

Revised 06/05/2025 at approx. 2:10pm – Revised item 10.b. Exhibit A (pg 149)
Revised 6/3/2025 at 3:00pm – Revised Item 10.b. Title (Page 3); Added Item 10.b. documents
(Pages 144-168) and Item 12.a. presentation (Pages 212-233)

BOARD OF DIRECTORS 2025



CARLOS ROMERO, CHAIR
JULIA MATES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
MARK NAGALES
JACKIE SPEIER

APRIL CHAN
EXECUTIVE DIRECTOR

REVISED AGENDA

San Mateo County Transportation Authority

Board of Directors Meeting

June 5, 2025, 5:00 pm

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may attend in-person or participate remotely via Zoom at:
<https://us02web.zoom.us/j/85102615694?pwd=XclaaJRavQuwAdpA7buRLZcomrfwmQ.1>
or by entering Webinar ID: **851 0261 5694**, Passcode: **971671** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (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 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>.

Thursday, June 5, 2025

5:00 pm

1. Call to Order
2. Roll Call / Pledge of Allegiance
3. 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.
4. Report of the Community Advisory Committee Informational
5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Minutes of the Board of Directors Meeting of May 1, 2025 Motion
 - 5.b. Accept Statement of Revenues and Expenditures for the Period Ending April 30, 2025 Motion
 - 5.c. Accept Capital Projects Quarterly Status Report for 3rd Quarter of Fiscal Year 2025 Motion
 - 5.d. Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance Motion
 - 5.e. Establishing the Appropriations Limit Applicable to the San Mateo County Transportation Authority During Fiscal Year 2026 Resolution
 - 5.f. Authorizing Funding for Matching Contributions for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected and Transit-Oriented Boulevard Project Resolution

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

- | | | |
|-------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 5.g. | Programming and Allocating \$5,393,205 in Measure A Funds to the San Mateo County Transit District for its Paratransit Program and to the Peninsula Traffic Congestion Relief Alliance for Commute.org’s Operations and Transportation Demand Management Monitoring Program | Resolution |
| 5.h. | Approving an Updated Candidate Project List for the New Measure A Highway Program Supplemental Roadways Category | Resolution |
| 6. | Report of the Chair | Informational |
| 7. | San Mateo County Transit District Liaison Reports - May 7, 2025 and June 4, 2025 | Informational |
| 8. | Peninsula Corridor Joint Powers Board Liaison Report | Informational |
| 9. | Report of the Executive Director | Informational |
| 10. | Program | |
| 10.a. | Programming and Allocating \$13,652,753 in New Measure A Local Shuttle Program Funds for the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2026 and 2027 and Programming and Allocating \$400,000 in New Measure A Oversight Funds for San Mateo County Shuttle Study | Resolution |
| 10.b. | Allocation of Regional Transit Connection Funds Programming and Allocating \$69,718,678 in Measure W Regional Transit Connections Cycle 1 Program Funds for Eleven Projects | Resolution |
| 11. | Finance | |
| 11.a. | Public Hearing: Adopting a Budget in the Amount of \$187,105,622 for Fiscal Year 2026 | Resolution |
| | Time Certain: 5:00 pm | |
| | I. Open Public Hearing | |
| | II. Present Staff Report | |
| | III. Hear Public Comment | |
| | IV. Close Public Hearing | |
| | V. Board Discussion and Action | |

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

12. Legislative Matters

- 12.a. Receive Legislative Update and Approve Legislative Proposal: Motion
Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and
Assembly Bill 810 (Irwin)

13. Requests from the Authority

14. Written Communications to Authority

15. Date / Time of Next Regular Meeting: Thursday, July 10, 2025, 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. Adjournment

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 650-551-6108. 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. Communications to the Board of Directors can be emailed to 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 Community Advisory Committee Meetings

The Transportation Authority (TA) meets regularly on the first Thursday of the month at 5:00 p.m. The TA Community 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 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, the TA 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; or email 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, at the same time that the public records are distributed or made available to the legislative body.

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

**San Mateo County Transportation Authority
Board of Directors
1250 San Carlos Avenue, San Carlos, California 94070
DRAFT Minutes of May 1, 2025**

Members Present: N. Corzo (arrived 5:04pm), R. Medina, J. Speier, J. Mates (Vice Chair),
C. Romero (Chair)

**Members Present
via Teleconference:** M. Nagales

Members Absent: A. Fung

Staff Present: S. Atkinson, J. Cassman, A. Chan, J. Epstein, P. Gilster, J. Jest,
A. Linehan, L. Lumina--Hsu, L. Millard-Olmeda, P. Skinner, J. Taskovic,
M. Tseng

1. Call to Order

Chair Romero called the meeting to order at 5:03 pm.

2. Roll Call / Pledge of Allegiance

Margaret Tseng, Authority Secretary, called the roll and confirmed a Board quorum was present.

Director Nogales invoked AB2449 and attended remotely.

The Chair called the motion.

Ayes: Corzo, Medina, Speier, Mates, Romero

Noes: None

Abstain: Nagales

Absent: Fung

Vice Chair Mates led the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

Stephen Sanger commented on consulting services for grant writing.

Allison Chang spoke in support of the regional funding measure, permanent progressive funding, spoke against removing funding for interagency coordination, and commented on transit passes working across Bay Area transit agencies.

Aaron Posternack spoke in support of regional transit funding, Senate Bill (SB) 63, regional coordination on fare scheduling, and wayfinding coordination.

Adina Levin, Seamless Bay Area, commented on regional transit funding, spoke against proposal to defund transit coordination, and commented on Bay Pass, rider mobility opportunities, and proposal of a different organization running the regional transit funding measure.

Ren Fitzgerald commented on University of California, Berkeley Bay Pass for students, and spoke in support of regional coordination and funding.

Matt Jones, Advocacy Director of Silicon Valley Bike Coalition, spoke in support of regional funding measure for transit, SB 63, opt in to regional funding measures options, and counties coordination.

4. **Report of the Community Advisory Committee** - Chair Romero stated the report is available online.
5. **Consent Calendar**
 - 5.a. **Approval of Minutes of the Board of Directors Meeting of April 3, 2025**
 - 5.b. **Accept Statement of Revenues and Expenditures for the Period Ending March 31, 2025**
 - 5.c. **Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$1,250,000 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-To-Exceed Amount of \$500,000 – Approved by Resolution No. 2025-07**
 - 5.d. **Authorize Execution of an Intergovernmental Agreement to Fund Regional Sales Tax Measure Polling Activities – Approved by Resolution No. 2025-08**

Director Speier pulled Item 5.d. Authorize Execution of an Intergovernmental Agreement to Fund Regional Sales Tax Measure Polling Activities for further discussion.

Motion 5.a. to 5.c./Second: Medina/Corzo
Ayes: Corzo, Medina, Nagales, Speier, Mates, Romero
Noes: None
Absent: Fung

The Board Members had a discussion on Item 5.d. and staff provided further clarification in response to the Board comments and questions, which included the following:

- Economic consideration of residents
- Consider ballot in 2026 to allow TA flexibility to adjust funding buckets for projects and for supporting Bay Area Rapid Transit (BART) and Caltrain operating expenses
- Use existing funds more wisely
- Regional funding measure and Santa Clara County participation
- Gather feedback via polling and community engagement

- Coordinated and regional transit needs for residents, renters, and low income in San Mateo County
- Use or non-use of current funds in Measure A, public's perception, and impact of position to renew Measure A
- Impact on public when renewing or raising taxes; tax thresholds
- Polling provides opportunity to gather information on tax threshold; TA funding buckets; Measure A elasticity; regional, local, and coordinated transit importance; community-based feedback on prioritization; regional transportation programs
- Federal administration and implications; funding cuts from federal; increased importance of regional and local funding; tariffs effect on the economy, stock markets, consumer confidence
- Polling now provides data of community stance on regional funding measure; ground baseline for Measure A renewal or adjustments; risk assessment; voter responsiveness to different measures
- Outreach efforts include community groups and City Councils
- Polling timing, analysis of data, and information gleaned

Chair Romero announced public comment speaking time was reduced to one minute.

Public Comment

Mike Swire commented on need for transit and regional coordination and use taxpayers monies wisely.

Adina Levin commented on Santa Clara Valley Transportation Authority (VTA) polling presentation, Alameda-Contra Costa Transit District (AC Transit) polling results, and increased tax versus vehicle affordability.

Matt Jones, Advocacy Director of Silicon Valley Bike Coalition, commented on sales tax, public transit riders economic stats, and need for multiple funding sources for public transit.

Motion 5.d./Second: Corzo/Romero
Ayes: Corzo, Medina, Mates, Romero
Noes: Speier
Abstain: Nagales
Absent: Fung

6. Report of the Chair

Chair Romero stated financial strategies ad hoc meeting received staff presentation on 40 years of expenditures, how much remains, and where it can be expended. Letter regarding regional transportation measure was mailed and included in Board correspondence. Grade separation ad hoc discussed San Mateo County locations, potential locations for consideration, initial policy discussion, funding of right-of-way, local match requirements, and use of Caltrain category funds for grade separation projects.

Public Comment

Adina Levin commented on the potential additional government Board and public participation of many agencies and Boards.

7. San Mateo County Transit District Liaison Report

Director Medina stated there is no report as the next San Mateo County Transit District meeting is Wednesday, May 7, 2025.

8. Peninsula Corridor Joint Powers Board Liaison Report

Director Medina stated the report was posted online, and noted the following:

- 95 percent on-time performance for March
- Ridership up 17 percent with San Francisco Giants baseball season and long wait to Board the trains

9. Report of Executive Director

April Chan, Executive Director, stated the report was in the packet and noted the following:

- Call for projects for regional transit program for variety of capital and operating projects; connecting transit system to San Mateo County or neighboring counties; \$70 million available; cities can work with transit operators

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Polling questions and voter sensitivity to different tax levels
- Active 101 grant funding from the California Department of Transportation (Caltrans) to develop a plan for a bike and pedestrian corridor along US 101 that is supported by communities

10. Program

10.a. San Mateo County Shuttle Program Update and Call for Projects Fiscal Years 2026 and 2027 Draft Recommendations

Sue-Ellen Atkinson, Manager, Planning and Fund Management, and Julian Jest, Manager, Market Research, provided the presentation that included the following:

- Measure A allocation history; shuttle program operating cost is twice expensive per rider compared to pre-pandemic
- Shuttle rider frequency increased; connect riders to other public transit; bring riders within walking distance of final destination
- Riders satisfied with shuttle attributes of quality, driver courtesy, cleanliness, reliability, and on-time performance
- Joint call for projects (CFP) Measure A \$16 million, and congestion relief program \$1 million
- Eligibility criteria includes commuter and community shuttles

- Slight reduction in applications from previous CFP due to increased shuttle operations cost; fewest shuttle routes proposed since cycle 1 (Fiscal Year (FY) 2011 - FY12) but highest allocation in program history (\$14.4 million)
- 23 requested shuttle routes up for funding

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Improve and optimize shuttle services
- Per rider subsidy compared to SamTrans local bus service; shuttles are free for riders
- Shuttle operations within county boundaries and BART (Bay Area Rapid Transit) Balboa Park station
- Matching funds requirement; shuttle popularity; rider awareness of shuttles
- Shuttle stops, ride lengths, express services to major hubs
- Explore potential for shuttles between transit and newly built buildings
- 23 applicants same from previous cycles; no new applicants; all recommended for funding
- Cost/benefit analysis over longer period of time (more than 3 years)
- Community and commuter shuttles, first mile/last mile options
- Commute.org manages public/private relationships connecting local businesses with local governments, no fares on shuttle, 25-35 percent of costs borne by private sector to fund the shuttles

11. Finance

11.a. Accept Quarterly Investment Report

Julijana Taskovic, Director, Treasury, and Tom Tight, Public Trust Advisors, provided the presentation that included the following:

- Objectives: Preservation of capital, liquidity, yield and return
- Public Trust Advisors (PTA) manages two portfolios: reserve funds and Measure W funds while under California Government Code
- Reviewed portfolio in total: very safe, very liquid, and good income coming from portfolio

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Investment types in the environment, social, or governance; PTA reviewed and difficult under California Government Code; employ equity-based type strategy
- Portfolio amount under \$300 million; total is \$800 million
- Should retain investments for 1.5 to 2 years; portfolio liquidity is more sensitive in decline of interest rate
- 100 percent of PTA portfolio is in U.S. Treasury investments; 1/3 of overall TA portfolio

Motion/Second: Corzo/Medina

Ayes: Corzo, Medina, Nagales, Speier, Mates, Romero

Noes: None

Absent: Fung

11.b. Fiscal Year 2026 Preliminary Budget

Cleo Liao, Manager, Budgets, provided the presentation that included the following:

- Reviewed Fiscal Year (FY) 2026 preliminary budget sources including Measure A and Measure W sales tax revenues
- FY26 slight increase over FY25; Review FY26 preliminary budget expenditures including a 13 percent decrease compared to FY25 for one-time allocation of Measure A rental income spending
- Annual pass throughs and programs for New Measure A authorizations and Measure W authorizations
- Interest expenditures covering oversight and administrative expenses
- Administrative expenditure increases from 37.5 percent to \$4.8 million for new full-time employees (FTEs)
- The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions regarding the repayment of the operating loan that was provided to the San Mateo County Express Lanes-Joint Powers Authority (SMCEL-JPA); the operating loan was for administrative expenses for the start-up of the express lanes program.

12. Legislative Matters

12.a. Receive Legislative Update

Amy Linehan, Government Community Affairs Officer, provided the presentation that included the following:

Federal

- Budget reconciliation process approved by House and Senate; differ on how to extend 2017 tax cuts
- Transportation funding not central to reconciliation talks
- Surface transportation reauthorization back in discussion; working with staff and lobbyists to make it part of the conversation

State

- Legislature in policy committee hearing with fiscal impacts by May 2
- Budget process picking up; Governor's May revision expected to be difficult general funding and not much for transportation or public transit

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions, which included the following:

- Earmarks process reinstated; anticipate earmarks to be available and TA has submitted a request
- 2025 earmarks eliminated; starting over for 2026
- 2017 reconciliation act and state income tax impact to countySB 63 regional measure update; no decision to opt-in or opt-outRequested regular updates with details
- Clarify local versus regional transit and what the words mean
- Joint letter sent by TA, SamTrans, and City/County Associations of Governments of San Mateo County (C/CAG) with consent of all Boards Chairs
- Letters sent on behalf of Board brought to full Board for discussion so full Board stance can be reflected in future communications

Chair Romero reinstated public comment time to two minutes.

Public Comment

Adina Levin commented on public's ability to watch or attend overlapping transit agencies public meetings, and regional transit polling.

13. Requests from the Authority – Director Medina requested to agendize the regional transit connections request and consider BART fare gates at the June 5 regular meeting if feasible.

14. Written Communications to Authority – Available online.

15. Date/Time of Next Regular Meeting - Thursday, June 5, 2025, at 5:00 pm

16. Report of Legal Counsel

Joan Cassman, Legal Counsel, stated there was nothing to report.

17. Adjournment - The meeting adjourned at 7:41 pm.

An audio/video recording of this meeting is available online at <https://www.smcta.com/video-board-directors>. Questions may be referred to the Authority Secretary's office by phone at 650-551-6108 or by email to board@smcta.com.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Statement of Revenues and Expenditures for the Period Ending April 30, 2025**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending April 30, 2025, and supplemental information.

The statement compares year-to-date actuals against year-to-date budget figures, including dollar and percentage variances.

Revenues:

As of April 30, 2025, total revenues were \$170.9 million, exceeding the adopted budget of \$170.3 million by \$0.6 million (0.4 percent).

This favorable variance was driven by a \$6.5 million increase in interest income:

- New Measure A Interest Income totaled \$16.9 million, compared to the \$13.2 million budget, resulting in a \$3.7 million favorable variance (28.3 percent).
- Original Measure A and Measure W interest income totaled \$9.9 million compared to the \$7.1 million budget, resulting in a \$2.8 million favorable variance, with \$1.5 million (29.8 percent) favorable from Measure W and \$1.3 million (65.4 percent) favorable from Original Measure A.

Year-to-date actual interest income increased primarily due to favorable interest rates and \$2.5 million in interest earned from a \$50.0 million term deposit that reached its end date in November 2024. We anticipate this favorability to remain through year-end.

Better than budget interest income was partially offset by the unfavorable variances in sales tax receipts totaling \$6.0 million:

- New Measure A Sales Tax was \$4.0 million unfavorable (4.1 percent) with actual receipts of \$93.7 million compared to a \$97.6 million budget, due to the regional slowdown in sales tax activity.
- Transportation Authority (TA) Managed Measure W Sales Tax was \$2.0 million unfavorable (4.2 percent) with actual receipts of \$46.8 million compared to \$48.8 million, also driven by the regional sales tax slowdown.

Updated sales tax projections show a combined Fiscal Year 2025 (FY25) revenue forecast of \$170.5 million from Measure A and Measure W, down \$6.5 million (3.7 percent) from budget. This reflects updated sales tax revenue projections of \$113.7 million for Measure A and half that for Measure W. While the year-over-year decline is modest at 1.6 percent, the forecast has been revised further downward from last quarter's projected 0.9 percent drop. FY26 growth has also been revised down by 1.0 percent, but FY27 projections remain stable at 3.5 percent growth.

Expenditures:

As of April 30, 2025, total expenditures were \$74.1 million, significantly below the adopted budget of \$172.1 million, resulting in a favorable variance of \$98.0 million (57.0 percent).

The favorable variance is primarily driven by the following:

- **New Measure A Competitive and Discretionary Programs**
Actual expenditures were \$18.8 million versus budget of \$69.3 million, resulting in a favorable variance of \$50.5 million (72.8 percent). The variance reflects the timing of capital project expenses across programs like Caltrain Capital, Highways, Grade Separations, Pedestrian/Bike, and Alternative Congestion Relief. Although \$83.2 million is budgeted for full-year allocation, funds are typically reimbursed over multiple years as projects are completed and invoiced.
- **TA-Managed Measure W Competitive and Discretionary Programs**
Actual expenditures were \$3.9 million versus budget of \$39.3 million, for a favorable variance of \$35.5 million (90.2 percent). The variance is due to multi-year reimbursement timing for capital projects in Streets and Highways, Local Safety, Pedestrian/Bike, and Regional Transit Connections. The \$47.2 million budget reflects the full-year allocation, but claims are typically submitted in later years upon project completion.

Other Information:

The Transportation Authority accounts for revenues and expenditures on a modified accrual basis (only material revenues and expenditures are accrued) on the monthly financial statement. As such, the variance between the current year's actual and the budget may show noticeable variances due to the timing of expenditures.

Budget Impact

There is no budget impact for the month of April 2025.

Prepared By:	Thwe Han	Financial Reporting Accountant	650-508-7912
	Annie To	Director of Accounting	650-622-7890




**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2025
AS OF APRIL 30, 2025**

(In thousands)

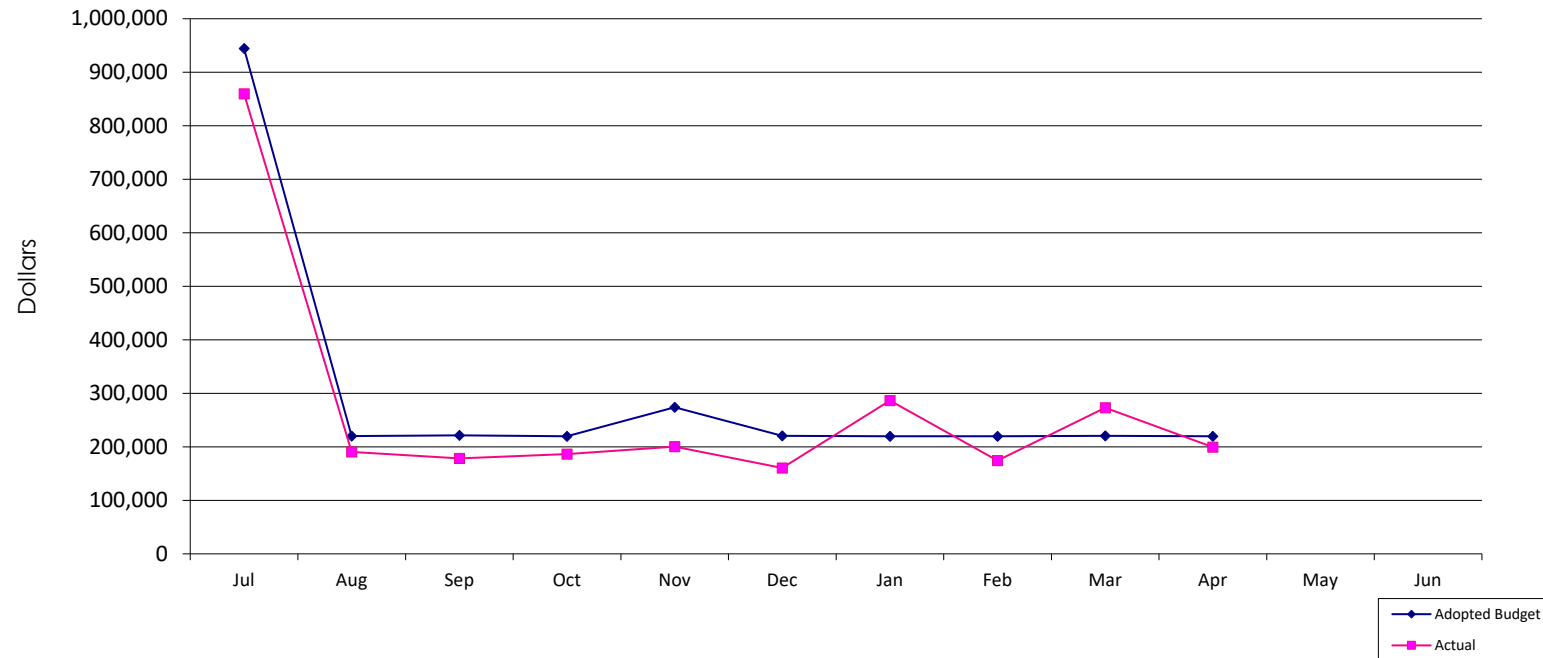
	YEAR-TO-DATE JULY TO APRIL				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
REVENUES					
New Measure A Sales Tax	\$ 97,641	\$ 93,661	\$ (3,980)	(4.1%)	\$ 118,000
New Measure A Interest Income	13,163	16,886	3,723	28.3%	15,795
Measure W Sales Tax*	97,641	93,563	(4,079)	(4.2%)	118,000
TA Managed Measure W Sales Tax (50%)	48,821	46,781	(2,039)	(4.2%)	59,000
SamTrans Managed Measure W Sales Tax (50%)*	48,821	46,781	(2,039)	(4.2%)	59,000
Measure W Interest Income	5,171	6,711	1,540	29.8%	6,205
Original Measure A Interest Income	1,935	3,201	1,266	65.4%	2,322
Rental Income	792	1,030	238	30.0%	951
External Funding	-	919	919	N/A	-
US 101 Express Lanes	2,787	1,747	(1,040)	(37.3%)	4,744
Due from SMCEL-JPA - Credit Enhancement Fee	333	333	0	0.0%	400
Due from SMCEL-JPA - Bond Interest	1,750	1,041	(709)	(40.5%)	3,500
Due from SMCEL-JPA - Bond Related Debt Fees	558	320	(238)	(42.6%)	670
Due from SMCEL-JPA - Operating Advances Interest	145	52	(93)	(64.2%)	174
TOTAL REVENUES	\$ 170,309	\$ 170,936	\$ 627	0.4%	\$ 207,017
EXPENDITURES					
New Measure A (Sales Tax)	98,333	46,703	51,630	52.5%	118,000
Pass-Through Annual Program Allocations	27,828	26,693	1,134	4.1%	33,630
Competitive & Discretionary Programs Authorization	69,325	18,828	50,497	72.8%	83,190
Administrative **	1,180	1,181	(1)	(0.1%)	1,180
New Measure A (Interest Income)	5,726	3,559	2,168	37.9%	7,291
Oversight	2,083	2,036	47	2.3%	2,500
Administrative **	1,798	1,523	275	15.3%	2,291
C/CAG Support	417	-	417	100.0%	500
Technical Assistance Program	1,429	-	1,429	100.0%	2,000
Measure W (TA Managed Sales Tax)	49,097	13,223	35,875	73.1%	59,000
Pass-Through Annual Program Allocations	9,764	9,356	408	4.2%	11,800
Competitive & Discretionary Programs Authorization	39,333	3,866	35,467	90.2%	47,200
Administrative **	-	-	-	0.0%	-
Oversight	-	-	-	-	-
Measure W (Interest Income)	211	121	90	42.6%	253
Oversight	208	116	92	44.4%	250
Administrative **	3	5	(3)	(103.2%)	3
Original Measure A (Interest Income)	16,417	5,361	11,057	67.3%	26,459
Competitive & Discretionary Programs Authorization	16,417	5,361	11,057	67.3%	26,459
US 101 Express Lanes	2,308	4,356	(2,048)	(88.7%)	4,170
SMCEL-JPA Bond Interest	1,750	1,041	709	40.5%	3,500
SMCEL-JPA Bond Related Debt Fees	558	320	238	42.6%	670
Other (Equity Program/Other Contract)	-	2,995	(2,995)	N/A	-
External Funding Expenditures	-	752	(752)	N/A	-
TOTAL EXPENDITURES	\$ 172,093	\$ 74,074	\$ 98,019	57.0%	\$ 215,173
SURPLUS / (DEFICIT)	\$ (1,784)	\$ 96,862	\$ 98,646	5530.6%	\$ (8,156)

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

<div>  <div> SAN MATEO COUNTY TRANSPORTATION AUTHORITY FISCAL YEAR 2025 AS OF APRIL 30, 2025 </div> </div> <div>Attachment B</div>					
(In thousands)					
	YEAR-TO-DATE JULY TO APRIL				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Administrative Expenditure Breakdown					
Staff Support	\$ 1,768	\$ 1,841	\$ (73)	(4.1%)	\$ 2,017
Staff Support (Measure A-Operating)	1,130	1,130	-	0.0%	1,118
Staff Support (Measure A-Ineligible)	50	51	(1)	(2.5%)	62
Staff Support (Measure A Interest)	588	660	(72)	(0.12)	837
Staff Support (Measure W-Operating)	-	-	-	-	-
Staff Support (Measure W-Ineligible)	-	-	-	-	-
Professional Services	529	310	219	41.5%	641
Professional Services (Measure A-Operating)	384	172	212	55.3%	467
Professional Services (Measure A-Ineligible)	145	138	7	4.8%	174
Professional Services (Measure W-Operating)	-	-	-	-	-
Professional Services (Measure W-Ineligible)	-	-	-	-	-
Insurance	233	239	(6)	(2.6%)	279
Bank and Investment Fees	123	119	4	3.1%	147
Bank/Investment Fees- Measure A	120	114	6	5.3%	144
Bank/Investment Fees- Measure W	3	5	(3)	(103.2%)	3
Other	327	200	127	38.8%	390
Total Administrative Expenditure	\$ 2,980	\$ 2,709	\$ 271	9.1%	\$ 3,474

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '24	Aug '24	Sep '24	Oct '24	Nov '24	Dec '24	Jan '25	Feb '25	Mar '25	Apr '25	May '25	Jun '25
MONTHLY EXPENSES												
Adopted Budget	944,259	220,207	221,259	219,758	273,841	220,758	219,758	219,758	220,758	219,758		
Actual	859,748	190,389	178,169	186,520	200,418	160,497	286,338	174,461	273,054	199,432		
CUMULATIVE EXPENSES												
Staff Projections	944,259	1,164,466	1,385,725	1,605,483	1,879,324	2,100,082	2,319,840	2,539,598	2,760,356	2,980,114		
Actual	859,748	1,050,137	1,228,306	1,414,826	1,615,244	1,775,741	2,062,080	2,236,541	2,509,595	2,709,027		
Variance F(U)	84,511	114,330	157,419	190,657	264,080	324,341	257,760	303,057	250,761	271,087		
Variance %	8.95%	9.82%	11.36%	11.88%	14.05%	15.44%	11.11%	11.93%	9.08%	9.10%		

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2025**

4/30/2025

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$2,406,312.97
JP Morgan Bank Checking	124,398,017.21
CAMP Pool ***	267,128,754.44
LAIF ****	5,661,676.12

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	288,402,690.00
MMF - US Bank Custodian Account	3,789,939.06
Cash	7,334.51
County Pool**	184,863,975.89

Total	\$	<u><u>876,658,700.20</u></u>
--------------	-----------	-------------------------------------

* Fund Managed by Public Trust Advisors

** Estimated County Pool Distributions

*** Estimated CAMP Pool Distributions

**** Estimated LAIF Distributions



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 4/30/2025

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	3,890.39	04/30/2025	3,890.39	0.00	3,890.39	3,890.39
CCYUSD	Receivable	3,444.12	04/30/2025	3,444.12	0.00	3,444.12	3,444.12
		7,334.51		7,334.51	0.00	7,334.51	7,334.51

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,598,272.00	1,606,772.00
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	18,763.56	2,105,173.40	2,123,936.96
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	8,350.00	367,128.00	375,478.00
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	4,286.61	652,314.50	656,601.11
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	1,276.17	194,200.50	195,476.67
24422EXZ7	JOHN DEERE CAPITAL CORP	2,500,000.00	01/07/2028	2,499,250.00	36,166.67	2,543,700.00	2,579,866.67
24422EXZ7	JOHN DEERE CAPITAL CORP	1,730,000.00	01/07/2028	1,729,481.00	25,027.33	1,760,240.40	1,785,267.73
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	3,537.88	840,043.00	843,580.88
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	1,065.63	253,025.00	254,090.63
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	27,162.50	2,677,931.00	2,705,093.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	8,148.75	803,379.30	811,528.05
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	11,020.83	692,580.60	703,601.43
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	3,354.17	210,785.40	214,139.57
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	33,171.01	1,878,966.60	1,912,137.61
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	9,924.48	562,170.60	572,095.08
69371RT55	PACCAR FINANCIAL CORP	650,000.00	11/25/2026	649,447.50	12,675.00	655,135.00	667,810.00
69371RT55	PACCAR FINANCIAL CORP	450,000.00	11/25/2026	449,617.50	8,775.00	453,555.00	462,330.00
69371RT63	PACCAR FINANCIAL CORP	910,000.00	03/03/2028	909,444.90	6,670.81	922,448.80	929,119.61
69371RT63	PACCAR FINANCIAL CORP	630,000.00	03/03/2028	629,615.70	4,618.25	638,618.40	643,236.65
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	23,856.88	995,386.00	1,019,242.88
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	7,181.41	299,631.50	306,812.91
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	3,402.67	435,713.40	439,116.07
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	2,346.67	300,492.00	302,838.67
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	11,988.89	504,920.00	516,908.89
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	3,403.47	499,490.00	502,893.47
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	2,591.33	459,080.00	461,671.33
		23,075,000.00		23,079,930.30	287,265.93	23,304,380.40	23,591,646.33

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	13,851.48	1,740,382.00	1,754,233.48



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 4/30/2025

13063D3N6	CALIFORNIA ST	515,000.00	03/01/2027	515,000.00	4,159.48	522,622.00	526,781.48
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	20,142.49	883,407.20	903,549.69
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	6,054.39	265,532.80	271,587.19
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	940.20	235,606.30	236,546.50
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	280.06	70,180.60	70,460.66
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	764.67	201,764.00	202,528.67
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	229.40	60,529.20	60,758.60
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	562.50	138,454.65	139,017.15
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	166.67	41,023.60	41,190.27
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	1,645.83	408,062.65	409,708.48
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	500.00	123,968.40	124,468.40
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	837.50	495,500.00	496,337.50

5,110,000.00	5,145,056.40	50,134.66	5,187,033.40	5,237,168.06
--------------	--------------	-----------	--------------	--------------

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,810,082.04	04/30/2025	1,810,082.04	0.00	1,810,082.04	1,810,082.04
31846V534	FIRST AMER:US TRS MM Y	1,979,857.02	04/30/2025	1,979,857.02	0.00	1,979,857.02	1,979,857.02
SM-CAMP	CAMP Pool	267,128,754.44	04/30/2025	267,128,754.44	0.00	267,128,754.44	267,128,754.44
SM - CP N/M A	County Pool New Measure A	177,981,602.82	04/30/2025	177,981,602.82	0.00	177,981,602.82	177,981,602.82
SM - CP O/M A	County Pool Old Measure A	6,882,373.07	04/30/2025	6,882,373.07	0.00	6,882,373.07	6,882,373.07
SM - LAIF	Local Agency Investment Fund	5,661,676.12	04/30/2025	5,661,676.12	0.00	5,661,676.12	5,661,676.12
		461,444,345.51		461,444,345.51	0.00	461,444,345.51	461,444,345.51
		3,789,939.06					

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	67,209.43	2,921,325.75	2,988,535.18
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	32,696.48	1,421,185.50	1,453,881.98
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	28,319.23	5,897,731.50	5,926,050.73
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	7,924.72	1,650,394.00	1,658,318.72
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	18,516.92	3,178,012.50	3,196,529.42
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	5,593.92	1,171,080.00	1,176,673.92
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,097.72	439,560.00	441,657.72
912828YB0	UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	8,416.78	2,302,050.00	2,310,466.78
912828YB0	UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	5,891.75	1,611,435.00	1,617,326.75
912828YB0	UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	1,935.86	529,471.50	531,407.36
912828YS3	UNITED STATES TREASURY	1,800,000.00	11/15/2029	1,615,781.25	14,531.77	1,657,404.00	1,671,935.77
912828YS3	UNITED STATES TREASURY	1,250,000.00	11/15/2029	1,122,070.31	10,091.51	1,150,975.00	1,161,066.51
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	10,031.80	1,662,143.70	1,672,175.50



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 4/30/2025

912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	4,211.60	697,809.60	702,021.20
912828Z94	UNITED STATES TREASURY	1,500,000.00	02/15/2030	1,332,949.22	4,661.60	1,355,625.00	1,360,286.60
912828Z94	UNITED STATES TREASURY	1,100,000.00	02/15/2030	977,496.09	3,418.51	994,125.00	997,543.51
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	1,905.74	5,557,020.00	5,558,925.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	587.60	1,713,414.50	1,714,002.10
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	10,393.21	4,602,472.00	4,612,865.21
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	3,112.74	1,378,428.80	1,381,541.54
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,599.73	3,181,244.00	3,184,843.73
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	1,058.74	935,660.00	936,718.74
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	317.62	485,835.00	486,152.62
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.12	1,575,128.75	1,575,161.87
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	47.89	2,277,878.50	2,277,926.39
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	27.51	1,308,568.50	1,308,596.01
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	5,637.36	1,006,506.00	1,012,143.36
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	18,530.22	3,308,422.50	3,326,952.72
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	1,774.73	316,863.00	318,637.73
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	5,350.27	955,248.75	960,599.02
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	9,943.68	3,070,574.25	3,080,517.93
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,089.29	1,571,553.75	1,576,643.04
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	15,041.44	3,348,720.00	3,363,761.44
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	4,804.90	1,069,730.00	1,074,534.90
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	3,962.36	2,451,978.00	2,455,940.36
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	3,962.36	2,451,978.00	2,455,940.36
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,748.10	1,081,755.00	1,083,503.10
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,320.79	817,326.00	818,646.79
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	5,307.07	2,582,776.00	2,588,083.07
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	2,084.92	1,014,662.00	1,016,746.92
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	1,516.30	737,936.00	739,452.30
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	852.92	415,089.00	415,941.92
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	2,938.01	2,565,348.75	2,568,286.76
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	873.46	762,671.25	763,544.71
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	3,939.05	5,106,970.90	5,110,909.95
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,334.02	1,729,548.00	1,730,882.02
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	11,030.39	2,215,320.00	2,226,350.39
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	3,561.90	715,363.75	718,925.65
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	6,308.70	1,354,445.00	1,360,753.70
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	10,333.22	2,218,487.50	2,228,820.72
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	1,740.33	373,640.00	375,380.33
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	3,263.12	700,575.00	703,838.12
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,267.66	4,069,884.00	4,083,151.66
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,659.48	1,429,304.50	1,433,963.98



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 4/30/2025

91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	4,023.22	1,907,420.00	1,911,443.22
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	1,357.84	643,754.25	645,112.09
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,313.87	1,532,964.45	1,536,278.32
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	635.25	293,859.00	294,494.25
91282CEM9	UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	189.06	2,349,868.40	2,350,057.46
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	222.32	2,926,299.25	2,926,521.57
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	13.08	172,135.25	172,148.33
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	18,373.63	1,544,880.00	1,563,253.63
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	9,760.99	820,717.50	830,478.49
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	5,167.58	434,497.50	439,665.08
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	3,272.80	275,181.75	278,454.55
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,298.08	3,872,540.50	3,915,838.58
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,153.85	1,176,468.00	1,189,621.85
91282CEV9	UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	30,417.13	2,754,724.00	2,785,141.13
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	6,626.59	600,136.30	606,762.89
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,678.00	1,067,442.75	1,079,120.75
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	400,000.00	4,345.30	397,188.00	401,533.30
91282CFH9	UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	4,211.96	791,624.00	795,835.96
91282CFL0	UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	8,451.42	2,594,106.50	2,602,557.92
91282CFL0	UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	7,302.68	2,241,509.50	2,248,812.18
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	9,084.02	2,633,202.00	2,642,286.02
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	4,000.46	1,159,621.65	1,163,622.11
91282CFT3	UNITED STATES TREASURY	750,000.00	10/31/2029	735,175.78	81.52	759,255.00	759,336.52
91282CFT3	UNITED STATES TREASURY	1,100,000.00	10/31/2029	1,078,257.81	119.57	1,113,574.00	1,113,693.57
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	69,579.67	4,329,412.00	4,398,991.67
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	31,877.20	1,983,474.80	2,015,352.00
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	21,902.17	3,285,035.00	3,306,937.17
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	7,982.92	2,603,354.00	2,611,336.92
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	1,304.90	425,548.25	426,853.15
91282CGT2	UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	6,232.82	2,032,618.70	2,038,851.52
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	164.06	1,720,290.75	1,720,454.81
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	52.31	548,498.50	548,550.81
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	28,847.29	1,720,463.25	1,749,310.54
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	46,824.59	2,792,636.00	2,839,460.59
91282CHB0	UNITED STATES TREASURY	3,450,000.00	05/15/2026	3,412,535.16	57,694.58	3,440,926.50	3,498,621.08
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	87,796.70	5,803,828.00	5,891,624.70
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	15,364.42	1,015,669.90	1,031,034.32
91282CHH7	UNITED STATES TREASURY	675,000.00	06/15/2026	674,314.45	10,479.65	677,031.75	687,511.40
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	26,645.89	3,699,880.20	3,726,526.09
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	11,075.49	1,896,750.00	1,907,825.49
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	1,181.39	202,320.00	203,501.39



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 4/30/2025

91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	2,067.43	354,060.00	356,127.43
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	1,920.77	961,951.00	963,871.77
91282CJF9	UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	478.89	3,761,154.45	3,761,633.34
91282CJK8	UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	84,811.90	4,028,424.00	4,113,235.90
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	18,269.23	1,024,490.00	1,042,759.23
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	8,644.83	530,596.50	539,241.33
91282CJP7	UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	65,453.73	4,017,373.50	4,082,827.23
91282CJW2	UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	3,729.28	379,571.25	383,300.53
91282CKA8	UNITED STATES TREASURY	3,675,000.00	02/15/2027	3,722,803.71	31,407.54	3,704,289.75	3,735,697.29
91282CKA8	UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	33,971.43	4,006,680.75	4,040,652.18
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	18,437.84	2,629,718.75	2,648,156.59
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	12,888.59	1,838,250.00	1,851,138.59
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	5,728.26	817,000.00	822,728.26
91282CKE0	UNITED STATES TREASURY	1,500,000.00	03/15/2027	1,525,664.06	8,141.98	1,516,590.00	1,524,731.98
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	9,346.06	2,719,940.00	2,729,286.06
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	7,406.97	2,155,616.00	2,163,022.97
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	3,843.24	1,118,480.00	1,122,323.24
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	2,445.70	711,760.00	714,205.70
91282CKH3	UNITED STATES TREASURY	1,225,000.00	03/31/2026	1,223,708.01	4,669.06	1,231,149.50	1,235,818.56
91282CKP5	UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	552.99	4,555,892.00	4,556,444.99
91282CKS9	UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	81,937.50	4,066,497.75	4,148,435.25
91282CKT7	UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	82,681.32	4,537,324.00	4,620,005.32
91282CKV2	UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	68,932.83	4,042,922.40	4,111,855.23
91282CKX8	UNITED STATES TREASURY	1,000,000.00	06/30/2029	1,017,070.31	14,205.80	1,021,950.00	1,036,155.80
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	50,730.66	4,024,033.20	4,074,763.86
91282CLK5	UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	3,206.35	523,850.25	527,056.60
91282CLR0	UNITED STATES TREASURY	2,150,000.00	10/31/2029	2,153,107.42	241.00	2,188,055.00	2,188,296.00
91282CLR0	UNITED STATES TREASURY	1,850,000.00	10/31/2029	1,852,673.83	207.37	1,882,745.00	1,882,952.37
91282CLY5	UNITED STATES TREASURY	4,000,000.00	11/30/2026	3,997,343.75	70,989.01	4,033,120.00	4,104,109.01
91282CMA6	UNITED STATES TREASURY	3,625,000.00	11/30/2029	3,594,980.47	62,441.62	3,690,830.00	3,753,271.62
91282CMA6	UNITED STATES TREASURY	2,100,000.00	11/30/2029	2,082,609.38	36,173.08	2,138,136.00	2,174,309.08
91282CMD0	UNITED STATES TREASURY	2,600,000.00	12/31/2029	2,643,773.44	38,021.41	2,673,944.00	2,711,965.41
91282CMD0	UNITED STATES TREASURY	1,950,000.00	12/31/2029	1,982,830.08	28,516.06	2,005,458.00	2,033,974.06
91282CMG3	UNITED STATES TREASURY	3,300,000.00	01/31/2030	3,340,992.19	34,868.78	3,376,956.00	3,411,824.78
91282CMG3	UNITED STATES TREASURY	1,250,000.00	01/31/2030	1,265,527.34	13,207.87	1,279,150.00	1,292,357.87
91282CMH1	UNITED STATES TREASURY	1,500,000.00	01/31/2027	1,504,511.72	15,383.29	1,511,655.00	1,527,038.29
91282CMS7	UNITED STATES TREASURY	1,500,000.00	03/15/2028	1,498,886.72	7,423.57	1,512,300.00	1,519,723.57
		264,095,000.00		255,308,484.14	1,944,299.05	259,911,276.20	261,855,575.25

Base Risk Summary - Fixed Income

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

04/01/2025 - 04/30/2025

Dated: 05/02/2025

Balance Sheet

Book Value + Accrued	292,772,861.27
Net Unrealized Gain/Loss	1,708,801.94
Market Value + Accrued	294,481,663.21

Cash and Fixed Income Summary

Risk Metric	Value
Cash	7,334.51
MMFund	3,789,939.06
Fixed Income	290,684,389.64
Duration	2.479
Convexity	0.088
WAL	2.657
Years to Final Maturity	2.657
Years to Effective Maturity	2.655
Yield	3.711
Book Yield	3.771
Avg Credit Rating	AAA/Aaa/AAA

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
Government of The United States	88.921%
Other	4.335%
Deere & Company	1.482%
U.S. Bancorp	1.458%
Eli Lilly and Company	1.194%
PACCAR Inc	0.918%
Caterpillar Inc.	0.849%
The Depository Trust & Clearing Corporation	0.844%

--- 100.000%

Footnotes: 1,2

Asset Class

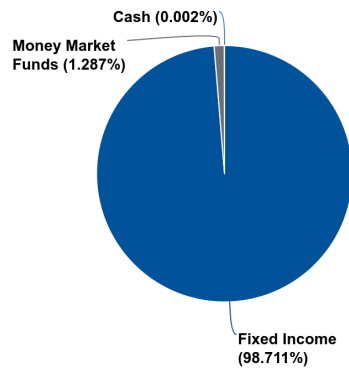


Chart calculated by: Base Market Value + Accrued

Security Type

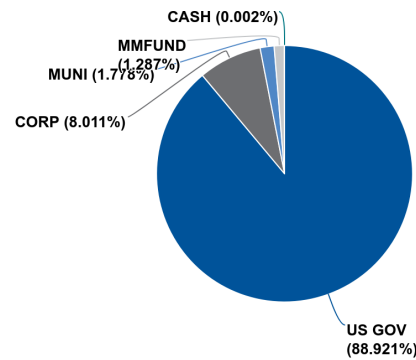


Chart calculated by: Base Market Value + Accrued

Market Sector

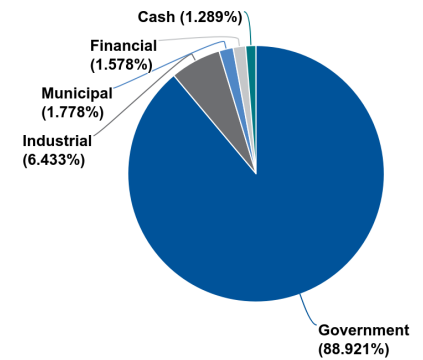


Chart calculated by: Base Market Value + Accrued

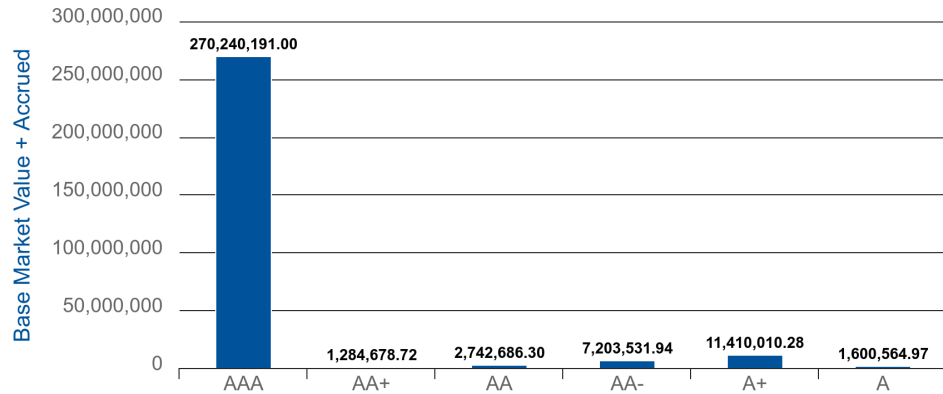
Base Risk Summary - Fixed Income

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

04/01/2025 - 04/30/2025

Dated: 05/02/2025

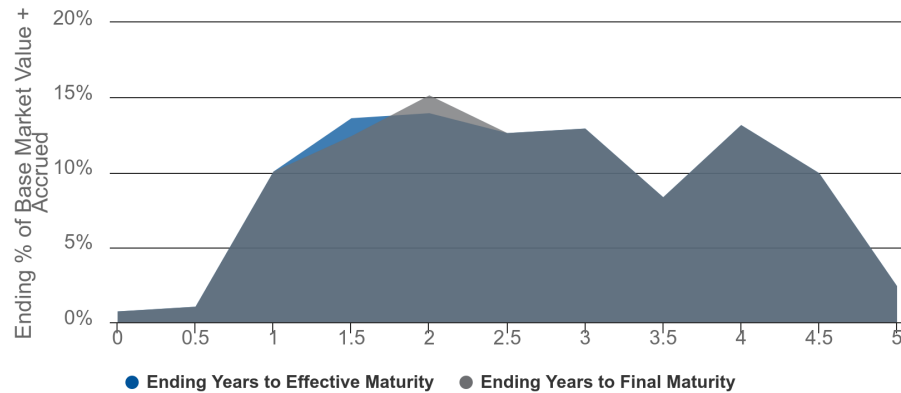
Credit Rating



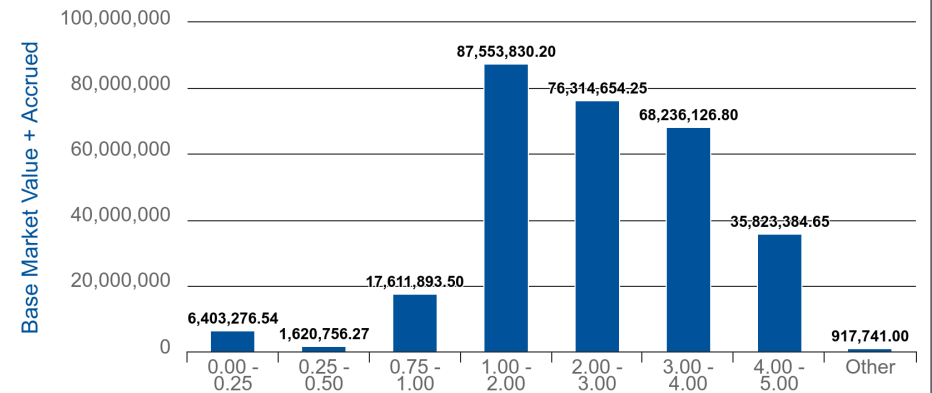
Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	7.088%	25.940%	23.586%	22.990%	12.165%	0.000%	0.000%	0.000%	0.000%
AA	0.862%	2.457%	0.313%	0.181%	0.000%	0.000%	0.000%	0.000%	0.000%
A	1.068%	1.334%	2.016%	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%

