

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

December 4, 2025, 4:00 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.

**Public Comments:** Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.smcta.com/whats-happening/board-directors-calendar>.

Oral public comments will 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 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, December 4, 2025**

**4:00 pm**

1. Call to Order
2. Roll Call / Pledge of Allegiance
3. Report Out of November 17, 2025 Special Meeting Closed Session
  - 3.a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code section 54957(b)(1)  
Title: Executive Director
4. Public Comment for Items Not on the Agenda  
*Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.*
5. Report of the Community Advisory Committee Informational
6. Consent Calendar  
*Members of the Board may request that an item under the Consent Calendar be considered separately*
  - 6.a. Approval of Minutes of the Board of Directors Regular Meeting of November 6, 2025 and Special Meeting of November 17, 2025  
~~Acceptance of Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 1~~ Motion
  - 6.b. Acceptance of Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 1  
~~Approval of Minutes of the Board of Directors Regular Meeting of November 6, 2025 and Special Meeting of November 17, 2025~~ Motion
  - 6.c. Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance Motion
  - 6.d. Adopting the Mid County Multimodal Strategy Resolution
  - 6.e. Adopting the North County Multimodal Strategy Resolution
7. Report of the Chair Informational
8. San Mateo County Transit District Liaison Report Informational
9. Peninsula Corridor Joint Powers Board Liaison Report Informational

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

- 10. Report of the Executive Director Informational
  
- 11. Program
  - 11.a. Brand Refresh Update Informational
  - 11.b. 2025 Highway Program Call for Projects Draft Recommendations Informational
  - 11.c. Grand Boulevard Initiative (GBI) Action Plan Informational
  
- 12. Finance
  - 12.a. Acceptance of the San Mateo County Transportation Authority's Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2025 Motion
  
- 13. Legislative Matters
  - 13.a. Legislative Update Informational
  - 13.b. Draft Legislative Program for 2026 Informational
  
- 14. Requests from the Authority
  
- 15. Written Communications to Authority
  
- 16. Date / Time of Next Regular Meeting: Thursday, January 8, 2026, 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.*
  
- 17. Report of Legal Counsel
  - 17.a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code section 54957(b)(1)  
Title: Executive Director
  
- 18. 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](mailto:board@smcta.com). Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

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

### **Date and Time of Regular and 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. Written public comments may be emailed to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, 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](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070, 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 November 6, 2025**

**Members Present:** A. Fung, M. Nagales, C. Romero (Chair)

**Members Present** R. Medina

**via Teleconference:**

**Members Absent:** N. Corzo, J. Speier, J. Mates (Vice Chair)

**Staff Present:** J. Cassman, A. Chan, J. Epstein, P. Gilster, L. Lumina-Hsu, P. Skinner,  
M. Tseng

**1. Call to Order**

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

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

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

Chair Romero announced a Consideration to Change Order of Business to hear the agenda items in the following order: 3 to 5, 10.a., 11, 6 to 9, 10.b., 12 to 15, and Item 16.a. Closed Session is deferred to a Special Meeting to a date to be determined and announced in compliance with the Brown Act.

Motion/Second: Medina/Nogales

Ayes: Fung, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Speier, Mates

Chair Romero announced public comments will be one minute.

**3. Public Comment for Items Not on the Agenda – There were none.**

**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 September 4, 2025**
- 5.b. Accept Statement of Revenues and Expenditures for the Period Ending June 30, 2025**
- 5.c. Approval of the 2026 Board of Directors Meeting Calendar**
- 5.d. Accept Quarterly Investment Report**

Motion/Second: Fung/Medina

Ayes: Fung, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Speier, Mates

**6. Report of the Chair**

Chair Romero stated Senate Bill 63 was signed by Governor Gavin Newsom.

**7. San Mateo County Transit District Liaison Report – October 8, 2025 and November 5, 2025**

Chair Romero stated the report was posted online.

**8. Peninsula Corridor Joint Powers Board Liaison Report – October 9, 2025 and November 6, 2025**

Chair Romero stated the report was posted online.

**9. Report of Executive Director**

Chair Romero stated the report was in the packet and April Chan, Executive Director, stated there will be a ribbon cutting ceremony for East Palo Alto overpass pedestrian project on November 22.

**10. Program**

**10.a. Programming and Allocating \$6,715,000 for the 2025 Cycle 3 Transportation Demand Management Call for Projects – Approved by Resolution No. 2025-21**

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

- 22 projects recommended for funding from 14 jurisdictions of which 7 were first-time applicants

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

- Outreach efforts to coastside cities; funds still available
- Micro-mobility projects by Cities of Burlingame and Millbrae; potential to have program county-wide
- Regional collaboration
- Transportation Demand Management Association – change recommendation to fully fund the program

- Outreach to smaller cities to provide feedback on applications to increase cities' competitiveness to be granted funding

Public Comment

Emily Wirowek, Complete Streets Safety Committee member, City of Brisbane, commented on small coastal communities, upgrade will increase utilized bus stop, bus boarding island, and Americans' with Disabilities Act (ADA) compliance.

Motion: Fung

Friendly Amendment by Chair Romero to fully fund all recommended projects and increase the total programming and allocation amount to \$6,799,083 in collected and future-year New Measure A and Measure W Transportation Demand Management Program funds for the 19 projects selected through the call for projects. Accepted by Director Fung.

Second: Nogales

Ayes: Fung, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Speier, Mates

**10.b. 101 Corridor Connect: Draft North County and Mid County Multimodal Strategies**

Ms. Atkinson provided the presentation that included the following:

- Community and stakeholder engagement efforts and strategies
- Prioritization methodology identified top 20 projects within each segment to represent all different modes and in various cities
- All projects in strategies identified or adopted in their plans by local jurisdictions or agencies; screened and weighted; considered community feedback
- Implementation plan: identify funding opportunities and securing local match funding; provide technical support to local cities
- Reviewed top 20 projects for North County Multimodal Strategy projects and for Mid-County Multimodal Strategy
- South County public review begins December 2025; draft strategy to Board February 2025

The Board Members stated appreciation for supporting and funding existing plans approved by local cities.

## 11. Finance

### 11.a. Accept Statements of Revenues and Expenditures for the Periods Ending July 31, 2025; August 31, 2025; and September 30, 2025

Kate Jordan Steiner, Chief Financial Officer, provided the presentation that included the following:

- Revised report format to align with annual operating budget cycle
- Funding allocations and program-level expense summaries reported in Quarterly Status Report

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

- Quarterly updates to the Board and return to monthly after new module is tested/finalized
- Significant or meaningful alterations will come to Board when needed

Motion/Second: Nagales/Medina

Ayes: Fung, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Speier, Mates

### 11.b. Program and Allocate \$10,000,000 in Original Measure A Funds to the San Mateo County Transit District for Fiscal Years 2026 and 2027 Member Agency Contributions to Caltrain – Approved by Resolution No. 2025-22

Peter Skinner, TA Executive Officer, stated an update to the staff recommendation which included the following:

- Staff recommending a change to the allocation
- At November 6 Peninsula Corridor Joint Powers Board (JPB) Board of Directors meeting, the City and County of San Francisco (CCSF) will withhold allocation for capital projects
- Staff recommends programing and allocating \$10 million to Caltrain but not to release until CCSF releases their funds

Li Zhang, Caltrain Chief, Rail Commercial and Business, provided the presentation that included the following:

- System-wide project investments; most funding goes into State-of-Good-Repair projects
- Updates for delivered projects (\$2 million), projects in progress (\$7.4 million), and planning and implementation (\$8.9 million)
- \$10 million TA allocation, if granted, will go to the Guadalupe River Bridge Replacement project
- Systemwide Capital Contributions under Caltrain's Capital Improvement Projects plan

The Board Members had a discussion and staff provided further clarification in response to the Board comments and questions regarding CCSF member agency contributions, funding agreement statuses, project delay concerns, and partners collaboration.

Joan Cassman, General Counsel, suggested additional wording for the resolution to have a condition on the funding until all partners release funding.

The Board Members continued discussion on Caltrain partners, governance process completion, TA Board's commitment to funding the project. Staff provided clarification the Guadalupe River Bridge Project currently has funding which will run out April 2026.

Ms. Cassman, General Counsel, provided the following modified staff recommendation for Board consideration:

*Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$10,000,000 in Original Measure A funds from unprogrammed rental income and the Caltrain Program category to the San Mateo County Transit District for its share of local match to the Peninsula Corridor Joint Powers Board (JPB) for the Caltrain Capital Program for Fiscal Years 2026 and 2027, with the condition that this \$10,000,000 allocation will not be released to the JPB until such time as the other two member agencies, the City and County of San Francisco and the Santa Clara County Valley Transportation Authority, allocate and make available to the JPB their equal capital contribution shares as required under the JPB's Joint Powers Agreement*

Motion to accept modified staff recommendation/Second: Fung/Nagales

Ayes: Fung, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Speier, Mates

## **12. Legislative Matters**

**12.a. Receive Legislative Update** - Item was deferred.

**13. Requests from the Authority** – Item was deferred.

**14. Written Communications to Authority** – Item was deferred.

**15. Date/Time of Next Regular Meeting** - Thursday, December 4, 2025, at 5:00 pm

**16. Report of Legal Counsel** – Item was deferred.

**16.a. Closed Session: Closed Session: Public Employee Performance Evaluation Pursuant to Government Code section 54957(b)(1)**

**Title: Executive Director**

**17. Adjournment** - The meeting adjourned at 6:02 pm.

**San Mateo County Transportation Authority  
Board of Directors – Special Meeting  
1250 San Carlos Avenue, San Carlos, California 94070  
San Bruno City Hall, 570 Linden Avenue, Conference Room 115, San Bruno, CA 94066**

**DRAFT Minutes of November 17, 2025**

**Members Present:** N. Corzo (arrived at 5:21 pm), A. Fung (arrived at 5:06 pm), M. Nagales, J. Speier, J. Mates (Vice Chair), C. Romero (Chair)

**Members Present via Teleconference:** R. Medina

**Members Absent:** None

**Staff Present:** J. Cassman, A. Chan, L. Lumina-Hsu

**1. Call to Order**

Chair Romero called the meeting to order at 5:00 pm.

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

Loana Lumina-Hsu, Deputy Authority Secretary, called the roll and confirmed a Board quorum was present.

Director Nagales led the Pledge of Allegiance.

**3. Date/Time of Next Regular Meeting: Thursday, December 4, 2025, at 5:00 pm**

Chair Romero announced the next regular meeting will be Thursday, December 4, 2025, at 4:00 pm.

**4. Report of Legal Counsel**

**4.a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code section 54957(b)(1)**

**Title: Executive Director**

Joan Cassman, Legal Counsel, announced the closed session item and stated any action taken will be reported at the next regular meeting.

*The Board adjourned to closed session at 5:03 pm.*

*Director Fung joined the meeting at 5:06 pm.*

*Director Corzo joined the meeting at 5:21 pm.*

**5. Adjournment** - The meeting adjourned at 6:30 pm.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Chief Officer, Transportation Authority  
Subject: **Acceptance of Capital Projects Quarterly Status Report for Fiscal Year 2026  
Quarter 1**

**Action**

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

**Significance**

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

**Budget Impact**

There is no impact on the budget.

**Background**

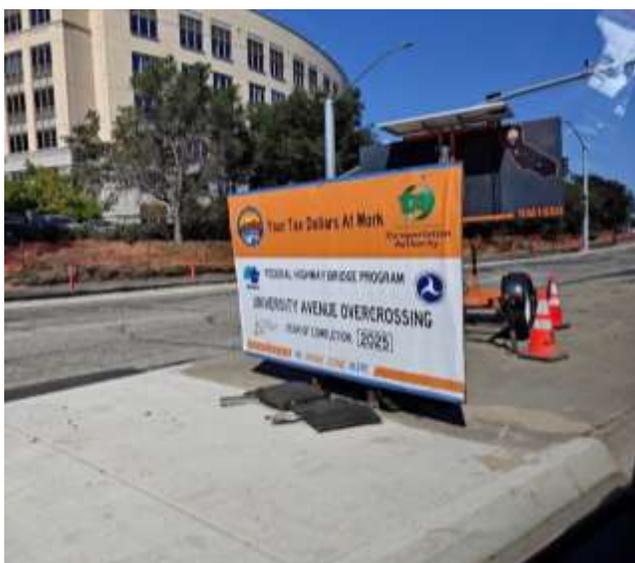
Staff prepares the Capital Projects QSR for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is presented to the Board for informational purposes to provide up-to-date information on the status of capital projects.

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



# CAPITAL PROJECTS Quarterly Status Report

FY2026 Q1: July 1, 2025 - September 30, 2025



Top-Left: 'Your Tax Dollars at Work' Sign at the US 101 - University Ave Overcrossing Construction Site  
Top-Right: EPA, Caltrans and TA staff at the US 101 - University Ave Overcrossing site visit on September 9, 2025  
Bottom-Left: San Mateo, Caltrans, C/CAG and TA staff at the 101/92 Area Improvements Project Construction Site Visit on October 7, 2025  
Bottom-Right: TA Staff Hosting Office Hours in San Mateo for the 101/92 Direct Connector Project on August 27, 2025



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FY2026 Q1: July 1, 2025 - September 30, 2025

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Caltrain - Grade Separation and Special Projects	34
Bicycle & Pedestrian	42
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Alternative Congestion Relief/Transportation Demand Management	46



## HIGHWAY PROGRAM SUMMARY TABLE

FY2026 Q1: July 1, 2025 - September 30, 2025

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

Notes:

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



**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:**

<b>Percent Complete:</b>		<b>70%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

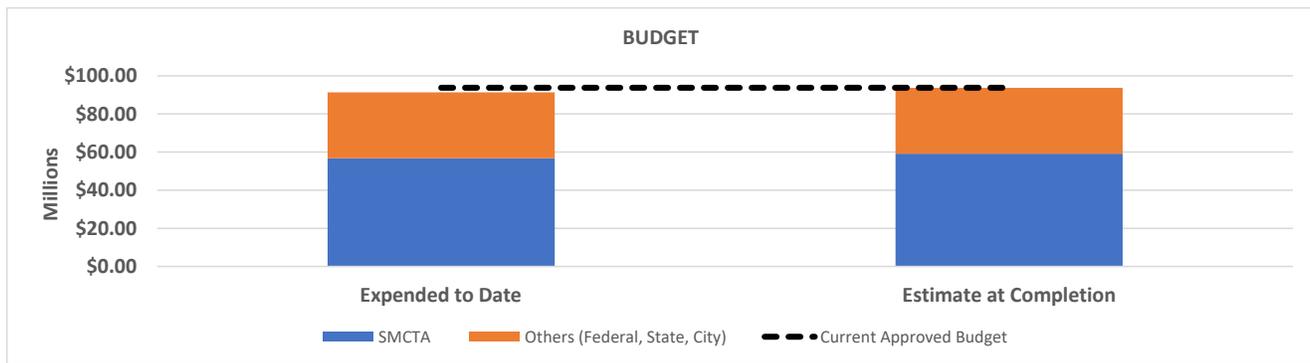
**PROJECT DESCRIPTION:**  
 The US 101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway 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, SMCTA 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 SMCTA Board of Directors approved the construction contract. Active construction began in May 2025.

During this reporting period, the contractor was able to locate existing irrigation lines crossing the northeast exit ramp of Highway 101, allowing the project to avoid a \$48,000 change order to establish a new irrigation connection. The contractor continued installation of the irrigation system, and pressure-tested the irrigation supply lines and repaired any detected damage.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$59,187,000	\$ 56,732,843	\$2,454,157	96%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$91,283,843</b>	<b>\$2,454,157</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>\$0</b>

**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. Continued installation of irrigation systems, controllers and conduits.
2. Verification of lateral supply lines and sprinkler systems.
3. Inspection of electrical conduit installations to ensure compliance with project plans and specifications.

**FUTURE ACTIVITIES:**

1. Installation of landscaping, soil preparation, planting of trees, shrubs and ground cover.
2. Continue reporting on erosion control measures.
3. Installation of mulching.
4. Obtain final signatures from PG&E and Caltrans on the Joint Use Agreement.
5. 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



**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:**

<b>Percent Complete:</b>		<b>48%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

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

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.

