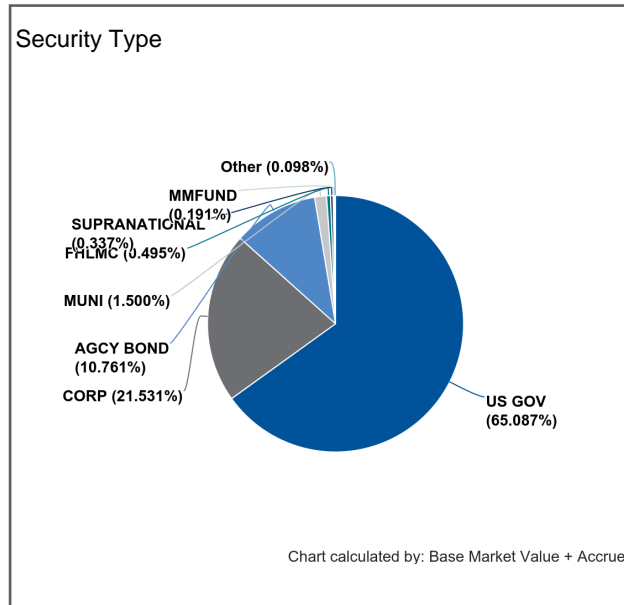
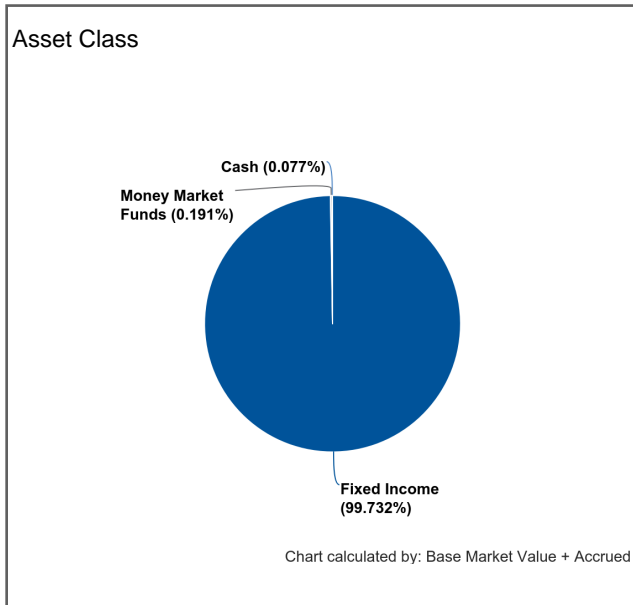
Dated: 05/04/2023

Balance Sheet	
Book Value + Accrued	216,465,374.25
Net Unrealized Gain/Loss	-8,603,333.31
Market Value + Accrued	207,862,040.93

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	159,254.22
MMFund	397,014.98
Fixed Income	207,305,771.73
Duration	2.435
Convexity	0.085
WAL	2.550
Years to Final Maturity	2.548
Years to Effective Maturity	2.548
Yield	4.094
Book Yield	1.977
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	65.087%
Other	13.994%
Federal National Mortgage Association	5.303%
PACCAR Inc	3.950%
Amazon.com, Inc.	3.902%
The Depository Trust and Clearing Corporation	2.982%
Toyota Motor Corporation	2.530%
Federal Home Loan Banks	2.252%
---	100.000%

Footnotes: 1,2

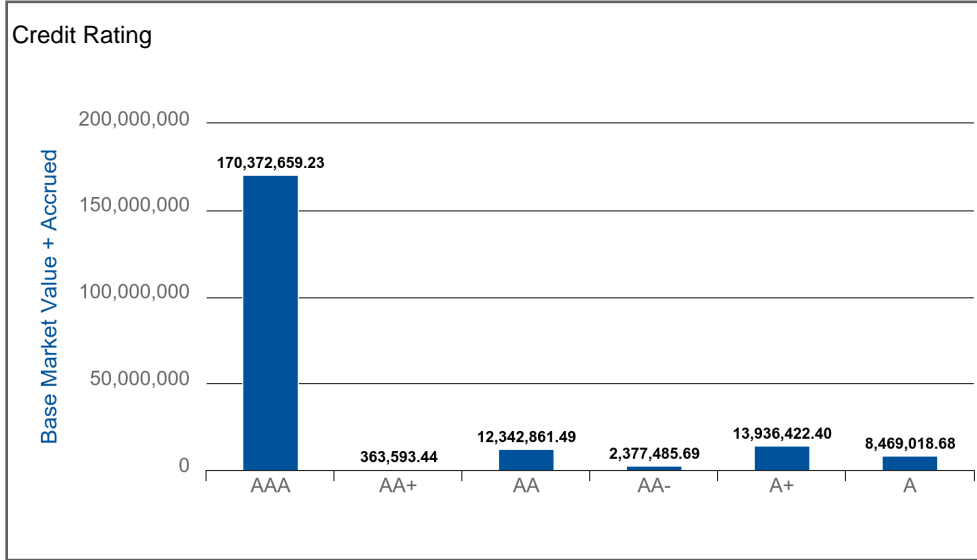


# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

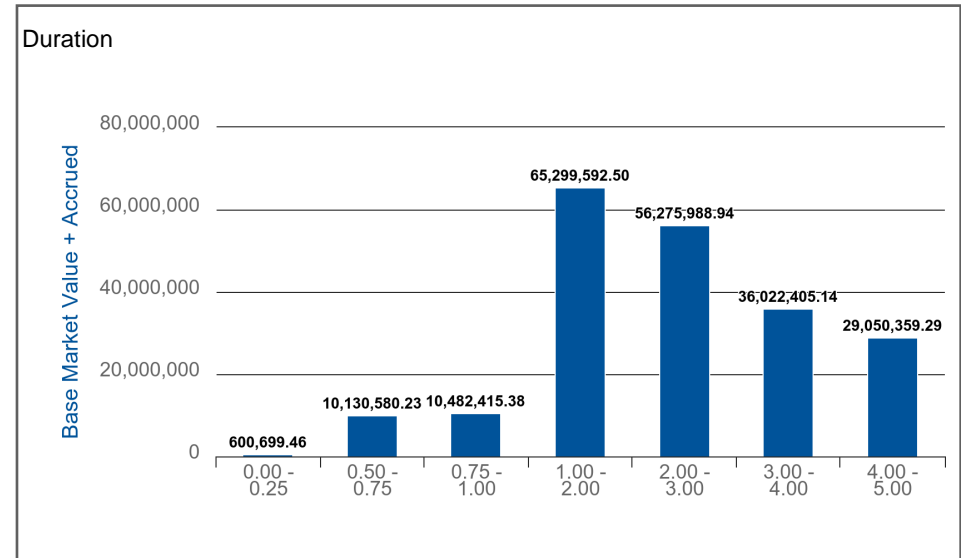
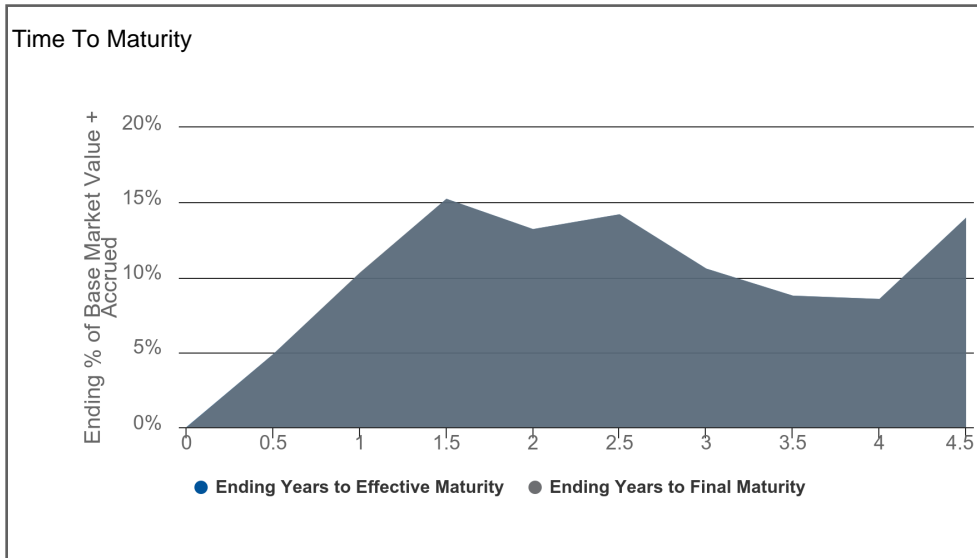
04/01/2023 - 04/30/2023

Dated: 05/04/2023



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.808%	21.170%	23.784%	16.226%	13.976%	0.000%	0.000%	0.000%	0.000%
AA	0.711%	4.377%	1.065%	1.103%	0.000%	0.000%	0.000%	0.000%	0.000%
A	2.687%	5.867%	2.225%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

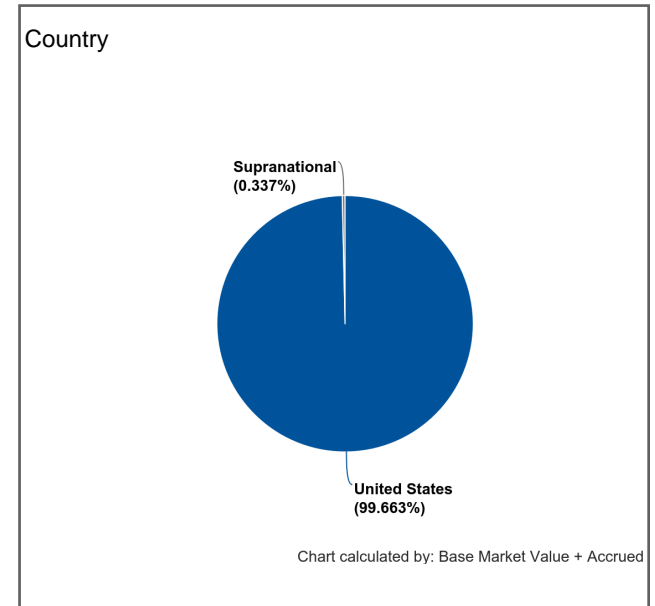
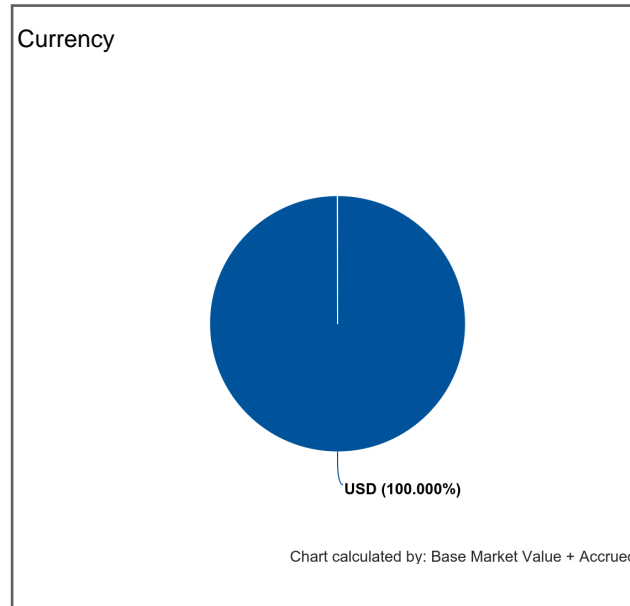
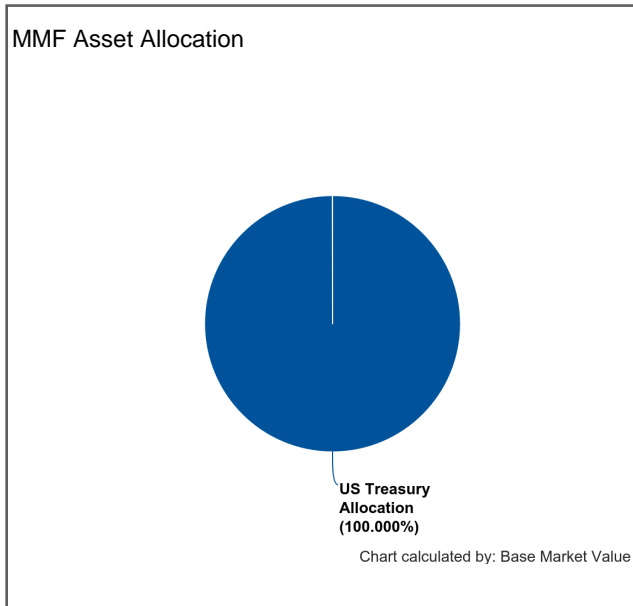
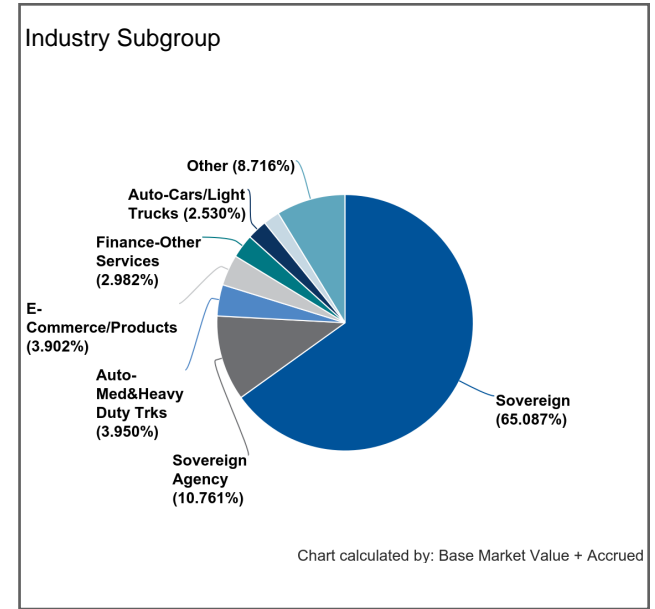
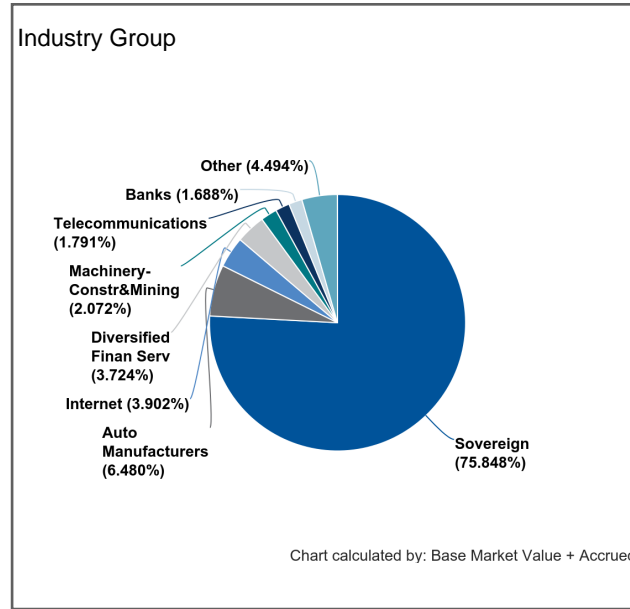
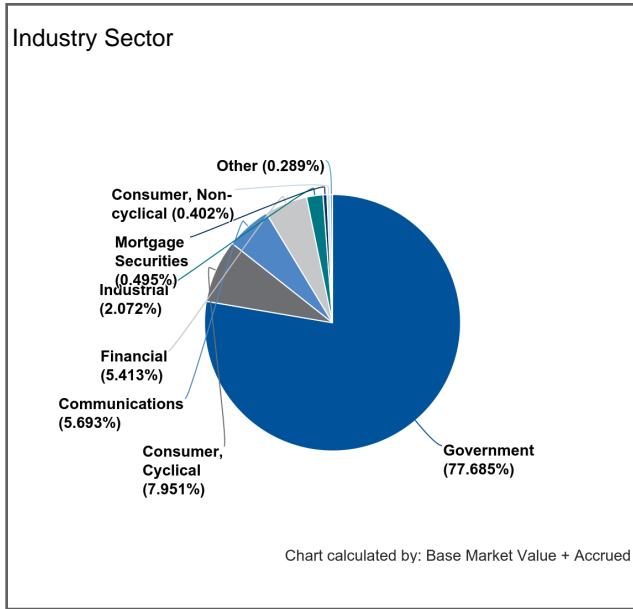


# Base Risk Summary - Fixed Income

PTA-San Mateo Co. Trans. Agg (257430)

04/01/2023 - 04/30/2023

Dated: 05/04/2023



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## Base Risk Summary - Fixed Income

04/01/2023 - 04/30/2023

PTA-San Mateo Co. Trans. Agg (257430)

Dated: 05/04/2023

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1: \* Grouped by: Issuer Concentration. 2: \* Groups Sorted by: % of Base Market Value + Accrued.

Additional Disclosure:

Item #6.b.  
6/1/2023

This information is for the sole purposes of the client and is not intended to provide specific advice or recommendations. Please review the contents of this information carefully. Should you have any questions regarding the information presented, calculation methodology, investment portfolio, security detail, or any other facet of this information, please feel free to contact us.

Public Trust Advisors, LLC (Public Trust) statements and reports are intended to detail our investment advisory activity as well as the activity of certain client accounts managed by Public Trust. The custodian bank maintains the control of assets and executes and settles all investment transactions. The custodian statement is the official record of security and cash holdings transactions. Public Trust recognizes that clients may use these reports to facilitate record keeping; therefore, it is recommended that the client reconcile this information with their custodian bank statement. Many custodians use a settlement date basis that may result in the need to reconcile due to a timing difference. The underlying market value, amortized cost, and accrued interest may differ between the custodian and this statement or report. This can be attributed to differences in calculation methodologies and pricing sources used.

Public Trust does not have the authority to withdraw funds from or deposit funds to the custodian. Our clients retain responsibility for their internal accounting policies, implementing and enforcing internal controls, and generating ledger entries or otherwise recording transactions. The total market value represents prices obtained from various sources; it may be impacted by the frequency at which prices are reported, and such prices are not guaranteed. Prices received from pricing vendors are generally based on current market quotes but when such quotes are not available, the pricing vendors use a variety of techniques to estimate value. These estimates, particularly for fixed-income securities, may be based on certain minimum principal amounts (e.g. \$1 million) and may not reflect all the factors that affect the value of the security including liquidity risk. The prices provided are not firm bids or offers. Certain securities may reflect N/A or unavailable where the price for such security is generally not available from a pricing source. The market value of a security, including those priced at par value, may differ from its purchase price and may not closely reflect the value at which the security may be sold or purchased based on various market factors. The securities in this investment portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by Public Trust, the FDIC (except for certain non-negotiable certificates of deposit), or any government agency unless specifically stated otherwise.

Clients may be permitted to establish one or more unmanaged accounts for the purposes of client reporting. Clients may also be permitted to provide externally managed assets for the purposes of client reporting. Public Trust defines unmanaged accounts or assets as one where the investment direction remains the sole responsibility of the client rather than the Investment Manager. Unmanaged accounts or external assets do not receive ongoing supervision and monitoring services. The Investment Manager does not make any investment recommendations and may not charge a fee for reporting on these accounts or assets. The primary purpose for this service is to include unmanaged accounts or assets owned by the client in the performance reports provided by the Investment Manager. The Investment Manager assumes no liability for the underlying performance of any unmanaged accounts or assets, and it is the client's sole responsibility for the accuracy or correctness of any such performance.

Beginning and ending balances are based on market value plus accrued interest on a trade date basis. Statements and reports made available to the end user either from Public Trust or through the online reporting platform may present information and portfolio analytics using various optional methods including, but not limited to, historical cost, amortized cost, and market value. All information is assumed to be correct, but the accuracy has not been confirmed and therefore is not guaranteed to be correct. Information is obtained from third party sources that may or may not be verified. The data in this report is unaudited and is only applicable for the date denoted on the report. Market values may change day-to-day based on numerous circumstances such as trading volume, news released about the underlying issuer, issuer performance, etc. Underlying market values may be priced via numerous aspects as certain securities are short term in nature and not readily traded. Performance results are shown net of all fees and expenses and reflect the reinvestment of dividends and other earnings.

Many factors affect performance including changes in market conditions and interest rates and in response to other economic, political, or financial developments. Investment involves risk including the possible loss of principal. No assurance can be given that the performance objectives of a given strategy will be achieved. Past performance is no guarantee of future results. Any financial and/or investment decision may incur losses.

The investment advisor providing these services is Public Trust Advisors, LLC, an investment adviser registered with the U.S. Securities and Exchange Commission (SEC) under the Investment Advisers Act of 1940, as amended. Registration with the SEC does not imply a certain level of skill or training. Public Trust is required to maintain a written disclosure brochure of our background and business experience. If you would like to receive a copy of our current disclosure brochure, Privacy Policy, or Code of Ethics, or have any questions regarding your account please contact us.

Public Trust Advisors  
717 17th St. Suite 1850  
Denver, CO 80202



Report: GAAP Trading Activity

Account: PTA-San Mateo Co. Trans. Agg (257430)

Date: 4/1/2023 - 4/30/2023

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
31846V534	FIRST AMER:US TRS MM Y	167,440.51	167,440.51	Buy	---	---	04/30/2023	167,440.51	-	(167,440.51)
31846V534	FIRST AMER:US TRS MM Y	(707.66)	(707.66)	Sell	04/26/2023	04/26/2023	04/30/2023	(707.66)	-	707.66
65479CAD0	NAROT 2020-B A3	-	(24,057.86)	Principal Paydown	04/15/2023	04/15/2023	07/15/2024	(24,057.86)	-	24,057.86
92348TAA2	VZOT 2020-A A1A	-	(23,960.15)	Principal Paydown	04/20/2023	04/20/2023	07/22/2024	(23,960.17)	-	23,960.17
<b>San Mateo County TA</b>		<b>166,732.85</b>	<b>118,714.85</b>					<b>118,714.82</b>	<b>0.00</b>	<b>(118,714.82)</b>

\* Showing transactions with Trade Date within selected date range.

\* Weighted by: Absolute Value of Principal

\* MMF transactions are collapsed

\* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down.

\* While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.



## SMCTA – Glossary of Terms

**Accrued Interest** The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date. Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows.

**Amortized Cost** The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash.

**Book Yield** The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization.

**Average Credit Rating** The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the

**Convexity** The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate

**Credit Rating** An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

**Duration** A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed income investments. Duration is expressed as a number of years.

**Income Return** The percentage of the total return generated by the income from interest or dividends.

**Original Cost** The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the

**Par Value** The face value of a bond. Par value is important for a bond or fixed income instrument because it determines its maturity value as well as the dollar value of coupon payments.

**Price Return** The percentage of the total return generated by capital appreciation due to changes in the market price of an asset.

**Short Term Portfolio** The city's investment portfolio whose securities' average maturity is between 1 and 5 years.

**Targeted Maturities Portfolio** The city's investment portfolio whose securities' average maturity is between 0 and 3 years.

**Total Return** The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price

**Unrealized Gains/(Loss)** A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed. A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa.

**Weighted Average Life (WAL)** The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payout.

**Yield** The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

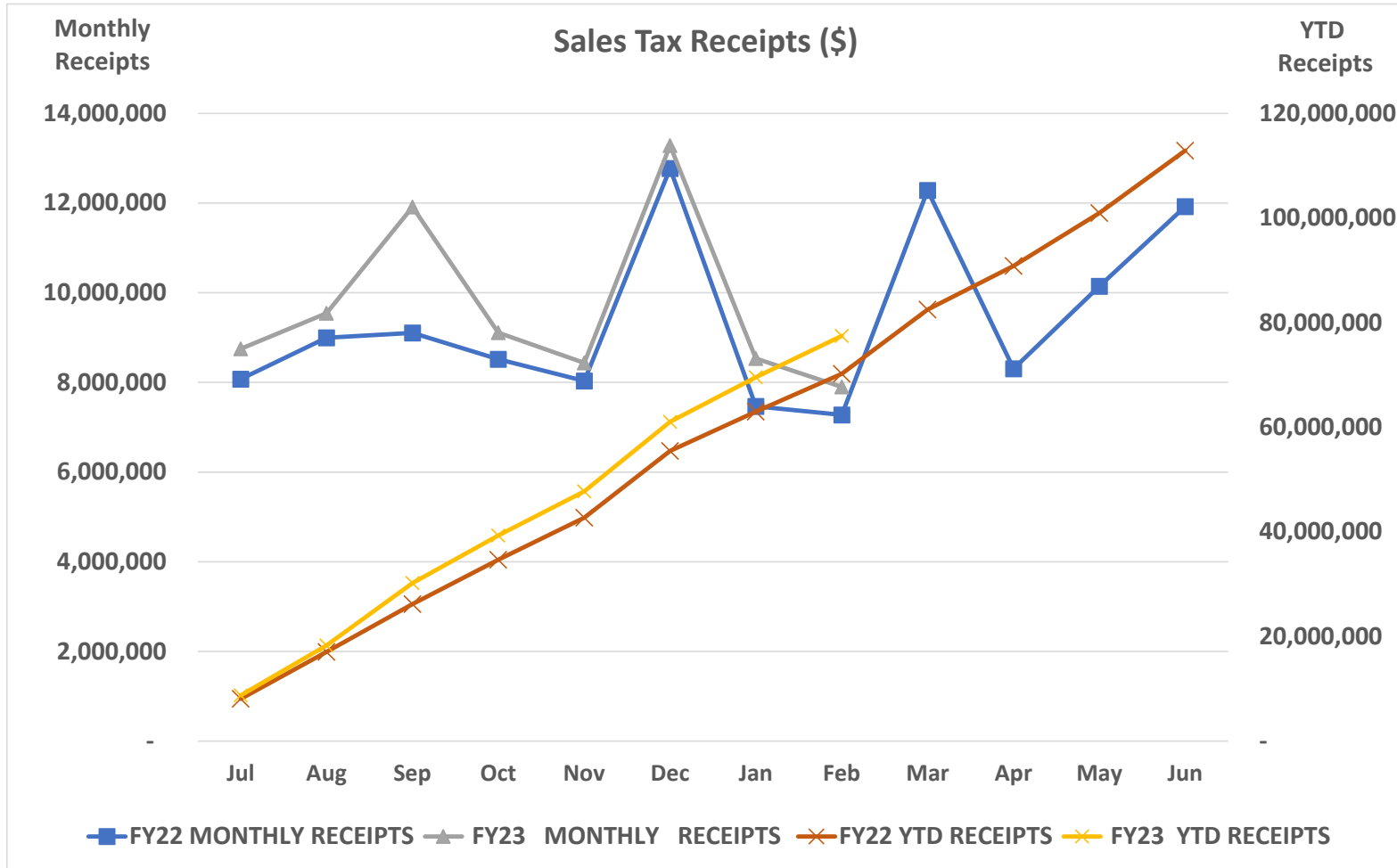
**Yield to Maturity at Cost (YTM @ Cost)** The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

**Yield to Maturity at Market (YTM @ Market)** The internal rate of return of a security given the market price as of the report date and future expected cash flows.

**Years to Effective Maturity** – The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer.

**Years to Final Maturity** The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Weighted average maturity measures the sensitivity of fixed income portfolios to interest rate changes.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2023  
Measure A Sales Tax  
April 2023**



\* Sales tax receipts are received and reconciled two months in arrears with a quarterly true up by the State of California also two months in arrears

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
April 23

Unit	Ref	Name	Amount	Method	Description
SMCTA	000221	PUBLIC TRUST ADVISORS	25,243.93	ACH	Operating Expenses
SMCTA	000722	BANK OF NEW YORK MELLON, THE	1,650.00	CHK	Operating Expenses
SMCTA	000196	DEPARTMENT OF TRANSPORTATION	40,932.67	WIR	Capital Programs (1)
SMCTA	000197	HANSON BRIDGETT LLP	8,230.50	WIR	Capital Programs (2)
SMCTA	000198	PENINSULA CORRIDOR JOINT POWERS BOARD	1,179,555.21	WIR	Capital Programs (3)
SMCTA	000198	PENINSULA CORRIDOR JOINT POWERS BOARD	3,832,439.39	WIR	Capital Programs (3)
SMCTA	000198	PENINSULA CORRIDOR JOINT POWERS BOARD	161,138.10	WIR	Capital Programs (3)
SMCTA	000199	PENINSULA CORRIDOR JOINT POWERS BOARD	110,278.55	WIR	Capital Programs (4)
SMCTA	000200	PENINSULA CORRIDOR JOINT POWERS BOARD	498,555.70	WIR	Capital Programs (5)
SMCTA	000201	PENINSULA CORRIDOR JOINT POWERS BOARD	1,642,895.14	WIR	Capital Programs (6)
SMCTA	000215	AECOM TECHNICAL SERVICES, INC.	53,051.33	ACH	Capital Programs (7)
SMCTA	000216	STANTEC CONSULTING SERVICES, INC.	10,636.54	ACH	Capital Programs (8)
SMCTA	000217	AECOM TECHNICAL SERVICES, INC.	157,880.27	ACH	Capital Programs (9)
SMCTA	000218	HDR ENGINEERING, INC.	54,883.17	ACH	Capital Programs (10)
SMCTA	000219	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Capital Programs (11)
SMCTA	000220	KHOURI CONSULTING LLC	5,750.00	ACH	Capital Programs (11)
SMCTA	000222	WSP USA INC.	21,850.00	ACH	Capital Programs (12)
SMCTA	000716	PACIFIC GAS & ELECTRIC COMPANY	200.45	CHK	Capital Programs (13)
SMCTA	000717	PACIFIC GAS & ELECTRIC COMPANY	463.93	CHK	Capital Programs (13)
SMCTA	000718	PACIFIC GAS & ELECTRIC COMPANY	89.83	CHK	Capital Programs (13)
SMCTA	000719	PACIFIC GAS & ELECTRIC COMPANY	233.38	CHK	Capital Programs (13)
SMCTA	000720	PACIFIC GAS & ELECTRIC COMPANY	48.17	CHK	Capital Programs (13)
SMCTA	000721	PACIFIC GAS & ELECTRIC COMPANY	230.60	CHK	Capital Programs (13)
SMCTA	000723	PACIFIC GAS & ELECTRIC COMPANY	29.37	CHK	Capital Programs (13)
SMCTA	000724	PALO ALTO, CITY OF	381.04	CHK	Capital Programs (13)
SMCTA	000726	PACIFIC GAS & ELECTRIC COMPANY	82.09	CHK	Capital Programs (13)
SMCTA	000727	PACIFIC GAS & ELECTRIC COMPANY	50.56	CHK	Capital Programs (13)
SMCTA	000728	PACIFIC GAS & ELECTRIC COMPANY	152.43	CHK	Capital Programs (13)
SMCTA	000729	PACIFIC GAS & ELECTRIC COMPANY	219.46	CHK	Capital Programs (13)
SMCTA	000730	PACIFIC GAS & ELECTRIC COMPANY	277.23	CHK	Capital Programs (13)
SMCTA	000731	PACIFIC GAS & ELECTRIC COMPANY	73.90	CHK	Capital Programs (13)
SMCTA	000732	PACIFIC GAS & ELECTRIC COMPANY	309.53	CHK	Capital Programs (13)
SMCTA	000733	PACIFIC GAS & ELECTRIC COMPANY	290.14	CHK	Capital Programs (13)
SMCTA	000725	HALF MOON BAY, CITY OF	85,351.03	CHK	Capital Programs (14)
SMCTA	000725	SAN MATEO COUNTY TRANSIT DISTRICT	2,421,047.75	WIR	Capital Programs (15)
			<u>\$ 10,319,101.39</u>		
(1)	US101/SR92 Interchang Area Imp		(8)	ACR/TDM FY23 & FY24 Cycle	
(2)	ACR Oversight		(9)	101 Managed Lanes (Nof I-380)	
(3)	1,179,555.21	Broadway Grade Separation	(10)	NB 10 FCEB - GE Consulting Svc	
	3,832,439.39	Caltrain Electrification			
	<u>161,138.10</u>	Atherton Station Closure	(11)	SMCTA Ineligible	
	<u>5,173,132.70</u>		(12)	Highway Oversight	
(4)	25th Ave Grade Separation		(13)	101 HOV Ln Whipple - San Bruno	
(5)	Caltrain Electrification		(14)	2017 Bike/Ped Call for project	
(6)	Broadway Grade Separation		(15)	1,943,287.57	Operating Expenses
(7)	101 Peninsula Ave/Poplar I/C			<u>477,760.18</u>	Capital Admin
				<u>2,421,047.75</u>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**Project Expenses by Category**  
**As of April 30, 2023**

<b>Measure A Annual Category Allocations (Pass-through)</b>	<b>Expenses</b>
Local Streets/ Transportation	\$21,818,899
San Mateo County/SFO BART Extension	1,939,458
Accessible Services	3,878,916
<b>Total</b>	<b>\$27,637,273</b>

<b>Measure A Categories</b>	<b>Expenses</b>
<b>Transit</b>	
	<i>Caltrain</i> \$4,493,970
	<i>Local Shuttle</i> 2,715,594
	<i>Ferry Service</i> -
	<i>Dumbarton</i> -
Highways	548,496
Grade Separations	10,270,658
Pedestrian and Bicycle	119,033
Alternative Congestion Relief	593,476
Administrative Overhead	1,844,185
<b>Total</b>	<b>\$20,585,411</b>

<b>Measure W Annual Category Allocations (Pass-through)</b>	<b>Expenses</b>
Local Safety Pothole and Congestion Relief Improvements	\$9,686,431
<b>Total</b>	<b>\$9,686,431</b>

<b>Measure W Categories</b>	<b>Expenses</b>
Countywide Highway Congestion Improvements	\$595,253
Transportation Demand Management	(1,302) *
Grade Separation	-
Pedestrian and Bicycle	451,292
Regional Transit Connections	-
Administrative Overhead	604,890
<b>Total</b>	<b>\$1,650,133</b>

<b>Other Uses</b>	<b>Expenses</b>
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$2,631,180
<b>Total</b>	<b>\$2,631,180</b>

Note:

\* Negative balance is due to reversal of FY2022 year end expenditure accrual for project 100583 ACR/TDM Plan.

Administrative Overhead consists of Agency Indirect Administrative costs and Capital Administrative costs.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Executive Officer, Transportation Authority  
Subject: **Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter of Fiscal Year 2023**

**Action**

Staff proposes that the Board accept and enter into the record the Capital Projects Quarterly Status Report, which is submitted to the Board for information only.

**Significance**

The Capital Projects Quarterly Status Report (QSR) is submitted to keep the Board informed of ongoing capital projects funded by Measure A and W funds. For this quarter, staff has updated the formatting of the Highway Program projects to improve readability and streamline reporting. However, the general information provided on the scope schedule and budget remain largely unchanged. All other program categories will be updated to the new format in future iterations of the report.

**Budget Impact**

There is no impact on the budget.

**Background**

Staff prepares the Capital Projects QSR for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is presented to the Board for informational purposes to provide up-to-date information on the status of capital projects.

Prepared By: Leslie Fong      Financial Program Manager      650-508-6332



# CAPITAL PROJECTS Quarterly Status Report

Third Quarter FY2023: January 1 - March 31, 2023  
Report prepared for the June 1, 2023 TA Board Meeting



Top-Left: Express Lanes Opening Event April, 2023  
Top Right: South San Francisco Caltrain Station Improvements Project  
Bottom-Left: County of San Mateo Midcoastside Trail Project  
Bottom-Right: City of Belmont Ralston Ave Segment 3 Project

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## Table of Contents FY 2023 Q3 - Quarterly Status Report

Program Category	Page #
Highway Program	5
Caltrain - Grade Separation and Special Projects	45
Bicycle & Pedestrian	68
Ferry	69
Definitions	70



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**SUMMARY TABLE**  
**FY 2023 Q3 - Quarterly Status Report**

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
<b>HIGHWAY PROJECTS</b>								
000108	Dumbarton Roadway Improvements	6	●	●	●	●	●	●
000621	US 101/Broadway Interchange	8	●	●	●	●	●	●
000622	US 101/Willow Interchange	10	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	12	●	●	●	●	●	●
000782	San Pedro Creek Bridge Replacement	14	●	●	●	●	●	●
000791	US 101/Express Lanes	16	●	●	●	●	●	●
000793	SR 1/Safety & Operational Improvements (Gray Whale Cove)	19	●	●	●	●	●	●
000795	US 101/Holly Street Interchange and Pedestrian Overcrossing	21	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	23	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	25	●	●	●	●	●	●
000803	US 101/Produce Avenue Interchange	27	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	29	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	31	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	33	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	35	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	37	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	39	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	41	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	43	●	●	●	●	●	●



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: DUMBARTON ROADWAY IMPROVEMENTS**

Project ID: 000108

**Sponsors:** C/CAG & County of San Mateo  
**Implementing Agency:** C/CAG  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PID (Activity 11)

**PHASE OVERVIEW:**

Preparation of a Project Initiation Document (PID) for improved connectivity between the US 101 Express Lanes and the Dumbarton Bridge.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>5.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

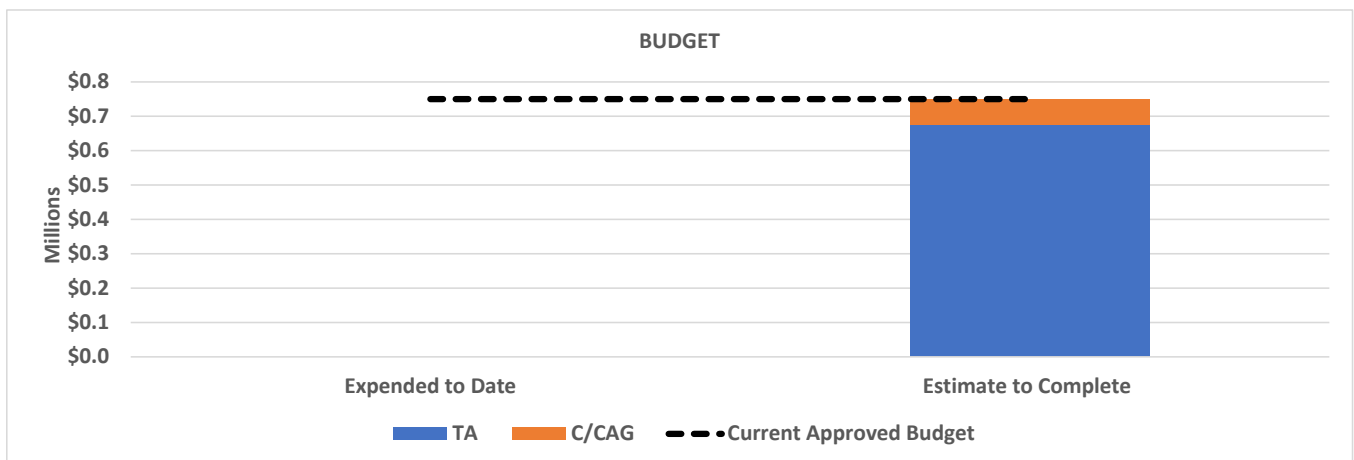
**PROJECT DESCRIPTION:**

The Project will analyze options to provide managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles (HOV) to reduce vehicle congestion, greenhouse gas emissions, and increase person throughput in this congested corridor for Highways 101, 84, 114, and 109. Additionally, the Project will analyze improvements to pedestrian and bike safety, connections to and along the Bayfront for commuting and recreation, and strategies to reduce transportation impacts on the local community.