Time To Maturity



Duration



Base Risk Summary - Fixed Income

04/01/2025 - 04/30/2025

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

Dated: 05/02/2025

Industry Sector

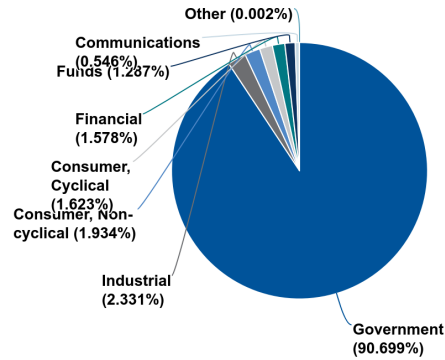


Chart calculated by: Base Market Value + Accrued

Industry Group

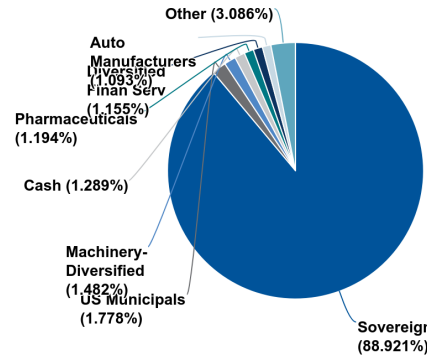


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

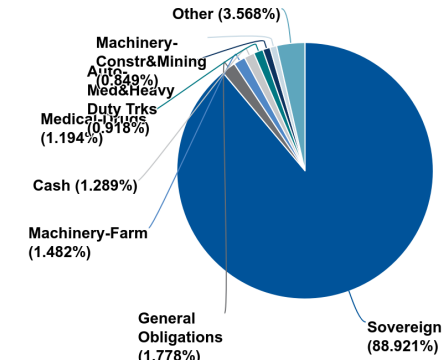


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

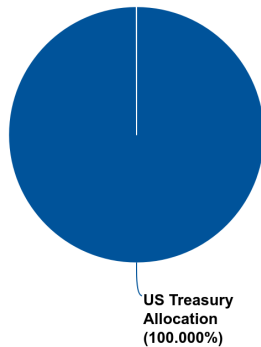


Chart calculated by: Base Market Value

Currency

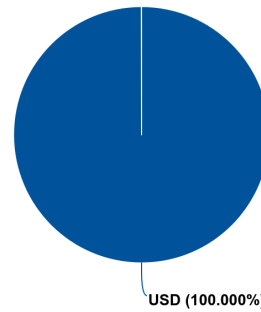


Chart calculated by: Base Market Value + Accrued

Country

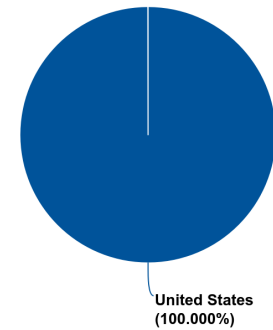


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

04/01/2025 - 04/30/2025

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

Dated: 05/02/2025

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

Additional Disclosure:

Item #5.b.
6/5/2025

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: 4/1/2025 - 4/30/2025

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	1,124,756.91	1,124,756.91	Buy	---	---	04/30/2025	1,124,756.91	-	(1,124,756.91)
31846V534	FIRST AMER:US TRS MM Y	(243,431.71)	(243,431.71)	Sell	---	---	04/30/2025	(243,431.71)	-	243,431.71
31846V534	FIRST AMER:US TRS MM Y	1,296,943.48	1,296,943.48	Buy	---	---	04/30/2025	1,296,943.48	-	(1,296,943.48)
31846V534	FIRST AMER:US TRS MM Y	(200,920.03)	(200,920.03)	Sell	---	---	04/30/2025	(200,920.03)	-	200,920.03
437076CM2	HOME DEPOT INC	(885,000.00)	(885,000.00)	Maturity	04/15/2025	04/15/2025	04/15/2025	(885,000.00)	-	885,000.00
437076CM2	HOME DEPOT INC	(265,000.00)	(265,000.00)	Maturity	04/15/2025	04/15/2025	04/15/2025	(265,000.00)	-	265,000.00
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	(750,000.00)	(750,000.00)	Maturity	04/22/2025	04/22/2025	04/22/2025	(750,000.00)	-	750,000.00
91282CBH3	UNITED STATES TREASURY	(375,000.00)	(375,000.00)	Sell	04/02/2025	04/03/2025	01/31/2026	(363,618.16)	(240.85)	363,859.01
91282CBQ3	UNITED STATES TREASURY	(1,450,000.00)	(1,450,000.00)	Sell	04/02/2025	04/03/2025	02/28/2026	(1,403,611.33)	(669.84)	1,404,281.17
91282CBQ3	UNITED STATES TREASURY	(945,000.00)	(945,000.00)	Sell	04/02/2025	04/03/2025	02/28/2026	(914,767.38)	(436.55)	915,203.93
91282CBT7	UNITED STATES TREASURY	(1,775,000.00)	(1,775,000.00)	Sell	04/02/2025	04/03/2025	03/31/2026	(1,717,936.52)	(109.12)	1,718,045.64
91282CKH3	UNITED STATES TREASURY	(2,800,000.00)	(2,800,000.00)	Sell	04/02/2025	04/03/2025	03/31/2026	(2,811,156.25)	(1,032.79)	2,812,189.04
91282CMG3	UNITED STATES TREASURY	3,300,000.00	3,300,000.00	Buy	04/02/2025	04/03/2025	01/31/2030	3,340,992.19	24,020.72	(3,365,012.91)
91282CMG3	UNITED STATES TREASURY	1,250,000.00	1,250,000.00	Buy	04/02/2025	04/03/2025	01/31/2030	1,265,527.34	9,098.76	(1,274,626.10)
91282CMH1	UNITED STATES TREASURY	1,500,000.00	1,500,000.00	Buy	04/02/2025	04/03/2025	01/31/2027	1,504,511.72	10,597.38	(1,515,109.10)
91282CMS7	UNITED STATES TREASURY	1,500,000.00	1,500,000.00	Buy	04/02/2025	04/03/2025	03/15/2028	1,498,886.72	3,001.02	(1,501,887.74)
San Mateo County TA		282,348.65	282,348.65					476,176.98	44,228.73	(520,405.71)

* 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 portfolio.

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 asset

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.

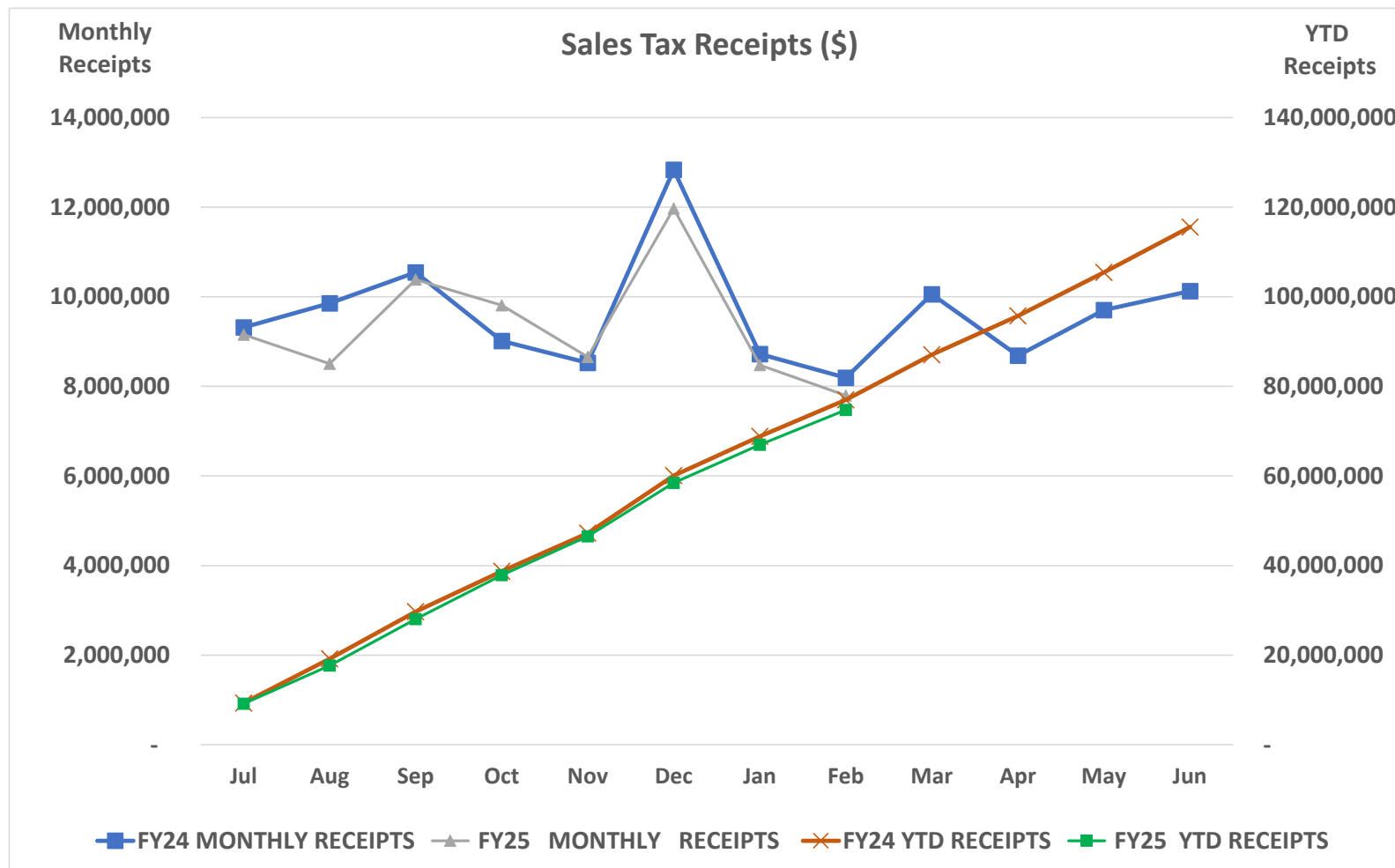
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2025
Measure A Sales Tax
Apr-25**



* 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
MONTHLY PAYMENTS
April 2025

Unit	Ref	Name	Amount	Method	Description
SMCTA	000293	HANSON BRIDGETT LLP	22,644.00	WIR	Operating Expenses
SMCTA	000490	PUBLIC TRUST ADVISORS	35,288.79	ACH	Operating Expenses
SMCTA	000495	KADESH & ASSOCIATES, LLC	7,500.00	ACH	Operating Expenses
SMCTA	000496	POLITICO GROUP, INC	7,000.00	ACH	Operating Expenses
SMCTA	001083	HINDERLITER, DE LLAMAS AND ASSOCIATES	9,184.73	CHK	Operating Expenses
SMCTA	001085	SAN MATEO, COUNTY OF	6,265.76	CHK	Operating Expenses
SMCTA	001086	PACIFICA CHAMBER OF COMMERCE	205.00	CHK	Operating Expenses
SMCTA	000293	HANSON BRIDGETT LLP	4,080.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	2,244.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	459.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	8,772.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	204.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	1,887.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	510.00	WIR	Capital Programs (1)
SMCTA	000293	HANSON BRIDGETT LLP	102.00	WIR	Capital Programs (1)
SMCTA	000294	PENINSULA CORRIDOR JOINT POWERS BOARD	36,301.97	WIR	Capital Programs (2)
SMCTA	000295	PENINSULA CORRIDOR JOINT POWERS BOARD	18,249.32	WIR	Capital Programs (3)
SMCTA	000295	PENINSULA CORRIDOR JOINT POWERS BOARD	1,097,500.56	WIR	Capital Programs (3)
SMCTA	000295	PENINSULA CORRIDOR JOINT POWERS BOARD	1,510,743.09	WIR	Capital Programs (3)
SMCTA	000296	DEPARTMENT OF TRANSPORTATION	9,655.68	WIR	Capital Programs (4)
SMCTA	000489	PENINSULA TRAFFIC CONGESTION RELIEF	59,000.00	ACH	Capital Programs (5)
SMCTA	000489	PENINSULA TRAFFIC CONGESTION RELIEF	354,000.00	ACH	Capital Programs (5)
SMCTA	000491	WSP USA INC.	21,290.76	ACH	Capital Programs (6)
SMCTA	000492	AECOM TECHNICAL SERVICES, INC.	126,075.32	ACH	Capital Programs (7)
SMCTA	000492	AECOM TECHNICAL SERVICES, INC.	6,538.76	ACH	Capital Programs (7)
SMCTA	000493	WSP USA INC.	2,857.45	ACH	Capital Programs (8)
SMCTA	000493	WSP USA INC.	13,700.91	ACH	Capital Programs (8)
SMCTA	000494	MENLO PARK, CITY OF	42,995.52	ACH	Capital Programs (9)
SMCTA	000497	AECOM TECHNICAL SERVICES, INC.	3,756.59	ACH	Capital Programs (10)
SMCTA	000498	HDR ENGINEERING, INC.	18,560.44	ACH	Capital Programs (11)

\$ 3,427,572.65

(1)	\$	4,080.00	101 Managed Lanes (Nof I-380)	(5)	\$	59,000.00	Commute.org Monitoring Progra
		2,244.00	Pedestrian & Bicycle Oversight			354,000.00	ACR Countywide TDM Prgm
		459.00	US 101/SR 92 Direct Connector			<u>\$ 413,000.00</u>	
		8,772.00	Railroad Grade Sep Oversight				
		204.00	ACR Oversight	(6)		Highway Oversight	
		1,887.00	Ferry Oversight				
		510.00	101 Interchange to Broadway	(7)	\$	126,075.32	Moss Beach-SR1 Cong& Safe Imj
		102.00	Local Shuttle Oversight			6,538.76	101 Interchange to Broadway
		<u>\$ 18,258.00</u>				<u>\$ 132,614.08</u>	
(2)			S. Linden Ave-Scott St Grade S	(8)	\$	2,857.45	Highway Oversight
						13,700.91	Active 101
(3)	\$	18,249.32	Atherton Station Closure			<u>\$ 16,558.36</u>	
		1,097,500.56	25th Ave Grade Separation				
		1,510,743.09	Broadway Grade Separation	(9)		Shuttles FY24-25 Funding	
		<u>\$ 2,626,492.97</u>		(10)		101 Interchange to Broadway	
(4)			US101/SR92 Interchang Area Imp	(11)		101 Interchange to Broadway	

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of April 30, 2025

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$21,073,812
San Mateo County/SFO BART Extension	1,873,228
Accessible Services	3,746,456
Total	\$26,693,495

Measure A Categories	Expenses
Transit	
Caltrain	\$5,821,918
Local Shuttle	1,752,406
Ferry Service	0
Dumbarton	0
Highways	2,498,967
Grade Separations	5,160,012
Pedestrian and Bicycle	1,672,877
Alternative Congestion Relief	1,321,393
Administrative Overhead	600,291
Oversight (Measure A Interest Fund)	2,035,911
Total	\$20,863,774

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$9,356,269
Total	\$9,356,269

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$2,534,792
Transportation Demand Management	115,157
Grade Separation	0
Pedestrian and Bicycle	744,840
Regional Transit Connections	163,253
Local Safety&Congestion Relief	0
Administrative Overhead	308,327
Oversight (Measure W Interest Fund)	115,895
Total	\$3,982,264

Original Measure Categories	Expenses
Caltrain	\$5,099,847
Highways	\$260,738
Total	\$5,360,585

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$2,994,769
Total	\$2,994,769

Note:

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: **Accept Capital Projects Quarterly Status Report for 3rd Quarter of Fiscal Year 2025**

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.

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

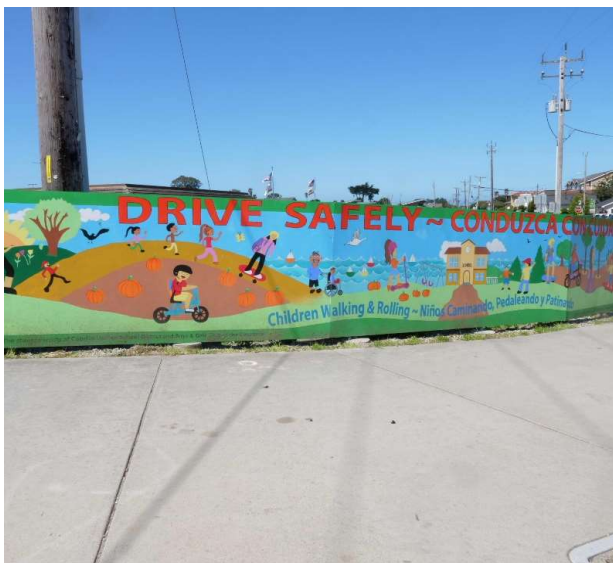


CAPITAL PROJECTS

Quarterly Status Report

FY2025 Q3: January 1, 2025 - March 31, 2025

Report prepared for the June 5, 2025 Board Meeting



Top-Left: New EMU Train Unveiling Event in San Carlos on May 11, 2024

Top-Right: 84/101 Reimagined project - Woodside Rd (SR 84) off-ramp on US 101

Bottom-Left: Staff presentation on Willow Rd Class IV Bikeway project to the Menlo Park Complete Streets Commission on April 9, 2025

Bottom-Right: An old mural outside Hatch Elementary School, on the corner of Kelly Avenue and Highway 1 in Half Moon Bay



TABLE OF CONTENTS

FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Program Category	Page #
Highway Program	3
Caltrain - Grade Separation and Special Projects	34
Bicycle & Pedestrian	44
Ferry	47
Alternative Congestion Relief/Transportation Demand Management	48






HIGHWAY PROGRAM SUMMARY TABLE

FY 2025 Q3 - Quarterly Status Report - October 1 - December 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●
000791	US 101 Express Lanes	11	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	14	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	16	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	18	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	20	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	22	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	24	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	26	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	28	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	30	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	32	●	●	●	●	●	●



HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS

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

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).



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: Landscaping Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Right of Way (ROW) close-out for 101/Broadway Interchange and construction phase for the interchange landscaping

STATUS OVERVIEW:

Percent Complete:		57%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

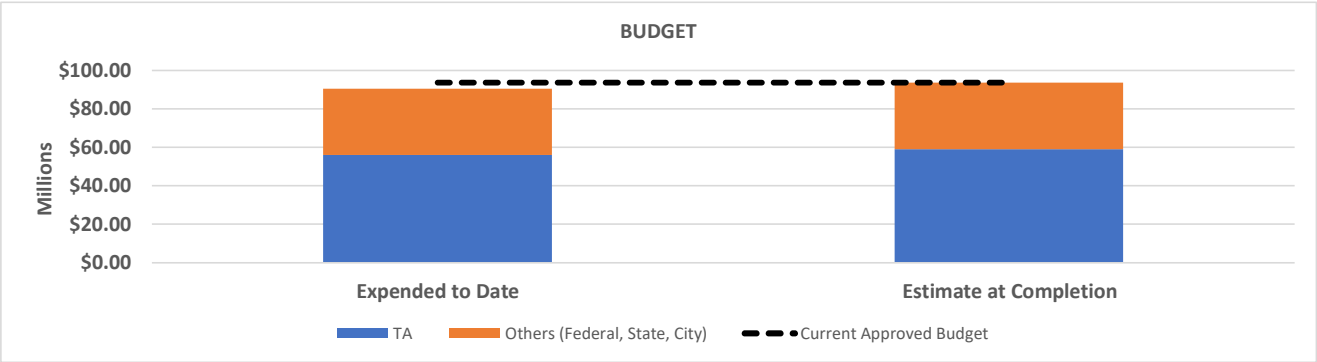
PROJECT DESCRIPTION:
The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

The purpose of the Project is to improve traffic movements and access around the US 101/Broadway interchange; accommodate future increases in traffic at intersections in and adjacent to the interchange; improve operations for vehicles entering and exiting southbound US 101 at the Broadway interchange; and increase bicyclist and pedestrian access across US 101 and around the interchange.

STATUS SUMMARY:
While construction of the US 101/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 final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The Caltrans encroachment permit for construction was obtained on May 29, 2024.

TA staff issued the Notice to Proceed for construction management services to HDR and AECOM to provide design support during construction. In December 2024, the TA Board of Directors approved the construction contract. A preconstruction meeting was held in January 2025 with the consultant, Caltrans, the City of Burlingame, and contractor Bortolussi and Watkin. The team emphasized the need for a methodical approach to any technical challenges and open communication. Weekly meetings provide a platform to discuss contractor submittals, bid items, change orders process, challenges, and necessary adjustments. Active construction is anticipated to begin in May 2025.

The consultant is finalizing the Right-of-Way Record Maps and Records of Survey.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	\$ 56,085,910	\$3,101,090	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,636,910	\$3,101,090	97%	\$93,738,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/30/24	10/31/28	03/04/25	10/31/28

PROGRESS THIS QUARTER:

1. Preconstruction meeting.
2. Approved contractors' submittals and change orders.
3. Weekly meetings.
4. Continued to follow up on the signing/recording of the updated Joint Use Agreement 62664-A.

FUTURE ACTIVITIES:

1. Start landscaping construction.
2. Obtain final signatures from PG&E and Caltrans on the Joint Use Agreement 62664-A.
3. Finalize the Right-of-Way Record Maps and Records of Survey and submit for approval.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Establishes TA as sponsor and implementing agency for PA&ED. Board Resolution No. 2010
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping
RESO Funding (LND CON)	6/1/2023	N/A	N/A	Board Resolution No. 2023-9
Cooperative Agreement No. 04-2875 (LND CON)	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for construction of landscaping
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction of project landscaping



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E (Activity 16)
Future Funded Phases: Landscaping CON (Activity 16)

PHASE OVERVIEW:
Design and construction of US 101/ Willow Road interchange landscaping improvements

STATUS OVERVIEW:			
Percent Complete:		45%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

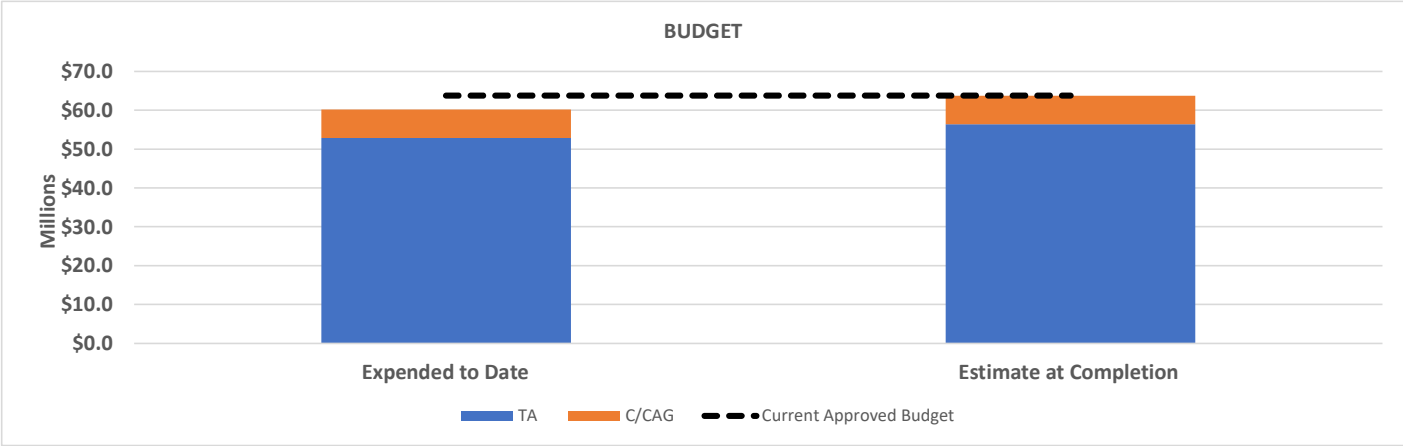
PROJECT DESCRIPTION:
This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the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

This project will address operational deficiencies both on US 101 and Willow Road that are caused by the short weave between on- and off-ramps and result in travel time and reliability benefits. The project will also address safety and operational issues for bicycling and walking.

STATUS SUMMARY:
Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, TA, and Caltrans have an agreement to finalize the design and construct the landscaping for the project. The Caltrans cooperative agreement was signed in September 2023.

Upon securing the encroachment permit, the Transportation Authority (TA) will assume responsibility for advertising, awarding, and administering (AAA) the construction contract, in alignment with the project's cooperative agreement and MOU.

Delay for the PS&E phase in this quarter is attributed to the project team's extensive efforts to locate existing water meters, which ultimately were not found. To address the need for water meters to serve the planned landscaping, the City of Menlo Park collaborated with the City of East Palo Alto to install new water meters within East Palo Alto's right-of-way. This cooperative effort will allow Caltrans to finalize their comments, which are anticipated to be submitted in early April. Approval of this submittal is a prerequisite for obtaining the encroachment permit required for project construction. Eventually the funding agreement will require amendment to extend the schedule to fully accommodate the plant establishment period.



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	03/30/25	10/01/23	04/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	08/06/25	08/30/29

PROGRESS THIS QUARTER:

1. Working on 100% plans.
2. The City met with City of East Palo Alto staff on proposed water meter locations.
3. The team coordinated with PG&E to review proposed plans near an existing gas line and complete the utility certification.

FUTURE ACTIVITIES:

1. Submit 100% PS&E to Caltrans by April 2025.
2. Work on the construction encroachment permit.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/10/28	Establishes the City as the implementing agency for landscaping PS&E and the TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
Current Phases: PS&E, ROW Support (Activities 13, 14)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:

Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) Support

STATUS OVERVIEW:

Percent Complete:		85%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support 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, signalizing 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.

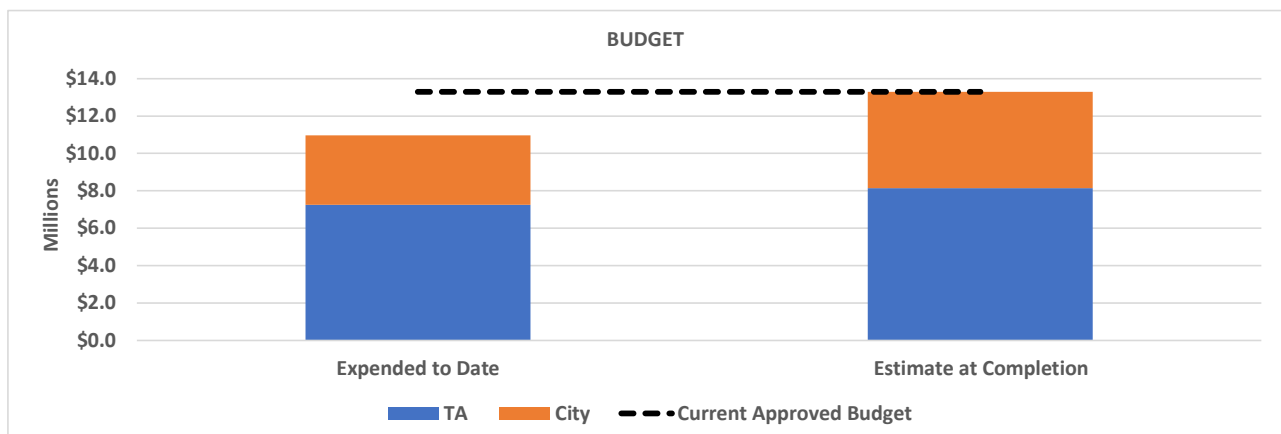
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide 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. The total length of the Project is 2.3 miles, including 1.9 miles along US 101 (from Post Mile 4.6 to 6.5) and 0.40 miles along SR 84 (from Post Mile 25.3 to 25.7).

STATUS SUMMARY:

The project team worked with Caltrans and FHWA to secure \$8M of the \$105M INFRA grant for the ROW phase. This requires a TIP amendment to be approved by MTC in April and a ROW co-op agreement amendment with Caltrans to reflect the new funding source, which will also be executed in April. Caltrans has also agreed to explore the use of SHOPP or other fund sources to support the construction of the bicycle and pedestrian facilities which will address concerns identified during the Roadside Safety Audit.

Project Team is securing City Council approval for property purchase agreements and worked to get the Notices of Intent prepared and sent to property owners for the Resolution of Necessity (RON) hearing scheduled for April 28. HazMat investigations requested by Caltrans are ongoing. The City has identified stormwater capture credits as mitigation for the project's increase in impervious surfaces. This approach will be presented to the Regional Water Quality Control Board along with Caltrans for concurrence. The project team conducted a constructability review, updated the risk register, and conducted an executive management meeting.

The schedule changed to yellow this quarter due to additional time needed to complete the ROW phase.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,140,000	\$7,253,158	\$886,842	89%	\$8,140,000	\$0
City	\$5,160,000	\$3,714,474	\$1,445,526	72%	\$5,160,000	\$0
Total Project	\$13,300,000	\$10,967,632	\$2,332,368	82%	\$13,300,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	01/31/26
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	06/01/26

PROGRESS THIS QUARTER:

1. The project team prepared presentations and staff reports for various city council meetings and closed sessions.
2. Initiated and continued work to update the communications around funding, the ROW process, and construction.
3. Addressed concerns with TIP amendment and the federal funds.
4. The city staff reviewed the TA's draft Supplemental Agreement.
5. Continued work in support of securing property owners' signatures on purchase agreements.
6. Worked to secure rights of entry and arrange for hazardous materials testing on three parcels.
7. Initiated work to schedule and prepare for the Resolution of Necessity hearing for 14 parcels.
8. The project team continued work with utility companies on relocations.
9. The project team conducted focused meetings for Constructability Review, Risk Register Review, and Management Team Review.
10. Participated in the Caltrans Executive Management Review of the PS&E.

FUTURE ACTIVITIES:

1. Conduct hazardous materials testing.
2. Reach agreement with the County regarding the Veterans parcel.
3. Respond to inquiries on the ROW offers.
4. Begin the process for drafting the Construction Coop Agreement.
5. Negotiate and approve purchase agreements for ROW parcels.
6. Finalize plan to mitigate stormwater run-off.
7. Finalize commuciations plan by mid-June.
8. Work on 95% structures PS&E, which includes upgrades to meet current seismic safety standards.
9. Initiate court proceedings for condemnation of properties, if necessary.

KEY ISSUES:

1. UPRR approval is on the critical path and the project team is actively engaging UPRR to advance their review and approval.
2. Engaging with the County to find agreement on driveway design and permanent easement for bicycle and pedestrian access across their property next to Veterans Blvd.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Agreement establishes Redwood City as sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
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 for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added by Sponsor



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

Sponsors: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding Agency/Co-Implementer/Co-Sponsor
Current Phase: Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction for the addition of express lanes on US 101 between Santa Clara County and Interstate 380

STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

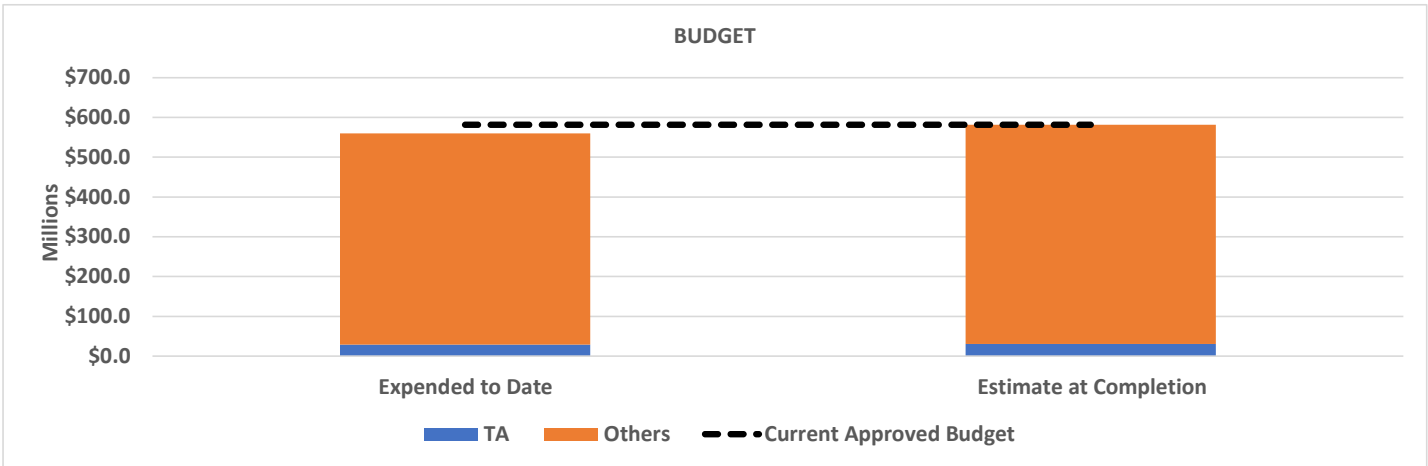
PROJECT DESCRIPTION:

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:

Construction of the US 101 Express Lanes was completed and began operations in March 2023. The closeout of the construction contract is nearly final, including completion of the as-built drawings. The remaining work is for construction of the project landscaping that began in March 2023 and is anticipated to be complete by the end of 2027, including the plant establishment period.

Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers are complete and have electrical power. Planting and irrigation controller testing are substantially complete.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,974,742	\$1,525,258	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,424,320	\$12,575,680	\$95,000,000	\$0	87%
Loan/Future Toll	\$86,500,000	\$86,500,000	\$0	\$86,500,000	\$0	100%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$300,640,851	\$6,029,149	\$306,670,000	\$0	98%
Private	\$53,000,000	\$51,550,395	\$1,449,605	\$53,000,000	\$0	97%
Total Project	\$581,170,000	\$559,590,308	\$21,579,692	\$581,170,000	\$0	96%

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
Landscaping	03/03/23	12/31/27	03/03/23	12/31/27	03/03/23	12/31/27

PROGRESS THIS QUARTER:

1. Completion of all as-builts and transferred. Awaiting final utility billing to complete closeout with Caltrans.

Project Landscaping:

1. Completed installation of irrigation facilities at all locations.
2. Completed electrical service connections for irrigation controllers at 20 of 21 locations.
3. Planting is 60% complete and irrigation functional tests have been completed and passed at 15 irrigation controllers.
4. Completed the irrigation crossover extension at University to accommodate off-ramp widening for the City of East Palo Alto's Pedestrian Overcrossing Project.

FUTURE ACTIVITIES:

1. Complete closeout activities.

Project Landscaping:

1. Complete remaining electrical service connections.
2. Perform remaining irrigation controller functional tests and planting.
3. Install various electrical and water system components including transformers, solar power, and water supply connections.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
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 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
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
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 15777303.4 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 04-2767 - 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
Cooperative Agreement 04-2767; 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping

FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
Current Phase: Construction (Activities 16)
Future Funded Phases: None

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

STATUS OVERVIEW:

Percent Complete:		57%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

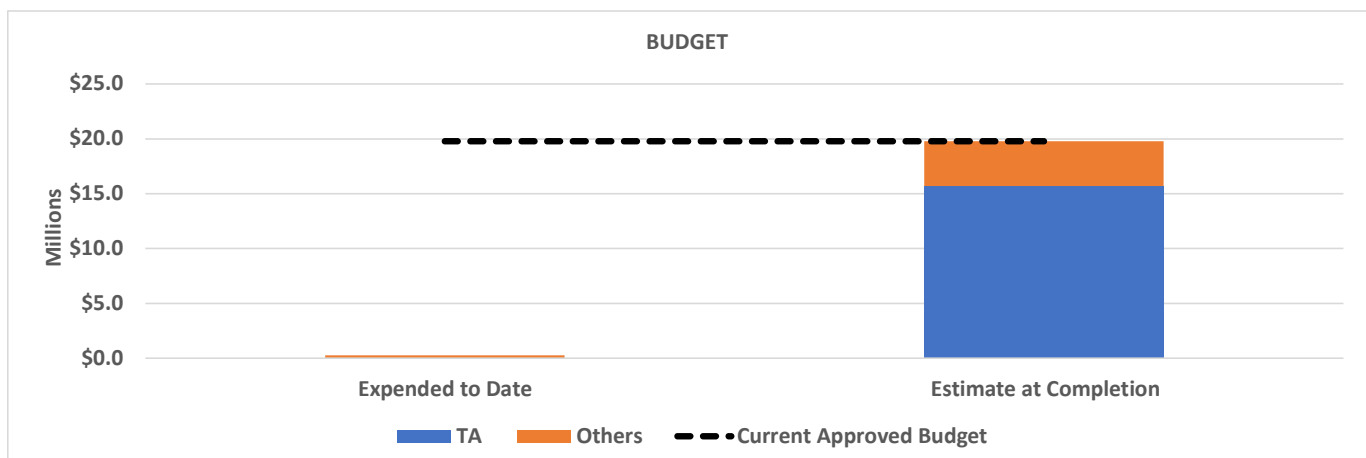
PROJECT DESCRIPTION:

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.

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:

Construction activities began in July 2023. The construction contractor has made significant progress with the pedestrian overcrossing bridge structure and lighting. The majority of work for the realignment of the northbound US 101 off-ramp and intersection improvements have been completed.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$15,700,000	\$0	\$15,700,000	0%	\$15,700,000	\$0
Federal (earmark)	\$771,000	\$245,272	\$525,728	32%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$19,773,200	\$245,272	\$19,527,928	1%	\$19,773,200	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	08/31/25

PROGRESS THIS QUARTER:

1. Completed grouting of the bridge structure support cables.
2. Installed the seals that allow the bridge to expand and contract with temperature changes.
3. Completed the concrete barriers around the bridge supports (columns).
4. Began installation of the metal safety barriers (guardrails).
5. Began digging the bases for the new traffic signals and city lights and preparation to switch over to the new lighting system.
6. Began installing the fence on the bridge.
7. Began installing pipes (conduit) for the fiber optic cables and the boxes where these cables can be accessed (pull boxes).
8. Improvements to the drainage system along both the north and south sides of University Avenue, near the main work area.
9. Began work on the paths on both the north and south sides of the bridge.

FUTURE ACTIVITIES:

1. Continue to install fencing on the bridge then lighting.
2. Continue construction of various traffic signal and lighting foundations.
3. Complete improvements at University/Woodland intersections.
4. Complete grading for the path both north & south of the bridge.

KEY ISSUES:

Additional time is needed through August 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects.

AGREEMENT HISTORY:

Agreement/MOU	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 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: Utah Avenue Overcrossing

Project ID: 000803

Sponsor: City of South San Francisco
Implementing Agency: City of South San Francisco
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:

Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) of the Utah Avenue Extension

STATUS OVERVIEW:

Percent Complete:		30%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

The scope of the project is to provide the design for the construction of a new US 101 overcrossing that will extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

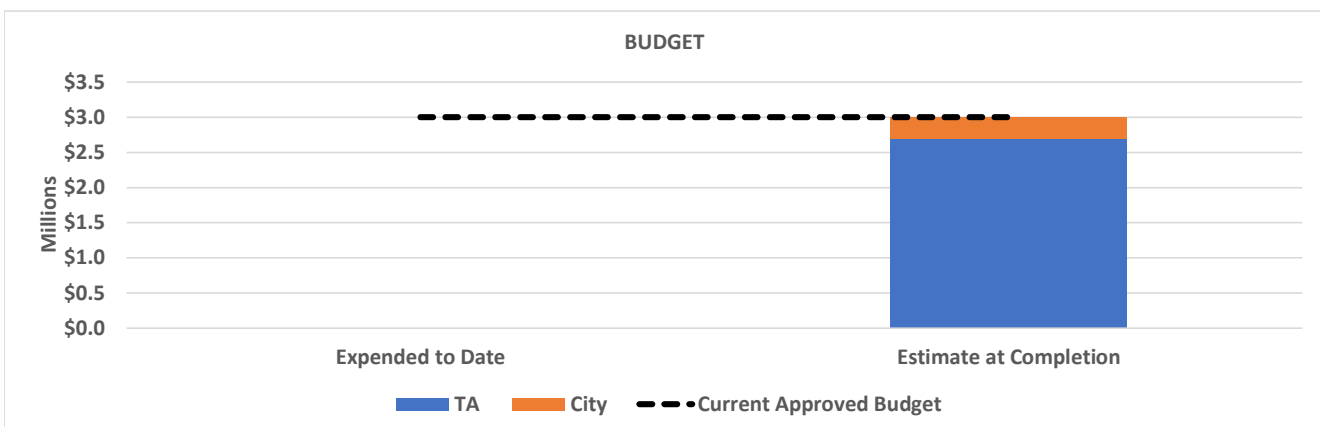
The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:

The PA&ED phase was completed in February 2023. Since then, the project has received federal, state, and TA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

As of January 2025, Caltrans has approved the geometric plans and the structural report. This approval marks a significant milestone, allowing the project to progress into subsequent phases with the assurance that it aligns with Caltrans' standards and environmental considerations. The project is progressing towards the 65% PS&E submittal.

Schedule status changed from yellow to red this quarter. Project delay stems from the considerable time the design team dedicated to coordinating with adjacent development projects. These developments necessitated that the project team to devise alternative solutions that would not adversely affect the approved designs and environmental clearances for the Caltrans Utah Overpass project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,700,000	\$0	\$2,700,000	0%	\$2,700,000	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$3,000,000	\$0	\$3,000,000	0%	\$3,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	5/27/2024	12/31/2025	5/27/2024	12/31/2025	5/27/2024	8/11/2026

PROGRESS THIS QUARTER:

1. Worked on responding to Caltrans' comments on 35% design.
2. Finalized geotechnical field investigation.
3. Submitted Hazmat Work Plan to Caltrans.
4. Completed field survey.
5. Continued working on stormwater analysis and drainage design and reports.

FUTURE ACTIVITIES:

1. Complete and submit the Quality Management Plan (QMP) to Caltrans.
2. Continue working on 65% PS&E.
3. Continue coordination with utility companies.
4. Proceed with geotechnical investigations of hazardous materials on private property.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	5/30/2024	6/30/2026	12/31/2025	Board Resolution 2023-26 dated 12/7/2023



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo
SMCTA Role: Funding Agency
Current Phase: Landscaping Construction (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
Construction of Highway 92/SR 82 Interchange Project, including landscaping improvements

STATUS OVERVIEW:

Percent Complete:		68%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

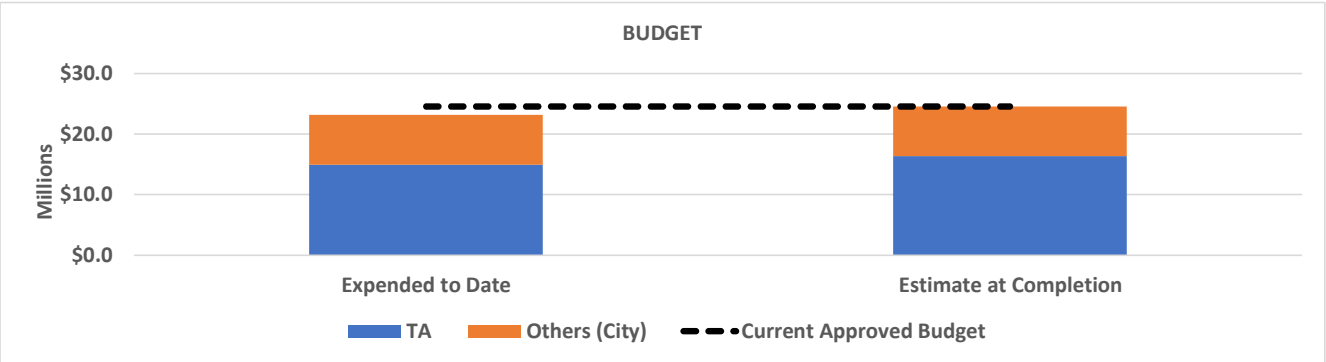
This project converted the existing cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and adding bike lanes on State Route 82.

STATUS SUMMARY:

Caltrans Headquarters approved the Project Approval and Environmental Document (PAED) 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 the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans right-of-way.

Following the preconstruction meeting held in September 2024, the contractor and resident engineer (RE) began working on the submittals. Construction has started.

The project is delayed for multiple reasons - the start of the rainy season, expiration of the encroachment permit, and staff changes at the City. The contractor and the City agreed to pause the start of construction until after the rainy season. The City requested an extension of the current contract, as it was set to expire in February 2025. The City's Resident Engineer and Caltrans are currently reviewing the materials submitted by the contractor. Construction is expected to begin following approval of the Caltrans encroachment permit.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$16,356,650	\$14,973,103	\$1,383,547	92%	\$16,356,650	\$0
Federal	\$1,980,000	\$1,980,000	\$0	100%	\$1,980,000	\$0
State	\$5,050,000	\$5,042,826	\$7,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,177,464	\$1,390,721	94%	\$24,568,185	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/30/27	09/01/22	12/30/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. Continue to review contractor submittals, requests for information and construction schedule.
2. Filed a new encroachment permit with Caltrans since the last one expired.

FUTURE ACTIVITIES:

1. Schedule a site visit with contractor and stakeholders.
2. Begin construction activities in May.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	04/04/22	12/30/27	12/30/27	Board Resolution No. 2015-19



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
Current Phase: Construction (Activity 16)
Future Funded Phases: None

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

STATUS OVERVIEW:

Percent Complete:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

Project will widen 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:

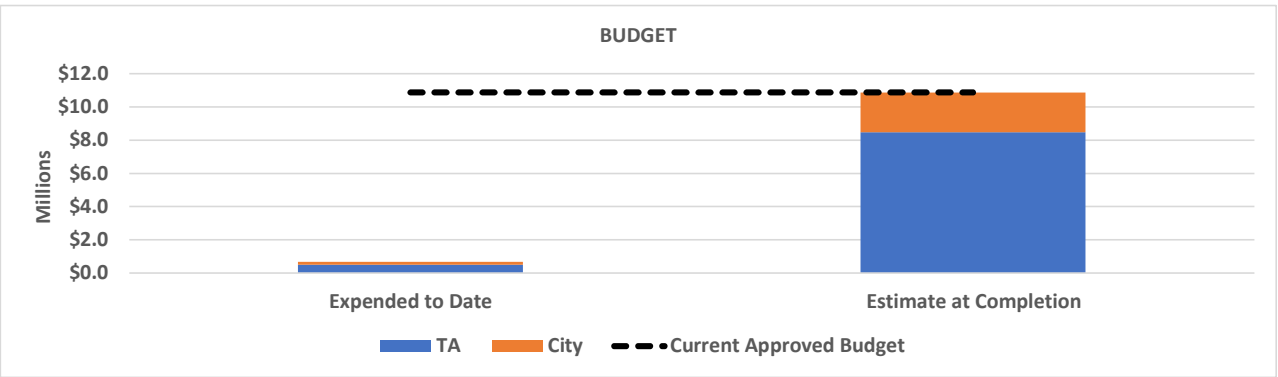
The City has prepared and submitted all required documents, plans, specifications, estimated and Caltrans forms needed for the encroachment permit. The City met with Caltrans staff to discuss new review comments for electrical, environmental, signals, maintenance and geometrics. New Caltrans staff replaced retired Caltrans staff who originally reviewed the plans.