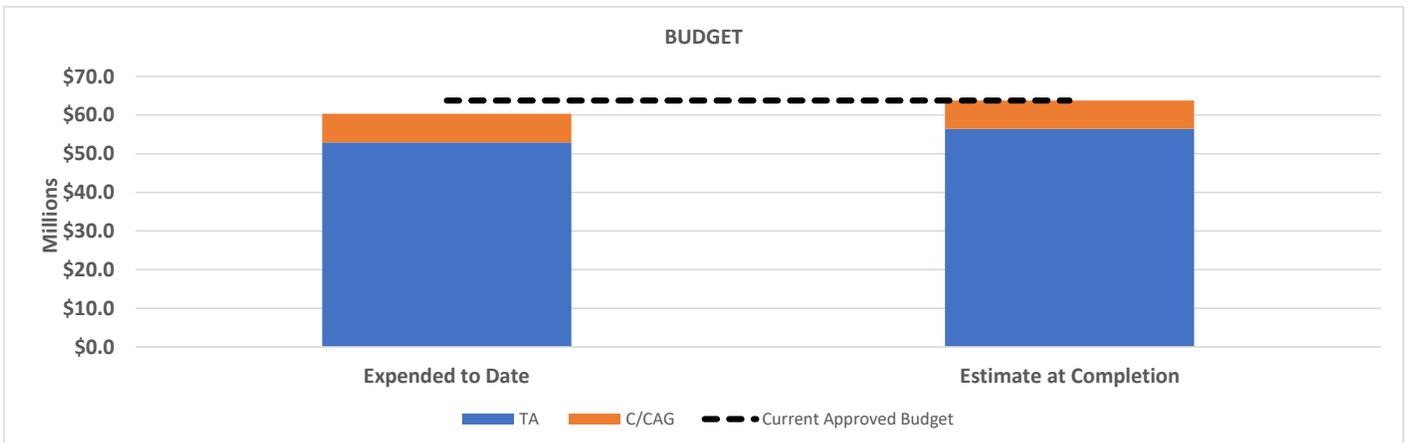
**STATUS SUMMARY:**

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

The consultant is currently preparing the final Plans, Specifications, and Estimates (PS&E) package. Progress has been delayed due to pending input from Caltrans, specifically the submission of the lane closure charts.

Following several coordination meetings between Caltrans and the City of Menlo Park, approval was obtained for the revised water meter location within the Caltrans right-of-way. The meter will be installed and maintained by the City of Menlo Park.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$56,400,000	\$52,947,168	\$3,452,832	94%	\$56,400,000	\$0
C/CAG (State Transportation Improvement Program)	\$7,360,534	\$7,360,534	\$0	100%	\$7,360,534	\$0
<b>Total Project</b>	<b>\$63,760,534</b>	<b>\$60,307,702</b>	<b>\$3,452,832</b>	<b>95%</b>	<b>\$63,760,534</b>	<b>\$0</b>

**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	10/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	10/10/28	01/05/25	01/30/30

**PROGRESS THIS QUARTER:**

1. Coordinated with Caltrans and the Willow Road Ped/Bike Project consultant regarding the irrigation connection, including the waterline, water meter and backflow prevention device locations serving the southern half of the interchange landscape.
2. Continued coordination with Caltrans on lane closure charts.
3. Aligned project limits improvements with the Willow Road Ped/Bike Project.

**FUTURE ACTIVITIES:**

1. Target bid submittal by end of December.
2. Initiate the encroachment permit application process (pending Caltrans approval of the PS&E package).
3. Prepare a Request for Proposal (RFP) to hire a contractor for the construction phase.
4. Changing the project delivery approach necessitates modifying the MOU to reflect new roles and responsibilities.

**KEY ISSUES:**

1. Ongoing coordination and pending deliverables have delayed the design approval process, which has impacted the overall project schedule.

**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



**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, ROW Capital (Activities 13, 14, 15)  
**Future Funded Phases:** Construction (Activity 16)

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

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		<b>90%</b>	
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, signaling ramp intersections, adding turning lanes with longer pocket lengths, constructing direct-connect flyover ramps between Veterans Boulevard and US 101, adding new sidewalks, adding safety improvements (signals and gates) at UPRR at grade crossings of Veterans Boulevard and Blomquist Street, and adding shared use paths, bike lanes, and separated bikeways.

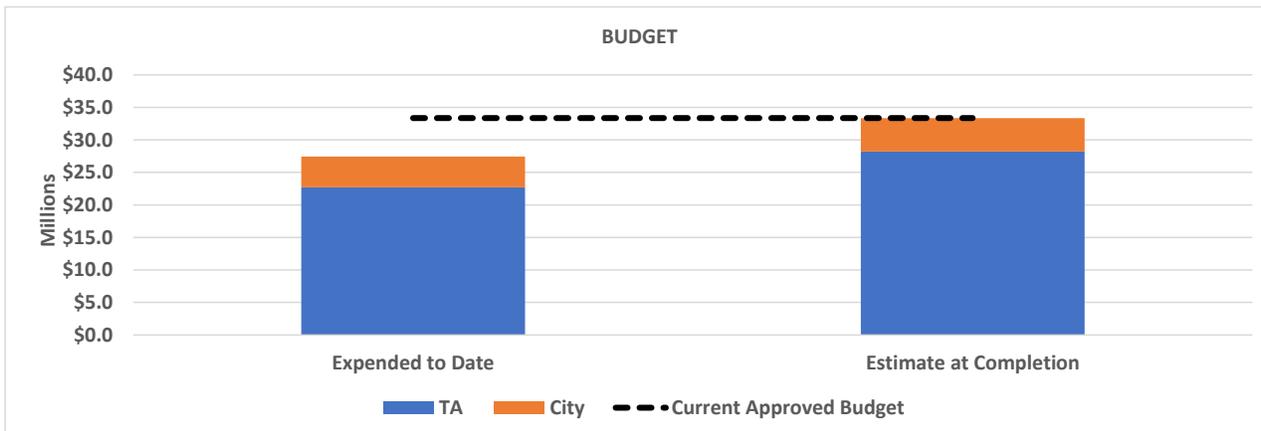
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide 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 is working with Caltrans to submit the E-76 for authorization to spend INFRA funds, pending TIP amendment approval. The project team has submitted the 95% Roadway PS&E and 95% Structures PS&E to Caltrans and plans to complete the 100% Combined PS&E submittal by December 2025. The team is addressing comments from UPRR and is working towards the 90% submittal on rail crossing modifications.

The project team is working with Caltrans on various agreements (coop, maintenance, freeway, and controlled access highway). The County-owned Veterans parcel resolution is in process. The City has identified stormwater capture credits that Caltrans has agreed would be acceptable as mitigation for the additional acreage. The next step is to meet with the Regional Water Quality Control Board along with Caltrans to agree on this plan.

The schedule remains yellow this quarter due to the 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	\$28,195,000	\$22,685,053	\$5,509,947	80%	\$28,195,000	\$0
City	\$5,160,000	\$4,758,916	\$401,084	92%	\$5,160,000	\$0
<b>Total Project</b>	<b>\$33,355,000</b>	<b>\$27,443,969</b>	<b>\$5,911,031</b>	<b>82%</b>	<b>\$33,355,000</b>	<b>\$0</b>

**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. Received UPRR comments and worked to provide responses.
2. Initiated and continued work to update the communications for the ROW process and construction phase.
3. Monitored progress of the TIP amendment in order to secure the obligation of federal funds for ROW.
4. Conducted meetings with SMCTA and project advocates regarding the INFRA grant review.
5. Continued work in support of securing property owners' signatures on purchase agreements.
6. Continued work with stormwater specialists to identify mitigation solutions.
7. Supported the advertisement for the Corp Yard reconfiguration.
8. Continued work to resolve issues on Veterans parcel and continued work with utility companies on relocations.
9. Executed Project Supplement No. 1 for ROW Capital.

**FUTURE ACTIVITIES:**

1. Finalize the Veterans Parcel terms and details.
2. Respond to inquiries regarding ROW parcel offers. Negotiate and approve purchase agreements for ROW parcels.
3. Prepare for the City Council ROW actions. Initiate court proceedings for condemnation, if necessary.
4. Initiate the Construction Cooperative Agreement process with Caltrans.
5. Meet RWQCB with Caltrans on off-site solution for stormwater capture. Finalize plan to mitigate stormwater run-off.
6. Initiate work on 100% project PS&E.
7. Coordinate UPRR design acceptance to facilitate property acquisition.
8. Proceed with Corp Yard reconfiguration.
9. Submit the E-76 for authorization to spend INFRA funds, pending TIP amendment approval.
10. Develop Initial Financial Plan (IFP), a requirement of E-76.

**KEY ISSUES:**

1. Must find ways to deliver Railroad, Right of Way, PS&E early in order to advertise in 2026 and begin construction in 2026.
2. The City has not been submitting regular reimbursement requests.

**AGREEMENT HISTORY:**

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Redwood City is sponsor and implementing agency for PS&E, ROW Support, and ROW Capital
FA - City/SMCTA	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
Project Supplement 1	05/12/25	12/31/27	06/30/27	Adds budget for ROW Capital



**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:**

<b>Percent Complete:</b>		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

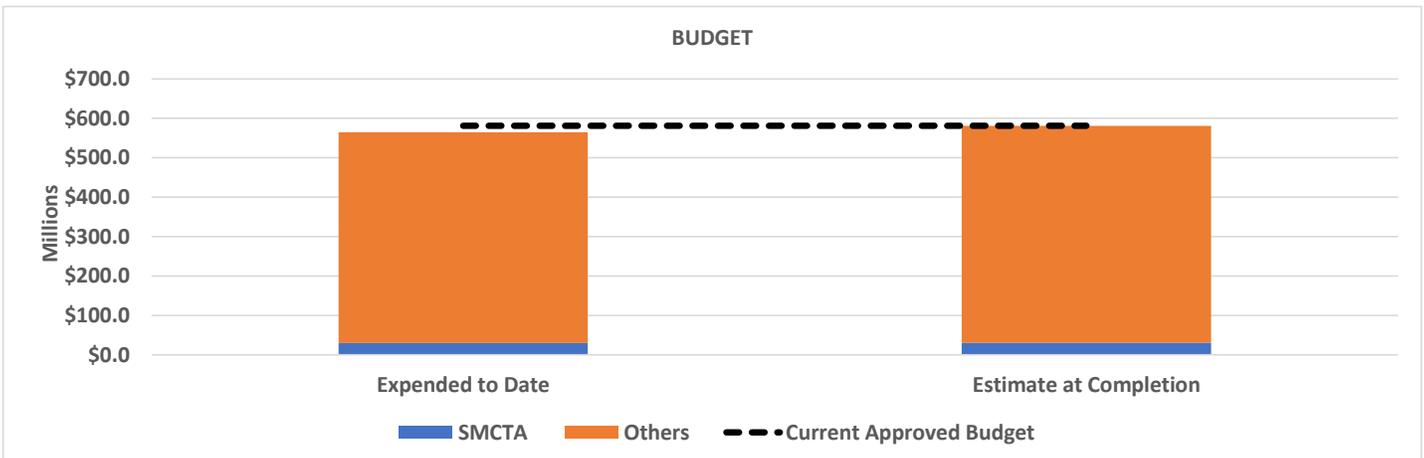
**PROJECT DESCRIPTION:**

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 final. The remaining work is for construction of the project landscaping that began in March 2023 and is anticipated to be complete by Spring 2026. Then the project will move into the plant establishment period through the end of 2027.

All landscaping construction activities are nearing completion, preparing to finalize all active construction before the start of the plant establishment period. All irrigation facilities and irrigation controllers are installed and have electrical power.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
SMCTA	\$30,500,000	\$29,883,763	\$616,237	\$30,500,000	\$0	98%
Regional	\$95,000,000	\$82,150,571	\$12,849,429	\$95,000,000	\$0	86%
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	\$303,794,205	\$2,875,795	\$306,670,000	\$0	99%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
<b>Total Project</b>	<b>\$581,170,000</b>	<b>\$564,828,538</b>	<b>\$16,341,462</b>	<b>\$581,170,000</b>	<b>\$0</b>	<b>97%</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	03/31/23
Landscaping	03/03/23	12/31/27	03/03/23	12/31/27	03/03/23	12/31/27

**PROGRESS THIS QUARTER:**

*Project Landscaping:*

1. Planting is 97% complete.
2. Southbound University Ave planting and revised irrigation completed.
3. The permit for a water connection in Redwood City was reissued on September 29.
4. All irrigation facilities are installed, except the connection to the Redwood City water source.
5. All irrigation controllers are installed and have electrical power.

**FUTURE ACTIVITIES:**

*Project Landscaping:*

1. Planting and irrigation automatic flow rate, or "learned flow", to be completed for Redwood City water source connection at southbound Whipple Ave.
2. Installation of the solar panel, electrical converter, and batteries for the irrigation controller at Skyway Blvd.
3. Complete electrical punch list items.
4. Install revised layout of permanent erosion control.

**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



**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:**

<b>Percent Complete:</b>		90%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

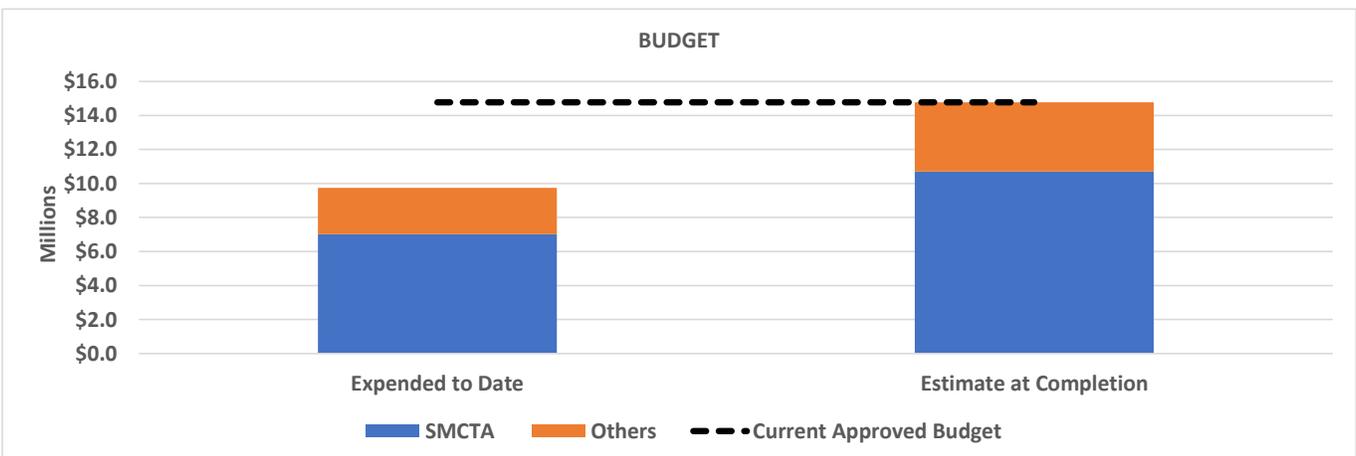
The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three 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 completed construction of the realignment of the northbound and southbound US 101 off-ramps and intersection improvements, and began installing landscaping. The final striping on the new trail and University Avenue were completed. A ribbon cutting event is being coordinated for next quarter.

Constuction activities are anticipated to be completed next quarter.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,700,000	\$7,014,112	\$3,685,888	66%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$487,044	\$283,956	63%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$1,558,539	\$743,661	68%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$681,861	\$318,139	68%	\$1,000,000	\$0
<b>Total Project</b>	<b>\$14,773,200</b>	<b>\$9,741,556</b>	<b>\$5,031,644</b>	<b>66%</b>	<b>\$14,773,200</b>	<b>\$0</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	03/01/23	06/01/25	03/01/23	07/31/25	03/01/23	11/01/25

**PROGRESS THIS QUARTER:**

1. Completed ground leveling and laying down foundation.
2. Began pouring new concrete sidewalks and constructing new curb and gutter.
3. Completed traffic loop detector installation and striping.
4. Began installing landscaping.
5. Coordinating a ribbon cutting event in coordination with funding partners.
6. Finalized reimbursement claim #1 for the period between November 2023 and February 2025.

**FUTURE ACTIVITIES:**

1. Complete landscaping.
2. Conduct ribbon cutting event.
3. Submit reimbursement claims #2 through 4 for the quarterly periods between March and September 2025.

**KEY ISSUES:**

1. Additional time was needed through September 2025 to complete construction due to ongoing coordination with adjacent Caltrans projects.
2. Additional time may be needed to process reimbursement requests since the City has not been submitting regular reimbursement requests with the required supporting documentation. An amendment is being developed to extend the Funding Agreement expiration date.