The Project will assess congestion relief based on various proposed designs that will be studied as part of this effort which promote high occupancy vehicle and express transit improvements. The goal is to reduce congestion delay and queuing, encourage more commuters to switch modes away from driving alone to HOV options, increase person throughput, and provide comfortable options for people to walk and bicycle in the project area.

**STATUS SUMMARY:**

Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG is proceeding with work towards the pre-Project Initiation Document (PID) phase. This phase will involve convening a Project Stakeholders group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. The project will also conduct public outreach as needed/appropriate.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$675,000	\$0	\$675,000	\$675,000	\$0	0%
C/CAG	\$75,000	\$0	\$75,000	\$75,000	\$0	0%
<b>Total Project</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$750,000</b>	<b>\$0</b>	<b>0%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Pre-PID	09/01/22	02/01/24	04/01/23	01/01/24	06/01/23	03/01/24

**PROGRESS THIS QUARTER:**

1. Preparation of the Request for Proposals (RFP), including finalizing the scope of work.

**FUTURE ACTIVITIES:**

1. Release of the RFP.
2. Final selection of a contractor and award.

**KEY ISSUES:**

1. The project schedule was delayed due to ongoing coordination efforts needed to finalize the scope of work and required an extension request.
2. In order to proceed with the PID phase, extensive stakeholder engagement efforts are needed with numerous agencies, utilities, and residential and business communities across Alameda, Santa Clara and San Mateo counties.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - CCAG/TA	05/16/22	06/30/24	02/01/24	Establishes C/CAG as the implementing agency per TA Board Resolution No. 2021-33 dated 12/02/21
Amendment 1	10/10/22	N/A	01/01/24	Extension of the project schedule due to extensive interagency coordination efforts needed



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/BROADWAY INTERCHANGE**

Project ID: 000621

**Sponsor:** City of Burlingame  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PS&E Landscaping (Activities 13, 14)

**PHASE OVERVIEW:**  
 Plans, Estimates and Specifications (PS&E) and Right of Way (ROW) Close-Out.

**STATUS OVERVIEW:**

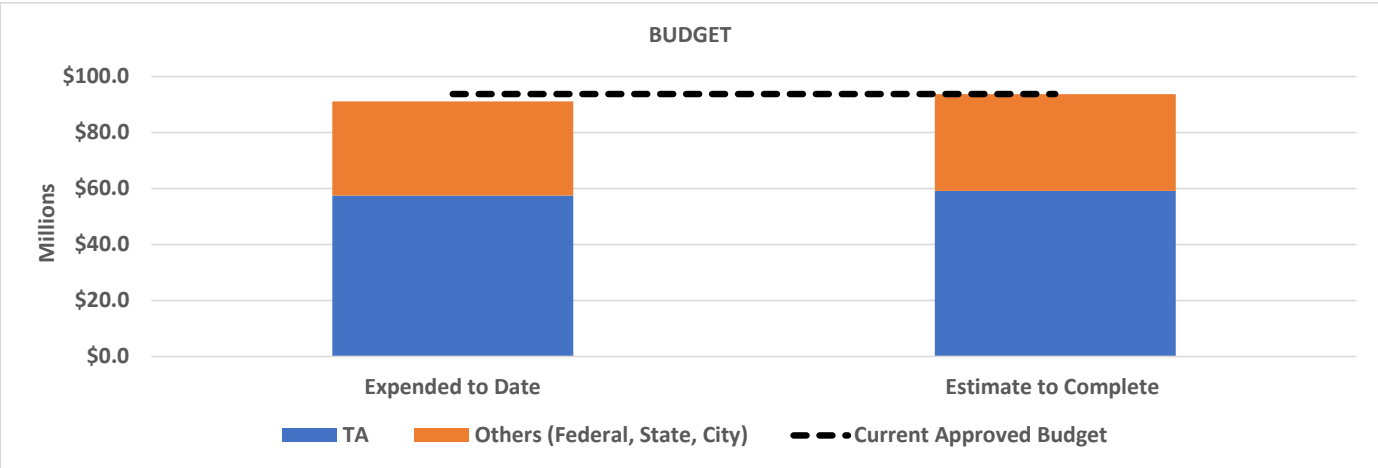
<b>Percent Complete:</b>		75.00%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

Finalize the Right of Way (ROW) close-out activities including ROW record maps and Record of Survey. Develop Plans, Specifications and Estimates (PS&E) for the Highway Planting phase within Caltrans boundaries. Replanting will take place outside environmentally sensitive/jurisdictional areas.

**STATUS SUMMARY:**

While construction of the US101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW Close-Out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW Close-Out and the PS&E of the landscaping. TA staff are also working with Caltrans on the installation of the landscaping and the required 3-year plant establishment period.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$59,187,000	\$57,463,272	\$1,723,728	\$59,187,000	\$0	97%
Others (Federal, State, City)	\$34,551,000	\$33,640,715	\$910,285	\$34,551,000	\$0	97%
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$91,103,987</b>	<b>\$2,634,013</b>	<b>\$93,738,000</b>	<b>\$0</b>	<b>97%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Plant Establishment (City ROW)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/30/20	05/06/19	08/31/22	05/06/19	06/30/23
City ROW close out	09/11/17	05/04/20	09/11/17	05/04/20	09/11/17	10/30/23

**PROGRESS THIS QUARTER:**

1. Finalize the MOU with the City of Burlingame.
2. Finalize Work Directive of the PS&E and Right of Way close out Record Map.
3. Work with Caltrans to obtain the Oversight Construction Agreement before construction begins.

**FUTURE ACTIVITIES:**

1. Obtain Caltrans approval on final right-of-way record maps.
2. Provide 100% landscape design plans, including changes associated with reserving to remain on the exchange.
3. Record of survey.

**KEY ISSUES:**

1. Completion of right of way acquisition and transfer to Caltrans.
2. Work on the 'Oversight Construction Cooperative Agreement' that must be approved by Caltrans.

**AGREEMENT HISTORY:**

Agreement/Memorandum Of Understanding (MOU)	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Board Resolution NO.2010
Amendment 1	10/17/13	10/28/14	06/30/14	Add removal/replacement of all ramps within existing project scope.
MOU	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project.



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**PROJECT: US 101/WILLOW INTERCHANGE**

Project ID: 000622

**Sponsor:** City of Menlo Park  
**Implementing Agency:** City of Menlo Park  
**SMCTA Role:** Funding Agency  
**Funded Phases:** Construction (Activity 16)

**PHASE OVERVIEW:**  
 Construction of US 101/ Willow Road interchange improvements

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>95.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

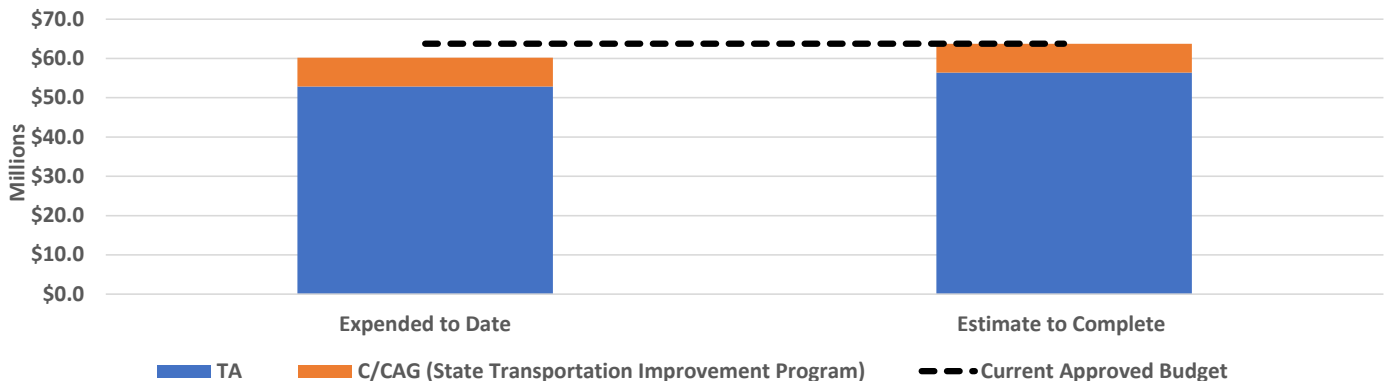
**PROJECT DESCRIPTION:**

This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

**STATUS SUMMARY:**

The TA developed the Project Study Report (PSR) in May 2005. The Project Approval and Environmental Document phase was completed in November 2015. Caltrans completed the Plans, Specifications & Estimates, and the project received Right of Way (ROW) Certification in April 2016. In July 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of Menlo Park for the Construction phase of the project. The Project was advertised on September 26, 2016. Project bids were opened on December 16, 2016. The Construction contract was awarded on February 10, 2017. Notice-to-proceed was issued on May 5, 2017. The groundbreaking ceremony was held on May 16, 2017. Construction of the interchange improvements is complete. The project is in closeout stage and the City has revised the concept highway planting design to accommodate excess excavated soil from the San Mateo Express Lanes Project. Caltrans completed review of claims and discussions with the contractors, TA, and City. The City is proceeding with landscaping design.

**BUDGET**



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$56,400,000	\$52,857,648	\$3,542,352	\$56,400,000	\$0	94%
C/CAG (State Transportation Improvement Program)	\$7,360,534	\$7,360,534	\$0	\$7,360,534	\$0	100%
<b>Total Project</b>	<b>\$63,760,534</b>	<b>\$60,218,182</b>	<b>\$3,542,352</b>	<b>\$63,760,534</b>	<b>\$0</b>	<b>94%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

**PROGRESS THIS QUARTER:**

1. City continued to develop the project landscaping design.
2. City conducted a field visit with the Design contractors, Caltrans, City of East Palo Alto, and TA to discuss landscaping design alternatives.

**FUTURE ACTIVITIES:**

1. City to continue to coordinate the landscaping design, construction, and maintenance responsibilities/agreements with the TA, Caltrans and East Palo Alto.

**KEY ISSUES:**

1. Schedule for highway planting final design will be provided once the City obtains the approval to proceed from City Council and Caltrans.

**AGREEMENT HISTORY:**

Agreement	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2599 - Caltrans/City/TA	07/25/16	N/A	N/A	Establishes Caltrans as the implementing agency for the Construction phase per TA Board Resolution No. 2015-19 dated dated 10/01/15
Amendment 1	10/04/16	N/A	N/A	Funding revisions pursuant to Government Code Section 14529.7 as amended by Assembly Bill 3090
Amendment 2	01/27/17	N/A	N/A	Adjustment of Construction Capital and ROW Capital funding





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**PROJECT: US 101/WOODSIDE ROAD (SR 84) INTERCHANGE**

Project ID: 000768

**Sponsor:** City of Redwood City  
**Implementing Agency:** City of Redwood City  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PS&E, ROW Support (Activities 13, 14)

**PHASE OVERVIEW:**  
 Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) Support for US 101/Woodside Road (SR 84) interchange improvements inclusive of bicycle and pedestrian improvements.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>80.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

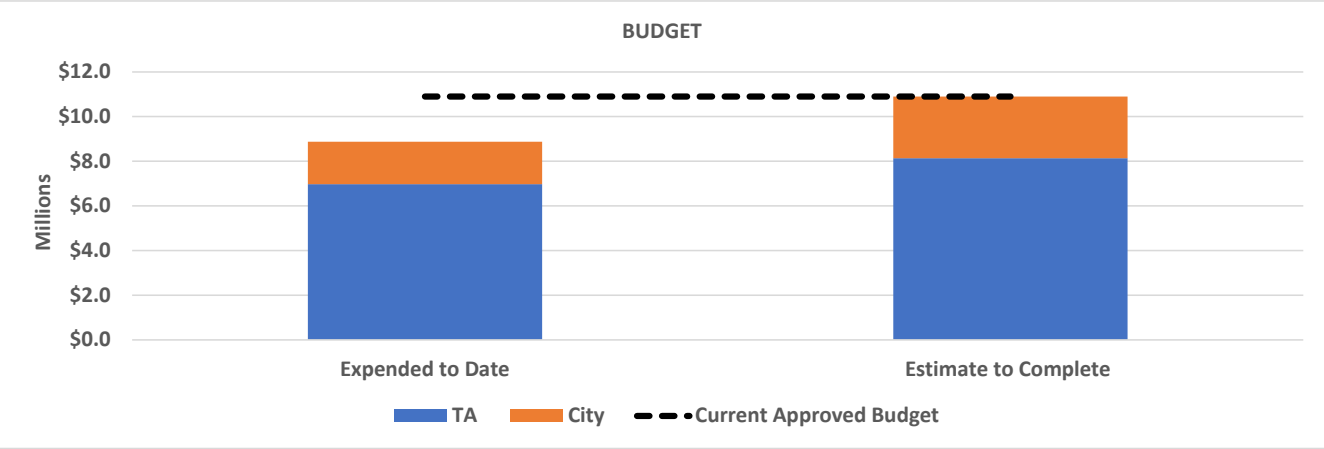
**PROJECT DESCRIPTION:**  
 The project is for the Plans, Estimates and Specifications (PS&E) phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road to increase the vertical clearance at US 101, eliminating the existing 5-legged intersection at Broadway and Woodside Road, signaling ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized travel and minimizing impacts on nearby businesses. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area.

**STATUS SUMMARY:**  
 Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and right-of-way support phase. The City decided to shelve (or pause) design activities at the completion of the 95% design task and is actively looking to secure funding for construction phase.

In December 2021, the TA Board approved \$50 million in Measure A funds for future phase in response to the Call for Projects application from the City. This additional funding is conditional on the City seeking and securing additional funding to meet the funding shortfall. The City completed the Project Funding Plan in June 2022, which details funding targets and timelines to fully fund right-of-way capital and construction and is being monitored collaboratively by TA and City staff.

The City completed its review of ROW acquisition requirements in February 2023 and the City Council accepted and approved the process and commencement of the ROW acquisition.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$8,140,000	\$6,978,391	\$1,161,609	\$8,140,000	\$0	86%
City	\$2,760,000	\$1,898,300	\$861,700	\$2,760,000	\$0	69%
<b>Total Project</b>	<b>\$10,900,000</b>	<b>\$8,876,691</b>	<b>\$2,023,309</b>	<b>\$10,900,000</b>	<b>\$0</b>	<b>81%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/21
PS&E (Final)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Appraisals (Draft)	08/01/17	05/01/20	08/01/17	12/31/23	04/01/23	09/30/23
ROW Support	08/01/17	05/01/20	08/01/17	05/01/20	04/01/23	12/31/25

**PROGRESS THIS QUARTER:**

1. Coordination of additional PS&E and ROW Support services.
2. Procurement of Project Delivery Team.
3. Coordination of ROW acquisition planning, preparations to begin appraisals, and communication plan.
4. Processing and coordination of Amendment 3 to the Funding Agreement between TA/City.
5. Processing and coordination of Caltrans/City Cooperative Agreement.
6. Ongoing coordination and reporting with TA regarding Funding Agreement commitments.
7. The City completed its review of ROW acquisition requirements and briefed the City Council on February 27, 2023.
8. The City Council accepted and approved the process and commencement of the ROW acquisition.

**FUTURE ACTIVITIES:**

1. Approval of additional PS&E and ROW Support services.
2. Continue procurement of Project Delivery Team.
3. Reestablish coordination regarding grade crossing improvements.
4. Coordinate ROW acquisition planning and schedule, and initiate appraisals.
5. Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

**KEY ISSUES:**

1. Completion of ROW acquisition and securing full funding.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
FA - City/TA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes.
Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension requested for ROW Support.
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds addition by Sponsor.



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**PROJECT: SR 1/SAN PEDRO CREEK BRIDGE REPLACEMENT**

Project ID: 000782

**Sponsor:** SMCTA  
**Implementing Agency:** City of Pacifica  
**SMCTA Role:** Funding Agency and Technical Support  
**Funded Phases:** Design and Construction (Activities 13 & 16)

**PHASE OVERVIEW:**  
 Plans, Estimates and Specifications (PS&E) and Construction/Post-Construction.

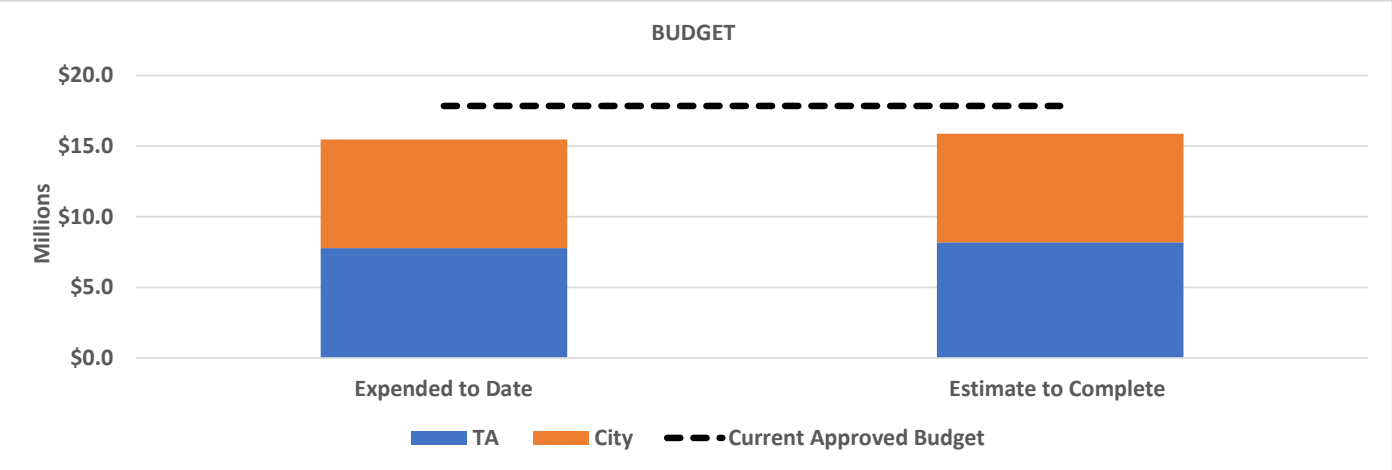
**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>100.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**  
 The project replaced the existing San Pedro Creek Bridge on State Route 1 with a longer and higher structure. The project also widened San Pedro Creek bed in the vicinity of the bridge. The limits of work on State Route 1 are from 0.3 miles south of the Linda Mar Intersection to the Linda Mar Intersection in Pacifica, CA.

**STATUS SUMMARY:**  
 The environmental, design, right of way and construction phases of the project were funded by the Measure A Highway Program. Construction permit conditions required a follow-up of creek restoration and plant establishment for five years. Caltrans conducted the first two years of stream restoration monitoring for the Project. The City of Pacifica carried out the last three years of monitoring work.

All conditions for all environmental permits have now been met and the project is officially complete. The project was also completed below the original budget and \$2,198,000.00 will be returned to the TA Highway program and be made available for future highway program calls for projects.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$10,054,000	\$7,773,372	\$411,703	\$8,185,075	\$1,868,925	95%
City	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182	100%
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,470,571</b>	<b>\$411,703</b>	<b>\$15,882,274</b>	<b>\$1,962,107</b>	<b>97%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Plant Establishment/Bio Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/21	01/01/18	08/30/22

**PROGRESS THIS QUARTER:**

The final monitoring report was completed and this will be the final report on this project.

**FUTURE ACTIVITIES:**

None.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	03/12/12	N/A	12/31/16	Removal/replacement existing bridge on the same alignment.



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**PROJECT: US 101 EXPRESS LANES**

Project ID: 000791

**Sponsors:** C/CAG, SMCTA, Caltrans  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding Agency/Co-Implementer/Co-Sponsor  
**Funded Phases:** PS&E, ROW, & Construction (Activity 13, 14, & 16)

**PHASE OVERVIEW:**  
 Plans, Specifications, and Estimates (PS&E), Right of Way (ROW), and Construction for the addition of express lanes on the US 101 between Santa Clara County and Interstate 380

**STATUS OVERVIEW:**

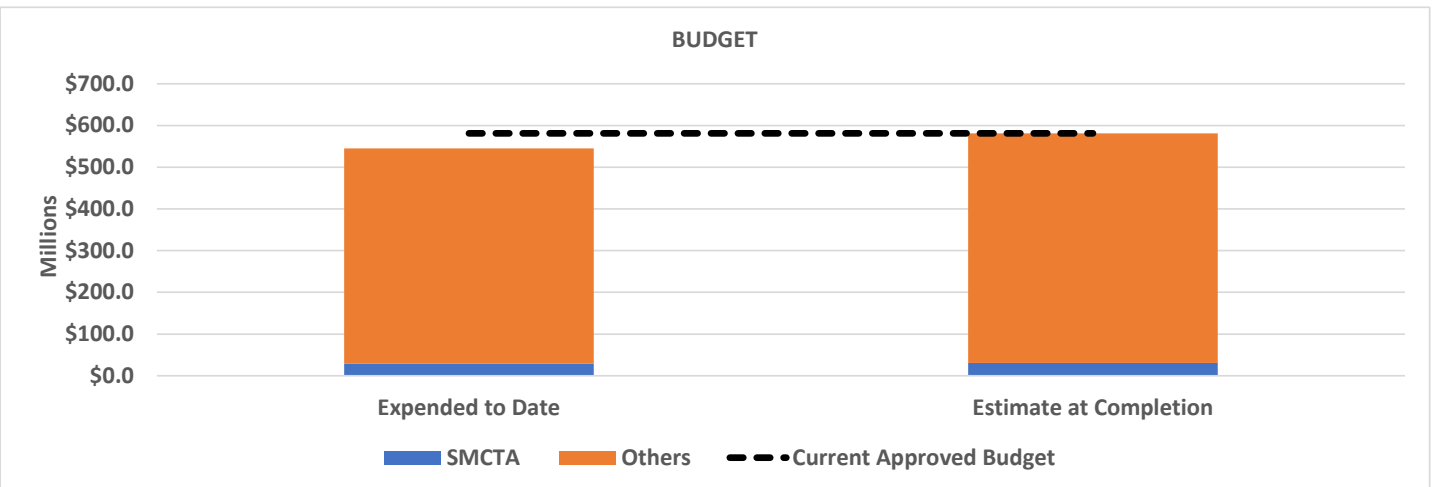
<b>Percent Complete:</b>		<b>96.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

The San Mateo 101 Express Lanes Project is a multi-year, multi-agency project initiated to reduce traffic congestion and encourage carpooling and transit use on US 101 in San Mateo County. The Project created 22 miles of Express Lanes in both directions on US 101 from the San Mateo County/Santa Clara County line to I-380 in South San Francisco. The San Mateo 101 Express Lanes seamlessly connect to the Express Lanes in Santa Clara County. The Express Lanes were designed to maintain speeds of 45 miles per hour or greater, resulting in reduced and more reliable travel times.

**STATUS SUMMARY:**

The Project Study Report - Project Development Support (PSR-PDS) was approved on May 4, 2015, and a Supplemental PSR-PDS was approved on June 3, 2016. The project charter was finalized in August 2016. In February 2017, the project began a series of meetings to inform the City's staff (located in the vicinity of the project limits) about the project and potential benefits and impacts. The preparation of Draft Environmental Document (DED) and Draft Project Report were completed. The DED was released for public circulation and comment on November 21, 2017. The comment period was closed on January 19, 2018. In February 2018, the SMCTA Board programmed and allocated \$22,000,000 for Plans, Specifications & Estimates (PS&E), Right Of Way (ROW), and Construction. Allocation for construction conditioned on completion of PS&E and ROW. Based on comments received on the DED, it was determined that modifications of some sections of the DED is necessary. To provide ample opportunity for public input, a 30-day partial recirculation was established. The partial recirculation of the Project Approval and Environmental Document phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019. The construction contract of the northern segment was awarded in November 2019 and construction began in March 2020. Both the southern and northern segments are now complete and operational.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
SMCTA	\$30,500,000	\$28,659,019	\$1,840,981	\$30,500,000	\$0	94%
Regional	\$95,000,000	\$74,939,768	\$20,060,232	\$95,000,000	\$0	79%
Loan/Future Toll	\$86,500,000	\$84,550,518	\$1,949,482	\$86,500,000	\$0	98%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$294,125,691	\$12,544,309	\$306,670,000	\$0	96%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
<b>Total Project</b>	<b>\$581,170,000</b>	<b>\$544,774,996</b>	<b>\$36,395,004</b>	<b>\$581,170,000</b>	<b>\$0</b>	<b>94%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23

**PROGRESS THIS QUARTER:**

**Southern Segment (Santa Clara County Line – Whipple):**

1. Initiated tolling operations for the Southern Segment on Friday, February 11, 2023.
2. Continued to identify and address punch list items in preparation for southern segment project closeout.

**Northern Segment (Whipple- I-380):**

1. Completion of end to end testing.
2. Opening of Express Lanes for operation on March 3, 2023.
3. Planning for the opening ceremony event is underway.
4. Conducted outreach and education to launch the opening of lanes including e-blasts, webpage, social media, traffic advisory, and overhead message signs.

**FUTURE ACTIVITIES:**

**Southern Segment (Santa Clara County Line – Whipple)**

1. Monitor and Report out on the performance of the express lanes operations.

**Northern Segment (Whipple – I-380)**

1. Project phase closeout.
2. Hold opening event.
3. Amend agreements to reflect construction savings and establish new cooperative agreement with Caltrans for the landscaping phase.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Agreement/Memorandum of Understanding (MOU)	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2595 - Caltrans/TA	06/22/16	N/A	N/A	Establishes the TA as implementing agency with Caltrans oversight for the PAED phase
Funding Agreement - SAMCEDA/TA	07/21/16	11/08/18	11/08/18	Establishes SAMCEDA as a funding partner for the PAED phase
MOU - CCAG/TA	12/02/16	06/30/19	12/31/18	Establishes partnership with C/CAG for the PAED phase
Cooperative Agreement 04-2595 Amendment #1	04/20/17	N/A	N/A	Addition of C/CAG as a funding partner
MOU - CCAG/TA	07/05/18	02/29/20	08/31/19	Establishes partnership for the PS&E & ROW phase
Cooperative Agreement 04-2687 - Caltrans/CCAG/TA	07/11/18	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E & ROW phase
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
Cooperative Agreement 04-2687 Amendment 1	06/28/19	N/A	N/A	Addition of Senate Bill 1 funding
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Cooperative Agreement Amendment #1	05/27/20	N/A	N/A	Addition of Southern Segment; tolling and violation policies
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2687 Amendment 2	06/28/19	N/A	N/A	Adjustment of ROW Support funding
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding



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**PROJECT: HIGHWAY 1 SAFETY & OPERATIONAL (GRAY WHALE COVE)**

Project ID: 000793

**Sponsor:** County of San Mateo  
**Implementing Agency:** County of San Mateo, Caltrans  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PPS, PEER (Activities 11, 13)

**PHASE OVERVIEW:**  
 Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		25.00%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

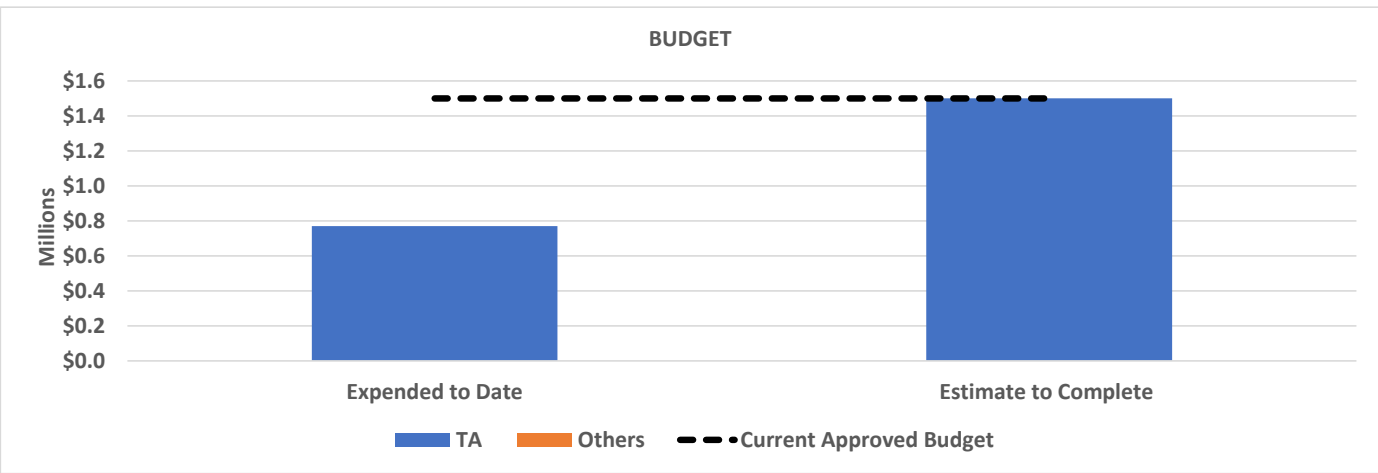
**PROJECT DESCRIPTION:**

Safety and mobility improvement to relieve traffic congestion, improve throughput, and enhance safety for motorists, bicyclists and pedestrians along a 7-mile stretch of Highway 1 from Gray Whale Cove to Miramar. Scope of project includes Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

**STATUS SUMMARY:**

The Final PPS was issued on August 31, 2015. Improvements were grouped into five general locations with two or three alternatives evaluated for each location. Four public outreach meetings were held on the coast. Project delivery recommendations are included in the final PPS report. The project stakeholders are in favor of the Gray Whale Cove improvement location. In November 2016, the Gray Whale Cove improvement alternative was selected to move forward as a standalone project under the Caltrans PEER process. The PEER will serve as the Project Initiation Document (PID) and Project Approval and Environmental Document (PAED) to enter the Caltrans Encroachment Permit process. In September 2017, the TA and the County of San Mateo (SM County) entered a Memorandum of Understanding to begin work associated with the PEER phase and a Notice-to-Proceed was issued to the design consultant on September 27, 2017. The project is on hold subject to coordination and agreement between the County and Caltrans with regards to implementation and maintenance of improvements.

The funding agreement between the TA & SM County has expired. Additionally, the consultant contract and work directives also expired in 2019 and no progress has been made on the project. The TA is currently awaiting response from the SM County on the future of the project.





**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$1,500,000	\$770,910	\$729,090	\$1,500,000	\$0	51%
Others	\$0	\$0	\$0	\$0	\$0	0%
<b>Total Project</b>	<b>\$1,500,000</b>	<b>\$770,910</b>	<b>\$729,090</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>51%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	04/30/20	09/27/17	TBD

**PROGRESS THIS QUARTER:**

1. TA has reached out to the County to get an update on the future of the project.

**FUTURE ACTIVITIES:**

1. TA is working with the County to get an update on the future of the project due to inactivity since 2019.

**KEY ISSUES:**

1. If the project cannot be revived, TA staff will recommend close out of the project and request the County to reapply for funding once the project becomes viable.

**AGREEMENT HISTORY:**

Memorandum of Understanding (MOU)	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - SM County/TA	02/20/14	N/A	N/A	Board Resolution No. 2012-17 dated 10/12/13
MOU - SM County/TA	09/12/17	03/31/19	12/31/18	Board Resolution No. 2017-07 dated 04/06/17



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/HOLLY STREET INTERCHANGE**

Project ID: 000795

**Sponsor:** City of San Carlos, Caltrans  
**Implementing Agency:** City of San Carlos  
**SMCTA Role:** Funding Agency  
**Funded Phases:** Construction (Activity 16)

**PHASE OVERVIEW:**  
 Construction of US 101/ Holly Street interchange improvements and addition of pedestrian overcrossing.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>0.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

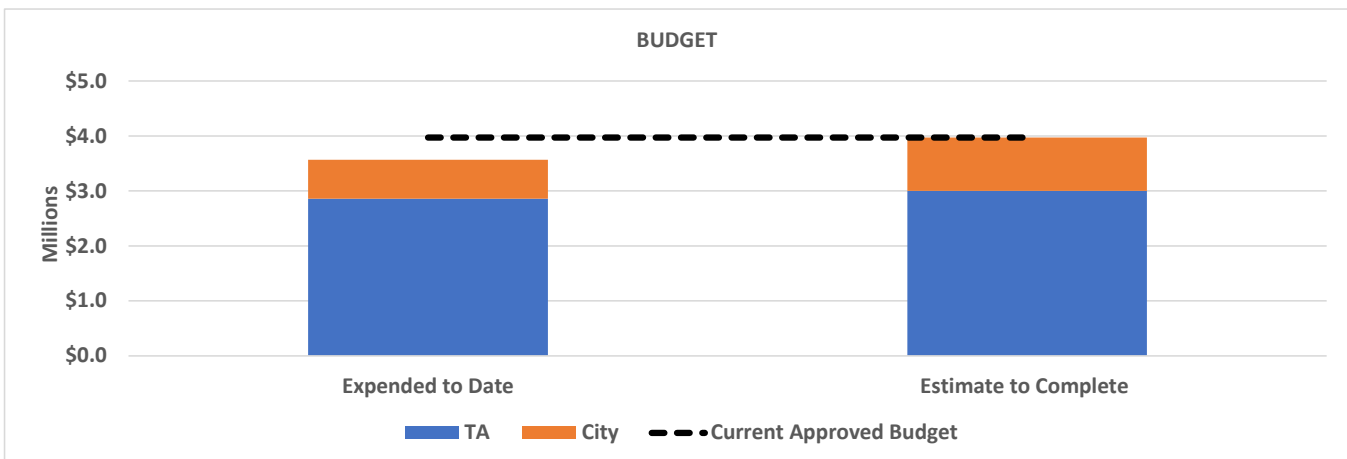
**PROJECT DESCRIPTION:**

The Phase 1 interchange modification removes the northeast and southwest loop ramps from the existing full cloverleaf (Type L-10) IC and creates a partial cloverleaf (Type L-9) IC to US 101. Diagonal on- and off-ramps will be modified to create more bicycle- and pedestrian-friendly crossings. Holly Street will be widened to provide a third through lane for limited sections at on-ramp approaches. Phase 2 of the project includes the pedestrian overcrossing and associated improvements.

**STATUS SUMMARY:**

The 100% Plans, Specifications & Estimates (PS&E) package was approved by Caltrans in June 2018. The City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, the TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid at 30% above the City of San Carlos engineer’s estimate. With the high bids, the Project deficit at the time was about \$6.5 million with the additional \$2.6 million from the TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program funding that was allocated for the Pedestrian Overcrossing element of the Project. The City placed engineering work on hold in March 2021. In December 2021, the TA Board approved \$10.25 million in Measure A Supplemental Roadway funds for construction with the condition to secure the remaining funding gap by December 2022.