The City incorporated Caltrans' Hwy 1 SHOPP project improvements into its final plans and specifications. The City continues coordinating with Caltrans on the SHOPP project. Caltrans just advertised their project for construction.

City has met with PG&E for relocation of a newly discovered vent for the gas pipe crossing north of Terrace Avenue as well as to obtain new electric service for the signalized intersection. All other utility has been completed and Notice To Owners have been issued. The City is now coordinating with Caltrans to obtain the right-of-way certification.

The City has prepared and advertised a proposal for a construction manager. Interviews are planned for April 2025 with a panel consisting of the City and TA staff.

The City has met with Andreotti Farms for a time extension for the TCE agreement.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$498,320	\$7,976,680	6%	\$8,475,000	\$0
City	\$2,400,000	\$158,885	\$2,241,115	7%	\$2,400,000	\$0
Total Project	\$10,875,000	\$657,205	\$10,217,795	6%	\$10,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	09/01/23	12/31/27	03/01/25	12/31/27

PROGRESS THIS QUARTER:

1. The City has advertised the RFP for a construction management firm.
2. The City met with various Caltrans divisions to discuss their new comments and incorporate into plans. The City has prepared the final documents to Caltrans for issuance of the encroachment permit in order to advertise the project for construction.
3. Per SamTrans request, the City has reviewed SamTrans plans and specifications for possible upgrade of bus stops within the project boundaries. Riparian mitigation plans have been completed and ready for construction.
4. All utility relocations are completed. Comcast, AT&T, PG&E (Gas and Electric) and Coastside County Water District facilities have been relocated and Notice To Owners have been issued. The City is awaiting Caltrans Right-of-Way Certification.
5. The temporary construction easement (which has been executed for a period of 3 years) is being extended for an additional three years.
6. Water Quality Control Board has issued the permit for the extension of a drainage inlet needed for the Class I path alignment.
7. The City presented the project update to the Planning Commission as required by the conditions of the Coast Development Permit and received positive feedback to proceed.

FUTURE ACTIVITIES:

1. City to continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Conduct Construction Management interviews and select Construction Manager for the project.
3. Coordinate construction schedule with Caltrans SHOPP project timeline.
4. Execute amendment to Temporary Construction Easement (TCE) for time extension.
5. Prepare Construction Bid package.
6. Execute amendment to funding agreement to extend project schedule.

KEY ISSUES:

Caltrans has new staff replacing the staff who retired. A new set of comments on the previously reviewed plans are being discussed between Caltrans and the City. This may result in additional modifications to the plans and specifications.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	10/19/22	06/30/25	12/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1	04/23/25	06/30/28	12/31/27	Amended for time extension.



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

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
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

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

STATUS OVERVIEW:

Percent Complete:		73%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

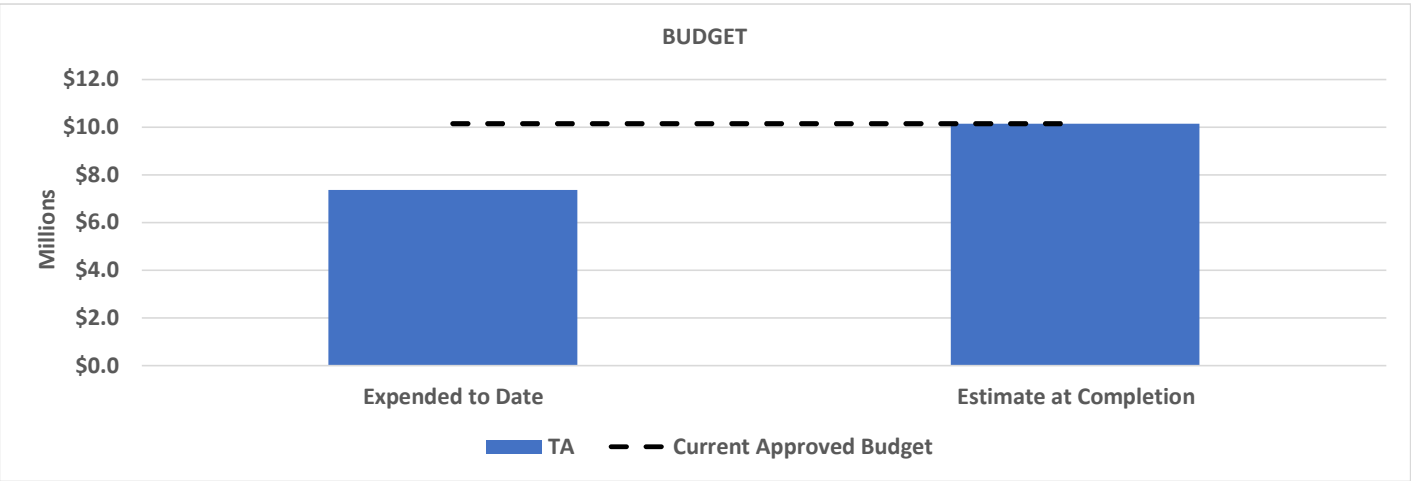
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) 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 potentially other vehicles for a fee. 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 managed lane system on US 101 within San Mateo County which spans from San Francisco County to Santa Clara County with a possible extension into San Francisco County.

STATUS SUMMARY:

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have received approvals from Caltrans functional units. The draft environmental document (DED) was initially scheduled for release in late 2024. However, given the complexity of the required technical studies, including traffic analysis, additional time is required to complete the work. Additional coordination with Caltrans management has improved collaboration on traffic-related work. The traffic studies will be completed in late 2025 with release of the DED for public comment in 2026.

The project team continues to make progress on the traffic modeling and vehicle miles traveled analysis.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$7,368,716	\$2,781,284	73%	\$10,150,000	\$0
Total Project	\$10,150,000	\$7,368,716	\$2,781,284	73%	\$10,150,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/25	11/02/20	10/27/26

PROGRESS THIS QUARTER:

1. Developed VMT mitigation strategy memorandum.
2. Working with Caltrans Highway Operations on the 2030 and 2050 operational analyses.
3. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
4. Addressed comments received from Caltrans on the Ramp Metering Fact Sheet.

FUTURE ACTIVITIES:

1. Complete Noise Abatement Decision Report.
2. Submit VMT memo to Caltrans for review and concurrence.
3. Advance work on the Traffic Operational Analysis Report.
4. Advance the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
5. Advance the Administrative Draft Project Report.

KEY ISSUES:

The schedule has been impacted by delays in approval of traffic operational analysis models by Caltrans. May need to deobligate PS&E funding.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PAED)	10/01/15	N/A	N/A	Board Resolution No. 2015-19 - funding for PAED
RESO Funding (PAED)	11/07/19	N/A	N/A	Board Resolution No. 2019-29 - additional funding for PAED
MOU - C/CAG (PAED)	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
Cooperative Agreement No. 04-2781 (PAED)	12/18/20	N/A	N/A	Established TA and C/CAG as co-sponsors, TA as implementing agency, Caltrans as environmental lead
RESO Funding (PS&E)	12/02/21	N/A	N/A	Board Resolution No. 2021-33 - allocated \$11.323M for PS&E
RESO Funding (PAED, PS&E)	12/07/23	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023
MOU - C/CAG - Amended & Restated (PAED)	03/06/20	12/31/25	06/30/25	Amended and Restated MOU between SMCTA and C/CAG



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: ROW & Construction (Activities 14 and 16)
Future Funded Phases: None

PHASE OVERVIEW:
Right of Way (ROW) and Construction for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:

Percent Complete:		7%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

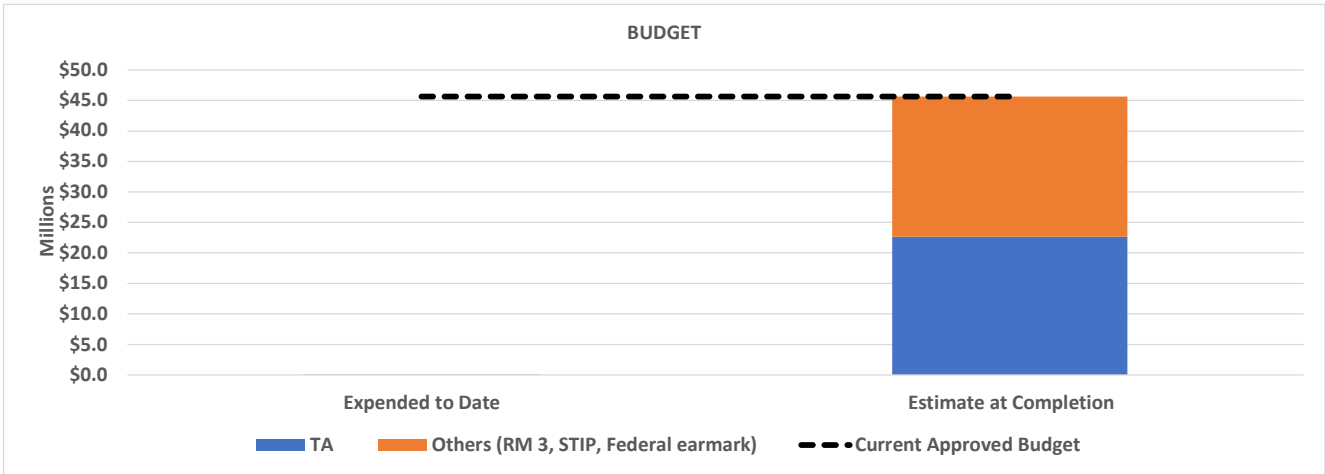
PROJECT DESCRIPTION:
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane 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 reducing backups on US 101.

STATUS SUMMARY:
The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021 and the Plans, Specifications & Estimates (PS&E) phase in December 2023.

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement to establish Caltrans as the implementing agency for the construction phase. The Cooperative Agreement was amended in July 2024 to update the funding summary with additional Regional Measure 3 funding allocated by the Metropolitan Transportation Commission to replace State Transportation Improvement Program funds that are not yet available.

Caltrans advertised the construction contract in August 2024 and opened bids on November 13, 2024. Caltrans received 9 bids and awarded the contract to the lowest bidder, Gordon N. Ball Incorporated. Construction activities began on April 28, 2025. The schedule is delayed due to additional time needed for Caltrans to finalize the advertising package. The contractor award was finalized in January 2025, and the updated schedule pushed the completion date back to Summer 2028 (including a 1-year plant establishment period).



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$22,663,000	\$72,489	\$22,590,511	0%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$40,954	\$21,921,046	0%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$45,625,000	\$113,443	\$45,511,557	0%	\$45,625,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24
CON	06/30/24	07/31/26	06/30/24	12/31/26	06/30/24	07/31/28

PROGRESS THIS QUARTER:

1. Awarded the construction contract to Gordon N. Ball Inc.
2. Conducted pre-construction meeting with the contractor team, Caltrans functional units, and city staff.
3. Caltrans updated the project webpage and drafted a public participation plan.

FUTURE ACTIVITIES:

1. Finalize project flyer and distribute to project stakeholders.
2. Issue traffic advisory for ramp closures.

KEY ISSUES:

Current forecast schedule for completion is delayed due to additional time needed for Caltrans to award the contract.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	12/02/21	N/A	N/A	Board Resolution No. 2021-33
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 for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase
RESO Funding (CON)	06/06/24	N/A	N/A	Board Resolution No. 2024-8 for additional RM3 funding and reduction in STIP funding
Cooperative Agreement 04-2944 A1- Caltrans/CCAG/TA	07/28/24	N/A	N/A	Updates the funding summary for additional RM3 funding and reduction in STIP funding



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

Sponsor: C/CAG, TA
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phases: PAED (Activity 12)
Future Funded Phases: None

PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92

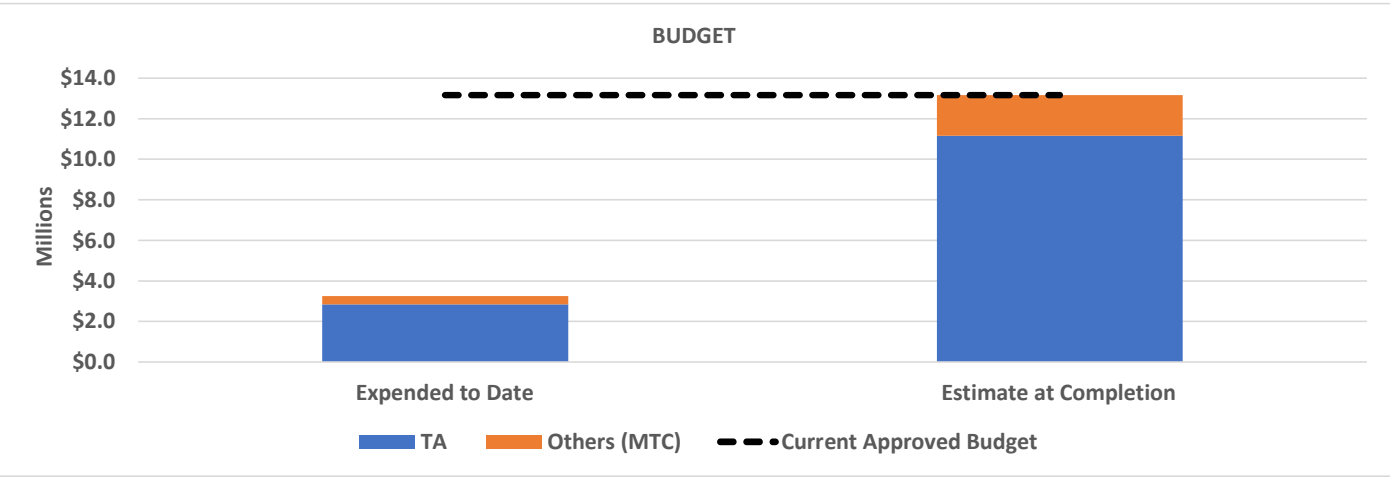
STATUS OVERVIEW:			
Percent Complete:		30%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

STATUS SUMMARY:
Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The TA 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. These advanced PAED studies were completed in 2021.

In August 2023, the PAED phase re-commenced with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The environmental scoping period was completed in May 2024. The project team continues working on multiple engineering and environmental studies. Ongoing stakeholder coordination is being conducted with the City of San Mateo and Foster City.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$2,844,193	\$8,326,583	25%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$407,689	\$1,592,311	20%	\$2,000,000	\$0
Total Project	\$13,170,776	\$3,251,882	\$9,918,894	25%	\$13,170,776	\$0

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	02/05/27

PROGRESS THIS QUARTER:

1. Continued development of the Public Participation Plan.
2. Continued future year assessment of potential operational improvements for the US 101 northbound on-ramp at Hillsdale.
3. Continued development of travel demand forecasting.
4. Conducted two Project Development Team meetings.
5. Distributed various draft studies to Caltrans for review including the Stormwater Data Report, Structures Preliminary Geotechnical Report, and Pavement Design Memo.
6. Circulated an MOU amendment to extend the scope completion date.

FUTURE ACTIVITIES:

1. Refine the draft geometric plans for all the Build Alternatives.
2. Continue advancing the environmental and engineering studies.
3. Execute MOU amendment to extend the scope completion date.
4. Continue coordination with the cities of San Mateo and Foster City and updates for their city councils.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/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 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

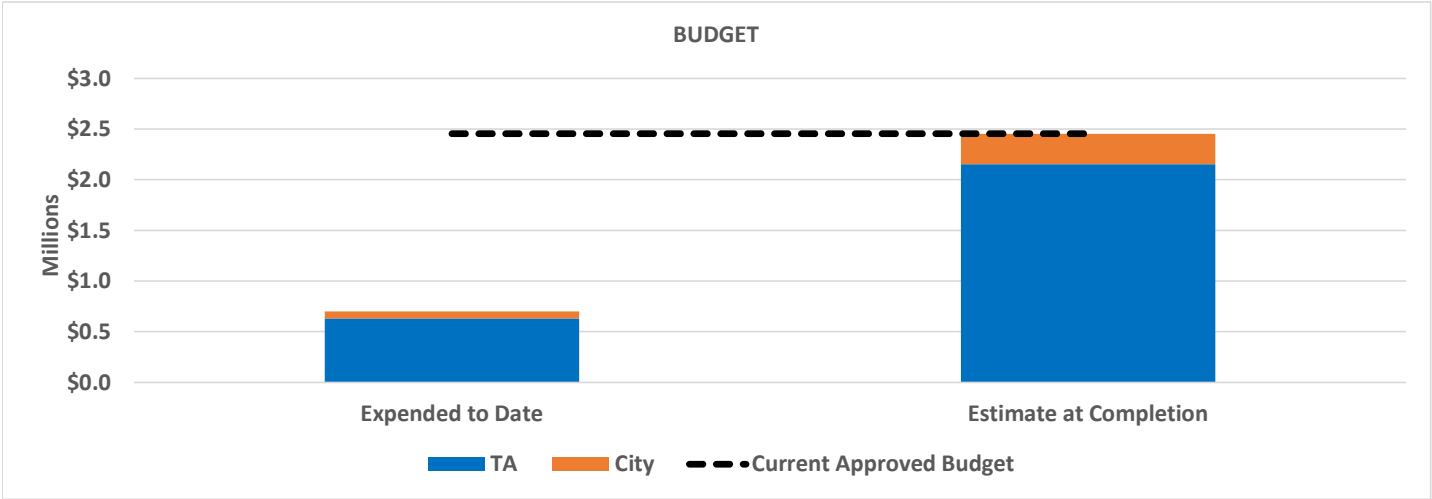
PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) phase to modify the Manor Drive overcrossing of SR 1 and associated improvements

STATUS OVERVIEW:			
Percent Complete:		35%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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, the project will 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 will be developed in coordination with Caltrans.

STATUS SUMMARY:
The project team identified two build alternatives in the PID phase: Alternative 1, Manor Drive Overpass Improvements without On-Ramp to Milagra Drive and Alternative 2, Manor Drive Overpass Improvements with On-Ramp to Milagra Drive. The Existing Conditions Analysis and Intersection Control Assessment (ICE) reports were approved by Caltrans, and will be documented in the Traffic Operations Analysis Report (TOAR), which will be used to select the preferred alternative and support the project purpose and need. The project team is developing a plan to engage the general public and stakeholders.

Caltrans and the City are discussing what the most appropriate type of environmental document is for the project and which agency will be the CEQA lead (currently Caltrans). The Project Development Team (PDT) with input from the City (and City Council) are considering the elimination of Build Alternative 2. Public meetings will be scheduled to obtain feedback from the local residential and business communities.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,152,663	\$628,432	\$1,524,231	29%	\$2,152,663	\$0
City	\$300,000	\$69,826	\$230,174	23%	\$300,000	\$0
Total Project	\$2,452,663	\$698,258	\$1,754,405	28%	\$2,452,663	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/31/22	06/24/24	07/01/24	12/31/26	09/01/23	06/30/26

PROGRESS THIS QUARTER:

1. Continued working on the alternatives.
2. Existing Conditions Report was approved on 2/19/25 by Caltrans.
3. Submitted Traffic Operations Analysis Report (TOAR) to Caltrans.
4. The Drainage Report was initiated.
5. The Noise Study Report was initiated.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Continue working on the environmental studies.
3. Continue working on the engineering studies.
4. Submit the Drainage Report to Caltrans.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021, funding for PID and PAED
Funding Agreement, Amendment 1	07/01/24	06/30/27	12/31/26	Updates funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extends the time of performance to 12/31/26



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

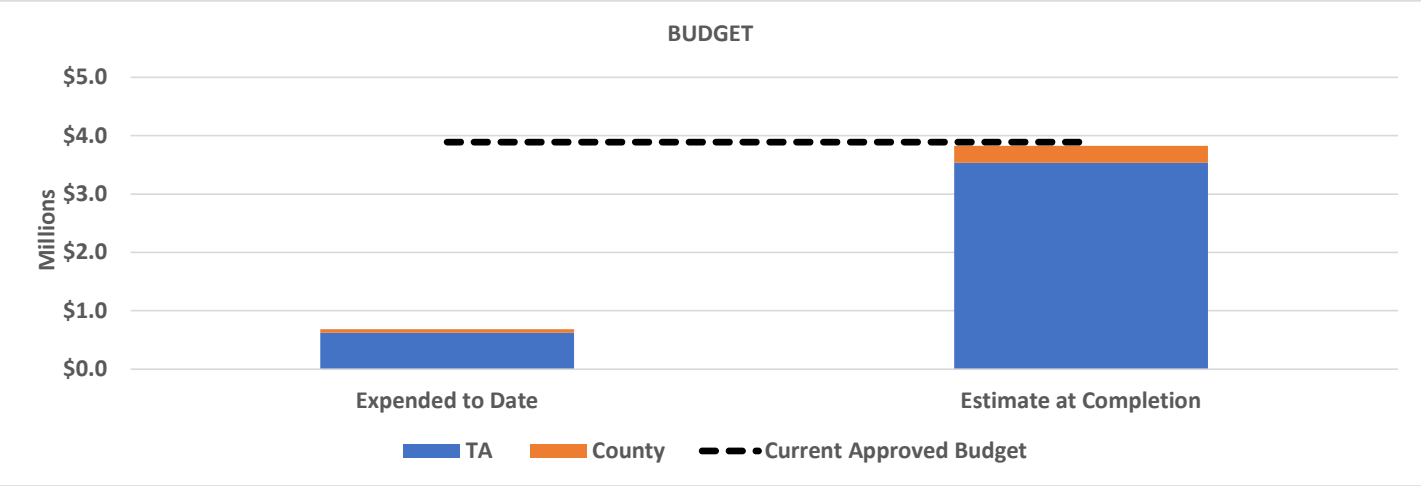
PHASE OVERVIEW:
Project Approval and Environmental Document (PAED) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue

STATUS OVERVIEW:			
Percent Complete:		17%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:
The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile north of 16th Street (PM 35.9). The project will improve multi-modal traffic operations and safety along the project segment of SR 1, including at the key intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue. The project will include improvements to pedestrian and bike safety and strategies to reduce transportation impacts on the local community.

STATUS SUMMARY:
The project is sponsored by the County of San Mateo and being coordinated with Caltrans, with the TA serving as the implementing agency. The project initiation document (PID) phase started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. This process typically takes 18 to 24 months to be approved by Caltrans.

The design alternatives have been updated based on new data from topographic and traffic studies, coordination with utility companies continues, and several environmental studies are underway. The consulting team continues to work on traffic studies, refining the design alternatives, optimizing the roundabouts, and drafting the Intersection Safety Operational Assessment Program (ISOAP) memorandum.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$621,675	\$2,909,325	17.6%	\$3,531,000	\$0
County	\$359,000	\$66,871	\$292,129	18.6%	\$359,000	\$0
Total Project	\$3,890,000	\$688,546	\$3,201,454	18%	\$3,890,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/24	11/30/26	05/01/24	11/30/26	06/21/24	06/26/26

PROGRESS THIS QUARTER:

1. Revised Forecast Methodology Memo was submitted to, and approved by, Caltrans.
2. Worked on Stage 1 Intersection Safety and Operational Assessment Process (ISOAP).
3. Submitted Existing Condition Report for approval to Caltrans.
4. Continued working on a Community Outreach Plan.
5. Project utility data was finalized and incorporated into the project.

FUTURE ACTIVITIES:

1. Complete and submit Quality Management Plan (QMP) to Caltrans.
2. Continue to refine and evaluate design alternatives.
3. Follow up with Caltrans Traffic Operations.
4. Work on ISOAP Stage 2.
5. Work on environmental analysis, biological, and cultural studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension
RESO (PAED)	12/07/23	N/A	N/A	Board Resolution 2023-33
Cooperative Agreement No. 04-2965	3/5/2024	N/A	N/A	Establishes TA as the sponsoring and implementing agency of the PAED
MOU (PAED)	4/1/2024	5/30/2027	11/30/2026	Board Resolution 2023-26



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma, City of South San Francisco, Caltrans
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phases: PSR-PDS (Activity 11), PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
Project Study Report-Project Development Support (PSR-PDS) and Project Approval and Environmental Documents (PA&ED) for bicycle

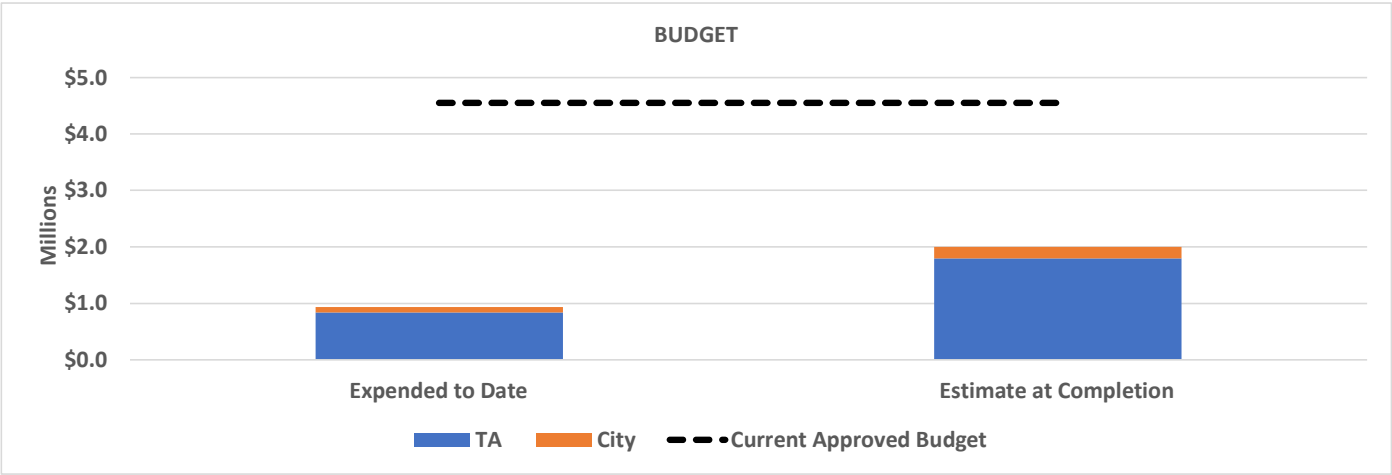
STATUS OVERVIEW:			
Percent Complete:		26%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) and the Project Approval and Environmental Documents (PA&ED) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA approved extension of the project limits in the PSR-PDS phase.

STATUS SUMMARY:
The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment “C”, the project schedule has been adjusted for the PSR-PDS phase to be completed by 03/31/25.

PSR-PDS: Caltrans approved the PSR-PDS on 02/06/25. The final reimbursement claim is expected from the project sponsors by 05/31/25 and the phase will be closed out by 06/30/25. Any remaining funds will revert to the respective programs. The QSR will only report on the PA&ED phase starting with Q4 QSR.

PA&ED: Project Approval and Environmental Documents (PA&ED) activities for El Camino Real are currently progressing on schedule. However, the extended duration of the Caltrans Traffic Operations review process is likely to impact the overall schedule as traffic is on the critical path. The Cooperative Agreement with Caltrans was executed on February 7, 2025, after approval of the PSR-PDS.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (PSR-PDS)	\$1,800,000	\$838,217	\$961,783	47%	\$1,800,000	\$0
City (PSR-PDS)	\$200,000	\$93,200	\$106,800	47%	\$200,000	\$0
TA (PAED)	\$2,295,000	\$227,845	\$2,067,155	10%	\$2,295,000	\$0
City (PAED)	\$255,000	\$38,106	\$216,894	15%	\$255,000	\$0
Total Project	\$4,550,000	\$1,197,368	\$3,352,632	26%	\$4,550,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PSR-PDS	12/15/22	05/31/24	04/03/23	03/31/25	04/03/23	03/31/25
PAED	08/05/24	09/30/25	08/07/24	12/31/25	08/07/24	12/31/25

PROGRESS THIS QUARTER:

1. Caltrans approved the PSR-PDS on 02/06/25.
2. Developed geometry updates and did geotechnical work.
3. Continue with environmental technical studies and supplemental topographic survey.
4. Submitted Existing Conditions Report and traffic forecasting for Caltrans review and approval.
5. Developed utility conflict analysis and Stormwater Data Report.
6. Developed Traffic Management Plan (TMP) Data Sheet for Caltrans review.
7. Submitted Design Standard Decision Document (DSDD) for Caltrans review.
8. Executed Cooperative Agreement with Caltrans.

FUTURE ACTIVITIES:

1. Close-out PID phase.
2. Continue with traffic technical analysis tasks and geometric updates.
3. Start PDT meetings for the PAED phase.

KEY ISSUES:

The project is generally on schedule. However, Caltrans Traffic Operations review timelines are longer than anticipated, which is likely to impact the overall schedule as traffic is on the critical path.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement (PSR-PDS)	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Amendment 1 (PSR-PDS)	11/03/24	09/30/25	03/31/25	Amended the FA to extend the Term
Funding Agreement (PAED)	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023



CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	36	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000813	Grade Separation - Broadway (Burlingame)	38	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	40	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
000824	Caltrain Special Project - South San Francisco Station Improvement Project	42	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
Budget ⁽¹⁾	(a) CPI (Only if Progress >5%) ⁽³⁾	CPI < 0.95	Red
		CPI >= 0.95 and < 0.98	Yellow
		CPI >= 0.98	Green
	(b) EAC greater than Approved Budget	10% or more; or \$2M or more	Red
		Up to 10% or less or up to \$2M or less	Yellow
		EAC <= budget	Green
Schedule ⁽¹⁾	(a) SPI (Only if Progress >5%) ⁽³⁾	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) ⁽²⁾	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
Funding ⁽¹⁾	Phase EAC ⁽⁴⁾ vs. Activated Funds	Activated Funds can only cover Projected Costs 6 months or less	Red
		Activated Funds can cover Projected Costs more than 6 months	Yellow
		Phase EAC ⁽³⁾ Equal or less than Activated Funds	Green

Notes:

- For lights with more than one event trigger, the worst performing light will be shown.
- Light color is based on the worst performing pending milestone (completed milestones are not considered).
- SPI and CPI Criteria applies only after project progress exceeds 5%.
Earned Value Management has been implemented to measure project performance.
CPI (Cost Performance Index) = Earned Value / Actual Cost
SPI (Schedule Performance Index) = Earned Value / Planned Value
- Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (25TH AVE GS)

Project ID: 000812

Sponsor: City of San Mateo
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
The project is in the Close out phase (Activity 18)

STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

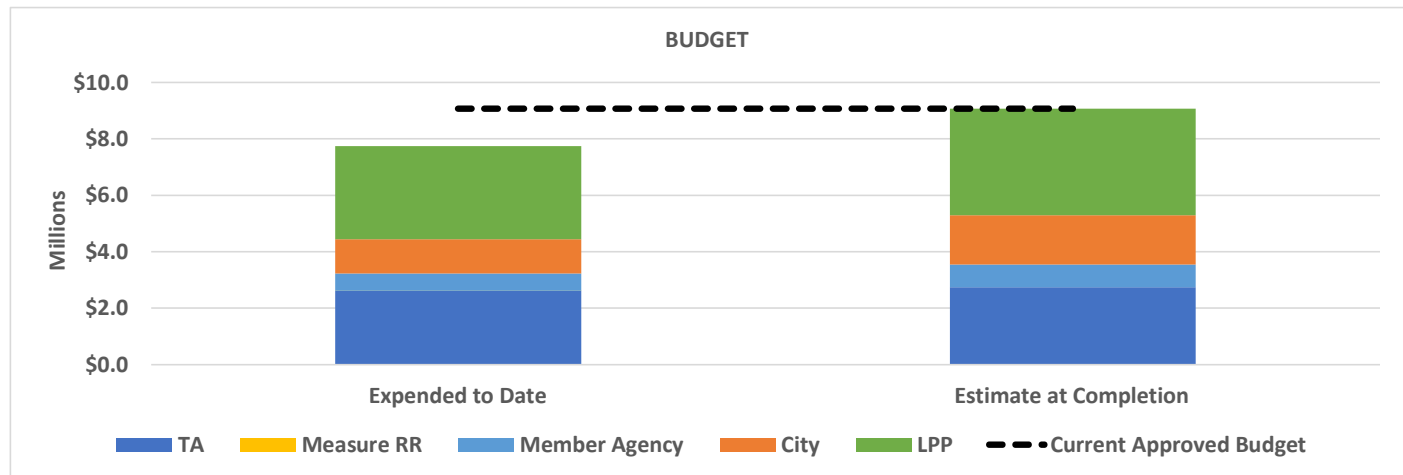
PROJECT DESCRIPTION:

The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave. Grade Separation Project. The project will also involve the construction of an access road from 9th Avenue to 14th Avenue, a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new water service.

Electrification is not part of the base funding plan. Supplemental funding will be needed to electrify the replacement parking track.

STATUS SUMMARY:

Construction has been completed. Construction Management team continues to work on closeout tasks and handover to the Maintenance team.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,736,000	\$2,614,141	\$121,859	96%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$616,889	\$183,111	77%	\$800,000	\$0
LPP	\$3,773,000	\$3,290,474	\$482,526	87%	\$3,773,000	\$0
City	\$1,746,929	\$1,209,233	\$537,696	69%	\$1,746,929	\$0
Total	\$9,066,340	\$7,734,764	\$1,331,576	85%	\$9,066,340	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/01/23	03/31/24	03/01/24	08/31/25	03/13/24	08/31/25

PROGRESS THIS QUARTER:

1. SWI achieved final completion of the construction scope.
2. Post construction sound and vibration monitoring occurred late January.
3. Began construction closeout.

FUTURE ACTIVITIES:

1. Complete the construction closeout.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021
Amendment 4	04/11/24	2/28/2026	08/31/25	Amendment to extend date and allocate funding



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

Sponsor: City of Burlingame
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: PS&E (Activity 13)
Future Funded Phases: None

PHASE OVERVIEW:
The project is currently in the Plans, Specifications, and Estimates (PS&E) phase (Activity 13)

STATUS OVERVIEW:			
Percent Complete:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

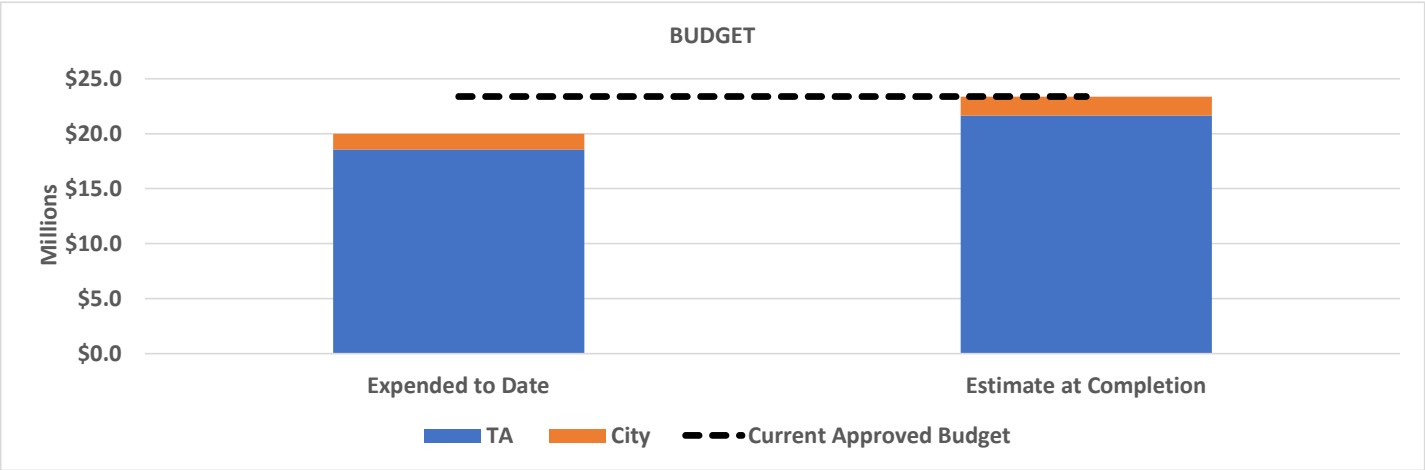
PROJECT DESCRIPTION:
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements that will improve safety and promote clean modes of transportation. In addition, a new parking lot will be built south of Broadway between the tracks and Carolan Ave. The project will completely eliminate motorists/pedestrian conflicts with the trains, increase public safety, decrease congestion, improve access to the station and improve multimodal connectivity. The project also decreases greenhouse gas emissions as it eliminates idling vehicles at the gates.

The project produces tangible impacts that improve safety, improve emergency response, reduce emissions and increase resiliency, and increase connectivity and mobility for all.

STATUS SUMMARY:
The project team conducted a comprehensive review of critical concepts to align with project goals and identify cost-saving opportunities. As part of this effort, Caltrain developed multiple alternatives aimed at reducing project costs to a fundable level. Four options were analyzed:

- Retaining the center boarding platform (baseline).
- Switching to a side boarding platform.
- Deferring station construction to a future date.
- Removing the station entirely.

Following collaborative Value Engineering (VE) sessions with the design team, CMGC, City, and TA, Caltrain presented these options on March 3rd and the city selected the "No Station" option.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$21,663,000	\$18,562,633	\$3,100,367	86%	\$21,663,000	\$0
City	\$1,700,000	\$1,438,512	\$261,488	85%	\$1,700,000	\$0
Total	\$23,363,000	\$20,001,145	\$3,361,855	86%	\$23,363,000	\$0

*Includes \$1,025,000 for the design and construction associated with relocation of the Paralelling Station-3 facility.

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (Final Design)	N/A	N/A	01/31/20	01/31/25	01/31/20	04/30/27

PROGRESS THIS QUARTER:

1. Completed review of VE proposals and coordinated structural proposals with JPB Engineering.
2. Redesign repricing exercise completed.
3. City and TA accepted the no station option.
4. ROW acquisition: staff recommendation submitted and held discussions with TA, JPB Real Estate, City on path forward.
5. Prepared Board updates for March TA Board and City Council meetings.
6. Further investigation with Legal Council on CEQA status if station descoped: project would be exempt.
7. Met with the City and TA to present the funding request update.

FUTURE ACTIVITIES:

1. Present cost proposal to redesign to 65% at City Council in May 2025.
2. Hold initial discussions with Operations to outline access requirements for the project.
3. Continue build-out of CPM schedule for preconstruction.
4. Review task logic with leadership team.
5. Monthly meeting with TA, City and Caltrain.
6. Conclude investigation on CEQA status.
7. Request funding from Caltrain and the TA for 65% redesign and ROW Support.

KEY ISSUES:

1. Estimated project cost far exceeds available funding, requiring a project redesign which will impact project schedule and cost.
2. Additional funding is needed for the redesign and future phases should project advance.
3. Funding received as per the 1st Amendment of MOU between SMCTA, City of Burlingame & PCJPB for PS&E is due to expire on 07/31/25.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU Amendment 1 (PS&E)	07/22/24	07/31/25	07/31/25	Amendment to include funding for CMGC contract and extending the term
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralelling Station Modification



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

Sponsor: City of South San Francisco, City of San Bruno
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: PAED
Future Funded Phases: None

PHASE OVERVIEW:
The project is currently in the Project Approval & Environmental Document phase (Activity 12)

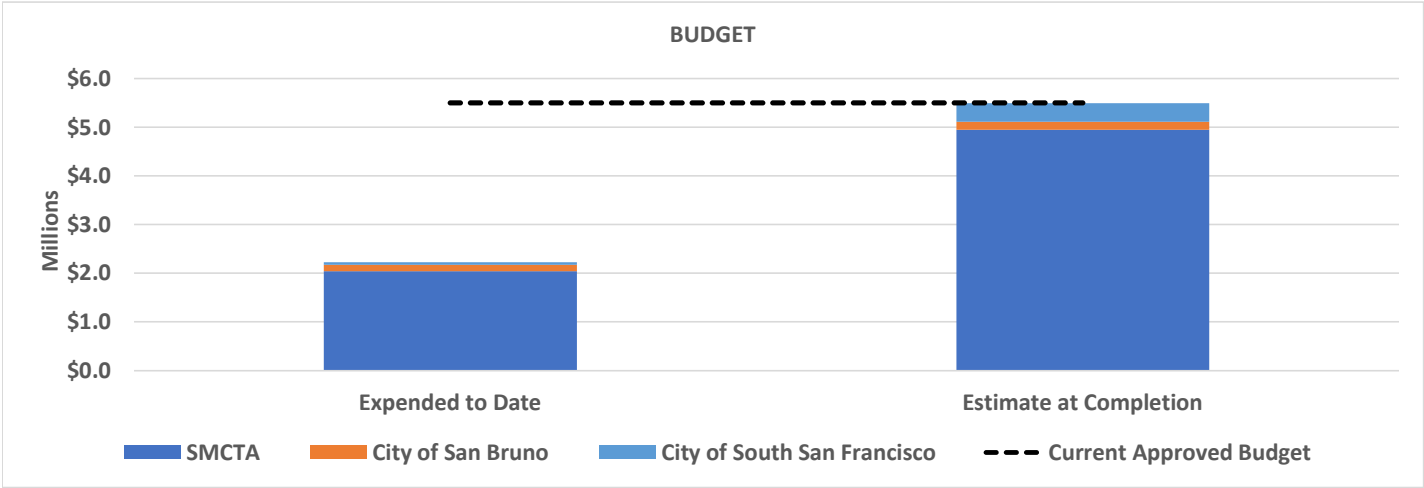
STATUS OVERVIEW:			
Percent Complete:		41%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:
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.

STATUS SUMMARY:
The project completed a value engineering (VE) study to optimize both design and construction of the selected PSR - Alt 1 and identified construction methods to lower the construction duration, reduce potential right-of-way impacts, and reduce traffic impacts during construction. The box jacking method which would keep the railroad at-grade and lower the South Linden Ave under the tracks. Caltrain recommends this change in the preferred alternative and is in the process of presenting this Optimized Alternative to the project sponsors for approval.

The original total project cost was estimated at \$450 million and the value engineering (VE) total project cost has been reduced to \$320 million. Following presentations from the project team, the City Councils approved advancing the Optimized Alternative.

Project schedule delayed due to process to get city council approvals for the optimized alternative. Due to the extended amount of time and additional work to develop and adopt the optimized alternative, anticipate that the budget needed will exceed available funding and



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$2,047,926	\$2,902,074	41%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$126,393	\$36,607	78%	\$163,000	\$0
City of South San Francisco	\$387,000	\$53,315	\$333,685	14%	\$387,000	\$0
Total	\$5,500,000	\$2,227,635	\$3,272,365	41%	\$5,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	05/31/25	05/04/23	08/04/26

PROGRESS THIS QUARTER:

1. Presented to City Council meetings in January and February 2025.
2. Supporting cities and preparing project financial reports.
3. Received approvals from the City of SSF and the City of San Bruno to proceed with the Value Engineering option.

FUTURE ACTIVITIES:

1. Prepare presentations to cities and TA for additional funding request.
2. Re-baseline project and 35% design.
3. Meet with technical groups and realign project meetings to conserve funding and align with design efforts.
4. Prepare project financial reports.
5. Amend MOU to adjust schedule and reflect funding changes.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU	04/20/16	10/20/19	05/31/22	MOU between TA, Cities of SSF and San Bruno, and PCJPB for Planning Study
Letter Agreement	05/22/19	N/A	N/A	Letter Agreement City San Bruno and PCJPB to fund Traffic Study
MOU	08/22/22	02/22/26	05/31/25	MOU between TA, Cities of SSF and San Bruno and PCJPB for PE/Environmental Phase



FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

Sponsor: City of South San Francisco

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

Current Phase: Closeout (Activity 18)

Future Funded Phases: None

PHASE OVERVIEW:

The project is currently in the Closeout (Activity 18) phase

STATUS OVERVIEW:			
Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:

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 and provides connectivity along Grand Avenue in South San Francisco.

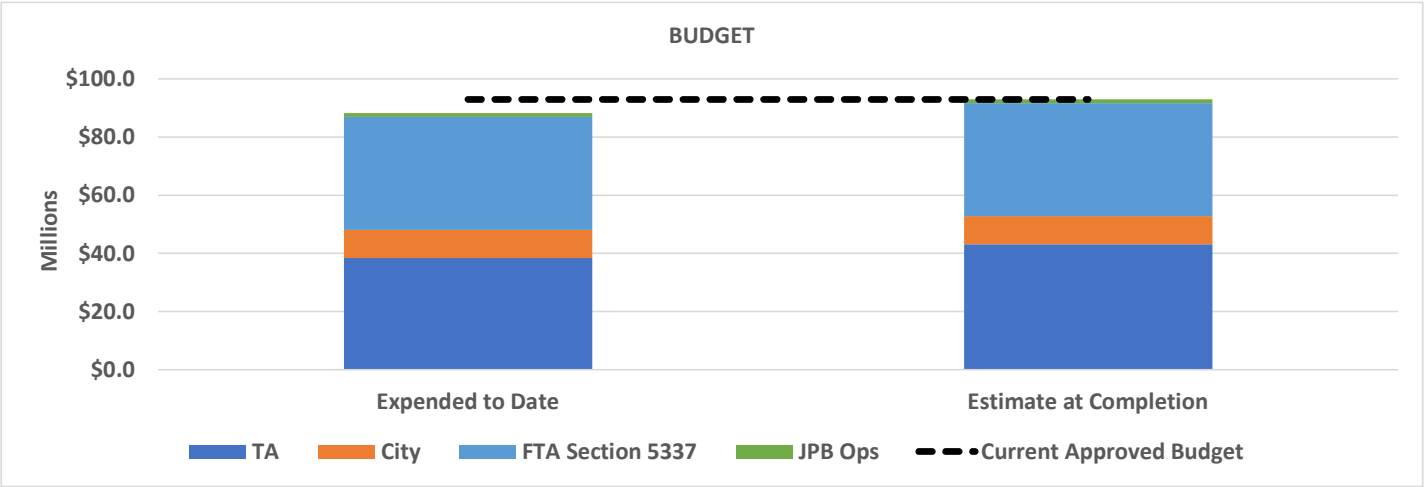
Key elements of the project include:

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.

STATUS SUMMARY:

The project addressed an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200 feet of yard track that UPRR lost due to construction of this project. Due to the lack of a viable location for the replacement track, Caltrain negotiated a cash settlement with UPRR committing Caltrain to pay UPRR \$5.1M to retire the obligation. The payment of \$5.1 million to UPRR has been made. With the payment to UPRR, the project will be closed out.