**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



**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:**

<b>Percent Complete:</b>		45%	
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:**

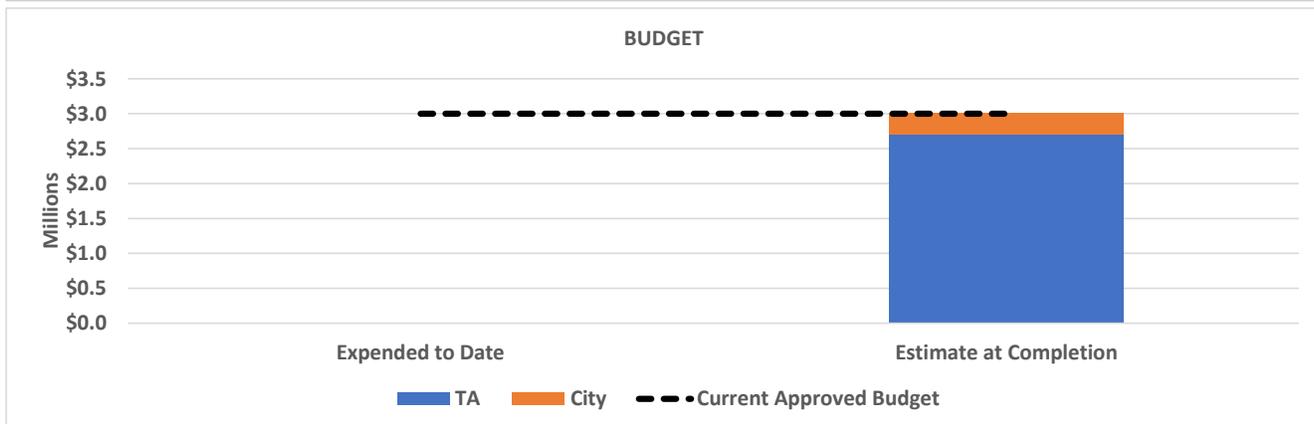
The PA&ED phase was completed in February 2023. Since then, the project has received federal, state, and TA funding. The City Council awarded the contract for the Plans, Specifications and Estimates (PS&E) phase to AECOM.

The project has been divided into two phases in coordination with Caltrans and the City:

- Intersection Improvements:
  - South Airport Boulevard/Utah Avenue
  - San Mateo Avenue/Utah Avenue
  - Airport Boulevard/Produce Avenue/San Mateo Avenue
- US 101 Overpass:
  - New overpass of US 101 extending from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue

The consultant is currently addressing 65% civil design comments and design work on the overpass structure is active.

The schedule remains red due to project delays stemming from the time the design team dedicated to coordinating with adjacent development projects. SMCTA funds will not be drawn down until the project's federal grant is expended.



**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
<b>Total Project</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>0%</b>	<b>\$3,000,000</b>	<b>\$0</b>

**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. Continued utility coordination and review.
2. Completed field investigation for hazardous materials.
3. Finalized Part B of aerial photographic mapping.
4. Incorporated 65% civil design comments into the 95% design.

**FUTURE ACTIVITIES:**

1. Complete and submit the Quality Management Plan (QMP) to Caltrans.
2. Continue development of the 65% PS&E (Plans, Specifications, and Estimates) for structures.
3. Continue progress on the 95% roadway PS&E.
4. Complete and submit Part C of the aerial photographic mapping.

**KEY ISSUES:**

1. Coordination with adjacent development projects delayed development of design drawings. The issue has been addressed but delays will persist through completion of the phase.
2. TA funds will be accessed once federal funds are exhausted.

**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



**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:**

<b>Percent Complete:</b>		75%	
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.

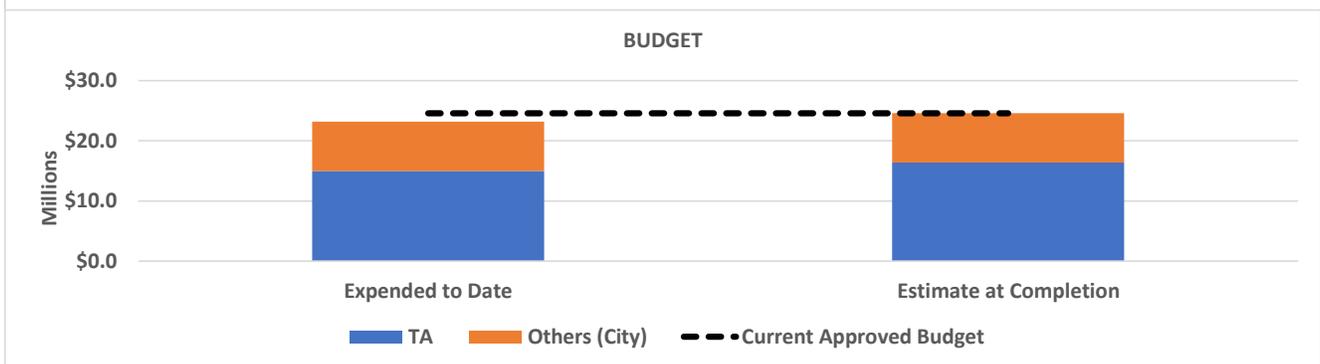
**STATUS SUMMARY:**

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.

The majority of irrigation installation and functional testing have been completed. Most plantings are in place and are being watered. Current activities include final placement of mulch, permanent erosion control measures, hydroseeding, and general site cleanup. Active construction completion is anticipated by early October after which the plant establishment period will begin.

There is currently a hold on work within the City's Corporation Yard adjacent to the soundwall. This portion may or may not be completed during the plant establishment period, pending further review. The reason for the hold is that the proposed trees do not fit in the available space and existing vegetation already provides sufficient screening from the neighborhood.

The schedule remains red due to earlier project delays stemming from rain delays, permit expiration, and staff capacity.



**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
<b>Total Project</b>	<b>\$24,568,185</b>	<b>\$23,177,464</b>	<b>\$1,390,721</b>	<b>94%</b>	<b>\$24,568,185</b>	<b>\$0</b>

**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	03/31/25	08/31/28

**PROGRESS THIS QUARTER:**

1. Planting locations were verified and planting activities began.
2. Stones and mulch were placed throughout the designated areas.

**FUTURE ACTIVITIES:**

1. Punchlist and site cleanup.
2. Plant establishment and monitoring.
3. Potentially revisit Corp Yard trees and make adjustments.

**KEY ISSUES:**

1. Construction delays will require an amendment to extend the time of performance.

**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



**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:**

<b>Percent Complete:</b>		<b>25%</b>	
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.

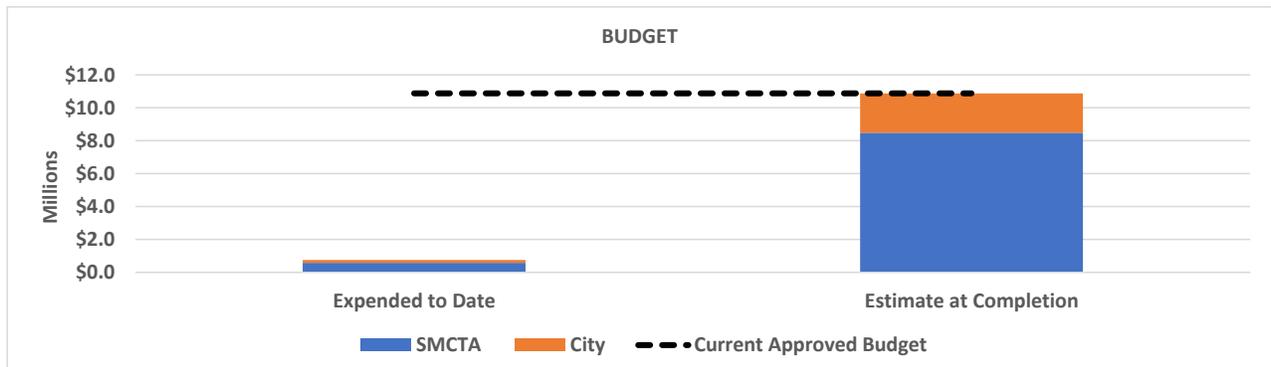
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide 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 reached consensus with Caltrans on the approach to addressing comments on the 100% submittal set. Revisions to plans are currently underway. Resubmittal is targeted for the end of November. Plans have also been coordinated with Caltrans' SHOPP project which is starting construction in November. The Regional Water Quality Control Board has issued a permit for the extension of a drainage inlet needed for the Class I path alignment.

All utility relocations are completed. Comcast, AT&T, PG&E (Gas and Electric) and Coastside County Water District facilities have been relocated and Notices to Owners have been issued. The City is awaiting Caltrans Right-of-Way Certification. A final review of the right-of-way has identified one additional utility (PG&E gas casing vent) requiring relocation. PG&E is processing an application and developing plans for the gas casing vent relocation work.

The City executed an agreement with property owners at 227 Kelly Avenue to extend the duration of the Temporary Construction Easement for an additional 36 months.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$8,475,000	\$582,248	\$7,892,752	7%	\$8,475,000	\$0
City	\$2,400,000	\$164,262	\$2,235,738	7%	\$2,400,000	\$0
<b>Total Project</b>	<b>\$10,875,000</b>	<b>\$746,510</b>	<b>\$10,128,490</b>	<b>7%</b>	<b>\$10,875,000</b>	<b>\$0</b>

**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 submitted a grant application to the SMCTA Highway Program 2025 call for projects, with a request for \$13 million dollars (including City 10% match) which is needed to cover the anticipated construction budget shortfall, based on recent bid results on other similar highway projects.
2. The City met with Caltrans functional units over the last quarter to go through the approximately 120 plan check comments received on the 100% design drawing set. The City reached a general consensus with each division on the approach and the design team plans to respond to each comment.
3. The City has been collaborating with PG&E on a new service application to relocate the gas line casing vent as part of a separate standalone project. PG&E Engineering is developing plans for this work.

**FUTURE ACTIVITIES:**

1. Continue meeting with Caltrans to resolve comments and obtain the final encroachment permit.
2. Design team to address plan check comments and revise plans; resubmitting to Caltrans by the end of November.
3. Receive encroachment permit with PG&E for the gas line relocation work and ROW certification by the end of the year.

**KEY ISSUES:**

1. Updated construction cost estimate for the project will substantially exceed remaining allocated funds. The City is currently exploring additional funding opportunities in parallel with completion of permitting with Caltrans.

**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.



**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:**

<b>Percent Complete:</b>		<b>78%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

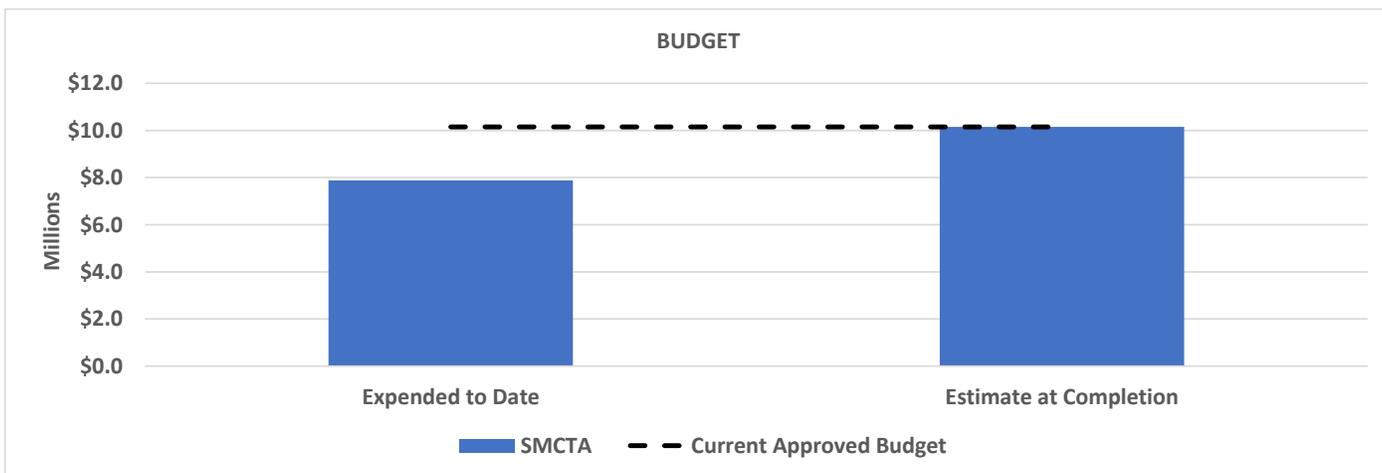
The Project Approval and Environmental Document (PAED) phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) 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 early 2026 with release of the DED for public comment in mid-2026.

The project team continues to make progress on the traffic modeling: southbound 2030 and 2050 and the northbound 2030 traffic models have been approved by Caltrans. The Administrative Draft Environmental Document has been prepared and is being reviewed by C/CAG and SMCTA. The 2nd Administrative Draft Project Report is being prepared for SMCTA and C/CAG review. Additional support from Caltrans leadership is helping advance progress, but the schedule has been significantly delayed.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$10,150,000	\$7,876,435	\$2,273,565	78%	\$10,150,000	\$0
<b>Total Project</b>	<b>\$10,150,000</b>	<b>\$7,876,435</b>	<b>\$2,273,565</b>	<b>78%</b>	<b>\$10,150,000</b>	<b>\$0</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	06/30/25	11/02/20	12/15/26

**PROGRESS THIS QUARTER:**

1. Met with Caltrans HQ Sustainability and reached agreement on the draft VMT assessment and proposed draft VMT mitigation strategies.
2. Continued working with Caltrans Highway Operations and gained approvals on northbound 2050 traffic models.
3. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).

**FUTURE ACTIVITIES:**

1. Submit Noise Abatement Decision Report to Caltrans for final review and concurrence.
2. Advance work on the Traffic Operational Analysis Report; complete and get approval on remaining 2050 models.
3. Submit the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA) to SMCTA and C/CAG for review.
4. Advance and submit the 2nd Administrative Draft Project Report for SMCTA and C/CAG review.
5. Submit the 2nd Administrative Draft Project Report for Caltrans review.
6. Coordinate with Caltrans for the early submittal and review of the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).

**KEY ISSUES:**

1. 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
Amendment 1: MOU - C/CAG - Amended & Restated (PAED)	09/23/25	12/31/27	06/30/27	Amendment 1 for time extension for the Amended and Restated MOU between SMCTA and C/CAG



**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:**

<b>Percent Complete:</b>		26%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

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

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

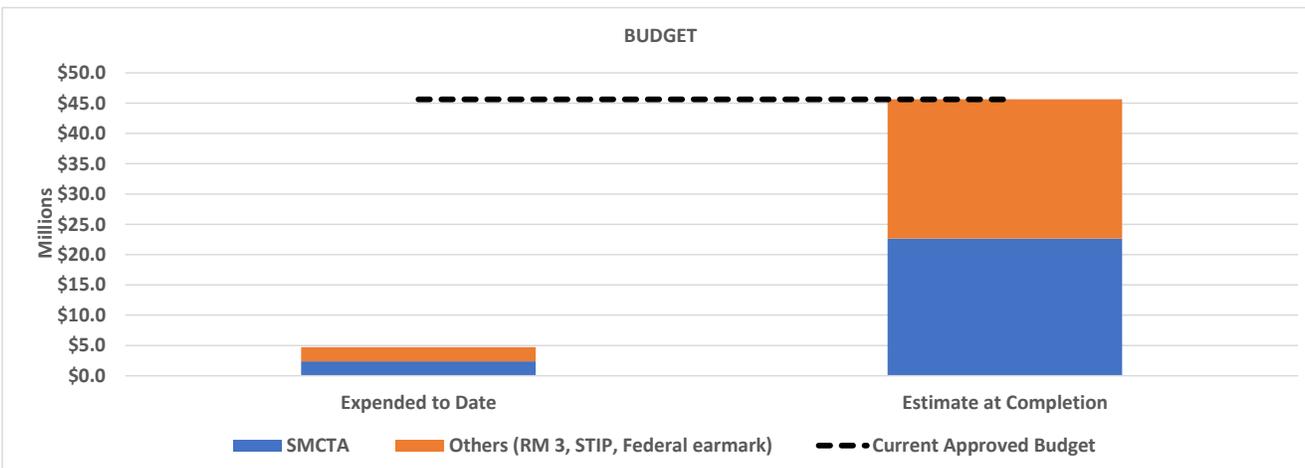
**STATUS SUMMARY:**

Caltrans awarded the contract to the lowest bidder, Gordon N. Ball Incorporated, and finalized the contract in January 2025. The updated schedule pushed the completion date back to Summer 2028 (including a 1-year plant establishment period). Construction activities began on April 28, 2025.

To date, Caltrans has completed the realignment of the Fashion Island Boulevard off-ramp from southbound 101. Drivers heading towards Fashion Island Boulevard now use the Half Moon Bay/westbound 92 connector ramp to get to Fashion Island Boulevard, avoiding backups from eastbound 92 traffic that often backs up on that connector ramp.