The City submitted a letter to the TA Board of Directors on March 30, 2023 indicating they will not be pursuing completion of this project and wish to relinquish their funding. The project currently has an \$18 million funding shortfall. All project funds will be de-programmed in Summer 2023. This will be the final report for this project.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0	95%
City	\$971,296	\$710,117	\$261,179	\$971,296	\$0	73%
<b>Total Project</b>	<b>\$3,971,296</b>	<b>\$3,568,893</b>	<b>\$402,403</b>	<b>\$3,971,296</b>	<b>\$0</b>	<b>90%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	TBD
ROW	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	TBD
Construction	12/01/20	06/30/22	01/01/21	07/31/22	TBD	TBD

**PROGRESS THIS QUARTER:**

1. TA coordinated with the City in Project update meetings.

**FUTURE ACTIVITIES:**

1. City has opted to suspend work.

**KEY ISSUES:**

1. The City has elected to cancel the project at this time due to a significant funding shortfall. With the discontinuation of the project, the remaining TA funds in the project will be returned to the respective program categories through a formal Board action this summer.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA (pending)	TBD	TBD	TBD	TA Resolution No. 2021-33 dated 12/02/21



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/UNIVERSITY AVE INTERCHANGE**

Project ID: 000800

**Sponsor:** City of East Palo Alto  
**Implementing Agency:** City of East Palo Alto  
**SMCTA Role:** Funding Agency  
**Funded Phases:** Construction (Activities 16)

**PHASE OVERVIEW:**  
 Construction of US 101/ University Avenue interchange improvements inclusive of bicycle and pedestrian improvements.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>5.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	N/A	N/A	N/A

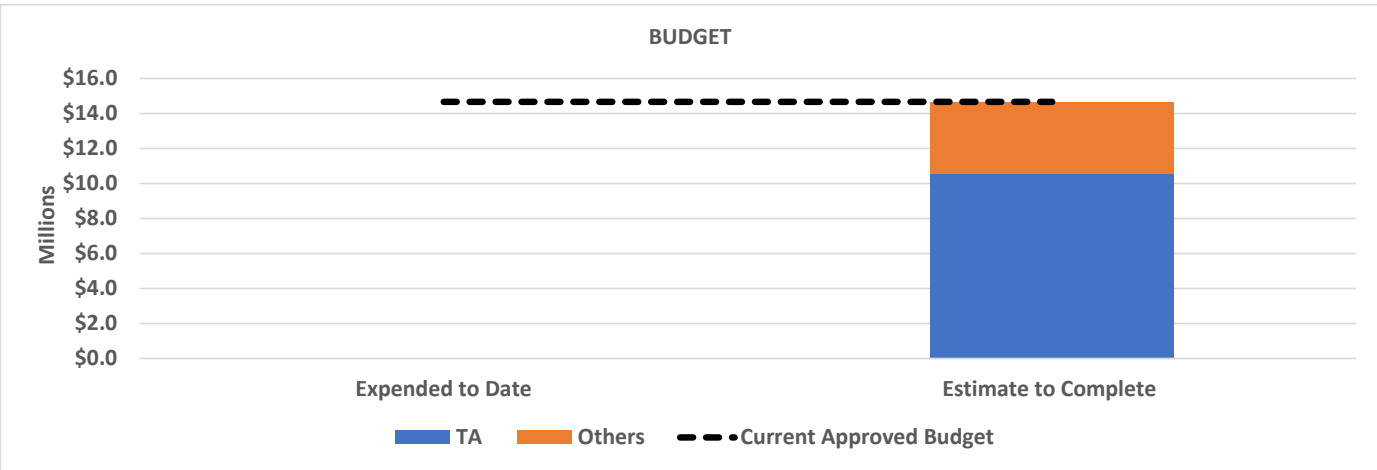
**PROJECT DESCRIPTION:**

The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three lanes to four lanes to include two left turn and two right turn lanes. The northbound US 101 to southbound University Avenue loop off-ramp would be realigned to square up with University Avenue with a tighter-radius-curve for pedestrian and bicyclist safety enhancement.

The project will relieve an interchange bottleneck at University Avenue and US 101. The project will also reduce intersection delay along University Avenue at both Donohoe Street and Woodland Avenue. The southbound ramp improvements will reduce queue lengths in both the AM and PM peak periods. Bicycle and pedestrian safety will be improved with a dedicated overcrossing that will eliminate bicycle and vehicle weaving conflicts on University Avenue. Combined, these improvements will create separated, comfortable facilities for people walking and biking to access nearby schools, business centers, retail areas, and transit stops.

**STATUS SUMMARY:**

A Project Study Report was approved for the Route 101/University Avenue interchange modification in December 1990. Due to the economy, the project did not progress until 1998 when it was reactivated as part of a Master Developer Agreement for the City's University Circle Redevelopment project. Since then, the project has been through several review processes and approvals with Caltrans. The project was environmentally cleared in November 2017. The Caltrans Project Report, dated October 2019, further moved along the project and project approval was obtained from Caltrans in January 2020. The project completed Final Project Specifications & Estimate and Right of Way approval in December 2022. The Funding Agreement has been executed to initiate the construction phase.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$10,592,500	\$0	\$10,592,500	\$10,592,500	\$0	0%
Federal (earmark)	\$771,000	\$0	\$771,000	\$771,000		
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	\$2,302,200		
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	0%
<b>Total Project</b>	<b>\$14,665,700</b>	<b>\$0</b>	<b>\$14,665,700</b>	<b>\$14,665,700</b>	<b>\$0</b>	<b>0%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	06/01/25	03/01/23	06/01/25

**PROGRESS THIS QUARTER:**

1. Funding Agreement circulated for signature and executed as of February 8, 2023.
2. Project advertised for bids.

**FUTURE ACTIVITIES:**

1. Award of construction contract.
2. Commencement of construction activities.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - City/TA	02/08/23	12/31/25	07/31/25	Board Resolution No. 2021-33 dated 12/02/21



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/PENINSULA AVE INTERCHANGE**

Project ID: 000801

**Sponsor:** City of San Mateo  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding and Implementing Agency  
**Funded Phases:** PAED (Activity 12)

**PHASE OVERVIEW:**  
 Project Approval and Environmental Document (PAED) for relocating on- and off-ramps from Poplar Ave to Peninsula Ave on southbound US 101

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>80.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

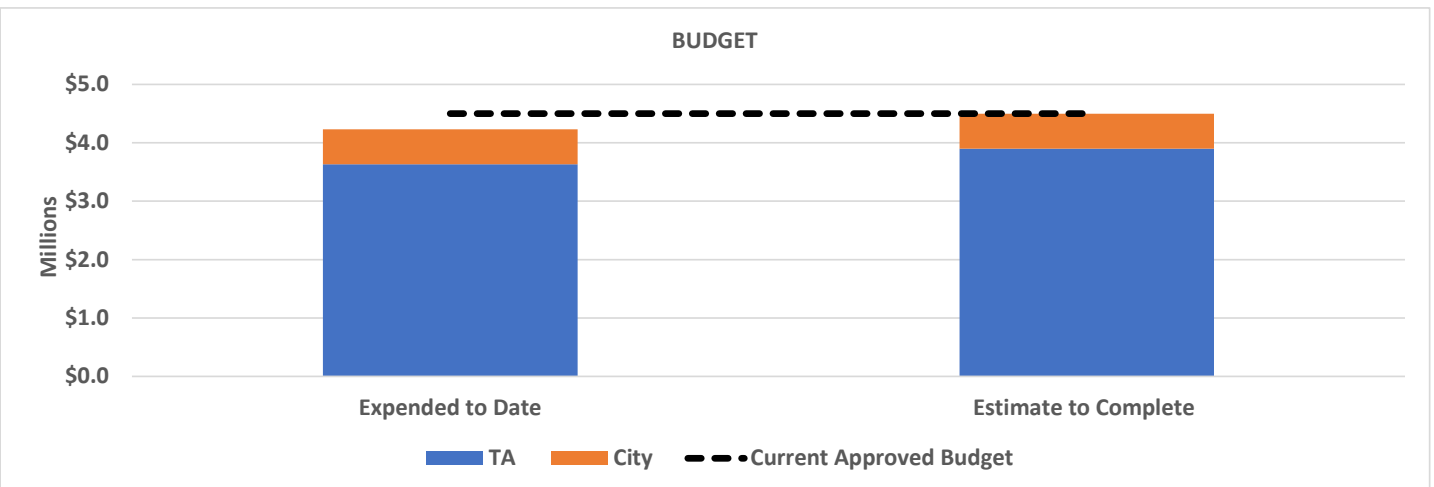
Project Approval and Environmental Document (PAED), Plans Specifications and Estimates (PS&E), and Right of Way (ROW) support to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and create a single, regional-serving, full-access interchange at Peninsula Avenue and Airport Boulevard. The Project will conduct extensive additional traffic analysis requested by community stakeholders and perform additional outreach to communicate the findings which has expanded the scope and schedule of the PAED phase. Additionally, the Project will complete a full Environmental Impact Report and Initial Study given the potential project impacts.

The Project will provide enhanced bicycle and pedestrian improvements on Peninsula Avenue between Humboldt Street to Bayshore Boulevard. The Project will also reduce travel times to and from the mainline freeway, enhance access to a regional park, streamline ingress and egress to a developing technology employment center, reduce local street-level congestion, and improve safety in the vicinity of four schools.

**STATUS SUMMARY:**

The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents and project report. At the requests of the City of Burlingame and City of San Mateo, additional study intersections were added for traffic operational analysis to address community concerns. The City hosted several community meetings to provide project updates to the community in addition to presentations to Councils of the City of San Mateo and the City of Burlingame. The PAED work has been actively progressing since. Required environmental and engineering technical studies are ongoing and coordinated with Caltrans.

The Right-of-Way (ROW) Data Sheet was completed for the project in December 2022 and the revised ROW acquisition costs are very high from the initial estimates in 2015. The City is considering options including exploring other alternatives that do not require extensive ROW while providing similar congestion relief.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$3,900,000	\$3,631,507	\$268,493	\$3,900,000	\$0	93%
City	\$600,000	\$600,000	\$0	\$600,000	\$0	100%
<b>Total Project</b>	<b>\$4,500,000</b>	<b>\$4,231,507</b>	<b>\$268,493</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>94%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PA/ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	09/30/23

**PROGRESS THIS QUARTER:**

1. The first draft of the Project Report was submitted to TA and City.
2. Completed the Benefit-cost Analysis for the project and held focus meetings with TA and City.
3. Revised the ROW data sheet by consolidating some parcels earmarked for acquisition and reducing the ROW costs slightly.

**FUTURE ACTIVITIES:**

1. The City is exploring alternative options that do not require extensive ROW acquisition.
2. The City is planning to conduct a study session with their City Council to provide an update and seek direction for the project.
3. Conduct an enhanced community engagement effort.

**KEY ISSUES:**

1. The updated ROW costs could add considerable delay in securing funding.
2. Planned enhanced public outreach and additional traffic analysis have extended the forecasted finish date.

**AGREEMENT HISTORY:**

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	01/11/21	12/31/22	06/30/22	Board Resolution 2021-33 dated December 2, 2021



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/PRODUCE AVENUE INTERCHANGE**

Project ID: 000803

**Sponsor:** City of South San Francisco  
**Implementing Agency:** City of South San Francisco  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PAED (Activity 12)

**PHASE OVERVIEW:**  
 Provide the Project Study Report and Project Development Support (PSR-PDS) and Project Approval and Environmental Documents (PAED) phases for the construction of the project

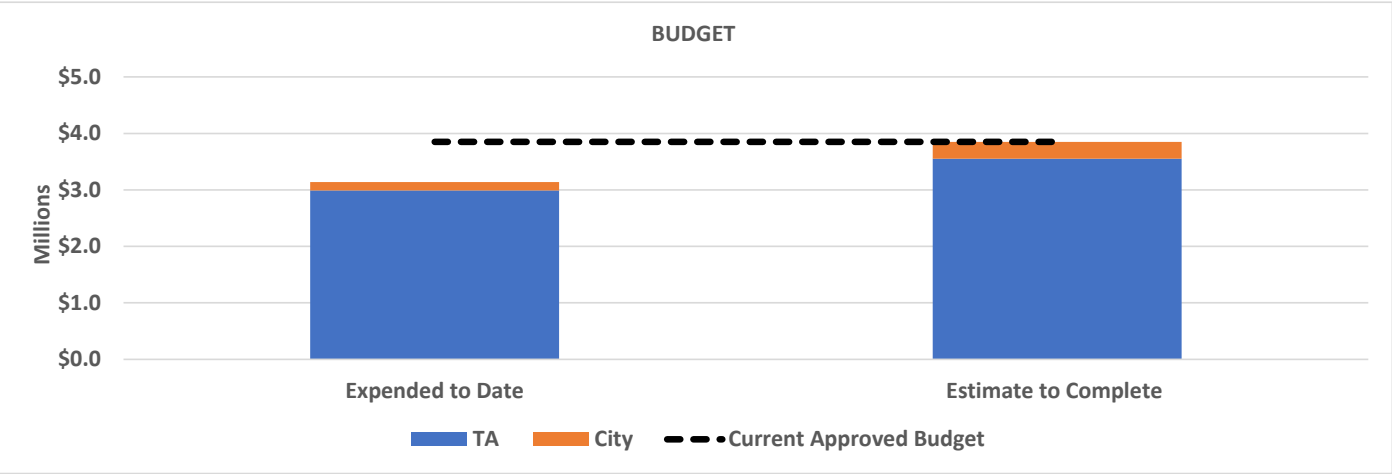
**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>100.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**  
 Project scope is to provide the Project Approval, and Environmental Clearance Services (PAED) for the construction of the US 101/Produce Avenue Interchange in the City of San Francisco.

The purpose of the project is to: (1) Enhance safety and improve traffic operations in the vicinity of Produce Avenue and US 101; (2) Provide a local east-west connection across US 101 for the southern area of the City of South San Francisco, to help serve commercial traffic at the project area; (3) Improve bicycle and pedestrian facilities; and (4) Accommodate future planned growth in the vicinity of Produce Avenue and US 101.

**STATUS SUMMARY:**  
 The PAED phase has been completed. The City is currently working to obtain state and federal grants to complete the Plans, Specifications & Estimates and Construction phases of the project.





**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$3,550,000	\$2,991,376	\$558,624	\$3,550,000	\$0	84%
City	\$300,000	\$149,122	\$150,878	\$300,000	\$0	50%
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$3,140,498</b>	<b>\$709,502</b>	<b>\$3,850,000</b>	<b>\$0</b>	<b>82%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	08/31/15
PA/ED	05/15/17	09/15/19	07/20/17	06/30/22	07/20/17	03/15/23

**PROGRESS THIS QUARTER:**

None.

**FUTURE ACTIVITIES:**

None.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	07/11/16	N/A	N/A	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	09/10/18	06/30/20	12/31/19	Schedule extension due to Project Management changes
Amendment 2	12/30/19	06/30/21	12/31/20	Schedule extension requested for ROW Support



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: HIGHWAY 92/SR 82 (EL CAMINO REAL) INTERCHANGE**

Project ID: 000805

**Sponsor:** City of San Mateo  
**Implementing Agency:** City of San Mateo, Caltrans  
**SMCTA Role:** Funding and Implementing Agency  
**Funded Phases:** PS&E/Construction (Activities 13/16)

**PHASE OVERVIEW:**  
 Support in the construction phase of the project.

**STATUS OVERVIEW:**

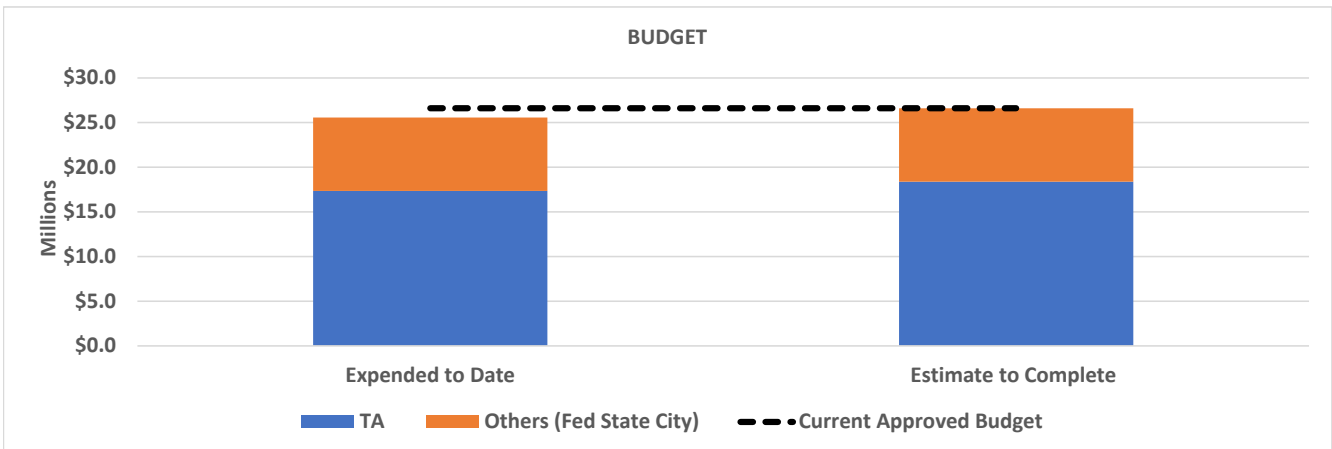
<b>Percent Complete:</b>		<b>62.50%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.

**STATUS SUMMARY:**

Caltrans Headquarters approved the Project Approval and Environmental Document and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017, a Notice-to-Proceed was issued on April 17, 2017, and a kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway landscaping final design.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$18,400,000	\$17,357,954	\$1,042,046	\$18,400,000	\$0	94%
Federal	\$1,980,000	\$1,980,000	\$0	\$1,980,000	\$0	100%
State	\$5,050,000	\$5,042,826	\$7,174	\$5,050,000	\$0	100%
City	\$1,181,535	\$1,181,535	\$0	\$1,181,535	\$0	100%
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,562,315</b>	<b>\$1,049,220</b>	<b>\$26,611,535</b>	<b>\$0</b>	<b>96%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Construction (Landscaping)	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	08/31/23

**PROGRESS THIS QUARTER:**

1. Submitted revised 100% PS&E for Caltrans review and addressed comments.
2. Developed Project Specific Maintenance Agreement and continued coordination with Caltrans.

**FUTURE ACTIVITIES:**

1. City to complete the Final PS&E and obtain Caltrans encroachment permit and advertisement.
2. Caltrans to review and issue encroachment permit.
3. Execute an Amended Project Maintenance Agreement.

**KEY ISSUES:**

1. While the 100% Highway Planting Design is under Caltrans final review and approval, negotiations between the City of San Mateo and Caltrans regarding short and long term maintenance responsibilities has been the primary contributing factor to the delay with finishing the Highway Planting Design.
2. TA staff has offered to facilitate discussions between the two parties to bring closure to this phase.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	04/04/22			Board Resolution No. 2015-19



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: HIGHWAY 1 (SR 1) SAFETY AND OPERATIONAL IMPROVEMENTS**

Project ID: 000823

**Sponsor:** City of Half Moon Bay  
**Implementing Agency:** City of Half Moon Bay  
**SMCTA Role:** Funding Agency  
**Funded Phases:** Construction (Activity 16)

**PHASE OVERVIEW:**  
 Construction phase for safety and operational improvements along Highway 1 (SR-1).

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>5.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

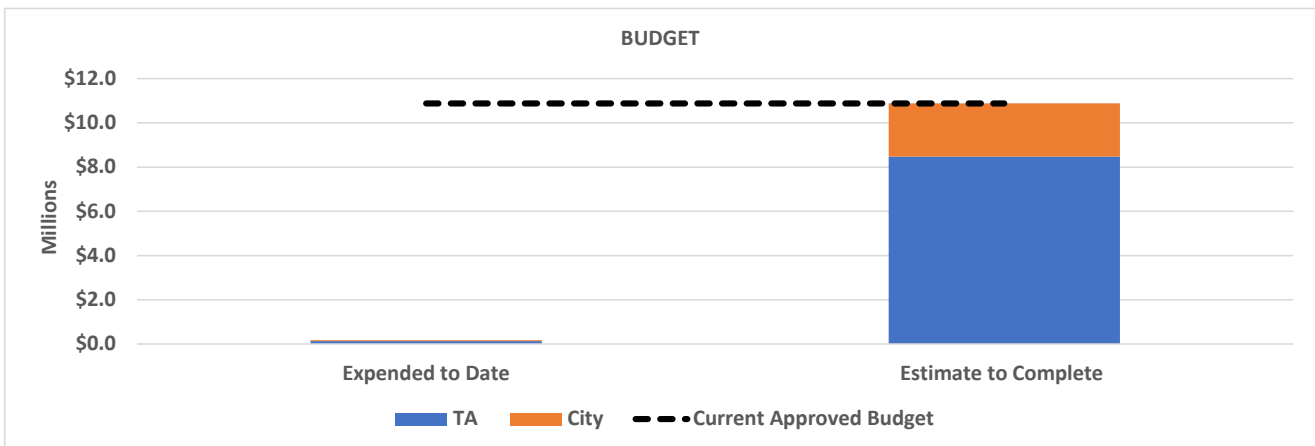
**PROJECT DESCRIPTION:**

Construction funding for widening Highway 1 (SR-1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will be installed on the north side of SR-1. Landscaping improvements will be installed in a new raised median. Bus stops will be rebuilt and connected to pathways on both sides of the highway.

The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide new pedestrian/bicycle crossing opportunities of the highway. Three residential neighborhoods on the north side of the Highway will also now be able to access downtown Half Moon Bay and multiple schools with the new side path.

**STATUS SUMMARY:**

The City and its consultants have been working with utility companies for the utilities' relocation (gas mainline, electric poles and fire hydrants). With Caltrans approval, the City has worked with PG&E and completed construction of a gas mainline to bypass the new proposed retaining walls at the edge of the roadway. The City has obtained encroachment permit to relocate 10 utility poles within the project Right-of-Way (ROW) and will be completed by PG&E by Summer 2023. The City has completed and executed the temporary construction easement needed for the Terrace Avenue signalized intersection construction. The City has also relocated two fire hydrants within the project ROW. Further coordination with AT&T for the relocation of their utility lines is in progress.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$8,475,000	\$132,754	\$8,342,246	\$8,475,000	\$0	2%
City	\$2,400,000	\$37,444	\$2,362,556	\$2,400,000	\$0	2%
<b>Total Project</b>	<b>\$10,875,000</b>	<b>\$170,198</b>	<b>\$10,704,802</b>	<b>\$10,875,000</b>	<b>\$0</b>	<b>2%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Utility Relocations	08/01/22	06/30/23	09/01/22	06/30/23	09/01/22	06/30/23
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	05/30/23
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	05/01/20	10/30/23
Advertise/Award Construction	07/01/23	07/30/23	09/01/23	09/30/23	12/01/23	12/30/23
Construction	09/01/23	09/30/25	11/01/23	11/30/25	02/01/24	02/30/26

**PROGRESS THIS QUARTER:**

1. The City has completed relocation of two fire hydrants which were in conflict with proposed alignment and retaining walls.
2. The City has also been coordinating with Caltrans' proposed project affecting this area and investigation of the storm drain line proposed to be replaced and upsized by Caltrans.
3. The City is working with PG&E on the maintenance easement agreement for the relocation of 10 utility poles from the area of the proposed bicycle/pedestrian path.
4. The City completed the ROW appraisal and successfully executed the temporary construction easement with a local farm property.
5. The City's consultant (SWCA) is investigating the location and mitigation for the riparian impact areas.

**FUTURE ACTIVITIES:**

1. Negotiate and execute maintenance easement agreement with PG&E for relocation of PG&E utility poles.
2. Present riparian mitigation measures and construction traffic control to City's Planning Commission.
3. Obtain Caltrans final approval of final construction plans.

**KEY ISSUES:**

1. The relocation of the 10 utility poles require maintenance easement on a biologically sensitive City property and requires further negotiations on the rights specified in the easement.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101 MANAGED LANES NORTH I-380**

Project ID: 100302

**Sponsor:** C/CAG, SMCTA, Caltrans  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding and Implementing Agency  
**Funded Phases:** PAED (Activity 12)

**PHASE OVERVIEW:**  
 Project Approval and Environmental Document (PAED) for completing the managed lanes on US 101 from North of I-380 to San Mateo/San Francisco County Line.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>30.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

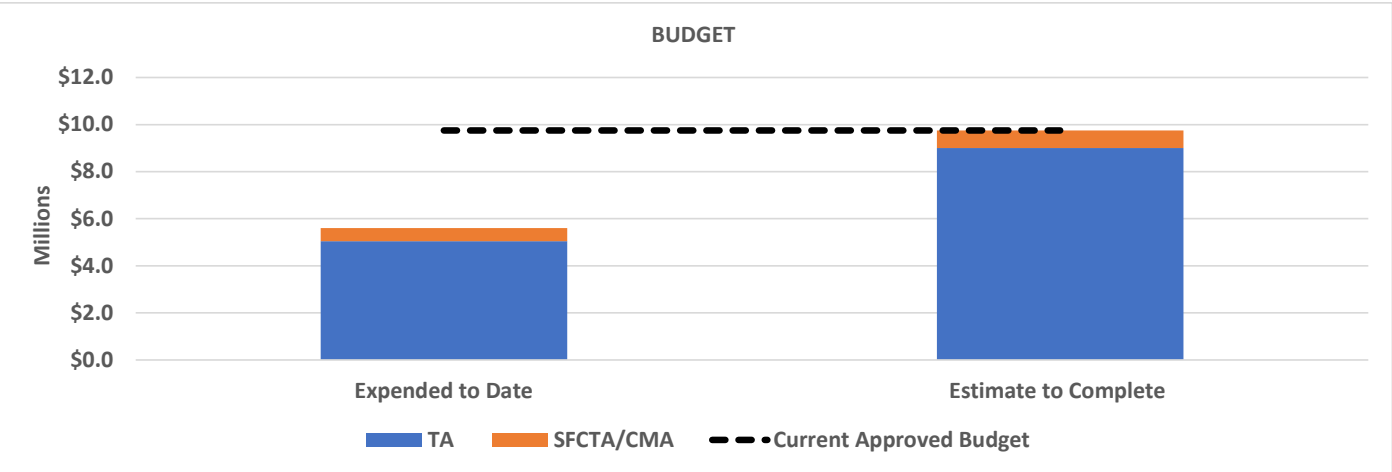
The Project Approval and Environmental Document phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange to the San Mateo/San Francisco County Line. The PAED phase of the project is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve the environmental document.

The Project will reduce delays and improve travel time and reliability by providing new tolled or standard managed lanes for use by HOV3+ (vehicles w/ 3 or more occupants), motorcycles and transit for free and other vehicles. It will encourage carpooling and transit use as an alternative to driving alone, increase person throughput, and reduce adverse impacts from cut-through traffic on local streets to avoid congestion on US 101. The Project closes the gap and will complete the planned ML system within San Mateo County. This Project is part of the larger regional ML system on US 101 that spans from San Mateo County to Santa Clara County with a possible extension in San Francisco County.

**STATUS SUMMARY:**

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. An enhanced public engagement program was added to the project scope. Caltrans also recently added further traffic analysis, and a new requirement of safety assessment of the corridor.

The project team recently reached a consensus with SFCTA and Caltrans regarding the traffic scenarios to be analyzed and the starting point for the ML in the southbound direction.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$9,000,000	\$5,047,225	\$3,952,775	\$9,000,000	\$0	56%
SFCTA/CMA	\$750,000	\$560,705	\$189,295	\$750,000	\$0	75%
<b>Total Project</b>	<b>\$9,750,000</b>	<b>\$5,607,930</b>	<b>\$4,142,070</b>	<b>\$9,750,000</b>	<b>\$0</b>	<b>58%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	12/31/22	11/02/20	10/31/24

**PROGRESS THIS QUARTER:**

1. Reached consensus with Caltrans, SFCTA, C/CAG and SMCTA on the San Mateo County 2030 and 2050 Managed Lanes Traffic Study Scenarios.
2. Completed mainline existing traffic conditions calibration.
3. Completed final Historic Resource Survey Report (HPSR).
4. Gained approval of the Area of Potential Effects Map (APE).

**FUTURE ACTIVITIES:**

1. Modify Geometric Engineering Drawings and Signing Plans to match southbound lane configurations and gain Caltrans approval.
2. Modify Visual Impact Assessment Report to match southbound lane configurations and gain Caltrans approval.
3. Gain Caltrans approval on the Biological Assessment USFWS.
4. Gain Caltrans approval on the Natural Environmental Study.
5. Complete 2030 and 2050 AM and PM no build conditions for southbound and northbound traffic operations.
6. Complete 2030 and 2050 lane add to the southbound and northbound traffic operations.

**KEY ISSUES:**

1. The schedule shift is due additional traffic analysis, enhanced public outreach, various coordination efforts with Caltrans and SFCTA, and safety assessment requirements.

**AGREEMENT HISTORY:**

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Board Resolution	12/02/21			Board Resolution 2021-33 dated December 2, 2021



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS**

Project ID: 100318

**Sponsor:** C/CAG, SMCTA  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding and Implementing Agency  
**Funded Phases:** PS&E (Activity 13)

**PHASE OVERVIEW:**  
 Plans, Estimates and Specifications (PS&E) and Right of Way (ROW) Support for US 101/State Route 92 interchange improvements

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>35.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

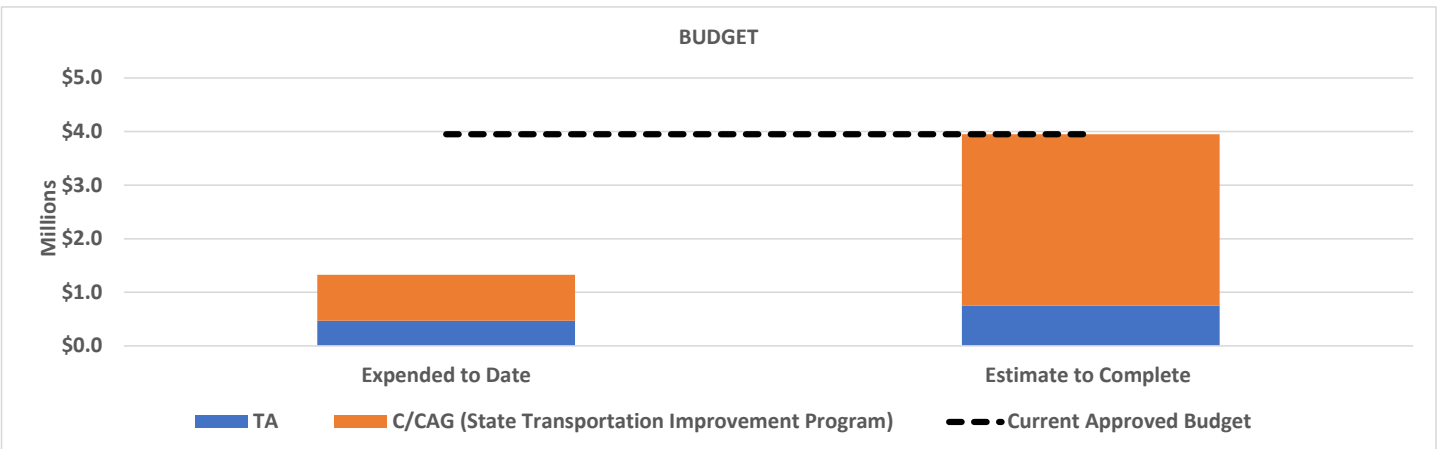
**PROJECT DESCRIPTION:**

The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the US 101 Hillsdale Boulevard exit ramp.

The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by alleviating queuing back-ups on US 101.

**STATUS SUMMARY:**

The Project Study Report - Project Development Support was approved by Caltrans on October 29, 2019. Caltrans is the implementing agency for the Project Approval-Environmental Document (PAED) phase. The PAED phase was completed in September of 2021. Caltrans is also the implementing agency of the Plans, Specifications & Estimates phase which is currently underway.





**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$750,000	\$470,177	\$279,823	\$750,000	\$0	63%
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$855,015	\$2,344,985	\$3,200,000	\$0	27%
<b>Total Project</b>	<b>\$3,950,000</b>	<b>\$1,325,192</b>	<b>\$2,624,808</b>	<b>\$3,950,000</b>	<b>\$0</b>	<b>34%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	12/15/23

**PROGRESS THIS QUARTER:**

1. Held Project Development Team meetings #5, 6, & 7.
2. Received feedback from Caltrans Functional Units.
3. Utility plan and pothole data table is pending survey data.
4. Appraisal maps were completed by R/W functional unit.

**FUTURE ACTIVITIES:**

1. Structural plans are expected in July 2023.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Agreement	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency per TA Resolution No. 2021-33 dated 12/02/21 for the PS&E and ROW phase



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: US 101/SR 92 DIRECT CONNECTOR**

Project ID: 100319

**Sponsor:** C/CAG, TA  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding and Implementing Agency  
**Funded Phases:** PAED (Activity 12)

**PHASE OVERVIEW:**  
 Project Approval and Environmental Document (PAED) for high-occupancy vehicle (HOV) lane direct connectors between the US 101/State Route 92

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>5.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

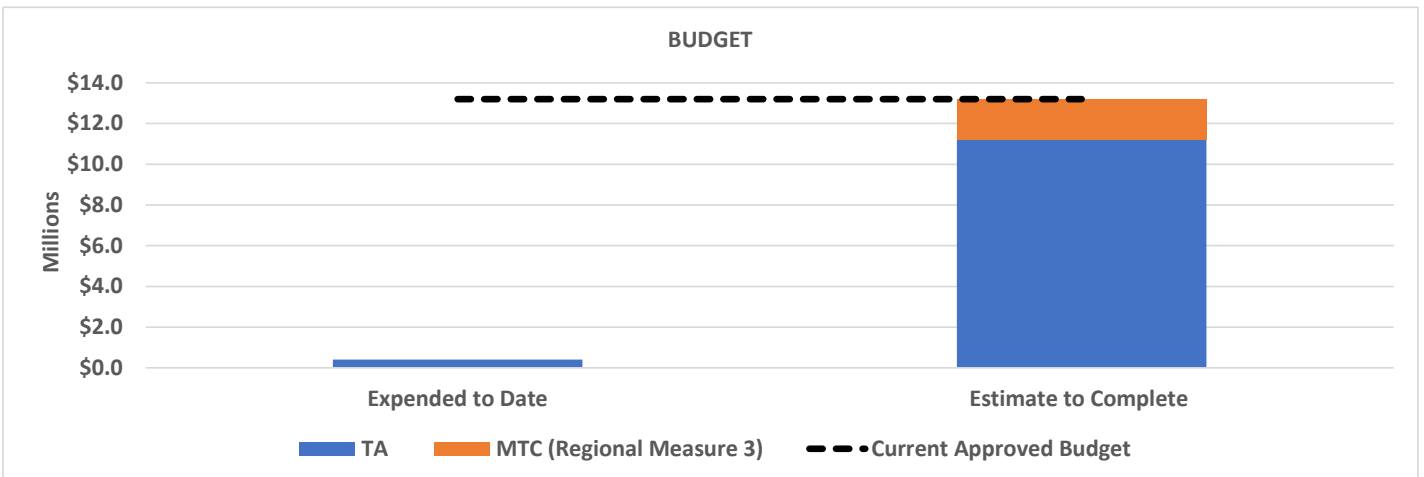
**PROJECT DESCRIPTION:**

The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. The project will study High-Occupancy Vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 bridge over Seal Slough.

The proposed managed lane direct connectors will allow HOV and other eligible vehicle flows to bypass congestion in general purpose lanes, encourage carpooling, promote transit access, and reduce demand on the existing interchange ramp connections. The proposed improvements can reduce congestion spillover onto local streets.

**STATUS SUMMARY:**

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$11,200,000	\$410,327	\$10,789,673	\$11,200,000	\$0	4%
MTC (Regional Measure 3)	\$2,000,000	\$0	\$2,000,000	\$2,000,000	\$0	0%
<b>Total Project</b>	<b>\$13,200,000</b>	<b>\$410,327</b>	<b>\$12,789,673</b>	<b>\$13,200,000</b>	<b>\$0</b>	<b>3%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	09/30/24	10/01/22	07/31/26

**PROGRESS THIS QUARTER:**

1. The PAED phase scope, cost estimate, and schedule are being finalized in preparation for the request for proposals.

**FUTURE ACTIVITIES:**

1. PAED phase will be initiated by issuing a Work Directive Proposal Request through a competitive process.
2. A consultants team will be selected to perform the PA/ED tasks and obtain environmental approval.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Agreement/Memorandum of Understanding (MOU)	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement 04-2802 - Caltrans/CCAG/TA	01/25/21	N/A	N/A	Establishes TA as implementing agency with C/CAG as co-sponsor; and Caltrans providing oversight for the PAED phase
MOU - CCAG/TA	07/20/22	03/31/25	09/30/24	Implementation of the PAED Phase using Measure A and Regional Measure 3 funds per TA Resolution No. 2021-33 dated 12/02/21



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS**

Project ID: 100321

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>62.50%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**Sponsor:** City of Pacifica  
**Implementing Agency:** City of Pacifica  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PSR-PDS (PID) & PAED (Activity 12)

**PHASE OVERVIEW:**  
 Project Initiation Document (PID), and Project Approval and Environmental Document (PAED) phases of the project.

**PROJECT DESCRIPTION:**

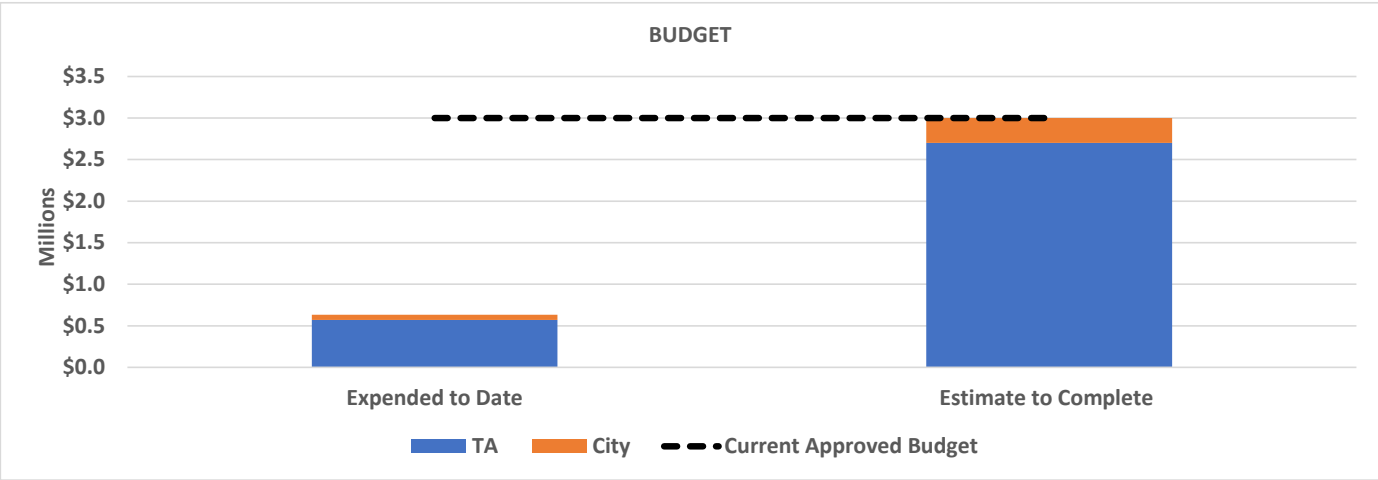
The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps. The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting in coordination with Caltrans.