Staff is waiting on confirmation from JPB that the closeout activities are complete before stopping these reports.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
JPB Ops	\$1,300,000	\$1,299,963	\$37	100%	\$1,300,000	\$0
TA	\$43,120,451	\$38,408,890	\$4,711,561	89%	\$43,120,451	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
City	\$9,674,180	\$9,661,595	\$12,585	100%	\$9,674,180	\$0
Total	\$92,922,230	\$88,196,976	\$4,725,254	95%	\$92,922,230	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Closeout	01/03/17	04/03/18	12/21/22	06/30/25	12/21/22	06/30/25

PROGRESS THIS QUARTER:

1. Continued with the closeout activities of the project.

FUTURE ACTIVITIES:

1. Complete project closeout.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/09/15	NA	NA	Funding Cooperative Agreement between City of SSF and PCJPB



Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	Have developed final recommendations for preferred alternatives and the traffic analysis has been refined. Phase 2 of outreach activities has been completed.	Dec 2022	Jun 2025	Oct 2025	\$450,000	\$0	\$321,362	\$128,638
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	95% PS&E has been completed and currently waiting for submittal/approval from Caltrain and PG&E.	Dec 2022	Sep 2026	Jul 2027	\$300,000	\$0	\$20,030	\$279,970
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design of Tulare/Santa Clara St. walkway is at 75% completion. Design for San Francisco Ave/Old County and Santa Clara St/Alvarado St. has begun. Completion date has delayed to 2027.	Dec 2022	Aug 2027	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	San Francisco Public Utilities Commission (SFPUC) is still reviewing information regarding licensing issues. First community outreach is scheduled for May 2025.	Dec 2022	Dec 2026	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	No new updates. The project is still in final PS&E phase. Aiming to have 95% construction document completed by next quarter.	Dec 2022	Mar 2026	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	First community meeting was successfully completed. Currently working on 65% plan.	Dec 2022	Mar 2026	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	Design is expected to commence in November 2025 after the completion of the PAED phase. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to November 2026.	Dec 2022	Nov 2026	Original: 11/2025 Extension: 5/2027	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	PS&E has been completed. Continuing to coordinate with Serra Center and Ford Serramonte regarding easement requirements for property access before construction bid can proceed.	Dec 2022	Sep 2026	Nov 2028	\$1,831,500	\$0	\$358,075	\$1,473,425
Daly City	Mission Street Streetscape Project	PS&E, CON	The project has been completed in March 2025 and the project has been accepted by City Council. Final reimbursement was submitted on January 25, 2024.	Mar 2018	Mar 2025	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	No new updates. Continuing to coordinate with PG&E on the plan review. Completion date has been pushed to July 2026.	Dec 2020	Jul 2026	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	Currently reviewing proposals and started negotiations to solicit a consultant.	Dec 2022	Jun 2026	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	A kick-off meeting was held and the consultant has prepared a technical memorandum summarizing potential design treatments.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The project has been completed in January 2025 and the final PS&E bid set was approved by City Council at the March 18, 2025 City Council Meeting. Working on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Jan 2025	Jun 2025	\$0	\$400,000	\$386,079	\$13,921
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Working on submitting the Final Report to SMCTA.	Mar 2018	Mar 2025	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$315,000	\$0
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	A project update was not provided this quarter.	Dec 2022	May 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000



Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	The project is substantially completed with a few minor punchlist items to be finalized. The City is working on the Final Report to submit to SMCTA.	Apr 2014	Jun 2025	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$169,999.88	\$0.12
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	100% design of the traffic calming measures and permanent bike lanes along Middle Ave have been completed. Have received revised design concepts for El Camino Real/Middle Ave intersection and began the third-party review process.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$117,144	\$1,082,856
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Design proposals are currently under review from the consultants on Caltrain's on-call design team bench.	Dec 2020	Jan 2027	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	Council awarded a construction contract in January 2025. Construction commenced in March 2025.	Dec 2022	Jul 2025	Jun 2028	\$0	\$568,504	\$59,308	\$509,196
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Construction has begun and preparation for the RRFB equipment is underway.	Dec 2020	May 2025	Original: 11/2024 Extension: 5/2025	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Construction to begin in May 2025.	Dec 2020	May 2025	Original: 9/2024 Extension: 5/2025	\$102,703	\$0	\$0	\$102,703
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The revised project design was presented a second time to the Transportation Advisory Committee (TAC) in March 2025. The project is at final design stage, and working to submit to Caltrans for an encroachment permit.	Dec 2020	Oct 2025	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The Vera Ave design is at 95% design and the Broadway design is at 65% design.	Dec 2022	Nov 2025	Dec 2025	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction has commenced and underway for Phase 2 of the project. Expected completion has been pushed to June 2025.	Dec 2022	Jun 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Continuing daylighting law public education with Police staff.	Dec 2022	Jun 2026	Dec 2025	\$0	\$100,000	\$4,709	\$95,291
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Have continued work on construction which includes work on curb ramps, sidewalk medians, roadway striping, and traffic signal pole installation. There have been delays in procuring electrical equipment and project completion has been pushed to June 2025.	Dec 2020	Jun 2025	Apr 2027	\$1,401,000	\$0	\$1,118,724	\$282,276
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Submitted final TEPA memo and received approval from Caltrans in February 2025. Submitted first draft of the PSR-PDS to Caltrans in March 2025.	Dec 2022	Aug 2025	Feb 2026	\$0	\$890,000	\$634,168	\$255,832
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	The project has been on hold pending the consultant contract amendment. Field and management meetings have been conducted in the meantime and the project is expected to resume in late April 2025.	Dec 2020	Dec 2025	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
San Mateo	Fashion Island Boulevard/19th Avenue Class IV Bikeway Complete Streets Project	PAED, PS&E	The agreement with SMCTA has been executed January 2025. The Notice to Proceed was issued February 2025 and work has begun on environmental clearance and PS&E.	Dec 2022	Jan 2026	May 2028	\$1,386,364	\$0	\$0	\$1,386,364
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Have addressed comments from the City and produced the final Feasibility Report. The project has been completed in February 2025 and currently working on submitting the Final Report and final reimbursement claim to SMCTA.	Dec 2022	Feb 2025	Dec 2025	\$450,000	\$0	\$199,257	\$250,743



Pedestrian & Bicycle Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
South San Francisco	El Camino Real Corridor Study	PLAN	An amendment to the funding agreement with SMCTA is in process for execution.	Dec 2022	Dec 2025	Jun 2025	\$0	\$100,000	\$0	\$100,000

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 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	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.	No new updates this quarter. Continued preparation of the remaining sections of the Draft Environmental Impact Report (EIR).	Jun 2022	Jul 2027	Dec 2025	\$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.	No new updates this quarter. Continued working on the Environmental Clearance documents. The amendment to the funding agreement with the TA is in progress	Jul 2020	Mar 2027	Nov 2023	\$350,000	\$155,117	\$194,883



ACR/TDM Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. Expected completion has been delayed to June 2025 due to budget shortfall and the need to re-advertise the project.	Aug 2022	Jun 2025	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Have promoted bike safety and implemented geofencing in high-complaint areas. Working on submitting a request to SMCTA to extend the time of performance.	Aug 2022	Mar 2026	Sep 2025	\$0	\$400,000	\$196,594	\$203,406
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have prepared painted curb extension design alternative for a Contract Change Order and made preparations for slurry seal application. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Dec 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Continued to work with Caltrans on the Maintenance Agreement and continued working with the consultant to address Caltrans comments to finalize the bid package. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Nov 2025	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	The funding agreement with SMCTA is in process for execution.	Aug 2022	Dec 2027	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	A contract has been awarded and construction is expected to begin in May 2025. The City has requested an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Jul 2025	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates this quarter. The design phase is expected to start in November 2025 following the completion of the PAED phase. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to August 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	Continuing to market the program in the Town's Livewire and social media. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to August 2026.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$67,500	\$11,893	\$55,607
Commute.org	Jefferson Union High School District (JUHS) Workforce Housing TDM	PLAN	The project has been completed in December 2024. Final reimbursement was submitted on January 13, 2025.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$10,724	\$72,276
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	Have continued to distribute e-bikes to qualified recipients.	Aug 2022	Jun 2025	Aug 2025	\$0	\$200,000	\$142,551	\$57,449
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Final feasibility study received in February 2025. Study will be taken to TA Board in July for acceptance.	Aug 2022	Mar 2025	Jun 2025	\$200,000	\$0	\$200,000	\$0
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Continuing to negotiate and finalize an agreement with the consultant. The agreement is expected to be executed in May 2025. The City plans to request an amendment to the funding agreement with SMCTA to extend the time of performance.	Aug 2022	Dec 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000



ACR/TDM Program
FY 2025 Q3 - Quarterly Status Report: January 1 - March 31, 2025

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	Staff have identified TDM code updates needed to support the development of a TMA in Redwood City. City staff is working with MTC for grant funds to support the code update, and will begin work on this in the next quarter. Have prepared a follow-up presentation to the Transportation sub-committee meeting in April 2025.	Aug 2022	Jul 2025	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Half Moon Bay City Council approved the final plan on February 4, 2025 and the San Mateo County Board of Supervisors unanimously adopted the final plan on February 25, 2025. Working on submitting the final report and final reimbursement claim to SMCTA.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$184,777	\$15,223
<div>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.</div> <div>2. The C/CAG Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan was completed and has been removed.</div>										

**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: **Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) accept the quarterly update on variable rate bonds and Express Lanes performance.

Significance

This is a quarterly update on the performance and status of the outstanding 2020 Variable Rate Demand Bonds (VRDO's), issued by the TA to finance the remaining funds needed to construct the Express Lanes Project.

Interest Rates

The average combined interest rate for Series A and Series B Bonds during Fiscal Year 2025 Quarter 3 (FY25Q3) is 1.92 percent, a better rate than the average rate reported in FY25Q2 of 2.24 percent. The decline in variable interest rates was driven by a decline in short-term benchmarks, SOFR (Secured Overnight Financing Rate) and 3-month Treasury yields. VRDO rates are directly linked to these benchmarks and any drop in the benchmark leads to a direct decrease in the bond's interest rate. In addition, lower inflation expectations influenced the downward trend in variable interest rates.

The interest rate trend over FY25Q3, by series, was:

- Series A Bonds 3.12 percent, and Series B Bonds 4.10 percent (highest)
- Series A Bonds 0.95 percent, and Series B Bonds 0.10 percent (lowest)

Since issuance and through FY25Q3, the combined interest rate for Series A and Series B Bonds has averaged 1.38 percent, substantially lower than the 3.5 percent rate associated with a comparable fixed-rate bond. This outcome underscores the prudence of selecting a variable-rate structure, reflecting a well-considered strategy in the context of prevailing market conditions.

Principal Payments

On December 9, 2024, the TA made an early \$6.29 million payment towards the principal, funded by project savings. This payment covered (a) \$5.00 million payment against the scheduled FY27 principal payment; plus (b) \$1.29 million pre-payment against the scheduled

FY30 principal payment.

As of March 30, 2025, the remaining outstanding principal is \$93.71 million. The next required principal payment of \$8.71 million is scheduled in 2030. This principal payment would have been \$10.00 million; however, it's been reduced due to the pre-payments on December 9, 2024, noted above.

Market Outlook

Evolving changes in Federal Reserve policies and market conditions can have an impact on interest rates. Staff are tracking proposed legislation, potential regulatory changes, and monitoring Federal Reserve action closely to assess implications on interest rates, inflation, and overall market conditions. The next update to the San Mateo County Transportation Authority Board will be on September 4, 2025.

Recent Credit Rating Downgrade of LOC Provider

On May 19, 2025, Moody's downgraded the long-term credit rating of Bank of America, N.A. (BANA) to Aa2 from Aa1 and revised its outlook to Stable from Negative. BANA serves as the letter of credit (LOC) provider for the TA's 2020 VRDOs. This action followed Moody's downgrade of the U.S. Government's credit rating and triggered similar downgrades for several Global Systemically Important Banks (G-SIBs). Moody's cited a weaker outlook for U.S. fiscal support and rising federal debt levels as key factors. BANA's short-term rating of P-1 remains unchanged. Staff will continue to monitor developments.

Express Lanes Performance

Information on the operations of the Express Lanes, including revenue generation, operations/maintenance expenses, and performance, is included as Attachment 1 to this staff report.

Budget Impact

There is no budget impact.

Background

The Express Lanes Project extends over 22 miles from the San Mateo/ Santa Clara County line to I-380 in South San Francisco. The Southern Segment of the Express Lanes, approximately 8 of the 22 miles, opened and has been in operation since February 11, 2022. The Northern Segment was opened for operations on March 3, 2023.

In September 2020, the Transportation Authority issued (a) \$50,000,000 in 2020 Series A Bonds, plus (b) \$50,000,000 in Series B Bonds (together the "Bonds"). The variable rate bonds (VRDOs) Series A Bonds are issued with a weekly rate reset; and the Series B Bonds are issued with a daily rate reset. Variable rate bonds were selected instead of fixed rate bonds because at the time they provided the lowest cost of financing and allowed for no-cost prepayment flexibility.

Prepared By: Julijana Taskovic
Adela Alicic

Director, Treasury
Senior Financial Analyst

650.730.0668
650.508.7981



San Mateo 101 Express Lanes Performance 3rd Quarter FY2025 (January – March 2025)

Item 5.d.

Rules of the Road

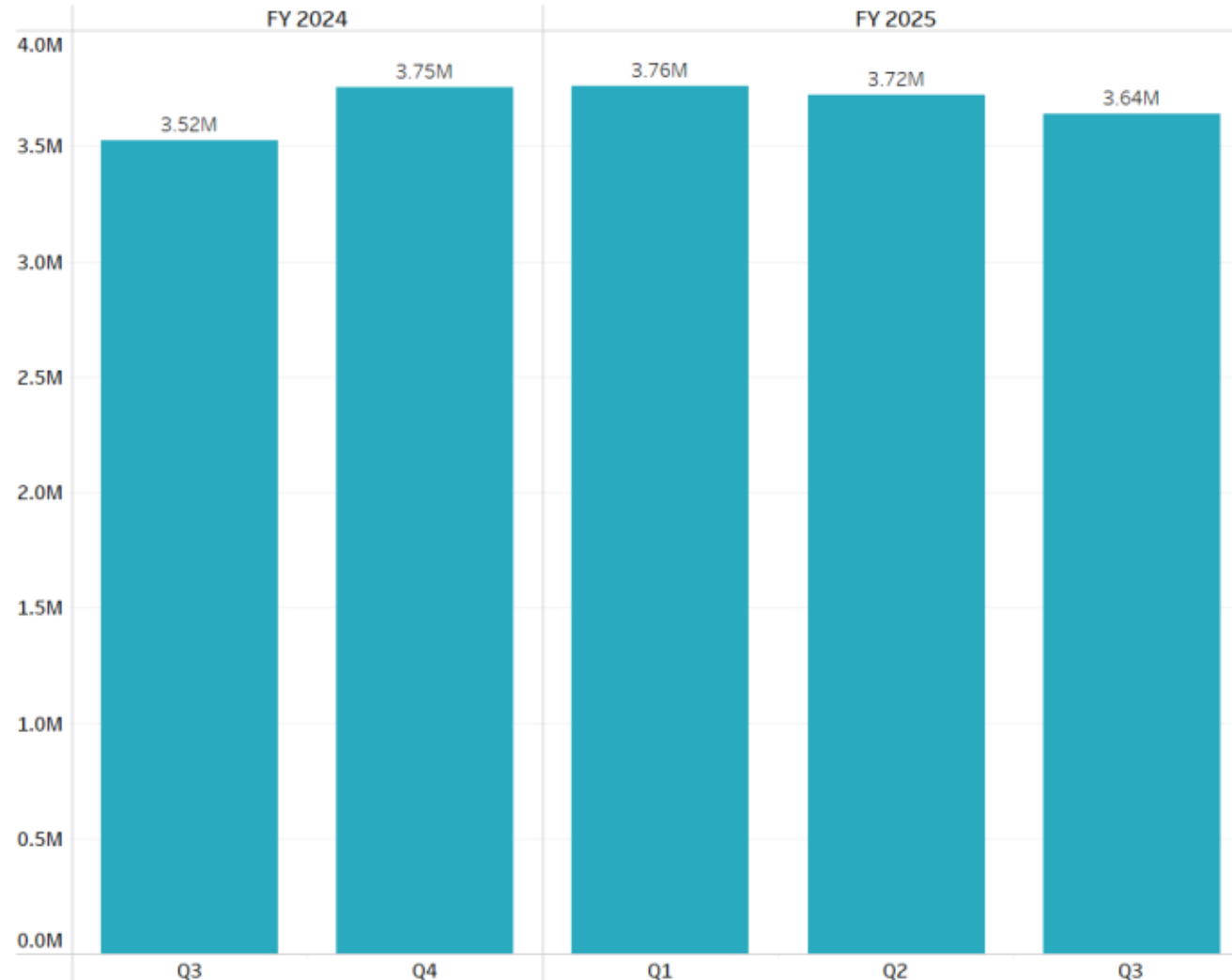
- Hours: 5 a.m. to 8 p.m. Monday – Friday
- FasTrak® required
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags
- Solo drivers in eligible clean-air vehicles pay half-price toll with FasTrak® CAV toll tags



Key Performance Highlights

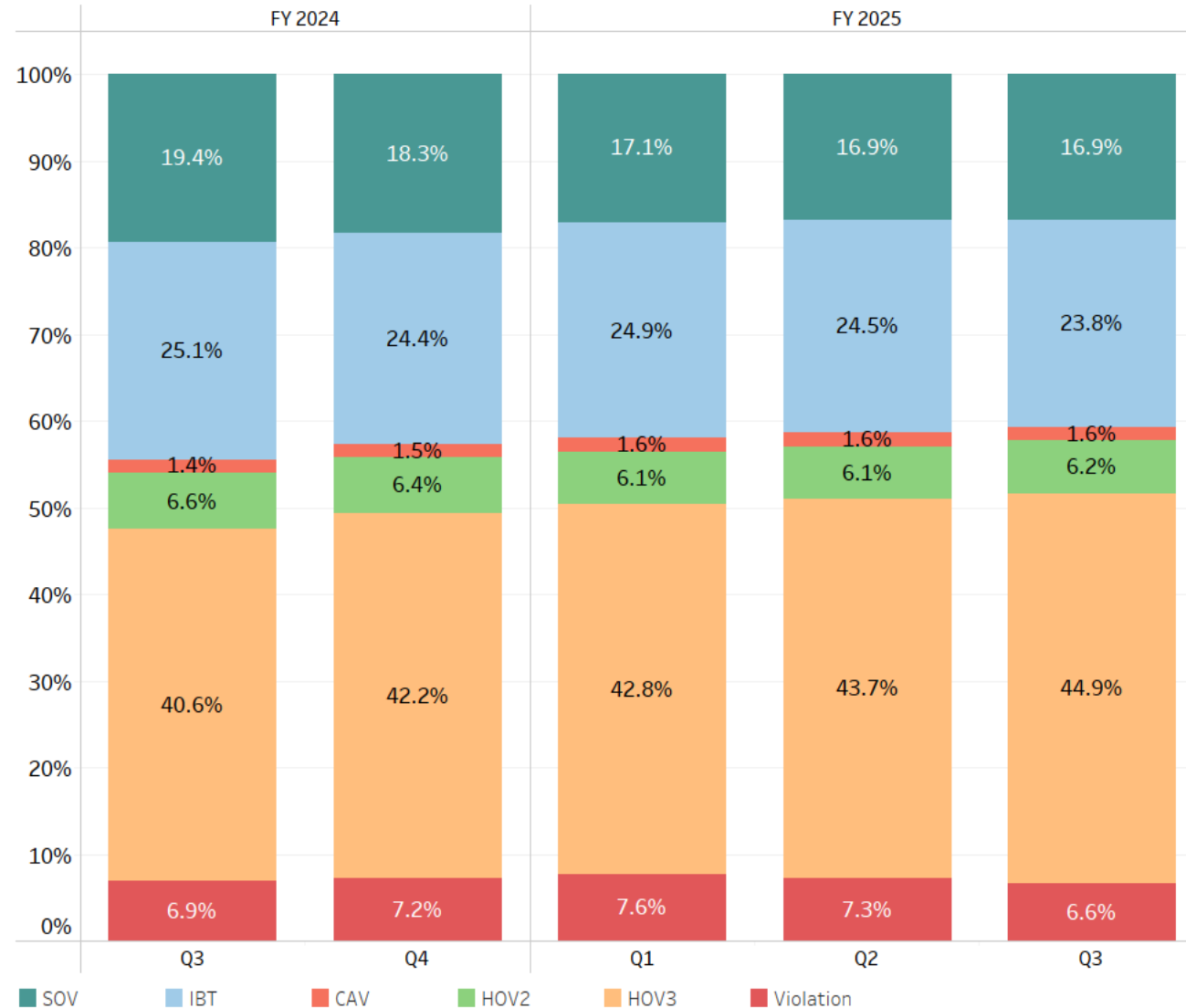
- **Express Lane Traffic Performance:** Average daily trips on the express lanes increased by 4.9% compared to the same quarter of the prior fiscal year. The express lanes continue to experience sustained year-over-year growth in trip volume.
- **Trip Occupancy Trends:** In FY25 Q3, Toll-free trips (HOV3+) rose by 4.3% compared to the same quarter of prior fiscal year. In contrast, SOV and HOV2 trips under paid trips continue to show a steady decline.
- **Express Lane Speed Performance:** The average express lane speeds saw a marginal decrease by less than 1 mph in both directions compared to the same quarter of the prior fiscal year, demonstrating consistent speed performances.
- **Change in Average Assessed Tolls Year over Year:** Average assessed tolls increased in both directions compared to the same quarter of prior fiscal year, primarily driven by the increase in traffic volume year over year.

Express Lane Trips



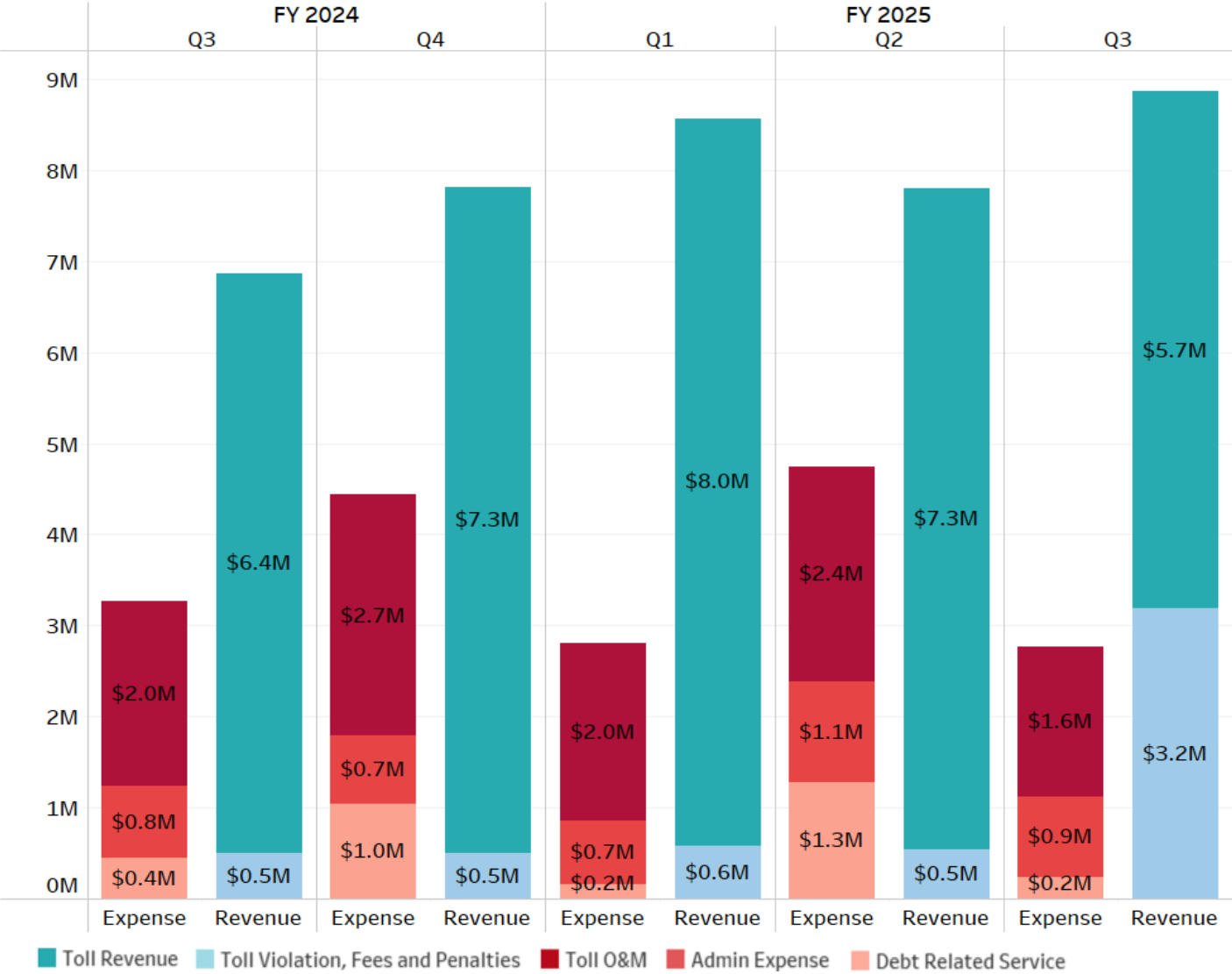
- FY25 Q3 consisted of 63 tolling days.
- In FY25 Q3, an average of 57,735 express lane trips have been made daily, which is a 2.2% decrease over FY25 Q2.
- 3.64M trips were made in the quarter.
- In FY25 Q3, there was a 4.9% increase in average daily trips compared to the prior fiscal year's Q3. This is approximately 2,700 more daily trips.

Express Lane Trip Types



- Toll-free trips: 44.9%
 - HOV 3+ and Non-Revenue
- Tolloed trips: 48.5%
 - 40.7% full toll (SOV + IBT)
 - 6.2% discounted toll (HOV 2)
 - 1.6% discounted toll (CAV)
- Violation trips: 6.6%
 - Image-based Toll (IBT) trips with No FasTrak account at the time of the trip
- Tolloed trips have decreased by 4% from Q3 of the prior fiscal year.
 - SOV trips had the largest change with a decrease of 2.5%.

Express Lanes Toll Revenue and Expense



- In Q3, SMCEL-JPA has received \$8.9 million in toll related revenue.
- SMCEL-JPA has expended \$1.6 million in toll operations and maintenance (O&M) costs.
- SMCEL-JPA has disbursed approximately \$240K in debt related payments during Q3.

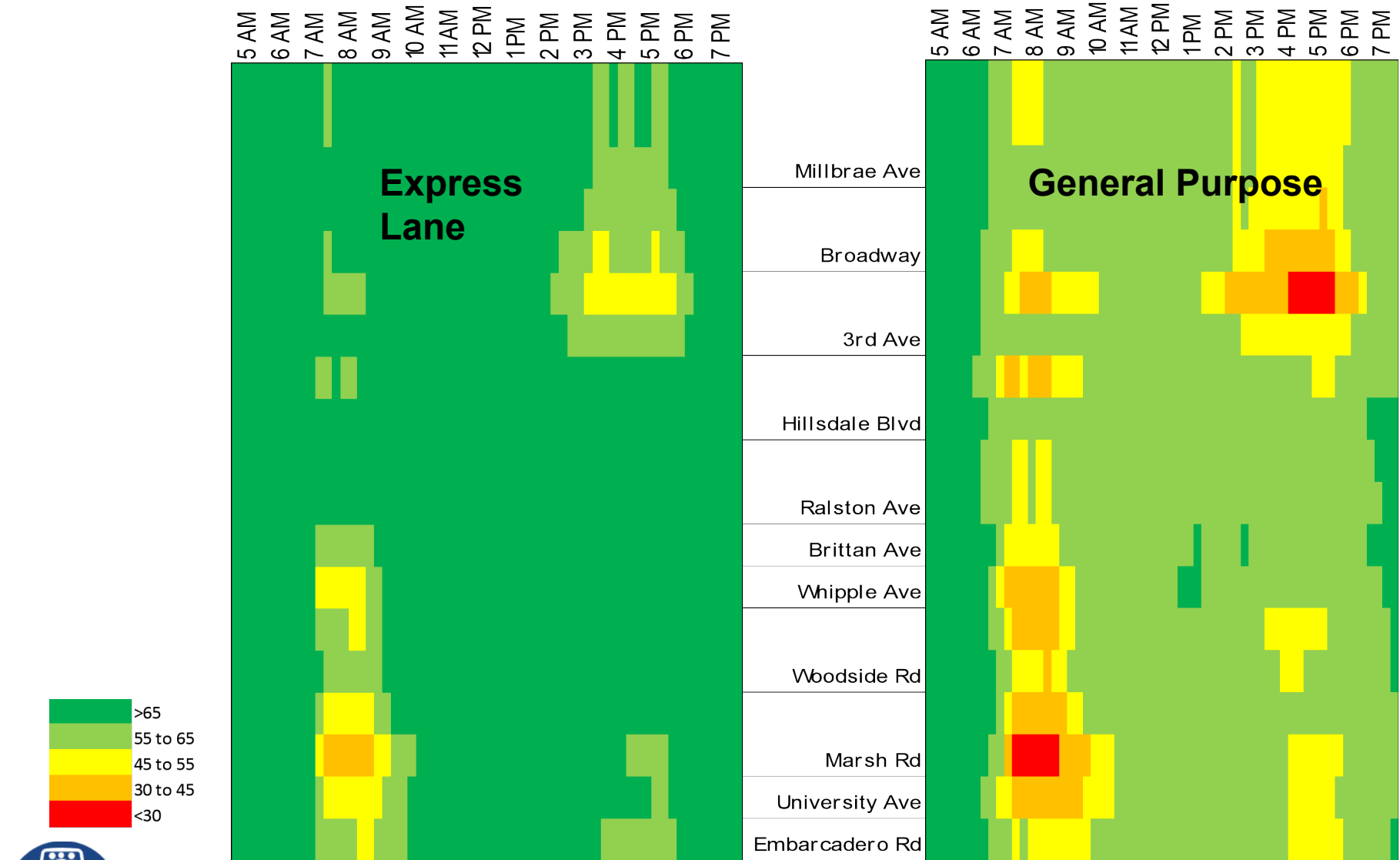
Note: The change in revenue distribution for Q3, FY2025 was due to reclassification of toll revenue collected as part of a toll violation from the Toll Revenue line to be combined with fees and penalties associated with violations as Toll Violations, Fees, and Penalties line item.

Northbound Speeds by Location & Time - FY25 Q3



- Average northbound Express Lane speeds were 11 mph or greater during tolling hours.
- Average northbound **general purpose lane** speeds were lowest in the approach to SR 92 in the PM.
- Slowest times are during PM peak period (3-6pm) approaching SR-92.

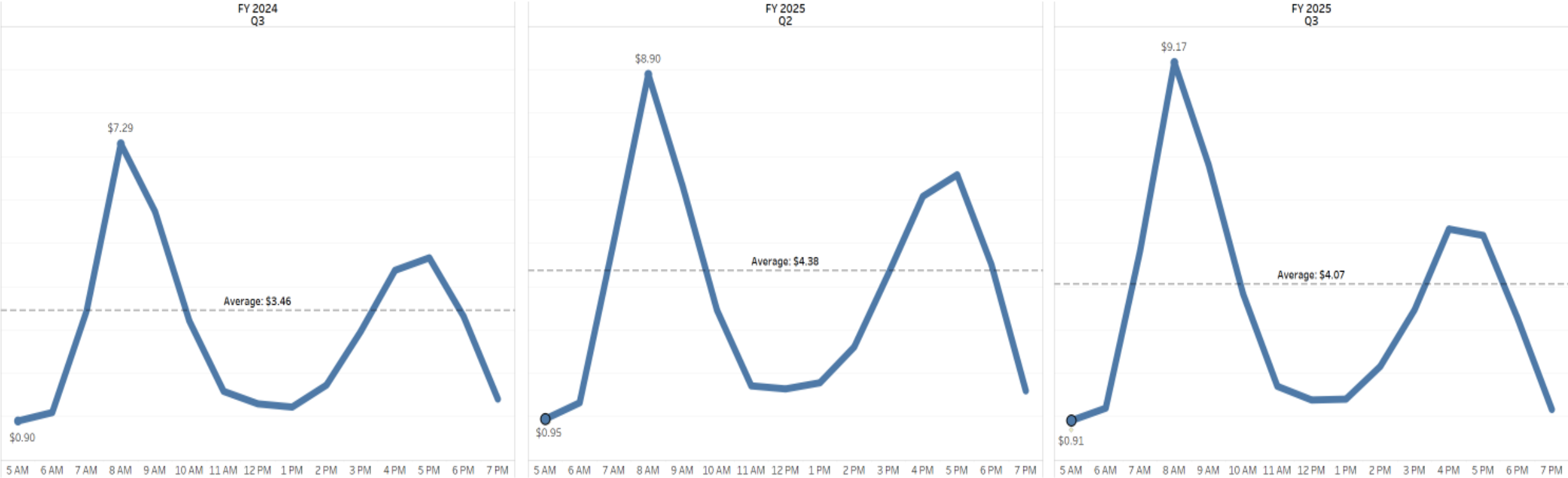
Southbound Speeds by Location & Time – FY25 Q3



- Average southbound Express Lane speeds were 12 mph or greater during tolling hours.
- Average southbound **general purpose lane** speeds were lowest between Broadway and 3rd Ave.
- Slowest times are during PM peak period (3-6pm) approaching 3rd Ave.

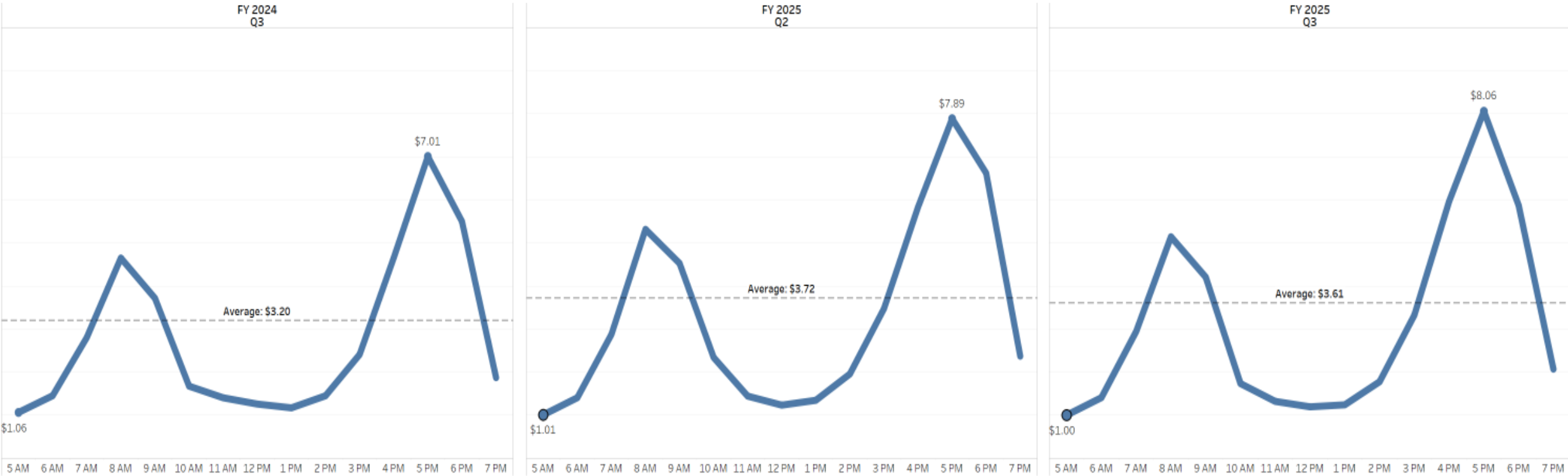
FY25 Southbound Average Assessed Tolls Comparison

The southbound average assessed toll in Q3 was \$4.07.

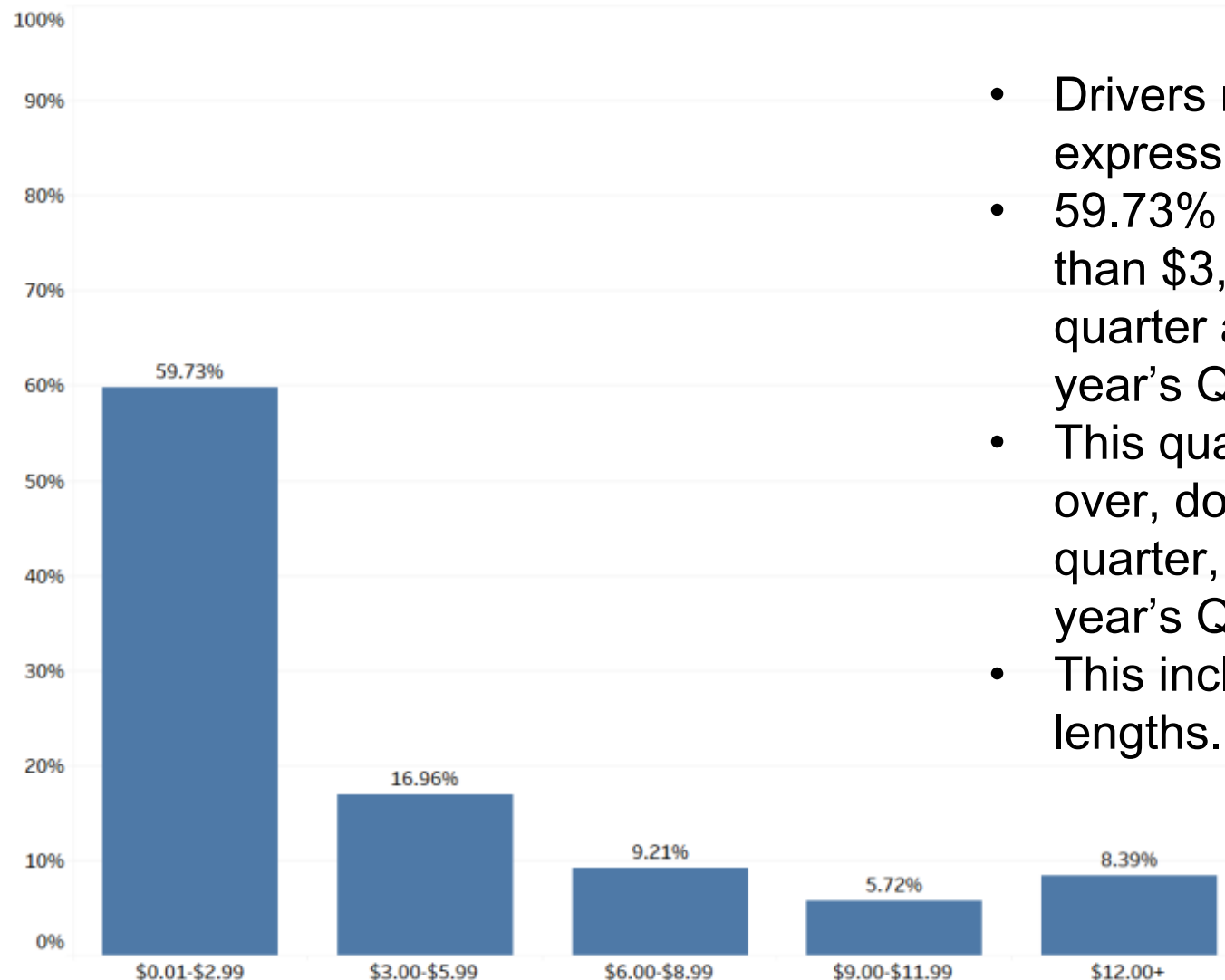


FY25 Northbound Average Assessed Tolls Comparison

The northbound average assessed toll in Q3 was \$3.61.

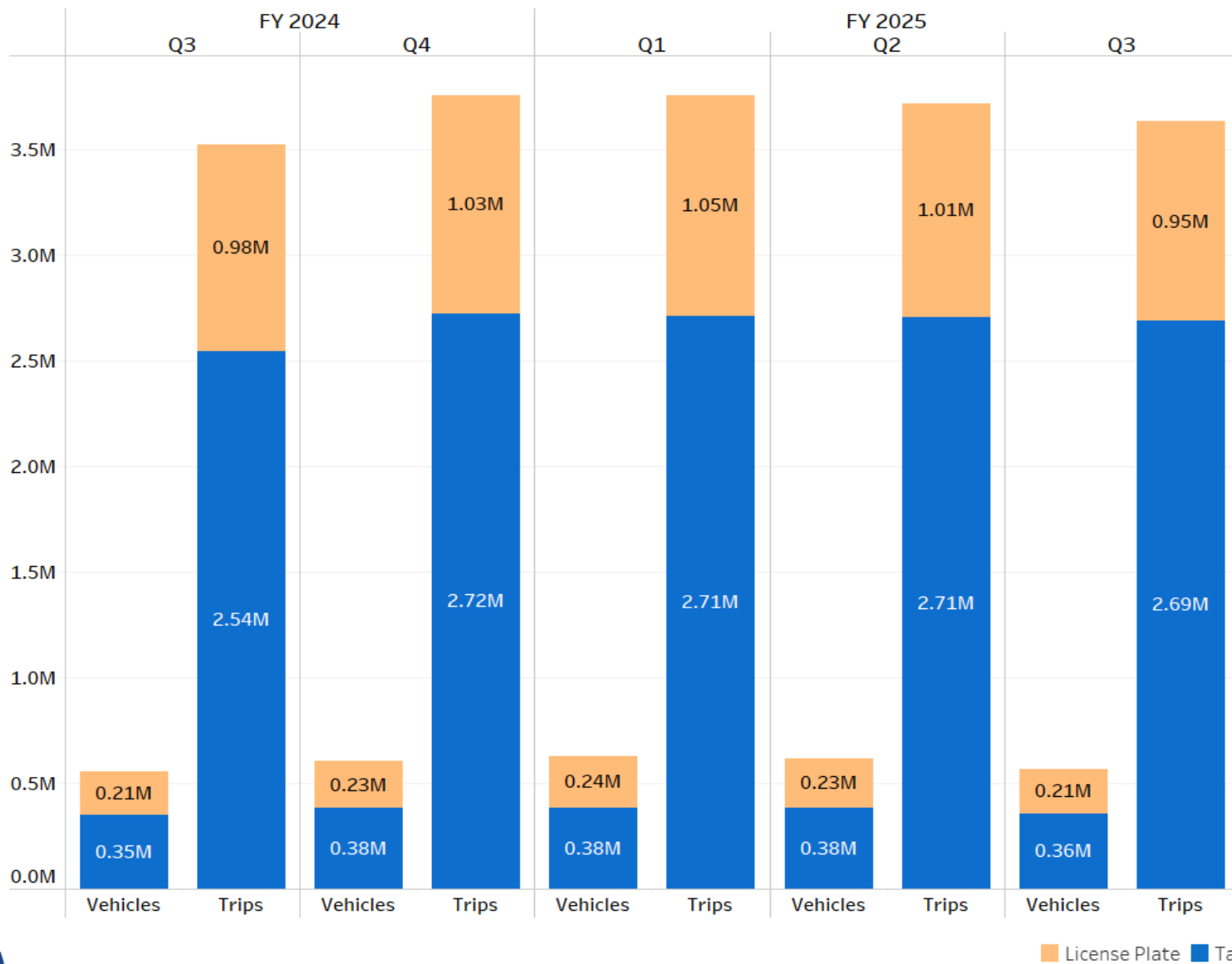


Distribution of Assessed Tolls – FY25 Q3



- Drivers made nearly 1.87 million tolled express lane trips in FY25 Q3.
- 59.73% of these trips incurred a toll less than \$3, up about 2.2% from the prior quarter and down 6.5% from prior fiscal year's Q3.
- This quarter, 8.4% of trips were \$12 and over, down about 0.6% from the prior quarter, but up about 1.8% prior fiscal year's Q3.
- This includes all tolled trip types and lengths.

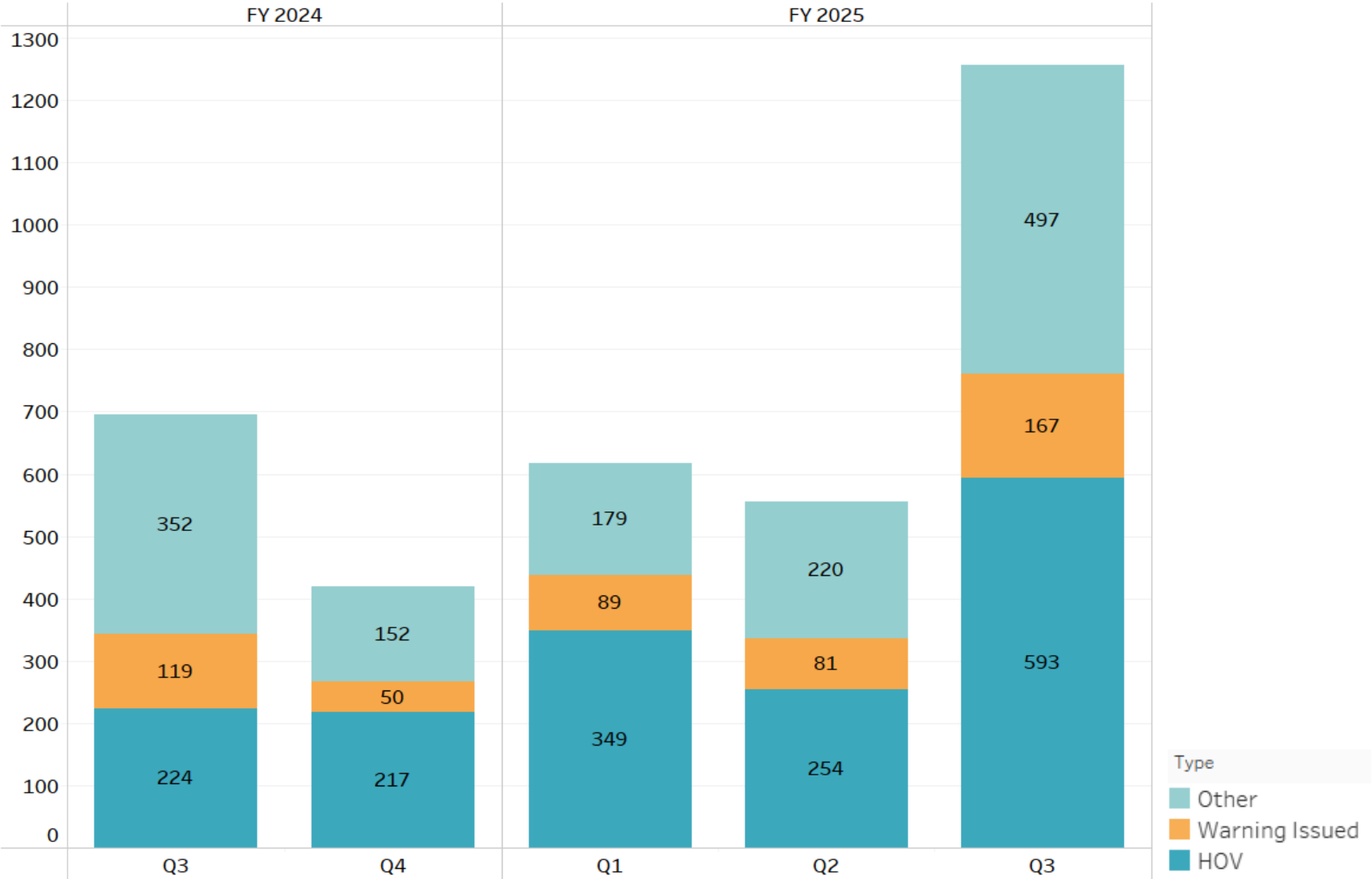
How Drivers Use the Lanes



- In FY25 Q3, about 567,000 unique vehicles made about 3.64 million express lane trips.
- 63% of these vehicles utilized FasTrak® toll tags and made 74% of the total trips.
- The other 37% of these vehicles did not carry toll tags and instead were captured as image-based trips for the remaining 26% of the total trips.