All pile drilling needed to create the foundations for the modified ramp from westbound 92 to southbound 101 is also complete. These foundations will support the reconfigured ramp, allowing for safer truck turns and smoother traffic flow.

As previously reported the schedule was delayed due to the additional time needed for Caltrans to finalize the construction package for advertisement. Construction is ongoing and progressing.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$22,663,000	\$2,368,988	\$20,294,012	10%	\$22,663,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$2,308,664	\$19,653,336	11%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$27,464	\$972,536	3%	\$1,000,000	\$0
<b>Total Project</b>	<b>\$45,625,000</b>	<b>\$4,705,116</b>	<b>\$40,919,884</b>	<b>10%</b>	<b>\$45,625,000</b>	<b>\$0</b>

**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. Completed the southbound 101/Fashion Island Blvd ramp realignment from eastbound 92 to westbound 92.
2. Partially completed drainage system work.
3. Completed drilling and installing piles for the westbound 92 to 101 southbound ramp.
4. Installed temporary lighting and flashing beacon.

**FUTURE ACTIVITIES:**

1. Erect new sign structure.
2. Begin bridge overhang demolition and falsework placement.

**KEY ISSUES:**

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



**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:**

<b>Percent Complete:</b>		<b>38%</b>	
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.

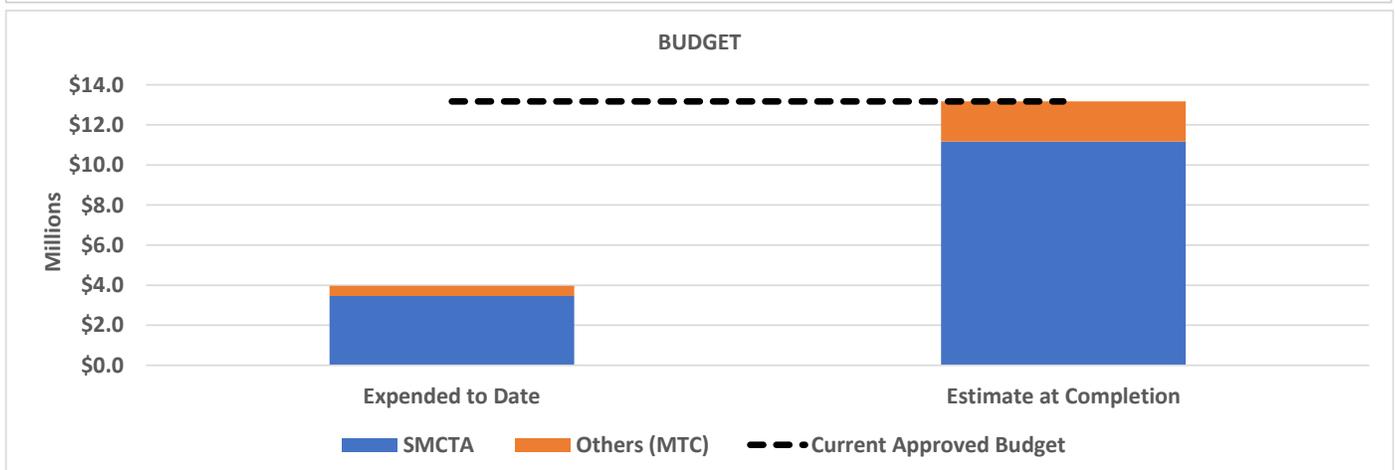
The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also reduce cut through traffic on local streets.

**STATUS SUMMARY:**

Caltrans approved the Project Study Report - Project Development Support (PSR-PDS) document in November 2020. The SMCTA 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. Stakeholder coordination and community outreach in the City of San Mateo and Foster City was conducted in April through July 2025. The project team continues hosting regular office hours and providing digital newsletter updates. The digital newsletter will transition from a monthly to a quarterly cadence after the October edition.

Environmental and preliminary engineering studies are steadily progressing, with data collection completed for the traffic and noise studies.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$11,170,776	\$3,462,009	\$7,708,767	31%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$502,515	\$1,497,485	25%	\$2,000,000	\$0
<b>Total Project</b>	<b>\$13,170,776</b>	<b>\$3,964,524</b>	<b>\$9,206,252</b>	<b>30%</b>	<b>\$13,170,775</b>	<b>\$0</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	10/01/22	09/30/24	10/01/22	03/31/27	10/01/22	03/31/27

**PROGRESS THIS QUARTER:**

1. Initiated development of the highway safety manual analysis methodology.
2. Collected right-of-way information including title reports and utility mapping.
3. Completed community outreach activities including in-person office hours and digital newsletter updates.
4. Distributed various draft studies to Caltrans for review, including the Stormwater Data Report and Pavement Design Memo.

**FUTURE ACTIVITIES:**

1. Continue community outreach and communications activities.
2. Continue advancing the environmental and engineering studies.

**KEY ISSUES:**

1. Experienced initial delays with review and approval by Caltrans highway operations.

**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 (12/02/21)
MOU Amendment #1 - CCAG/TA	05/13/25	09/30/27	03/31/27	Schedule extension



**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:**

<b>Percent Complete:</b>		<b>50%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

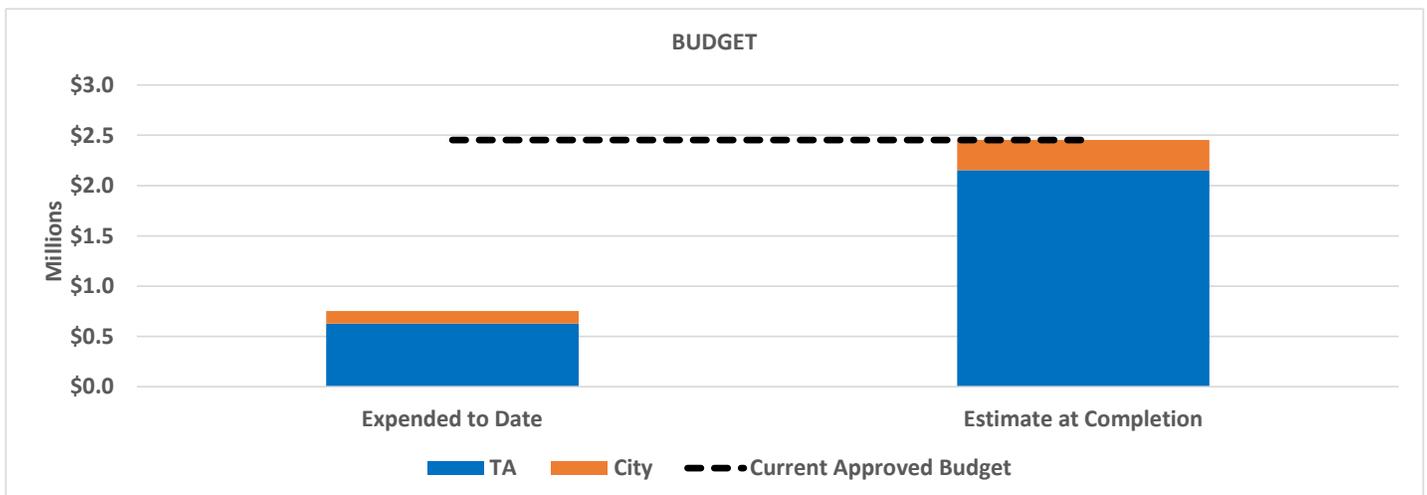
**PROJECT DESCRIPTION:**

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.

This quarter and next, the project team will continue detailed environmental studies, focusing on traffic operations and drainage. The goal is to identify and select the preferred design option, including any special design considerations. The Draft Environmental Document (DED) is expected to be shared with the public in winter 2026. To gather feedback and answer questions, the project team will conduct community outreach events within two weeks of the DED's release.



**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	\$123,965	\$176,035	41%	\$300,000	\$0
<b>Total Project</b>	<b>\$2,452,663</b>	<b>\$752,397</b>	<b>\$1,700,266</b>	<b>31%</b>	<b>\$2,452,662</b>	<b>\$0</b>

**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. Completed the Draft Project Report (DPR) and associated attachments.
2. Finalized the Design Standard Decision Document (DSDD).
3. Responded to Caltrans review comments on the Stormwater Data Report.
4. Addressed Caltrans comments on the Visual Impact Assessment (VIA).
5. Addressed Caltrans comments on the Historic Properties Survey Report (HPSR) and Archaeological Survey Report (ASR).

**FUTURE ACTIVITIES:**

1. Continue work on environmental studies.
2. Submit the first draft of the DED.
3. Continue coordination with air quality/energy and noise technical teams.

**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



**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:**

<b>Percent Complete:</b>		<b>38%</b>	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

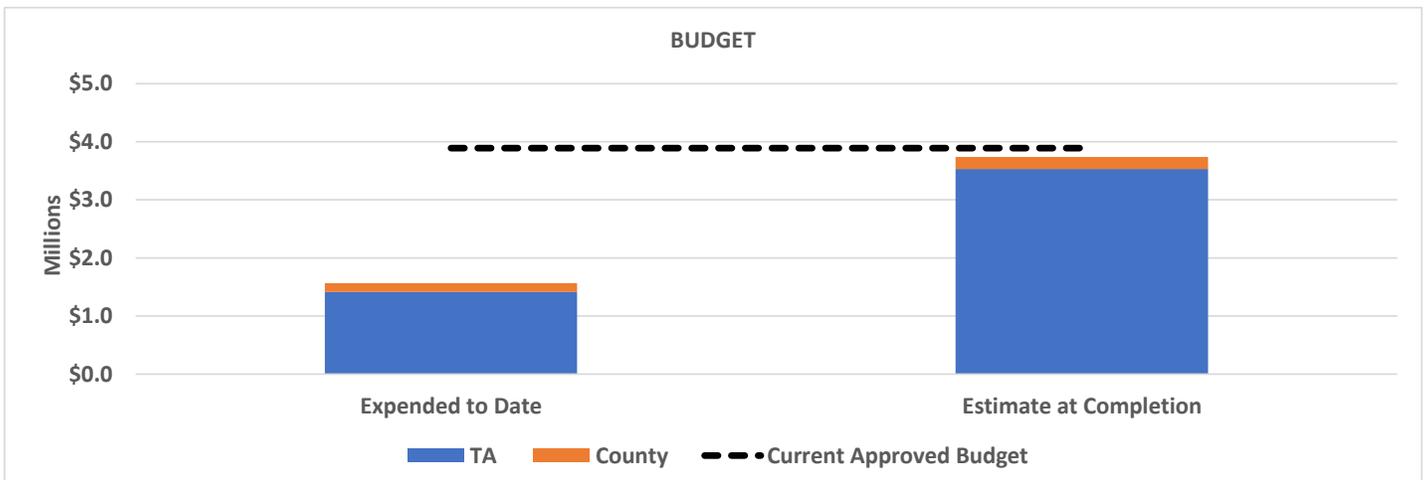
The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile 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 roundabout and geometric design are being refined. The Existing Conditions Memo has been completed and submitted to Caltrans for review. In coordination with Caltrans, the team discussed eliminating one project alternative and submitted supporting documentation to justify this modification. This alternative is being eliminated because its safety and operational performance would not adequately address the project's purpose and need.

Work on the traffic analyses is ongoing and progressing according to the project schedule. Environmental field studies are in their final stages, with continued coordination with the Caltrans Environmental 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	\$3,531,000	\$1,416,156	\$2,114,844	40%	\$3,531,000	\$0
County	\$359,000	\$152,075	\$206,925	42%	\$359,000	\$0
<b>Total Project</b>	<b>\$3,890,000</b>	<b>\$1,568,231</b>	<b>\$2,321,769</b>	<b>40%</b>	<b>\$3,890,000</b>	<b>\$0</b>

**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. Responded to Caltrans review comments on the Existing Conditions Report.
2. Continued development of the Intersection Safety Operational Assessment Process (ISOAP).
3. Advanced biological and cultural studies.
4. Coordinated with Caltrans on the elimination of one project alternative and submitted the required supporting documentation.

**FUTURE ACTIVITIES:**

1. Complete ISOAP stage 2.
2. Finalize environmental, biological and cultural resource study reports.
3. Conduct a public outreach meeting to share project updates and gather feedback.
4. Continue coordination with utility companies.
5. Finalize preliminary design and impact assessments.

**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



**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:** 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 and

**STATUS OVERVIEW:**

<b>Percent Complete:</b>		49%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

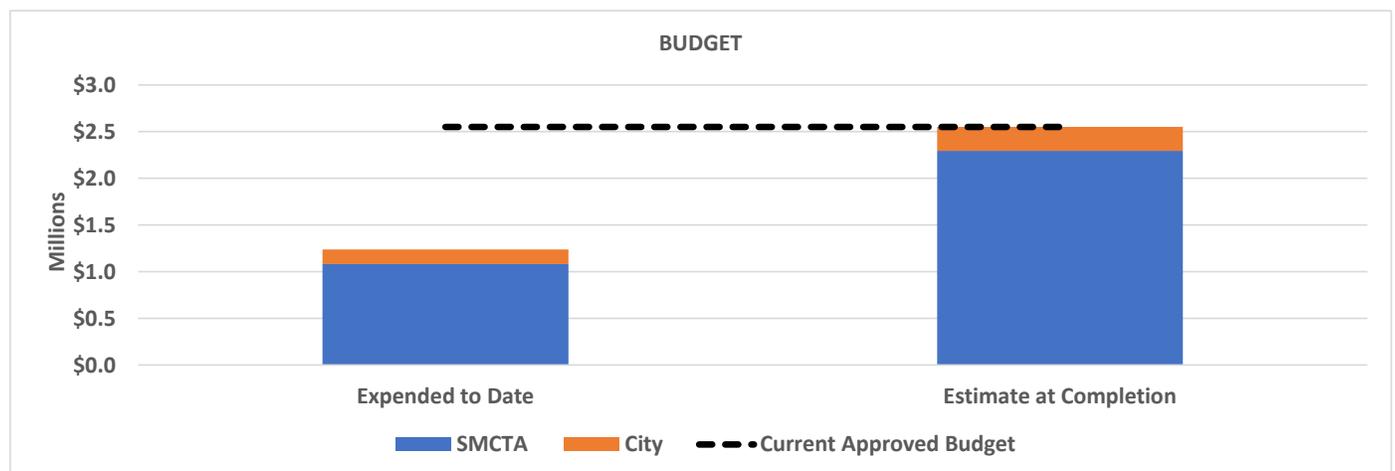
The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) and the Project Approval and Environmental Documents (PA&ED) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end and Arlington Drive at the southerly end. The project 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 Project Initiation Document (PID) phase.

**STATUS SUMMARY:**

Caltrans approved the PSR-PDS on February 6, 2025. The final reimbursement has been paid and all of the project files have been submitted to the TA as a requirement for the closeout of the PSR-PDS phase. The PSR-PDS phase has been closed out and any remaining funds will revert back to the program.

Project Approval and Environmental Document (PA&ED) activities are 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. Due to the project area's proximity to cemeteries, Caltrans is requesting a full Historic Resources Evaluation Report (HRER), which could delay the project approval to April 2026. The Town has submitted a request to approve the Funding Agreement extension by six months to accommodate the extended schedule. The project team has scheduled the VA/VE Study in December. Also, the selection of the preferred alternative will be discussed at the December PDT meeting.

The schedule has changed to yellow from green as the current forecast shows a delay of more than three months.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA (PAED)	\$2,295,000	\$1,081,371	\$1,213,629	47%	\$2,295,000	\$0
City (PAED)	\$255,000	\$157,100	\$97,900	62%	\$255,000	\$0
<b>Total Project</b>	<b>\$2,550,000</b>	<b>\$1,238,471</b>	<b>\$1,311,529</b>	<b>49%</b>	<b>\$2,550,000</b>	<b>\$0</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	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	04/30/26

**PROGRESS THIS QUARTER:**

1. Completed the closeout of the PID phase.
2. Finalized Risk Management Plan and received Caltrans approval.
3. Developed Traffic Forecast and Operational Analysis and submitted traffic forecasting memo.
4. Prepared the Draft Traffic Operations Analysis Report and the Highway Safety Manual Analysis.
5. Continued updating the Geometric Engineering Drawings.
6. Submitted and received Caltrans approval for the Preliminary Materials Report, and Preliminary Utility Conflict Exhibit.
7. Submitted and received Caltrans approvals for the Stormwater Data Report, and Preliminary Drainage Report.
8. Submitted the Right of Way Data Sheet and Right of Way Acquisition Exhibit to Caltrans and awaiting their approval.
9. Submitted the Design Standard Decision Document, Structural Preliminary Geotechnical Report, Landscape Concept Plan, and Preliminary Cost Estimate.
10. Received Caltrans approval on the Aquatic Resource Delineation Report, Visual Impact Assessment Report, Phase 1 Preliminary Site Assessment Report, Natural Environment Study, Energy Study, and Community Impact Assessment Memo.
11. Continued with environmental technical studies and prepared the Air Quality Report, Area of Potential Effect Map, and Visual Impact Assessment Report.
12. Submitted the Draft Project Report to Caltrans.