**STATUS SUMMARY:**

Team coordination meetings have been held twice a month. The meetings include discussions regarding traffic, preliminary geometrics, environmental, stormwater evaluations, preliminary right-of-way and utility requirements, risk management plans and quality management plan.

On 12/09/22, the Preliminary Project Study Report-Project Document Study (PSR-PDS) was sent to Caltrans, and the Traffic Engineering Performance Evaluation (TEPA) was provided on 12/22/22. Work began on preliminary geometries that currently contain two alternatives: Alternative 1: Alternative built without the Milagra Drive access ramp, and Alternative 2: Alternative built with the Milagra Drive access ramp.

During the month of January 2023, several meetings were held with Caltrans and the City of Pacifica regarding the development of the environmental documents and the requirements of the traffic study.



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$2,700,000	\$569,335	\$2,130,665	\$2,700,000	\$0	21%
City	\$300,000	\$64,343	\$235,657	\$300,000	\$0	21%
<b>Total Project</b>	<b>\$3,000,000</b>	<b>\$633,678</b>	<b>\$2,366,322</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>21%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	04/15/23
PAED	12/31/22	06/30/24	04/01/23	08/30/24	03/01/23	10/30/24

**PROGRESS THIS QUARTER:**

1. Transportation Planning Scoping Information Sheet (TPSIS) - Updated.
2. Working on comments received from Caltrans on the PSR-PDS.
3. TEPA report - Resubmitted to Caltrans.
4. Public outreach meeting.
5. Cooperative agreement for PAED submitted to Caltrans.
6. Quality Management Plan (QMP), no more comments from Caltrans, signatures pending.

**FUTURE ACTIVITIES:**

1. Environmental Assessment, storm water data report, utility maps and right of way mapping.
2. Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans.
3. Update the PID schedule.
4. Awaiting Caltrans feedback from PSR-PDS submittal.
5. Address Caltrans comments on the draft Traffic Operational Methodology Memo to Caltrans.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS**

Project ID: 100663

**Sponsor:** County of San Mateo, Caltrans  
**Implementing Agency:** SMCTA  
**SMCTA Role:** Funding/ Implementing Agency  
**Funded Phases:** PID (Activity 11)

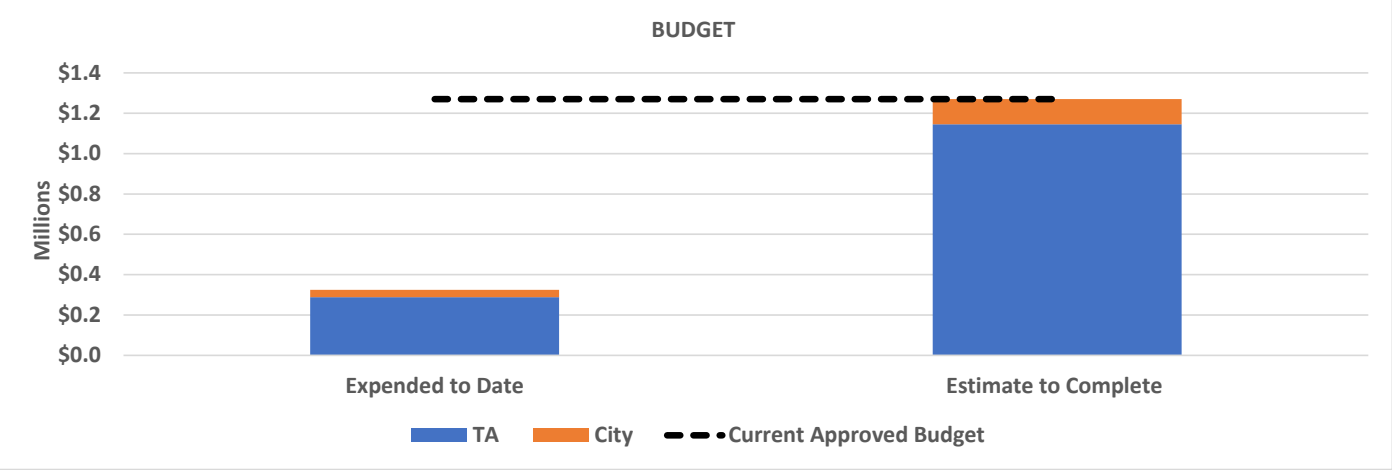
**PHASE OVERVIEW:**  
 Completion of the Project Initiation Document (PID) phase of the project.

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>35.00%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**  
 The project segment of State Route (SR) 1 is bounded by 16th Street at the northerly end and by Cypress Avenue at the southerly end. The project is to improve multi-modal traffic operations and safety along the project segment of SR 1, including at the three primary intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue in the unincorporated County Moss Beach area. The scope of work includes the preparation of the Project Initiation Document (PID), Project Study Report/Project Development Support (PSR-PDS), and the encroachment permit.

**STATUS SUMMARY:**  
 The final Preliminary Project Study (PPS) report was completed and PPS phase closed. The project is currently in coordination with the County of San Mateo and Caltrans for the Project Initiation Documents (PID) phase of the project and the PSR-PDS will identify the types of environmental documents that will serve the PID to advance the project to the environmental study phase. The project is currently in preparation to collect data and refine alternatives, continue working on the draft Purpose and Need, and began working on the Preliminary Environmental Assessment Report (PEAR).



**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$1,145,000	\$288,887	\$856,113	\$1,145,000	\$0	25%
City	\$125,000	\$35,317	\$89,683	\$125,000	\$0	28%
<b>Total Project</b>	<b>\$1,270,000</b>	<b>\$324,204</b>	<b>\$945,796</b>	<b>\$1,270,000</b>	<b>\$0</b>	<b>26%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	01/28/23	08/22/22	11/28/23	08/22/22	11/28/23

**PROGRESS THIS QUARTER:**

1. Held biweekly project meetings.
2. Prepared 7-conceptual built alternatives.
3. Responded to Caltrans's/ Pedestrians & Bicycle Branch comments.
4. Continued draft utility maps/right of way mapping.
5. Working on the Preliminary Environmental Assessment Report (PEAR).
6. Working on VISSIM files.

**FUTURE ACTIVITIES:**

1. Continue to work on design/cost estimates for each alternative.
2. Continue working on the Fact Sheet.
3. Address the comments on the PSR-PDS.
4. Working on the Community meeting.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Agreement/Memorandum Of Understanding (MOU)	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	06/28/22			Board Resolution 2021-33 dated 12/2/2021
MOU	06/22/22	06/30/24	03/31/24	Provide project initiation document (PID)
MOU Amendment	08/17/22	06/30/24	03/31/24	Schedule extension requested from sponsor



FY 2023 Q3 - Quarterly Status Report (Jan 2023 - Mar 2023)

**PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS**

Project ID: 100664

**Sponsor:** Town of Colma  
**Implementing Agency:** Town of Colma  
**SMCTA Role:** Funding Agency  
**Funded Phases:** PID (Activity 11)

**PHASE OVERVIEW:**  
 Project Study Report (PSR) for bicycle and pedestrian improvements along El Camino Real (ECR) within the Town of Colma.

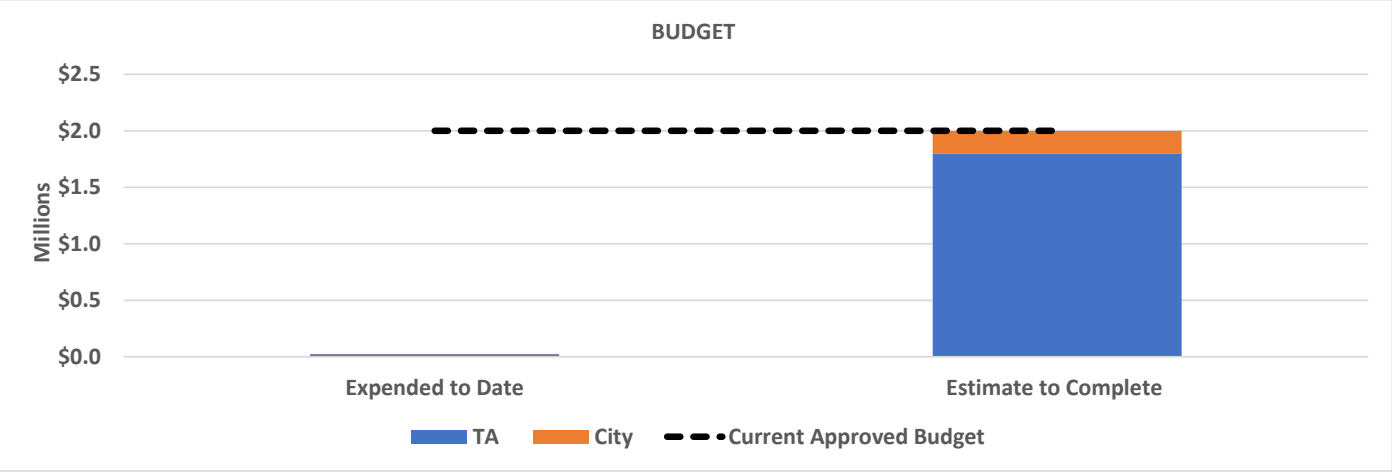
**STATUS OVERVIEW:**

<b>Percent Complete:</b>		5.00%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**  
 Project Study Report (PSR) to assess operational and safety improvements along El Camino Real within the Town of Colma. The overall project proposes to install a road diet from Albert M Teglia Boulevard to Mission Road, separated bikeways, continuous sidewalks, crossing treatments, new traffic signals, new bus stops, and improve intersection designs. The PSR phase will include traffic operations analysis, stakeholder coordination, and right-of-way needs assessments.

The Project aims to improve safety and mobility for people who walk and bike along El Camino Real and increase access to public transportation. The Project will include multimodal intersection design treatments to address efficient travel for all modes of transportation and minimize delay.

**STATUS SUMMARY:**  
 On February 1, 2023, the Town of Colma released a Request for Proposals (RFP) and procured a consultant to start the project work. The professional services agreement was executed between the Town and the consultant on March 30, 2023. The project started with a kickoff meeting in April with staff from the Town, TA and Caltrans. During the kickoff meeting, the consultant suggested taking a different and more efficient route by taking the Project Study Report - Project Report (PSR-PR) instead of the traditional Project Study Report - Project Development Support (PSR-PDS). By making this scope change, the project will not be eligible for state funding and the Town is currently in discussions with all stakeholders to understand the impacts with the scope change. The benefit with the PSR-PR is the time and cost savings as the PID and PAED phases will be combined into one. This will save over 12 to 18 months in the project timeline and will help align the project with the Caltrans SHOPP project which is currently in the PAED phase.





**BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$1,800,000	\$23,668	\$1,776,332	\$1,800,000	\$0	1%
City	\$200,000	\$2,630	\$197,370	\$200,000	\$0	1%
<b>Total Project</b>	<b>\$2,000,000</b>	<b>\$26,298</b>	<b>\$1,973,702</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>1%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	12/15/22	05/31/24	04/01/23	05/31/24	04/01/23	05/31/24

**PROGRESS THIS QUARTER:**

1. The Town completed the consultant selection and procurement process.
2. Executed a professional services agreement with Mark Thomas.

**FUTURE ACTIVITIES:**

1. Consultant to schedule a Kickoff Meeting in April 2023 with the Town, TA and Caltrans.
2. Identify stakeholders, form a Project Development Team (PDT), and set up monthly meetings.
3. Project initiation will begin with the review of background information, data collection, field visits, utility investigations, utility base mapping, and development of Project Purpose and Need.

**KEY ISSUES:**

None.

**AGREEMENT HISTORY:**

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021



**SUMMARY TABLE**  
**FY 2023 Q3 - Quarterly Status Report**

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
<b>CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS</b>								
000812	Grade Separation - 25th Avenue (San Mateo)	46	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	51	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	55	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	59	●	●	●	●	●	●
100277	Grade Separation - Whipple Avenue (Redwood City)	62	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	65	●	●	●	●	●	●

25th Avenue Grade Separation

Project No. **002088**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **8 - Closeout**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>99.56%</b>	0.48%	100%

**SCOPE Summary**

This project will raise the vertical alignment and provide grade separations between Hillsdale Boulevard and SR-92 in the City of San Mateo, including:

- Grade separating the 25th Avenue at-grade crossing.
- Construction of two new grade separated crossings at 28th and 31st Avenues.
- Perform relocation of the existing Hillsdale Caltrain station. The new station will be an elevated, center-board platform, located south of 28th Avenue.

The work included the final design/environmental (CEQA and NEPA) clearance work and construction to replace the existing 25th Avenue at-grade crossing with a two-track elevated grade separation. The elevated rail alignment will require the relocation of the existing Hillsdale Caltrain Station northward to a location between 28th and 31st Avenues and will allow for new street connections between El Camino Real and Delaware Street at 28th and 31st Avenues in San Mateo, California.

Project Manager: Andy Kleiber  
Principal Designer: HDR Engineering, Inc.  
Const. Contractor: Shimmick/Disney Joint Venture

**Table 2. SAFETY INCIDENTS**

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	16
Type II Incidents	0	2

25th Avenue Grade Separation

Project No.

002088

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	08/12/22	08/12/22	0	0
Gate 7 - Startup/Turnover	01/26/23	01/26/23	0	0
Gate 8 - Project Closeout	05/31/23	05/31/23	0	0

25th Avenue Grade Separation

Project No.

002088

**Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)**

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	2,025	4,593	6,618	6,618	0	0.0%
Environmental	1200	385	324	709	709	0	0.0%
Real Estate	2100		8,970	8,970	8,970	0	0.0%
Utilities Relocations	2200		24,377	24,377	24,377	0	0.0%
Construction ODCs	2300		18	18	18	0	0.0%
Const./Impl. Contracts	3100		117,140	117,140	117,140	0	0.0%
Construction Management	4100		13,399	13,399	13,399	0	0.0%
Design Support During Const.	4200		5,766	5,766	5,766	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	1,736	2,727	2,727	0	0.0%
Project Management	5100	585	6,683	7,268	7,268	0	0.0%
Project & Document Control	5200	80	1,906	1,986	1,986	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	796	813	813	0	0.0%
Information Technology	5600			0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,271	1,271	1,271	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Undefined and others	0000		1,963	1,963	1,963	0	0.0%
<b>Subtotals</b>	NA	<b>4,128</b>	<b>197,347</b>	<b>201,475</b>	<b>201,475</b>	<b>0</b>	<b>0.0%</b>
Risks (known & unknown)	NA	NA	NA	NA	380	0	0.0%
Contingency	9900	372	8	380	NA	0	0.0%
<b>Grand Totals</b>	<b>NA</b>	<b>4,500</b>	<b>197,355</b>	<b>201,855</b>	<b>201,855</b>	<b>0</b>	<b>0.0%</b>
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

**Table 5. FUNDING (in thousands of \$)**

Fund Source Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	3,700	92,410	96,110	96,110	0
Public Utilities Commission Programs (Section 130)	State		10,000	10,000	10,000	0
High Speed Rail (HSR)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
<b>Totals</b>		<b>4,700</b>	<b>197,155</b>	<b>201,855</b>	<b>201,855</b>	<b>0</b>

25th Avenue Grade Separation

Project No.

002088

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.				

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
AT&T Settlement.	JPB Proposed settlement has been sent to AT&T.	AT&T has made a counter proposal. Legal negotiating.	5/31/2023
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	5/31/2023

**KEY ACTIVITIES - Current Reporting Quarter**

Issued contract completion. Presented the project at the January Management committee meeting for Gate 7 - Startup/Turnover Complete. Continued to oversee City of San Mateo's sewer line work.

**NEXT KEY ACTIVITIES**

Resolve outstanding stop notice and release the remaining retention in the amount \$13K. Present the proposed settlement with regards to AT&T claim to Board Members in May 2023.

**PROJECT NOTES**

None.

25th Avenue Grade Separation

Project No.

002088

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole



Photo 2 - OCS Grounding Testing.

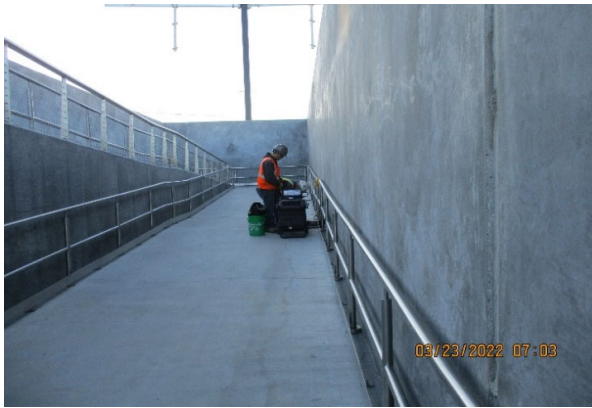


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

**Burlingame Broadway Grade Separation**

Project No. **100244**

**Table 1. Status Summary and Total Project Performance**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Project Phase: **4 - Development (65%)**

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.9%</b>	0.13%	100%

**SCOPE Summary**

This project will grade separate the Broadway railroad crossing in the City of Burlingame by partially elevating the rail and partially depressing the roadway. The elevated rail alignment will require the reconstruction of the Broadway Caltrain Station. Reconstruction of the Broadway Caltrain Station will remove the operational requirement of the hold-out rule. Currently the project is funded up to "Final Design" phase.

Project Manager: Alex Acenas  
Principal Designer: Mark Thomas  
Const. Contractor: NA

**Table 2. SAFETY INCIDENTS**

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	01/26/23	01/26/23	0	0
Environmental Clearance Complete	12/08/23	12/08/23	0	0
Gate 5 - 100% Development Complete / IFB	01/05/24	01/05/24	0	0
ROW Permits Complete	06/30/24	06/30/24	0	0
IFB	07/05/24	07/05/24	0	0
Main Contract Award	10/31/24	10/31/24	0	0
NTP	11/01/24	11/01/24	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	08/01/28	08/01/28	0	0
Gate 8 - Project Closeout Complete	12/01/28	12/01/28	0	0



**Burlingame Broadway Grade Separation**

Project No. **100244**

**Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION** (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original (A)	Changes (B)	Current (C = A+B)		Amount (E = C-D)	Percentage (F = E/C)
Planning & Engineering	1100	15,676		15,676	15,676	0	0.0%
Environmental	1200	2,156		2,156	2,156	0	0.0%
Real Estate	2100	6,449		6,449	6,449	0	0.0%
Utilities Relocations	2200	6,243		6,243	6,243	0	0.0%
Const./Impl. Contracts	3100	242,940		242,940	242,940	0	0.0%
Construction Management	4100	5,200		5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	632		632	632	0	0.0%
Project Management	5100	4,750		4,750	4,750	0	0.0%
Project & Document Control	5200	464		464	464	0	0.0%
Finance/Accounting	5300	10		10	10	0	0.0%
Contracts & Procurement	5400	63		63	63	0	0.0%
Legal	5500	54		54	54	0	0.0%
Information Technology	5600	5		5	5	0	0.0%
Communications/P. Relations	5700	44		44	44	0	0.0%
Human Resources	5800	4		4	4	0	0.0%
Safety/Security & Risk Mgmt.	5900	73		73	73	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	666		666	666	0	0.0%
Undefined and Others		89		89	89	0	0.0%
<b>Subtotals</b>	NA	<b>287,740</b>	<b>0</b>	<b>287,740</b>	<b>287,740</b>	<b>0</b>	<b>0.0%</b>
Risks (known & unknown)	NA	NA	NA	NA	28,663		
Contingency	9900	28,663		28,663	NA	<b>0</b>	<b>0.0%</b>
<b>Grand Totals</b>	NA	<b>316,403</b>	<b>0</b>	<b>316,403</b>	<b>316,403</b>	<b>0</b>	<b>0.0%</b>
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

**Burlingame Broadway Grade Separation**

Project No. **100244**

**Table 5. FUNDING** (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	4,550	18,863	23,413	23,413	0
City of Burlingame	Other	1,500	500	2,000	2,000	0
<b>Totals</b>		<b>6,050</b>	<b>19,363</b>	<b>25,413</b>	<b>25,413</b>	<b>0</b>

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB ----- Coordinating with Real Estate.	Determine funding source, seek funds for acquisition.	\$11M -----	
2. Additional funds will be needed to cover CMGC-related costs	City, SMCTA, JPB ----- TBD	Amend MOU and add funds to the budget	\$4M -----	

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
	-----		

**KEY ACTIVITIES - Current Reporting Quarter**

Consultant is completing their response to the 65% plan review comments and will request to schedule focused meetings to review the responses. Consultant has provided a response to the Environmental Planning team's comments. Following a meeting with the TA and the City, a revised ICE for CMGC preconstruction services was developed and sent to the TA and City for their review. A follow up meeting is scheduled on 4/13/23. At its 3/2/23 meeting, the JPB Board approved the use of CMGC on the project.

**NEXT KEY ACTIVITIES**

Coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of SMCTA and CCSF property within the project limits valued at approximately \$11M will continue. Meeting with Mike Harvey to be scheduled to discuss impacts to his property on Broadway. Per CPUC request, schedule a follow up meeting with Caltrans and UP in attendance. Focused meetings will be held to review MT's response to the 65% design plan review comments.

**PROJECT NOTES**

Burlingame Broadway Grade Separation

Project No. 100244

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)

South San Francisco Station Improvement Project

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC / Budget
99.9%	1.09%	100%

SCOPE Summary

This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety by eliminating the hold out rule; in addition, the project provides connectivity along Grand Avenue for the City of South San Francisco (CSSF). Key elements of the project include:

1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and ramps.
6. Funding of UPRR for replacement of tracks being removed as part of this project.

Project Manager: Hubert Chan

Principal Designer: RSE

Const. Contractor: ProVen Management, Inc.

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	22
Type II Incidents	0	2

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/13/22	01/13/22	0	0
Gate 6 - Substantial Completion	12/22/22	12/22/22	0	0
Gate 7 - Start-Up/Turnover Complete	12/22/22	12/22/22	0	0
Gate 8 - Project Closeout Complete	06/30/23	06/30/23	0	0

South San Francisco Station Improvement Project

Project No. 002146

**Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION** (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-1,718	1,409	1,409	0	0.0%
Environmental	1200	100	-94	6	6	0	0.0%
Real Estate	2100	0	4,819	4,819	4,819	0	0.0%
Utilities Relocations	2200	200	4,670	4,870	4,870	0	0.0%
Construction ODCs	2300	0	63	63	63	0	0.0%
Const./Impl. Contracts	3100	37,000	10,236	47,236	47,236	0	0.0%
Construction Management	4100	3,323	3,427	6,750	6,750	0	0.0%
Design Support During Const.	4200	1,109	5,764	6,872	6,872	0	0.0%
Testing & Commissioning	4300	0	2,000	2,000	2,000	0	0.0%
Agency/ODCs	5000	0	1,661	1,661	1,661	0	0.0%
Project Management	5100	2,664	2,925	5,589	5,589	0	0.0%
Project & Document Control	5200	126	1,040	1,166	1,166	0	0.0%
Finance/Accounting	5300	63	-37	26	26	0	0.0%
Contracts & Procurement	5400	116	-71	44	44	0	0.0%
Legal	5500	50	322	372	372	0	0.0%
Information Technology	5600	0	11	11	11	0	0.0%
Communications/P. Relations	5700	0	19	19	19	0	0.0%
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	547	547	547	0	0.0%
Equip./Material Purchases	6100	0	269	269	269	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,085	3,741	3,741	0	0.0%
Undefined and others			791	791	791		
<b>Subtotals</b>	NA	<b>49,533</b>	<b>38,729</b>	<b>88,262</b>	<b>88,262</b>	<b>0</b>	<b>0.0%</b>
Risks (known & unknown)	NA	NA	NA	NA	276		
Contingency	9900	6,767	-6,490	276	NA	<b>0</b>	<b>0.0%</b>
<b>Grand Totals</b>	NA	<b>56,300</b>	<b>32,239</b>	<b>88,539</b>	<b>88,539</b>	<b>0</b>	<b>0.0%</b>

(*) ICAP already included in totals above	2,681	1,535	4,216	4,216	0	0.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

South San Francisco Station Improvement Project

Project No. 002146

**Table 5. FUNDING** (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local		1,300	1,300	1,300	-
SMCTA (Project Specific)	Local	49,100	(5,028)	44,072	44,572	(500)
FTA Section 5337 (State of Good Repair)	Federal		38,828	38,828	38,828	-
City of South San Francisco	Local	5,900	6,500	12,400	9,900	2,500
<b>Totals</b>		<b>55,000</b>	<b>41,600</b>	<b>96,600</b>	<b>94,600</b>	<b>2,000</b>

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	TBD

**KEY ACTIVITIES - Current Reporting Quarter**

Issued Final Acceptance and filed Notice of Completion. Released Retention on March 08, 2023.

**NEXT KEY ACTIVITIES**

Agency staff to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

**PROJECT NOTES**

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Shelter with ticket machine



Photo 2 -New platform looking north MT-2



Photo 3 - Ramp 3



Photo 4 - Poletti Way looking towards East Plaza

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Project Phase: 3 - Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
0.3%	0.04%	100%

SCOPE Summary

The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. Although located in different cities, the two grade separations are proposed to be undertaken as a combined effort. Since the two crossing locations are located only 1,850 feet apart, the grade separation of one crossing could affect the other.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project.

Project Manager: Alexander Acenas

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Gate 1 Project Initiation	01/01/18	01/01/18	0	0
Gate 2 - 15% Development Complete	05/31/22	05/31/22	0	0
Environmental Clearance Complete	04/30/23	04/30/23	0	0
Gate 3 - 35% Development Complete	10/31/24	10/31/24	0	0
Gate 4 - 65% Development Complete	10/31/25	10/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
IFB	10/01/27	10/01/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0



South Linden Avenue and Scott Street Grade Separation

Project No. 002152

**Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION** (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	15,976		15,976	15,976	0	0.0%
Environmental	1200	2,288		2,288	1,730	558	24.4%
Real Estate	2100	8,216		8,216	8,216	-0	-0.0%
Utilities Relocations	2200	7,904		7,904	7,904	-0	-0.0%
Const./Impl. Contracts	3100	230,880		230,880	230,880	-0	-0.0%
Construction Management	4100	6,240		6,240	6,240	0	0.0%
Design Support During Const.	4200	1,300		1,300	1,300	-0	-0.0%
Testing & Commissioning	4300	1,300		1,300	1,300	-0	-0.0%
Agency/ODCs	5000	78		78	314	-236	-303.1%
Project Management	5100	1,508		1,508	1,751	-243	-16.1%
Project & Document Control	5200	468		468	471	-3	-0.6%
Finance/Accounting	5300	135		135	130	5	3.6%
Contracts & Procurement	5400	187		187	176	11	5.7%
Legal	5500	62		62	70	-8	-12.7%
Information Technology	5600	0		0	5	-5	
Communications/P. Relations	5700	62		62	66	-3	-5.4%
Human Resources	5800	0		0	4	-4	
Safety/Security & Risk Mgmt.	5900	104		104	97	7	7.1%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	177		177	177	0	0.0%
Oper. Support	8100	749		749	749	0	0.0%
<b>Subtotals</b>	NA	<b>277,635</b>	<b>0</b>	<b>277,635</b>	<b>277,556</b>	<b>79</b>	0.0%
Risks (known & unknown)	NA	NA	NA	NA	27,725	0	0.0%
Contingency	9900	27,725		27,725	NA		
<b>Grand Totals</b>	NA	<b>305,360</b>	<b>0</b>	<b>305,360</b>	<b>305,281</b>	<b>79</b>	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,742	3	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

**Table 5. FUNDING** (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	650	4,950	5,600	5,600	0
City of San Bruno	Local	60	163	223	189	34
City of South San Francisco	Local	100	387	487	407	80
Member Agency Funds - SMCTD (San Mateo County Transit District)	Local	85		85	85	0
<b>Totals*</b>		<b>895</b>	<b>5,500</b>	<b>6,395</b>	<b>6,281</b>	<b>114</b>

\*\$114K is for City of SSF and City of San Bruno staff charges

**South Linden Avenue and Scott Street Grade Separation**

Project No. **002152**

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Cost proposals received for PE-EC phase services exceeds ICE	PM	Negotiate with highest-ranked proposer to align fee with budget	\$ 1.6 M	

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

**KEY ACTIVITIES - Current Reporting Month**

Staff is negotiating with the higher-ranked proposer to align their fee proposal with the budget.

**NEXT KEY ACTIVITIES**









Target April 2023 JPB Board meeting to award design contract. Prepare Staff Report, Resolution and PowerPoint.

**PROJECT NOTES**

Whipple Avenue Grade Separation Study

Project No. 100410

Table 1. Status Summary and Total Project Performance

Quarter	Safety	Schedule	Budget	Funding
Current	G 	Y 	G 	G 
Previous	G 	R 	G 	G 

Project Phase: 2 - Development (0-15%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	N/A	100%

The scope of work for the next phase of the project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

SCOPE Summary

A potential grade separation at Whipple Avenue in Redwood City is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, accommodate greater frequency of Caltrain service, and the eventual addition of high-speed rail service. Whipple Avenue is not the only at-grade crossing in Redwood City, however, and thus a potential grade separation at Whipple Avenue is being studied with potential grade separations at Brewster Avenue, Broadway, Maple Street, Main Street, and Chestnut Street. There is a high likelihood that multiple streets would be integrated into one grade separation project.

PLANNING SCOPE Summary

The Whipple Avenue Grade Separation Planning Study builds upon previously completed studies. The alternatives analysis and design work in this Study considers and incorporates where appropriate, design work done in the 2009 Footprint Study for the six at grade crossings mentioned above. The scope of work also focuses on alternatives for grade separation that accommodate a four-track station to allow for transfers between Caltrain local and express trains, as well as for the future high-speed rail service, per the Long-Range 2040 Service Vision. Much consideration is also being given to multiple near-term development projects in close vicinity to the potential grade separations and station expansion as additional land adjacent to the Corridor is needed to ensure the viability of the future transit infrastructure projects. Given the complexity of the planning context in the vicinity of the potential grade separations, there may be multiple alternatives selected as preferred at the end of the Study, unless there is strong preference for just one.

Redwood City serves as the Project Sponsor for the Study, providing input on the alternatives and informing the Study in terms of new development in close proximity to the potential grade separations. City staff are the public face of the project, and help promote, facilitate and participate in public outreach efforts in coordination with the JPB. The JPB is the implementing agency and contracts with AECOM, the project consultant, to conduct the planning work and to prepare a project summary upon completion of the scope of work.

Project Manager: David Pape

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

Whipple Avenue Grade Separation Study

Project No. 100410

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	0
Alternative Analysis and Recommendation	03/31/22	06/10/22	-71	0
Draft Report Production	05/31/22	07/05/22	-35	0
Final Report Production	06/30/22	09/30/22	-92	0
Gate 2 - 15% Development Complete	09/30/22	TBD	0	0

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	1,151		1,151	1,151	0	0.0%
Environmental	1200	0		0	0	0	
Real Estate	2100	0		0	0	0	
Utilities Relocations	2200	0		0	0	0	
Const./Impl. Contracts	3100	0		0	0	0	
Construction Management	4100	0		0	0	0	
Design Support During Const.	4200	0		0	0	0	
Testing & Commissioning	4300	0		0	0	0	
Agency/ODCs	5000	0		0	0	0	
Project Management	5100	0		0	0	0	
Project & Document Control	5200	0		0	0	0	
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	0		0	0	0	
Legal	5500	0		0	0	0	
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	0		0	0	0	
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	0		0	0	0	
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	0		0	0	0	
Oper. Support	8100	0		0	0	0	
<b>Subtotals</b>	NA	<b>1,151</b>	<b>0</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0.0%</b>
Unknown Risks	NA	NA	NA	NA	0	0	
Unallocated Contingency	9900	0		0	NA		
<b>Grand Totals</b>	NA	<b>1,151</b>	<b>0</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0.0%</b>
(*) ICAP already included in totals above		18	0	18	18	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

**Whipple Avenue Grade Separation Study**

Project No. **100410**

**Table 5. FUNDING** (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA (Project Specific)	Local	750	301	1,051	1,051	0
Redwood City	Local	100		100	100	0
<b>Totals</b>		<b>850</b>	<b>301</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date

**KEY ACTIVITIES - Current Reporting Quarter**

None.

**NEXT KEY ACTIVITIES**

None.

**PROJECT NOTES**

The scope of work for the next phase of the project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

**Watkins Ave Grade Crossing Safety Improvements**

Project No. **100522**

**Table 1. Status Summary and Total Project Performance**

Project Phase: **6 - Construction/Implementation**

Quarter	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	G	G	G	G

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>35.58%</b>	14.15%	100%

**SCOPE Summary**

The scope intended for this Project would include safety improvements at Watkins Ave include the following:

1. Installation of quad or exit gates
2. Installation of new pedestrian gates
3. Pavement markers and markings
4. Sidewalk improvements including guard railing and fencing
5. Installation of new sidewalk lighting
6. Contribute to the Atherton station site improvements done by the Town of Atherton

Project Manager: Robert Tam  
Principal Designer: HNTB  
Const. Contractor: Granite Rock

**Table 2. SAFETY INCIDENTS**

Safety Incidents by type	This Quarter	Total to Date
Type I incidents	0	0
Type II Incidents	0	0

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	0
100% Design Complete	06/30/22	06/30/22	0	0
Gate 5 - 100% Development/IFB Complete	07/31/22	07/31/22	0	0
IFB	09/30/22	09/30/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	12/01/22	35	0
NTP	02/06/23	02/06/23	0	0
Gate 6 - Substantial Completion	12/01/23	12/01/23	0	0
Gate 7 - Start-Up / Turnover Complete	01/31/24	01/31/24	0	0
Gate 8 - Project Closeout Complete	03/01/24	03/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

Project No. 100522

Table 4. PROJECT BUDGET / ESTIMATE AT COMPLETION (in thousands of \$)

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	
Construction ODCs	2300	0	416	416	416	0	0.0%
Const./Impl. Contracts	3100	2,000	-1,100	900	900	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	80	80	80	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	70	120	120	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	10	10	10	0	0
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	25	25	25	0	0
Equip./Material Purchases	6100	25	-25	0	0	0	
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	100	400	500	500	0	0
<b>Subtotals</b>	<b>NA</b>	<b>3,615</b>	<b>-165</b>	<b>3,450</b>	<b>3,450</b>	<b>0</b>	<b>0</b>
Risks (known & unknown)	NA	NA	NA	NA	711		
Contingency	9900	560	151	711	NA	0	0
<b>Grand Totals</b>	<b>NA</b>	<b>4,175</b>	<b>-14</b>	<b>4,161</b>	<b>4,161</b>	<b>0</b>	<b>0</b>

(*) ICAP already included in totals above	147	0	147	0	147	100.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source Title	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
Member Agency Funds--Santra Clara-VTA General Funds	Other	50	-14	36	36	0
<b>Totals</b>		<b>4,175</b>	<b>-14</b>	<b>4,161</b>	<b>4,161</b>	<b>0</b>

**Watkins Ave Grade Crossing Safety Improvements**

Project No. **100522**

**Table 6. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
None.	-----		-----	

**Table 7. NOTABLE ISSUES** (Top 5 in order of priority)

Issue Title	Responsibility Status	Action	Resolution Date
None.	-----		

**KEY ACTIVITIES - Current Reporting Quarter**

Held weekly construction meeting with the Contractor Graniterock. Reviewed submittals and answered Requests For Information. Worked with the Town of Atherton and the contractor on the city's encroachment permit. Worked with PG&E to get the contract signed for providing electrical power to the new street lights.

**NEXT KEY ACTIVITIES**

Mobilization and begin construction.

**PROJECT NOTES**

None.

**PROJECT PHOTOS**

To be updated.





**Pedestrian & Bicycle Program  
FY 2023 Q3 - Quarterly Status Report**

Sponsor	Project Name	Fund Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds <sup>1</sup>	Remaining Funds
Burlingame	Burlingame Station Pedestrian Improvements Project	CON	Construction started in January 2023. Bio-retention areas, drainage infrastructure, and concrete sidewalks were completed. Project was slightly delayed due to rain.	Dec 2020	Jun 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	CON	The City awarded a construction contract and the project is scheduled to break ground in May 2023.	Dec 2020	Sep 2023	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	The City awarded a contract for the design phase of the project and the expected completion date has been revised from Dec 2025 to Feb 2025.	Dec 2020	Feb 2025	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Construction work continued and included the completion of curb ramps at median passages and installation working began for irrigation lines and pedestrian street light poles.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$84,277	\$725,723
Daly City	Vision Zero Community Outreach Program	Non-Infra	The Vision Zero informational videos for youths and seniors have been drafted and the social media calendar has been implemented.	Dec 2020	Mar 2023	May 2023	\$0	\$50,000	\$1,070	\$48,930
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	The Draft IS/MND (Project Initial Study/Mitigated Negative Declaration) was circulated for public review and input was required by 4/29/23. The City received a new Measure A Ped/Bike grant to fully fund the construction phase.	Mar 2018	Sep 2023	Sep 2023	\$315,000	\$0	\$170,286	\$144,714
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	The project was advertised for construction and contract bids were due on April 10, 2023.	Apr 2014	Oct 2024	Original: 4/2021 Extension: 12/2024	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Menlo Park Bike/Ped Enhancement Project	PS&E, CON	Construction completed. Final invoicing and project close-out will occur during the next quarter.	Mar 2018	Mar 2023	Jul 2023	\$805,600	\$0	\$296,453	\$509,147
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Project team continued design work and anticipates PS&E will be finalized in June 2030 and anticipates going to bid August 2023.	Dec 2020	Dec 2023	May 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Project team continued design work and anticipates PS&E will be finalized in June 2030 and anticipates going to bid August 2023.	Dec 2020	Dec 2023	Mar 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	Construction work was completed for utilities and sidewalks/curb ramps. Construction was delayed due to weather but should be completed during the next quarter. Project will be invoiced and completed next quarter.	Dec 2020	Mar 2023	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Final design was at 100% completion.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$0	\$1,401,000
San Carlos	Holly Street Highway 101 Interchange Project	CON	The City submitted a letter to the TA Board of Directors on March 30, 2023 indicating they will not be pursuing completion of this project and wish to relinquish their funding. The project currently has an \$18 million funding shortfall. All project funds will be de-programmed in Summer 2023.	Dec 2022	Oct 2026	N/A	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	Final design was nearing 100% completion and final comments to address community concerns are being incorporated.	Dec 2020	Jul 2023	Jun 2023	\$0	\$700,000	\$289,053	\$410,947
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	Community and stakeholder engagement was started. City staff requested approval from SMCTA to expand the scope to include further east on 28th Avenue under the Hillsdale Station area.	Dec 2020	June 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

Notes:

1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.