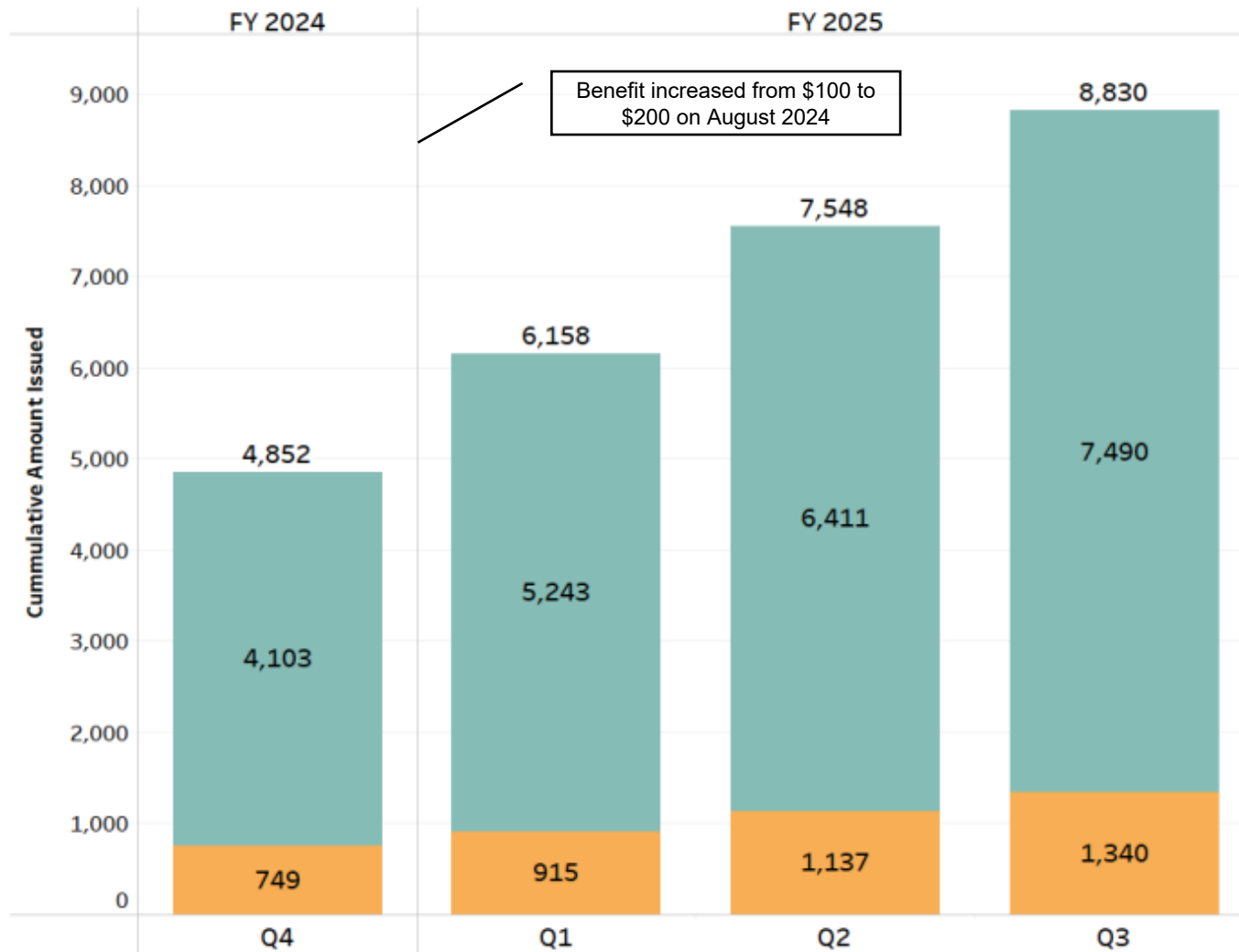
CHP Enforcement

- CHP patrolled the express lanes for 1,104 hours in FY25 Q3.
- CHP made 1,257 enforcement contacts in FY25 Q3.
- 47% of the contacts resulted in HOV occupancy citations.
- FY25 Q3 enforcement costs were approximately \$169,002, resulting in an average cost per enforcement contact of approximately \$134.45.



Community Transportation Benefits Program – Cumulative Benefits Issued

Item #5.d.
6/5/2025



For additional information, please visit: <https://101expresslanes.org>



**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 Applicable to the San Mateo County Transportation Authority During Fiscal Year 2026**

Action

Staff proposes the Board approve the appropriations limit applicable to the San Mateo County Transportation Authority (TA) during Fiscal Year 2026 (FY26) in the amount of \$982,412,975.

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 \$922,366,890 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY26 to be \$982,412,975, which is an increase of \$60,046,085 or 6.51 percent. The increase is due to a 6.44 percent increase in the California per capita personal income and a 0.07 percent increase in the population of San Mateo County. The TA funds subject to the limit are \$172.3 million (the projected Measure A and Measure W tax receipts for the year) or 18.68 percent of the appropriations limit.

Attachment A includes the Notice of Determination, which outlines the calculations and states the limit applicable during FY26 and the Public Hearing Notice to inform the public of the time and location of the meeting. 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 5, 2025 meeting. This notice was posted on May 21, 2025, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Youcheng Li	Budget Analyst	650-508-6345

Resolution No. 2025-

**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 2026**

Whereas, by Resolution No. 2024-7 enacted on June 6, 2024, the San Mateo County Transportation Authority (TA) established an appropriation limit applicable to the TA during the Fiscal Year (FY) 2025 in the amount of \$922,366,890; 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 6.44 percent; and
- (2) The San Mateo County population from January 2024 to January 2025 increased by 0.07 percent.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County

Transportation Authority that the appropriations limit for Fiscal Year 2026 is hereby established
as \$982,412,975.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

BOARD OF DIRECTORS 2025



CARLOS ROMERO, CHAIR
JULIA MATES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
MARK NAGALES
JACKIE SPEIER

APRIL CHAN
EXECUTIVE DIRECTOR

**San Mateo County Transportation Authority (SMCTA)
Notice of Determination
Establishing the Appropriations Limit for Fiscal Year 2026**

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 2026 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 5, 2025:

Appropriations Limit for FY 2025:	\$922,366,890
Population Change: (January 1, 2024 to January 1, 2025)	0.07%
Change in California Per Capita Personal Income: (January 1, 2024 to January 1, 2025)	6.44%
FY 2026 Adjustment Factor: (1.0007 x 1.0644)	1.0651
FY 2026 Appropriations Limit: (\$922,366,890 x 1.0651)	\$982,412,975

Dated: May 21, 2025

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

From: Peter Skinner, Executive Officer, San Mateo County Transportation Authority

Subject: **Authorizing Funding for Matching Contributions for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected and Transit-Oriented Boulevard Project**

Action

Staff recommends the Board of Directors (Board) authorize the Executive Officer of San Mateo County Transportation Authority (TA), or his designee, to:

1. Execute an agreement with the San Mateo County Transit District (District) for the TA to contribute \$250,000 in matching funds toward the Metropolitan Transportation Commission (MTC) BusAID Round 1.2 Award for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected and Transit-Oriented Boulevard Project
2. Take any additional actions necessary to give effect to the proposed action.

Significance

In 2024, the District re-initiated the Grand Boulevard Initiative (GBI) and has already begun work bringing together stakeholders along the entirety of the corridor to discuss accelerating improvements along El Camino Real. The District initially designated \$2 million of local funds to support GBI, but it needs significant additional funding from external partners to move the effort forward.

The District worked with the MTC to secure \$2 million from the Bus Accelerated Infrastructure Delivery (BusAID) Program to support the GBI, with a required matching fund commitment of \$500,000. While the BusAID program typically invests in transit-only projects, MTC agreed a larger, coordinated planning effort is necessary for the entirety of El Camino Real in San Mateo County, focusing on the broader community rather than just transit. The grant funding will be used for two phases of work:

- Phase 1 – Develop the El Camino Real Implementation Action Plan to reconcile District, Caltrans, and local jurisdiction priorities along the corridor; establish key community supported alternatives for further consideration and identify next steps and roles/responsibilities for delivering the corridor-wide improvements.
- Phase 2: Develop a corridor-wide Caltrans Project Initiation Document (PID), which is required by Caltrans, to evaluate the locally supported alternatives identified in Phase 1.

The BusAID funds would be augmented with \$500,000 in matching funds which is proposed to be split equally by the District and the TA.

The funded scope of work will reduce the need for individual agencies to undertake separate PID processes, saving both time and funding from all stakeholders including the TA. Some additional planning and engagement work in each local jurisdiction may be needed to select preferred alternatives later in the project development process. Funds for this work may be requested from future Measure A/W Highway Program Calls for Projects.

Budget Impact

The proposed \$250,000 contribution is available in Measure A Highway Oversight funds from the Fiscal Year 2025 adopted budget.

Background

At its December 2025 meeting, the TA Board of Directors the TA Strategic Plan 2025-2029, which includes a new key action to support and participate in the Grand Boulevard Initiative relaunch.

This request furthers the TA's commitment to supporting programmatic and project efforts along the El Camino Real corridor.

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

Resolution No. 2025-

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

* * *

**Authorizing Funding for Matching Contributions for the El Camino Real: Fast Tracking
Corridor-Wide Implementation of a Safe, Connected and Transit-Oriented Boulevard Project**

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent sales tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

Whereas, the TA administers Highway funding for projects and collaborates with stakeholders to oversee investments across San Mateo County; and

Whereas, at its December 2025 meeting, the TA Board of Directors adopted the TA Strategic Plan 2025-2029, which includes a new key action to support and participate in the Grand Boulevard Initiative (GBI) relaunch; and

Whereas, the San Mateo County Transit District (District) has worked with the Metropolitan Transportation Commission (MTC) to obtain \$2 million in funding for the GBI from the BusAid Program, with a required matching fund commitment of \$500,000; and

Whereas, the TA and District staff propose to evenly split the required match costs with \$250,000 from each agency, and

Whereas, staff recommends that the Board of Directors (Board) authorize the Executive Director to execute a funding agreement with the District to commit \$250,000 in Measure A Highway Oversight funds for the project and take any additional actions necessary to give effect to this resolution.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority authorizes the Executive Officer, or his designee, to execute an agreement with the San Mateo County Transit District for the TA to contribute \$250,000 in matching funds toward the BusAID Round 1.2 Award for the El Camino Real: Fast Tracking Corridor-Wide Implementation of a Safe, Connected and Transit-Oriented Boulevard Project; and to take any additional actions necessary to give effect to this resolution.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Programming and Allocating \$5,393,205 in Measure A Funds to the San Mateo County Transit District for its Paratransit Program and to the Peninsula Traffic Congestion Relief Alliance for Commute.org's Operations and Transportation Demand Management Monitoring Program**

Action

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Program and allocate \$4,594,240 in Measure A funds from the Paratransit Program category to the San Mateo County Transit District (District) for its Paratransit Program in Fiscal Year 2026 (FY26)
2. Program and allocate \$684,827 in Measure A Alternative Congestion Relief (ACR) Program funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to support its general operations and shuttle administration for FY26
3. Program and allocate \$114,138 in Measure A ACR Program funds to Commute.org for implementing the Countywide Transportation Demand Management (TDM) Monitoring Program for FY26
4. Authorize the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Significance

The 2004 Measure A Transportation Expenditure Plan (2004 TEP) dedicates 4 percent of Measure A sales tax revenues, budgeted to be \$4.6 million in FY26, to the District for the operating and capital needs of Redi-Wheels Paratransit and other accessible services for eligible seniors and people with disabilities.

The 2004 TEP also dedicates 1 percent of Measure A sales tax revenues to the ACR Program Category. In January 2022, the TA Board adopted the Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Plan. Under this plan, 60 percent of the Measure A funds designated for the ACR Program are to be allocated to support Commute.org's general operations, including shuttle program administration, and another 10 percent of these funds are to be allocated to support Commute.org's management of the Countywide TDM Monitoring Program. The Countywide TDM Monitoring Program supports the

reporting and monitoring of developments across San Mateo County that are subject to the City/County Association of Government of San Mateo County's (C/CAG) Countywide TDM Policy.

Budget Impact

The proposed allocation of \$4.6 million to the District's Paratransit Program is included in the TA's FY26 Proposed Budget under the Paratransit category.

The Proposed allocation of \$0.8 million to support Commute.org's operations and Countywide TDM Monitoring Management are included in the TA's FY26 Proposed Budget under the ACR Program Category.

Background

The 2004 TEP sets the program categories and percentage splits of the Measure A sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and ACR. Within the Transit Program, funding is provided for multiple modes, including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. Funding for the Paratransit allocation is contained in the Accessible Services mode.

Commute.org serves as San Mateo County's TDM agency. The agency is a joint powers authority with 18 member-agencies, including the County of San Mateo and the 17 cities and towns in the County of San Mateo.

The TA's Strategic Plan 2025-2029, approved by the Board in December 2024, provides a policy framework to guide the TA's programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocations are consistent with the TA's current Strategic Plan.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Youcheng Li	Budget Analyst	650-508-6345

Resolution No. 2025-

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

*** * ***

**Programming and Allocating \$5,393,205 in Measure A Funds to the San
Mateo County Transit District for its Paratransit Program and to the Peninsula
Traffic Congestion Relief Alliance for Commute.org's Operations and
Transportation Demand Management Monitoring Program**

Whereas, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan 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 Measure A half-cent transactions and use tax for an additional 25 years (New Measure A) to implement the 2004 Transportation Expenditure Plan (2004 TEP) beginning January 1, 2009; and

Whereas, the 2004 TEP provides for Measure A funding for various program categories and percentage splits of the sales tax revenue for these program categories; and

Whereas, the 2004 TEP designates 4 percent of New Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

Whereas, the 2004 TEP also designates up to 1 percent of New Measure A revenues to support Alternative Congestion Relief (ACR) Program Category; and

Whereas, the TA adopted the Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Plan in January 2022 to guide funding decisions for a consolidated Measure A and Measure W funding program; and

Whereas, the ACR/TDM Plan provides that 60 percent of New Measure A revenue available to the ACR Program is to be allocated annually for Commute.org's general operations, and another 10 percent of New Measure A ACR program funds are to be allocated to support the Countywide TDM Monitoring Program, which is also managed by Commute.org; and

Whereas, the Executive Director proposes that the Board of Directors program and allocate a total of \$5,393,205 in Measure A funds as follows:

1. \$4,594,240 from the Paratransit Program category to the San Mateo County Transit District for its Paratransit Program in Fiscal Year 2026 (FY26); and
2. \$684,827 from the ACR Program to Commute.org to support its general operations and shuttle administration for FY26; and
3. \$114,138 from the ACR Program to Commute.org for implementing the Countywide TDM monitoring Program for FY26; and

Whereas, the proposed allocations are consistent with the 2004 TEP and the TA's Strategic Plan 2025-2029.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates a total of \$5,393,205 in Measure A funds to the San Mateo County Transit District and Commute.org as detailed above; and

Be It Further Resolved that the Board hereby authorizes the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Executive Officer, Transportation Authority

Subject: **Approving an Updated Candidate Project List for the New Measure A Highway Program Supplemental Roadways Category**

Action

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board) approve the attached updated candidate project list for the New Measure A Highway Program Supplemental Roadways Category.

Significance

The proposed action would place 58 roadways on a list of eligible Supplemental Roadway (SR) projects for New Measure A Highway Program funds, enabling them to compete in future TA Highway Program Calls for Projects. Staff anticipates that \$90+ million in New Measure A Highway Supplemental Roadways will be available in the upcoming Call for Projects planned for release in July 2025.

In addition, the proposed action is a necessary step in implementing Key Action #2 of the TA's Strategic Plan 2025-2029: "Update the Highway program [Capital Improvement Plan] in coordination with the TA's Highway program Sponsors with a specific emphasis on updating the Measure A Supplemental Roadways list to better reflect multimodal arterial needs across San Mateo County that connect with the state highway system."

A web map of the proposed candidate SR projects can be viewed at the following link:
<https://www.google.com/maps/d/edit?mid=1uHQFyMpWsyBi90pbopDbWhnhcCCaUIU&usp=sharing>

Budget Impact

There is no budget impact associated with this item.

Background

The 2004 Transportation Expenditure Plan (2004 TEP) approved by the voters of San Mateo County dedicates 27.5 percent of New Measure A sales tax revenues to Highway Program, designed to address congestion and safety on the county's highways, with funds divided into two categories:

1. 17.3 percent for highway projects in key congested areas (KCA) as designated by city, county and TA engineers, and confirmed by public input; and

2. 10.2 percent for supplemental roadway (SR) projects of all types of (local-collector-arterial-state route), anywhere in the County.

While eligible KCA projects are expressly listed in the 2004 voter approved TEP, the list of candidate SR projects is not exclusive, and can be updated from time to time to account for changing needs in the County, based on selection criteria determined by the TA.

In March 2025, the TA released a Call for Nominations to all eligible New Measure A Highway Program Sponsors, consisting of all cities and towns in the county, the County of San Mateo, the City/County Association of Governments of San Mateo County (C/CAG), the TA (for certain projects of countywide significance), and Caltrans. The Call for Nominations process included the following criteria:

1. Has the candidate roadway previously received TA funding?
2. Has any technical work already been initiated on the candidate roadway?
3. If funding were secured in the upcoming TA Highway Program Calls for Projects, could the candidate roadway be reasonably constructed within five years?
4. Does the candidate roadway improve a highway facility or improve direct access to a highway facility?
5. Does the candidate roadway include multimodal improvements? (Must be at least two different modes - High Occupancy Vehicles are still considered as motor vehicles and not as a different mode for this purpose)

Staff determined a candidate roadway must meet at least three of the five selection criteria to be included on the updated list of candidate SR projects. In total, eligible sponsors submitted 65 candidate roadways for consideration, of which 58 are recommended to be approved as eligible SR projects. The complete list of candidate projects is included as Attachment 1 to this staff report.

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

Resolution No. 2025-

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

* * *

**Approving an Updated Candidate Project List for the New Measure A
Highway Program Supplemental Roadways Category**

Whereas, on June 7, 1988, the voters of San Mateo County approved a ballot measure to allow for the collection and distribution by the San Mateo County Transportation Authority (TA) of a half-cent transactions and use tax in San Mateo County for 20 years with the tax revenues to be used for highway and transit improvements pursuant to the Transportation Expenditure Plan presented to the voters (Original Measure A); and

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

Whereas, the 2004 Transportation Expenditure Plan dedicates a total of 27.5 percent of New Measure A revenues to the Highway Program, consisting of 17.3 percent for projects in Key Congested Areas and 10.2 percent for Supplemental Roadway projects; and

Whereas, the TA adopted the TA Strategic Plan 2025-2029 on December 5, 2024, which identified a key action for TA staff to coordinate an update to the New Measure A Highway Program Supplemental Roadways candidate roadway list based on changing needs in San Mateo County, as allowed by 2004 New Measure A Transportation Expenditure Plan; and

Whereas, TA staff issued a Call for Nominations in March 2025 to all eligible Highway Program Sponsors, along with a list of candidate roadway selection criteria; and

Whereas, eligible sponsors nominated 65 candidate roadways that were reviewed by TA staff; and

Whereas, TA staff determined 58 of the 65 candidate roadways met at least three of the selection criteria and are recommended to be eligible for Supplemental Roadway category funds; and

Whereas, staff recommends the Board approve the updated list of 58 candidate projects to be eligible to receive New Measure A Highway Program Supplemental Roadways funds in future Highway Program Calls for Projects, included as Attachment 1.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby approves the updated list of New Measure A Highway Program Supplemental Roadways Candidate Roadways, included as Attachment 1.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Attachment 1. Measure A Highway Program Supplemental Roadways Candidate Roadways Update (June 2025)

Jurisdiction	Roadway Name	Extents	Previously Awarded TA Funds?	Work has been Initiated?	Could be Completed by 2030?	Facility is a Highway or Improves Access to Highway?	Proposed Project Accommodates Multiple Modes? (If known)	Estimated Funding Needed	Roadway Classification	Current Project Phase (Spring 2025)
Corridors Recommended for Measure A Highway Program Supplemental Roadways (Met at least three screening criteria)										
Atherton	Marsh Road	Fair Oaks Avenue to Middlefield Road	No	No	Yes	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only
Atherton	Middlefield Road	Encinal Avenue to Ravenswood Avenue	No	No	Yes	Yes	Yes	Estimate Unknown	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
Atherton	Alameda de las Pulgas	Stockbridge Avenue to Mills Avenue	No	Yes	Yes	No	Yes	Estimate Unknown	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)
Belmont	Alameda de las Pulgas	Ralston Avenue to Dartmouth Avenue	No	Yes	Yes	No	Yes	\$19,849,643	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)
Brisbane	Geneva Avenue	Geneva Avenue/Bayshore Boulevard to US 101/Candlestick Point interchange	No	Yes	No	Yes	Yes	\$195,000,000	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)
Brisbane	Sierra Point Parkway	Lagoon Road/US 101 Ramps to Shoreline Court	No	Yes	No	Yes	Yes	\$1,715,000	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)
Brisbane	Bayshore Boulevard	Tunnel Avenue to Southern City Limit	No	Yes	No	Yes	Yes	\$7,500,000	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)
Brisbane	Tunnel Avenue/Lagoon Road	Bayshore Boulevard to Sierra Point Parkway	No	Yes	No	Yes	Yes	Estimate Unknown	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)
Burlingame	Old Bayshore Highway	Millbrae Avenue to Broadway	No	Yes	Yes	Yes	Yes	\$28,500,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
C/CAG	US 101	North of I-380 to San Mateo/San Francisco Countyline	Yes	Yes	No	Yes	No	\$327,000,000	State Highway	Preliminary Engineering/Environmental Clearance (PE/ENV)
Colma	Hillside Boulevard	Serramonte Boulevard to Lawndale Boulevard	No	Yes	Yes	Yes	Yes	\$9,000,000	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)
Colma	Serramonte Boulevard West	El Camino Real (SR-82) to Junipero Serra Boulevard	Yes	Yes	Yes	Yes	Yes	\$6,637,500	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
Colma	Junipero Serra Boulevard/Serramonte Boulevard	Junipero Serra Boulevard-Serramonte Boulevard intersection/I-280 On Ramps	No	Yes	Yes	Yes	Yes	\$3,030,000	State Highway	Corridor Plan/Feasibility Study (PLAN)
Colma/South San Francisco	El Camino Real (State Route 82)	Albert M. Teglia to Hickey Boulevard	Yes	Yes	Yes	Yes	Yes	\$49,460,000	State Highway	Preliminary Engineering/Environmental Clearance (PE/ENV)
Daly City	Hillside Boulevard	Mission Street to East Market Street	Yes	No	Yes	Yes	Yes	\$2,335,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
Daly City	John Daly Boulevard	Skyline Boulevard to Junipero Serra Boulevard	No	No	Yes	Yes	Yes	\$26,150,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only
East Palo Alto	East Bayshore	Sarratoga Avenue to University Avenue	Yes	Yes	Yes	Yes	Yes	\$4,313,029	Local or Collector	Final Design - Plans, Specifications, and Estimates (PS&E)
East Palo Alto	Woodland Avenue	University Avenue to West Bayshore Road	No	No	Yes	Yes	Yes	\$6,000,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
East Palo Alto	Sarratoga Avenue	East Bayshore Road to Newbridge Street	No	No	Yes	Yes	Yes	\$1,500,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
East Palo Alto	Newbridge Street	Willow Road to Saratoga Avenue	No	No	Yes	Yes	Yes	\$400,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
Half Moon Bay	Poplar Street	Highway 1 to Railroad Avenue	No	Yes	Yes	Yes	Yes	\$6,930,000	Local or Collector	Preliminary Engineering/Environmental Clearance (PE/ENV)
Half Moon Bay	Kelly Avenue	State Beach Parking Lot to San Benito Avenue	No	Yes	Yes	Yes	Yes	\$13,800,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
Half Moon Bay	Main Street	Highway 1 North to Highway 1 South	No	Yes	Yes	Yes	Yes	\$19,900,000	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)

Attachment 1. Measure A Highway Program Supplemental Roadways Candidate Roadways Update (June 2025)

Attachment 2: Measure A Highway Program Supplemental Highways Candidate Highways Update (June 2025)											
Jurisdiction	Roadway Name	Extents	Previously Awarded TA Funds?						Estimated Funding Needed (If known)	Roadway Classification	Current Project Phase (Spring 2025)
			Work has been Initiated?	Could be Completed by 2030?	Facility is a Highway or Improves Access to Highway?	Proposed Project Accommodates Multiple Modes?					
Menlo Park	O'Brien Drive	Willow Road to University Avenue	No	Yes	Yes	No	Yes	\$4,400,000	Local or Collector	Corridor Plan/Feasibility Study (PLAN)	
Menlo Park	Middlefield Road	Ravenswood Avenue to Woodland Avenue	No	Yes	Yes	No	Yes	\$1,400,000	Local or Collector	Corridor Plan/Feasibility Study (PLAN)	
Millbrae	Millbrae Avenue	Magnolia Avenue to Old Bayshore Highway	No	No	Yes	Yes	Yes	\$12,250,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
Pacifica	Francisco Boulevard	Highway 1 Off-ramp to Sharp Park Road	No	No	Yes	Yes	Yes	\$1,650,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
Pacifica	Oceana Boulevard	Milagra Drive to Clarendon Road	Yes	No	Yes	Yes	Yes	\$2,251,926	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
Redwood City	Veterans Boulevard	Whipple Avenue to Woodside Road	No	No	Yes	Yes	Yes	\$3,450,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
Redwood City	Industrial Way	Whipple Avenue to G St (San Carlos border)	No	No	Yes	Yes	Yes	\$1,200,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
Redwood City	Whipple Avenue	El Camino Real to East Bayshore Road	No	No	Yes	Yes	Yes	\$1,900,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only	
Redwood City	Jefferson Avenue	El Camino Real to Farm Hill Boulevard	No	Yes	Yes	Yes	Yes	\$4,350,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
Redwood City	Broadway	Main Street to Woodside Road	Yes	Yes	Yes	Yes	Yes	\$2,500,000	Local or Collector	Preliminary Engineering/Environmental Clearance (PE/ENV)	
Redwood City/San Mateo County	Bay Road	Woodside Road to 15th Avenue	No	Yes	Yes	Yes	Yes	Estimate Unknown	Local or Collector	Corridor Plan/Feasibility Study (PLAN)	
San Bruno	San Bruno Avenue	El Camino Real to US 101 Interchange	No	Yes	Yes	Yes	Yes	\$8,605,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Bruno	Huntington Avenue	Herman Street to San Bruno BART Transit Center Exit	Yes	Yes	Yes	No	Yes	\$6,000,000	Local or Collector	Final Design - Plans, Specifications, and Estimates (PS&E)	
San Carlos	Industrial Road	Quarry Road (Belmont City Limit) to G Street (Redwood City Limit)	No	No	Yes	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
San Carlos	Holly Street	Twin Dolphin Way (Redwood City) to Elm Street	Yes	Yes	Yes	Yes	Yes	\$57,900,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Carlos	San Carlos Ave	Beverly Drive to Dartmouth Avenue	No	Yes	Yes	No	Yes	\$2,100,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Carlos	San Carlos Ave	El Camino Real to Prospect Street	No	Yes	Yes	Yes	Yes	\$29,860,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Carlos	Laurel Street	Arroyo Street to San Carlos Avenue	No	Yes	Yes	No	Yes	\$39,500,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Mateo	Hillsdale Boulevard	Saratoga Drive to South Norfolk Street	Yes	No	Yes	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
San Mateo County	State Route 1	Pacifica City Limit to Half Moon Bay City Limit	Yes	Yes	No	Yes	Yes	\$76,100,000	State Highway	Preliminary Engineering/Environmental Clearance (PE/ENV)	
San Mateo County	Alpine Road	La Mesa Drive to Stowe Lane	Yes	Yes	Yes	Yes	Yes	Estimate Unknown	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Mateo County	Hillside Boulevard	East Market Street to Hoffman Street	Yes	Yes	Yes	Yes	Yes	\$9,350,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
San Mateo County	Pescadero Creek Road	State Route 1 to State Route 84	No	Yes	No	Yes	Yes	\$4,963,490	Local or Collector	Corridor Plan/Feasibility Study (PLAN)	
San Mateo	19th Avenue/ Fashion Island Boulevard	Pacific Boulevard to Mariners Island Boulevard	Yes	Yes	Yes	Yes	Yes	\$11,375,000	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)	
San Mateo/Burlingame	Peninsula Avenue	El Camino Real to Coyote Point Drive	No	No	Yes	Yes	Yes	\$21,139,000	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only	
South San Francisco	Hillside Boulevard/Sister Cities Boulevard	Chestnut Avenue to Airport Boulevard	No	Yes	Yes	Yes	Yes	\$8,855,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)	
South San Francisco	Westborough Boulevard/Chestnut Avenue	Skyline Boulevard to Antoinette Lane	Yes	Yes	No	Yes	Yes	\$14,718,500	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)	

Attachment 1. Measure A Highway Program Supplemental Roadways Candidate Roadways Update (June 2025)

Attachment 2: Measure A Highway Program Supplemental Roadways Candidate Roadways Update (June 2025)										
Jurisdiction	Roadway Name	Extents	Previously Awarded TA Funds?						Roadway Classification	Current Project Phase (Spring 2025)
			Work has been Initiated?	Could be Completed by 2030?	Facility is a Highway or Improves Access to Highway?	Proposed Project Accommodates Multiple Modes? (If known)	Estimated Funding Needed			
South San Francisco	Junipero Serra Boulevard	Hickey Boulevard to Avalon Drive	Yes	Yes	No	Yes	Yes	\$14,718,500	Arterial or Main St	Preliminary Engineering/Environmental Clearance (PE/ENV)
South San Francisco	Airport Boulevard/Bayshore Boulevard	Grand Ave to Tower Place/City Limits (North)	No	Yes	Yes	Yes	Yes	\$30,150,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Grand Avenue/East Grand Avenue	Spruce Ave to Haskins Way	No	Yes	Yes	Yes	Yes	\$65,800,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Gateway Boulevard	Oyster Point Boulevard to East Grand Avenue	No	Yes	Yes	Yes	Yes	\$13,100,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Oyster Point Boulevard	Airport Boulevard to Gull Drive	No	Yes	Yes	Yes	Yes	\$35,656,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Gateway Boulevard/South Airport Boulevard	East Grand Avenue to Bay Trail/North Access Road	No	Yes	Yes	Yes	Yes	\$30,547,500	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Utah Avenue	South Airport Boulevard to Bay Trail	No	Yes	Yes	No	Yes	\$10,785,000	Arterial or Main St	Corridor Plan/Feasibility Study (PLAN)
South San Francisco	Utah Avenue Overcrossing	Utah Avenue to San Mateo Avenue	Yes	Yes	Yes	No	Yes	\$126,000,000	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)
South San Francisco	US 101/Produce Avenue	San Mateo Avenue/Produce Avenue to Airport Boulevard	Yes	Yes	Yes	Yes	Yes	\$15,000,000	Arterial or Main St	Final Design - Plans, Specifications, and Estimates (PS&E)
Corridors Not Recommended for Measure A Highway Program Supplemental Roadways (Did not meet at least three screening criteria)										
Menlo Park	Bay Road	Marsh Road to Willow Road	No	No	Yes	No	Yes	\$2,100,000	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Alameda De Las Pulgas	San Carlos Avenue to Eaton Avenue	No	No	No	No	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Brittan Avenue	Leslie Drive to US 101 SB Ramps	No	No	No	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Crestview Drive	Malabar Court to Edmonds Drive	No	No	No	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Cedar Street	Eaton Avenue to Walton Street	No	No	No	No	Yes	Estimate Unknown	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Arroyo Street	El Camino Real to Tamrack Street	No	No	No	Yes	Yes	Estimate Unknown	Local or Collector	Not Initiated - Identified improvements in citywide or similar plan only
San Carlos	Old County Road	Quarry Road (Belmont City Limit) to Bing Street (Redwood City Limit)	No	No	No	Yes	Yes	Estimate Unknown	Arterial or Main St	Not Initiated - Identified improvements in citywide or similar plan only

**San Mateo County Transit District (SamTrans) Board Liaison Report
Meeting of May 7, 2025**

SamTrans Board of Directors Received and Approved the Following Items

- Approval of Minutes of the Board of Directors Meeting of April 2, 2025 and the Board of Directors Special Meeting of April 9, 2025
- Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2025
- Accept Quarterly Investment Report
- Accept Capital Projects Quarterly Status Report for Fiscal Year 2025 Quarter 3
- Accept Contracts and Procurement Quarterly Report of Technology Purchases for Third Quarter of Fiscal Year 2025
- Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$2.5 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$1 Million
- Awarding Contracts to Cooperative Personnel Services, gothamCulture LLC, and The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an Aggregate Not-to-Exceed Amount of \$700,000 for a Five-Year Base Term, with up to Two Additional One-year Option Terms for an Aggregate Not-to-Exceed Amount of \$280,000
- Awarding a Contract to TRISTAR Claims Management Services, Inc. to Provide Workers' Compensation Third-Party Administrator Services for a Total Not-to-Exceed Amount of \$1,653,453 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for a Total Not-to-Exceed Amount of \$547,688
- Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program Funds for the Design and Construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling Station at North Base
- Authorize Funding for Regional Measure Participation Polling Activities

Report of the Chair

Chair Jeff Gee noted the SamTrans Governance ad hoc Committee met on May 2.

Proclamation for Asian-American and Pacific Islander Heritage Month – Tasha Bartholomew, Director of Communications, provided the staff presentation including reading several Whereas statements from the proclamation.

Report of the General Manager/CEO

April Chan, General Manager/CEO, provided a report which included the following:

- Attended the International Rodeo with David Olmeda, Chief Operating Officer, Bus, in Austin, Texas in early April; four employees participated in driving and maintenance competitions
- Participated in All Aboard for Bay Area Transit Day with Caltrain Executive Director Michelle Bouchard, which included transit operators from around the Bay Area including BART (Bay Area Rapid Transit), AC Transit (Alameda-Contra Costa Transit District), SFMTA (San

Francisco Municipal Transportation Agency), WETA (San Francisco Bay Area Water Emergency Transportation Authority), and Golden Gate Transit

- Continuing to evaluate FCX (Foster City Express) route and may conduct a full rider survey later this year
- Measure W Citizens Oversight Committee met and adopted the Fiscal Year (FY) 2024 Annual Report, concluding funds used aligned with Measure W requirements
- Clipper 2 – customer transition coming later this summer
- Regional measure (Senate Bill 63) – decision to opt in has now been pushed out to August 11 from end of July 2025.

The Board Members had a robust discussion on the regional measure, and staff provided further clarification in response to Board comments and questions about MTC's independent auditor that performed audit of the transit agencies facing fiscal cliffs.

Monthly New Headquarters Construction Status Update – Kris McGee, Managing Principal at Urban Hive Development, and Joshua Mello, Executive Officer of Planning and Development, provided the presentation that included the following information:

- Reviewed project scope, schedule, and updates through April
- Building permit obtained from City of Millbrae
- Anticipated Board approval schedule; Significant cost savings due to competitive pricing
- Discussed future office design that included a more homelike atmosphere; smart design
- Value engineering allowed pricing reduction by seven percent

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding the following:

- Opportunity for a mural similar to the one at EPACENTER, which is a youth education and training center in East Palo Alto
- Ribbon-cutting ceremonies: January 5, 2026 day one of construction; at construction completion and initial move-in likely spring to summer 2026
- Staff work-from-home days likely to decrease
- Swift Partners actively marketing retail space; District has right of approval of retail tenants

Annual Announcement of Art Takes a Bus Ride 2025 Winners – Ms. Bartholomew, thanked Mahmoud Abunie, Public Affairs Specialist, and provided the presentation that included the winning artwork. Contest winners were individually presented their awards.

Community Relations Committee

Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, David Rabinovich, Representing the Community, and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee -

Allison Chang thanked the Board for the opportunity to serve on the Citizens Advisory Committee.

Accessible Services Update and Proclamation Declaring May as Older Americans Month – Tina Dubost, Manager, Accessible Services, stated that the latest edition of the Senior Mobility Guide was now available. The Board approved the proclamation which was received by Irene Liana on behalf of the Commission on Aging.

Citizens Advisory Committee Update – There was none.

Paratransit Advisory Council Update – Ben McMullan, PAC Chair, stated that nominations for Chair and Vice Chair would be accepted at their next meeting.

Monthly State of Service Report | March 2025 – Mr. Olmeda stated the report is available in the packet and noted Ride Plus experienced a 41.5 percent increase in ridership due to new communication campaign and new app for public to schedule rides.

Receive Update Regarding 2024 SamTrans Triennial Customer Survey and Key Findings – Julian Jest, Manager, Market Research and Development, provided the presentation that included the following information:

- Vital service to low-income riders; high rider satisfaction following Reimagine SamTrans implementation
- 94 percent of riders fall under average annual household income of under \$50,000
- Support low-income riders, communicate route changes, continue broad route coverage
- Upcoming Title VI report, evaluation of Reimagine SamTrans implementation

The Board Members had a robust discussion, and staff provided further clarification in response to the following comments and questions regarding the following:

- Passes for periods less than a month, such as an eight-ride ticket; Clipper 2 to have fare aggregation
- Homeless shelter residents depend on SamTrans to commute
- Clipper improved connectivity by easing transfers
- New riders primarily from 19-34 age range
- Request having longitudinal view of data for future surveys; demographic comparisons with other counties
- Impacts of Bay Pass

Finance Committee

Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62 – Kevin Yin, Director, Contracts and Procurement, provided the presentation, which included the following:

- Substantial completion at new facility
- Using cooperative purchasing contracts
- Reimbursement agreement with Joint Powers Board (JPB)/Caltrain regarding furniture, fixtures, equipment

Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months – Cassie Halls, Major Corridors Manager, Planning, and Mr. Yin provided the presentation, which included the following information:

- Background on options to revive the Dumbarton Rail Corridor
- Regional rail not currently viable
- Busway from East Palo Alto to North Fair Oaks/Redwood City used by regional public bus service – design allows for future rail if desired
- Busway responsive to post-pandemic travel patterns
- 18-month study – develop vision for mobility on Dumbarton Corridor; emphasis on design for near and medium term
- Solicitation process received two proposals with only Kimley-Horn responsive

The Board Members had a robust discussion, and staff provided further clarification in response to the following comments and questions regarding the following:

- Complex project including preliminary design work, protecting the future rail corridor, and quick-strike improvements; design phase projected to end 2028 with construction start after that
- Equity project and connectivity from East Palo Alto
- Concerns over project timeline, and asked staff to look at possible ways to shave some time off of the schedule,
- Want to ensure residential awareness and understanding of all alternatives impacting communities, Union Pacific has trackage rights but not currently serving corridor

Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project – Joan Cassman, General Counsel, provided the presentation that included the following information:

- District moving ahead with zero-emission program
- Establishing a relationship with the District labor council and the trade unions
- Used to resolve disputes within union and between union and contractor

The Board Members had a robust discussion, and staff provided further clarification in response to the following comments and questions regarding the following:

- Requested copy of the agreement
- Nor Cal Carpenters Union included

Receive Quarterly Financial Report Fiscal Year 2025 Quarter 3 Results and Annual Outlook – Kate Jordan Steiner, Chief Financial Officer, provided the presentation that included the following information:

- Year-to-date deficit favorable to budget; sources unfavorable; uses favorable; increased financial risk due to economic uncertainty

- Fiscal Year (FY) 2025 year-end forecast – net position still in deficit; operating expenses projected to be two percent favorable to budget
- Fiscal discipline in future budgets needed due to sales tax volatility and uncertain status of federal and state funding

Receive Preliminary Fiscal Year 2026 and Fiscal Year 2027 Operating and Capital Budgets –

Ms. Jordan Steiner provided the presentation that included the following information:

- Structural deficit starting FY27
- Preparation in FY26: no new positions, minimize discretionary expenses, fare analysis, revenue generation options
- Preparation in FY27 and beyond: evaluation staffing, fare adjustment, budget amendment base on FY26 fare analysis; new grant applications
- 74 percent of sources come from sales tax – vulnerable to economic downturn; project one percent increase over FY25
- Operating expenses increasing by three percent in FY27; labor is largest category followed by purchased transportation and contracted services
- Millbrae Gateway preliminary budget costs expected to stabilize after FY26
- No contribution from operating funds for capital sources in FY26
- Federal, state, regional/local funding potentially at risk
- Phase II capital budget amendment for August Board meeting

The Board Members had a discussion, and staff to provide further clarification in response to the comments and questions regarding defining two scenarios: no use of reserves and no deficit to understand impact to operations.

Legislative Committee

Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan) –

Jessica Epstein, Director, Government and Community Affairs, provided the presentation that included the following information:

Federal:

- House and Senate approved budget resolution
- District submitted \$2 million earmark request; President released budget
- Tracking ARCHES (Alliance for Renewable Clean Hydrogen Energy Systems) closely as state is recipient of federal money
- Secretary of Transportation grant recipients must comply with no DEI (Diversity, Equity, and Inclusion) program

State:

- May revise to budget significant change from January budget
- AB 810 will require agencies website and emails to become a dot gov (.gov) instead a dot-com (.com)
- AB 1372 Caltrain bill for electrical generation – pulling recommendation for now

Regional:

The eventual SB 63 language will be replaced with all participating counties and agencies

The Board Members had a robust discussion, and staff provided further clarification in response to the following comments and questions regarding the following:

- Assist with identifying earmarks

BOARD OF DIRECTORS 2025



CARLOS ROMERO, CHAIR
JULIA MATES, VICE CHAIR
NOELIA CORZO
ANDERS FUNG
RICO E. MEDINA
MARK NAGALES
JACKIE SPEIER

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: May 29, 2025
To: TA Board of Directors
From: April Chan, Executive Director
Subject: Report of the Executive Director

Alternative Congestion Relief / Transportation Demand Management Call for Projects Release

The Call for Projects (CFP) for the Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Program is now available.

With approximately \$5 million in ACR/TDM funds available, the program can fund strategies to encourage the use of sustainable transportation options and enhance mobility across San Mateo County. For this CFP, the TA is encouraging cities to apply for small scale pedestrian and bicycle improvements, including crossings, spot treatments, flashing beacons, etc. Other eligible projects include vanpools, wayfinding/signage, transit pass subsidies, and E-bike subsidies. Project sponsors can apply for up to \$500,000 per project, and each sponsor may submit up to three applications.

A virtual workshop with stakeholders and potential applicants will be held on June 10, 2025, to communicate the guidelines. Applications will be due by August 29, 2025. Staff anticipates a draft program of projects to be presented to the TA Board of Directors in November 2025 with the programming and allocation of funds to be considered in December 2025.

All materials and a recording of the workshop will be available on the TA's website:

<https://www.smcta.com/whats-happening/call-projects>

Alpine Road Corridor Improvement Project Update

The Alpine Road Corridor Improvement Project is sponsored by the County of San Mateo and is being implemented by the Transportation Authority through our technical assistance program. The project is in the final stages of the Project Initiation Document (PID) phase, which is anticipated to be complete by Summer 2025. Once California Department of Transportation (Caltrans) approves the PID, the project will advance to the Project Approval and Environmental Document (PA&ED) phase, where detailed environmental studies and additional design will be conducted.

The proposed improvements on Alpine Road aim to enhance safety and accessibility by:

- Increasing visibility for bicyclists and pedestrians
- Reducing conflict points between different modes of transportation
- Slowing vehicular speeds
- Providing additional space for multimodal users
- Increasing separation between vehicles and non-motorized users

The PA&ED phase is funded by \$2 million from the Cycle 7 Pedestrian and Bicycle Program, building on the \$990,000 from Cycle 6, which funded the PID phase. The County has contributed a total of \$300,000 for both phases of the project for a current total project cost of \$3.29 million.

For more information and updates on the Alpine Road Corridor Improvement Project, please visit the County of San Mateo's official project page:

<https://www.smcgov.org/publicworks/alpine-road-corridor-project-pid>

Measure W Citizen's Oversight Committee Report

The Measure W Citizens Oversight Committee (COC) was formed to ensure revenues from Measure W are used as intended by the voter-approved Congestion Relief Plan. The committee is made up of 15 volunteers who bring a range of community perspectives from across San Mateo County. On Tuesday, May 6, 2025, the COC adopted its Fiscal Year 2024 Annual Report, which outlines how Measure W funds were spent by both the TA and the San Mateo County Transit District (District) over the past fiscal year.

The COC report concluded the funds were used in line with Measure W Requirements. The findings are based on an independent audit by Eide Bailly LLP, a certified public accounting firm with experience reviewing Measure W expenditures. The auditors issued a clean (unmodified) opinion, confirming the financial statements were accurate, and the expenditures were consistent with the Congestion Relief Plan. We appreciate the time and commitment of the COC members. Their efforts help ensure transparency and accountability in how these public funds are managed.

University Avenue Overcrossing

Construction of the new bicycle and pedestrian overcrossing in the City of East Palo Alto has been underway since early 2023. The project also includes ramp modifications and signal upgrades for the US 101/University Avenue interchange. Since the last project update in December 2024, the construction contractor has completed the bridge structure, lighting and most of the work to realign the northbound US 101 off-ramp and intersection. Ongoing work includes the installation of safety guardrails, new traffic signals, lighting, bridge fencing, piping for fiber optic cables and grading for the path connecting to the overcrossing. Construction is anticipated to be complete by late summer/early fall 2025. The total construction costs of

\$14 million is funded by \$10.6 million from Measures A and W, \$2.4 million of Senate Bill 1 Local Partnership Program funds, as well as \$1.7 million from a federal earmark and a grant from Stanford University.

TA Brand Refresh

Staff is currently working on a brand refresh to raise public awareness of the work of the Transportation Authority. This work is critical to ensuring voters and community members understand how TA investments improve mobility and the quality of life throughout San Mateo County.

To ensure the Board is actively involved in shaping this effort, all members will receive a brand survey to provide feedback on preliminary concepts developed by our Communications team. Once survey responses are reviewed and integrated, staff will provide an update to the Board, including a refreshed website layout and visual identity.

This collaborative process is designed to foster shared ownership of the brand and set the stage for a full public rollout by the end of this calendar year.

**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 Allocating \$13,652,753 in New Measure A Local Shuttle Program Funds for the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2026 and 2027 and Programming and Allocating \$400,000 in New Measure A Oversight Funds for San Mateo County Shuttle Study**

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) 2026 and FY 2027 as listed in Exhibit A;
2. Program and allocate a total of \$13,652,753 of New Measure A Local Shuttle Program Category funds to the 22 shuttles listed in Exhibit A, with the understanding that C/CAG will fund one additional shuttle; and
3. Program and allocate \$400,000 in New Measure A Oversight funds for development of a shuttle study to evaluate options to provide financially-sustainable future shuttle services in San Mateo County; and
4. 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 2026 and FY 2027.

The available funding released for the CFP included the following:

Funding Source	Total Amount
Measure A Local Shuttle Program	\$16.0 million
<u>C/CAG Congestion Relief Funds</u>	<u>\$1.0 million</u>
Total	\$17.0 million

Applications for a total of 23 routes were received from five different sponsors requesting approximately \$14.6 million in San Mateo County Shuttle Program funding. This is a reduction

in shuttle funding requests compared to the previous FY2024/2025 cycle, when five sponsors requested funding for 26 shuttles. The reduction is largely due to the increase in shuttle operating costs for FY2026/2027 over previous years, resulting in consolidation of some prior shuttle routes to improve efficiency and reduce costs.

SamTrans concurrence reviews were conducted during the prior CFP for all existing shuttles to ensure no major duplication of SamTrans routes or other District services. However, new concurrence reviews are only conducted for new shuttle routes, major modifications to existing shuttle routes or in instances where the SamTrans network has been modified. The Skyline College Shuttle was the only route meeting this requirement in this CFP due to the new SamTrans SKY route. Based on this concurrence review, the Skyline College Shuttle now largely duplicates the new SamTrans SKY route. As a result, SamTrans and TA staff recommend funding the Skyline College Shuttle for this current two-year program period and then discontinuing shuttle funding after FY2027. Skyline Community College and SamTrans staff will work to consider phasing out the shuttle and transition riders to the new SamTrans SKY route.

The shuttle applications were evaluated by a committee consisting of TA and C/CAG staff. The committee recommends funding for all 23 proposed shuttle applications, totaling \$14,582,661 in requests. Staff proposes the TA Measure A Local Shuttle Program fund \$13,652,753 for 22 shuttles; the remaining one shuttle will be funded by \$929,908 in C/CAG Congestion Relief Funds.