**FUTURE ACTIVITIES:**

1. Continue working on the Air Quality Report, Area of Potential Effect Map, and Visual Impact Assessment Report.
2. Continue with traffic technical analysis tasks and geometric updates.
3. Perform supplemental topographic survey of Colma Creek.
4. Submit the Preliminary Geotechnical Design Report, and the Structural Preliminary Geotechnical Report.
5. Submit the Traffic Operations Analysis Report, and Highway Safety Manual Analysis.
6. Continue working with Caltrans on the Draft Project Report.
7. Prepare Historic Resources Evaluation Report (HRER).

**KEY ISSUES:**

1. Caltrans Traffic Operations review timelines are longer than anticipated, which has slightly impacted the schedule. Addition of a full HRER will also extend the schedule.

**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

FY2026 Q1: July 1, 2025 - September 30, 2025

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



### CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

	Event Trigger	Range & Limits	Status
<b>Budget</b> <sup>(1)</sup>	(a) CPI (Only if Progress >5%) <sup>(3)</sup>	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
<b>Schedule</b> <sup>(1)</sup>	(a) SPI (Only if Progress >5%) <sup>(3)</sup>	SPI < 0.95	Red
		SPI >= 0.95 and < 0.98	Yellow
		SPI >= 0.98	Green
	(b) Major Milestones delay (Forecasted vs. Baseline) <sup>(2)</sup>	Delay > 6 months	Red
		Delay between 1-6 months	Yellow
		Early, on time, or delay < 1 month	Green
<b>Funding</b> <sup>(1)</sup>	Phase EAC <sup>(4)</sup> 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 <sup>(3)</sup> Equal or less than Activated Funds	Green

Notes:

1. For lights with more than one event trigger, the worst performing light will be shown.
2. Light color is based on the worst performing pending milestone (completed milestones are not considered).
3. 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
4. Phase EAC refers to the cumulative Estimate At Completion (EAC) up to the end of the current phase of the project.



**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:**

<b>Percent Complete:</b>		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

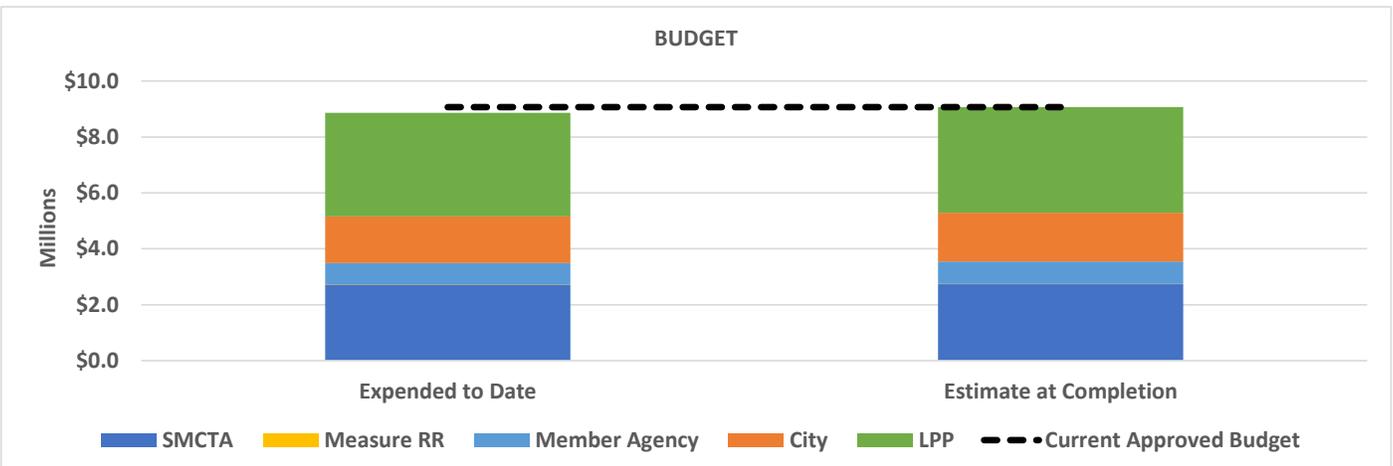
The project involves the design and construction of an approximately 1,000-ft long parking track off MT-2 in the Caltrain ROW in the City of San Mateo, between 9th and 14th Avenues, to replace the old one in the Bay Meadows area that was removed to make way for the 25th Ave Grade Separation Project. 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. The maintenance MOU is currently being reviewed by the city.

Coordinating with Caltrain accounting team; QSR reporting will end once the final reimbursement request is paid.



**CURRENT PHASE BUDGET:**

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$2,736,000	\$2,727,382	\$8,618	100%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$5,152	\$5,259	49%	\$10,411	\$0
Member Agency Funds	\$800,000	\$760,211	\$39,789	95%	\$800,000	\$0
LPP	\$3,773,000	\$3,703,499	\$69,501	98%	\$3,773,000	\$0
City	\$1,746,929	\$1,670,495	\$76,433	96%	\$1,746,929	\$0
<b>Total</b>	<b>\$9,066,340</b>	<b>\$8,866,739</b>	<b>\$199,601</b>	<b>98%</b>	<b>\$9,066,340</b>	<b>\$0</b>

**SCHEDULE:**

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/01/23	03/31/24	03/01/24	12/31/25	03/13/24	12/31/25

**PROGRESS THIS QUARTER:**

1. Construction closeout continues.
2. Draft maintenance MOU submitted to the City.
3. Submitted final reimbursement claim to the TA.

**FUTURE ACTIVITIES:**

1. Finalize the MOU with the City.
2. Complete the closeout of the project.

**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



**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:**

<b>Percent Complete:</b>		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

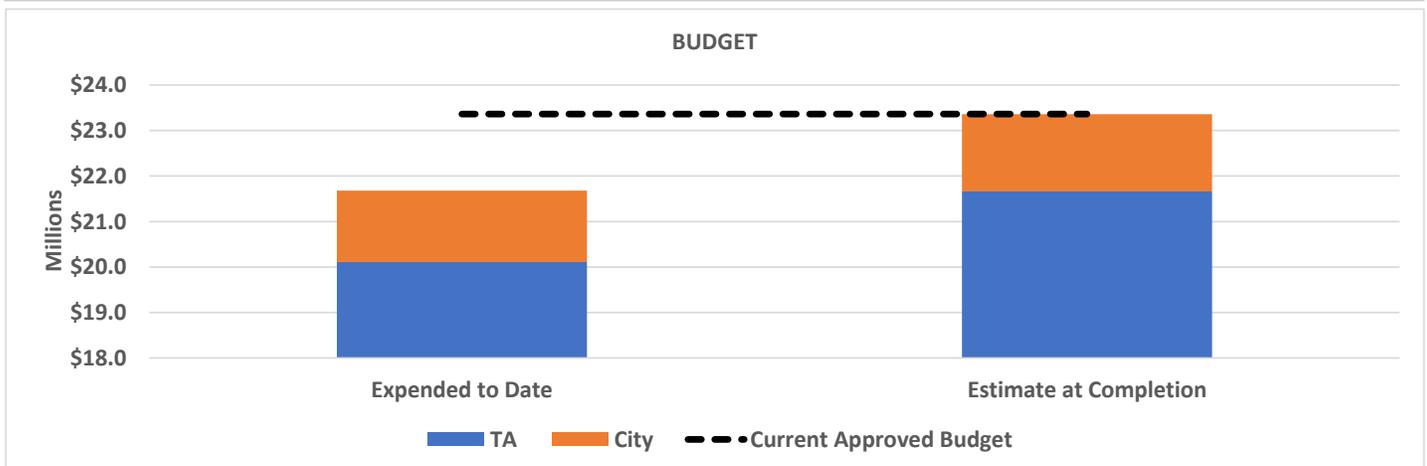
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements 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 Memorandum of Understanding (MOU) between the TA, Caltrain, and the City of Burlingame has been finalized. The project has restarted the 65% design, incorporating the recently approved adjustments to the design such as the station removal. Both the Risk Register and the project schedule will be updated to reflect all current changes.

Once the MOU is executed next quarter the schedule and budget information will be updated.



**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	\$20,108,109	\$1,554,891	93%	\$21,663,000	\$0
City	\$1,700,000	\$1,570,023	\$129,977	92%	\$1,700,000	\$0
<b>Total</b>	<b>\$23,363,000</b>	<b>\$21,678,132</b>	<b>\$1,684,868</b>	<b>93%</b>	<b>\$23,363,000</b>	<b>\$0</b>

\*Includes \$1,025,000 for the design and construction associated with relocation of the Paralleling 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. JPB approved the cost allocation for the 65% redesign effort and agreed to purchase two parcels from the TA.
2. Workshop meeting was conducted with CMGC and Design team to review the value engineering (VE) assumptions and provide additional VE opportunities.
3. MOU amendment reviewed by JPB.

**FUTURE ACTIVITIES:**

1. Workshop for Risk Register.
2. Execute the MOU.
3. Complete the contract amendment for the CMGC and Designer.

**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 100% design and future phases if the project advances beyond the 65% redesign.

**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 (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification
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



**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:**

<b>Percent Complete:</b>		54%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

**PROJECT DESCRIPTION:**

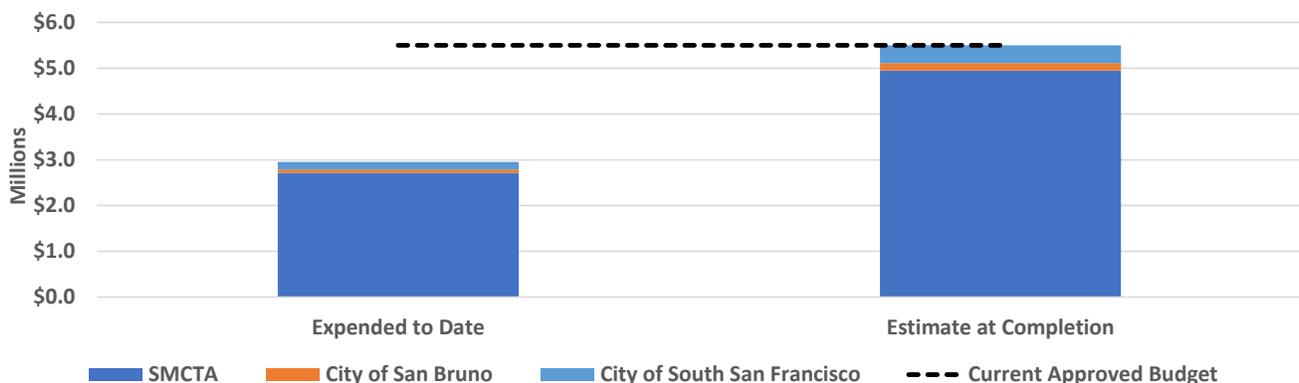
The South Linden Avenue and Scott Street Grade Separation Project is proposed to improve safety and decrease expected future traffic delays due to growth in vehicle traffic, greater frequency of Caltrain service, and the eventual addition of high-speed rail. South Linden Avenue is located in South San 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.

The Cities of South San Francisco and San Bruno are co-sponsors of the Project. The two crossings are rated #3 on the California Public Utilities Commission referencing safety concerns. At Linden Avenue in South San Francisco, the crossing will be modified to create an automobile/ped "undercrossing" while leaving the existing tracks at near the same elevation. The "undercrossing" will be approximately 100-feet in length and 100-feet in width, with 16.5-feet in vertical clearance. Drainage and utilities will be addressed as well. At Scott Street in San Bruno, the existing crossing will be permanently closed. A cul-de-sac will be created. Pedestrian access ramps and the box-jacked 20-foot wide, 12-foot tall "undercrossing" will be installed under the existing Caltrain tracks. No automobile crossings will be included. The project requires several TCEs and several small property acquisitions. Major utility relocations will be required before construction. The environmental process is anticipated to be a Categorical Exemption (CE).

**STATUS SUMMARY:**

The project is currently in preliminary design phase, dating back to 2016. Current progress has surpassed 15% design and is working towards 35% design and environmental clearance – proposed to be completed in late 2026. The project has been re-aligned from the original scope, schedule, and budget due to the introduction of a new, cheaper alternative. The current metrics will be reset once new funding is received. The 35% design has commenced, and rescoping has been provided by the designer. An independent cost estimate (ICE) has been performed, and the revised costs align. A contract amendment is being prepared but will not be executed until additional funding is secured. Re-baselining of the project schedule is complete, and re-baselining of the project estimate is underway. The MOU for a time extension with stakeholders has been prepared and is being executed (an administrative matter, no Board actions). The project funding gap has been quantified and the stakeholders have met to discuss approach to advancing the project. An MOU amendment will be required for execution by all parties.

**BUDGET**



**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	\$2,713,714	\$2,236,286	55%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$70,701	\$92,299	43%	\$163,000	\$0
City of South San Francisco	\$387,000	\$167,611	\$219,389	43%	\$387,000	\$0
<b>Total</b>	<b>\$5,500,000</b>	<b>\$2,952,026</b>	<b>\$2,547,974</b>	<b>54%</b>	<b>\$5,500,000</b>	<b>\$0</b>

**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	10/23/26

**PROGRESS THIS QUARTER:**

1. Met monthly with stakeholders to present the project schedule and budget, as well as outline the required actions to continue the project.
2. Prepared project financial reports and assisted stakeholders with information to support the preparation of the funding-sharing agreements.
3. Engineering team met, outreach team met, estimating team met, and entire project team met.

**FUTURE ACTIVITIES:**

1. Resolve the funding-sharing agreements.
2. Prepare the draft design variance, design basis memorandum, perform surveying, and issue new subcontracts.
3. Continue the 35% design and engineering discussions.
4. Once funding is agreed upon, the project will be presented to the Management Committee for re-baselining.

**KEY ISSUES:**

1. Project delayed due to analysis to generate a new, value engineered design and to get collective support to use it going forward. There are ongoing efforts to fund the additional costs to complete this phase in light of the new alternative and associated delay.