Ferry Program  
FY 2023 Q3 - Quarterly Status Report

Sponsor	Project Name	Fund Phase(s)	Project Scope	Project Status	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by June 2025.	The Port of Redwood City received three proposals for the environmental clearance portion of the project scope. The Board of Port Commissioners authorized execution of a professional services agreement with CDM Smith to complete the environmental review on March 22, 2023. The Notice to Proceed to CDM Smith is expected to be issued by April 30, 2023.	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.	Project team circulated updated conceptual plans for landscape/site surface improvements with various City departments for feedback. Technical studies for the environmental clearance document were started and exhibits were prepared for meetings with regulators.	\$350,000	\$100,726	\$249,274



### HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS




SECTIONS	 <b>On Target (GREEN)</b>	 <b>Moderate Risk (YELLOW)</b>	 <b>High Risk (RED)</b>
<b>SCHEDULE</b>	(a) Project milestones / critical path are within plus / minus four months of the current baseline schedule.  (b) Physical progress during the report period is consistent with incurred expenditures.  (c) Schedule has been defined.	(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.  (b) No physical progress during the report period, but expenditures have been incurred.  (c) Detailed baseline schedule NOT finalized.	(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.
<b>BUDGET</b>	(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.	(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.	(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.
<b>FUNDING</b>	(a) Expenditure is consistent with Available Funding.  (b) All funding has been secured or available for scheduled work.	(a) Expenditure reaches 90% of <u>Available Funding</u> , where remaining funding is NOT yet available.  (b) NOT all funding is secured or available for scheduled work.	(a) Expenditure reaches 100% of <u>Available Funding</u> , where remaining funding is NOT yet available.  (b) No funding is secured or available for scheduled work.

**Notes:**

- (1) If more than one event is triggered, the worst performing light will be shown.
- (2) Status color is based on the pending milestones (completed milestones are not considered).



**CALTRAIN GRADE SEPERATION PROJECTS -  
PERFORMANCE STATUS DEFINITIONS**

SECTIONS	 <b>On Target (GREEN)</b>	 <b>Moderate Risk (YELLOW)</b>	 <b>High Risk (RED)</b>
<b>1. SCOPE</b>	(a) Scope is consistent with Budget or Funding.  (b) Scope is consistent with other projects.  (c) Scope change has been mitigated.	(a) Scope is NOT consistent with Budget or Funding.  (b) Scope appears to be in conflict with another project.  (c) Scope changes have been proposed.	(a) Significant scope changes/ significant deviations from the original plan.
<b>2. BUDGET</b>	(a) Estimate at Completion is within plus /minus 5% of the Current Board Approved Budget.	(a) Estimate at Completion exceeds the Current Board Approved Budget by 5% to 10%.	(a) Estimate at Completion exceeds the Current Board Approved Budget by more than 10%.
<b>3. SCHEDULE</b>	(a) Project milestones / critical path are within plus / minus two months of the current baseline schedule.  (b) Physical progress during the report period is consistent with incurred expenditures.  (c) Schedule has been defined.	(a) Project milestones/critical path show slippage. Project is more than two to six months behind the current baseline schedule.  (b) No physical progress during the report period, but expenditures have been incurred.  (c) Detailed baseline schedule NOT finalized.	(a) Project milestones/critical path show slippage more than two consecutive months.  (b) Forecast project completion is later than the current baseline scheduled completion by more than six months.  (c) Schedule NOT defined for two consecutive months.
<b>4. SAFETY</b>	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration.  (b) Two or more Miss or incident requiring written report based on contract requirements.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Establishing the Appropriations Limit for Fiscal Year 2024**

**Action**

Staff proposes the Board approve the appropriations limit applicable to the San Mateo County Transportation Authority (TA) during Fiscal Year (FY) 2023-24 in the amount of \$894,615,905.

**Significance**

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish its appropriations limitation on an annual basis.

**Budget Impact**

There is no budget impact.

**Background**

Last year, the TA established its appropriations limit in the amount of \$860,282,048 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2024 to be \$894,615,905, which is an increase of \$34,333,857 or 3.99 percent. The increase is due to a 4.44 percent increase in the California per capita personal income offset by a 0.43 percent decrease in the population of San Mateo County. The TA funds subject to the limit are \$174.4 million (the projected Measure A and Measure W tax receipts for the year) or 20.27 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2024. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 1, 2023 meeting. This notice was posted on May 17, 2023, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By:	Jeannie Chen	Manager, Budgets	650-508-6259
	Daniel Srour	Senior Budget Analyst	650-508-6302

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Establishing the Appropriations Limit Applicable to the San Mateo County  
Transportation Authority During Fiscal Year 2023-24**

**Whereas**, by Resolution No. 2022-17 enacted on June 2, 2022, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2022-23 in the amount of \$860,282,048; and

**Whereas**, Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year's appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

**Whereas**, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

**Whereas**, the applicable factors are as follows:

- (1) The California per capita personal income increased by 4.44 percent; and
- (2) The San Mateo County population from January 2022 to January 2023 decreased by 0.43 percent.

**Now, Therefore, Be It Resolved** by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2023-24 is hereby established as \$894,615,905.

Regularly passed and adopted this 1st day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transportation Authority

Attest:

---

Authority Secretary

**Attachment "A"**

**San Mateo County Transportation Authority**  
**Notice of Determination of Appropriations Limit**  
**for Fiscal Year 2023-24**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or at a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2023-24 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 1, 2023:

Appropriations Limit for FY 2022-23:	\$860,282,048
Population Change: (January 1, 2022 to January 1, 2023)	-0.43%
Change in California Per Capita Personal Income: (January 1, 2022 to January 1, 2023)	4.44%
FY 2023-24 Adjustment Factor: (0.9957 x 1.0444)	1.03991
FY 2023-24 Appropriations Limit: (\$860,282,048 x 1.03991)	\$894,615,905

Dated: May 17, 2023



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Executive Officer, Transportation Authority  
Subject: **Reprogramming and Reallocating \$1.92 Million in Measure A Funds from Savings in the Right-of-way Phase to the Construction Phase of the US 101/Broadway Interchange Reconstruction Project for Landscaping Activities**

**Action**

Staff recommends the Board of Directors (Board):

1. Reprogram and reallocate \$1.92 million in remaining Original Measure A funds previously programmed and allocated for the right-of-way phase of the US 101/Broadway Interchange Reconstruction Project (Project) to the construction phase to fully fund landscaping activities for the Project and reserve the remainder for potential contingency costs; and
2. Amend the Project's landscaping budget as listed in TA Board Resolution 2017-03 from \$2 million to \$2.6 million to account for increased costs and TA staff technical assistance support; and
3. Authorize the Executive Director, or designee, to execute any necessary agreements or other documents, and take any additional actions necessary, to give effect to these actions.

**Significance**

The Project, located in the City of Burlingame, reconstructed one of the oldest interchanges in the county and included replacement of the overcrossing and all ramps within the interchange to improve operational performance and safety. Aside from landscaping, the Project was completed in 2017 at a total cost of \$93 million, which included \$59.1 million in Measure A Highway Program funding.

The landscaping phase of the Project was delayed due to the construction of the San Mateo County US 101 Express Lanes Project, which used portions of the interchange site as a staging area. With the construction of the Express Lanes Project complete, the landscaping phase of the US 101/Broadway Interchange Reconstruction Project can now commence.

The cost of the landscaping phase is estimated at \$2.6 million, which includes design, construction, and TA staff support costs (TA technical assistance) to manage the work on behalf of the City of Burlingame and the California Department of Transportation (Caltrans).

Currently, there is \$1.29 million remaining in the construction phase of the Project budget available for landscaping work. However, there is \$1.92 million in right-of-way phase savings,

and the City has requested the remaining \$1.92 million from the right-of-way phase be reallocated to the construction phase to fully fund the final landscaping activities and reserve the remaining balance for potential contingency costs. Once the landscaping phase is complete, any remaining funding will be returned to the TA Highway Program.

**Budget Impact**

There is no impact to the budget. Funding for this action would come from Original Measure A funds previously allocated for the right-of-way phase of the Project.

**Background**

The US 101/Broadway Interchange Reconstruction Project, sponsored by the City of Burlingame, is funded by a combination of Measure A, City of Burlingame, State, and Federal funding. The environmental and design phases of the Project began in 2008 and 2011, respectively. Construction began in 2014 and was substantially completed by Caltrans in 2017.

Prepared By: Patrick Gilster, AICP      Director, Planning & Fund Management      650-622-7853

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Reprogramming and Reallocating \$1.92 Million in Measure A Funds from Savings in the Right-of-way Phase to the Construction Phase of the US 101/Broadway Interchange Reconstruction Project for Landscaping Activities**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by ½ percent with the new tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (TEP) presented to the voters; and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 TEP beginning January 1, 2009; and

**Whereas**, the US 101/Broadway Interchange Reconstruction Project (Project) is a Highway Program category project sponsored by the City of Burlingame (Sponsor), with construction administered by the California State Department of Transportation (Caltrans); and

**Whereas**, as part of the 2012 TA Highway Program Call for Projects, pursuant to Resolution No. 2012-17, the Board of Directors (Board) awarded \$36 million in Original Measure A funding for the Construction phase of the Project; and

**Whereas**, the Sponsor requested and the TA allocated an additional \$7.5 million in Measure A funding pursuant to Resolution No. 2017-03, including \$5.5 million for right-of-way and construction support and \$2 million for landscape construction; and

**Whereas**, the Project was completed in 2017 except for the landscape construction portion, which was delayed due to the construction of the San Mateo County US 101 Express Lanes Project that used portions of the interchange site as a staging area; and

**Whereas**, the San Mateo County US 101 Express Lanes Project was completed in March 2023 and the US 101/Broadway Interchange Reconstruction Project landscaping activities can now commence; and

**Whereas**, the Sponsor and Caltrans have requested TA staff support (TA technical assistance) to manage the landscaping activities; and

**Whereas**, the Project landscaping cost estimate has increased from \$2 million to \$2.6 million due to cost escalation from the delay and new TA staff support costs; and

**Whereas**, there is a remaining balance of \$1.92 million in the Project budget from the right-of-way phase due to cost savings, and the Sponsor has requested that this balance be reallocated to the construction phase to fully fund the final landscaping activities and reserve the remainder for potential contingency costs.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Reprograms and reallocates \$1.92 million in remaining Original Measure A funds previously programmed and allocated for the right-of-way phase of the US 101/Broadway Interchange Reconstruction Project to the construction phase of the Project to fully fund landscaping activities and reserve the remainder for potential contingency costs; and

2. Amend the Project's landscaping budget as listed in TA Board Resolution 2017-03 from \$2 million to \$2.6 million to account for increased costs and TA staff technical assistance support; and
3. Authorize the Executive Director, or her designee, to execute any necessary agreements or other documents and take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 1<sup>st</sup> day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and  
Reaffirming a Commitment to Diversity, Equity, Access, and Inclusion**

**Whereas**, the San Mateo County Transportation Authority (TA) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

**Whereas**, the TA denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

**Whereas**, the TA recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

**Whereas**, the first Pride march for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities was held on June 28, 1970, on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

**Whereas**, Pride celebrations have grown and diversified in the decades that followed, including with designation of June as LGBTQ Pride Month in the mid-1990s;

**Whereas**, the TA believes that working to ensure the public sector serves the public good, and advances equity, diversity and inclusion in its policies, programs and practices, is critical to the success of transportation services, and benefits our communities and our society; and

**Whereas**, in honor of Pride Month, the TA Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically.

**Now, Therefore, Be It Resolved** that the San Mateo County Transportation Authority Board of Directors celebrates LGBTQ Pride Month for LGBTQ+ people and communities, and reaffirms its commitment to diversity, equity, access, and inclusion.

Regularly passed and adopted this 1<sup>st</sup> day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary



**BOARD OF DIRECTORS 2023**

RICO E. MEDINA, CHAIR  
CARLOS ROMERO, VICE CHAIR  
EMILY BEACH  
NOELIA CORZO  
JULIA MATES  
RAY MUELLER  
MARK NAGALES

APRIL CHAN  
EXECUTIVE DIRECTOR

## Memorandum

**Date:** May 25, 2023  
**To:** TA Board of Directors  
**From:** April Chan, Executive Director

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### **State Route 1/Manor Drive Overcrossing Improvement Project**

The State Route 1/Manor Drive Overcrossing Improvement project will reconstruct the existing overcrossing to improve traffic flow, safety, enhance pedestrian/bicycle access and widen the Manor Drive overcrossing of State Route between Palmetto Avenue and Oceana Boulevard in the City of Pacifica. The Project is led by the City, in cooperation with the California Department of Transportation (Caltrans), and the San Mateo County Transportation Authority (TA).

The project is currently in the Project Initiation Document (PID) phase, which is anticipated to be complete in fall 2023. As part of the PID phase, the City of Pacifica recently hosted a community meeting on Tuesday, April 18, 2023, to discuss the Project with community members. Approximately eighty (80) community members attended the meeting and the City's project team presented information about the project and answered attendee questions. This was the third and final community meeting held as part of the PID phase.

Both the PID and the upcoming environmental clearance phase are funded by \$2,700,000 in Measure W Highway Program Category funds along with \$300,000 in matching funds from the City of Pacifica.

### **San Mateo Countywide Autonomous Vehicles Strategic Plan Kick-off**

The TA and C/CAG are collaborating to develop a strategic plan for shared, connected and automated vehicles (AV) in San Mateo County. This plan builds on the TA's virtual workshop titled "Towards an Autonomous Future in San Mateo County", which was held in November 2021. The development of a Countywide AV Strategic Plan (Plan) was one of the recommended actions identified by stakeholders at the workshop to bring attention to the advent of AVs in the county and to help better understand what impact AVs may have on our local roads and communities.

The objective of the Plan is to identify the current state of AV in the county, establish a shared-vision for AV development, identify opportunities for AV pilots and other AV-related projects, and to develop an AV action plan with prioritized next steps.



TA staff and the consultant team had a kickoff meeting in April and immediate next steps are focused on identifying existing conditions in the region. The project will also include one public workshop in the fall of 2023 to gather feedback on the draft Plan from a broader community audience and the final Plan will be completed in spring 2024. Updates will be provided to the Board as the Plan development progresses.

**Smart Growth America Complete Streets Leadership Academy – El Camino Real Demonstration Project**

TA staff is partnering with the City of South San Francisco, Caltrans, SamTrans, and the San Mateo County Office of Education in the Smart Growth America's (SGA) Complete Streets Leadership Academy Program. The Complete Streets Leadership Academy Program is intended to help state Departments of Transportation and local communities work together to implement SGA's National Complete Streets Coalition program into practice, engage in peer learning, and improve cross-jurisdictional coordination.

As part of the program the City of South San Francisco is leading a temporary demonstration project to implement a protected bike lane and floating bus islands along El Camino Real between Ponderosa Road and Spruce Avenue. The temporary improvements will be installed by July 13, 2023 and are expected to remain on El Camino Real for two to three months. Once implemented, this will be the largest demonstration project supported by Caltrans in the entire state. Data will be collected during the operation of the project to inform future planning initiatives along El Camino Real, including the City of South San Francisco's forthcoming El Camino Real Master Plan, which is funded through Cycle 6 of the Pedestrian and Bicycle Program.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Executive Officer, Transportation Authority  
Subject: **Program Report: Peninsula Corridor Electrification Project Update**

**Action**

No action is required. This item is being presented to the Board for information only.

**Significance**

This presentation is part of a series of program reports presented to the Board. Each of the six Measure A program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – will be featured individually throughout the year. For this month, staff is featuring a presentation and update on the Peninsula Corridor Electrification Project (PCEP).

Since the last Board update on PCEP in January 2022, the project cost increase of \$410 million that was previously reported has been fully funded through \$367 million from the State’s Transit Intercity Rail Capital Program (TIRCP) and \$43 million in federal grants and earmarks. While the required project funding has been secured, implementation and schedule risks related to the construction of the overhead catenary system (OCS) remain. Additional information on these risks and a general update on the overall project will be provided via PowerPoint.

**Budget Impact**

There is no impact on the budget.

**Background**

PCEP includes the electrification of the existing Caltrain corridor between San Francisco and San Jose and the replacement of 75 percent of Caltrain’s diesel train service with high-performance electric trains, called Electric Multiple Units.

Prepared By: Peter Skinner      Executive Officer, Transportation Authority      650-622-7818

# Caltrain Electrification Update

San Mateo County  
Transportation Authority

June 1, 2023

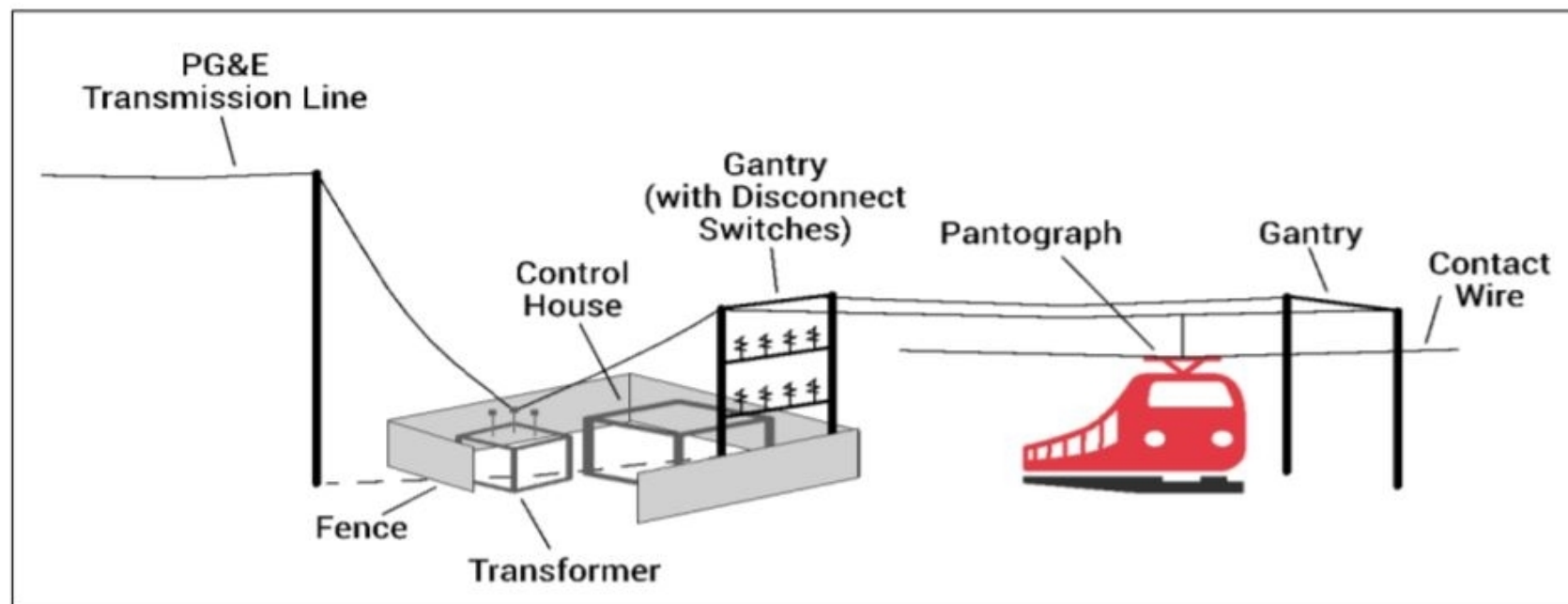


# Electrification Project Overview

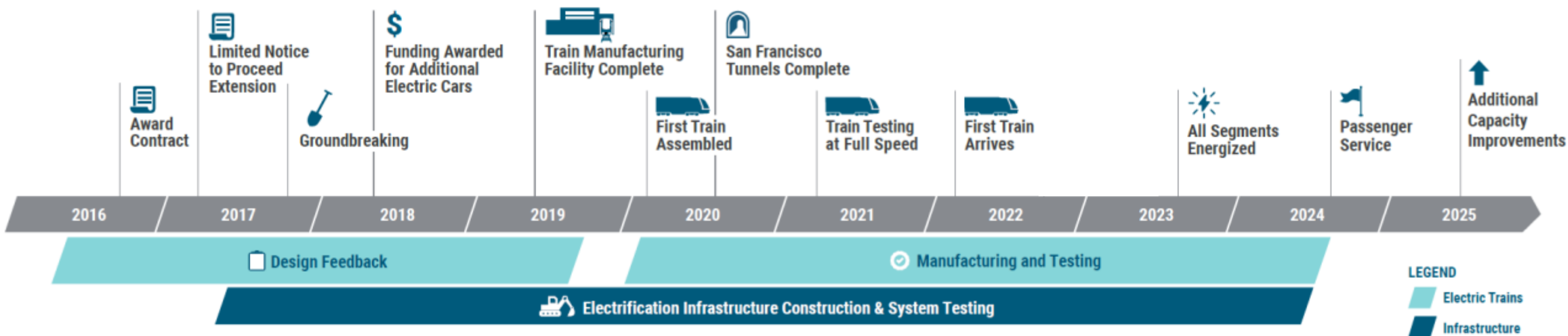
# Transition from Diesel to Electric

## First Electric Commuter Railroad in CA

- 25KV Overhead Contact System (used by high-speed rail system)
- 19 EMU 7-car trainsets (replaces 75% of diesel fleet)
- Two-Speed Check signal system (approved by FRA, UP and CHSRA)



# Timeline



# Project Fully Funded!

Item #10.a.  
6/1/2023



# Project Budget

Description of Work	Budget	Cost This Month (March 2023)	Cost To Date	Estimate To Complete
Electrification	\$1,097,149,881	\$192,448	\$904,334,942	\$192,698,939
EMU Procurement	\$556,072,601	\$1,132,975	\$420,210,493	\$136,427,993
Minor Construction Contracts (SSF, 25th Grade, Tunnel, CEMOF, SCADA, Non-BBI OCS)	\$67,055,072	\$0	\$64,677,734	\$3,413,459
Real Estate Acquisition & Support	\$34,914,177	\$41,498	\$24,019,371	\$10,894,806
PG&E, Utilities	\$132,088,995	(\$1,403,354)	\$203,562,729	(\$71,473,734)
Management Oversight & Support	\$312,699,697	\$3,083,955	\$266,527,647	\$48,480,120
TASI Support	\$114,488,767	\$1,711,744	\$95,505,014	\$18,983,752
Finance Charges	\$9,898,638	\$57,500	\$9,361,780	\$536,858
Insurance	\$6,581,851	\$1,220,962	\$6,118,411	\$463,440
Other Required Projects & Services	\$9,084,176	\$227,492	\$3,863,462	\$6,820,714
Environmental Mitigation	\$14,438,866	\$0	\$1,242,229	\$11,596,637
Caltrain Capital Overhead (ICAP)	\$48,217,887	(\$4,321)	23,107,996	\$25,109,891
Contingency	\$40,000,089	\$0	\$0	\$36,206,012
<b>Total</b>	<b>\$2,442,690,697</b>	<b>\$6,260,898</b>	<b>\$2,022,531,808</b>	<b>\$420,158,887</b>

Notes: "Re-Baseline Budget" includes ~~executed change orders and awarded contracts;~~

"Cost This Month" represents cost of work performed March 2023;

"Cost To Date" includes actuals (amount paid) and accruals (amount of work performed) as of March 2023;

"Contingency" budget is drawn down and transferred to other elements after CMB approvals as reflected in the Estimate at Completion.



# Project Contingency and Shared Risk Pool

Item #10.a.  
6/1/2023

Item	Amount	Executed in March 2023	Executed To Date	Amount Remaining
BBII Shared Risk Pool	\$50.00M	\$0.58M	\$5.23M	\$44.77M
Project Contingency	\$40.00M	\$0.00M	\$3.52M	\$36.48M
<b>Total</b>	<b>\$90.00M</b>	<b>\$0.58M</b>	<b>\$8.75M</b>	<b>\$81.25M</b>

# Top Risks and Mitigations

- Overhead Contact System Installation Productivity
- Traction Power Substation
- Quality Control

# Signal System Update

- Electrified system requires new signal and grade crossing activation system to be installed
- 39 crossings cutover as of May 2023
- Subsequent Crossing Optimization Project (separate from Electrification) will provide real-time information between train and signal system

City	Number of Crossings	2 Speed Check Implementation
San Jose	2	Completed
Millbrae	1	Completed
Burlingame	6	Completed
San Mateo	9	Completed
South San Francisco	1	Completed
San Bruno	1	Completed
Redwood City	6	Completed
Atherton	2	Completed
Menlo Park	4	Completed
Palo Alto (Alma and Churchill)	2	Completed
Palo Alto (Charleston and East Meadow)	2	Completed
Mountain View	2	Completed
Sunnyvale	2	Completed
San Francisco	2	August 2023

# Project Milestones

- Overhead Contact System
  - 99% of poles installed
  - 84% of wire installed
  - Overhead Contact System construction completion in October 2023
- Electric Trains
  - All train cars in production
  - 4 trainsets on site at Caltrain
  - Next two trainsets expected fall 2023
- Pre-Revenue Service: Spring 2024
- Revenue Service: September 2024



*Foundations*



*Overhead Catenary System*



# Public Train Tours - Summer/Fall 2023



Item #10.a.  
6/1/2023



FOR MORE INFORMATION

[WWW.CALTRAIN.COM](http://WWW.CALTRAIN.COM)



# Additional Information

# Caltrain Corridor

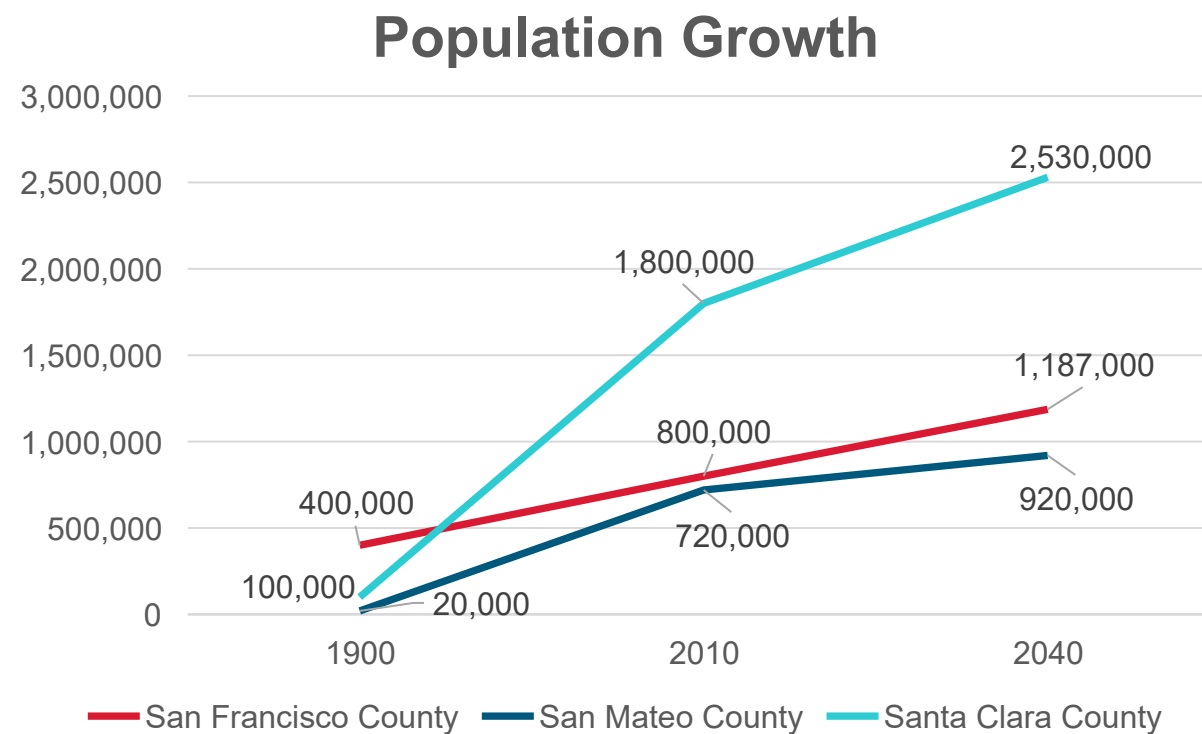
- 77 miles of track from end to end
- 31 stations
- Bi-directional commute
- 41 at-grade crossings
- Pre-pandemic:
  - 7<sup>th</sup> largest commuter rail in the country
  - 70% farebox recovery
  - Over 18 million Unlinked Passenger Trips (UPT) in 2019
  - Frequently overcrowded trains, standing room only





# Corridor Growth 40% Increase

By 2040, an additional 1.2 million people will work and live within 2 miles of the Caltrain corridor.



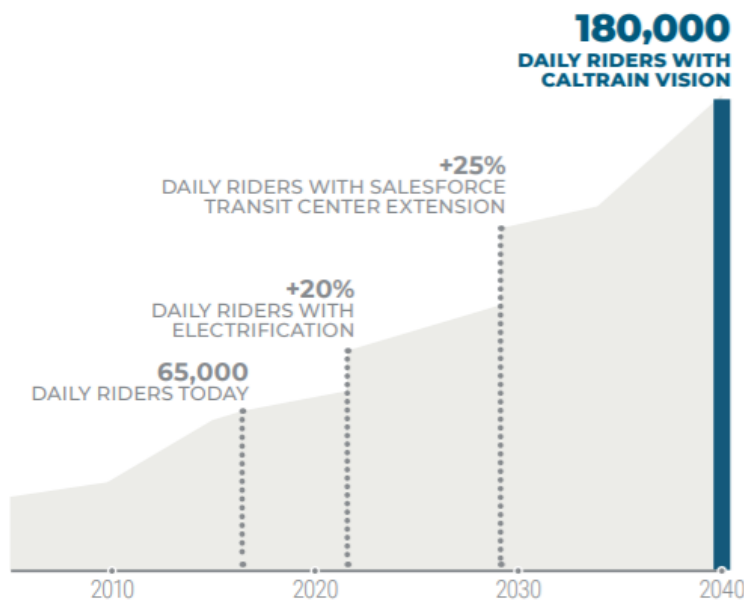
# 2040 Vision

## Zero Emission Future

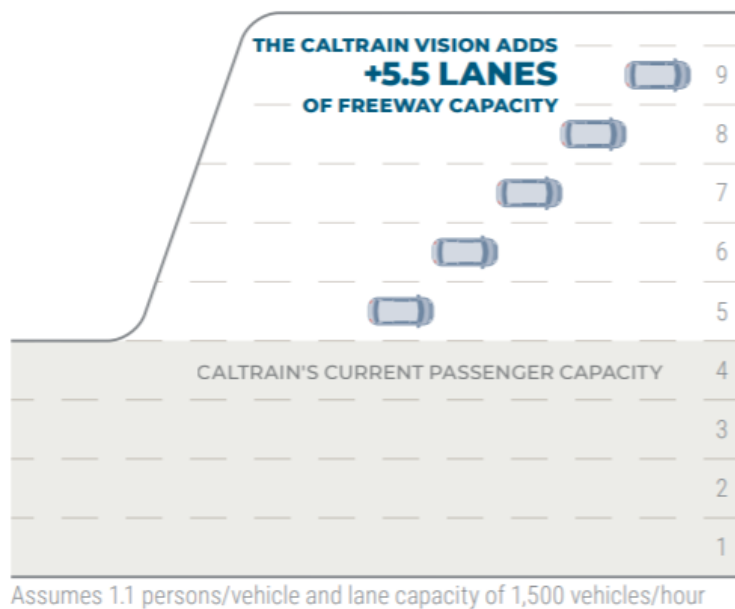
### MORE TRANSPORTATION CAPACITY



#### CARRYING MORE PEOPLE



#### TRAINS VS LANES

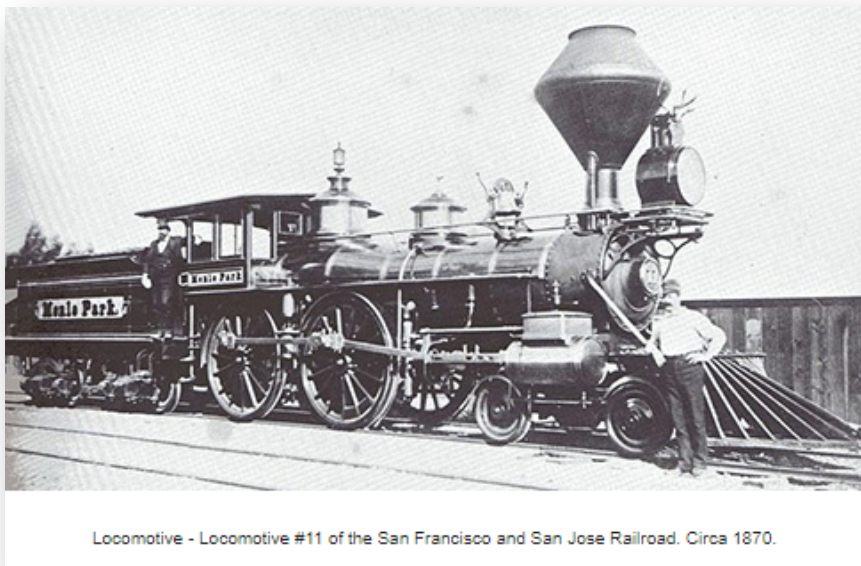


Caltrain's 2040 future service vision supports regional growth, arrival of high-speed rail, and more equitable, sustainable service.



# Transformational Moment

**Electrification will help Caltrain become a cleaner, more efficient component of the transportation network.**



Steam 1860s



Diesel 1950s to present



Electric 2024



# A Connected Future

- Electrified Caltrain corridor will enable additional investments expanding the Bay Area intercity rail network.
- Existing and future tenants
  - Capital Corridor (Amtrak)
  - Altamont Corridor Express
  - California High Speed Rail
- Expansion projects
  - San Francisco Downtown Extension
  - San Jose Diridon Station Rebuild
  - Grade Separations



California High-Speed Rail, Draft Business Plan, Pg. 23



# Electrification Project Benefits

# Safety

- Crash energy management technology (meets FRA Alternate Compliance requirements for mixed traffic).
- Crash absorption system protecting train driver and passengers (meets FRA crashworthiness standard).
- Latest generation of vehicle control systems including detailed diagnostic features.
- Improved braking performance.



# Sustainability

- Eliminates 2.09 million tons of carbon emissions.
- Future Caltrain will carry equivalent of 5½ lanes of freeway traffic.



## SUSTAINABILITY

Replacing old diesel trains with new electric trains will reduce GHG emissions and improve air quality



# Energy Independence

- Reduce dependence on foreign energy sources; Rely on cleaner, renewable domestic energy sources.
- California committed to renewable and zero-carbon energy resources supplying 100% electric retail sales to customers by 2045.
- EMU trains include regenerative braking for additional energy savings



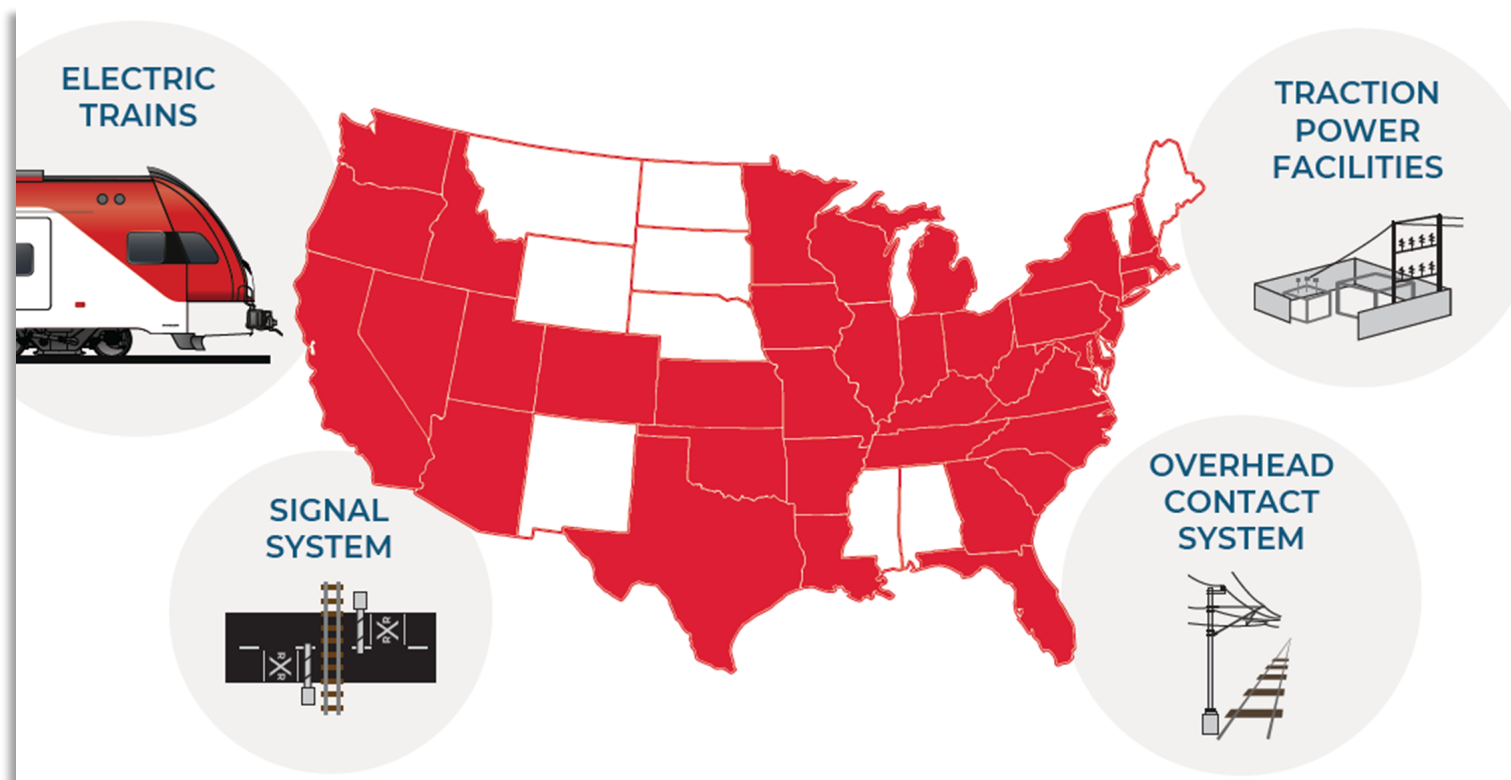
# Equity

- Decreases emissions and noise pollution in communities of concern
- Benefits disadvantaged communities:
  - San Francisco (Bayview)
  - Santa Clara
  - Redwood City
  - San Bruno
  - South San Francisco
- Improves mid-day and off-peak service for essential workers



# Economic Growth and Job Creation

## 33,000 Jobs Created in 36 States



# Buy America Compliant

- Stadler (Switzerland based company) opened **first facility in the US** with guarantee of Caltrain Electrification Project contract
- Stadler Salt Lake City Facility:
  - 400+ employees
  - Local apprenticeship program
- Additional foreign suppliers opening US locations in order to be Buy America compliant



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Adoption of Proposed Budget for Fiscal Year 2024**

**Action**

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopt the Proposed Fiscal Year (FY) 2024 budget in the amount of \$180,605,687 following the public hearing set for this meeting.