Additionally, TA staff have proposed to lead a shuttle study with C/CAG and Commute.org to reimagine the program's future. The study will evaluate longer-term financial commitments to more closely match operations contract terms, evaluate current routes and operations to confirm future shuttles meet community needs, and envision a more financially-feasible path forward based on available funding. Staff proposes the Board program and allocate \$400,000 in Measure A Oversight Program funds for the shuttle study.

These recommendations were presented to the TA Board in May 2025 and Directors expressed general support for this approach.

The following attachments are also included with this staff report:

Exhibit A: FY 2026/2027 Final Shuttle Program Call for Projects Funding
Recommendations

Exhibit B: FY 2026/2027 Shuttle Route Descriptions

Exhibit C: FY 2026/2027 Shuttle Rankings & Scoring

Budget Impact

There are sufficient Measure A Shuttle Program funds in the TA's Fiscal Year 2025 and prior-year budgets to fully fund the 22 recommended routes in the amount of \$13,652,753. There are also sufficient Measure A Oversight funds to fully fund the shuttle study.

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 2021 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 (approximately \$4-5 million per year).

Prepared By: Sue-Ellen Atkinson, AICP Manager, Planning and Fund
Management

650-508-6211

Resolution No. 2025-

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

* * *

Programming and Allocating \$13,652,753 in New Measure A Local Shuttle Program Funds for the San Mateo County Shuttle Program Call for Projects for Fiscal Years 2026 and 2027 and Programming and Allocating \$400,000 in New Measure A Oversight Funds for San Mateo County Shuttle Study

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) 2026 and FY 2027, which yielded applications for 23 shuttle routes, which all met the program guidelines and were considered for review; and

Whereas, a review committee comprised of staff from the TA and C/CAG evaluated and scored the shuttle applications; and

Whereas, staff recommends that the Board of Directors (Board) approve the list of 23 shuttles to be funded by the TA and C/CAG in FY 2026 and FY 2027 as set forth in Exhibit A, with the understanding that C/CAG will fund one of the approved shuttles; and

Whereas, staff further recommends the Board program and allocate a total of \$13,652,753 in New Measure A Local Shuttle Program Category funds for 22 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 2025-2029; and

Whereas, staff has identified the need for a proactive approach for the long-term future of the shuttle program to align with available funding due to increased operations costs; and

Whereas, staff has proposed a San Mateo County Shuttle Study (Shuttle Study) to evaluate longer financial commitments to match operations contract terms, evaluate current routes and operations to ensure shuttles meet community needs, and envision a more financially-feasible path forward based on available funding; and

Whereas, staff recommends the Board program and allocate a total of \$400,000 in New Measure A Oversight funds for development of the Shuttle Study.

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 2026 and FY 2027 as listed in Exhibit A.
2. Programs and allocates a total of \$13,652,753 of New Measure A Local Shuttle Program Category funds for 22 of the 23 shuttles as listed in Exhibit A.

3. Programs and allocates a total of \$400,000 in New Measure A Oversight funds for development of a San Mateo County Shuttle Study to evaluate options to provide financially-sustainable future shuttle services in the county.
4. 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 5th day of June, 2025 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 FY26/27 Final Program Recommendations



Shuttle Name	Route ID	Sponsor	Service Type	Total Cost	Requested Funds	Matching Funds	% Match	New/Existing	
Proposed TA Funded Shuttles									
1	Brisbane Bayshore Caltrain	BBC	Commute.org	Commuter	\$579,523	\$434,642	\$144,881	25%	Existing
2	Brisbane Crocker Park	BCP	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
3	Burlingame Bayside	BAY	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
4	Burlingame Point	BPT	Commute.org	Commuter	\$772,697	\$309,079	\$463,618	60%	Existing
5	Daly City Seton	DCS	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
6	Foster City Commuter	FCC	Commute.org	Commuter	\$1,159,046	\$869,284	\$289,761	25%	Existing
7	Hillsdale Caltrain Commuter	HCC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing (Replicates prior Norfolk shuttle route)
8	Millbrae Burlingame Commuter	MBC	Commute.org	Commuter	\$700,257	\$525,193	\$175,064	25%	Existing
9	North Foster City	NFC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
10	Redwood City Midpoint	MPT	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
11	Redwood City Redwood Life	RLC	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
12	Redwood City Seaport Centre	SEA	Commute.org	Commuter	\$603,670	\$452,752	\$150,917	25%	Existing
13	South San Francisco Oyster Point BART	OPB	Commute.org	Commuter	\$700,257	\$525,193	\$175,064	25%	Existing
14	South San Francisco Oyster Point Caltrain	OPC	Commute.org	Commuter	\$627,817	\$470,862	\$156,954	25%	Existing
15	South San Francisco Oyster Point Ferry	OPF	Commute.org	Commuter	\$579,523	\$434,642	\$144,881	25%	Existing (Combines prior Oyster Point Ferry and Utah Grand Ferry routes)
16	South San Francisco Utah Grand BART	UGB	Commute.org	Commuter	\$1,207,340	\$905,505	\$301,835	25%	Existing
17	South San Francisco Utah Grand Caltrain	UGC	Commute.org	Commuter	\$676,110	\$507,083	\$169,028	25%	Existing
18	South San Francisco South City East	SCSE	City of South San Francisco	Community	\$1,716,933	\$1,287,700	\$429,233	25%	Existing
19	South San Francisco South City West	SCSW	City of South San Francisco	Community	\$868,466	\$651,350	\$217,117	25%	Existing
20	Skyline College Shuttle ¹	SKY	San Mateo County Community College District	Commuter	\$608,272	\$304,136	\$304,136	50%	Existing
21	Menlo Park Crosstown	MPE	Menlo Park	Community	\$1,359,000	\$917,400	\$441,600	32%	Existing
22	Menlo Park Willow Road	M4	Menlo Park	Commuter	\$1,093,563	\$820,171	\$273,392	25%	Existing (Combines prior Willow Road and Marsh Road routes)
					\$18,902,822	\$13,652,753	\$5,250,069		
Proposed C/CAG Funded Shuttles									
23	Daly City Bayshore	DCB	Daly City	Community	\$1,239,877	\$929,908	\$309,969	25%	Existing
					\$1,239,877	\$929,908	\$309,969		
Total					\$20,142,699	\$14,582,661	\$5,560,038	28%	

¹ Evaluation committee recommends funding shuttle for current CFP cycle, during which SamTrans and Skyline College will work to phase out the shuttle and transition riders to new SamTrans SKY route.

TA Funded Shuttle Descriptions

Commute.org

Brisbane Bayshore Caltrain

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$434,642

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 FY26 & FY27: \$905,505

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 FY26 & FY27: \$452,752

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 FY26 & FY27: \$309,079

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 FY26 & FY27: \$507,083

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 FY26 & FY27: \$869,284

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 FY26 & FY27: \$507,083

Serves the Hillsdale Caltrain Station and providing service to the Lakeshore and Mariners Island residential and commercial communities in San Mateo with service offered peak weekday commute hours.

Millbrae Burlingame Commuter

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$525,193

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 FY26 & FY27: \$507,083

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 FY26 & FY27: \$905,505

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 FY26 & FY27: \$452,752

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 FY26 & FY27: \$452,752

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 Oyster Point BART

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$525,193

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 FY26 & FY27: \$470,862

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 FY26 & FY27: \$434,642

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. This service combines the previous Oyster Point Ferry and Utah Grand Ferry routes into one due to lower ridership and increased service costs.

South San Francisco Utah Grand BART

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$905,505

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 FY26 & FY27: \$507,083

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

Menlo Park

Menlo Park Willow Road

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$820,171

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. This revised route combines the former Willow Road and Marsh Road commuter routes.

Menlo Park Crosstown

Service Type: Community

Recommended Funding for FY26 & FY27: \$773,983

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

San Mateo County Community College District

Skyline College Daly City BART Express

Service Type: Commuter

Recommended Funding for FY26 & FY27: \$304,136

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

South City Shuttle (East)

Service Type: Community

Recommended Funding for FY26 & FY27: \$1,287,700

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 FY26 & FY27: \$651,350

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

Daly City

Daly City Bayshore

Service Type: Community

Recommended Funding for FY26 & FY27: \$929,908

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

Exhibit C. FY 2026/2027 Shuttle Scores & Rank

Shuttle	Type	Total (with Bonus)	Rank
South City East	Existing	78	1
BCP - Brisbane / Crocker Park – Balboa Park	Existing	74	2
SKY - Skyline College Express	Existing	64	3
MPT - Midpoint Tech – Redwood City	Existing	63	4
SEA - Seaport Centre Caltrain – Redwood City Caltrain Station	Existing	62	5
OPC - Oyster Point Caltrain – So. San Francisco Caltrain Station	Existing	61	6
DCB - Daly City Bayshore – Daly City; Balboa Park	Existing	61	6
BPT - Burlingame Point – META – Millbrae Station	Existing	60	8
BAY - Burlingame / Bayside – Millbrae Station	Existing	56	9
Menlo Park Willow Commuter	Existing	56	9
MBC - Millbrae Burlingame Commuter	Existing	54	11
UGC - Utah-Grand Caltrain – So. San Francisco Caltrain Station	Existing	53	12
DCS - Daly City Seton	Existing	52	13
NFC - North Foster City – Millbrae Station	Existing	52	13
OPB - Oyster Point BART – South San Francisco BART station	Existing	52	13
UGB - Utah Grand BART – So. San Francisco BART Station	Existing	52	13
Menlo Park Crosstown	Existing	51	17
BBC - Brisbane / Bayshore Caltrain	Existing	49	18
South City West	Existing	48	19
RLC - Redwood LIFE Caltrain – Belmont Caltrain Station	Existing	47	20
OPF - Oyster Point and Utah Grand Ferry	Existing	36	21
HCC - Hillsdale Caltrain Commuter	Existing	33	22
FCC - Foster City Commuter – Millbrae	Existing	32	23

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

From: April Chan, Executive Director Peter Skinner, Executive Officer,
Transportation Authority

Subject: **Programming and Allocating \$69,718,678 in Measure W Regional Transit
Connections Cycle 1 Program Funds for Eleven Projects**

Action

Staff proposes the Board of Directors (Board):

- Program and allocate \$69,718,678 in Measure W Regional Transit Connections Cycle 1 Program funds to projects listed in Exhibit A and described in Exhibit B;
- Authorize the Executive Director or Executive Officer, or their respective designees, to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Significance

On April 3, 2025, the San Mateo County Transportation Authority (TA) released the 2025 Cycle 1 Regional Transit Connections (RTC) Program Call for Projects (CFP), announcing the availability of up to \$70 million in Measure W funding for projects ready to begin within one year of a funding award. This CFP includes funding for all three RTC sub-categories identified in the RTC Plan as shown in Table 1.

Table 1. Available Funding by RTC Sub-Category

Subcategory Goals	Available funds	Eligible Projects
Capital (60%)	\$42 million	Projects that will construct new infrastructure or alter the built environment
Operations (25%)	\$17.5 million	Projects and programs that enhance transit service
First/last-Mile (15%)	\$10.5 million	Projects that will provide safe active transportation connections to regional transit nodes
Total	\$70 million	

Eleven applications were received, requesting a total of \$69.7 million in funding, at the close of the CFP on May 30, 2025. As two subcategories were slightly undersubscribed (First/last-Mile and Capital), staff is recommending to shift funding from the undersubscribed programs to fully cover all Operating subcategory requests.

Based on potential sponsors' Notice of Intent to Submit Surveys, which were due on May 16, 2025, TA staff was aware that the Cycle 1 RTC CFP was going to be slightly undersubscribed. As a result, TA staff leadership formed an internal Project Selection Committee (Committee) to evaluate and score the applications, allowing for an accelerated process resulting in this recommendation of funding awards ahead of the originally-advertised September 2025 TA Board meeting. The Committee met on June 2, 2025 to agree on consensus scores for each application and recommends funding for all 11 proposed projects. Additionally, the Committee recommended conditions on two projects, noted on Exhibit A, to ensure compliance with RTC Program guidelines.

Programming of Measure W funds in this Call for Projects does not set a precedent for future programming by TA to any agency as this is a competitive program. TA has no obligation for future capital or operations funding to the awarded agencies in this cycle including Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (Caltrain), and San Mateo County Transit District (SamTrans) from the Regional Transit Connections Program.

TA staff will present additional information via a PowerPoint presentation for the TA Board's consideration and adoption.

This report also includes the following attachments:

Exhibit A: 2025 RTC Cycle 1 Program Recommendations

Exhibit B: 2025 RTC Cycle 1 Program Project Descriptions

Budget Impact

There is sufficient budget authority in Fiscal Year 2026 and prior-year budgets to support the staff recommendations.

Background

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. Measure W commits ten percent of the sales tax revenue for capital or operating funding to help reduce traffic congestion and improve transit connectivity between San Mateo County and the rest of the region. This RTC funding may be used to support a variety of transit modes such as rail, ferry, and bus.

The RTC program is guided by the RTC Plan, adopted in October 2024, which includes the following four goals:

- Increase regional transit services and enhance infrastructure to improve transit speed and reliability.
- Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors.
- Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders.
- Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility.

The RTC Plan guidelines were subsequently adopted into the TA Strategic Plan 2025-2029 which estimates the RTC Program will accrue approximately \$11-13 million annually. To be eligible for the CFP, a project had to have been included in the RTC Plan and related Capital Improvement Plan or show alignment with Metropolitan Transportation Commission's (MTC) Plan Bay Transit 2050+ Goals.

Prepared By: Patrick Gilster

Director, Planning and Fund
Management

650-622-7853

Resolution No. 2025-

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

* * *

**Programming and Allocating \$69,718,678 in Measure W Regional Transit Connections Cycle 1
Program Funds for Eleven Projects**

Whereas, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by a half-cent, and tasked the San Mateo County Transportation Authority (TA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

Whereas, the Measure W Congestion Relief Plan designates 10 percent of Measure W revenues to the Regional Transit Connections (RTC) Program to fund transit capital, operating, and first/last-mile projects that support travel connectivity to adjacent counties; and

Whereas, the TA adopted an RTC Plan on October 10, 2025 to guide project funding decisions specific to the Measure W RTC category, which was subsequently incorporated in the TA Strategic Plan 2025-2029 adopted on December 5, 2025; and

Whereas, the TA issued a competitive Call for Projects (CFP) with \$70 million in advertised Measure W RTC Program funds for projects ready to start work within one year of receiving a funding award, resulting in proposals for funding of 11 projects; and

Whereas, a project selection committee evaluated, consensus scored and ranked the proposals, and agreed on a funding recommendation; and

Whereas, staff recommends the Board program and allocate a total of \$69,718,678 in Measure W RTC Program funds to fund all 11 projects submitted through the CFP as detailed in Exhibit A and described in Exhibit B, attached hereto.

Whereas, because the RTC category is a competitive program, the programming of Measure W funds in this CFP does not establish any precedent for the TA's future programming to any agency and the TA has no obligation for future capital or operations funding to the awarded agencies in this cycle including Bay Area Rapid Transit (BART), Peninsula Corridor Joint Powers Board (Caltrain), and San Mateo County Transit District (SamTrans) from the RTC category.

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

1. Programs and allocates \$69,718,678 in Measure W Regional Transit Connections Cycle 1 Program funds to projects listed in Exhibit A and described in Exhibit B;
2. Authorizes the Executive Director or Executive Officer, or their respective designees, to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Exhibit A. 2025 Cycle 1 Regional Transit Connections Recommended Program

Evaluation Score	Project Name	Eligible RTC Sponsor	Implementing Agency/Sub-Receipient (if different from Eligible Sponsor)	Sponsor Request by Phase	Total Request	Total 2025 Award Recommendation	Total 2025 Match	Total Awarded Scope Cost
Capital Projects								
86	Dumbarton West Connector ¹	SMCTD (SamTrans)		PLAN (\$650K), PE/ENV (\$500K), PS&E (\$15.1M)	\$16,250,000	\$16,250,000	\$5,574,000	\$21,824,000
76	Redwood City 4-Track Hub Station & Grade Separations	PCJPB (Caltrain)		PE/ENV (\$13.5M)	\$13,500,000	\$13,500,000	\$1,500,000	\$15,000,000
66	Next Generation Fare Gates	BART		CON (\$10.3M)	\$10,321,678	\$10,321,678	\$79,678,322	\$90,000,000
63	Stations Access and Safety Assessment and Improvements (SMC Only)	PCJPB (Caltrain)		PLAN (\$90K), PS&E (\$225K), CON (\$1.485M)	\$1,800,000	\$1,800,000	\$200,000	\$2,000,000
First/Last-Mile Projects								
N/A	Caltrain First/Last Mile Plan in San Mateo County ²	PCJPB (Caltrain)		PLAN (\$1.0M)	\$1,000,000	\$1,000,000	\$0	\$1,000,000
N/A	SamTrans First/Last Mile Plan ²	SMCTD (SamTrans)		PLAN (\$1.0M)	\$1,000,000	\$1,000,000	\$0	\$1,000,000
70	Bay Trail - Seaport Blvd Multi-Use Pathway	WETA (SF Bay Ferry)	City of Redwood City	PE/ENV (\$1.6M), PS&E (\$2M)	\$3,600,000	\$3,600,000	\$400,000	\$4,000,000
64	Huntington Avenue Bike/Ped Improvements - Segment II	BART	City of San Bruno	CON (\$4.0M)	\$4,000,000	\$4,000,000	\$2,550,000	\$6,550,000
Operations Projects								
79	EPX Service/Salesforce Transit Operations ³	SMCTD (SamTrans)		OPS (\$4.4M)	\$4,427,000	\$4,427,000	\$235,000	\$4,662,000
72	Ride Plus Expanded Operations to Palo Alto Transit Center	SMCTD (SamTrans)		OPS (\$5M)	\$5,000,000	\$5,000,000	\$1,800,000	\$6,800,000
69	Increased Weekend Service (SMC Contribution) ⁴	PCJPB (Caltrain)		OPS (\$8.8M)	\$8,820,000	\$8,820,000	\$17,640,000	\$26,460,000
Total					\$69,718,678	\$69,718,678	\$109,577,322	\$179,296,000

Conditions/Notes:

1 Conditional Award: Staff recommends programming and allocating for all phases but not executing a funding agreement for the PS&E phase until SamTrans presents to the TA Board on the PE/ENV phase in alignment with the TA Strategic Plan 2025-2029 Major Projects Advancement Policy.

2 No match is required for First/last-Mile Plan requests as the RTC Plan states the TA would provide seed funding for these plans with no match and were evaluated for completeness only to determine eligibility.

3 Route EPX must maintain regional operations to maintain eligibility for RTC funding and is eligible for the Equity-based reduced 5% match. Of the operating costs, \$3.8M is for the EPX Service and \$862,000 is the operating cost to lease two bus spaces at the Salesforce Transit Center.

4 Conditional Award: ~~Staff recommends programming and allocating the operating request with a condition that Caltrain secures the additional matching funds before a funding agreement may proceed. If such funds are not secured by June 2026, the funds will be de-programmed. Caltrain requested up to a maximum San Mateo County contribution of \$8.8M if the RTC program was undersubscribed. (The standard maximum request for operating support is \$5M).~~
Staff recommends programming and allocating the \$8.82M operating request with a condition that Caltrain secures the additional matching funds before a funding agreement may proceed. Caltrain proposed an equal split between all three county partners as part of the submitted application. Therefore, Caltrain and/or the other two county partners (Santa Clara and San Francisco) are responsible for securing the remaining funds \$8.82M each to cover the other two county’s shares by June 2026 or the funds will be de-programmed. At the time of allocation, no funding was identified for the other two counties contributions. Caltrain requested up to a maximum San Mateo County contribution of \$8.8M if the RTC program was undersubscribed. (The standard maximum request for operating support is \$5M).

Exhibit B: 2025 Cycle 1 Measure W Regional Transit Connections Program
Call for Projects Application Submittals
Summary List of Project Descriptions

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2025 Cycle 1 Measure W Regional Transit Connections (RTC) Program Call for Projects and includes the recommended final program funding awards supported by the Project Selection Committee. The descriptions are listed in alphabetical order by eligible sponsor agency.

1. Next Generation Fare Gates

Recommended Funding Award: \$10,321,678 – Construction (CON)

Sponsor and Implementing Agency: Bay Area Rapid Transit (BART)

RTC Sub-category: Capital

Scope: Construction (CON) funding to replace legacy fare gates at San Mateo County stations with advanced, tamper-resistant models that feature full-height barriers, improved detection sensors, and accessible designs compliant with the Americans with Disabilities Act (ADA) standards. The new gates will also integrate with modern payment systems, including contactless and mobile ticketing, to support faster throughput and user convenience. Installation plans will be tailored to each station's layout to minimize service disruption while maximizing system performance, safety, and fare compliance.

Benefit: The proposed improvements will reduce fare evasion, improve station security, and enhance the overall rider experience. Stations in San Mateo County—Millbrae, San Bruno, South San Francisco, Colma, and Daly City—are currently equipped with aging, fin-style fare gates, some of which have been in operation since the system opened in 1972. The existing fare gates have reached the end of their useful life and have proven to be ineffective in protecting the system against fare evasion.

2. Huntington Avenue Bicycle and Pedestrian Improvements – Segment II

Recommended Funding Award: \$4,000,000 - CON

Sponsor: BART

Implementing Agency: City of San Bruno

RTC Sub-category: First/Last-Mile

Scope: Construction (CON) funding for a 1/3-mile-long two-way separated Class IV cycle track on the east side of Huntington Avenue between San Bruno BART station and Herman Street. The project is the final gap closure in the bikeway network that, when complete, will connect from San Bruno to South San Francisco via the Centennial Trail, providing connectivity to BART and Caltrain services.

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

Benefit: The Huntington Avenue corridor is a key gateway and arterial with connections to the Centennial Way Trail, BART station, Caltrain station, SamTrans bus stops, Tanforan Shopping Center, and downtown San Bruno, and as a result carries a high level of traffic stress on the corridor. Huntington Avenue offers a unique opportunity to provide a dedicated north-south connection for cyclists, a connection that is currently missing. The project would serve as an extension of the Centennial Way Trail to downtown San Bruno. The project will create a safer and more comfortable first/last connection for commuters heading to jobs within San Bruno and throughout the greater Bay Area. This Project would save people time because there will be a direct corridor from South San Francisco to San Bruno.

3. Caltrain First/Last-Mile Plan in San Mateo County

Recommended Funding Award: \$1,000,000 – Planning (PLAN)

Sponsor and Implementing Agency: Peninsula Corridor Joint Powers Board (Caltrain)

RTC Sub-category: First/last-Mile

Scope: Planning (PLAN) funding to help address Caltrain’s 2022 Triennial Survey which found most riders (62 percent) in San Mateo County (County) access Caltrain stations by walking or riding a bike or scooter. This planning effort will support the implementation of the recently adopted a Station Access Policy (SAP) for Caltrain staff and external partners to make access-related decisions and prioritize investments that align with Caltrain’s overall mission, vision, and core values.

Benefit: The planning effort will create an access plan to identify gaps in the active transportation infrastructure near Caltrain stations in the County. It will assess existing conditions within a ½ mile radius of all Caltrain Stations within the County and develop criteria to rank access improvements based on Caltrain’s SAP goals. Caltrain will engage local jurisdictions and community groups to understand their plans and priorities through interviews, site visits, and an inventory of planned active transportation projects. Finally, projects will be prioritized using the identified criteria, resulting in a list highlighting critical improvement needs within a ½ mile of each Caltrain Station in the County and detail more specific improvements at four or more stations.

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

4. Increased Weekend Service (San Mateo County Contribution)

Recommended Funding Award: \$8,820,000 - Operations (OPS)

Sponsor and Implementing Agency: Caltrain

RTC Sub-category: Operations

Scope: Operations (OPS) funding to support expanded weekend service made possible by Caltrain electrification. Weekend service has increased from hourly to 30-minute frequencies, offering substantial improvements in mobility and regional connectivity for San Mateo County residents and neighboring areas, including San Francisco and Santa Clara Counties. Operating funds are being sought to sustain this enhanced level of service, which directly responds to community demand and contributes to a more accessible and integrated transit network. With the implementation of the new weekend schedule, Caltrain now serves each station between San Francisco 4th and King and Diridon Stations with 66 stops per day, an increase of 106.3 percent – more than double the previous diesel-service schedule of 32 stops per day per station.

Benefit: Caltrain Electrification enhanced the overall performance of the Caltrain system while significantly reducing its environmental footprint. Expanded weekend service was requested by customers who wanted additional service to access events and activities. The electrified weekend service also advances Caltrain's Equity, Connectivity, Recovery, and Growth Strategy objectives by providing faster, more reliable service that can accommodate growing ridership for all communities along the Caltrain corridor.

5. Redwood City 4-Track Hub Station and Grade Separations

Recommended Funding Award: \$13,500,000 – Preliminary Engineering/Environmental Clearance (PE/ENV)

Sponsor and Implementing Agency: Caltrain

RTC Sub-category: Capital

Scope: Preliminary Engineering/Environmental Clearance (PE/ENV) funding will support the improvements envisioned for the Redwood City Transit Center which is a key component of Caltrain's Board adopted Service Vision to accommodate plans for Caltrain and High-Speed Rail services. To achieve this vision, a 4-track mid-Peninsula transfer hub is necessary for faster passing trains to overtake slower trains and to facilitate transfers between local and express trains. The Project includes an expanded transit station at Redwood City to accommodate an increase in rail service. The Service Vision has identified the City of Redwood City (City) as the ideal location for a potential four-track mid-Peninsula hub due to its strong ridership, high land-use densities, and potential connection to future Dumbarton service.

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

Benefit: In addition to the four-track hub transfer station, the Project includes a redesigned bus station and six grade separations in Redwood City. These separations enhance corridor safety and reduce delays for crossing traffic as train volumes increase. They cater to all travel modes at Whipple Avenue, Brewster Avenue, Broadway, Main Street, and Chestnut Street. Maple Street will be closed to vehicles, serving only pedestrians and bicyclists.

6. Stations Access and Safety Assessment and Improvements (San Mateo County Only)

Recommended Funding Award: \$1,800,000 - PLAN (\$90,000), Plans, Specifications, and Estimates (PS&E) (\$225,000), CON (\$1,485,000)

Sponsor and Implementing Agency: Caltrain

RTC Sub-category: Capital

Scope: Multiple phases of funding to plan for, design, and construct low-cost, high-impact improvements to enhance the safety, accessibility, and overall experience for Caltrain riders at stations. By improving station amenities, access and safety, the project will strengthen connections to Caltrain's regional service for San Mateo County residents, supporting broader regional mobility goals. The project will focus on near-term solutions that deliver meaningful benefits to riders without requiring major capital investments. Identified improvements may include wayfinding, curb cuts, ADA enhancements, pedestrian crossings, sidewalk upgrades, bike facilities within the "last 50 feet" of a rider's trip from origin to a Caltrain station. The Project consists of two tasks: (1) On-site Station Access Assessment and (2): Station Safety Assessment and Closed Circuit Televisions (CCTV) Installation.

Benefit: The Station Safety and Access Assessment and Improvement Project builds on regional input and Caltrain's commitment to safety, accessibility, equity, and inclusion. Initiated through a risk assessment and aligning with Caltrain's Core Values. The project also responds to findings from a regional passenger survey, which ranked safety and ease of access as top rider priorities.

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

7. Dumbarton West Connector

Recommended Funding Award: \$16,250,000 - PLAN (\$650,000), PE/ENV (\$500,000), PS&E (\$15,100,000)

Sponsor and Implementing Agency: San Mateo County Transit District (SamTrans)

RTC Sub-category: Capital

Scope: Multiple phases of funding to plan for, environmental clearance, and design a transportation corridor that will eliminate long-standing transportation barriers and address disparities in mobility access for historically underserved communities along the Peninsula segment of the Dumbarton West Corridor. This 5-mile segment of underutilized rail corridor runs through the communities of East Palo Alto, North Fair Oaks, and Belle Haven/Menlo Park. Eighty percent of the corridor classified as a disadvantaged community.

Residents in these communities face limited access to reliable, efficient transit options, which restricts their connection to regional job centers, educational opportunities, and essential services. The Corridor also serves as a mobility barrier in these communities, with limited crossings. By revitalizing this corridor, the project will not only enhance equity and mobility but also support the broader goals of reducing traffic congestion and improving regional transit efficiency, while laying the groundwork for future regional Dumbarton Rail Corridor improvements.

Benefit: The project proposes to develop a dedicated busway along the corridor, complemented by enhanced bicycle and pedestrian infrastructure that improves first- and last-mile connectivity. These improvements will directly link disadvantaged neighborhoods to key regional transit services and improve the permeability of the corridor by adding new crossings and enhancing the safety of existing crossings. The project does not preclude future rail and could be repurposed if future regional rail service becomes attainable.

8. EPX Service/Salesforce Transit Operations

Recommended Funding Award: \$4,427,000 – OPS

Sponsor and Implementing Agency: SamTrans

RTC Sub-category: Operating

Scope: Operations (OPS) funding will support four years of continued operation of the SamTrans EPX express route, which provides critical weekday transit service every 45 minutes connecting East Palo Alto, Belle Haven, and surrounding areas to major destinations including San Francisco International Airport (SFO), San Bruno BART, and downtown San Francisco. The funding will cover essential operating expenses such as driver labor, vehicle maintenance, and administrative support, ensuring reliable, equitable access to regional job centers and transit hubs. Additionally, the funds will cover the lease of bus bays at the Salesforce Transbay Transit Center, the San

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

Francisco terminus of the two express routes (EPX and FCX), enabling safe and convenient passenger access in the city's core.

Benefit: The SamTrans EPX express route was launched to address longstanding transportation inequities experienced by residents of East Palo Alto and Belle Haven—communities historically underserved by direct and efficient public transit. These residents faced time consuming, multi-transfer commutes to reach major job centers, regional transit connections, and downtown San Francisco, resulting in limited access to employment opportunities and a greater dependence on personal vehicles. The increasing population and persistent congestion along the US 101 corridor further underscore the urgent need for a fast and environmentally sustainable transit solution that could reduce travel time, improve mobility, and ease roadway congestion.

9. SamTrans First/Last-Mile Plan

Recommended Funding Award: \$1,000,000 – PLAN

Sponsor and Implementing Agency: SamTrans

RTC Sub-category: First/Last-Mile

Scope: Planning (PLAN) funds will be used to develop a comprehensive First/Last-Mile (FLM) Plan and Policy for SamTrans, including a prioritized list of improvement projects with cost estimates. For the top 2–4 priority locations, the plan will include schematic designs or up to 15 percent preliminary engineering. The planning process will be grounded in a robust engagement strategy including pop-up events, targeted meetings with community-based organizations and working groups, multilingual outreach materials, and a virtual web-based input tool to ensure inclusive community participation and feedback. The FLM Plan aims to develop actionable recommendations for infrastructure improvements and programs to bridge the first- and last-mile gap within key points in SamTrans' service area.

Benefit: Currently, SamTrans does not have a station/facilities access improvement plan or equivalent plan, making this effort essential for guiding future investments and coordination with local jurisdictions. The resulting plan would serve as a strategic blueprint to create safe routes to transit for existing and future riders. As communities strive to reduce car dependency and transition toward more sustainable transportation options, there is a growing need for safe, accessible, and seamless connections to transit. The plan will support broader regional goals of enhancing transit ridership, reducing greenhouse gas emissions, and creating a more integrated multimodal transportation network.

2025 Cycle 1 Regional Transit Connections Program Call for Projects Application Submittals

Summary List of Projects Descriptions

10. Ride Plus Expanded Operations to Palo Alto Transit Center

Recommended Funding Award: \$5,000,000 – OPS

Sponsor and Implementing Agency: SamTrans

RTC Sub-category: Operating

Scope: Operations (OPS) funding to expand Ride Plus, a on-demand microtransit service to expand service to the Palo Alto Transit Center. Currently, Ride Plus provides curb-to-curb service within East Palo Alto and the Belle Haven neighborhood in Menlo Park. This funding to expand Ride Plus. This expansion would provide for connections to regional transit including Caltrain, Santa Clara Valley Transportation Authority (VTA), and Dumbarton Express services. The expanded service area will go into effect in Year 3 of the five-year contract, ensuring service through June 30, 2028.

Benefit: The communities of East Palo Alto and the Belle Haven neighborhood in Menlo Park have long faced limited access to reliable, flexible transit options, making it difficult for residents— many of whom are low-income or transit-dependent—to connect to jobs, medical services, and regional transit. The funding will allow for not only expands access but also improves rider experience while contributing to broader regional goals of reducing car dependency, lowering greenhouse gas emissions, and creating a more inclusive, resilient transportation system.

11. Bay Trail – Seaport Boulevard Multi-Use Pathway

Recommended Funding Award: \$3,600,000 – PE/ENV (\$1,600,000) and PS&E (\$2,000,000)

Sponsor: San Francisco Bay Area Water Emergency Transportation Authority (WETA) (SF Bay Ferry)

Implementing Agency: City of Redwood City

RTC Sub-category: First/Last-Mile

Scope: Multiple phases of funding will be used environmentally clear and design Redwood City's Bay Trail - Seaport Boulevard Multi-Use Pathway Project that will improve the existing path along Seaport Boulevard between SR 84 and US 101 interchange. The improvements to be considered include widening the existing path, enhancing lighting, enhancing crossings at the intersections, re-paving, signage, etc.

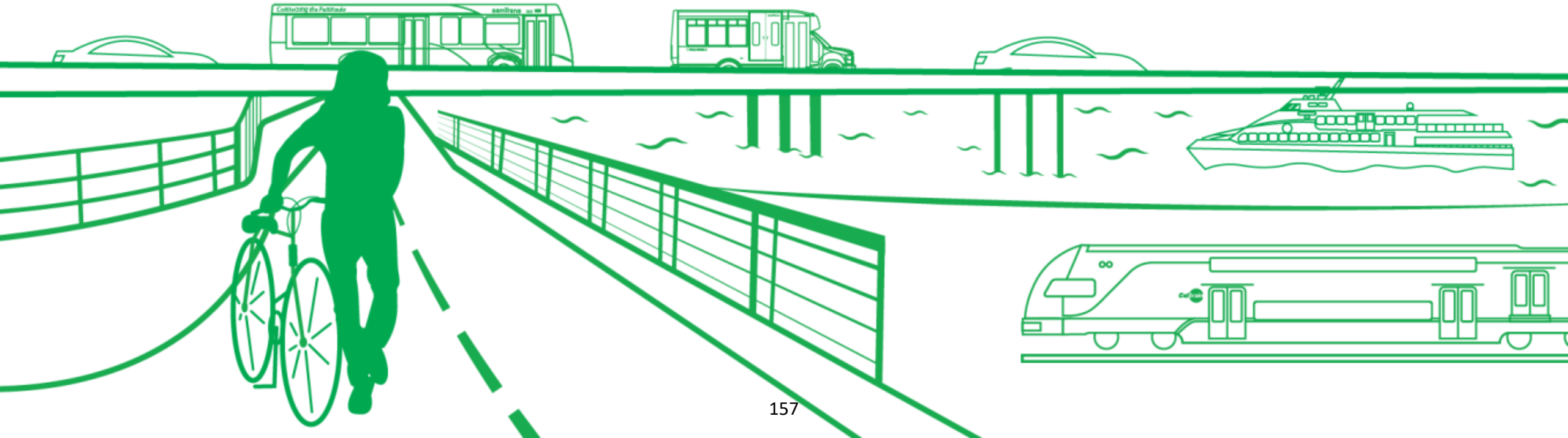
Benefit: The Redwood City ferry terminal project is currently in the environment phase. In the past few years, a feasibility study and a business plan were completed for a ferry terminal at the eastern end of Seaport Boulevard. The studies identified that a ferry terminal is feasible at this location and will help with congestion relief on the current bridges that connect East Bay and Peninsula. The Business Plan identified first/last-mile needs to the new terminal including for a high-quality bicycle and pedestrian connection between the future ferry terminal with the rest of the city along Seaport Boulevard.



SAN MATEO COUNTY
**Transportation
Authority**

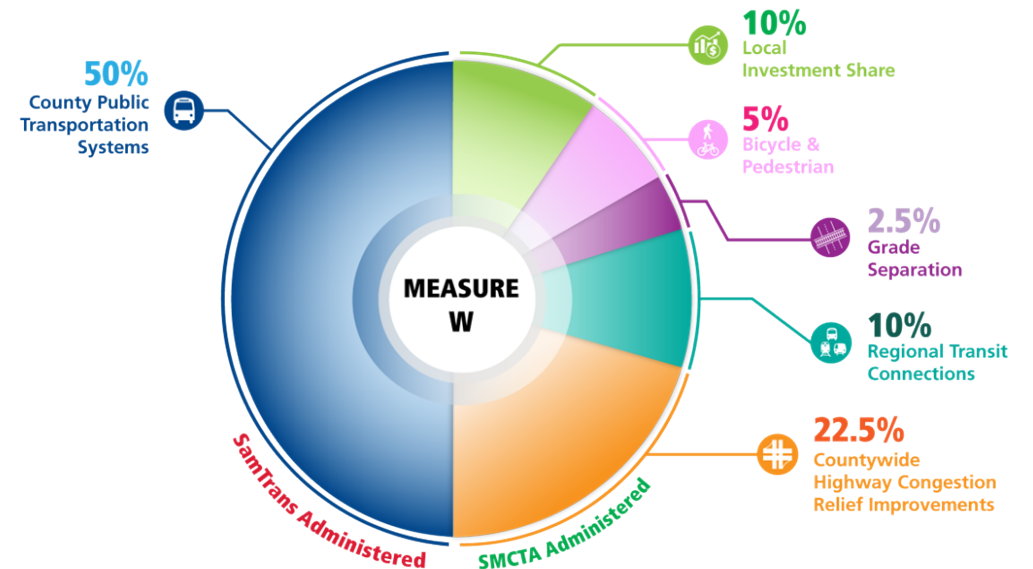
Item #10.b.
5/2025

2025 Cycle 1 Regional Transit Connections Call for Projects



MEASURE W AND RTC

- 10% of total Measure W revenue goes toward the new RTC program category (approximately \$11-13 million annually)
- TA Strategic Plan 2020-2024 called for an RTC Plan and CIP to guide funding decisions which was adopted in October 2024
- The RTC Plan was then integrated into the TA Strategic Plan 2025-2029



RTC PROGRAM OVERVIEW

- Program will fund regional transit improvements such as rail, ferry, or express bus projects
- Capital and operations projects are eligible
- Call for Projects occurs on a four-year cycle

Examples of Eligible Projects



Rider Experience and Station Access Improvements



New Ferry Terminals and Vessels



Enhanced Express Bus Service



RTC PROGRAM OVERVIEW

Program Goals from the RTC Plan

- Increase regional transit services and enhance infrastructure to improve transit speed and reliability.
- Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors.
- Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders.
- Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility.



160



PROGRAM SUB-CATEGORIES

Category	Definition	Funding Split Targets	Available Funding
Capital	Projects that will construct new infrastructure or alter the built environment	60%	\$42M
Operations ¹	Projects that will improve existing transit service	30%	\$17.5M
First/Last-Mile	Projects that will provide safe active transportation connections to regional transit nodes	10%	\$10.5
Total			\$70M

1. New or expanded operations only. Existing service level operating funds are not eligible.



161

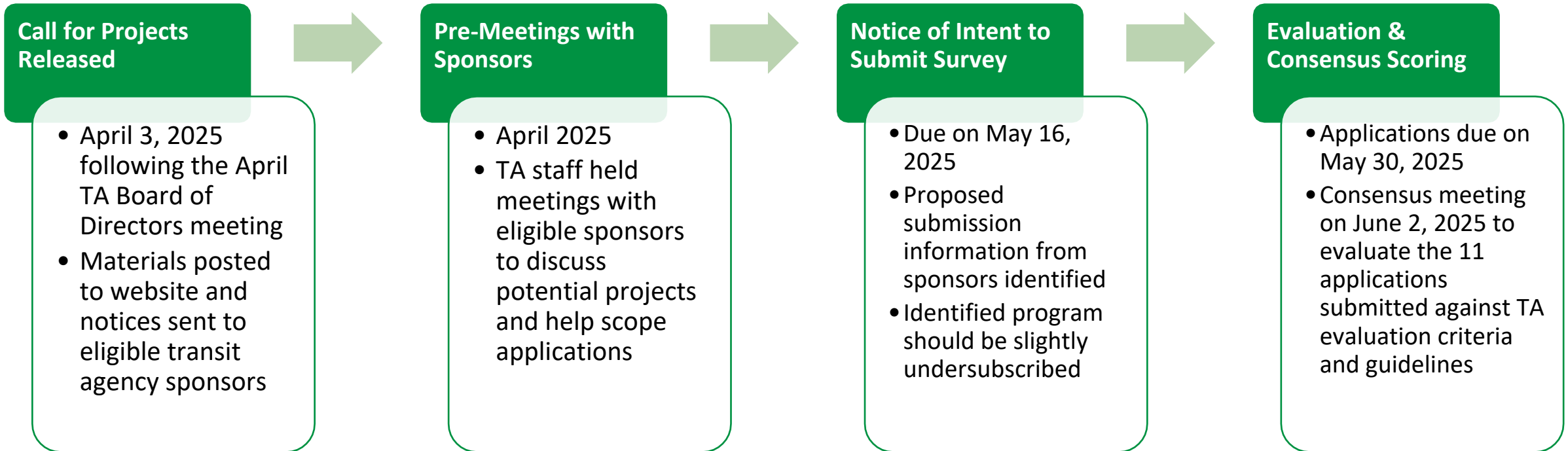


PROGRAM GUIDELINES

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Limit to public transit agencies (implementing agencies may be other local governmental agencies)
Matching Funds: Standard	Ten percent
Matching Funds: Equity Priority Locations	Reduce the minimum match to five percent for program applications located primarily in or that would reasonably serve people in MTC and/or SamTrans equity priority locations.
Minimum Funding Request	Require a minimum request of \$500,000 per allocation except for planning or feasibility study phases in support of a capital project.
Maximum Project Award	Capital projects: requests capped at \$25 million, operations projects capped at \$5 million, and first/last-mile projects capped at \$5 million.
Number of Applications	Eligible sponsors may submit up to three applications per RTC Call for Projects cycle. One additional application may be submitted for projects where the sponsor is acting solely as the lead agency to support a separate implementing agency.



CALL FOR PROJECTS PROCESS



PROJECT EVALUATION

Criteria	Definition	Criteria Weight
Connectivity	Project's ability to provide transit connectivity, speed, and/or reliability improvements between San Mateo County and Alameda County, San Francisco County and/or Santa Clara County	30%
Sustainability	Project's ability to sustain ridership and growth, implement green infrastructure, and/or reduce congestion (vehicle miles travelled) on the region's highways and roadways	20%
Equity and Community Support	Project's support from local communities and/or the RTC engagement process while also promote equity through the proximity to and/or serving of MTC Equity Priority Communities and/or SamTrans EPAs	25%
Safety and Customer Experience	Project's ability to reduce collisions, increase security, improve first/last-mile connections to and from transit services for non-single occupant vehicle users	20%
Readiness	Project's ability to proceed as quickly as possible following award of funding	5%



PROJECT SUBMISSIONS

Item #10.b.
6/5/2025

Project	Sponsor/ Implementing Agency	RTC Subcategory	Funding Requests
Next Generation Fare Gates	BART	Capital	\$10,321,678
Huntington Avenue Bike/Ped Improvements - Segment II	BART/City of San Bruno	First/last-Mile	\$4,000,000
Caltrain First/Last Mile Plan in San Mateo County	PCJPB (Caltrain)	First/last-Mile	\$1,000,000
Increased Weekend Service (SMC Contribution)	PCJPB (Caltrain)	Operating	\$8,820,000
Redwood City 4-Track Hub Station & Grade Separations	PCJPB (Caltrain)	Capital	\$13,500,000
Stations Access and Safety Assessment and Improvements (SMC Only)	PCJPB (Caltrain)	Capital	\$1,800,000
Dumbarton West Connector	SMCTD (SamTrans)	Capital	\$16,250,000
EPX Service/Salesforce Transit Operations ⁴	SMCTD (SamTrans)	Operating	\$4,427,000
SamTrans First/Last Mile Plan	SMCTD (SamTrans)	First/last-Mile	\$1,000,000
Ride Plus Expanded Operations to Palo Alto Transit Center	SMCTD (SamTrans)	Operating	\$5,000,000
Bay Trail - Seaport Blvd Multi-Use Pathway	WETA (SF Bay Ferry)/City of Redwood City	First/last-Mile	\$3,600,000
			\$69,718,678



ALLOCATION SUBJECT TO THE FOLLOWING PROJECT CONDITIONS

SamTrans Dumbarton West Connector

- Staff recommends programming and allocating for all phases but not executing a funding agreement for the PS&E phase until SamTrans presents to the TA Board on the PE/ENV phase in alignment with the TA Strategic Plan 2025-2029 Major Projects Advancement Policy. Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors.

Caltrain Increased Weekend Service (SMC Contribution)

- Staff recommends programming and allocating the operating request with a condition that Caltrain secures the additional matching funds before a funding agreement may proceed. If such funds are not secured by June 2026, the funds will be de-programmed. Caltrain requested up to a maximum San Mateo County contribution of \$8.8M if the RTC program was undersubscribed. (The standard maximum request for operating support is \$5M).



FUNDING RECOMMENDATION

Staff proposes the Board of Directors:

- Program and allocate \$69,718,678 in Measure W Regional Transit Connections Cycle 1 Program funds to projects listed in Exhibit A and described in Exhibit B;
- Authorize the Executive Director or Executive Officer to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.



THANK YOU!

Contact

Patrick Gilster

Director, Planning and Fund Management

gilsterp@samtrans.com



168



**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: **Adopting a Budget in the Amount of \$187,105,622 for Fiscal Year 2026**

Action

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Adopt the Proposed Fiscal Year 2026 (FY26) budget in the amount of \$187,105,622 following the public hearing set for this meeting; and
2. Approve to categorize all new interest income on Original Measure A fund balances as “New Measure A Interest Income” starting on July 1, 2025 to eliminate further interest accruals under Original Measure A and facilitate progress toward closure of open Original Measure A fund categories by the end of FY26; and
3. Authorize the Executive Director, or designee, to act in the capacity of Treasurer for purposes of TA fund investments during the period of July 1, 2025 through June 30, 2026 for compliance with section 53607 of the California Government Code.

Significance

At the May 1, 2025, Board meeting, staff presented a Preliminary FY26 Budget. The Proposed FY26 Budget reflects the following changes made since that time:

Total Sources (Attachment A, line 15): Sources have increased by a net \$0.3 million from the Preliminary Budget of \$206.1 million, to the Proposed Budget of \$206.4 million. This increase reflects the scheduled carryforward of revenue originally planned for the spend down and closeout of Original Measure A in FY25, which has now been extended into FY26. In addition, staff propose to categorize all new Original Measure A interest income starting July 1, 2024 to New Measure A interest income to avoid interest accrual complications associated with the closure of Original Measure A.

- New Measure A Interest Income (line 2) – an increase of \$1.1 million
- Original Measure A Interest Income (line 7) – a decrease of \$0.8 million

Total Expenditure Authorization (Attachment A, line 44): A decrease of \$0.8 million from the Preliminary Budget of \$187.9 million, to the Proposed Budget of \$187.1 million. This reduction results from the recategorization of interest income from Original Measure A to New Measure A, aligning expenditures with the updated funding sources.

- Original Measure A Interest Competitive Programs Authorization (line 37) – a decrease of \$0.8 million, offsetting the corresponding adjustment in Original Measure A Interest Income noted above.

Detailed descriptions of the line items are available for reference in the Appendix.

Categorize Original Measure A Interest as “New Measure A Interest” Starting July 1, 2025

The Original Measure A Expenditure Plan requires that all interest income be reallocated to the approved categories for future allocations and programming. However, as interest continues to accrue on the remaining fund balances from the open and active programs (Highway and Caltrain), additional funds would require ongoing allocation, interfering with the closure of Original Measure A funds.