**AGREEMENT HISTORY:**

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU (Planning)	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 between City of San Bruno and PCJPB to fund Traffic Study
MOU (PE/ENV)	08/22/22	02/22/26	08/22/25	MOU between TA, Cities of SSF and San Bruno and PCJPB for PE/Environmental Phase



**Pedestrian & Bicycle Program  
FY2026 Q1: July 1, 2025 - September 30, 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 <sup>1</sup>	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	The project has been completed. Working on submitting the Final Report to SMCTA.	Dec 2022	Jun 2025	Oct 2025	\$450,000	\$0	\$445,767	\$4,233
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	100% PS&E has been completed. Continuing to work on coordinating permits with Caltrain and responding to Caltrans comments.	Dec 2022	Sep 2026	Jul 2027	\$300,000	\$0	\$45,194	\$254,806
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	The design for the San Francisco Ave/Old County and Santa Clara St/Alvarado St. walkways is now at 55% completion.	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	The concept plan has been completed and the design has been selected between different alternatives.	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	The project went to bid in August 2025 and a contractor was selected in September 2025. Construction to start in October 2025.	Dec 2022	Mar 2026	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The Traffic Commission provided comments during their review last quarter. The consultant is collecting additional traffic data to complete the final design. Expected completion has been pushed from June 2026 to September 2026.	Dec 2022	Sep 2026	Dec 2028	\$0	\$440,000	\$0	\$440,000
Burlingame	Bay Trail Class I Gap Closure	PS&E	Have issued the Request for Proposal (RFP) to select a design consultant and design is expected to start in 2026.	Dec 2024	Dec 2026	Dec 2027	\$180,000	\$0	\$0	\$180,000
Burlingame	Burlingame Transit Station Bike and Ped Improvement Project	PS&E	The consultant has started the concept plans and community outreach will occur next quarter to gather input from the public.	Dec 2024	Dec 2026	Sep 2027	\$0	\$148,500	\$0	\$148,500
C/CAG	Bikeshare and Scooter-share Education and Marketing Campaign	PLAN	There was no progress made on the project this quarter. Activities for next quarter include a launch ceremony in October 2025 and developing and finalizing the consultant scope of work.	Dec 2024	Jul 2026	Mar 2028	\$0	\$100,000	\$0	\$100,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	No new updates this quarter. Design is expected to commence in November 2025 after the completion of the PAED phase.	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	Have met with PG&E representatives at the site to discuss power connection solutions for the traffic signal and continued to coordinate with Serra Center and Ford Serramonte regarding easement requirements.	Dec 2022	Dec 2026	Nov 2028	\$1,831,500	\$0	\$366,675	\$1,464,825
Colma	Design of the Hillside Boulevard Improvement Project – Phase II	PS&E	The project commenced and a kick-off meeting was held on August 8, 2025.	Dec 2024	Dec 2026	Mar 2028	\$0	\$1,246,000	\$0	\$1,246,000
Commute.org	Countywide Bike Education	PLAN	The contractor continued to promote the program and engaged a marketing firm to launch a social media campaign in September 2025. Five courses were completed, consisting of two online and three in-person sessions. Have also distributed a feedback survey to better understand participant needs and help plan upcoming courses.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$0	\$100,000
Commute.org	Countywide Bicycle Trainers	PLAN	The contractor launched a bike safety series ad campaign to test outreach strategies and identify potential candidates for the bicycle educator training program. Two Smart Cycling Part 1 classes were held, with 61 registrants and 19 attendees.	Dec 2024	Dec 2026	Jun 2028	\$0	\$100,000	\$0	\$100,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Have extended the Caltrans Encroachment Permit for construction.	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	Have collected traffic counts and developed outreach strategies. Expected completion has been pushed from June 2026 to December 2026.	Dec 2022	Dec 2026	May 2029	\$0	\$498,750	\$0	\$498,750



**Pedestrian & Bicycle Program  
FY2026 Q1: July 1, 2025 - September 30, 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 <sup>1</sup>	Remaining Funds
Daly City	Daly City Vision Zero Design Standards	PLAN	Have finalized the conceptual toolkit memorandum and prepared the supplemental standard details.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
Daly City	Hillside Boulevard Complete Streets Corridor Project	PLAN, PAED	A funding agreement with SMCTA has been circulated for signatures.	Dec 2024	Nov 2027	Agreement in Process	\$0	\$520,000	\$0	\$520,000
East Palo Alto	East Bayshore Road Pedestrian and Cyclist Improvements	CON	A funding agreement with SMCTA has been circulated for signatures.	Dec 2024	Dec 2025	Agreement in Process	\$1,925,000	\$0	\$0	\$1,925,000
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	The structural engineer has updated the plans based on comments from the third-party consultant review. Will perform a final round of review before resubmitting to Caltrans. Expected completion has been pushed from September 2026 to December 2026.	Dec 2022	Dec 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000
Half Moon Bay	Ped/Bike Connection to Hatch Elementary School	PAED,PS&E, CON	Currently developing preliminary site plans to review with community groups and neighbors for alignment of the new walkways.	Dec 2024	Oct 2026	Mar 2028	\$0	\$702,000	\$0	\$702,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have finalized all contract change orders with the contractor and the City is currently releasing the project retention. Will be filing a Notice of Completion with the County of San Mateo in November 2025 and complete the Final Report to SMCTA.	Apr 2014	Nov 2025	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$170,000	\$0.00
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Held a three-day value engineering workshop in July 2025 and submitted 35% drawings in August 2025.	Dec 2020	Jun 2027	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Construction is substantially completed with new speed humps, raised crosswalks, signage and striping for the bicycle lanes.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$131,621	\$1,068,379
Menlo Park	Santa Cruz Ave and Sand Hill Rd Corridor Safety Improvements	PS&E, CON	Have developed the scope of work for the design component of the project.	Dec 2024	Feb 2028	Sep 2028	\$1,387,370	\$0	\$0	\$1,387,370
Menlo Park	Sharon/Eastridge and Oak/Oak Knoll Safety Improvements	CON	Construction is expected to start in June 2026.	Dec 2024	Sep 2026	Jun 2027	\$0	\$450,500	\$0	\$450,500
Millbrae	Spur Trail Connectivity Project Phase I	PLAN, PAED, PS&E, CON	Have completed the design solicitation and executed a design agreement. Planning is underway.	Dec 2024	Aug 2027	Mar 2029	\$0	\$900,000	\$0	\$900,000
Millbrae	Safe Route Intersection Improvements	PS&E, CON	Project is in the design phase, and the City is in the process of selecting a design consultant.	Dec 2024	Mar 2027	Mar 2028	\$0	\$675,000	\$0	\$675,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	The project has been completed in August 2025. The final reimbursement was submitted in July 2025 and the Final Report was submitted to SMCTA.	Dec 2022	Aug 2025	Jun 2028	\$0	\$568,504	\$568,504	\$0
Pacifica	Oceana Bike Lane Project	PS&E	A funding agreement with SMCTA is in process.	Dec 2024	Feb 2026	Agreement in Process	\$0	\$135,214	\$0	\$135,214
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	A project update was not provided this quarter.	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	A project update was not provided this quarter.	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	Have completed final design and currently working on encroachment permit from Caltrans.	Dec 2020	Oct 2025	Mar 2026	\$300,000	\$0	\$47,275	\$252,725
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	No new updates this quarter. Broadway design is still at 75% completion.	Dec 2022	Nov 2025	Dec 2025	\$0	\$615,000	\$160,182	\$454,818
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction has been completed in June 2025. Working on project close-out and submitting Final Report and final Reimbursement Claim to SMCTA.	Dec 2022	Jun 2025	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Have conducted ongoing activities regarding traffic safety and organized public education regarding bike lane usage and no parking on bike lanes.	Dec 2022	Jun 2026	Dec 2025	\$0	\$100,000	\$4,709	\$95,291



**Pedestrian & Bicycle Program  
FY2026 Q1: July 1, 2025 - September 30, 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 <sup>1</sup>	Remaining Funds
Redwood City	James/El Camino Real Intersection Pedestrian Safety and Operation Improvement	CON	Construction to start in December 2025.	Dec 2024	Aug 2026	Mar 2027	\$1,116,000	\$0	\$0	\$1,116,000
Redwood City	Vera Avenue Permanent Bike Boulevard Project-Construction Phase	CON	Construction to start in February 2026.	Dec 2024	Sep 2026	Mar 2027	\$1,326,000	\$0	\$0	\$1,326,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Construction has been substantially completed with close out tasks remaining. Also working on the Final Report to submit to SMCTA.	Dec 2020	Aug 2025	Apr 2027	\$1,401,000	\$0	\$1,176,992	\$224,008
San Bruno	Huntington Ave Bikeway Phase II	CON	Construction expected to start in March 2026.	Dec 2024	Mar 2027	Jun 2028	\$2,000,000	\$0	\$0	\$2,000,000
San Carlos	Brittan Ave and San Carlos Ave Sidewalk	CON	A funding agreement with SMCTA is in process.	Dec 2024	Dec 2025	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	The Project Initiation Document (PID) has been successfully completed, and the final PID was submitted to Caltrans. The final PID was approved on August 27, 2025.	Dec 2022	Aug 2025	Feb 2026	\$0	\$890,000	\$55,521	\$806,631
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	A 2nd Amendment to the Funding Agreement is in process. No other progress has been made this quarter due to staff shortages.	Dec 2020	Dec 2026	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	Have completed 35% design and initiated 65% plans. Continuing coordination with Caltrans on CEQA/NEPA clearance and permitting.	Dec 2022	Jul 2026	May 2028	\$1,386,364	\$0	\$906,049	\$480,315
San Mateo	Hillsdale High School/31st Avenue Pedestrian Safety Improvement Project	PLAN, PAED, PS&E	A Request for Proposals (RFP) has been issued and proposals have been received. Expected to award a contract in the next quarter.	Dec 2024	Jun 2027	Dec 2026	\$351,648	\$0	\$0	\$351,648
South San Francisco	El Camino Real Corridor Study	PLAN	The City kicked off the project in July 2025. Have organized various community outreach and the consultant conducted a needs assessment and began drafting options for potential street designs for El Camino Real.	Dec 2022	Dec 2025	Original: 6/2025 Extension: 6/2026	\$0	\$100,000	\$0	\$100,000
South San Francisco	Alta Loma Middle and Buri Buri Elementary Schools Ped and Bike Improvements	PS&E, CON	A funding agreement with SMCTA is in process.	Dec 2024	Jul 2026	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Parkway Heights Middle School Ped and Bike Improvements	PS&E, CON	A funding agreement with SMCTA is in process.	Dec 2024	Jul 2026	Agreement in Process	\$0	\$2,000,000	\$0	\$2,000,000
South San Francisco	Ponderosa Elementary School Ped and Bike Improvements	PS&E, CON	A funding agreement with SMCTA is in process.	Dec 2024	Jul 2026	Agreement in Process	\$897,000	\$0	\$0	\$897,000

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.  
2. The East Palo Alto East Bayshore Road Pedestrian Improvements Project was completed and has been removed.  
3. The Half Moon Bay Pacific Coast Bikeway Connectivity Project North was completed and has been removed.  
4. The South San Francisco Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project was completed and has been removed.



Ferry Program  
FY2026 Q1: July 1, 2025 - September 30, 2025

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Expended Funds <sup>1</sup>	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.	CDM Smith continued preparation of the remaining sections of the Draft Environmental Impact Report (EIR). An amendment to the funding agreement with SMCTA is in process.	Jun 2022	Oct 2027	Dec 2025	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Preliminary Engineering	Preparation of 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 progress has been made this quarter. Continued working on Environmental Clearance documents.	Jul 2020	Mar 2027	Sep 2027	\$350,000	\$172,365	\$177,635

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.



**ACR/TDM Program  
FY2026 Q1: July 1, 2025 - September 30, 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 <sup>1</sup>	Remaining Funds
Burlingame	California Drive Congestion Management Video Detection Project	CON	No progress has been made this quarter. An amendment to the funding agreement with SMCTA is in process.	Aug 2022	Jan 2026	Oct 2025	\$0	\$144,200	\$0	\$144,200
Burlingame/ Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Subsidizing bike rides were removed in September 2025 as approaching the end of grant funds. Hoping to reintroduce subsidy in the future and will continue to promote Spin as a transportation alternative in Burlingame and Millbrae. An amendment to the funding agreement with SMCTA has been circulated for signatures.	Aug 2022	Mar 2026	Sep 2025	\$0	\$400,000	\$260,950	\$139,050
Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Have installed pavement striping and painted curb extensions. The punchlist was provided to the contractor. An amendment to the funding agreement with SMCTA has been executed to extend the time of performance to December 2025.	Aug 2022	Dec 2025	Jun 2026	\$0	\$168,000	\$0	\$168,000
Daly City	Daly City Micromobility Pilot	PLAN	A funding agreement with SMCTA has been circulated for signatures.	Dec 2024	Jun 2027	Agreement in Process	\$0	\$200,000	\$0	\$200,000
Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Construction started on the project in July 2025 and new curb ramps and medians were constructed.	Aug 2022	Nov 2025	Original: 9/2025 Extension: 5/2026	\$0	\$200,000	\$0	\$200,000
Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Have completed outreach and purchased first round of e-bikes and bike locks.	Aug 2022	Oct 2026	Nov 2027	\$0	\$200,000	\$48,267	\$151,733
Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	Have completed the project on September 17, 2025. An amendment to the funding agreement with SMCTA is in process. Working on retention payment to the contractor, and Final Report and Reimbursement Claim to SMCTA.	Aug 2022	Sep 2025	Aug 2025	\$0	\$200,000	\$0	\$200,000
Brisbane	Bayshore-VWR Bus Stop Improvements	PS&E, CON	Currently preparing a request for proposals for the design component of the project.	Dec 2024	Jan 2027	Jun 2028	\$0	\$450,000	\$0	\$450,000
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.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$162,000	\$0	\$162,000
Colma	Town of Colma Rideshare Voucher Program	PLAN	No new updates this quarter. Continuing to market the program in the Town's Livewire and social media to encourage ridership.	Aug 2022	Aug 2026	Original: 8/2025 Extension: 2/2027	\$0	\$67,500	\$28,061	\$39,439
Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	The project has been completed and working on submitting the Final Report to SMCTA.	Aug 2022	Aug 2025	Aug 2025	\$0	\$200,000	\$142,551	\$57,449
Half Moon Bay	FY 24-25 Bicycle Pedestrian Small-Scale Projects	CON	Construction is expected to start in March 2026.	Dec 2024	Jun 2026	Sep 2027	\$0	\$200,000	\$0	\$200,000
C/CAG	San Mateo Countywide AV Shuttle Pilot Program Feasibility Study	PLAN	Project has not yet been initiated, and is expected to start following the completion of the Peninsula Shuttle Program Strategy.	Dec 2024	Mar 2027	Sep 2027	\$420,000	\$0	\$0	\$420,000
C/CAG	Smart Corridor Northern County Incident Response Timing Plans	PLAN	Have prepared and released a Request for Proposals (RFP) in September 2025 for consultant services.	Dec 2024	Dec 2026	Jun 2027	\$200,000	\$0	\$0	\$200,000
C/CAG	Active Transportation Data Purchase	PLAN	Expecting to release an RFP in Winter 2025.	Dec 2024	Dec 2026	Mar 2027	\$253,000	\$0	\$0	\$253,000
Menlo Park	Transportation Big Data Subscription	PLAN	Have purchased a three-year subscription to Streetlight Data and reviewed data to support proposed Slow Streets program.	Dec 2024	Jun 2028	Dec 2029	\$80,325	\$0	\$0	\$80,325
South San Francisco	Incident Response Timing	PLAN	A funding agreement with SMCTA is in process.	Dec 2024	Aug 2025	Agreement in Process	\$100,000	\$0	\$0	\$100,000



**ACR/TDM Program  
FY2026 Q1: July 1, 2025 - September 30, 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 <sup>1</sup>	Remaining Funds
Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Have executed a Professional Services Agreement with Fehr & Peers on July 30, 2025. A project kickoff meeting was held on August 26, 2025 to discuss project goals and considerations, project overview, and communication/collaboration. An amendment to the funding agreement to extend the time of performance with SMCTA is in process.	Aug 2022	Dec 2026	Sep 2025	\$0	\$100,000	\$0	\$100,000
Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	The City Council Transportation sub-committee recommended piloting some TMA services. Have started outreach for a couple of pilot programs and began administration of the pilot.	Aug 2022	Sep 2025	Nov 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.  
 2. The Half Moon Bay Midcoastside Transportation Demand Management Plan was completed and has been removed.

**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, Chief Officer, Transportation Authority  
Subject: **Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance**

**Action**

Staff recommends the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) accept the US 101 Express Lanes 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 Obligations (VRDOs), issued by the TA to finance the remaining funds needed to construct the Express Lanes Project. VRDOs are a type of long-term debt security featuring a floating interest rate that is reset at specified intervals (e.g., daily, weekly, or monthly). In September 2020 the TA issued \$50 million in 2020 Series A Bonds, and \$50 million in Series B Bonds (together the “Bonds”). The Series A Bonds are issued with a weekly interest rate reset; and the Series B Bonds are issued with a daily interest 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.

**Interest Rates**

The average combined interest rate for Series A and Series B Bonds during the First Quarter of Fiscal Year 2026 (FY26), from July 2025 to September 2025, is 1.66 percent, a better rate than the average rate of 1.79 percent reported in the Second Half of Fiscal Year 2025 (FY25), from January 2025 to June 2025. The decline in variable interest rates for the First Quarter of FY26 was driven by:

1. Decline in short-term benchmarks established by the Securities Industry and Financial Markets Association (SIFMA). The SIFMA is a seven-day high-grade market index representing interest rates of tax-exempt Variable Rate Demand Obligations. The 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.
2. On October 29, 2025, the Federal Reserve (Fed) cut rates by 25 basis points to a range of 3.75 percent to 4 percent. On September 17, 2025, the Federal Reserve (Fed) cut interest rates by 25 basis points, to a target range of 4 percent to 4.25 percent. The Fed rate cuts significantly affect the SIFMA Municipal Swap Index, which typically declines in response. When the Fed cuts rates, it generally lowers the short-term borrowing costs.

The interest rate trends during the First Quarter of FY26 were:

Bond Series	Highest Rate	Lowest Rate	Average Rate
Series A Bonds	2.22%	0.90%	1.78%
Series B Bonds	3.25%	0.10%	1.54%

Since issuance, the combined interest rate for Series A and Series B Bonds has averaged 1.41 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 million payment towards the scheduled Fiscal Year 2027 (FY27) principal payment; plus (b) \$1.29 million pre-payment towards the scheduled Fiscal Year 2030 (FY30) principal payment. As of September 30, 2025, the outstanding principal balance was \$93.71 million.

Subsequently, after the close of the First Quarter of FY26, the TA made a \$320,000 principal payment in October 2025, split evenly between Series A and Series B; with \$160,000 applied to Series A and \$160,000 applied to Series B. The payment was made following the Board approval of the Fiscal Year 2024 (FY24) Revenue Sharing Fund Flow of Funds distribution. This principal payment reduced the remaining outstanding principal to \$93.35 million.