**Significance**

At the May 4, 2023 Board meeting, staff presented a Preliminary FY2024 budget. The Proposed Budget is consistent with the Preliminary Budget, and no changes have been made.

The FY2024 Proposed Budget for the TA is presented in Attachment A. Attachment B provides in detail the annual allocations, which are amounts set aside for Measures A and W categories as specified in the Transportation Expenditure Plan and Congestion Relief Plan (Plans), respectively. Following Board adoption of the Budget, there will be future Board actions to program and allocate budgeted funds for specific purposes.

Furthermore, staff will begin working on the 2025-2028 strategic plan in early 2024 of the calendar year to provide the policy framework and guidance for implementing the Measure A and W funding programs, in accordance with the requirements set forth in the Plans. In order to measure the effectiveness of Measure A and Measure W investments, the TA staff will be developing Key Performance Indicators (KPIs) to identify a standard set of metrics and consistent methodologies that will be used to evaluate each of the TA program categories, as compared to the goals established in the Plans.

The FY2024 Proposed Budget reflects staff's current forecast of sales tax revenues based on the most up-to-date information for the Bay Area's economic and market trends. The narrative set forth below describes the TA's Proposed Budget for FY2024, by line item. Each section has a reference to a page number and line item that correspond to the Financial Statement as shown on Attachment A and/or B.

**Background**

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired on December 31, 2008. In 2004, county voters overwhelmingly approved a New Measure A, reauthorizing the tax through 2033 and adopting the 2004 Transportation Expenditure Plan.

In November 2018, county voters approved Measure W, which was placed on the ballot by the San Mateo County Transit District (District), authorizing a half-cent sales tax commencing

July 1, 2019 for a 30-year term through June 30, 2049. One half of the Measure W proceeds are transferred from the District to the TA for administration in compliance with the Measure W Congestion Relief Plan.

The TA's role is to administer the proceeds from the Measure A and Measure W taxes to fund a broad spectrum of transportation-related projects and programs.

**Revenues**

Total projected revenue for FY2024 is \$190.2 million, an increase of \$21.3 million, or 12.6 percent, from the FY2023 revised budget. The revenue is comprised of the components discussed below:

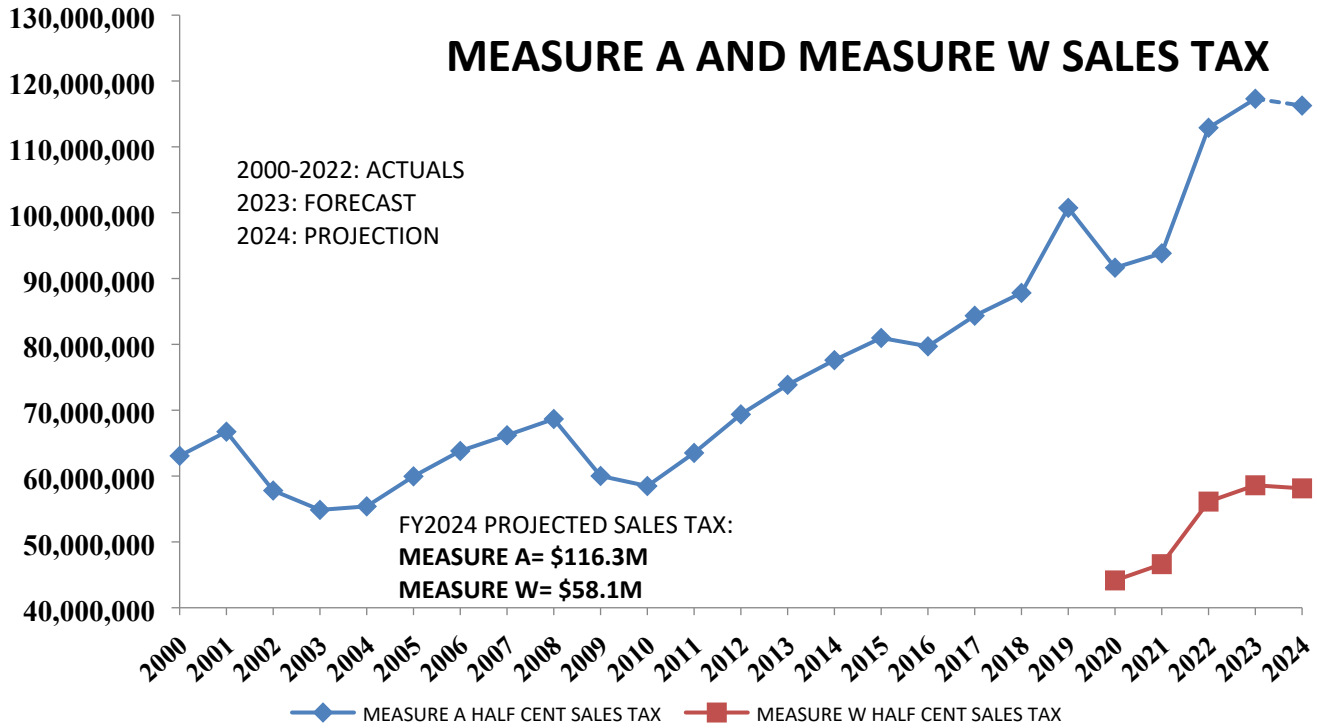
**Sales Tax** (Attachment A, lines 1 and 3) San Mateo County Ordinance No. 04223, which authorized the TA to extend its Measure A half-cent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004 as a new Measure A. San Mateo County Transit District Ordinance No. 105, approved by the voters as Measure W in November 2018, created an additional half-cent Retail Transactions and Use Tax for 30 years beginning July 1, 2019 and ending June 30, 2049, and authorized the TA to administer 50 percent of the Measure W tax revenues.

The projected sales tax for both Measures A and W in FY2023 are coming in higher than budgeted at \$175.9 million (\$117.3 million for Measure A, \$58.6 million for Measure W). However, in FY2024, sales tax receipts are expected to come in lower than FY2023. The FY2024 budget assumes a mild recession with higher cost of utilities, food, and other necessities that will limit dollars available for discretionary and non-essential purchases. Total sales tax receipt revenues for FY2024 are projected at \$174.4 million (\$116.3 million for Measure A; \$58.1 million for Measure W).

From a year over year budget comparison, FY2024 represents an increase of \$12.0 million (\$8.0 million from Measure A; \$4.0 million from Measure W), or 7.4 percent, from the FY2023 revised budget.

Below is a table that shows projected Sales Tax revenue for the FY2023 Revised, FY2023 Forecast, and the FY2024 Proposed budget. Following, is a graph that shows historical Sales Tax receipts not adjusted for inflation.

	FY2023 Revised	FY2023 Forecast	FY2024 Proposed
Sales Tax - Measure A	\$ 108,272,000	\$ 117,295,000	116,264,000
Sales Tax - Measure W	54,136,000	58,647,500	58,132,000
<b>Total</b>	<b>\$ 162,408,000</b>	<b>\$ 175,942,500</b>	<b>\$ 174,396,000</b>



**Interest Income** (Attachment A, line 5) is income revenue generated from fund balances in the Original and New Measure A and Measure W accounts in the County Investment Pool, the TA’s Investment Portfolio, and Local Agency Investment Fund (LAIF). In FY2023, the Federal Reserve increased interest rates to reduce inflation. As a result, the FY2023 Forecast for interest earnings is projected to be \$10.6 million. Interest Income for FY2024 is estimated at \$12.6 million, an increase of \$2.0 million or 18.6 percent compared to the FY2023 Forecast. Below is a table that shows projected Interest Income for the FY2023 Revised, FY2023 Forecast, and the FY2024 Proposed budget.

	FY2023 Revised	FY2023 Forecast	FY2024 Proposed
Interest Income	\$ 4,898,970	\$ 10,564,834	\$ 12,607,415

**Rental Income** (Attachment A, line 7) is generated from properties the TA owns and leases. Rental Income for FY2024 is projected at \$1.3 million, an increase of \$0.06 million, or 5.2 percent over the FY2023 revised budget, due primarily to Consumer Price Index (CPI) increases in rents and other rent adjustments.

**Credit Enhancement Fee – SMCEL-JPA** (Attachment A, line 9) is budgeted at \$0.4 million. This is an annual fee that the TA charges the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for the TA’s \$100 million bond issuance in 2020 for capital, finance and support costs associated with the US 101 Express Lanes Project. This fee compensates the TA for risk and efforts associated with the issuance and maintenance of the bond. The Credit Enhancement Fee is charged on the outstanding balance of the loan at an annual rate of 0.4 percent. However, in any fiscal year in which the Capital Loan balance is reduced by at least \$5 million, the TA will use 0.15 percent of the Credit Enhancement Fee to reduce the outstanding principal on the Capital Loan.

**Due From SMCEL-JPA – Bond Interest** (Attachment A, line 11 – new line item) is budgeted at \$1.0 million. When the TA issued debt in 2020 on behalf of the SMCEL-JPA to finance construction of the US101 Express Lanes Project, the TA identified and qualified \$6 million as capitalized interest for the first three years of the term of the loan. This capitalized interest allows the interest to be paid from the loan; however, after February 28, 2024, this set aside of capitalized interest may not be used to reimburse the interest costs. The projected \$1 million expense represents interest for the months of March through June 2024, and it is expected that the SMCEL-JPA would reimburse the TA for such expenses.

**Due From SMCEL-JPA – Bond Related Debt fees** (Attachment A, line 13) is budgeted at \$0.52 million. This line comprises of Bank of America Letter of Credit (LOC) fees, JPMorgan remarketing fees, and S&P Global ratings. It is expected that the SMCEL-JPA would provide funding needed to pay for such expenses.

**Expenditures**

Expenditures are budgeted primarily based upon the Transportation Expenditure Plan in Measure A (2004 TEP) and the Congestion Relief Plan in Measure W, each of which assigns a percentage share of tax revenues for various categories of programs and projects.

Budget expenditures for the seven primary **Measure A** program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Local Streets/Transportation	22.5%
Transit	30.0%
Alternative Congestion Relief Programs	1.0%
Pedestrian & Bicycle	3.0%
Streets and Highways	27.5%
Grade Separations	15.0%
Administration-Staff Support	1.0%
<b>Total</b>	<b>100.0%</b>

Budget expenditures for the four primary **Measure W** program categories administered by the TA are as follows:

<u>Category</u>	<u>% of Tax</u>
Countywide Highway Congestion Improvements	22.5%
Local Safety, Pothole and Congestion Relief Improvement	12.5%
Bicycle & Pedestrian Improvements	5.0%
Regional Transit Connections	10.0%
<b>Total <sup>1</sup></b>	<b>50.0%</b>

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<sup>1</sup> Pursuant to Measure W, the other 50 percent of the sales tax revenues are used for transportation systems and administered by the San Mateo County Transit District.

The total Proposed Budget expenditures for FY2024 (Attachment A, line 48) are projected at \$180.6 million, a decrease of \$4.0 million, or 2.2 percent, compared to the FY2023 revised budget. The FY2024 Proposed Budget expenditures are composed primarily of \$33.1 million in Measure A Annual Allocations (Attachment A, line 22); \$82.0 million in Measure A Categories (Attachment A, line 24); \$11.6 million in Measure W Annual Allocations (Attachment A, Line 28); \$45.8 million in Measure W Categories (Attachment A, line 30); \$2.5 million in Measure A Oversight (Attachment A, line 32); \$0.7 million in Measure W Categories - Oversight and Staff Support (Attachment A, line 34); \$1.0 million in SMCEL-JPA Bond Interest (Attachment A, line 36); \$0.52 million in SMCEL-JPA Bond Related Debt fees (Attachment A, line 38), and \$3.4 million in Total Administrative Expenses (Attachment A, line 46).

Proposed expenditures for FY2024 fall into the following major categories:

**Measure A Annual Allocations (Attachment A, line 22)**

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2024 are projected at \$33.1 million, an increase of \$2.3 million, or 7.4 percent, from the FY2023 revised budget.

Annual Allocations include projects with FY2024 funding requirements as detailed in Attachment B.

- **Local Streets/Transportation** – The FY2024 Proposed Budget of \$26.2 million is for the direct allocations for improvement and maintenance of local transportation, including streets and roads to the twenty cities in the County and the unincorporated portions of the County.
- **SFO Bart Extension** – The FY2024 Proposed Budget of \$2.3 million is a direct allocation to the San Francisco Bay Area Rapid Transit District (BART). This represents the San Mateo County Transit District’s share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2024 Proposed Budget of \$4.6 million is to meet the paratransit needs of the County.

**Measure A Categories (Attachment A, line 24)**

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service. Total Measure A Categories for FY2024 are projected at \$82.0 million, a decrease of \$5.9 million, or 6.7 percent compared to FY2023 revised budget. The FY2023 revised budget includes a \$11.6 million true up for actual sales proceeds received in FY2022.

- **Alternative Congestion Relief** – The \$1.2 million in the FY2024 Proposed Budget represents the full 1 percent of projected sales tax outlined in the 2004 TEP.



- **Dumbarton** – The FY2024 Proposed Budget of \$2.3 million is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. This amount will be set aside for potential programming to the Dumbarton Rail Project, which is currently in the pre-environmental review phase and is being managed by the District.
- **Caltrain** – FY2024 Measure A revenues are expected to be available for San Mateo County's member agency contribution to Caltrain's annual budgets. The amount of \$18.6 million represents 16 percent of Measure A sales tax receipts; this amount will be held in reserves until the three Caltrain member agencies have negotiated the annual contributions to Caltrain. The goal is \$5M per partner agency towards the FY2024 Caltrain capital budget.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$3.5 million represents the 3 percent of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through a future call for projects expected in FY2025.
- **Local Shuttle Services** – The \$4.7 million for this line item represents the funds set aside for shuttles expected to receive allocations from the next Shuttle Program call for projects expected in FY2025.
- **Highways** – In accordance with the 2004 TEP, the Highways Program expenditures include funding for key congested corridors in the amount of \$20.1 million, and for supplemental roadway projects in the amount of \$11.9 million. These funds will be made available for projects selected through a call for projects in FY2024.
- **Grade Separations** – The \$17.4 million Proposed Budget represents 15 percent of Measure A sales tax revenues, as outlined in the 2004 TEP. Funds in the FY2024 budget will be available for future allocations based on the Board's adopted Grade Separation Program Guiding Principles.
- **Ferry Service** - \$2.3 million for this line item, or 2 percent of projected FY2024 Measure A sales tax revenues, is available and will be set aside for programming to ferry projects in accordance with the TA Strategic Plan.

**Measure W Annual Allocations (Attachment A, line 28)**

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2024 are projected at \$11.6 million. Annual Allocations include projects with FY2024 funding requirements as detailed in Attachment B.

- **Local Safety, Pothole, and Congestion Relief Improvements (Direct Local Allocation)** – The FY2024 Proposed Budget of \$11.6 million is for the major arterial and local roadway improvements in key congested areas throughout the County.

**Measure W Categories (Attachment A, line 30)**

Measure W Categories include programs as detailed in Attachment B. These categories include Countywide Highway Congestion Improvements; Local Safety, Pothole and Congestion Relief

Improvements; Bicycle and Pedestrian Improvements, and Regional Transit Connections. Total Measure W categories for FY2024 are projected at \$45.8 million.

- **Countywide Highway Congestion Improvements** – The \$25.7 million in the FY2024 Proposed Budget is the full 22.5 percent of projected sales tax revenues outlined in Measure W. Of the \$25.7 million, \$1.0 million, or 4 percent of the Measure W Countywide Highway category, will be allocated to the Transportation Demand Management (TDM) sub-category in accordance with the TA Strategic Plan 2020-2024.
- **Local Safety, Pothole, and Congestion Relief Improvements (Grade Separations)** – The FY2024 Proposed Budget of \$2.9 million is the full 2.5 percent identified in the Congestion Relief Plan in Measure W.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$5.7 million in the FY2024 Proposed Budget represents the full 5 percent of sales tax revenues designated for this category in Measure W. These funds will be used for projects selected through the next call for projects expected in FY2025.
- **Regional Transit Connections** – The FY2024 Proposed Budget of \$11.5 million is the full 10 percent set aside in the Measure W Congestion Relief Plan in Measure W. These funds will be used for projects that improve transit connectivity between the County and the region. TA staff are currently in the process of developing a Regional Transit Connections Plan to develop guidelines and evaluation criteria for a future call for projects.

**Measure A - Oversight (Attachment A, line 32)**

Oversight costs include staff and consultant costs to support project management, monitoring of projects, calls for projects, and administration of the policies and procedures for implementation of Measure A. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$2.5 million for TA costs associated with implementing the various TEP categories. There is an increase in Oversight of \$0.25 million when compared to the FY2023 revised budget. This increase is due to additional project management needed to support the TA-lead programs.

**Measure W Categories - Oversight and Staff Support (Attachment A, line 34)**

The FY2024 Proposed budget for this line is \$0.7 million. This line item comprises of Oversight and Staff Support for administering the Measure W categories. Oversight costs include direct TA staff and consultant costs to support programming and monitoring of projects, calls for projects, and administration of the policies and procedures of the TA's portion of Measure W. These expenditures will be funded by allocating 1.5 percent of the sales tax revenue from Measure W before funding is allocated to the categories. This is an increase of \$0.2 million when compared to FY2023 revised budget. This increase is primarily due to additional program management needed to support the TA-led Measure W programs.

**SMCEL-JPA Bond Interest (Attachment A, line 36) – new line item**

The FY2024 Proposed budget for this line is \$1.0 million. When the TA issued debt in 2020 on behalf of the SMCEL-JPA to finance construction of the US101 Express Lanes Project, the TA identified and qualified \$6 million as capitalized interest for the first three years of the term of

the loan. This capitalized interest may no longer be available after February 28, 2024. The projected \$1 million expense represents interest for the months of March through June 2024, and it is expected that SMCEL-JPA would reimburse the TA, as discussed above.

**SMCEL-JPA Bond Related Debt Fees (Attachment A, line 38)**

The FY2024 Proposed budget for this line is \$0.52 million. This line item comprises of Bank of America letter of credit fees, JPMorgan remarketing fees, and S&P Global ratings. This expense is expected to be reimbursed by the SMCEL-JPA, as discussed above. There is an increase of \$432,500 from FY2023 revised budget. The increase is primarily due to the Bank of America Letter of Credit (LOC) fees. This item also was not listed separately in the FY2023 budget.

**Staff Support (Attachment A, line 41)**

Staff Support includes wages and benefits for District staff that administers the TA. The FY2024 Proposed Budget for this line is \$1.7 million. A majority of the \$1.7 million budget will be funded by the 1.0 percent of the FY2024 Measure A sales tax category designated for staff support; the remainder will be funded from previous years' surpluses in this category. The increase of \$0.2 million compared to the FY2023 revised budget is primarily due to universal wage and benefit increases, offset by a reduction in staff time charged to the TA and the implementation of a vacancy factor.

**Professional Services (Attachment A, line 42)**

The FY2024 Proposed Budget for this line is \$0.6 million. This line item is comprised of \$0.2 million in legal services, \$0.1 million in legislative advocacy services, \$0.1 million in consultants and annual audit services and \$0.2 million in other contracted services. There is an increase of \$60,750 or 12.0 percent compared to the FY2023 revised budget. This increase is due to additional commissions to the TA's sales tax consultant, financial advisor fees and costs for public relations support and a strategic communication program.

**Insurance Premiums (Attachment A, line 43)**

The FY2024 Proposed Budget for this line is \$0.4 million to cover the general liability and public officials' liability for the TA. The FY2024 Proposed Budget assumes a 10 percent annual increase on premiums.

**Bank and Investment Fees (Attachment A, line 44)**

The FY2024 Proposed Budget for this line is \$0.2 million. This line item is comprised of bank fees, fiscal agent fees, custody fees and investment fees. There is an increase in expenditures of \$12,500, or 5.3 percent, compared to the FY2023 revised budget. The increase is primarily due to the investment fees.

**Other Misc. Admin Expenses (Attachment A, line 45)**

Other Misc. Admin Expenses are budgeted at \$0.4 million for FY2024. This line is comprised of Board of Directors members' compensation, dues and subscriptions, seminars and training, business travel, office supplies, printing and information services, software maintenance and licensing, administrative overhead, and other miscellaneous employee-related costs. There is a cost decrease of \$31,460 compared to the FY2023 revised budget. This reduction is primarily due to a one-time recruitment cost incurred in FY2023.

**Total Administrative (Attachment A, line 46)**

Total administrative expenditures for FY2024 are projected at \$3.4 million, or 7.6 percent more than the FY2023 revised budget. This amount is the total of Attachment A lines 41 to 45.

Prepared By:	Jeannie Chen	Manager, Budgets	650-508-6259
	Daniel Srour	Senior Budget Analyst	650-508-6302

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Adopting a Budget in the Amount of \$180,605,687 for Fiscal Year 2024**

**Whereas**, Section 131265(a) of the California Public Utilities Code requires the San Mateo County Transportation Authority ("Authority" or "TA") Board of Directors to adopt an annual budget; and

**Whereas**, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 1st, 2023; and

**Whereas**, the Executive Director has prepared and presented to the Board the proposed budget for Fiscal Year 2024, which includes: Measure A Annual Allocations in the amount of \$33,135,240; Measure A Categories in the amount of \$81,966,120; Measure W Annual Allocations in the amount of \$11,626,400; Measure W Categories in the amount of \$45,808,016; Measure A - Oversight in the amount of \$2,500,000; Measure W Categories – Oversight and Staff Support in the amount of \$697,584; SMCEL-JPA Bond Interest in the amount of \$1,000,000; SMCEL-JPA Bond Related Debt Fees in the amount of \$520,000 and Total Administrative Expenses in the amount of \$3,352,327.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2024 in the amount of \$180,605,687, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted this 1st day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2024 PROPOSED BUDGET

	FY2022 <u>ACTUAL</u> A	FY2023 <u>REVISED</u> B	FY2024 <u>PROPOSED</u> C	FY2024 PROPOSED TO FY2023 REVISED Increase <u>(Decrease)</u> D= C-B	BUDGET PERCENT <u>CHANGE</u> E = D/B	
<b>REVENUE:</b>						
1 Sales Tax - Measure A	112,900,009	108,272,000	116,264,000	7,992,000	7.4%	1
2						2
3 Sales Tax - Measure W	56,123,833	54,136,000	58,132,000	3,996,000	7.4%	3
4						4
5 Interest Income	4,005,332	4,898,970	12,607,415	7,708,445	157.3%	5
6						6
7 Rental Income	1,140,226	1,199,315	1,261,242	61,927	5.2%	7
8						8
9 Credit Enhancement Fee - SMCEL-JPA	732,055	400,000	400,000	-	0.0%	9
10						10
11 Due from SMCEL-JPA - Bond Interest	-	-	1,000,000	1,000,000	100.0%	11
12						12
13 Due from SMCEL-JPA - Bond Related Debt fees	-	-	520,000	520,000	100.0%	13
14						14
15 Other Sources	2,129	-	-	-	0.0%	15
16						16
17 <b>TOTAL REVENUE</b>	<b>174,903,584</b>	<b>168,906,285</b>	<b>190,184,657</b>	<b>21,278,372</b>	<b>12.6%</b>	17
18						18
19						19
20 <b>EXPENDITURES:</b>						20
21						21
22 Measure A Annual Allocations	32,176,502	30,857,520	33,135,240 (1)	2,277,720	7.4%	22
23						23
24 Measure A Categories	37,927,053	87,896,911	81,966,120 (1)	(5,930,791)	-6.7%	24
25						25
26 Other Uses - 101 Express Lanes project	20,384,838	-	-	-	-	26
27						27
28 Measure W Annual Allocations	11,224,787	10,827,200	11,626,400 (1)	799,200	7.4%	28
29						29
30 Measure W Categories	1,645,876	49,113,554	45,808,016 (1)	(3,305,538)	-6.7%	30
31						31
32 Measure A - Oversight	1,827,208	2,250,000	2,500,000	250,000	11.1%	32
33						33
34 Measure W Categories - Oversight and Staff Support	-	496,097	697,584 (1)	201,488	40.6%	34
35						35
36 SMCEL-JPA Bond Interest	-	-	1,000,000	1,000,000	100.0%	36
37						37
38 SMCEL-JPA Bond Related Debt Fees	-	87,500	520,000	432,500	494.3%	38
39						39
40 <b>Administrative:</b>						40
41 Staff Support	744,466	1,546,285	1,707,683	161,398	10.4%	41
42 Professional Services	398,508	505,547	566,297	60,750	12.0%	42
43 Insurance Premium	328,965	349,321	384,321	35,000	10.0%	43
44 Bank and Investment Fees	189,311	235,200	247,700	12,500	5.3%	44
45 Other Misc. Admin Expenses	743,852	477,786	446,327	(31,460)	-6.6%	45
46 Total Administrative	2,405,103	3,114,139	3,352,327	238,188	7.6%	46
47						47
48 <b>TOTAL EXPENDITURES</b>	<b>107,591,367</b>	<b>184,642,920</b>	<b>180,605,687</b>	<b>(4,037,233)</b>	<b>-2.2%</b>	48
49						49
50 <b>EXCESS / (DEFICIT)</b>	<b>67,312,217</b>	<b>(15,736,635)</b>	<b>9,578,970</b>	<b>25,315,605</b>	<b>-160.9%</b>	50
51						51
52 (1) See Attachment B for details						52

**ATTACHMENT B**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2024 ALLOCATIONS AND EXPENDITURES**

				<b>MEASURES A &amp; W TEP % SHARE</b>	<b>FY2024 PROPOSED BUDGET</b>	
<b>MEASURE A ANNUAL ALLOCATIONS:</b>						
1	LOCAL STREETS & TRANSPORTATION					1
2	ALLOCATION TO LOCAL ENTITIES		22.50%	26,159,400		2
3	SFO BART EXTENSION		2.00%	2,325,280		3
4			<b>Total Pass-Thru</b>	<b>28,484,680</b>		4
5						5
6	PARATRANSIT		4.00%	4,650,560		6
7						7
8	<b>TOTAL ANNUAL ALLOCATIONS</b>			<b>33,135,240</b>		8
9						9
10	<b>MEASURE A CATEGORIES:</b>	<b>PROJECT</b>				10
11	ALTERNATIVE CONGESTION RELIEF		1.00%			11
12	Available for future ACR projects	000903		1,162,640		12
13	Commute.org TDM program	000807				13
14	DUMBARTON	100263	2.00%	2,325,280		14
15	CALTRAIN *	000907	16.00%	18,602,240		15
16	PEDESTRIAN AND BICYCLE PROGRAM	000816	3.00%	3,487,920		16
17	LOCAL SHUTTLE	000902	4.00%	4,650,560		17
18	STREETS AND HIGHWAYS					18
19	Key congested corridors program	000900	17.30%	20,113,672		19
20	Supplemental roadway projects	000901	10.20%	11,858,928		20
21	GRADE SEPARATION	100258	15.00%	17,439,600		21
22	SAN MATEO COUNTY FERRY SERVICE	000905	2.00%	2,325,280		22
23						23
24	<b>TOTAL MEASURE A CATEGORIES</b>			<b>81,966,120</b>		24
25	STAFF SUPPORT		1.00%	1,162,640		25
26	<b>TOTAL MEASURE A SALES TAX</b>			<b>116,264,000</b>		26
27						27
28	<b>MEASURE W ANNUAL ALLOCATIONS: **</b>					28
29	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS					29
30	ALLOCATION TO LOCAL ENTITIES		10.00%	<b>11,626,400</b>		30
31						31
32	<b>MEASURE W CATEGORIES: **</b>					32
33	COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS	100422	22.50%	24,736,329		33
34	TDM ***	100671		1,030,680		34
35	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS					35
36	GRADE SEPARATION	100423	2.50%	2,863,001		36
37	BICYCLE AND PEDESTRIAN IMPROVEMENTS	100424	5.00%	5,726,002		37
38	REGIONAL TRANSIT CONNECTIONS	100425	10.00%	11,452,004		38
39	<b>TOTAL MEASURE W CATEGORIES</b>			<b>45,808,016</b>		39
40	OVERSIGHT AND STAFF SUPPORT		1.50%	697,584		40
41	<b>TOTAL MEASURE W SALES TAX</b>			<b>58,132,000</b>		41

\* TA will retain the 16% allocation for Caltrain in FY24.

\*\* Percents reflect 50% of the total Half Cent Sales Tax related to Measure W

\*\*\* 4% of Measure W Countywide Highway allocated to the TDM subcategory



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Executive Officer, Transportation Authority  
Subject: **Programming and Allocation for the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2024 and 2025**

**Action**

Staff proposes the Board of Directors:

1. Approve the list of shuttles to receive San Mateo County Transportation Authority (TA) and City/County Association of Governments of San Mateo County (C/CAG) funds in Fiscal Year (FY) 2024 and FY 2025 as listed in Exhibit A;
2. Program and allocate a total of \$8,038,298 of New Measure A Local Shuttle Program Category funds to 24 of the 26 shuttles listed in Exhibit A; and
3. Authorize the Executive Director or designee to execute any necessary funding agreements, amendments, or other documents, and take any other actions necessary, to give effect to these actions.

**Significance**

The TA and C/CAG jointly issued a San Mateo County Shuttle Program Call for Projects (CFP) that enables project sponsors to utilize one funding application for both the TA New Measure A Local Shuttle Program and the C/CAG Congestion Relief funds for FY 2024 and FY 2025.

The available funding released for the CFP included the following:

<b>Funding Source</b>	<b>Total Amount</b>
Measure A Local Shuttle Program	\$10.0 million
<u>C/CAG Congestion Relief Funds</u>	<u>\$1.0 million</u>
Total	\$11.0 million

Applications for a total of 26 routes were received from five different sponsors requesting approximately \$8.9 million in San Mateo County Shuttle Program funding. This is a reduction in shuttle funding requests compared to the previous cycle, when eight sponsors requested funding for 34 shuttles. The reduction is largely due to the transfer of sponsorship for certain routes from the San Mateo County Transit District (District) and Peninsula Corridor Joint Powers Board (JPB) to Commute.org, which worked to consolidate multiple existing routes, as envisioned in the Peninsula Shuttle Study completed in 2021.

As part of the recommended evaluation criteria established in the Peninsula Shuttle Study, the District's Operations Planning division implemented a new process for concurrence review. The District's concurrence review ensures there is no major duplication of shuttle routes with the

SamTrans route network. The District evaluated all proposed shuttle routes against each other, the Reimagine SamTrans network, frequency of services, and alignment with Caltrain schedules. As a result of the review, two shuttles needed further coordination with sponsors, including the Daly City Seton route and the Burlingame Bayside route. Ultimately, both routes received concurrence determinations for this cycle, but the District will work with Seton Medical Center to assess options for alternative Transportation Demand Management strategies or shuttle route modifications for the next cycle. The concurrence review also recommended modifications to two other routes, including the Menlo Park Willow Road and Millbrae Burlingame Commuter shuttles.

The shuttle evaluation committee consisted of TA, District, C/CAG, and JPB staff. The committee agrees with the results of the District's network concurrence review and recommends funding all 26 proposed shuttles, totaling \$8,978,698 in requests. Staff proposes the TA Measure A Local Shuttle Program fund \$8,038,298 for 24 shuttles; the remaining two shuttles will be funded by \$940,400 in C/CAG Congestion Relief Funds.

TA staff will present a brief verbal update at the Board meeting. The following attachments are also included:

- Exhibit A: FY 2024/2025 Final Shuttle Program Call for Projects Funding Recommendations
- Exhibit B: FY 2024/2025 Shuttle Route Descriptions
- Exhibit C: FY 2024/2025 Shuttle Rankings & Scoring
- Exhibit D: District Final Network Concurrence Review Results

### **Budget Impact**

There are sufficient Measure A Shuttle Program funds in the TA's Fiscal Year 2023 and prior-year budgets to fully fund the 24 recommended routes in the amount of \$8,038,298.

### **Background**

The combined San Mateo County Shuttle CFP streamlines the application funding process for shuttle applicants in the county and is consistent with recommendations from the Peninsula Shuttle Study. The San Mateo County Shuttle Program funds the operation of shuttle services that meet local mobility needs and provide access to regional transit. Four percent of the New Measure A sales tax revenue is available to support the Local Shuttle Program.

Prepared By: Patrick Gilster, AICP      Director, Planning & Fund Management      (650) 622-7853

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Programming and Allocating \$8,038,298 in New Measure A Local Shuttle Program Funds for  
the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2024 and 2025**

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent sales tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (TEP) beginning January 1, 2009; and

**Whereas**, the TEP designates four percent of the New Measure A revenues to fund local shuttle projects; and

**Whereas**, the TA, with the City/County Association of Governments of San Mateo County (C/CAG), issued a joint Call for Projects for the San Mateo County Shuttle Program for Fiscal Year (FY) 2024 and FY 2025, which yielded applications for 26 shuttle routes, which all met the program guidelines and were considered for review; and

**Whereas**, the TA-C/CAG project review committee evaluated and scored the shuttle applications; and

**Whereas**, staff recommends that the Board of Directors (Board) approve the list of 26 shuttles to be funded by the TA and C/CAG in FY 2024 and FY 2025 as set forth in Exhibit A, with the understanding that C/CAG will fund two of the approved shuttles; and

**Whereas**, staff further recommends the Board program and allocate a total of \$8,038,298 in New Measure A Local Shuttle Program Category funds for 24 shuttles as indicated in Exhibit A; and

**Whereas**, staff has determined that these projects meet the intent of the 2004 TEP and the TA Strategic Plan 2020-2024.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Approves the list of shuttles to receive San Mateo County Transportation Authority and City/County Association of Governments of San Mateo County funds in Fiscal Year 2024 and FY 2025 as listed in Exhibit A.
2. Programs and allocates a total of \$8,038,298 of New Measure A Local Shuttle Program Category funds for 24 of the 26 shuttles as listed in Exhibit A.
3. Authorizes the Executive Director or designee to execute any necessary funding agreements, amendments, or other documents, and take any other actions necessary, to give effect to these actions.