Staff recommends categorizing interest earnings from Original Measure A as “New Measure A” interest starting on July 1, 2025. This will eliminate further interest accrual under Original Measure A and allow for the closure of these fund balances by the end of FY26. The use of interest earnings under New Measure A will be subject to Board approval as part of the annual budget adoption process and programming/allocation actions.

Investment Authority Delegation

The authority to invest and manage the holdings of the TA rests with the Board. California Government Code section 53607 permits the Board to delegate that authority for one-year periods. Pursuant to Reso 2024-9, the Board approved aligning the annual designation of a Treasurer with the adoption of the TA’s annual budget.

Staff recommend continuing this approach, ensuring compliance with Government Code section 53607 while maintaining flexibility for periodic revisions to the Investment Policy as needed.

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. The TA also helps partner agencies plan for and implement projects funded by Measures A and W, when needed.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Patrick Gilster	Director, Planning and Fund Management	650-622-7853

Appendix

**San Mateo County Transportation Authority (TA)
Fiscal Year 2026 Proposed Budget
Details on Sources and Expenditure**

The Fiscal Year 2026 (FY26) 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 San Mateo County Transportation Authority's (TA) Proposed Budget for FY26, by line item. Each section has a reference to the attachment and line item that corresponds to the Budget Statement as shown on Attachments A and B.

Sources (Attachment A)

Total projected revenue for FY26 is \$206.4 million (M), a decrease of \$0.6M or 0.3 percent (%) from the FY25 Revised Budget. The revenue is comprised of the components discussed below:

Sales Tax

New Measure A Sales Tax (Attachment A, line 1)

San Mateo County Ordinance No. 04223 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, which was approved by the voters in November 2004 as a new Measure A.

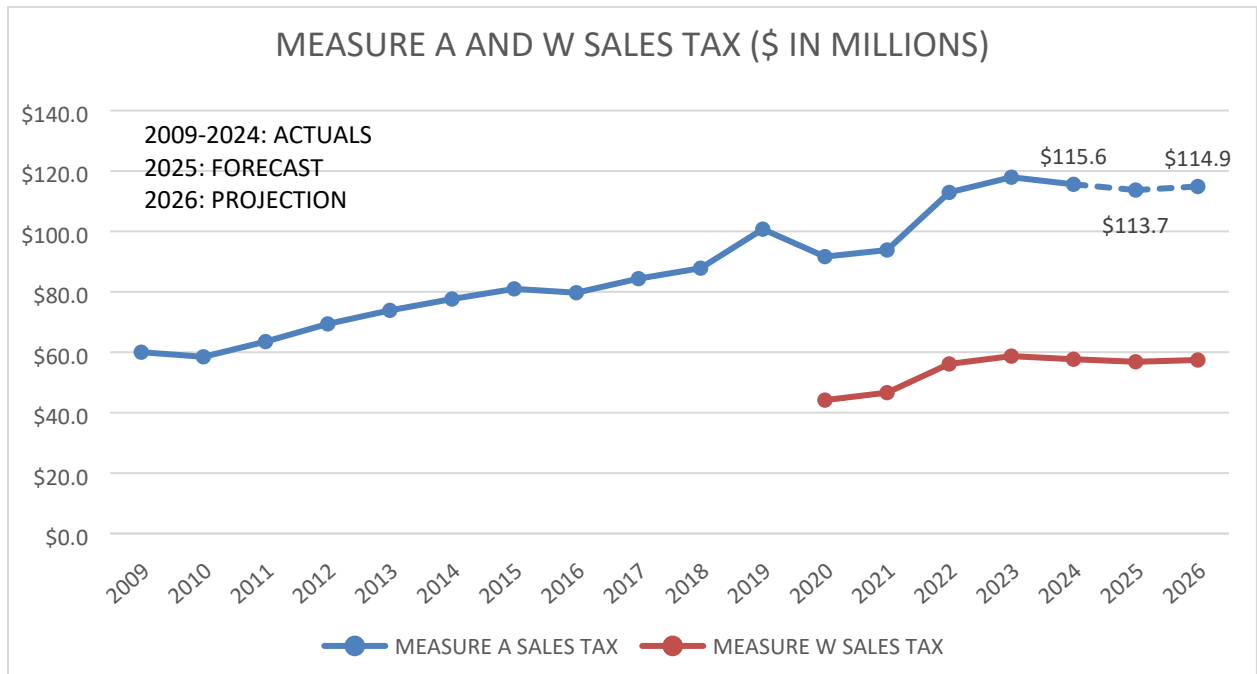
The FY25 Forecast Sales Tax of \$113.7M for New Measure A reflects a 3.7% decrease compared to the Revised Budget of \$118.0M, due to economic uncertainty, a potential federal rate decline and higher business operating costs. The FY26 Proposed Budget shows a slight increase from the FY25 Forecast, reflecting mild recovery and growth as inflation improves and consumer sentiment shifts. FY26 Measure A Sales Tax is projected to be \$114.9M.

From a year-over-year budget comparison, FY26 represents a decrease of \$3.1M (2.7%) lower than the FY25 Revised Budget.

Below is a table that shows projected Sales Tax revenue for the FY25 Revised, FY25 Forecast, and FY26 Proposed Budget. The following is a graph that shows historical Sales Tax receipts not adjusted for inflation.

	FY25 Revised	FY25 Forecast	FY26 Proposed
New Measure A Sales Tax	\$118,000,000	\$113,681,000	\$114,856,000

Appendix



Measure W Sales Tax (Attachment A, line 3, 4, and 5)

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% of Measure W tax revenues.

The projected sales tax receipts for Measure W in FY25 and FY26 are aligned with the New Measure A mentioned above. For the 50% Measure W that is managed by the TA (Attachment A, line 4), the FY26 Proposed Budget is projected at \$57.4M, a decrease of \$1.6M (2.7%) lower than the FY25 Revised Budget. Below is a table that shows projected Sales Tax revenue for the FY25 Revised, FY25 Forecast, and FY26 Proposed Budget.

	FY25 Revised	FY25 Forecast	FY26 Proposed
Measure W Sales Tax	\$118,000,000	\$113,681,000	\$114,856,000
TA Managed 50% Measure W	\$59,000,000	\$56,840,500	\$57,428,000

Interest Income

New Measure A Interest Income (Attachment A, line 2)

Interest Income is income generated from the New Measure A fund balances. Interest Income for FY26 is estimated at \$18.6M, an increase of \$2.8M (17.7%) compared to the FY25 Revised Budget, driven by a larger investment portfolio, slower than expected federal reserve rate decreases, and recategorizing projected interest earning from Original Measure A to New Measure A.

Measure W Interest Income (Attachment A, line 6)

Appendix

This income revenue is generated from Measure W fund balances. Interest Income for FY26 is estimated at \$7.2M, an increase of \$1.0M (16.5%) compared to the FY25 Revised Budget, driven by a larger investment portfolio and slower than expected federal reserve rate decreases.

Original Measure A Interest Income (Attachment A, line 7)

Beginning in FY26, interest income generated from Original Measure A is recategorized as New Measure A interest income (referenced in Line 2 above) to allow the closure of Original Measure A by the end of FY26. As a result, this line item has a zero budget in FY26.

Rental Income (Attachment A, line 8)

This income is generated from properties the TA owns and leases. Rental Income for FY26 is projected at \$1.2M. This represents an increase of \$0.2M (23.8%) from the FY25 Revised Budget, attributed to project-related leases continuing throughout FY26, anticipated recovery of rent payments and increases in the Consumer Price Index (CPI). There is a corresponding expense on Attachment A, line 21.

External Funding (Attachment A, line 9)

This line item will capture any grant funding or local agency contributions to TA projects. It is subject to budget amendment from call-for-projects and/or grant applications. FY26 is projected at \$3.0M based on funded projects schedules.

Due From San Mateo County Express Lanes-Joint Powers Authority (SMCEL-JPA)

Due from SMCEL-JPA – Credit Fee (Attachment A, line 11)

This is an annual fee that the TA charges the SMCEL-JPA for the TA's \$100M bond issuance in 2020 for capital, finance and support costs associated with the San Mateo 101 Express Lanes Project. This fee is to compensate the TA for risk and efforts associated with the issuance and maintenance of the bond. The Credit Fee is based on the bond loan's outstanding balance of \$93.7M at an annual rate of 0.4%. FY26 Proposed Budget is projected to be \$0.4M.

Due From SMCEL-JPA – Bond Interest (Attachment A, line 12)

The FY26 Proposed Budget for Bond Interest is \$3.3M based on the outstanding Bond balance of \$93.7M. It is expected that the SMCEL-JPA would reimburse the TA for such expenses. There is a corresponding expense on Attachment A, line 39.

Due From SMCEL-JPA – Bond Related Debt Fees (Attachment A, line 13)

Bond Related Debt Fees are budgeted at \$0.4M. This line comprises of trustee and remarketing fees, Letter of Credit (LOC) fees, and bond counsel costs. It is expected that the SMCEL-JPA would reimburse the TA for these expenses. There is a corresponding expense on Attachment A, line 40.

Appendix

Due from SMCEL-JPA – Operating Advances Interest (Attachment A, line 14)

Operating Advances Interest refers to the interest receivable from SMCEL-JPA on prior years' operating advances. The FY26 Proposed Budget is currently at \$0, as the TA is working with the SMCEL-JPA to repay the TA the entirety of all prior operating advances provided to SMCEL-JPA. To effectuate the repayment of those advances, the budget resolution will specify the maturity date of July 1, 2025. The debts will be repaid by June 30, 2025 and recognized on the TA financial statements in FY25.

Uses: Expenditure Authorization (Attachment A)

The total Proposed Budget expenditures for FY26 are projected at \$187.1M, a decrease of \$29.0M (13.4%), compared to the FY25 Revised Budget. The budget includes funds that the TA is authorized to make available for pass-through categories or competitive and discretionary program categories. The expenditure is comprised of the components discussed below:

New Measure A Expenditure (Attachment A, line 16) is budgeted primarily based upon the Transportation Expenditure Plan as follows:

Category	% of Tax	FY26 Budget
Local Streets/Transportation	22.5%	\$25.8M
Transit - Paratransit	4.0%	\$4.6M
Transit – SFO BART Extension	2.0%	\$2.3M
Pass-Through Annual Program Allocations (line 17)	28.5%	\$32.7M
Alternative Congestion Relief	1.0%	\$1.2M
Grade Separations	15.0%	\$17.2M
Highways	27.5%	\$31.6M
Pedestrian and Bicycle	3.0%	\$3.4M
Transit - Caltrain	16.0%	\$18.4M
Transit - Dumbarton	2.0%	\$2.3M
Transit - Ferry	2.0%	\$2.3M
Transit – Local Shuttle Service	4.0%	\$4.6M
Competitive and Discretionary Programs Authorization (line 18)	70.5%	\$81.0M
Administration-Staff Support (line 19)	1.0%	\$1.2M
Total Measure A Transportation Expenditure Plan	100.0%	\$114.9M

Pass-Through Annual Program Allocations (Attachment A, line 17)

Annual Program Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY26 are projected at \$32.7M, a decrease of \$0.9M (2.7%) from the FY25 Revised Budget.

- **Local Streets/Transportation** is for the direct allocations for improvement and maintenance of local transportation, including streets and roads to the twenty cities and the unincorporated portions of the San Mateo County. The FY26 Proposed Budget is \$25.8M.

Appendix

- **Paratransit** is to meet the paratransit needs of the San Mateo County. The FY26 Proposed Budget is \$4.6M.
- **SFO Bart Extension** 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. The FY26 Proposed Budget is \$2.3M.

Competitive and Discretionary Programs Authorization (Attachment A, line 18)

Competitive and Discretionary Programs Authorization are held in reserves and subject to Board approval in future programming actions. Total Measure A Categories for FY26 are projected at \$81.0M, a decrease of \$2.2M (2.7%) compared to the FY25 Revised Budget.

- **Alternative Congestion Relief** aims to reduce single occupancy vehicle (SOV) trips on congested freeways and busy city streets. These customized programs target both infrastructure problems and personal driving habits. The FY26 Proposed Budget is \$1.2M.
- **Grade Separations** are dedicated toward improving safety at railroad crossings and relieving local traffic congestion. The FY26 Proposed Budget is \$17.2M.
- **Highways** aim to reduce traffic congestion and improve safety on highways and roadways in the San Mateo County. The FY26 Proposed Budget is \$31.6M.
- **Pedestrian and Bicycle** funds specific projects that encourage and improve walking and bicycling conditions. The FY26 Proposed Budget is \$3.4M.
- **Caltrain** category is to help fund San Mateo County's share of contributions to the Peninsula Corridor Joint Powers Board (JPB/Caltrain) annual operating and capital funding needs upon request from the JPB. The allocation is held in reserves until the three Caltrain member agencies have negotiated the annual contributions to Caltrain. The funds can also be requested by the JPB for San Mateo County-specific projects. In general, allocations from the TA will only be made if the other two JPB counties make proportionate shares. The FY26 Proposed Budget is \$18.4M.
- **Dumbarton** is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. The FY26 Proposed Budget is \$2.3M.
- **Ferry** funding is dedicated to capital projects to support ferry services in either South San Francisco or Redwood City. The FY26 Proposed Budget is \$2.3M.
- **Local Shuttle Services** supports commuter and community shuttle programs in San Mateo County. The FY26 Proposed Budget is \$4.6M.

Administrative (Attachment A, line 19)

The TA is authorized to set aside 1% of New Measure A revenues to cover staff wages and benefits. The FY26 Proposed Budget is \$1.2M.

Appendix

New Measure A (Rental Income, line 20)

This line is connected to the “Rental Income” in line item 8. To close out all remaining active Original Measure A categories by the end of FY26, all future rental income will be allocated to the corresponding New Measure A categories until the properties are transferred or purchased for TA-supported projects pursuant to Resolution No. 2025-03, which was approved by the Board in February 2025. Rental Income for FY26 is projected at \$1.2M. This represents an increase of \$0.2M (23.8%) from the FY25 Revised Budget, attributed to project related leases continuing throughout FY26, anticipated recovery of rent payments, and a Consumer Price Index (CPI) increase.

New Measure A (Interest Income)

Oversight (Attachment A, line 23)

This line includes staff and consultant costs specific to Measure A to support project management/delivery, monitoring of projects, calls for projects, and administration of TA policies and procedures. This expenditure will be funded from interest earned from the investment of Measure A fund balances. The FY26 Proposed Budget is \$2.0M, a decrease of \$0.5M compared to the FY25 Revised Budget with the assumption oversight activities ramp up in the Measure W funded projects.

Administrative (Attachment A, line 24)

This line reflects the interest earned in the investment of Measure A fund balances, which can be used to cover Operating Non-labor costs and Labor costs that exceed the 1% Measure A Sales Tax Allocation. A detailed breakdown is in Attachment B. The FY26 Proposed Budget is \$3.6M, an increase of \$1.3M (56.0%) compared to the FY25 Revised Budget.

City/County Association of Governments (C/CAG) Support (Attachment A, line 25)

This line reflects financial support to C/CAG for its regional planning efforts. The FY26 Proposed Budget includes \$0.3M to assist C/CAG's leadership of Grand Boulevard Initiative planning work, which will complement a federal earmark for transportation improvement in San Bruno and Millbrae.

Technical Assistance Program (Attachment A, line 26)

This line was added when Strategic Plan 2025 – 2029 was adopted by the Board in December 2024, pursuant to Resolution No. 2024-22. FY25 allocated \$2M initial funding to formalize and expand the Technical Assistance Program to offer Call for Project (CFP) planning, technical training, advisory group meetings, project implementation support, and grant support and application assistance to sponsors. Staff will assess annually if additional funding is needed. For FY26, it is assumed no additional allocation will be required.

Measure A Reauthorization (Attachment A, line 27)

This line is a new item to allocate \$0.5M Measure A interest income to support early planning and polling activities related to the reauthorization or renewal of Measure A, which is set to sunset in 2033.

Appendix

Measure W (TA Managed Sales Tax)

Measure W Expenditure (Attachment A, line 28) is budgeted from the TA-Managed 50% share of the Congestion Relief Plan.

<u>Category</u>	<u>% of Tax</u>	<u>FY26 Budget</u>
Local Streets/Transportation	10.0%	\$11.5M
Pass-Through Annual Program Allocations (line 29)	10.0%	\$11.5M
Bicycle and Pedestrian Improvements	5.0%	\$5.7M
Countywide Highway Congestion Improvements	22.5%	\$25.8M
Grade Separations	2.5%	\$2.9M
Regional Transit Connections	10.0%	\$11.5M
Competitive and Discretionary Programs Authorization (line 30)	40.0%	\$45.9M
Total TA Managed Measure W Congestion Relief Plan	50.0%	\$57.4M

Pass-Through Annual Program Allocations (Attachment A, line 29)

Annual Program Allocations are allocated directly to recipients without a separate fund programming process. Total Annual Allocations for FY26 are projected at \$11.5M, a decrease of \$0.3M (2.7%) from the FY25 Revised Budget.

- **Local Streets/Transportation** is for the major arterial and local roadway improvements in key congested areas throughout San Mateo County. The FY26 Proposed Budget is \$11.5M.

Competitive and Discretionary Programs Authorization (Attachment A, line 30)

Competitive and Discretionary Programs Authorization are held in reserves and subject to Board approval in future programming cycles. The total Measure W Categories for FY26 are projected at \$45.9M, a decrease of \$1.3M (2.7%) compared to the FY25 Revised Budget.

- **Bicycle and Pedestrian Improvements** is to connect communities and neighborhoods with schools, transit and employment centers countywide through safer, expanded bike/pedestrian access. The FY26 Proposed Budget is \$5.7M.
- **Countywide Highway Congestion Improvements** is to improve congestion throughout and travel times on highway facilities in San Mateo County. The FY26 Proposed Budget is \$25.8M.
- **Grade Separations** is to improve safety by separating existing at-grade crossings of the Caltrain rail line. The FY26 Proposed Budget is \$2.9M.
- **Regional Transit Connections** will invest in infrastructure and services that are designed to improve transit connectivity between the San Mateo County and the nine county Bay Area region. The FY26 Proposed Budget is \$11.5M.

Appendix

Measure W (Interest Income)

Oversight (Attachment A, line 34)

Oversight includes staff and consultant costs specific to Measure W to support project management/delivery, monitoring of projects, calls for projects, and administration of the TA's policies and procedures. This expenditure will be funded from interest earned on the investment of Measure W fund balances. The FY26 Proposed Budget is \$0.5M, an increase of \$0.3M compared to FY25 Revised Budget with the assumption oversight activities ramp up in the Measure W funded projects to complement the slight reduction in associated Measure A oversight in FY26.

Administrative (Attachment A, line 35)

Administrative costs are funded by using the interest earned on the investment of Measure W fund balances. These funds cover Measure W-related operating costs, as detailed in Attachment B. The FY26 Proposed Budget is \$55,000.

Original Measure A (Interest Income)

Competitive and Discretionary Programs Authorizations (Attachment A, line 37)

This line is connected to the "Original Measure A Interest Income" in line item 7. Beginning in FY26, interest income generated from Original Measure A is recategorized as New Measure A interest income to allow remaining fund balance to be spent and closed by the end of FY26. As a result, this line item has a zero budget in FY26.

SMCEL-JPA

SMCEL-JPA Bond Interest (Attachment A, line 39)

This line is connected to the "Due from SMCEL-JPA Bond Interest" in line item 12. This expense reflects the costs incurred by the TA on the TA issued debt in 2020 on behalf of the SMCEL-JPA to finance construction of the San Mateo 101 Express Lanes Project. The FY26 Proposed Budget is \$3.3M based on the outstanding Bond balance of \$93.7M. Staff expects the SMCEL-JPA to reimburse the TA in full for such expenses.

SMCEL-JPA Bond-Related Debt Fees (Attachment A, line 40)

This line is connected to the "Due From SMCEL-JPA Bond Related Debt Fees" in line item 13. The FY26 Proposed Budget is budgeted at \$0.4M, and comprises of trustee and remarketing fees, Letter of Credit (LOC) fees, and bond counsel costs. Staff expects the SMCEL-JPA to reimburse the TA in full for such expenses.

External Funding Expenditures (Attachment A, line 42)

This line is connected to the External Funding in line item 9. It will capture expenditures from any grant funding or local agencies' contributions to the TA projects. These amounts are subject to budget amendment from calls-for-projects and/or grant applications. FY26 is projected at \$3.0M based on funded projects schedules.

Appendix

Administrative Expenditure (Attachment B)

Total administrative expenditure for FY26 is projected at \$4.8M, an increase of \$1.3M (37.5%) from the FY25 Revised Budget. The expenditure is comprised of the components discussed below:

Staff Support (Attachment B, line 1)

Staff Support includes wages and benefits for San Mateo County Transit District (District) staff that administers the TA, as well as funding of the Retiree Medical and CalPERS liabilities. The FY26 Proposed Budget is \$2.9M, an increase of \$0.9M (45.0%) from the FY25 Revised Budget. FY26 includes a 3.5% universal wage increase for non-represented employees and an increase of 3.08 operating Full-Time Equivalents (FTEs), from 8.19 FTEs in FY25 to 11.27 FTEs in FY26, due to the increased staff support for TA.

Professional Services (Attachment B, line 2)

The FY26 Proposed Budget for this line is \$0.8M. This line item is comprised of \$0.3M in legal services, \$0.2M in legislative advocacy services, and \$0.3M in consultants, annual audit services, and other contracted services. This is an increase of \$0.1M (24.0%) compared to the FY25 Revised Budget, due to higher costs for legal services, anticipated cost increases in the legislative advocate contracts, and other contracted services. FY26 Professional Services are funded by Measure A interest income.

Insurance Premiums (Attachment B, line 3)

The FY26 Proposed Budget for this line is \$0.3M to cover general liability and public officials' liability coverages for the TA. The FY26 Proposed Budget is higher than the FY25 Revised Budget by \$56,000 (20.1%) assuming annual increase on premiums based on spending trend. FY26 Insurance Premiums are funded by Measure A interest income.

Bank and Investment Fees (Attachment B, line 4)

The FY26 Proposed Budget for this line is \$0.2M. This line item is comprised of bank and investment fees. There is a \$0.1M (44.2%) increase in the FY26 Proposed Budget, driven by a higher portfolio investment fee to manage a larger investment portfolio. FY26 Bank and Investment Fees are funded by Measure A interest income.

Other (Attachment B, line 5)

Other Expenses are budgeted at \$0.5M for FY26. This line is comprised of the Board of Directors 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. This is a \$0.1M (30.5%) increase in the FY26 Proposed Budget, for staff leadership development and Managing Agency Overhead Costs from the District. FY26 Other Expenses are funded by Measure A interest income.

Original Measure A Allocation and Authorization (Attachment C)

Attachment C reflects the Original Measure A combined sales tax, interest earnings, and rental income up to June 2024, along with the projected adjusted interest earnings for FY25 and Proposed interest projections for FY26. The attachment shows the combined funds available for

Appendix

distribution by the TA to project sponsors in accordance with the Original Measure A Transportation Expenditure Plan and as determined by the TA Board. Original Measure A ceased to collect sales tax in 2008 (“sunset”) and program categories have been closed out as available funding has been fully programmed. The Caltrain Improvements and Streets and Highways program are the only remaining categories with active projects and available interest earnings to be programmed. All interest revenues and adjustments inception to FY25 are distributed to the Caltrain and Streets and Highways categories until the Original Measure A is closed out with all projects being completed by the end of FY26.

Original Measure A Programming and Adjustments by Category for July 2024 to April 2025 consists of:

- Caltrain
 - \$2.7M fund swap for the Caltrain Electrification Project and CBOSS/PTC Project from Original Measure A to New Measure A to make funds available for programming while those projects await longer-term close-out
 - \$3.3M in funds made available for programming from closed projects/phases
- Highway
 - \$1M in fund swaps for the US 101/SR 92 Interchange Area Improvements Project, SR92 El Camino Real Ramp Project, US 101/Willow Rd Interchange Project from Original Measure A to New Measure A to make funds available for programming
 - \$5M fund swap for the US 101/University Avenue Interchange Project from Original Measure A to New Measure A to make funds available for programming
 - \$1k in funds made available for programming from closed projects/phases.

New Measure A Allocation and Authorization (Attachment D)

Attachment D reflects the New Measure A sales tax earnings up to June 2024 along with the projected earnings for FY25, Proposed sales tax projections for FY26, and the respective rental income from TA owned properties along the right of way. The attachment shows the funds available for distribution by the TA to project sponsors in accordance with the 2004 New Measure A Expenditure Plan and as determined by the TA Board. Pass-through annual program allocations for Local Streets/Transportation, Paratransit, and the SFO BART Extension are directly administered to the applicable agencies. New Measure A dedicates 1% to TA Administrative costs. Competitive and discretionary programs managed by the TA through Board approval or competitive project selection include Alternative Congestion Relief, Grade Separations, Streets and Highways, Pedestrian and Bicycle, Caltrain, Dumbarton, Ferry, and Local Shuttle Service.

Appendix

New Measure A Programming and Adjustments by Competitive and Discretionary Category for July 2024 to April 2025 include:

- Paratransit
 - \$4.7M programmed for SamTrans Paratransit FY25 operations (Reso. 2024-13)
- Alternative Congestion Relief
 - \$826K programmed to Commute.org for General Operations and TDM Monitoring Program (Reso. No. 2024-17)
 - \$1M programmed in Cycle 2 Call for Projects (Reso. 2024-23)
- Pedestrian and Bicycle
 - \$9.2M programmed in Cycle 7 Call for Projects (Reso. 2024-23)
- Caltrain
 - \$5.0M programmed for Caltrain FY25 Capital Budget (Reso. No. 2024-13)

Measure W Allocation And Authorization (Attachment E)

Attachment E reflects the Measure W sales tax earnings up to June 2024 along with the project adjusted earnings for FY25 and Proposed sales tax projects for FY26. The attachment shows the funds available for distribution by the TA to project sponsors in accordance with the 2018 Measure W Congestion Relief Plan and as determined by the TA Board. Pass-through annual program allocations for Local Streets/Transportation are directly administered to the applicable agencies. Competitive and discretionary programs managed by the TA through Board approval or competitive project selection include Bicycle and Pedestrian Improvements, Countywide Highway Congestion Improvements, Grade Separations and Regional Transit Connections. Measure W Programming and Adjustments by Competitive and Discretionary Category for July 2024 to April 2025 consists of:

- Bicycle and Pedestrian
 - \$15.5M programmed in Cycle 7 Call for Projects (Resolution No. 2024-23)
- Transportation Demand Management
 - \$1M programmed in Cycle 2 Call for Projects (Resolution No. 2024-23)

Resolution No. 2025-

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

* * *

Adopting a Budget in the Amount of \$187,105,622 for Fiscal Year 2026

Whereas, Section 131265(a) of the California Public Utilities Code requires the San Mateo County Transportation Authority ("Authority" or "TA") Board of Directors (Board) 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 5, 2025; and

Whereas, the Executive Director has prepared and presented to the Board a Proposed Budget for Fiscal Year 2026 (FY26) in the amount of \$187,105,622 that sets forth projected revenues and expenses associated with the Measure A Transportation Expenditure Plan, Measure W Congestion Relief Plan, and TA operations; and

Whereas, staff recommends and the Board desires to spend-down and close-out Original Measure A fund balances by the end of FY26, which requires the TA to eliminate further interest accrual in these funds; and

Whereas, staff recommends and the Board desires to categorize all new interest income on Original Measure A fund balances as "New Measure A Interest Income" starting on July 1, 2025; and

Whereas, in FY20-FY22, the TA advanced operating funds to the San Mateo County Express Lanes Joint Powers Authority, which debts will be repaid by June 30, 2025, leading staff to recommend that the Board recognize July 1, 2025 as the date of maturity for the debt, thereby discontinuing the payment of interest to the TA on such debt at the beginning of FY26; and

Whereas, the Board also desires to designate the Executive Director, or designee, to act in the capacity of Treasurer for TA investments during the period of July 1, 2025, through June 30, 2026 in accordance with California Government Code section 53607.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2026 in the amount of \$187,105,622, a copy of which is attached and incorporated herein as Attachments A and B; and

Be It Further Resolved that the Board directs staff to categorize all new interest income on Original Measure A fund balances as “New Measure A Interest Income” starting on July 1, 2025 to eliminate further interest accrual under Original Measure A fund balances and facilitate progress toward closure of open Original Measure A fund categories by the end of FY26; and

Be it Further Resolved that the Board hereby recognizes July 1, 2025 as the maturity date of Operating Advances loaned to the San Mateo County Express Lanes Joint Powers Authority in FY20-FY22; and

Be It Further Resolved that the Board designates the Executive Director, or designee, to act in the capacity of Treasurer for TA investments during the period of July 1, 2025 through June 30, 2026 in accordance with California Government Code section 53607.

Regularly passed and adopted this 5th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2026 PROPOSED BUDGET

	FY24 Actual A	FY25 Revised Budget B	FY26 Proposed Budget C	\$ Change FY26 Proposed vs FY25 Revised D = C - B	% Change FY26 Proposed vs FY25 Revised E = D / B
Sources					
1 New Measure A Sales Tax	115,574,481	118,000,000	114,856,000	(3,144,000)	-2.7%
2 New Measure A Interest Income	13,126,966	15,795,494	18,596,734	2,801,240	17.7%
3 Measure W Sales Tax ¹	115,367,408	118,000,000	114,856,000	(3,144,000)	-2.7%
4 TA Managed Measure W Sales Tax (50%)	57,683,704	59,000,000	57,428,000	(1,572,000)	-2.7%
5 SamTrans Managed Measure W Sales Tax (50%) ¹	57,683,704	59,000,000	57,428,000	(1,572,000)	-2.7%
6 Measure W Interest Income	6,975,178	6,204,827	7,226,389	1,021,562	16.5%
7 Original Measure A Interest Income	6,883,124	2,321,724	-	(2,321,724)	-100.0%
8 Rental Income	1,149,659	950,650	1,177,182	226,532	23.8%
9 External Funding	418,245	-	3,021,206	3,021,206	100.0%
10 Due from SMCEL-JPA	1,688,352	4,744,000	4,069,067	(674,933)	-14.2%
11 Due from SMCEL-JPA - Credit Fee	400,000	400,000	374,840	(25,160)	-6.3%
12 Due from SMCEL-JPA - Bond Interest	1,021,864	3,500,000	3,279,850	(220,150)	-6.3%
13 Due from SMCEL-JPA - Bond Related Debt Fees	146,599	670,000	414,377	(255,623)	-38.2%
14 Due from SMCEL-JPA - Operating Advances Interest	119,889	174,000	-	(174,000)	-100.0%
15 Total Sources	\$203,499,708	\$207,016,695	\$206,374,578	-\$642,117	-0.3%

	FY24 Actual A	FY25 Revised Budget B	FY26 Proposed Budget C	\$ Change FY26 Proposed vs FY25 Revised D = C - B	% Change FY26 Proposed vs FY25 Revised E = D / B
Expenditure Authorization					
16 New Measure A (Sales Tax)	57,727,924	118,000,000	114,856,000	(3,144,000)	-2.7%
17 Pass-Through Annual Program Allocations	32,938,727	33,630,000	32,733,960	(896,040)	-2.7%
18 Competitive & Discretionary Programs Authorization	23,628,523	83,190,000	80,973,480	(2,216,520)	-2.7%
19 Administrative ²	1,160,674	1,180,000	1,148,560	(31,440)	-2.7%
20 New Measure A (Rental Income)	-	950,650	1,177,182	226,532	23.8%
21 Competitive & Discretionary Programs Authorization	-	950,650	1,177,182	226,532	23.8%
22 New Measure A (Interest Income)	3,802,213	7,290,694	6,374,007	(916,687)	-12.6%
23 Oversight	1,815,296	2,500,000	2,000,000	(500,000)	-20.0%
24 Administrative ²	1,986,917	2,290,694	3,574,007	1,283,313	56.0%
25 C/CAG Support	-	500,000	300,000	(200,000)	-40.0%
26 Technical Assistance Program	-	2,000,000	-	(2,000,000)	-100.0%
27 Measure A Reauthorization	-	-	500,000	500,000	100.0%
28 Measure W (TA Managed Sales Tax)	15,781,668	59,000,000	57,428,000	(1,572,000)	-2.7%
29 Pass-Through Annual Program Allocations	11,536,741	11,800,000	11,485,600	(314,400)	-2.7%
30 Competitive & Discretionary Programs Authorization	4,080,370	47,200,000	45,942,400	(1,257,600)	-2.7%
31 Administrative	2,833	-	-	-	-
32 Oversight	161,724	-	-	-	-
33 Measure W (Interest Income)	3,665	253,000	555,000	302,000	119.4%
34 Oversight	-	250,000	500,000	250,000	100.0%
35 Administrative ²	3,665	3,000	55,000	52,000	1733.3%
36 Original Measure A (Interest Income)	-	26,459,255	-	(26,459,255)	-100.0%
37 Competitive & Discretionary Programs Authorization	-	26,459,255	-	(26,459,255)	-100.0%
38 SMCEL-JPA	1,168,463	4,170,000	3,694,227	(475,773)	-11.4%
39 SMCEL-JPA Bond Interest	1,021,864	3,500,000	3,279,850	(220,150)	-6.3%
40 SMCEL-JPA Bond Related Debt Fees	146,599	670,000	414,377	(255,623)	-38.2%
41 Other (Equity Program/Other Contract)	-	-	-	-	-
42 External Funding Expenditures	418,245	-	3,021,206	3,021,206	100.0%
43 Other Uses - 101 Express Lanes project ³	2,324,123	-	-	-	-
44 Total Expenditure Authorization	81,226,301	216,123,599	187,105,622	(\$29,017,977)	-13.4%
45 Surplus/ (Deficit)	\$122,273,408	(\$9,106,904)	\$19,268,956		

¹ Excluded from the TA Revenue Budget Total

² See Attachment B for details

³ TA Bond interest and related debt fees covered by bond proceed with funding recognized in FY21

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2026 PROPOSED BUDGET**

	FY24 Actual A	FY25 Revised Budget B	FY26 Proposed Budget C	\$ Change FY26 Proposed vs FY25 Revised D = C - B	% Change FY26 Proposed vs FY25 Revised E = D / B
<u>Administrative Expenditure Breakdown</u>					
1 Staff Support	1,893,357	2,016,976	2,925,281	908,305	45.0%
2 Professional Services	466,523	611,200	758,000	146,800	24.0%
3 Insurance	254,259	279,000	335,000	56,000	20.1%
4 Bank and Investment Fees	134,580	147,000	212,000	65,000	44.2%
5 Other	405,370	419,518	547,286	127,768	30.5%
Total Administrative Expenditure	\$3,154,089	\$3,473,694	\$4,777,567	\$1,303,873	37.5%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Original Measure A Expenditure Allocations & Authorizations

		% of Measure 1	Total Receipts up to June 2024 2	FY25 Estimated Interest Income	Cumulative Closed and Programmed Project Budgets	Unprogrammed Available Budget from all Prior Years	FY26 Proposed Budget	Cumulative Total Available to be Programmed
			A	B	C	D = A + B - C	E	F = D + E
Competitive and Discretionary Programs Authorizations								
1	Caltrain Improvements	21.6%	\$343,537,367	\$1,822,366	\$317,423,802	\$27,935,932	\$0	\$27,935,932
2	Paratransit	3.1%	\$56,112,993	\$0	\$56,112,993	\$0	\$0	\$0
3	Dumbarton Rail	1.7%	\$21,969,144	\$0	\$21,969,144	\$0	\$0	\$0
4	Streets and Highways	29.3%	\$365,138,858	\$499,358	\$358,206,025	\$7,432,191	\$0	\$7,432,191
5	Local Streets and Roads	20%	\$203,264,468	\$0	\$203,264,468	\$0	\$0	\$0
6	Caltrain Grade Separation	22.80%	\$238,723,749	\$0	\$238,723,749	\$0	\$0	\$0
7	Bicycle Program	0.01%	\$120,542	\$0	\$120,542	\$0	\$0	\$0
8	Transportation System Management	0.7%	\$7,121,256	\$0	\$7,121,256	\$0	\$0	\$0
9	Administrative	0.75%	\$7,622,418	\$0	\$7,622,418	\$0	\$0	\$0
10	Total	100%	\$1,243,610,796	\$2,321,724	\$1,210,564,397	\$35,368,123	\$0	\$35,368,123

1 Allocation % is based on Original Measure A Expenditure Plan

2 Inception to date receipts may not align with allocation % due to interest and rental income being only allocated to the remaining active categories

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
New Measure A Expenditure Allocations & Authorizations

	% of Measure 1	Total Sales Tax Receipts up to June 2024 A	FY25 Revised Budget B	FY25 Estimated Rental Income Allocation C	Cumulative Closed and Programmed Project Budgets D	Unprogrammed Available Budget from all Prior Years E = A + B + C - D	FY26 Estimated Rental Income Allocation F	FY26 Proposed Budget G	Cumulative ICAP ² H	Cumulative Total Available to be Programmed I = E + F + G - H
1 Pass-Through Annual Program Allocations										
2 Local Streets/Transportation	22.5%	\$300,417,614	\$26,550,000					\$25,842,600		
3 Transit - Paratransit	4%	\$53,407,576	\$4,720,000					\$4,594,240		
4 Transit - SFO BART Extension	2%	\$26,703,788	\$2,360,000					\$2,297,120		
5 Sub-total Pass-Through Annual Program Allocations		\$380,528,978	\$33,630,000					\$32,733,960		
6 Administration Allocations										
7 TA Administration	1%	\$13,351,894	\$1,180,000					\$1,148,560		
8 Sub-total Administration Allocations		\$13,351,894	\$1,180,000					\$1,148,560		
9 Competitive and Discretionary Programs Authorizations										
10 Alternative Congestion Relief	1%	\$13,351,894	\$1,180,000		\$9,799,991	\$4,731,903		\$1,148,560	\$57,232	\$5,823,231
11 Intelligent Transportation Systems ³	20%	\$2,671,758	\$236,000		\$1,663,325	\$1,244,433		\$229,712	\$1,436	\$1,472,709
12 Commute.org Operations	60%	\$6,120,942	\$708,000		\$6,828,942	\$0		\$689,136	\$4,309	\$684,827
13 Commute.org TDM Monitoring Program ³	10%	\$692,800	\$118,000		\$810,800	\$0		\$114,856	\$718	\$114,138
14 TDM Competitive Projects	10%	\$3,866,394	\$118,000		\$496,924	\$3,487,470		\$114,856	\$50,768	\$3,551,558
15 Grade Separations	15%	\$200,278,410	\$17,700,000		\$135,535,781	\$82,442,629		\$17,228,400	\$858,476	\$98,812,553
16 Highways	27.5%	\$367,177,084	\$32,450,000		\$274,352,773	\$125,274,312		\$31,585,400	\$2,388,031	\$154,471,681
17 Key Congested Corridors	63%	\$230,991,104	\$20,414,000		\$221,551,733	\$29,853,371		\$19,870,088	\$1,502,648	\$48,220,812
18 Supplemental Roadways	37%	\$136,185,981	\$12,036,000		\$52,801,040	\$95,420,941		\$11,715,312	\$885,383	\$106,250,869
19 Pedestrian and Bicycle	3%	\$40,055,682	\$3,540,000		\$40,312,439	\$3,283,243		\$3,445,680	\$171,695	\$6,557,228
20 Transit - Caltrain	16%	\$213,630,304	\$18,880,000	\$950,650	\$168,048,187	\$65,412,767	\$1,177,182	\$18,376,960	\$779,509	\$84,187,400
21 Transit - Dumbarton	2%	\$26,703,788	\$2,360,000		\$6,000	\$29,057,788		\$2,297,120	\$114,463	\$31,240,444
22 Transit - Ferry	2%	\$26,703,788	\$2,360,000		\$12,546,757	\$16,517,031		\$2,297,120	\$114,463	\$18,699,688
23 Transit - Local Shuttle Service	4%	\$53,407,576	\$4,720,000		\$38,571,223	\$19,556,353		\$4,594,240	\$228,927	\$23,921,666
24 Sub-total Competitive and Discretionary Program Authorization		\$941,308,525	\$83,190,000	\$950,650	\$679,173,149	\$346,276,026	\$1,177,182	\$80,973,480	\$4,712,797	\$423,713,891
25 Total	100%	\$1,335,189,398	\$118,000,000	\$950,650	\$679,173,149	\$346,276,026	\$1,177,182	\$114,856,000	\$4,712,797	\$423,713,891

1 Allocation % is based on New Measure A Transportation Expenditure Plan (TEP)

2 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects

3 New subcategories created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Measure W Expenditure Allocations & Authorizations

		% of Measure ¹	Total Sales Tax Receipts up to June 2024 A	FY25 Revised Budget B	Cumulative Closed and Programmed Project Budgets C	Unprogrammed Available Budget from all Prior Years D = A + B - C	FY26 Proposed Budget E	Cumulative ICAP ³ F	Cumulative Total Available to be Programmed G = D + E - F
1	Total Measure W Revenue	100%	\$526,571,145	\$118,000,000			\$114,856,000		
2	SamTrans Managed 50%	50%	\$263,285,573	\$59,000,000			\$57,428,000		
3	TA Managed 50%	50%	\$263,285,573	\$59,000,000			\$57,428,000		
4	Pass-Through Annual Program Allocations								
5	Local Streets/Transportation	10%	\$52,657,115	\$11,800,000			\$11,485,600		
6	Sub-total Pass-Through Annual Program Allocations		\$52,657,115	\$11,800,000			\$11,485,600		
7	Administration Allocations								
8	TA Administration and Oversight ²	N/A	\$1,629,129	\$0			\$0		
9	Sub-total Administration Allocations		\$1,629,129	\$0			\$0		
10	Competitive and Discretionary Program Authorization ³								
11	Bicycle and Pedestrian Improvements	5%	\$26,124,916	\$5,900,000	\$28,061,531	\$3,963,385	\$5,742,800	\$201,034	\$9,505,151
12	Countywide Highway Congestion Improvements	22.5%	\$117,562,123	\$26,550,000	\$79,099,371	\$65,012,752	\$25,842,600	\$904,655	\$89,950,697
13	Highway Projects 96%		\$113,025,954	\$25,488,000	\$75,569,671	\$62,944,284	\$24,808,896	\$788,356	\$86,964,823
14	Transportation Demand Management (TDM) 4%		\$4,536,169	\$1,062,000	\$3,529,700	\$2,068,469	\$1,033,704	\$116,299	\$2,985,874
15	TDM Planning & Policy ⁴ 10%		\$795,277	\$106,200	\$652,000	\$249,477	\$103,370	\$646	\$352,201
16	TDM Competitive Projects 90%		\$3,740,892	\$955,800	\$2,877,700	\$1,818,992	\$930,334	\$115,653	\$2,633,673
17	Grade Separations	2.5%	\$13,062,458	\$2,950,000	\$8,000	\$16,004,458	\$2,871,400	\$100,517	\$18,775,341
18	Regional Transit Connections	10%	\$52,249,832	\$11,800,000	\$492,000	\$63,557,832	\$11,485,600	\$402,069	\$74,641,363
19	Sub-total Competitive and Discretionary Program Authorization	40%	\$208,999,330	\$47,200,000	\$107,660,902	\$148,538,428	\$45,942,400	\$1,608,276	\$192,872,552
20	Total	50%	\$263,285,573	\$59,000,000	\$107,660,902	\$148,538,428	\$57,428,000	\$1,608,276	\$192,872,552

1 Allocation % is based on Measure W Congestion Relief Plan (CRP)

2 Measure W Administrative and Oversight were allocated 1-1.5% from the Categories in FY24 and prior years. Starting FY25 and beyond these areas are funded by Measure W interest income only.

3 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects.

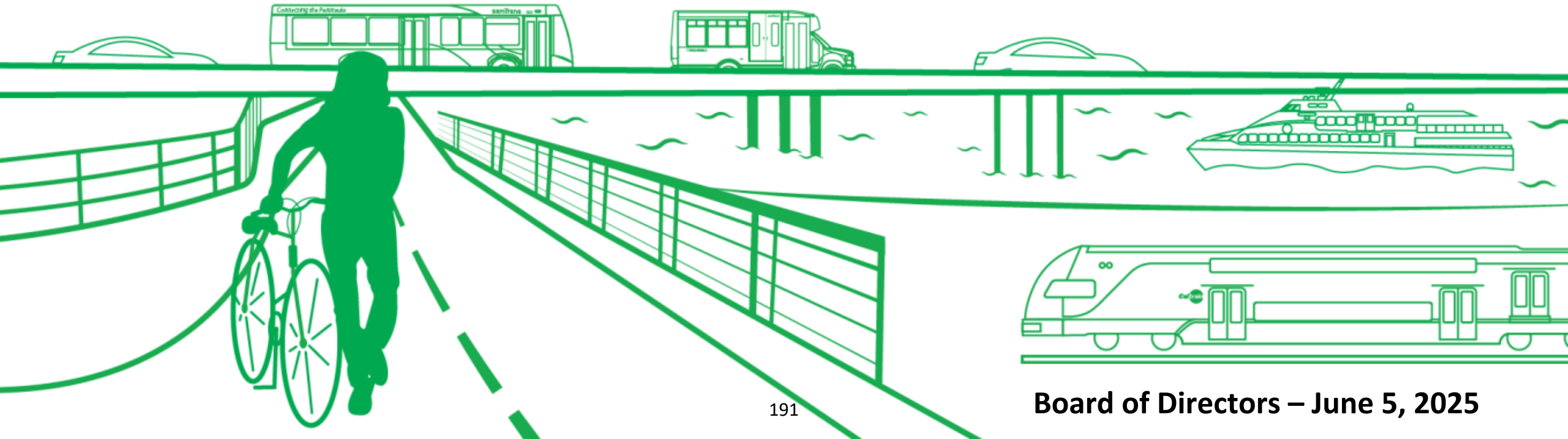
4 New subcategory created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022



SAN MATEO COUNTY
**Transportation
Authority**

Item #11.a.
6/5/2025

Fiscal Year 2026 Proposed Budget



Agenda

1. Changes from May Board
2. Proposed FY26 Budget
3. Annual Investment Delegation
4. Action Items



1. Changes from May Board

(\$ in Millions)

	FY26 May Prelim	FY26 June Proposed	\$ Change
Sources			
New Measure A Interest Income	\$17.5	\$18.6	\$1.1
Original Measure A Interest Income	0.8	-	(0.8)
Expenditures			
Original Measure A Allocations	0.8	-	(0.8)



2. FY26 Proposed Sources Budget

(\$ in millions)

	FY25 Revised Budget	FY26 June Proposed	% Change *
New Measure A Sales Tax	\$118.0	\$114.9	(2.7%)
New Measure A Interest Income	15.8	18.6	17.7%
TA Managed Measure W Sales Tax (50%)	59.0	57.4	(2.7%)
Measure W Interest Income	6.2	7.2	16.5%
Original Measure A Interest Income	2.3	0.0	(100.0%)
Rental Income	1.0	1.2	23.8%
External Funding	0.0	3.0	100.0%
Due from SMCEL-JPA	4.7	4.1	(14.2%)
Total Sources	\$207.0	\$206.4	(0.3%)

* Budget numbers are presented in a high-level rounding to the millions, % change is based on the detailed numbers in dollars.



2. FY26 Proposed Uses Budget

(\$ in millions)

	FY25 Revised Budget	FY26 June Proposed	% Change *
Measure A Allocations	\$118.0	\$114.9	(2.7%)
Measure A Rental	1.0	1.2	23.8%
Measure A Interest - Oversight/Admin/Other	7.3	6.4	(12.6%)
Measure W Allocations	59.0	57.4	(2.7%)
Measure W Interest - Oversight/Admin	0.2	0.5	119.4%
Original Measure A Allocations	26.4	0.0	(100.0%)
SMCEL-JPA Bond Interest/Related Fees	4.2	3.7	(11.4%)
External Funding Expenditures	0.0	3.0	100.0%
Total Expenditures	216.1	187.1	-13.4%

* Budget numbers are presented in a high-level rounding to the millions, % change is based on the detailed numbers in dollars.