The next scheduled principal payment of \$8.39 million is due in 2030. The scheduled principal payment was initially projected to be \$10 million but was lowered because of the prepayments made on December 9, 2024, and October 14, 2025, as noted above.

### **Market Outlook**

Evolving changes in Federal Reserve (Fed) policies and market conditions can have an impact on interest rates. Staff are tracking proposed legislation, potential regulatory changes, and monitoring Fed action closely to assess implications on interest rates, inflation, and overall market conditions. Most recently, on October 29, 2025, the Fed cut rates by 25 basis points at the October 2025 meeting, to a range of 3.75 percent to 4 percent, the lowest since December 2022. On September 17, 2025, the Fed cut interest rates by 25 basis points, to a range of 4 to 4.25 percent. Additionally, market consensus expectations call for another 25 basis points rate cut in December 2025.

### **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 associated with this item.

**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 eight 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 \$50 million in 2020 Series A Bonds and \$50 million in Series B Bonds to help fund the project.

Prepared By: Adela Alicic

Manager, Treasury Debt and  
Investments

650-508-7981



San Mateo 101 Express  
Lanes Performance  
1st Quarter FY2026  
(July – Sept 2025)

# Rules of the Road

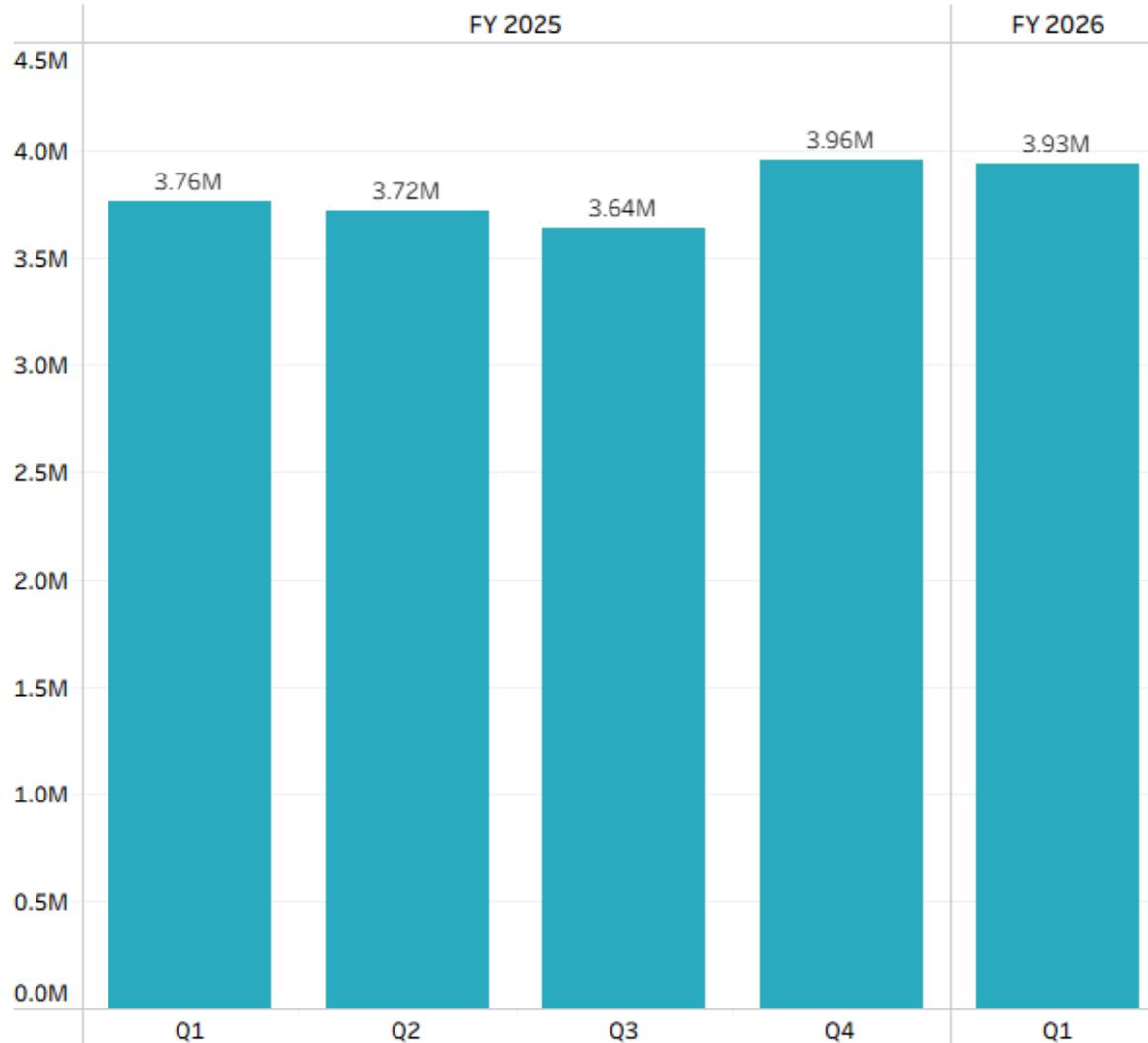
- Hours: 5 a.m. to 8 p.m. Monday – Friday
- FasTrak® required
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags
- Solo drivers in eligible clean-air vehicles pay half-price tolls with FasTrak® CAV toll tags (**expired September 30, 2025**)



# Key Performance Highlights

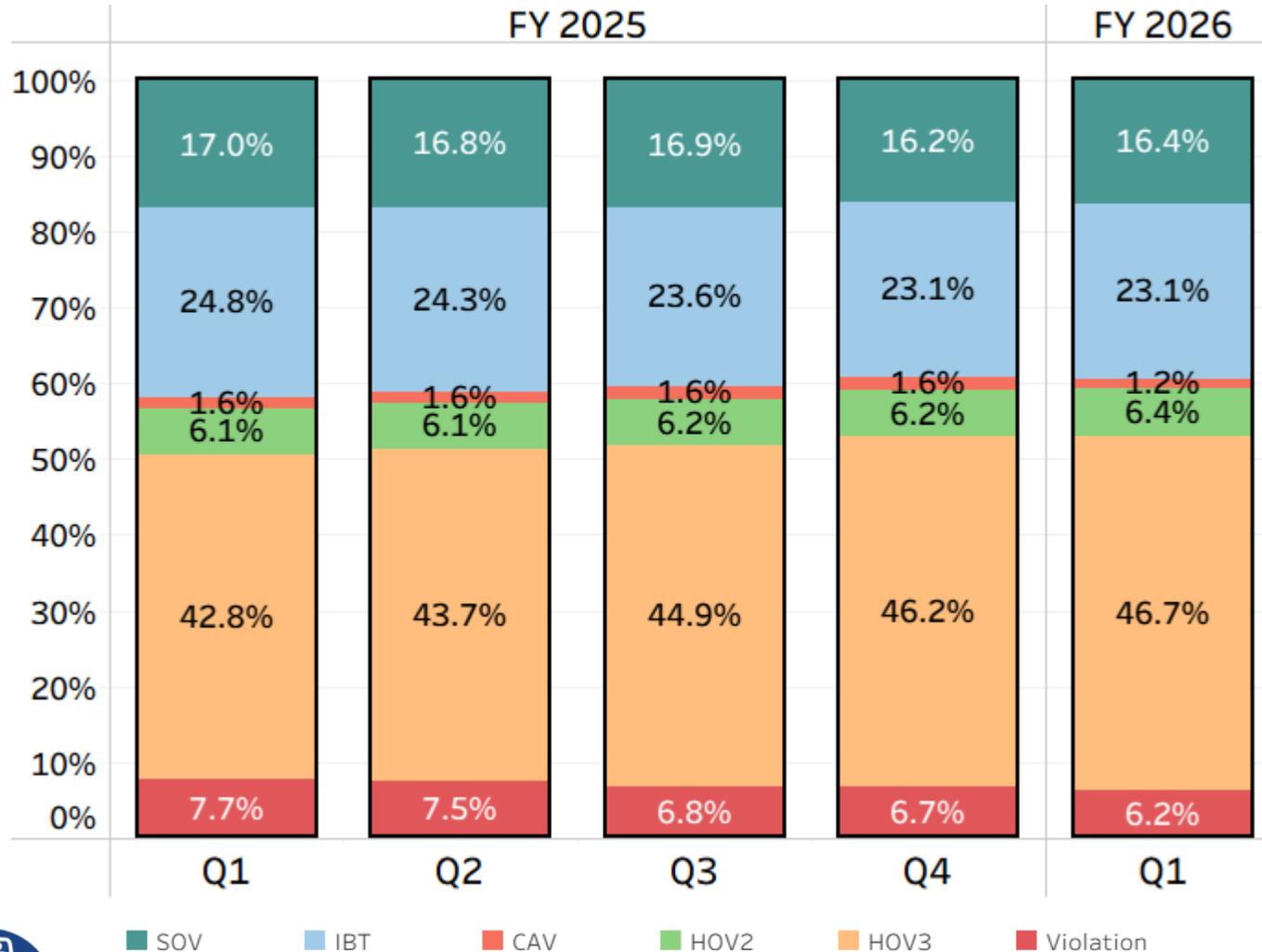
- **Express Lane Traffic Performance:** Average daily trips on the express lanes increased by 4.7% compared to the same quarter of the prior fiscal year. The express lanes continue to experience sustained year-over-year growth in trip volume.
- **Trip Occupancy Trends:** In FY26 Q1, Toll-free trips (HOV3+) rose by 3.9% compared to the same quarter of prior fiscal year, while Violations trips decreased by 1.5%.
- **Express Lane Speed Performance:** The average express lane speeds remained consistent with the same quarter of the prior fiscal year, demonstrating consistent value of the lanes.
- **Change in Average Assessed Tolls Year over Year:** Average assessed tolls increased in southbound direction and stayed almost the same in northbound direction compared to the same quarter of prior fiscal year, primarily driven by the increase in traffic volume year over year, reflecting return-to-work policies.

# Express Lane Trips



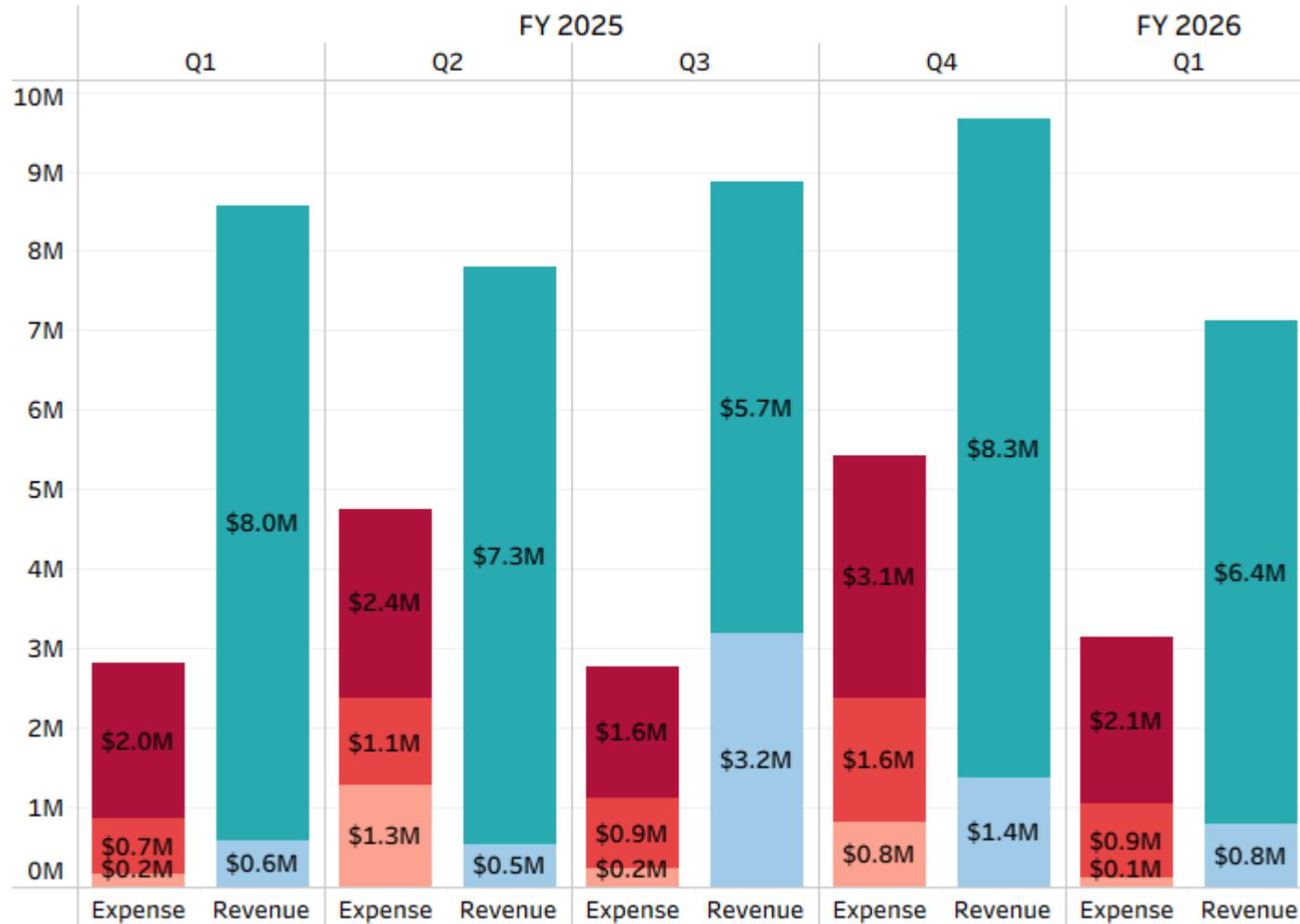
- FY26 Q1 consisted of 64 tolling days.
- In FY26 Q1:
  - 3.93M trips were made
  - An average of 61,484 express lane trips have been made daily, which is a 0.6% decrease over FY25 Q4.
  - There was a 4.7% increase in average daily trips compared to the prior fiscal year's Q1. This is approximately 2,800 more daily trips.

# Express Lane Trip Types



- Toll-free trips: 46.7%
  - HOV 3+ and Non-Revenue
- Tolloed trips: 47.1%
  - 39.5% full toll (SOV + IBT)
  - 1.2% discounted toll (CAV)
  - 6.4% discounted toll (HOV 2)
- Violation trips: 6.2%
  - Image-based Toll (IBT) trips with No FasTrak account at the time of the trip
- Tolloed trips have decreased by 2.4% from Q1 of the prior fiscal year.
  - HOV3 trips had the largest change with an increase of 3.9%.
  - Violation trips had the largest decrease of 1.5%

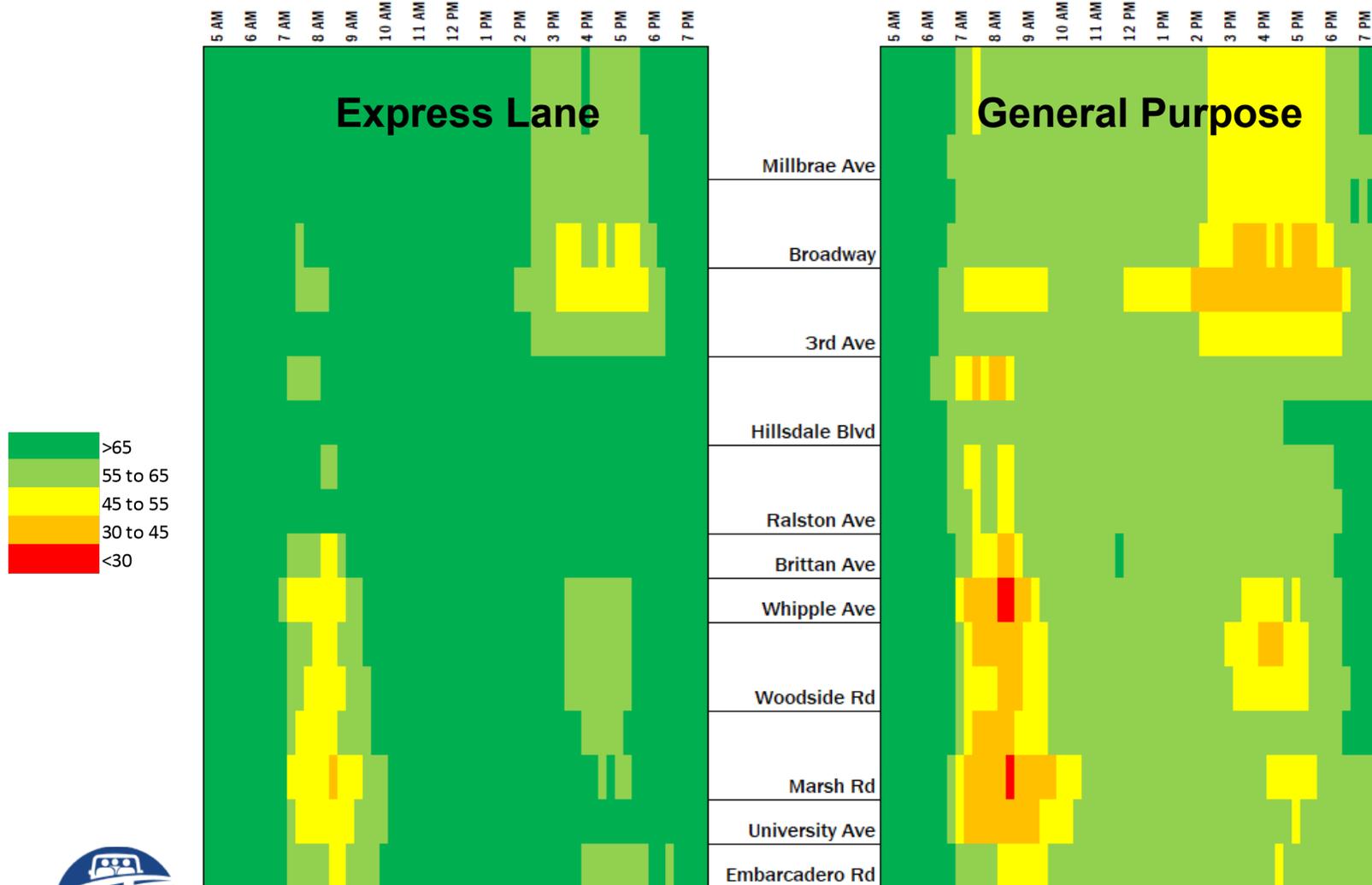
# Express Lanes Toll Revenue and Expense



- In Q1, \$7.2 million in toll related revenue.
- \$2.1 million in toll operations and maintenance (O&M) costs.
- Disbursed approximately \$100K in debt related payments during Q1.
- Revenues were approx. 16% lower compared to Q1 2025, related to low revenues collected in July.