Regularly passed and adopted this 1<sup>st</sup> day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary

Exhibit A. San Mateo County Shuttle Program Call for Projects FY24/25 Final Program



Shuttle Name	Route ID	Sponsor	Service Type	Total Cost	Requested Funds	Matching Funds	% Match	New/Existing	
<b>Proposed TA Funded Shuttles</b>				<b>\$12,253,989</b>	<b>\$8,038,298</b>	<b>\$4,215,691</b>			
1	Brisbane Bayshore Caltrain	BBC	Commuter.org	Commuter	\$306,948	\$230,211	\$76,737	25%	Existing
2	Brisbane Crocker Park	BCP	Commuter.org	Commuter	\$685,602	\$514,202	\$171,400	25%	Existing
3	Burlingame Bayside	BAY	Commuter.org	Commuter	\$314,308	\$235,730	\$78,578	25%	Existing
4	Burlingame Point	BPT	Commuter.org	Commuter	\$733,388	\$146,678	\$586,710	80%	Existing
5	Daly City Seton	DCS	Commuter.org	Commuter	\$360,948	\$270,711	\$90,237	25%	Existing
6	Foster City Commuter	FCC	Commuter.org	Commuter	\$601,108	\$450,830	\$150,278	25%	Existing - Combines previous Lincoln Center & Mariners Island routes
7	Hillsdale Caltrain Commuter	HCC	Commuter.org	Commuter	\$332,526	\$249,394	\$83,132	25%	Existing - Combines previous Campus Drive and Norfolk Area routes
8	Millbrae Burlingame Commuter	MBC	Commuter.org	Commuter	\$347,874	\$208,724	\$139,150	40%	Existing - Combines previous North Burlingame and Millbrae Broadway
9	North Foster City	NFC	Commuter.org	Commuter	\$358,106	\$250,674	\$107,432	30%	Existing
10	Redwood City Midpoint	MPT	Commuter.org	Commuter	\$641,710	\$401,068	\$240,642	38%	Existing
11	Redwood City Redwood Life	RLC	Commuter.org	Commuter	\$306,948	\$153,474	\$153,474	50%	Existing
12	Redwood City Seaport Centre	SEA	Commuter.org	Commuter	\$314,308	\$157,154	\$157,154	50%	Existing
13	South San Francisco One Tower Place	OTP	Commuter.org	Commuter	\$332,526	\$166,263	\$166,263	50%	Existing
14	South San Francisco Oyster Point BART	OPB	Commuter.org	Commuter	\$345,738	\$259,304	\$86,434	25%	Existing - Formerly known as South San Francisco BART
15	South San Francisco Oyster Point Caltrain	OPC	Commuter.org	Commuter	\$340,500	\$255,375	\$85,125	25%	Existing - Formerly known as South San Francisco Caltrain
16	South San Francisco Oyster Point Ferry	OPF	Commuter.org	Commuter	\$281,370	\$168,822	\$112,548	40%	Existing - Formerly known as South San Francisco Ferry
17	South San Francisco Utah Grand BART	UGB	Commuter.org	Commuter	\$675,284	\$506,464	\$168,820	25%	Existing - Formerly known as South San Francisco BART
18	South San Francisco Utah Grand Caltrain	UGC	Commuter.org	Commuter	\$358,108	\$268,580	\$89,528	25%	Existing - Formerly known as South San Francisco Caltrain
19	South San Francisco Utah Grand Ferry	UGF	Commuter.org	Commuter	\$281,370	\$168,822	\$112,548	40%	Existing - Formerly known as South San Francisco Ferry
20	Daly City Bayshore	DCB	Daly City	Community	\$675,000	\$506,250	\$168,750	25%	Existing
21	Menlo Park Willow Road	M4	Menlo Park	Commuter	\$341,900	\$256,400	\$85,500	25%	Existing
22	Skyline College Daly City BART Express		San Mateo County Community College District	Commuter	\$1,102,584	\$551,292	\$551,292	50%	Existing
23	South City Shuttle (East)		South San Francisco	Community	\$1,419,200	\$1,064,400	\$354,800	25%	Existing
24	South City Shuttle (West)		South San Francisco	Community	\$796,635	\$597,476	\$199,159	25%	New
<b>Proposed C/CAG Funded Shuttles</b>				<b>\$1,253,900</b>	<b>\$940,400</b>	<b>\$313,500</b>			
25	Menlo Park Crosstown	M1	Menlo Park	Community	\$873,900	\$655,400	\$218,500	25%	Existing
26	Menlo Park Marsh Road	M3	Menlo Park	Commuter	\$380,000	\$285,000	\$95,000	25%	Existing
<b>Total</b>				<b>\$13,507,889</b>	<b>\$8,978,698</b>	<b>\$4,529,191</b>	<b>34%</b>		

## TA Funded Shuttle Descriptions

### Commute.org

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#### **Brisbane Bayshore Caltrain**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$230,211*

Serves the Bayshore Caltrain Station and provides connections to businesses in the Crocker Park industrial area and other parts of Brisbane and Daly City with service offered during peak weekday commute hours

#### **Brisbane Crocker Park**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$514,202*

Serves the Bayshore Caltrain Station and the Balboa Park BART/MUNI Stations and connects riders to the Crocker Park industrial area in Brisbane with service offered during peak weekday commute hours

#### **Burlingame Bayside**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$235,730*

Serves the Millbrae Intermodal Station and provides connections to the Bayside business and hotel district east of the US 101 in Burlingame as well as businesses and multifamily buildings in Burlingame and Millbrae with service offered during peak weekday commute hours

#### **Burlingame Point**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$146,678*

Serves the Millbrae Intermodal and Burlingame Caltrain stations and provides connections to the Burlingame Point campus as well as hotels and businesses along Airport Boulevard with service offered during peak weekday commute hours

#### **Daly City Seton Medical Center**

*Service Type: Commuter* *Recommended Funding for FY 24 & FY25: \$270,000*

Provides service between the Daly City BART Station, Daly City Civic Center and Seton Medical Center.

#### **Foster City Commuter**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$450,830*

Serves the Hillsdale Caltrain Station and provides connections to major employment and activity centers in Foster City with service offered peak weekday commute hours

#### **Hillsdale Caltrain Commuter**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$249,394*

Serves the Hillsdale Caltrain Station and provides connections to businesses, residential developments and activity centers in the City of San Mateo with service offered peak weekday commute hours

**Millbrae Burlingame Commuter**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$208,724*

Serves the Millbrae Intermodal and Broadway Caltrain Stations and provides connections to the Mills-Peninsula Medical Center, Mercy Burlingame, and residential areas of Easton and Burlingame Terrace with service offered peak weekday commute hours

**North Foster City**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$250,674*

Serves the Millbrae Intermodal Station and provides connections to major employment centers in North Foster City with service offered during peak weekday commute hours

**Redwood City Midpoint**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$401,068*

Serves the Redwood City Caltrain station and provides connections to the Midpoint Technology Park, Stanford Health Care and University facilities and other developments in the Downtown area with service offered during peak weekday commute hours

**Redwood City Redwood Life**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$153,474*

Serves the Belmont Caltrain Station and provides connections to the employers in Redwood Shores, numerous parks and public facilities, and businesses on the west side of the US 101 with service offered during peak weekday commute hours

**Redwood City Seaport Centre**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$157,154*

Serves the Redwood City Caltrain Station and connects riders to the Seaport Centre business park and residential developments east of the US 101 with service offered during peak weekday commute hours

**South San Francisco One Tower Place**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$166,263*

Serves the South San Francisco BART and Caltrain Stations and provides connections to several large employers, the Dubuque Innovation Center, and other businesses with service offered during peak weekday commute hours

**South San Francisco Oyster Point BART**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$259,304*

Serves the South San Francisco BART Station and provides connections to business and other developments in the northern portion of Oyster Point with service offered during peak weekday commute hours

### **South San Francisco Oyster Point Caltrain**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$255,375*

Serves the South San Francisco Caltrain station and provides connections to office buildings and other employers in Oyster Point with service offered during peak weekday commute hours

### **South San Francisco Oyster Point Ferry**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$168,822*

Serves the South San Francisco Ferry Terminal and provides connections to office buildings and other employers in Oyster Point with service offered during peak weekday commute hours

### **South San Francisco Utah Grand BART**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$506,464*

Serves the South San Francisco BART station and provides connections to biotech businesses and other developments in the area with service offered during peak weekday commute hours

### **South San Francisco Utah Grand Caltrain**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$268,580*

Serves the South San Francisco Caltrain Station and provides connections to biotech businesses, the South San Francisco Conference Center, and other developments with service offered during peak weekday commute hours

### **South San Francisco Utah Grand Ferry**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$168,822*

Serves the South San Francisco Ferry and provides connections to biotech businesses and other developments with service offered during peak weekday commute hours

## **Daly City**

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### **Daly City Bayshore**

*Service Type: Community* *Recommended Funding for FY24 & FY25: \$506,250*

Serves the Daly City BART and Balboa Park BART Stations and provides connections to the North Peninsula Food Pantry, affordable housing, the Bayshore Community Center, and other destinations with service offered all day from 6 AM to 8 PM on weekdays

## **Menlo Park**

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### **Menlo Park Willow Road**

*Service Type: Commuter* *Recommended Funding for FY24 & FY25: \$256,400*

Serves the Menlo Park Caltrain Station and provides connections to medical facilities, school, offices and other destinations with service offered during peak weekday commute hours



## San Mateo County Community College District

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### **Skyline College Daly City BART Express**

*Service Type: Commuter*

*Recommended Funding for FY24 & FY25: \$551,292*

Serves the Daly City BART Station and connects riders to Skyline College with service provided all day four to five days per week from 7 AM to 7 PM

## South San Francisco

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### **South City Shuttle (East)**

*Service Type: Community*

*Recommended Funding for FY24 & FY25: \$1,064,400*

Serves the South San Francisco BART Station and provides connections to parks, medical facilities, schools, community centers, and other destinations with service provided all day from 7 AM to 7 PM on weekdays

### **South City Shuttle (West)**

*Service Type: Community*

*Recommended Funding for FY24 & FY25: \$597,476*

Serves the South San Francisco BART Station and provides connections to park, schools, residential areas, and public facilities with service offered all day from 7 AM to 7 PM on weekdays



## C/CAG Funded Shuttle Descriptions

### Menlo Park

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#### **Menlo Park Crosstown**

*Service Type: Community*

*Recommended Funding for FY24 & FY25: \$655,400*

Serves the Menlo Park and Palo Alto Caltrain Stations and provides connections to schools, parks, shopping centers, medical facilities, and other destinations with service offered all day from 8 AM to 6 PM on weekdays

#### **Menlo Park Marsh Road**

*Service Type: Commuter*

*Recommended Funding for FY24 & FY25: \$285,000*

Serves the Menlo Park Caltrain Station and provides connections to schools, employers, and residential areas with service offered during peak weekday commute hours

## Exhibit C. FY 2024/2025 Shuttle Scores & Rank

Shuttle	Type	Total Score (with Bonus)	Rank
South City Shuttle (East)	Existing	78	1
BCP: Brisbane Crocker Park	Existing	71	2
Skyline College Daly City BART Express	Existing	71	2
OPB: Oyster Point BART	Existing	67	4
UGB: South San Francisco Utah Grand BART	Existing	66	5
DCB: Daly City Bayshore	Existing	66	5
BPT: Burlingame Point	Existing	65	7
OTP: South San Francisco One Tower Place	Existing	63	8
South City Shuttle (West)	New	61	9
MPT: Redwood City Midpoint	Existing	60	10
SEA: Redwood City Seaport Center	Existing	60	10
OPC: Oyster Point Caltrain	Existing	59	12
UGC: South San Francisco Utah Grand Caltrain	Existing	57	13
NFC: North Foster City	Existing	54	14
BBC: Brisbane Bayshore Caltrain	Existing	53	15
DCS: Daly City Seton Medical Center	Existing	53	15
M1: Menlo Park Crosstown	Existing	52	17
M3: Menlo Park Marsh Road	Existing	52	17
MBC: Millbrae Burlingame Commuter	Existing	49	19
OPF: Oyster Point Ferry	Existing	48	20
UGF: South San Francisco Utah Grand Ferry	Existing	48	20
M4: Menlo Park Willow Road	Existing	48	20
RLC: Redwood City Redwood LIFE	Existing	46	23
BAY: Burlingame Bayside	Existing	43	24
HCC: Hillsdale Caltrain Commuter	Existing	37	25
FCC: Foster City Commuter	Existing	25	26

**Exhibit D. SamTrans Network Concurrency Review Results**

Shuttle Route	Shuttle Sponsor	Disposition	SamTrans Comments	Caltrain Comments	SamTrans Concurrency Approval	Overlap Score
Bayshore Shuttle	Daly City	Consider minor modifications.	No Comments	Consider connection at Bayshore station.	Approved	2
Brisbane Bayshore Caltrain	Commuter	Consider minor modifications.	No Comments	Confirm availability of turnaround space at the station; parking lot is out of service. Passenger pickup & drop off is permitted only on the west side of Tunnel Rd.	Approved	2
Brisbane Crocker Park	Commuter	Consider minor modifications.	No Comments	There is no Park and Ride in the service area of this stop and this shuttle doesn't appear to be oriented towards Caltrain even though it's described as such. Please consider more robust connections with Caltrain if that is the intention.	Approved	2
Burlingame Bayside	Commuter	No concurrence without significant modifications	Duplicative with Route 292 on Old Bayshore and duplicative with proposed Burlingame Point on Rollins. We suggest folding the resources for this service into the Burlingame Point shuttle, adding an additional trip per hour, more mid-day service, or some other proposal that avoids duplication of SamTrans service.	No comments	Route 292 and the proposed create a high-frequency transit corridor and overlap reconsidered. Approved.	0
Burlingame Point	Commuter	No route changes.	No Comments	No comments	Approved	2
Crosstown Shuttle	Menlo Park	Consider minor modifications.	No Comments	Consider meeting at least one or two Caltrain arrivals or departures.	Approved	1
Daly City Seton	Commuter	No concurrence without significant modifications	Substantial duplication with SamTrans. Seton Medical is already served by Route 121 and 122.	No comments	SamTrans & TA will work with Sponsor for potential changes to next cycle or alternative strategies. Approved for this cycle.	0
Foster City Commuter	Commuter	Consider minor modifications.	No Comments	Double check and confirm alignment with Caltrain arrivals/departures. To the extent possible, account for limited pickup and drop off space at Hillsdale. Avoid laying over in this location.	Approved	1
Hillsdale Caltrain Commuter	Commuter	Consider minor modifications.	No Comments	Confirm Caltrain schedule connections. To the extent possible, account for limited pickup and drop off space at Hillsdale	Approved	1
Marsh Shuttle	Menlo Park	Consider minor modifications.	Consider starting Run 1 at P.A.; Ending PM Run 3 at P.A.	No Comments	Approved	1
Millbrae Burlingame Commuter	Commuter	Consider major modifications (Caltrain)	No Comments	Reduction in service not accepted, request additional frequency/trips.	Sponsor incorporated changes. Approved.	1
North Foster City	Commuter	No route changes.	No Comments	No comments	Approved	1
RWC Midpoint	Commuter	No route changes.	Be advised that Route 276 will be reintroduced with 60 minute frequencies in June, and may increase to 30 minutes in early 2024. This could potentially introduce duplication issues with SamTrans.	No comments	Approved	1
RWC Redwood Life	Commuter	No route changes.	No comments	No comments	Approved	1
RWC Seaport Centre	Commuter	No route changes.	No Comments	No comments	Approved	2
Skyline College Express	SMCCCD	Consider minor modifications.	No Comments	Consider extension to serve Millbrae station.	Approved	2
South City Shuttle	SSF	Consider minor modifications.	Might consider straightening out the loop by SSF High School to save time but not a major concern for us.	Consider prioritizing Peninsula service by focusing on NB arrivals and SB departures.	Approved	1
SSF One Tower Place	Commuter	Consider minor modifications.	No Comments	Consider meeting L3 limited trains NB at SSF in AM	Approved	1
SSF Oyster Point BART	Commuter	No route changes.	No comments	No comments	Approved	1
SSF Oyster Point Caltrain	Commuter	Consider minor modifications.	No Comments	Consider adjusting schedule to meet with afternoon SB departures. Double check schedule accounts for Poletti pax drop off	Approved	1
SSF Oyster Point Ferry	Commuter	No route changes.	No Comments	No Comments	Approved	1
SSF Utah Grand BART	Commuter	No route changes.	No Comments	No Comments	Approved	1
SSF Utah Grand Caltrain	Commuter	No route changes.	No Comments	No Comments	Approved	1
SSF Utah Grand Ferry	Commuter	No route changes.	No comments	No Comments	Approved	1
West South City Shuttle	SSF	No route changes.	No Comments	No Comments	Approved	1
Willow Shuttle	Menlo Park	No concurrence without significant modifications	To avoid duplication with Route 296, focus on serving O'brian and Adams and pull back from Willow but keep service to the Menlo Medical Clinic and the VA Medical center. 296 is 20 minutes currently and will soon have even higher frequencies on Willow.	No comments	Sponsor incorporated changes. Approved.	1

0 - overlap  
1 - some overlap  
2 - no overlap

The SamTrans Network Concurrency process has been approved by:

**Millie Tolleson** Digitally signed by Millie Tolleson  
Date: 2023.05.12 15:41:59 -0700

Millie Tolleson  
Acting Director, SamTrans Planning

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Brian Fitzpatrick, Director of Real Estate and Property Development  
Subject: **Conveyance to the State of California Department of Transportation of Grant Deeds to US 101/Broadway Interchange Reconstruction Project Properties**

**Action**

Staff recommends that the Board of Directors (Board) grant authority to the Executive Director to convey to the State of California Department of Transportation (Caltrans) certain rights to parcels acquired by the San Mateo County Transportation Authority (TA) in support of the US 101/Broadway Interchange Reconstruction Project (Project).

**Significance**

As part of the Project, the TA acquired 12 parcels of property around the interchange between US 101 mileposts 16.3 and 17.1.

As Project construction is complete (except for landscaping), these properties are now ready to be conveyed to Caltrans for inclusion in the state highway system. Transfer of the properties would be consistent with the Project plan and would relieve the TA of liability for property maintenance and for liability associated with any incidents that may occur there-on.

**Budget Impact**

None.

**Background**

The US 101/Broadway Interchange Reconstruction Project, sponsored by the City of Burlingame, is funded by a combination of Measure A, City of Burlingame, State, and Federal funding. The Project replaced the overcrossing and all the ramps within the interchange to improve operational performance and safety, and to accommodate future traffic growth both on US 101 and Broadway in the proximity of the interchange. The environmental and design phases of the Project began in 2008 and 2011, respectively. Construction began in 2014 and was substantially completed by Caltrans in 2017.

The TA purchased the parcels to expedite project construction, with the understanding they would become part of the State highway system. As Caltrans has operational and maintenance responsibility for the State highway system, and is vested with authority over and legal responsibility for the same, it is not in the TA's interest to retain ownership of the properties given Project construction is complete.

In 2018, by Resolution No. 2018-08, the Board authorized the Executive Director to convey certain property rights to cities, utilities and other third parties to support TA-funded capital

projects. That authority primarily focused on the conveyance of easements, licenses and rights of entry to support utility or street relocations, but not transfer of properties in fee or easement for inclusion in the state highway system.

Prepared By: Janni Baugh

Manager, Real Estate

650-207-2392

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority**

**State of California**

\* \* \*

**Authorizing the Executive Director to Convey Grant Deeds to the State of California  
Department of Transportation for Properties Acquired for the US 101/Broadway Interchange  
Reconstruction Project**

**Whereas**, on June 7, 1988, the voters of San Mateo County approved a ballot measure known as “Measure A,” which increased the local sales tax in San Mateo County by ½ percent with the new tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan (TEP) presented to the voters; and

**Whereas**, on November 2, 2004, the voters of San Mateo County approved the continuation of the collection and distribution by the San Mateo County Transportation Authority (TA) of the New Measure A half-cent transactions and use tax for an additional 25 years to implement the 2004 TEP beginning January 1, 2009; and

**Whereas**, the US 101/Broadway Interchange Reconstruction Project (Project) is a Highway Program category project sponsored by the City of Burlingame, with construction administered by the California State Department of Transportation (Caltrans); and

**Whereas**, as part of the right-of-way phase of the Project, the TA acquired property in the area of the interchange with the understanding that the property would become part of the US 101 right of way owned and operated by Caltrans; and

**Whereas**, now that Project construction is complete (aside from landscaping work), staff recommends that the Board of Directors (Board) grant authority to the Executive Director to convey to the Caltrans the grant deed for 12 parcels of property along US 101, between

postmiles 16.3 and 17.1 in Burlingame, California, which were acquired by the Authority (TA) for the Project.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Executive Director to convey to Caltrans the grant deed for 12 parcels of property along US 101, between postmiles 16.3 and 17.1 in Burlingame, California, which were acquired by the Authority US 101/Broadway Interchange Reconstruction Project.

**Be It Further Resolved** that the Board of Directors authorizes the Executive Director, or designee, to take to consummate and record (if appropriate) the transfer of the property rights described herein to the California Department of Transportation, including executing agreements and other documents in forms acceptable to Legal Counsel.

**Be It Further Resolved** that the Board of Directors authorizes the Executive Director to take such other actions as may be necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transportation Authority

Attest:

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Authority Secretary



# US 101/Broadway Interchange Right of Way (ROW) Close-out and Transfer to Caltrans

Board of Directors  
June 1, 2023



# US101/Broadway – ROW Close-out

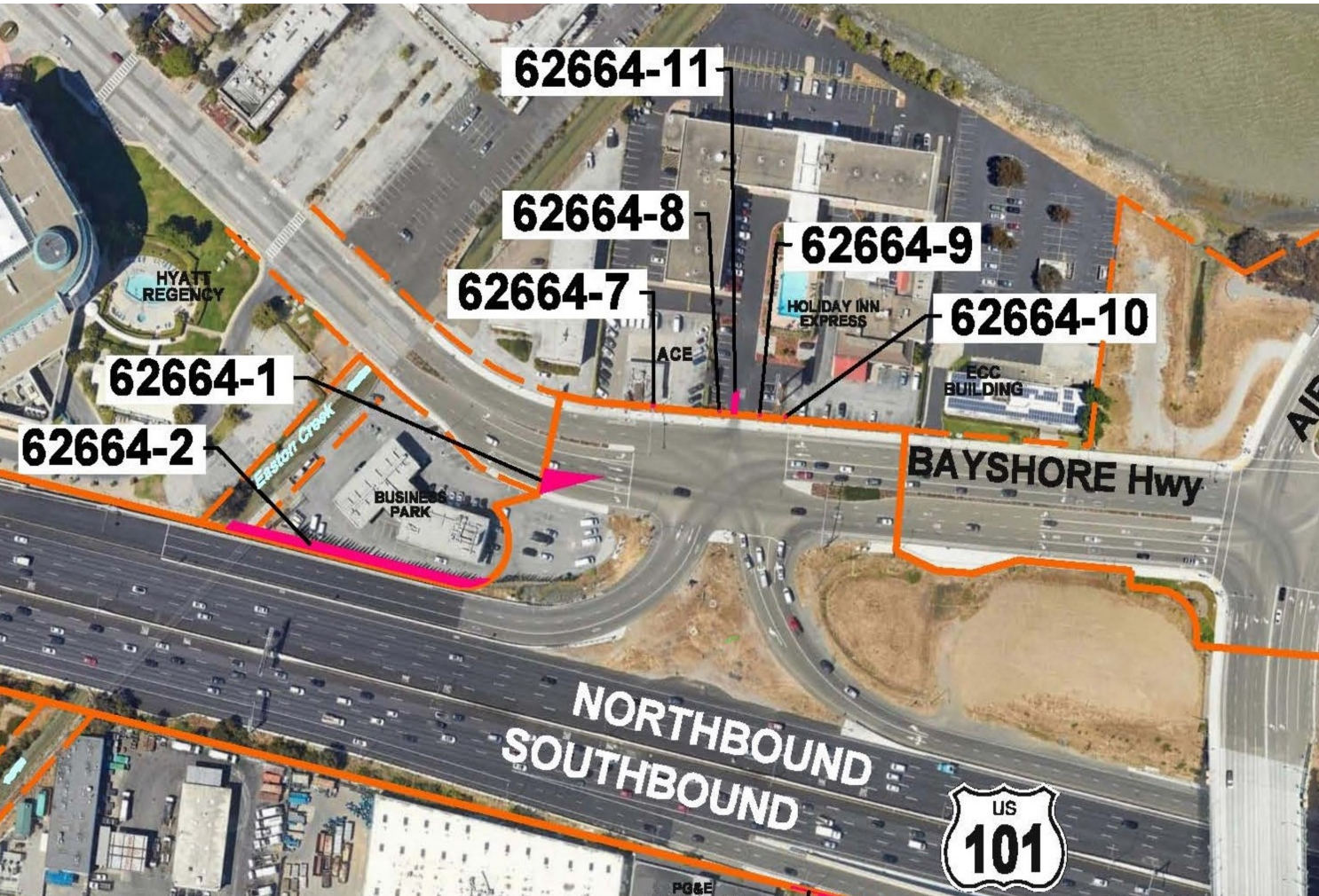
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- Project sponsored by the City of Burlingame and funded by the TA, State, Federal Highway Administration (FHWA) and the City
- Project replaced and improved the state-owned US 101/Broadway interchange overcrossing and ramps
- While most of the project was constructed within existing Caltrans ROW, the TA needed to acquire 12 properties to construct necessary facilities related to the interchange and all ROW costs were included in the project budget
- The interchange was completed in 2017, but ROW Transfer was delayed until completion of the express lanes project
- The final step is to transfer the facilities purchased as part of the project to Caltrans





# US 101/Broadway – Property Transfers



- 1** – Fee, 882 SF
- 2** – Drainage easement  
2,960 SF
- 7,8,9,10** – Fee(streetlight)  
14 SF, 9 SF, 9 SF, 9 SF
- 11** – Signal easement 175 SF

*SF= Square Feet*



# US101/Broadway – Property Transfers



3 – Drainage easement 694 SF

4 – Retaining wall easement  
694 SF

5 – Drainage easement 3,700 SF

6 – Drainage easement 3,700 SF

12 – Fee, 290 SF

# US 101/Broadway – ROW Close-out

Item #11.c.  
6/1/2023



Questions?



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer Peter Skinner, Executive Officer,  
Transportation Authority  
Subject: **Adoption of Revisions to the TA Procurement Policy**

**Action**

Staff proposes that the Board of Directors (Board) of the San Mateo County Transportation Authority (TA):

1. Approve a revised TA Procurement Policy (Attachment A) (Policy), which updates the existing Policy as follows:
  - a. Increases the authority of the Executive Director or designee to execute contracts for equipment, supplies, and materials from \$75,000 to \$250,000;
  - b. Increases the authority of the Executive Director or designee to execute contracts for services and related amendments from \$150,000 to \$250,000;
  - c. Increases the authority of the Executive Director or designee to issue and execute contract amendments and change orders from \$150,000 to \$250,000 or 10% of the Board approved amount, whichever is greater;
  - d. Increases the threshold for use of informal procurement methods for the procurement of services from \$150,000 to \$250,000;
  - e. Increases the threshold for Board approval of disposition of surplus property from \$150,000 to \$250,000;
  - f. Increases the threshold for Board approval of emergency procurements from \$250,000.
2. Authorize the Executive Director or designee to take any actions necessary to give effect to this resolution.

**Significance**

Approval of these revisions will allow the TA Procurement Policy to remain consistent with that of the San Mateo County Transit District (District), keep pace with increased contracting costs and maintain efficient and effective procurement practices for the TA.

**Budget Impact**

There is no budget impact associated with adopting a revised policy

**Background**

The TA was established in 1988 to administer the proceeds from Measure A to fund a broad spectrum of transportation-related projects and programs. On April 6, 1989, the TA adopted Professional Services Policy & Procedures pursuant to Resolution 1989-6 to govern professional services contracting. The Professional Services Policy & Procedures were updated in 1996 and 2007 pursuant to Resolution Numbers 1996-8 and 2007-22, respectively.

The San Mateo County Transit District provides all procurement and contracting support functions for the acquisition of such property, facilities, equipment, materials, supplies, and services, including public works, as may be deemed necessary to carry out the duties of the TA. Procedures for these procurement and contracting support functions are governed by the District's Procurement Manual.

On February 4, 2021, the TA Board adopted a Procurement Policy under Resolution No. 2021-5, which superseded the Professional Services Policy & Procedures and aligns the TA's Procurement Policy with the District's to promote the greatest economy and efficiency to the TA, and to maintain appropriate safeguards to preserve fairness and accountability in all of TA's procurement activities.

Since then, contracting costs have increased considerably. In the absence of higher limits for delegated authority to the Executive Director, the Board must approve routine and/or low value agreements and amendments, which can delay the contracting process and increase contract costs. Furthermore, the TA's role has continued to evolve as the agency has taken a more significant role in regional projects as a project sponsor and implementer. The agency also continues to consider taking a more active role in building projects and directly securing state and federal funding to leverage funding from Measures A and W.

Currently, the Executive Director's delegated contract authority is lower than some peer agencies. For example, the General Manager for the Santa Clara Valley Transportation Authority (VTA) is authorized to execute agreements for amounts not to exceed \$1,000,000 for goods and services and public works which are identified and included in VTA's current budget; and the Director of Transportation of the San Francisco Municipal Agency (SFMTA) is authorized to execute agreements for contracts not exceeding \$10 million for goods and services and \$500,000 for public works. Furthermore, the proposed increase in the authority limit aligns with the federal Simplified Acquisition Threshold regulation that allows for informal procurement of goods and services valued at less than \$250,000.

Agency	Purchases of Goods	Purchases of Services	Revenue Contracts	Public Works Contracts
TA	\$75,000	\$150,000	\$150,000	\$250,000
SFMTA	\$10,000,000	\$10,000,000	\$500,000	\$500,000
VTA	\$1,000,000	\$1,000,000		\$1,000,000



Staff is taking similar revisions to the Procurement Policy to both the JPB Board of Directors and the District Board of Directors. If the respective Boards vote to increase the contract authority of the JPB and the District staff, the proposed TA Policy would be consistent with the authority delegated by the JPB and District Boards.

Prepared By: Kevin Yin Director, Contracts and Procurement (650) 622-7860

**Resolution No. 2023-**

**Board of Directors, San Mateo County Transportation Authority  
State of California**

\* \* \*

**Adopting Revisions to the TA Procurement Policy**

**Whereas**, the San Mateo County Transportation Authority (TA) is organized and established pursuant to the Bay Area County Traffic and Transportation Funding Act, set forth in the Public Utilities Code Sections 131000-131304, *et seq.*; and

**Whereas**, pursuant to Resolution Numbers 1989-6, 1996-8, and 2007-22, respectively, the TA adopted and amended a Professional Services Contract Policy and Professional Services Contract/Consultant Selection Procedures to govern professional service contracting; and

**Whereas**, on February 4, 2021, the TA Board of Directors (Board) adopted a Procurement Policy under Resolution No. 2021-5, which superseded the Professional Services Contract Policy and Professional Services Contract/Consultant Selection Procedures and aligned the TA with the San Mateo County Transit District (District) to promote the greatest economy and efficiency to the TA, and to maintain appropriate safeguards to preserve fairness and accountability in all of TA's procurement activities; and

**Whereas**, since that time, the number of projects and contracting costs have grown significantly, increasing the frequency with which staff must seek Board authorization for routine and relatively low value items that have already been described in the budget; and

**Whereas**, additionally, the TA Executive Director's delegated contract authority has fallen below some peer agencies; and

**Whereas**, staff recommends that the Board approve an updated Procurement Policy, attached hereto as Attachment A, in order to increase the Executive Director’s delegated contracting authority, and to make other administrative revisions.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transportation Authority hereby approves the Procurement Policy, attached hereto as Attachment A, which supersedes the Procurement Policy adopted on February 4, 2021, pursuant to Resolution No. 2021-5; and

**Be It Further Resolved** that the Executive Director, or her designee, is authorized to take further actions as may be necessary to give effect to this resolution, including utilizing the San Mateo County Transit District's Procurement Manual, which may be revised by the District's General Manager/CEO from time to time.

Regularly passed and adopted this 1<sup>st</sup> day of June, 2023 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transportation Authority

Attest:

\_\_\_\_\_  
Authority Secretary

## **ATTACHMENT A: PROPOSED PROCUREMENT POLICY**

### **PROCUREMENT POLICY SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

The San Mateo County Transportation Authority (TA) is organized and established pursuant to the Bay Area County Traffic and Transportation Funding Act, set forth in the Public Utilities Code §§131000-131304 (the “Act”). The San Mateo County Transit District (District) provides personnel, administrative, and operational support for the TA, and District staff generally provides all procurement support functions for both agencies in order to acquire such property, facilities, equipment, materials, supplies, and services as may be deemed necessary to carry out their duties.

The procedures governing procurements of the TA derive from state and federal law. By accepting state and federal funding, the TA is also obligated to comply with certain regulations in its procurement of goods and services. In the event of a conflict between the TA’s Procurement Policy and state or federal law, such state or federal law will supersede this Procurement Policy.

This Procurement Policy provides a broad overview of the standards and methods that will guide the TA in obtaining goods and services. Wherever in this Procurement Policy the Executive Director is designated authority, such authority shall be understood to include the designee of the Executive Director.

#### **A. Fundamental Principles of Ethical Procurement**

The TA’s procurement practices reflect its commitment to fundamental principles of ethical procurement, which are as follows:

1. Foster maximum open and free competition for TA Contracts;
2. Promote the greatest economy and efficiency in TA procurements;
3. Ensure adherence to proper standards of conduct by TA board members, officers and employees;
4. Maintain procurement policies and procedures that guarantee compliance with applicable state and federal laws and regulations;
5. Establish and maintain an arm's length relationship with all Contractors;
6. Treat all prospective Contractors, Consultants, and vendors, including Disadvantaged Business Enterprises (DBEs) and small businesses, in a fair and equitable manner; and
7. Provide guidance for remedy and resolution of Contract claims or disputes.

Based on these fundamental principles of ethical procurement and the general standards of public sector procurement, the following set of procurement and contracting policies have been developed.

**B. Conflicts of Interest**

No director, officer, employee or agent of the TA shall participate in any procedure, tasks, or decisions relative to initiation, evaluation, award, or administration of a contract if a conflict of interest, real or apparent, exists. Such a conflict of interest arises when (a) the director, officer, employee or agent, (b) any member of his or her immediate family, (c) his or her business associate, or (d) an organization which employs, or which is about to employ, any of the above described individuals has a financial or other interest in a firm that participates in a TA procurement process or that is selected for an award. The standards governing the determination as to whether such an interest exists are set forth in the Political Reform Act (§81000 *et seq.* of the California Government Code) and in §§1090, 1091, and 1091.5 of the California Government Code.

**C. Methods of Procurement**

1. All purchases and contracts, whether by informal bidding, formal bidding, or proposals, shall be made on a competitive basis to the greatest extent practicable.
2. The method of procurement, such as small purchases, informal bids or proposals, formal competitive bidding, requests for proposals, etc., shall be appropriate for the type of project or procurement and shall be in the best interest of the TA.
3. Formal competitive bidding should be used for construction, repair, maintenance, alteration, and similar work whenever the estimated expenditure for such work is more than \$250,000. Alternative methods of procurement, such as a design build approach, may be utilized if in full compliance with all applicable requirements.

For construction, repair, maintenance, alteration, and similar work where the estimated expenditure is \$250,000 or less, the TA may use a negotiated contract or a purchase order.

4. Formal competitive bidding must be used when purchasing equipment, supplies, or materials is more than \$75,000 (Public Utilities Code §131285).
5. An informal procurement method may be utilized for the purchase of materials, equipment, or supplies when the estimated expenditure is \$75,000 or less, and for the purchase of services when the estimated expenditure is \$250,000 or less. To the extent practicable, such a method shall involve obtaining a minimum of three quotations, either written or oral, that permit prices and other terms to be compared. The TA will undertake adequate outreach to ensure open and free competition, and that small businesses, including DBEs are afforded opportunities to submit quotations. To the extent practicable, the TA will strive to obtain at least one of the minimum of three quotations from a small business. The TA will utilize interested

vendors based upon a review of trade sources, lists of certified DBEs and small businesses that have registered with the State, and vendors that have registered with the TA to receive notice of contract opportunities. When appropriate to ensure satisfaction of the Fundamental Principles of Ethical Procurement set forth in Section A of this Policy, such solicitations shall be advertised by the TA. The TA's informal bidding procedures, using a lowest responsible bidder standard for bid comparison, will serve as the typical standard on which to base the purchase of materials, equipment, services, or supplies, unless it is determined in writing that it is in the TA's best interest to apply a "best value" approach. "Best value" means a process in which the overall combination of quality, price, and other elements such as reliability, standardization, vendor qualifications, warranty, life cycle costs, and sustainability issues are considered together to determine which proposal provides the greatest overall benefit to the TA.

6. Formal competitive proposals, which consider and evaluate factors in addition to price, will be used to retain professional and non-professional services when the estimated expenditure is more than \$250,000. Specialized State and federal laws will apply to the procurement of architectural and engineering services as defined by applicable laws and regulations, regardless of the estimated expenditure.
7. The use of appropriate intergovernmental and cooperative agreements is encouraged in order to reduce duplicative effort and to achieve cost economies.
8. The TA may purchase items on the open market under the following conditions: (a) if the TA Board (i) rejects bids received in connection with a procurement of supplies, equipment, or materials requiring formal competitive bidding and (ii) determines and declares by a two-thirds vote of all of its voting members that, in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market; under Public Utilities Code §131285; or (b) if the Board or the Executive Director, within the Executive Director's delegated procurement authority, has exercised discretion to waive the competitive process when permissible under applicable law and consistent with the fundamental principles of procurement set forth in this Policy; or (c) if no bids or proposals are received in response to a formal solicitation and market research indicates another procurement for the supplies, equipment, or materials will not render a different outcome. See Public Utilities Code §§131285 and 131286, and Section K "Discretion to Waive the Competitive Process" set forth below.

**D. Procurement Documentation and Consideration of Bids and Proposals**

1. Formal competitive bidding requires preparation of bid documents that clearly set forth all requirements which must be fulfilled in order for the bid to be responsive, advertisement in accordance with the law, and, once bids are received, an award, if made, to the lowest responsive and responsible bidder.
2. Formal competitive proposals, including the "best value" approach, require issuance of Requests for Proposals, which clearly set forth all the requirements, and

state the qualitative factors, in addition to price, which will be used to evaluate and rank the Proposals. An award, if made, will be to the proposer receiving the highest consensus ranking, subject to successful negotiations with the TA.

3. Any and all bids, quotes or proposals may be rejected by the TA if it is in the TA's best interest to do so.
4. The TA may only contract with persons, firms or entities that are qualified and possess the ability to perform successfully under the terms and conditions of the proposed procurement.

**E. Execution of Contract Documents**

1. All TA contracts and amendments will be in writing and executed prior to beginning performance under the contract.
2. The Executive Director may execute all contracts on behalf of the TA that are duly approved within the Executive Director's authority. The Chairperson of the Board of Directors will sign contracts and leases that require approval by the Board, unless otherwise delegated to the Executive Director.

**F. Disadvantaged Business Enterprise Program**

Although the TA is not currently a direct recipient of federal funds, the TA will abide by all Disadvantaged Business Enterprise (DBE) subrecipient programs of its funding agencies. It is the policy of the TA to ensure nondiscrimination on the basis of race, color, sex or national origin in the award and administration of U.S. Department of Transportation assisted and TA contracts. It is the intention of the TA to create a level playing field on which DBEs can compete fairly for contracts and subcontracts to provide the TA's public works, supplies, equipment, materials, and services.