2. Net Result

(\$ in Millions)

	FY26 May Prelim	FY26 June Proposed	\$ Change
Total Sources	\$206.1	\$206.4	\$0.3
Total Expenditures	187.9	187.1	(0.8)
Projected Surplus / (Deficit)	\$18.2	\$19.3	\$1.1



3. Annual Investment Delegation

- Authority to invest and manage the holdings of the TA rests with the Board.
- California Government Code section 53607 permits the Board to delegate that authority for one-year periods.
- Pursuant to Resolution No. 2024-9, the Board approved aligning the annual designation of a Treasurer with the adoption of the TA's annual budget.



4. Action Items

- Adopt the FY26 Budget in the amount of \$187,105,622
- Approve recategorization of Original Measure A interest earning to New Measure A interest earning
- Authorize annual investment delegation

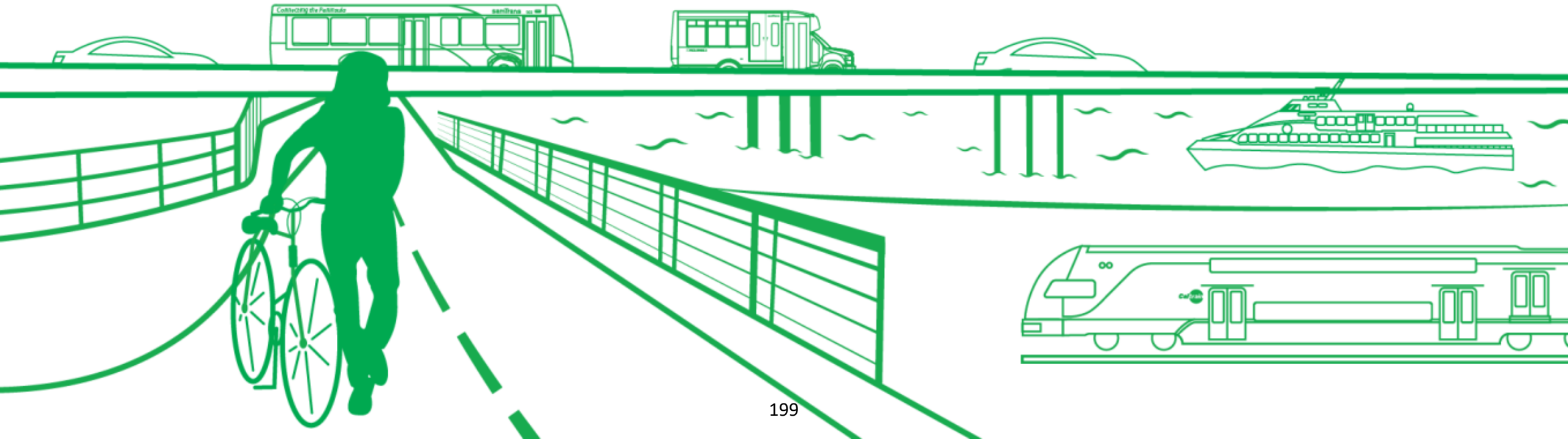




SAN MATEO COUNTY
**Transportation
Authority**

Item #11.a.
6/5/2025

Thank You



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer

Subject: **Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin)**

Action

Staff proposes the Board:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transportation Authority (TA) positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2025 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: Amy Linehan Government and Community Affairs Officer 650-418-0095

SMCTA Bill Matrix – June 2025

Measure	Status	Bill Summary	Recommended Position
SB 63 Wiener (D) Bay Area Regional Transportation Tax Measure	5/12/25 Placed on Senate Appropriations suspense file for hearing on 5/23/25	As amended on April 29, this bill establishes a Transportation Revenue Measure District (district) consisting of Alameda, Contra Costa and San Francisco counties and expresses the Legislature's intent to allow San Mateo and Santa Clara counties to opt-in to the district through future amendments to the bill. The bill authorizes the district, upon voter approval, or a qualified voter initiative to enact a 10-to-15-year sales tax at a rate of up to one-half cent at the November 2026 statewide election. The bill also includes requirements related to the development of an expenditure plan, a set-aside of up to 10% of funding for regional transit transformation, a requirement for a transit operations funding audit if a tax measure is successful, and provisions related to MTC's role and authority as a regional network manager.	Watch
SB 71 Wiener (D) CEQA Exemption for Clean Transportation	4/28/25 Placed on Senate Appropriations suspense file for hearing on 5/23/25	As amended on March 25, this bill extends until 2032 the sunset date for a CEQA exemption for a variety of active transportation and public transit projects and plans. This bill also expands the CEQA exemption to include plans to redesign or modify transit service networks, install transit stop shelters and lighting, and to encompass transit maintenance projects.	Supported February
SB 239 Arreguin (D) Brown Act: Remote Meetings: Advisory Bodies	5/8/25 Senate Floor	As amended on April 7, this bill authorizes subsidiary bodies created by a legislative body to utilize remote participation in meetings that are subject to the Brown Act until January 1, 2030. Specifically, SB 239 would allow advisory body members to participate in meetings remotely without posting their home address or making it available to the public.	Recommend Support
SB 695 Cortese (D) Transportation Climate Resiliency Projects	5/12/25 Placed on Senate Appropriations suspense file for hearing on 5/23/25	As amended on March 26, this bill would require Caltrans, in partnership with the California Transportation Commission and the California State Transportation Agency to create a prioritized statewide list of transportation projects that improve highway safety or contribute to the state's economy and which would either enhance resiliency by mitigating climate-related impacts on state highways or address a vulnerability to a natural disaster. The list must be prepared by July 1, 2026 and updated annually thereafter and submitted to the Legislature.	Watch

SMCTA Bill Matrix – June 2025

Measure	Status	Bill Summary	Recommended Position
SB 707 Durazo (D)	5/6/25 Senate Floor	As amended on April 7, this bill extends the sunset for “just cause” flexibilities for remote participation in Brown Act meetings by the members of legislative bodies and subsidiary bodies until 2030, with slightly different requirements than other Brown Act bills advancing in 2025. The bill also requires local agency legislative bodies to translate meeting agendas and instruction for joining such meetings via remote teleconferencing technology into languages commonly spoken in the local community. SB 707 also includes new open meeting requirements for city councils and boards of supervisors.	Watch
AB 23 DeMaio (R) Fuel Taxes and Fees	3/26/25 Amended and re-referred to Assembly Utilities and Energy	As amended on March 25, this bill requires the Energy Commission and the Public Utilities Commission to calculate and post online dashboards comparing gasoline, natural gas electricity prices in California as compared to national averages and provide consumer rebates at specified price levels. The bill would also suspend the state’s cap-and-trade program and redirect auction proceeds to support rebates when specified energy prices are reached and preclude the Public Utilities Commission and publicly owned utilities from imposing new fixed costs.	Watch
AB 33 Aguiar-Curry (D) Autonomous Vehicles	4/22/25 Placed on Assembly Appropriations suspense file for hearing 5/23/25	As amended on April 1, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty up to \$25,000 for each violation. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods.	Watch
AB 259 Rubio (D) Brown Act: Remote Participation	5/14/25 Referred to Senate Local Government Committee	As amended on April 21, this bill extends until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.	Recommend Support

SMCTA Bill Matrix – June 2025

Measure	Status	Bill Summary	Recommended Position
AB 289 Haney (D) Speed safety Cameras: State Highway Work Zones	5/6/25 Referred to Assembly Appropriations Committee	As amended on May 5, this bill establishes a five-year pilot program authorizing Caltrans to deploy up to 75 automated speed enforcement cameras statewide in active highway construction zones. The bill includes the same limitations on fines, public awareness requirements, and privacy protections as the recently adopted pilot programs for 7 cities.	Watch
AB 778 Chen (R) Local Agency Public Construction Act: website posting	5/1/25 Two-year bill. Failed deadline in Assembly Local Government 5/1/25	As introduced on February 18, this bill would require local agencies to post specified information on their website within 10 days of making a payment on a construction contract. Specifically, agencies must post the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made, the payment application number or other identifying information, and the amount of the payment.	Watch
AB 810 Irwin (D) Internet Websites: Local Government	5/7/25 Placed on Assembly Appropriations suspense file for hearing 5/23/25	As amended on April 10, this bill would require a special district, joint powers authority, or other political subdivision to ensure that its internet website and employee email addresses use a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2031.	Recommend Oppose
AB 902 Schultz (D) Wildlife Crossings: Regional Transportation Plans	5/14/25 Placed on Assembly Appropriations suspense file for hearing 5/23/25	As amended on April 23, this bill would require lead agencies initiating transportation projects in wildlife connectivity areas after January 1, 2026, to incorporate appropriate wildlife passage features to feasibly avoid, mitigate, or minimize further impairments to wildlife connectivity.	Watch

SMCTA Bill Matrix – June 2025

Measure	Status	Bill Summary	Recommended Position
AB 954 Bennett (D) Interregional Transportation: Bicycle Highways	5/14/25 Placed on Assembly Appropriations suspense file for hearing 5/23/25	As introduced on February 20, this bill requires Caltrans to develop a pilot program in two major metropolitan areas to establish a branded network of bicycle highways and to include the proposed bicycle highway networks within the draft Interregional Transportation Improvement Plan (ITIP) by January 1, 2030.	Watch
AB 1014 Rogers (D) State Highways: Speed Limits	4/8/25 Assembly floor	As amended on April 8, this bill would allow Caltrans flexibility to reduce speed limits in safety corridors and areas with high concentrations of bicyclists and pedestrians. The bill would also allow Caltrans to maintain current speed limits when general purpose lanes have not been added to a facility since the prior traffic survey. AB 1014 mirrors similar authority recently granted to cities and counties for local roads.	Watch
AB 1085 Stefani (D)	5/8/25 Referred to Senate Rules for assignment to committee	As amended on April 8, this bill makes it a crime to manufacture in California a product or device that obscures the reading or recognition of a license plate by visual means or an electronic device and substantially increases the fine for either selling or manufacturing such a product or device in from \$250 to \$2,500. The bill also adds a shade or a tint to the list of prohibited products and devices that obstruct or impair the reading or recognition of a license plate.	Watch
AB 1244 Wicks (D)	5/14/25 Referred to Assembly Appropriations suspense file for hearing 5/23/25	As amended on April 23, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them as least every three years.	Watch



May 21, 2025

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – June 2025**

General Update

Governor Newsom began his May 14 press conference announcing the 2025-26 May Revision by highlighting California’s status as 4th largest economy in the world and criticizing President Trump for economic policies that are hurting California and causing significant uncertainty for lawmakers as they try to finalize a spending plan before the June 15 constitutional deadline. While revenues are up \$7.9 billion over January Budget projections, those revenues are associated with economic activity in 2024. The Department of Finance (DOF) is projecting a \$16 billion decline in revenue in 2025-26, of which \$10 billion is attributed to reduced capital gains, \$2.5 billion to weaker corporate tax profits, \$2 billion to lower wages/income tax withholding, and \$1.5 billion to reduced personal income tax revenue.

The Governor’s May Revision balances the \$321.9 billion FY 2025-26 budget and addresses a \$12 billion budget problem through \$5 billion in reductions, \$5.3 billion in borrowing, and \$1.7 billion in fund shifts—primarily from cap-and-trade auction revenues. The May Revision also acknowledges the use of \$7.1 billion in state budget reserve funds pursuant to an agreement with the Legislature to balance last year’s budget. An overwhelming majority of the budget solutions are in the state’s health and human services programs, including freezing the enrollment of undocumented adults in Medi-Cal.

Transportation Budget Proposals

The May Revision includes few transportation proposals, but its approach to cap-and-trade and associated auction revenues deposited into the Greenhouse Gas Reduction Fund (GGRF) would impact the Reconnecting Communities Highways to Boulevards Pilot Program, the Zero Emission Transit Capital Program (ZETCP), and SB 125 competitive and population-based Transit and Intercity Rail Capital Program (TIRCP). Specifically, the May revision would eliminate the following discretionary allocations of GGRF to those three programs (in millions):

Program	2025-26	2026-27	2027-28	2028-29
Highways to Boulevards Pilot Program	\$25	\$50	-	-
Competitive and formula-based TIRCP	\$368	\$20	-	-
Zero Emission Transit Capital Program	-	\$230	\$460	-

The California State Transportation Agency (CalSTA) already made grant awards under the Highways to Boulevards Pilot Program, including to the TA’s “Connect 4 South San Francisco” project. The program was previously reduced to \$75 million from \$150 million and the source of funding was changed from General Fund to GGRF in last year’s budget.

The Metropolitan Transportation Commission was charged with allocating formula-based TIRCP funding and ZETCP funding under SB 125 (Chapter 54, Statutes of 2023), which can support transit capital and operating costs. CalSTA has also already awarded the funding available under the competitive TIRCP program. While the TIRCP funds and ZETCP were “forward committed” by CalSTA, they remain subject to appropriation by the Legislature. If the Governor’s May Revision proposal is approved, funding already awarded under those programs would be eliminated or reduced (for grant awards that also included funding appropriated in prior fiscal years).

The May Review includes minimal supplemental funding for transportation, specifically, \$17.6 million from the State Highway Account to support the 2028 Olympic and Paralympic Game in Los Angeles.

Cap-and-Trade Extension to 2045

As expected, the May Revision confirmed the Governor’s commitment to extending the state’s cap-and-trade program this year. Accompanying trailer bill language would rename the program “Cap-and-Invest” and extend the program through 2045. The Governor is also proposing changes to expenditures from the Greenhouse Gas Reduction Fund (GGRF), tapping the GGRF to address General Fund shortfalls through a shift of \$1.54 billion in GGRF to backfill General Fund support for CalFire’s fire prevention, fire control, and other related forest resources management activities. This is a proposed annual diversion, which would grow to \$1.9 billion by fiscal year 2028-29 and ongoing.

The May Revision also states Governor Newsom’s intent to work with the Legislature to design an expenditure plan while also signaling at least one additional cap-and-invest priority of his own – raising the annual funding amount for the High-Speed Rail (HSR) project. Currently, the HSR project receives 25% of GGRF revenue which fluctuates each year. The May Revision proposes a floor for GGRF allocations to HSR of \$1 billion annually, regardless of overall auction proceeds.

Since the inception of the cap-and-trade program in the fiscal year 2012-13, funding generated from a 25% share of GGRF revenues has ranged from a low of \$61 million in the first year to a high of \$1.28 billion in 2023-24. The HSR project has received GGRF allocations greater than \$1 billion in each of the last three fiscal years. As a reminder, in addition to HSR, the following programs receive ongoing percentage-based allocations of GGRF revenues under existing law:

- Affordable Housing and Sustainable Communities (20%)
- Transit and Intercity Rail Capitol Program (10%)
- Low Carbon Transit Operations Program (5%)
- Safe and Affordable Drinking Water (5%)

In budget hearings this week, the Department of Finance has argued that the Governor’s proposal will leave the other continuous appropriations intact. Legislators and the Legislative Analyst’s Office have correctly noted that the availability and amount of funding for each program could be threatened if the May Revision allocations to HSR and CalFire are approved. The Governor’s two priorities would require at least \$2.5 billion to \$2.9 billion annually over the next four fiscal years. Since the last approved extension of the cap-and-trade program in 2017, annual GGRF revenues available to the state have ranged from \$2.1 billion to \$5.1 billion.

Bills with Recommended Action

SB 239 (Arreguín) Local Agency Advisory Body Meetings: Remote Participation – Recommend Support

As amended on April 7, this bill authorizes subsidiary bodies created by a legislative body to utilize remote participation in meetings that are subject to the Brown Act until January 1, 2030. Specifically, SB 239 would allow advisory body members to participate in meetings remotely without posting their home address or making it available to the public. Unlike SB 707, which is discussed below, the bill does not require a quorum of the advisory body to meet at a physical location in order to use the remote meeting flexibility. The bill also provides that its provisions do not apply to a subsidiary body that has subject matter jurisdiction over police oversight, elections, or budgets.

SB 239 is supported by dozens of local governments, special districts, regional transportation agencies, and their associated advocacy groups. Bay Area supporters include the City/County Association of Governments of San Mateo County, MTC, ABAG, and the Alameda County Transportation Commission. The bill is also supported by disability rights advocates, advocates for the elderly, and In Home Supportive Services (IHSS) advisory committees and consumers. Opposition to SB 239 includes ACLU California Action, newspaper publishers, the League of Women Voters, and the Howard Jarvis Taxpayer's Association.

Following approval by policy committees, SB 239 is on the Senate floor awaiting a vote.

AB 259 (Rubio) Open Meetings: Local Agencies: Remote Participation – Recommend Support

As amended on April 21, this bill extends until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.

AB 259 is supported by dozens of local governments, special districts, and regional agencies, including transportation agencies. The bill currently has no opposition. The bill was approved by the Assembly and has been referred to the Senate Local Government and Judiciary committees.

AB 810 (Irwin) Internet Websites: Local Government – Recommend Oppose

As amended on April 10, this bill would require a special district, joint powers authority, or other political subdivision to ensure that its internet website and employee email addresses use a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2031.

AB 810 is opposed by numerous special districts and other local agencies and the California Transit Association. It has no registered support. The bill was referred to the Assembly Appropriations suspense file, which will be taken up on May 23.

Bills of Interest

SB 707 (Durazo) Brown Act and Local Agency Remote Meeting Requirements – Watch

Senate Bill 707 by Senate Local Government Chair María Elena Durazo (D-Los Angeles) related to the Brown Act and remote meetings by local legislative bodies was approved by the Senate Local Government Committee on April 2 and the Senate Judiciary Committee on April 22. The bill is now on the Senate floor.

Like AB 259 (Rubio) and SB 239 (Arreguín), SB 707 would extend the sunset date for “just cause” flexibilities for remote participation in Brown Act meetings by the members of legislative bodies (AB 259) and subsidiary bodies (SB 239) until 2030. SB 707 would also require the translation of local agency legislative body agendas and instructions for joining such meetings using remote teleconferencing technology into specified languages spoken in local communities.

SB 707 also provides a standard set of rules that all legislative bodies that fall under the scope of the Brown Act must comply with when using alternative teleconferencing provisions, including requirements to translate instructions for participation and, if using alternative teleconferencing technology without posting each remote meeting location and making it open to the public, provide a two-way telephonic option or audiovisual platform for the public at all their open and public meetings.

The key difference between SB 707 and SB 239’s provisions for subsidiary body teleconferencing flexibility is that SB 239 requires subsidiary bodies to staff a physical location where the public can attend and participate in the meeting, while SB 707 requires subsidiary bodies to have an in-person quorum, except that some individuals, like those with a disability accommodation, can count towards that in-person quorum requirement even if they participate remotely.

Each of the three Brown Act-related bills discussed above are still under consideration by the Legislature this year. The authors – as well as local agency representatives and other stakeholders – have expressed their intent to negotiate and align the varying approach to the Brown Act and remote meeting flexibility.

AB 1014 (Rogers) State Highways: Speed Limits – Watch

As amended on April 8, this bill would allow Caltrans flexibility to reduce speed limits in safety corridors and areas with high concentrations of bicyclists and pedestrians. The bill would also allow Caltrans to maintain current speed limits when general purpose lanes have not been added to a facility since the prior traffic survey. This bill mirrors authority recently granted to cities and counties by AB 43 (Friedman, 2023) for establishing speed limits on local streets and roads.

AB 1014 is supported by a broad coalition of local governments, transportation safety advocates, and bicyclist groups, as well as the regional transportation agencies in Sonoma and Nevada counties. The bill was approved by the Assembly Appropriations Committee on May 14 and is now on the Assembly floor.

AB 1085 (Stefani) License plates: obstruction or alteration – Watch

As amended on April 8, this bill makes it a crime to manufacture in California a product or device that obscures the reading or recognition of a license plate by visual means or an electronic device and substantially increases the fine for either selling or manufacturing such a product or device in from \$250 to \$2,500. The bill also adds a shade or a tint to the list of prohibited products and devices that obstruct or impair the reading or recognition of a license plate.

AB 1085 is supported by numerous public safety and law enforcement groups, transportation safety advocates, groups representing bicyclists and pedestrians, the Metropolitan Transportation Commission and the Golden Gate Bridge, Highway and Transportation District. The bill was approved by the Assembly with bipartisan support on May 15 and sent to the Senate for referral to policy committees.

AB 1244 (Wicks) Vehicle Miles Traveled Mitigation Banking & Related Budget Trailer Bill – Watch

As amended on April 23, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program (TOD Program), which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation (LCI) to determine appropriate mitigation funding amounts and update them as least every three years.

Draft budget trailer bill language included in Governor Newsom's May Revision proposal incorporates provisions from AB 1244 but could provide greater flexibility for the use of mitigation funding. Unlike AB 1244, the trailer bill would allow LCI to designate location-efficient areas where transit-oriented housing development could receive mitigation funds. These provisions may facilitate funding for infill housing projects in "location efficient areas" that do not otherwise meet the standards for qualifying transit service under HCD's TOD Program.

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
Reported: May 19, 2025

Budget Reconciliation

It has been a busy month in Congress with almost all the attention on the House side being paid to the FY 2025 budget resolution and reconciliation bill. Recall, last month the House and Senate adopted the FY 2025 budget resolution that set competing tax, spending, and spending cut targets. The House bill was far more aggressive on spending cuts while the Senate used some creative accounting to make permanent 2017 tax cuts. In an unprecedented move, the differences between the House and Senate bills were not resolved prior to passing the budget resolution; rather, they will be addressed as both chambers move through the budget reconciliation process.

Earlier this week, the House Budget committee passed the House reconciliation package on a vote of 17- 16. The four House Freedom Caucus (HFC) budget committee members who had previously opposed the legislation voted “present” to allow the package to move forward. Negotiations continued and “minor changes” were made to satisfy HFC member concerns. This included moving up the Medicaid work requirements and expediting phase-out of the Inflation Reduction Act (IRA) energy tax credits. HFC members are still looking for additional, yet unspecified, changes to the underlying text in order to support the bill on the floor.

Speaker Johnson plans for final passage to occur prior to members leaving for the Memorial Day recess and has already told members that the Memorial Day recess will not occur until the bill passes. There will be a lot of ongoing churn and negotiating as this bill is negotiated. Issues that were problematic at the start of this process – State and Local Tax (SALT) cap, balancing Medicaid and Supplemental Nutrition Assistance Program (SNAP) cuts between conservative and moderate members, etc. – are still issues. It is difficult to overstate how the reconciliation process – now called the One Big Beautiful Bill – has dominated attention on Capitol Hill.

Despite the Speaker’s intention to move quickly, the “deadlines” the House is operating with are completely arbitrary; the real controlling factors are the debt ceiling “X date” set to occur in August, the end of the fiscal year (FY 2025 reconciliation authority expires), and the end of the year (2017 tax cuts expire).

The Senate, which has not really engaged in meaningful ways with the House reconciliation process, will receive the bill after the House acts and is expected to operate at a slower pace than the House. Recall, the Senate also has to abide by the Byrd Rule which keeps reconciliation bills focused on budgetary changes and subjects legislative matters to a potential point of order requiring 60 votes to waive. Several legislative provisions in the House proposal have already been dropped due to Byrd Rule concerns; we expect this pattern to continue as a Senate develops its bill.

We will keep TA staff apprised of any relevant developments.

FY26

In other news, House appropriations continue to conduct FY 2026 budget hearings. This week, we are expecting budget hearings covering: Interior, Army Corps/Bureau of

Kadesh & Associates, LLC 230 Second Street, SE Washington, DC 20003
Ph 202.547.8800

Kadesh & Associates, LLC

Reclamation (BREC), Education, and State. Last week, the Department of Transportation (DOT), Energy, and the military service branches had their separate hearings.

We are also still expecting the release additional FY 2026 budget request materials this week. Recall, the “skinny” budget was released on May 6 to provide a discretionary “top line” to allow the FY 2026 congressional appropriations process to start. This secondary release was supposed to involve the balance of the FY 2026 information, however, it is becoming increasingly clear that budget justifications - the actual documents committee staff use to prepare appropriations bills - and other materials required to move forward with FY 2026 appropriations may not be immediately forthcoming.

We have worked with TA staff the offices of Senator Padilla, Senator Schiff, and Representative Mullin on FY 2026 TA-related earmarks. We will keep you posted on those developments.

The Senate Environment and Public Works (EPW) Committee had a confirmation hearing for Sean McMaster to be the administrator at the Federal Highway Administration (FHWA). McMaster has been a long-time DOT career employee and, previously, worked for Rep. Mica on the House Transportation & Infrastructure (T&I) Committee. A floor vote has not been scheduled.

Senate EPW and House T&I continue to collect ideas for the next surface transaction reauthorization bill. Recall, that the bill expires at the end of next year. The TA has responded to both committees.

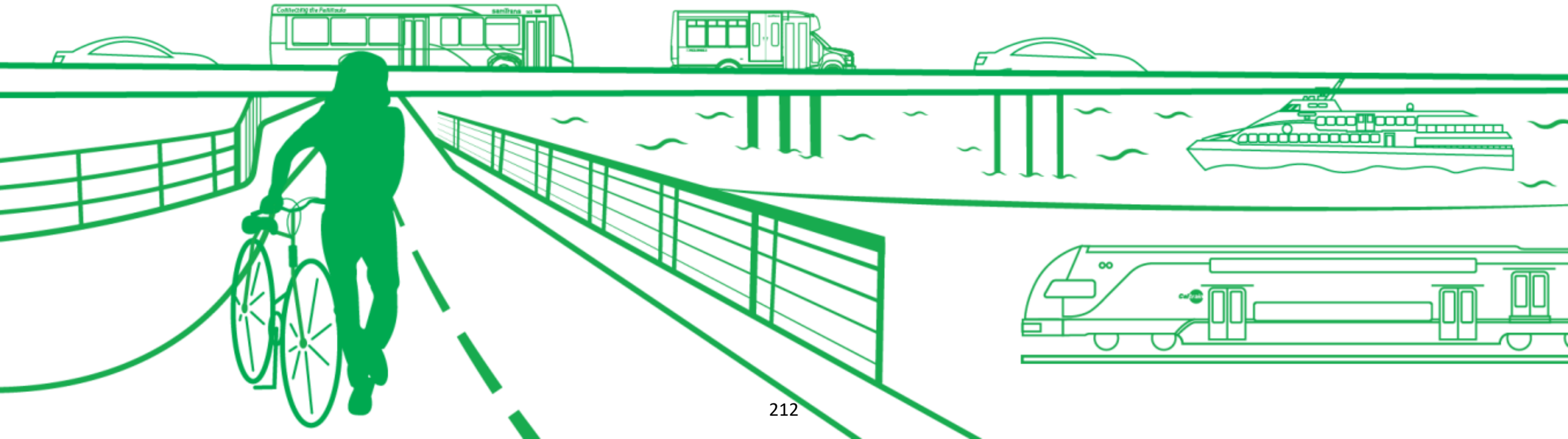


SAN MATEO COUNTY
**Transportation
Authority**

Item #12.a.
6/5/2025

Regional Transit Measure

TA Board Meeting | Jessica Epstein, Director Government
and Community Affairs | June 5, 2025



AGENDA

- SB 63 Timeline
- Key Decisions
- San Mateo County Ballot Measure Options
- Polling: What We Will Learn
- Third Party Review
- Deficit and Ridership Summary
- Additional decisions:
 - Governance
 - Transit Transformation Funding
 - Accountability



213



SB 63 Timeline

- June 2 – Passed Senate
 - Next it goes to the Assembly, likely first to Assembly Transportation and then to Assembly Revenue and Taxation
- June 9 – July 18 – Must be heard in policy committees during these dates
- **July 2 and 10 – SamTrans and TA board meetings with polling data presentation**
- **Late July – TA vote on whether to recommend SamTrans opts in**
- **August 6 – SamTrans vote on whether to opt in**
- **August 11 – Deadline to opt in**
- August 29 – If it passes policy committees, deadline to pass Assembly Appropriations
- September 9 – Last day the bill can be amended is on or before September 9 (72-hour rule)
- September 12 – Deadline to pass legislature (September 13 if runs past midnight)
- October 12 – Deadline for Governor to act on bills



Key Decisions

Should San Mateo County...

Opt-in or not:

- If yes at what amount
- If no whether to find operations funds in Measure A

Fund one or more of the following agencies/programs and at what amount:

- BART
- MUNI
- MTC-lead Transit Transformation
- 1% to MTC for administration
- SamTrans
- *SMC must fund share of Caltrain due to being a JPA member*



215



SMC Ballot Measure Options

SMC ½ cent sales tax currently generates approximately \$120M per year

- Regional Measure:
 - Join at ¼ cent
 - Join at ½ cent
- Measure A:
 - Renew at existing ½ cent rate
 - Renew at ½ cent and increase by ⅛ cent to 5⁄8 cents



SMC Ballot Measure Options - *New Measure*

- **New ¼ cent sales tax in SMC** would currently provide \$60M per year
 - Would fund Caltrain obligation
 - Would fund SMC BART contribution
 - Could provide some limited funds to Transit Transformation, SFMTA, or SamTrans, likely not all three
 - Nine SMC cities tax rate would be 10.13%



SMC Ballot Measure Options - *New Measure*

- **New ½ cent sales tax in SMC** would currently provide \$120M per year
 - Would fund Caltrain obligation
 - Would fund SMC BART contribution
 - Can fund SMC share of MTC led Transit Transformation
 - Can fund SFMTA and SamTrans contributions
 - Nine SMC cities tax rate would be 10.38%; two cities tax rate would be at 10.13%



SMC Ballot Measure Options – Measure A Renewal

Assumes no participation in a Regional Measure

Transit Category (30%) apx. \$36M annually

18% transit – operations (approx. \$21.6M)

- ✓ 8% Caltrain operations (\$9.6M)
- ✓ 4% shuttles (\$4.8M)
- ✓ 4% paratransit (\$4.8M)
- ✓ 2% BART operations (\$2.4M)

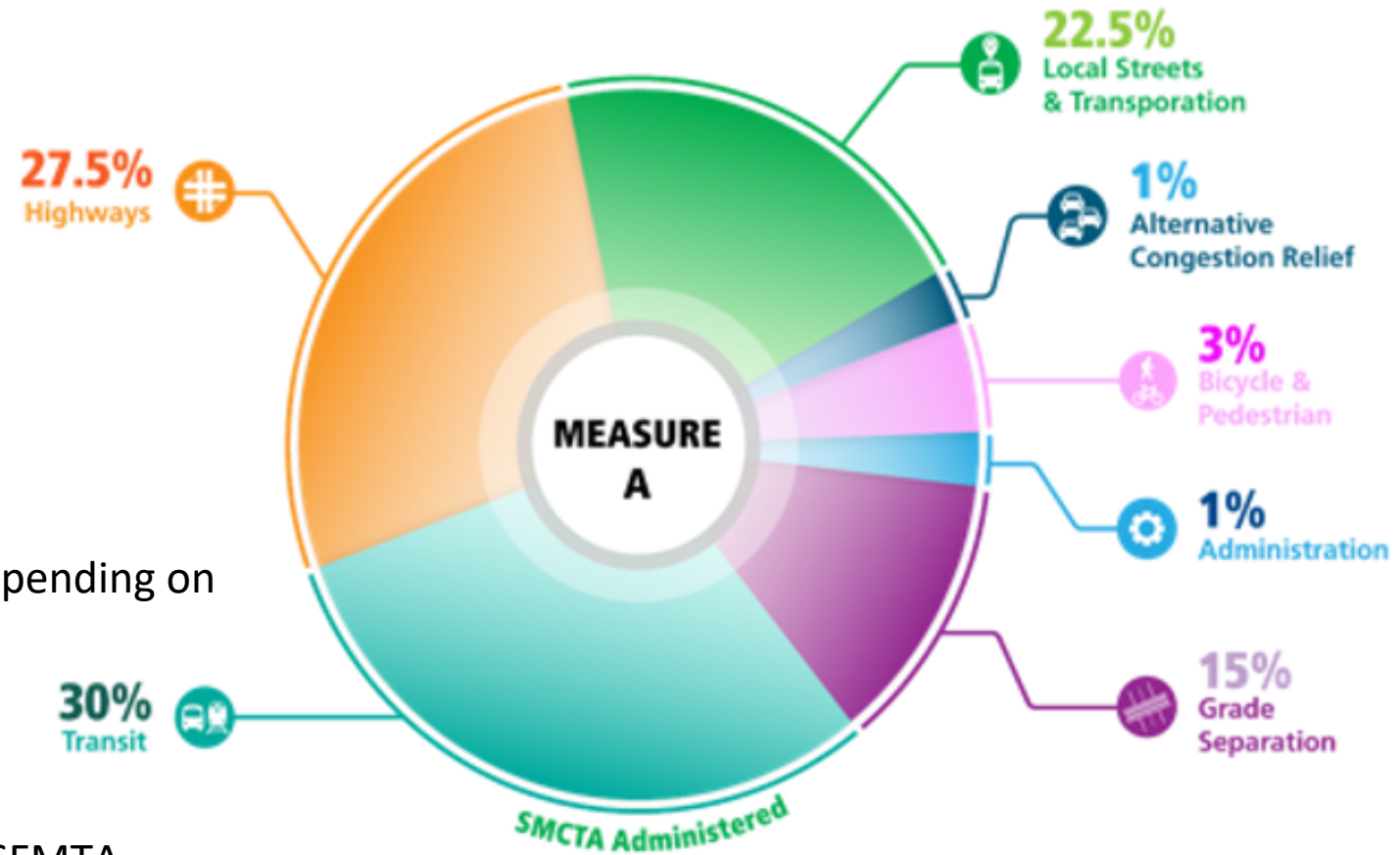
82% – capital

Renew at ½ cent:

- Operations becomes apx. 50% of the measure depending on how much funding to BART, shuttles paratransit

Renew at ½ cent + ⅛ cent

- Caltrain needs met by new 1/8
- Reduces capital funds by contributions to BART, SFMTA, Transit Transportation, additional SamTrans



Polling: What We Will Learn

Presenting at the July 2 SamTrans and July 10 TA Board meetings:

Transportation support:

- What is the support for funding public transit
- General support for various transportation priorities (e.g. transit, bike/ped, road safety)
- Comparative support between Caltrain, BART, and SamTrans

Sales tax sensitivity:

- Is there a difference in support for a regional $\frac{1}{4}$ cent sales tax and $\frac{1}{2}$ cent sales tax
- Is there a difference in support for extending Measure A at the existing $\frac{1}{2}$ cent or adding $\frac{1}{8}$ cent to the renewal
- Importance of keeping local sales taxes at or below 10 cents

Local v. regional decision making:

- Comparative support between regional transportation funding and decision making and local transportation funding and decision making



220



Third Party Review

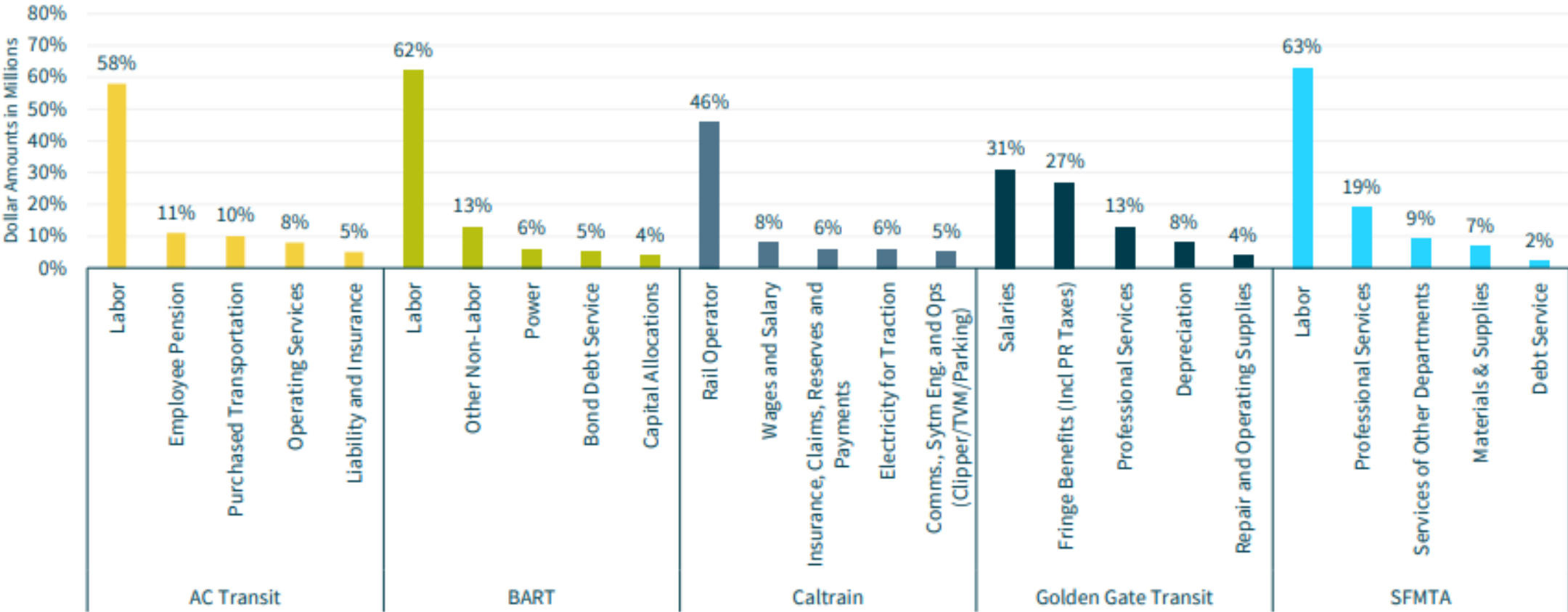
Overall:

- Conducted by MGO, a firm the District uses
- Reviewed BART, Caltrain, MUNI, AC Transit, and Golden Gate Transit
- Methodology used to verify numbers:
 - Reviewed financial performance: budgets, forecasts, BOD presentations, other publicly available data
 - Analyzed shortfalls and financial assumptions comparing projections against historical revenue and expenditure data
 - Compared operator assumptions against industry trends
 - Analyzed fair-share approaches
- Study limitations:
 - No standardization of expense categories (labor, benefits, debt, operating to capital allocations, etc.)
 - Unknown how much each organization spends per employee including benefits



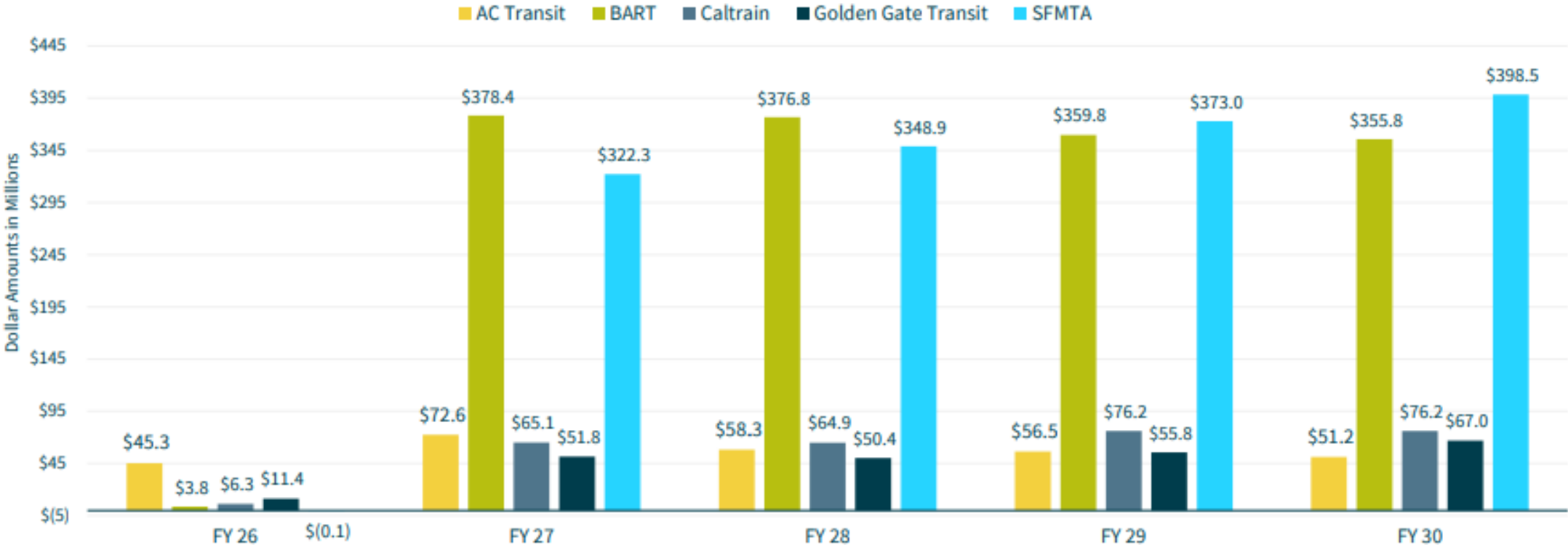
Third Party Review

Top five expense drivers:



Third Party Review

Annual shortfalls:



Cumulative Deficit - FY 26 - FY 30	AC Transit	BART	Caltrain	Golden Gate	SFMTA	FY 26 - 30 Total
	\$283.9M	\$1,474.5M	\$288.7M	\$236.5M	\$1,442.6M	\$3.73B



Deficits FY 27 – FY 30

Item #12.a.
6/5/2025

Primary deficit causes for agencies subject to third party review:

- Wage and Labor:
 - Largest expenditure for all operators; costs are expected to increase steadily
- Increase of expenses:
 - Predicting 4% annual increase in expenses FY 19 to FY 30
- Decrease of ridership:
 - Ridership and fare loss significant problem across all operators; likely still an issue in 2030
- State and federal emergency funding running out; other state funding declining



224



Deficits FY 27 – FY 30

	SamTrans*	BART	Caltrain	SFMTA
Total deficit	\$61M	\$1,474M	\$288M	\$1,442M
Annual deficit	\$6M FY27 to \$26M FY30 <i>Or</i> \$16M average	\$378M FY 27 to \$356M FY 30 <i>Or</i> \$341M fare loss adjusted for CPI	\$65M FY 27 to \$76M FY 30 Caltrain allocations to be determined by JPA negotiations	\$322M FY 27 to \$398M FY 30 <i>Or</i> \$360M average

*No third-party review; same methodology



Agency Current Actions

Highest impact revenue-generating and cost saving actions:

Caltrain:

- FY 26 – FY34 projected revenue from fare increases – \$86M
- Limiting hiring to critical backfill

BART:

- FY 26 – FY 31 projected revenue from fare increases – \$464.4M
- Strategic hiring freeze and limiting wage increases
- Fare gate installation (impact TBD)

SFMTA

- Jan. 25 – June 26 projected revenue from fare increases – \$5.2M
- Defunded 135 FTE positions in FY 24 and 295 in FY 25; expected savings – \$87M

SamTrans

- No new positions in FY 26 budget, delay in some FY 25 hiring
- 10% administrative budget reduction for discretionary expenses



226



AM or All Day Boardings-Based Fare Loss

SMC has only agreed to discuss fare loss for AM or all day boardings, not other methodology, throughout the regional measure discussions. BART Boardings-Based Fare Loss in SMC ranges between \$20-\$34M.

BART average annual deficit = average of \$368M

BART adjusted fare loss = \$340M adjusted fare loss*

Benefit based: Allocates based on either AM boardings or all day boardings; approximating current and estimating future use by county residents

County Ranges	San Francisco	Alameda	Contra Costa	San Mateo
	22 - 45%	35 - 45%	14 - 24%	6 - 10%

6% all day boardings:

- Annual deficit – \$22.1M
- Adjusted fare loss – \$20.4M

10% AM boardings:

- Annual deficit – \$36.8M
- Adjusted fare loss – \$34M

* Represents the gap between fare revenue from FY 2019 to FY 2024 plus a two percent annual escalation to help account for costs growth



SMC Ridership by Agency

Item #12.a.
6/5/2025

	SamTrans*	BART	Caltrain	SFMTA
Annual all day (AD) boardings	4.3% of system total all day boarding ridership in SF <ul style="list-style-type: none"> 451K rides SamTrans total all day boardings: 10.5M	6% of system total all day boarding ridership <ul style="list-style-type: none"> 2.98M rides 	33.5% of system total all day boarding ridership <ul style="list-style-type: none"> 2.3M 	1.4% of system total all day boarding ridership <ul style="list-style-type: none"> 2.2M
Deficit multiplied by AD boardings	\$16M average deficit x 4.3% AD boardings:\$688K	\$341M fare loss x 6% of total system AD boarding: \$20.5M	Caltrain allocations to be determined by JPA negotiations	\$360M average deficit x 1.4% total system AD boardings: \$5.0M



Governance

Under discussion:

- Identification of “district” to implement tax, hold election, allocate funds, and provide oversight
- Potential models include single tax rate or variable tax rate
- Political and practical implications
- One district or multiple



229



Transit Transformation and Administration

Request:

- 10% for Transit Transformation
- 1% for administration of the entire program

Funds available:

- ¼ cent – limited funds available
- ½ cent – funds available

Decisions:

- Willingness to fund MTC lead program and at what amount; could do 50/50 or other type of split between SMC and MTC
- Preferred funding categories (following slide)
- Whether to limit MTC to regional projects with direct links to ridership growth (e.g. fare programs) or accept county specific projects (e.g. Transit Signal Priority)



MTC Transit Transformation Proposal

Item #12.a.
6/5/2025

Proposed Expenditures from a \$55 Million Annual Investment

10% of Revenue from a Four County (ALA, CC, SF, SM) ½ Cent Sales Tax Measure*

\$25 million

Delivering More Integrated
and Equitable Fares

\$10 million

Facilitating Seamless Transit
Navigation for All

\$15 million

Making Transit
More Reliable

\$5 million

Ensuring Access
for All

What Benefits Do Riders Get From This Investment over a 10-year period?

A more affordable, easier to navigate, faster, and more accessible regional transit system.



Transit Fares

- Funds new free and discounted transfers — estimated to increase daily ridership by 30,000 (\$17M)
- Expands Clipper START to make transit more affordable for an additional ~100,000 riders (\$8M)



Mapping & Wayfinding

- Phased deployment of new maps, bus flags and signage at rail stations, ferry terminals, transit hubs, and bus stops



Transit Priority

- ~ 75+ "hot spot" interventions to get buses out of traffic
- One to two corridor-wide projects like SFMTA's Geary Rapid project



Accessibility

- Operations support for one-seat paratransit rides
- Mobility management programs at the county level
- First and last mile transit access

*Assumes 10% of measure funding is dedicated to "Transit Transformation." A three or five county measure would provide a different funding level, requiring adjustments to program budget.



231



Accountability

SB 63 accountability measures include:

- Independent 3rd party review – identifies and recommends menu of cost-saving efficiencies; scope includes administrative, operating, and capital costs
- Operators develop and report on improvement implementation plan based on review
- Establishes select committee:
 - Member of the committee; state representative; transit operator representative from operators subject to the review; Representation from transit labor, advocacy, business
 - Receives and approves the 3rd party review and issues report to MTC and legislature
- Funds withheld for failure to comply with Regional Network Manager (RNM) requirements

SB 63 accountability measures do not include:

- Clear consequences for failing to comply with the process or take corrective actions described in agency's own plan
- Guaranteed representative from counties providing funds on select committee



Next Steps

Question: Is there any additional information you need to help with decision making?

Polling Review BOD meetings:

- July 2 – SamTrans BOD meeting
- July 10 – TA BOD meeting

Decision BOD meetings:

- Late July – Special TA and C/CAG BOD meetings
- August 6 – SamTrans BOD meeting



233