**G. Protest Procedures**

Bidders may protest contracts that are let through informal bidding, formal competitive bidding, or competitive negotiations. The Executive Director or designee is authorized to review and rule upon protests concerning contracts awarded within the Executive Director's procurement authority.

Protests for contracts not within the Executive Director's procurement authority will first be reviewed and ruled upon by the Executive Director or designee. Appeals of such determinations will be reviewed and acted upon by the Board of Directors upon recommendation by the Executive Director and the General Counsel. All protests will be processed in accordance with the written procedures set forth in the Procurement Manual.

**H. Executive Director's Procurement Authority**

1. The Executive Director is authorized to purchase supplies, equipment, services, and materials and to arrange for work in a manner consistent with this Procurement

Policy and written procedures as may be developed from time to time. The Executive Director is authorized to execute agreements and expend funds for procurements and activities included within the TA's approved annual budget as follows: (1) \$250,000 or less for equipment, supplies, materials, and services, including for construction, repair, maintenance, alteration, and similar work.

2. The Executive Director is authorized to modify and otherwise administer all contracts on behalf of the TA. For all contracts, the Executive Director is authorized to issue contract change orders or amendments within any Board approved contingency. If the Board does not establish a contingency or in the event the contingency is exhausted, the Executive Director is authorized to issue contract change orders or amendments for not more than \$250,000 or up to 10% (cumulative) of the Contract Amount, whichever is greater. The "Contract Amount" is defined as the original Board approved contract amount, plus any Board-exercised or approved options, plus any Board-approved amendments.
3. The Executive Director is authorized to designate staff to oversee and monitor procurements and may delegate its contracting authority set forth in the paragraph above. Such delegation(s) must be in writing, documented by the Director of Contracts and Procurement, and must specify defined monetary limits.
4. Only the Board may award (a) contracts for equipment, materials, supplies, and services, including for construction, repair, maintenance, alteration, and similar work in excess of \$250,000. When the Board awards such contracts, it also delegates to the Executive Director the authority to execute the resulting agreement.

#### **I. Emergency Contracts**

For procurements requiring competitive bidding and/or Board approval, in case of any sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services, the Board hereby designates the Executive Director to take all necessary and proper measures in emergency conditions to maintain the TA's systems in operation. The Board also grants the Executive Director the authority to determine that there is insufficient time for competitive bidding and that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property. If the Executive Director makes such a determination, the Executive Director may expend or enter into a contract involving the expenditure of any sum needed in such emergency without observance of the provisions requiring contracts, bids or notice. The Executive Director shall promptly report on the reasons and necessity for proceeding without a competitive solicitation for all materials, supplies and equipment which exceed \$250,000 to the Board of Directors at the next scheduled Board meeting. Upon hearing the Executive Director's report, the Board shall determine, by a two-thirds vote, whether or not there is a need to continue the emergency action. The Board shall continue to evaluate the emergency action, determining whether or not the emergency procurement is still required, at every regularly scheduled meeting thereafter until the action is terminated. See Public Utilities Code §131285.



**J. Cooperative Purchasing Agreements**

To foster greater economy and efficiency, the TA may avail itself of federal, state and local intergovernmental agreements for procurement or use of common goods and services. Joint procurements, state cooperative purchasing programs, and assignment of existing contract rights (“piggyback” procurements) with other public agencies may be used when consistent with applicable state and federal statutory or grant requirements.

**K. Discretion to Waive the Competitive Process**

The Board of Directors or the Executive Director, in the case of procurements within the Executive Director’s procurement authority, may waive the requirements for formal competitive bidding or other procedures set forth in this Policy when (1) permissible under applicable law; (2) a determination is made that the best interests of the TA are served thereby, and provided there is adequate documentation of the need for such material, supplies, equipment, public works or services; and (3) a determination is made that following competitive procedures would be unavailing and not in furtherance of the purposes of the competitive bidding statutes and the TA’s Procurement Policy. These circumstances shall be evaluated on a case-by-case basis, in consultation with the legal staff, keeping in mind the Fundamental Principles of Ethical Procurement set forth in this Policy. The findings justifying the waiver must be documented in the record.

Regardless of the estimated cost of the procurement, the TA is not required to engage in the competitive bidding process when procuring materials, equipment, supplies or services for which there exists only a sole source of supply. If more than one distributor of a product or service is available, the product or service is not exempt from competitive bidding as a sole source, but may be exempt from competitive bidding as a single source with appropriate justification. A sole source decision is not permitted merely upon the grounds that the source demonstrates technical or administrative superiority, is the most convenient, or shows superior performance potential at lower costs. In all cases, staff must verify that the particular procurement meets the definition of a single or sole source, and a cost or price analysis must be performed to determine the fairness and reasonableness of the price. The single or sole source findings will be reviewed by the Director of Contracts and Procurement in consultation with legal staff, as needed. A written determination of the findings will be provided to the requestor for inclusion in the contract record.

**L. Contract Administration**

The TA shall administer all contracts to ensure that contractors conform with the terms, conditions, and specifications of all contracts and to ensure all purchases are received in a timely manner. Contract administration files shall contain documentation concerning the solicitation, contract costs, modifications and final disposition. All significant formal and informal communications on all contracts must be committed to written memoranda and promptly included in the contract file.

**M. Disposal of Surplus Property**

1. The Director of Contracts and Procurement shall approve the manner of disposition of surplus supplies, equipment, and materials. The Board of Directors shall approve

the disposition of any item having a fair market value greater than \$250,000. In the event the surplus item to be disposed of was purchased with federal funds, the TA will comply with federal disposition requirements.

2. The method of sale or disposition of any surplus or scrap items shall depend upon the nature of the items. Such methods shall include: (1) transfer or sale to other public agencies, (2) trade-in as part of a new procurement, (3) sale by auction, advertisement for sealed bids, or negotiation, or (4) where appropriate, proper recycling, donation to a non-profit agency, or disposal.

#### **N. Revenue Generating Contracts/Concessions**

To the extent they are not otherwise governed by TA policies, concession agreements are contracts where the TA grants permission to use TA facilities or property to vendors to sell products or services, for which the TA receives a percentage of the proceeds and/or a flat rate of compensation. Generally, these arrangements are at no direct cost to the TA.

Where it is determined that a number of potential vendors are available to provide similar products or services, a competitive negotiations procedure should be followed, and award made to the highest ranked proposer, taking into consideration the economic return to the TA, quality of the product, service and experience of the vendor.

The Board of Directors shall approve revenue generating/concessions contracts that exceed \$250,000 in value.

#### **O. Implementation**

This Policy sets forth the standards and methods to be followed by the TA in obtaining public works, supplies, materials, equipment, and services, and supersedes the Professional Services Contract Policy and Professional Services Contract/Consultant Selection Procedures, which were adopted pursuant to Resolution Numbers 1989-6 and 1996-8, respectively, and updated pursuant to Resolution Number 2007-22. The Executive Director shall have the authority to create, maintain and update as necessary the Procurement Manual that sets forth implementing guidelines and procedures consistent with applicable law, best procurement practices, and the Procurement Policy, and may make subsequent revisions if necessary to implement changes in applicable laws and regulations and best procurement practices such as FTA Best Practices Procurement Manual, Caltrans Local Assistance Procedures Manual, American Public Transit Association guidelines and standards, or other well accepted external references. Changes that represent a deviation from this Policy must be approved by the Board of Directors. All TA staff with responsibility for procurement activities shall be trained in, and adhere to, this Policy and the Procurement Manual.

[Revised: Resolution No. 2023-14; June 1, 2023](#)

Adopted: Resolution No. 2021-5; February 4, 2021

**ATTACHMENT B: REDLINED PROPOSED PROCUREMENT POLICY**

**PROCUREMENT POLICY  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

The San Mateo County Transportation Authority (TA) is organized and established pursuant to the Bay Area County Traffic and Transportation Funding Act, set forth in the Public Utilities Code Sections §§131000-131304 (the “Act”). The San Mateo County Transit District (District) provides personnel, administrative, and operational support for the TA, and District staff generally provides all procurement support functions for both agencies in order to acquire such property, facilities, equipment, materials, supplies, and services as may be deemed necessary to carry out their duties.

The procedures governing procurements of the TA derive from state and federal law. By accepting state and federal funding, the TA is also obligated to comply with certain regulations in its procurement of goods and services. In the event of a conflict between the TA’s Procurement Policy and state or federal law, such state or federal law will supersede this Procurement Policy.

This Procurement Policy provides a broad overview of the standards and methods that will guide the TA in obtaining goods and services. Wherever in this Procurement Policy the Executive Director is designated authority, such authority shall be understood to include the designee of the Executive Director.

**A. Fundamental Principles of Ethical Procurement**

The TA’s procurement practices reflect its commitment to fundamental principles of ethical procurement, which are as follows:

1. Foster maximum open and free competition for TA Contracts;
2. Promote the greatest economy and efficiency in TA procurements;
3. Ensure adherence to proper standards of conduct by TA board members, officers and employees;
4. Maintain procurement policies and procedures that guarantee compliance with applicable state and federal laws and regulations;
5. Establish and maintain an arm's length relationship with all Contractors;
6. Treat all prospective Contractors, Consultants, and vendors, including Disadvantaged Business Enterprises (DBEs) and small businesses, in a fair and equitable manner; and
7. Provide guidance for remedy and resolution of Contract claims or disputes.

Based on these fundamental principles of ethical procurement and the general standards of public sector procurement, the following set of procurement and contracting policies have been developed.

## B. Conflicts of Interest

No director, officer, employee or agent of the TA shall participate in any procedure, tasks, or decisions relative to initiation, evaluation, award, or administration of a contract if a conflict of interest, real or apparent, exists. Such a conflict of interest arises when (a) the director, officer, employee or agent, (b) any member of his or her immediate family, (c) his or her business associate, or (d) an organization which employs, or which is about to employ, any of the above described individuals has a financial or other interest in a firm that participates in a TA procurement process or that is selected for an award. The standards governing the determination as to whether such an interest exists are set forth in the Political Reform Act (~~Section~~§81000 *et seq.* of the California Government Code) and in ~~Sections~~§§1090, 1091, and 1091.5 of the California Government Code.

## C. Methods of Procurement

1. All purchases and contracts, whether by informal bidding, formal bidding, or proposals, shall be made on a competitive basis to the greatest extent practicable.
2. The method of procurement, such as small purchases, informal bids or proposals, formal competitive bidding, requests for proposals, etc., shall be appropriate for the type of project or procurement and shall be in the best interest of the TA.
3. Formal competitive bidding should be used for construction, repair, maintenance, alteration, and similar work whenever the estimated expenditure for such work is more than \$250,000 ~~or more~~. Alternative methods of procurement, such as a design build approach, may be utilized if in full compliance with all applicable requirements.

~~For construction, repair, maintenance, alteration, and similar work where the estimated expenditure is less than \$250,000 or less, the TA may use a negotiated contract or a purchase order. The TA's informal bidding procedures, using a lowest responsible bidder standard for bid comparison, will serve as the typical standard on which to base the purchase of materials, equipment, services or supplies, unless it is determined in writing that it is in the TA's best interest to apply a "best value" approach. "Best value" means a process in which the overall combination of quality, price, and other elements such as reliability, standardization, vendor qualifications, warranty, life cycle costs, and sustainability issues are considered together to determine which proposal provides the greatest overall benefit to the TA.~~

4. Formal competitive bidding must be used when purchasing equipment, supplies, or materials is more than \$75,000 ~~and over~~ ([Public Utilities Code §131285](#)).
5. An informal procurement method may be utilized for the purchase of materials, equipment, or supplies when the estimated expenditure is ~~less than~~ \$75,000 or less, and for the purchase of services when the estimated expenditure is ~~less than~~ ~~\$150,000~~ \$250,000 or less. To the extent practicable, such a method shall involve

obtaining a minimum of three quotations, either written or oral, that permit prices and other terms to be compared. The TA will undertake adequate outreach to ensure open and free competition, and that small businesses, including DBEs are afforded opportunities to submit quotations. To the extent practicable, the TA will strive to obtain at least one of the minimum of three quotations from a small business. The TA will utilize interested vendors based upon a review of trade sources, lists of certified DBEs and small businesses that have registered with the State, and vendors that have registered with the TA to receive notice of contract opportunities. When appropriate to ensure satisfaction of the Fundamental Principles of Ethical Procurement set forth in Section A of this Policy, such solicitations shall be advertised by the TA. The TA's informal bidding procedures, using a lowest responsible bidder standard for bid comparison, will serve as the typical standard on which to base the purchase of materials, equipment, services or supplies, unless it is determined in writing that it is in the TA's best interest to apply a "best value" approach. "Best value" means a process in which the overall combination of quality, price, and other elements such as reliability, standardization, vendor qualifications, warranty, life cycle costs, and sustainability issues are considered together to determine which proposal provides the greatest overall benefit to the TA.

6. Formal competitive proposals, which consider and evaluate factors in addition to price, will be used to retain professional and non-professional services when the estimated expenditure is ~~\$150,000 or~~ more than \$250,000. Specialized State and federal laws will apply to the procurement of architectural and engineering services as defined by applicable laws and regulations, regardless of the estimated expenditure.
7. The use of appropriate intergovernmental and cooperative agreements is encouraged in order to reduce duplicative effort and to achieve cost economies.
8. The TA may purchase items on the open market under the following conditions: (a) if the TA Board (i) rejects bids received in connection with a procurement of supplies, equipment, or materials requiring formal competitive bidding and (ii) determines and declares by a two-thirds vote of all of its voting members that, in its opinion, the supplies, equipment, or materials may be purchased at a lower price in the open market, under Public Utilities Code §131285; or (b) if the Board of Directors, or the Executive Director, within the Executive Director's procurement authority, has exercised discretion to waive the competitive process when permissible under applicable law and consistent with the fundamental principles of procurement set forth in this Policy, or (bc) if no bids or proposals are received in response to a formal solicitation and market research indicates another procurement for the supplies, equipment, services and materials will not render a different outcome. See Public Utilities Code Section §§ 131285 and 131286, and Section K "Discretion to Waive the Competitive Process" set forth below.

**D. Procurement Documentation and Consideration of Bids and Proposals**

1. Formal competitive bidding requires preparation of bid documents that clearly set forth all requirements which must be fulfilled in order for the bid to be responsive, advertisement in accordance with the law, and, once bids are received, an award, if made, to the lowest responsive and responsible bidder.
2. Formal competitive proposals, including the “best value” approach, require issuance of Requests for Proposals, which clearly set forth all the requirements, and state the qualitative factors, in addition to price, which will be used to evaluate and rank the Proposals. An award, if made, will be to the proposer receiving the highest consensus ranking, subject to successful negotiations with the TA.
3. Any and all bids, quotes or proposals may be rejected by the TA if it is in the TA’s best interest to do so.
4. The TA may only contract with persons, firms or entities that are qualified and possess the ability to perform successfully under the terms and conditions of the proposed procurement.

**E. Execution of Contract Documents**

1. All TA contracts and amendments will be in writing and executed prior to beginning performance under the contract.
2. The Executive Director may execute all contracts on behalf of the TA that are duly approved within the Executive Director’s authority. The Chairperson of the Board of Directors will sign contracts and leases that require approval by the Board, unless otherwise delegated to the Executive Director.

**F. Disadvantaged Business Enterprise Program**

Although the TA is not currently a direct recipient of federal funds, the TA will abide by all [Disadvantaged Business Enterprise \(DBE\)](#) ~~DBE~~ subrecipient programs of its funding agencies. It is the policy of the TA to ensure nondiscrimination on the basis of race, color, sex or national origin in the award and administration of U.S. Department of Transportation assisted and TA contracts. It is the intention of the TA to create a level playing field on which DBEs can compete fairly for contracts and subcontracts to provide the TA’s public works, supplies, equipment, materials and services.

**G. Protest Procedures**

Bidders may protest contracts that are let through informal bidding, formal competitive bidding or competitive negotiations. The Executive Director, or designee, is authorized to review and rule upon protests concerning contracts awarded within the Executive Director's procurement authority.

Protests for contracts not within the Executive Director's procurement authority will first be reviewed and ruled upon by the Executive Director, or designee. Appeals of such determinations will be reviewed and acted upon by the Board of Directors upon recommendation by the Executive Director and the General Counsel. All protests will be processed in accordance with the written procedures set forth in the Procurement Manual.

#### **H. Executive Director's Procurement Authority**

1. The Executive Director is authorized to purchase supplies, equipment, services, and materials and to arrange for work in a manner consistent with this Procurement Policy and written procedures as may be developed from time to time. The Executive Director is authorized to execute agreements and expend funds for procurements and activities included within the TA's approved annual budget as follows: (1) ~~up to \$75,000~~ \$250,000 or less for equipment, supplies, ~~and~~ materials, and (2) ~~up to \$150,000 for services, and (2) up to \$250,000~~ including for construction, repair, maintenance, alteration, and similar work.
2. The Executive Director is authorized to modify and otherwise administer all contracts on behalf of the TA. For all contracts, the Executive Director is authorized to issue contract change orders or amendments within any Board approved contingency. If the Board does not establish a contingency or in the event the contingency is exhausted, the Executive Director is authorized to issue contract change orders or amendments for not more than up to \$150,000 \$250,000 or up to 10% (cumulative) of the Contract Amount, whichever is greater. The "Contract Amount" is defined as the original Board approved contract amount, plus any Board-exercised or approved options, plus any Board-approved amendments.
3. The Executive Director is authorized to designate staff to oversee and monitor procurements and may delegate its contracting authority set forth in the paragraph above. Such delegation(s) must be in writing, documented by the Director of Contracts and Procurement, and must specify defined monetary limits.
4. Only the Board may award (a) contracts for equipment, materials, supplies, and ~~equipment~~ services ~~75,000 or more, (b) contracts for services of \$150,000 or more, and (c) contracts~~ including for construction, repair, maintenance, alteration, and similar work in excess of \$250,000 ~~or more~~. When the Board awards such contracts, it also delegates to the Executive Director the authority to execute the resulting agreement.

#### **I. Emergency Contracts**

For procurements requiring competitive bidding and/or Board approval, in case of any sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services, the Board hereby designates the Executive Director to take all necessary and proper measures in emergency conditions to maintain the TA's systems in operation. The Board also grants the Executive Director the authority to determine that there is insufficient time for competitive bidding

and that public interest and necessity demand the immediate expenditure of public money to safeguard life, health, or property. If the Executive Director makes such a determination, the Executive Director may expend or enter into a contract involving the expenditure of any sum needed in such emergency without observance of the provisions requiring contracts, bids or notice. The Executive Director shall promptly report on the reasons and necessity for proceeding without a competitive solicitation for all materials, supplies and equipment which exceed ~~\$75,000~~\$250,000 to the Board of Directors at the next scheduled Board meeting. Upon hearing the Executive Director's report, the Board shall determine, by a two-thirds vote, whether or not there is a need to continue the emergency action. The Board shall continue to evaluate the emergency action, determining whether or not the emergency procurement is still required, at every regularly scheduled meeting thereafter until the action is terminated. See Public Utilities Code ~~Section~~§131285.

**J. Cooperative Purchasing Agreements**

To foster greater economy and efficiency, the TA may avail itself of federal, state and local intergovernmental agreements for procurement or use of common goods and services. Joint procurements, state cooperative purchasing programs, and assignment of existing contract rights ("piggyback" procurements) with other public agencies may be used when consistent with applicable state and federal statutory or grant requirements.

**K. Discretion to Waive the Competitive Process**

The Board of Directors or the Executive Director, in the case of procurements within the Executive Director's procurement authority, may waive the requirements for formal competitive bidding or other procedures set forth in this Policy when (1) permissible under applicable law, (2) a determination is made that the best interests of the TA are served thereby, and provided there is adequate documentation of the need for such material, supplies, equipment, public works or services; and (3) a determination is made that following competitive procedures would be unavailing and not in furtherance of the purposes of the competitive bidding statutes and the TA's Procurement Policy. These circumstances shall be evaluated on a case-by-case basis, in consultation with the legal staff, keeping in mind the Fundamental Principles of Ethical Procurement set forth in this Policy. The findings justifying the waiver must be documented in the record.

Regardless of the estimated cost of the procurement, the TA is not required to engage in the competitive bidding process when procuring materials, equipment, supplies or services for which there exists only a sole source of supply. If more than one distributor of a product or service is available, the product or service is not exempt from competitive bidding as a sole source, but may be exempt from competitive bidding as a single source with appropriate justification. A sole source decision is not permitted merely upon the grounds that the source demonstrates technical or administrative superiority, is the most convenient, or shows superior performance potential at lower costs. In all cases, staff must verify that the particular procurement meets the definition of a single or sole source, and a cost or price analysis must be performed to determine the fairness and reasonableness of the price. The single or sole source findings will be reviewed by the Director of Contracts and Procurement in consultation with legal staff, as needed. A written determination of the findings will be provided to the requestor for inclusion in the contract record.



**L. Contract Administration**

The TA shall administer all contracts to ensure that contractors conform with the terms, conditions, and specifications of all contracts and to ensure all purchases are received in a timely manner. Contract administration files shall contain documentation concerning the solicitation, contract costs, modifications and final disposition. All significant formal and informal communications on all contracts must be committed to written memoranda and promptly included in the contract file.

**M. Disposal of Surplus Property**

1. The Director of Contracts and Procurement shall approve the manner of disposition of surplus supplies, equipment, materials. The Board of Directors shall approve the disposition of any item having a fair market value greater than ~~\$150,000~~\$250,000. In the event the surplus item to be disposed of was purchased with federal funds, the TA will comply with federal disposition requirements.
2. The method of sale or disposition of any surplus or scrap items shall depend upon the nature of the items. Such methods shall include: (1) transfer or sale to other public agencies, (2) trade-in as part of a new procurement, (3) sale by auction, advertisement for sealed bids, or negotiation, or (4) where appropriate, proper recycling, donation to a non-profit agency, or disposal.

**N. Revenue Generating Contracts/Concessions**

To the extent they are not otherwise governed by TA policies, concession agreements are contracts where the TA grants permission to use TA facilities or property to vendors to sell products or services, for which the TA receives a percentage of the proceeds and/or a flat rate of compensation. Generally, these arrangements are at no direct cost to the TA.

Where it is determined that a number of potential vendors are available to provide similar products or services, a competitive negotiations procedure should be followed, and award made to the highest ranked proposer, taking into consideration the economic return to the TA, quality of the product, service and experience of the vendor.

The Board of Directors shall approve revenue generating/concessions contracts that exceed ~~\$150,000~~\$250,000 in value.

**O. Implementation**

This Policy sets forth the standards and methods to be followed by the TA in obtaining ~~goods~~public works, supplies, materials, equipment, and services, and supersedes the Professional Services Contract Policy and Professional Services Contract/Consultant Selection Procedures, which were adopted pursuant to Resolution Numbers 1989-6 and 1996-8, respectively, and updated pursuant to Resolution Number 2007-22. The Executive Director shall have the authority to create, maintain and update as necessary the Procurement Manual that sets forth implementing guidelines and procedures consistent with applicable law, best procurement practices, and the Procurement Policy, and may make subsequent revisions if necessary to implement changes in applicable laws

and regulations and best procurement practices such as FTA Best Practices Procurement Manual, Caltrans Local Assistance Procedures Manual, American Public Transit Association guidelines and standards, or other well accepted external references. Changes that represent a deviation from this Policy must be approved by the Board of Directors. All TA staff with responsibility for procurement activities shall be trained in, and adhere to, this Policy and the Procurement Manual.

Revised: Resolution No. 2023-14; June 1, 2023

Adopted: Resolution No. 2021-5; February 4, 2021

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Casey Fromson, Chief Communications Officer  
Subject: **State and Federal Legislative Update**

**Action**

Staff proposes the Committee recommend the Board receive the attached federal and state legislative updates.

**Significance**

The 2023 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Michaela Wright Petrik	Government and Community Affairs Officer	650-730-4951

## KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
May 12, 2023

Congress continues working on the FY24 budget, addressing the debt ceiling and appropriations with separate, but related, developments.

### **Debt Ceiling Update**

The House passed a debt ceiling bill that would extend the debt ceiling for a year in exchange for a return to FY 2022 discretionary spending levels, oil and gas permitting reforms, and repealing large parts of the Inflation Reduction Act. The legislation - the “Limit, Save, Grow Act” - has already drawn a veto threat from the White House due to the nearly \$130 billion cut required to use FY22 spending limits. We can expect continued maneuvering around the debt ceiling/discretionary spending cap until Treasury sets a firm default date.

Recall, the debt ceiling was reached earlier this year and Treasury has been using “extraordinary measures“ to keep the nation’s finances solvent. The latest official estimate for what is being called the “X date” is June 1 although several budget-oriented think tanks and CBO believe the date to be June 15. We will keep you posted, but the debt ceiling negotiations have put a halt to nearly every other aspect of work in DC.

### **Appropriations Update**

Despite the lack of clarity on an FY 2024 top line number – discussed above - both the House and Senate appropriations committees are moving forward with their annual process. While mark ups have not yet been scheduled, we are well into the cycle of annual budget hearings and member requests. The House had planned to mark up five bills in May, but those plans have been shelved temporarily due to the ongoing debt limit negotiation. We will continue to monitor how appropriations bills move forward in the House and Senate. Both Senator Padilla and Rep. Mullin submitted a \$2 million THUD request to support the 19th Avenue/Fashion Island Boulevard Complete Street Class VI Bikeway Project.



May 12, 2023

TO: Board Members, San Mateo County Transportation Authority  
FROM: Gus Khouri, President  
Khouri Consulting LLC

**RE: STATE LEGISLATIVE UPDATE – MAY**

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On May 12, Governor Newsom released his May Revision to the proposed FY 2023-24 State Budget. The 2023-24 Budget, which contains \$223.6 billion in General Fund spending (\$306 billion with special funds), is projected to have a deficit of \$31.5 billion, up from the \$22.5 billion cited in January. This is a sharp turn from the past few years following surpluses in the FY 22-23 State Budget (\$97.5 billion) and the FY 21-22 State Budget (\$76 billion) surplus, predominantly used for one-time expenditures than long-term obligations. The May Revision contains a \$35.7 billion reserve, up from \$35.6 billion in January, to help address the shortfall and stave off deep cuts. As the Budget Stabilization Account balance is at its constitutional maximum, \$2.3 billion must be dedicated to infrastructure investments in 2023-24 (up from \$951 million in January).

While the Governor is not predicting a recession, some factors are causes for concern, including the federal debt ceiling impasse, higher interest rates to curb inflation, the uncertainty of financial institutions with bank failures, and \$42 billion in delayed tax collection, including personal income tax (\$28 billion), corporate tax (\$13.3 billion), and reduction of capital gains. Should these risks be realized, a moderate recession scenario in the fiscal year 2023-24 could decrease revenues by \$40 billion in 2023-24 alone, largely driven by losses in personal income tax. Revenue declines relative to the May Revision forecast could reach an additional \$100 billion through 2026-27.

#### **Impact on Transportation**

With the Congressional passage of The Infrastructure Investment and Jobs Act in November of 2021, California will receive more than \$38 billion of new formula-based transportation funding over the next five years and billions of dollars in additional funding from new competitive grants.

The 2022 Budget Act included \$13.8 billion for transportation programs and projects aligned with the state's climate goals. Given the projected decline in General Fund revenues for FY 23-24, the May Revision maintains the January Budget proposal to include \$2.85 billion in General Fund reductions, partially mitigated by an additional \$650 million from state transportation funds, to maintain \$12.8 billion (84 percent) of these investments. Below is a list of where adjustments are being made.

### Significant Budget Adjustments

- **Transit Intercity Rail Capital Program**—A planned funding reduction in 2023 and 2024 from \$2 billion annually to \$1 billion in 2023-24 and \$500 million each in 2024-25 and 2025-26. These funds are set to be allocated proportionally, by region, based on population. This maintains approximately \$5.7 billion (74 percent) of the original \$7.7 billion planned additional funds for local transit capital infrastructure projects. This reduction will be restored if there is sufficient General Fund revenue in January 2024. This funding was included in AB 180 (Committee on Budget), Chapter 44, Statutes of 2022), which only provided intent language to provide \$4 billion over FY 23-24 and 25-26 conditioned on the availability of General Fund revenue. MTC, the metropolitan planning organization responsible for distributing funding via the population share under the State Transit Assistance Program, estimates that it was expected to receive \$800 million from the original package. This funding could assist Caltrain and SamTrans in enhancing services.
- **Active Transportation Program**—A reduction of \$500 million in General Fund revenues, with \$300 million of the decline being restored from State Highway Account funds, for a net decrease of \$200 million. This will allow the program to sustain all the programming capacity approved in the 2023 programming cycle. This maintains approximately \$850 million (81 percent) of the original \$1.05 billion of additional funds for projects that increase the proportion of trips accomplished by walking or biking and the safety and mobility of non-motorized users. The ATP has received an overwhelming amount of applications despite limited funding. For Cycle 5, the program received \$2.2 billion in applications but only had \$455 million available for award. For Cycle 6, which the California Transportation Commission awarded last December, \$3.1 billion of funding requests were received, despite having \$1.7 billion in resources (including the \$1.05 billion). The FY 23-24 attempts to maintain some augmentation by relieving the General Fund and instead requiring the State Highway Account (SHA) -the central state transportation funding account) - to backfill the augmentation. This proposed ATP augmentation could help local jurisdictions in San Mateo County be more competitive in applying for the program. Still, it could come at the expense of completing highway maintenance and safety projects since the SHA also funds the State Highway Operations and Protection Program (SHOPP).
- **Climate Adaptation Program**—A shift of \$200 million General Fund with \$200 million State Highway Account funding, leaving unaffected the project funding that supports climate resiliency and reduces infrastructure risk. This funding shift could impact SHOPP projects to address maintenance and safety on the state highway system.
- **Safety Grade Separations**—A delay of \$350 million of funding initially planned to be available in 2023-24, which will be available in 2025-26. Given the multi-year nature of these projects, this shift should not significantly impact the ability to deliver the same number of originally planned projects that improve safety for people walking, biking, and driving at rail crossings. This one-time augmentation of funding provided in FY 22-23 was intended to supplement a historically underfunded program and be run concurrently with TIRCP. CalSTA should be able to cash flow projects for successful submittals since this is more of a cash flow issue rather than a reduction to the program. This could help SMCTA in its efforts to deliver grade separations within the county, but it may not be enough to support the Caltrain system.

## **BILLS OF INTEREST**

Each house is working through bills in the house of origin. Bills must be approved by June 2 to remain live for the year. Policy committees must complete their business by July 14 (start of Summer Recess, back on August 14), fiscal committees by September 1, and all business by the floor of each house by September 14, to be considered for signature by the Governor by October 14. Below is a summary of legislation of interest to SMCTA.

### **AB 557 (Hart) – Extending Virtual Brown Act Meetings Through State of Emergencies**

This bill would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a state of the emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. **SMCTA adopted a support position on May 4. Status:** Assembly Floor

### **AB 817 (Pacheco) – Extending Virtual Brown Act Meetings for Specified Committees**

This bill, jointly sponsored by the California Association of Recreation and Park Districts (CARPD) and the League of California Cities (CalCities), has been amended to allow subsidiary committees (citizens' advisory committees, executive committees) to meet virtually. **SMCTA adopted a support position on April 6. Status:** Assembly Local Government -Two-year bill. A two-year bill means that it will not be taken up until next January.

### **AB 1525 (Bonta) – Use of State Funds for Priority Population Investments**

This bill would require the California State Transportation Agency, California Transportation Commission, and Caltrans, on or before July 1, 2026, and triennially thereafter, to jointly establish a percentage, of at least 60%, of funds allocated for each agency, excluding administrative costs, to be allocated for projects that are located in priority populations, address an essential need of priority populations, and provide at least five direct, meaningful, and assured benefits, or additional co-benefits, to priority populations, and would require those entities to allocate funds consistent with that established percentage. This bill could severely impact completing priority projects in the county, particularly Measure A and W projects, given that priority populations are not defined in the bill, and funding would be limited to specific locations. **Status:** Assembly Appropriations

## **Statewide Competitive Grant Programs**

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. SB 1 Cycle 3 guideline development was discussed during the spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in the summer of 2022, applications due fall of 2022, and awards scheduled for adoption in the summer of 2023.

### **Active Transportation Program (ATP)**

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to leverage resources better to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. Given that over \$2.2 billion of projects were submitted for Cycle 5, the legislature provided an additional one-time amount of \$1.049 billion to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget. On December 7, the CTC adopted the Statewide and Small Urban and Rural components and Quick-Build Pilot Program for Cycle 6. MPO-selected projects are scheduled to be approved June 28-29, 2023. The Governor's proposed FY 23-24 State Budget includes a reduction

of \$500 million in General Fund revenues, with \$300 million of the decline being restored from State Highway Account funds, for a net decrease of \$200 million.

**Solutions for Congested Corridors Program (SCCP)**

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects implementing specific transportation performance improvements. Project nominations were due December 2. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring on June 28-29, 2023.

**Local Partnership Program (LPP)**

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. Project nominations were due by November 29, 2022. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring on June 28-29, 2023.

**Trade Corridor Enhancement Program (TCEP)**

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors with a high volume of freight movement. The competitive program typically provides approximately \$300 million per year (programmed in 2-year increments). For Cycle 3 (2023-24 and 2024-25), it is estimated that \$1.046 billion will be made available. That amount is comprised of \$246 million (\$246,000,000) of National Highway Freight Program Funds and \$805 million (\$805,000,000) from the Trade Corridor Enhancement Account Fund. Project nominations were due November 18. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring June 28-29, 2023.

**State Formulaic Programs**

**State Transportation Improvement Program**

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state and supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently, the 2022 STIP added \$2.1 billion in new funding).

**Grade Separation Funding**

Below is a list of the funding sources used to fund grade separations in recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

**PUC Section 190 Grade Separation Program**

The Program is a state funding program to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the



PUC for project funding. AB 180, Chapter 44, Statutes of 2022, provides a one-time \$350 million augmentation through the California State Transportation Agency. The Governor's proposed FY 23-24 State Budget delays the availability of \$350 million in FY 23-24 to FY 25-26.

**Proposition 1A**

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a minimal number of grade separation projects in the past, including in the City of San Mateo. AB 180, Chapter 44, Statutes of 2022, authorizes the remaining \$4.2 billion balance of funding from Proposition 1A to be appropriated.

## SMCTA Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
<b>AB 6 Friedman (D)</b>  Transportation Planning: local sales tax measures	4/25/23  Assembly Appropriations	This bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for an MPO to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.	<b>Watch</b>
<b>AB 7 Friedman (D)</b>  Transportation: funding: capacity projects	5/3/23  Assembly Appropriations	As amended on March 16, his bill would require the project selection process for each transportation project that would be funded from specified funding sources, including the State Highway Account, the Road Maintenance and Rehabilitation Account, and the Trade Corridor Enhancement Account, to incorporate specified principles: improving safety and resilience of highway system, accelerating environmental review through the One Federal Decision framework, making streets accessible compliant with the Americans with Disabilities Act, addressing storm runoff, electric vehicle charging stations, and reconnecting disadvantaged communities in the planning, projects election, and design process.	<b>Watch</b>
<b>AB 9 Murasutchi (D)</b>  California Global Warming Solutions Act of 2006: emissions limit	4/25/23  Assembly Appropriations	As amended on April 17, this bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB's environmental justice advisory committee.	<b>Watch</b>
<b>AB 53 Fong (R)</b>  Motor Vehicle Fuel Tax Law: suspension of tax	3/30/2023  Assembly Transportation  Two-year bill	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction.	<b>Watch</b>
<b>AB 69 Waldron (R)</b>  Transportation: traffic signal synchronization: roadway improvement projects	2/2/2023  Assembly Transportation  Two-year bill	This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project's effect.	<b>Watch</b>

## SMCTA Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
<b>ABx1 2 Fong (R)</b>  Motor Vehicle Fuel Tax Law: suspension of tax	2/24/2022  Assembly Transportation	This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53.	<b>Watch</b>
<b>AB 557 Hart (D)</b>  Open Meetings: local agencies: teleconferences	5/17/23  Assembly Floor	This bill would would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021.	<b>Supported May 2023</b>
<b>AB 817 Pacheco (D)</b>  Local government: open meetings	4/24/23  Assembly Local Government	As amended on March 16, this bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	<b>Supported April 2023</b>
<b>AB 1525 Bonta (D)</b>  Transportation Agency: allocations for projects in priority populations	4/25/23  Assembly Appropriations	As amended on April 19, the bill requires CalSTA, CTC, and Caltrans to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.	<b>Watch</b>
<b>ACA 1 Aguiar-Curry (D)</b>  Local government financing: affordable housing and public infrastructure: voter approval.	12/5/22  Introduced	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This is a reintroduction of ACA from last year, which SMCTA supported.	<b>Supported April 2023</b>

### SMCTA Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 32 Jones (R)</b></p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p>	<p>4/19/22</p> <p>Senate Environmental Quality</p> <p>Failed Passage</p>	<p>This bill would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p> <p>This bill, like AB 53 and ABx1 2, and identical to SBx1 1, which would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 411 Portantino (D)</b></p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>5/4/23</p> <p>Senate Floor</p>	<p>This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 537 Becker (D)</b></p> <p>Open meetings: local agencies: teleconferences</p>	<p>5/4/23</p> <p>Senate Floor</p>	<p>As amended on April 24, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define "legislative body" for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. The bill would define "multijurisdictional" to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the location of the inperson meeting.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 670 Allen (D)</b></p> <p>Vehicle miles traveled: maps</p>	<p>5/8/23</p> <p>Senate Appropriations</p>	<p>As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average vehicle miles traveled per capita in the state at the local, regional, and statewide level.</p>	<p style="text-align: center;"><b>Watch</b></p>

### SMCTA Bill Matrix – May 2023

Measure	Status	Bill Summary	Recommended Position
<p><b>SBX1-1 Jones (R)</b></p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p>	<p>3/28/22</p> <p>Failed Passage</p>	<p>This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p>	<p><b>Watch</b></p>