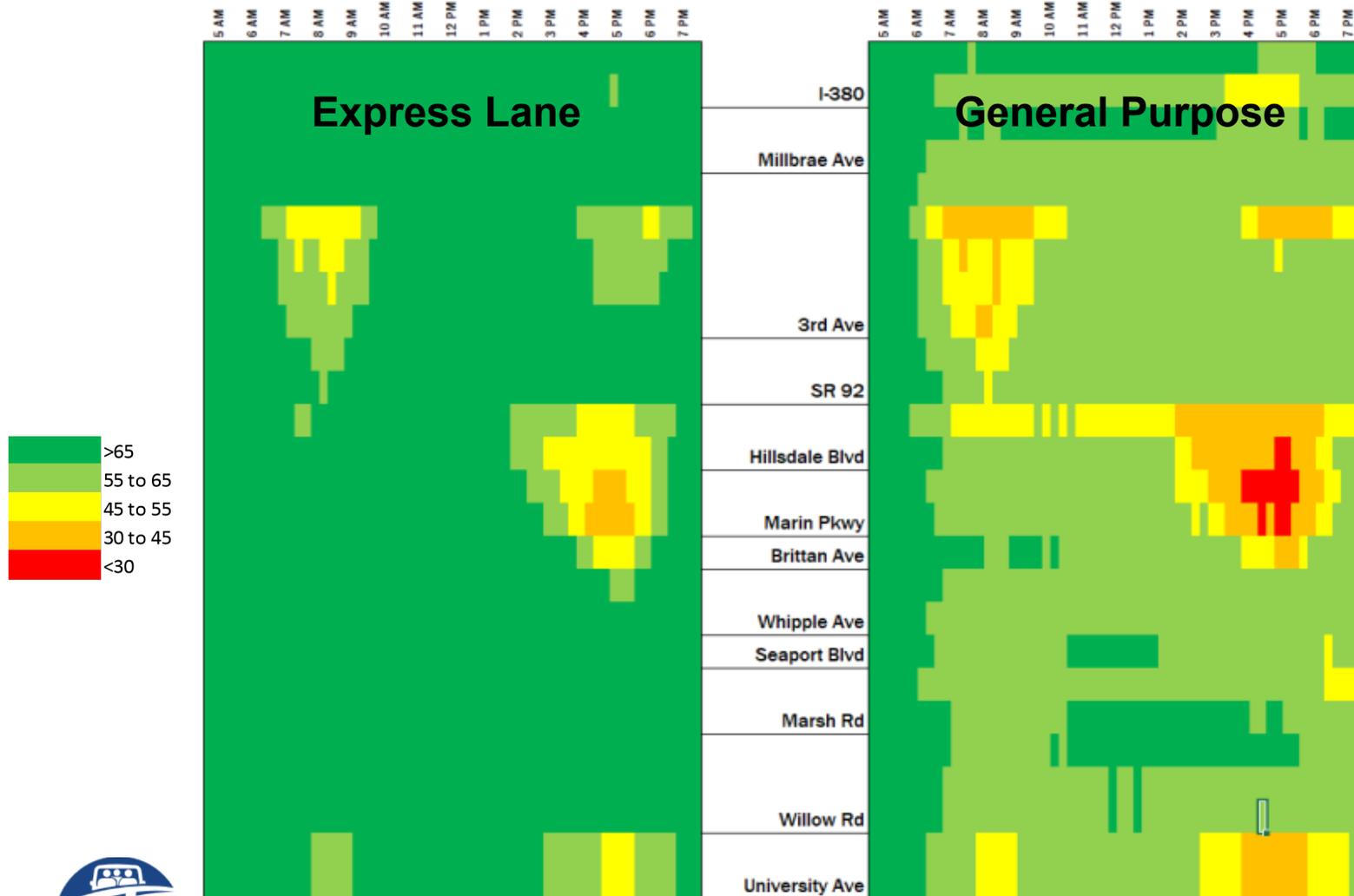
*Note: Financial figures are preliminary. These figures are subject to audit and may change.*

# Southbound Speeds by Location & Time – FY26 Q1



- Average southbound Express Lane speeds were 11 mph greater than general purpose lanes during tolling hours.
- Average southbound general purpose lane speeds were lowest between Woodside Rd and Marsh Rd.
- Slowest times are during AM peak period (8-9 AM) approaching Whipple Ave and Marsh Rd.

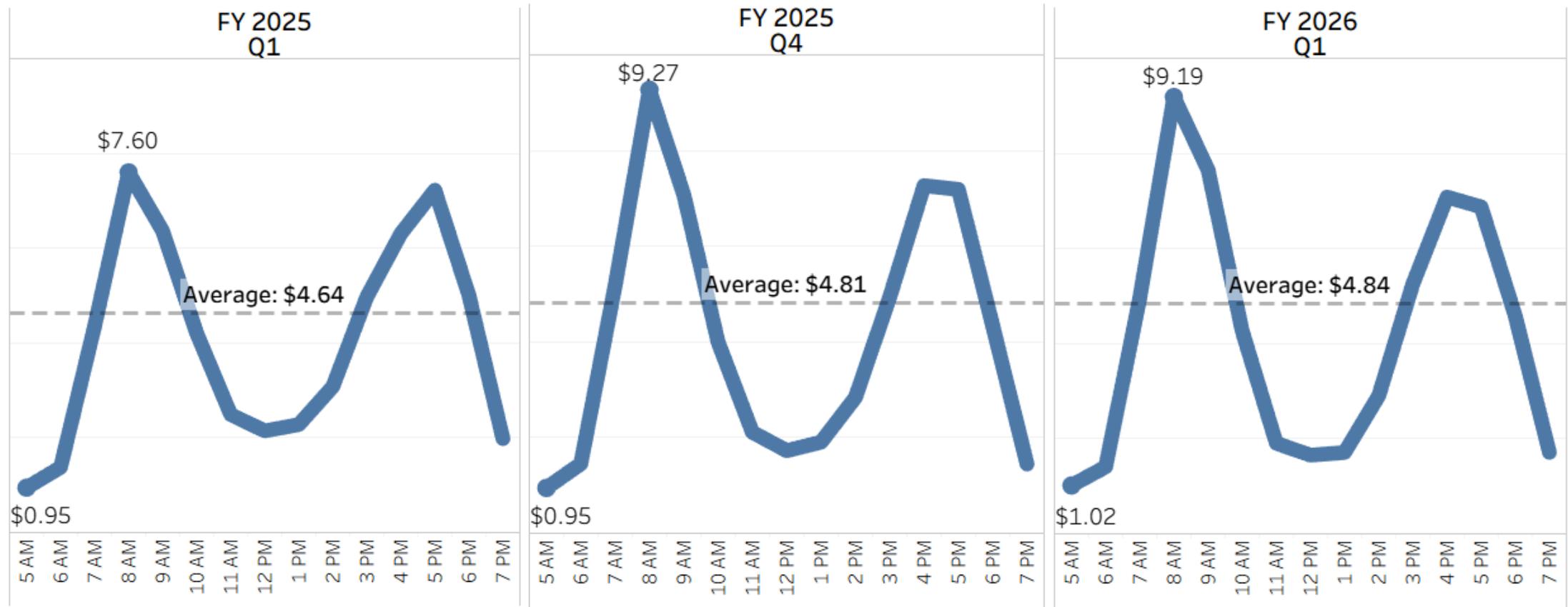
# Northbound Speeds by Location & Time - FY26 Q1



- Average northbound Express Lane speeds were 10 mph greater than general purpose lanes 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.

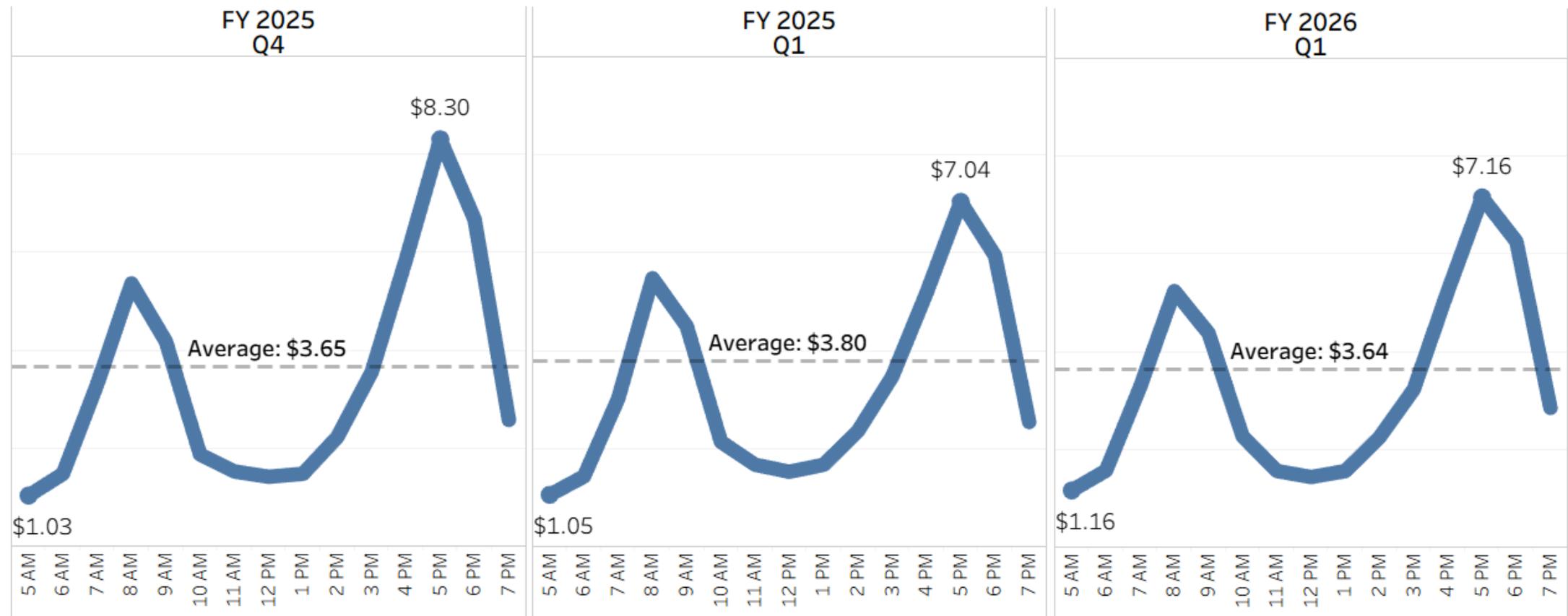
# FY26 Southbound Average Assessed Tolls Comparison

The southbound average assessed toll in Q1 was \$4.84.

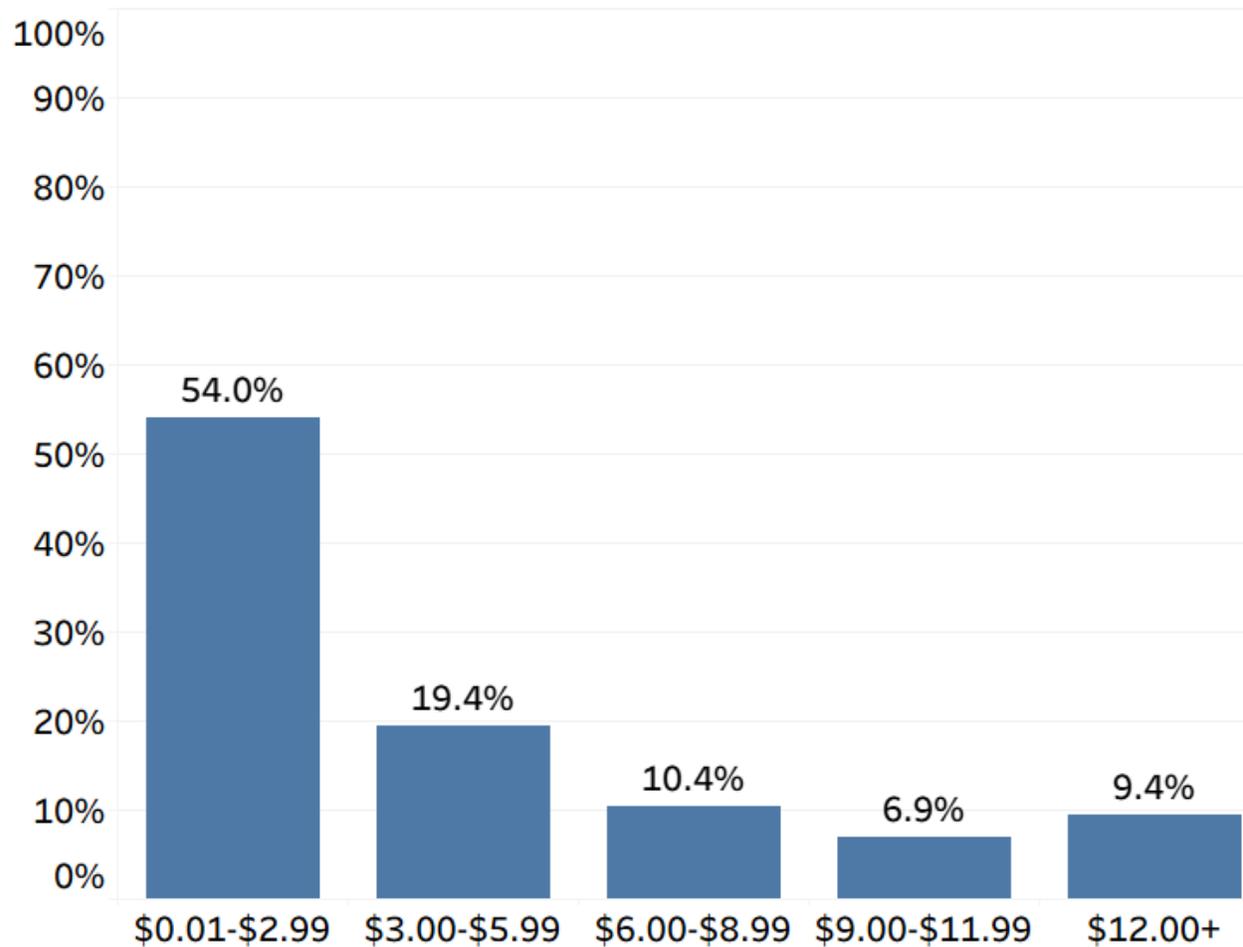


# FY26 Northbound Average Assessed Tolls Comparison

The northbound average assessed toll in Q1 was \$3.64.

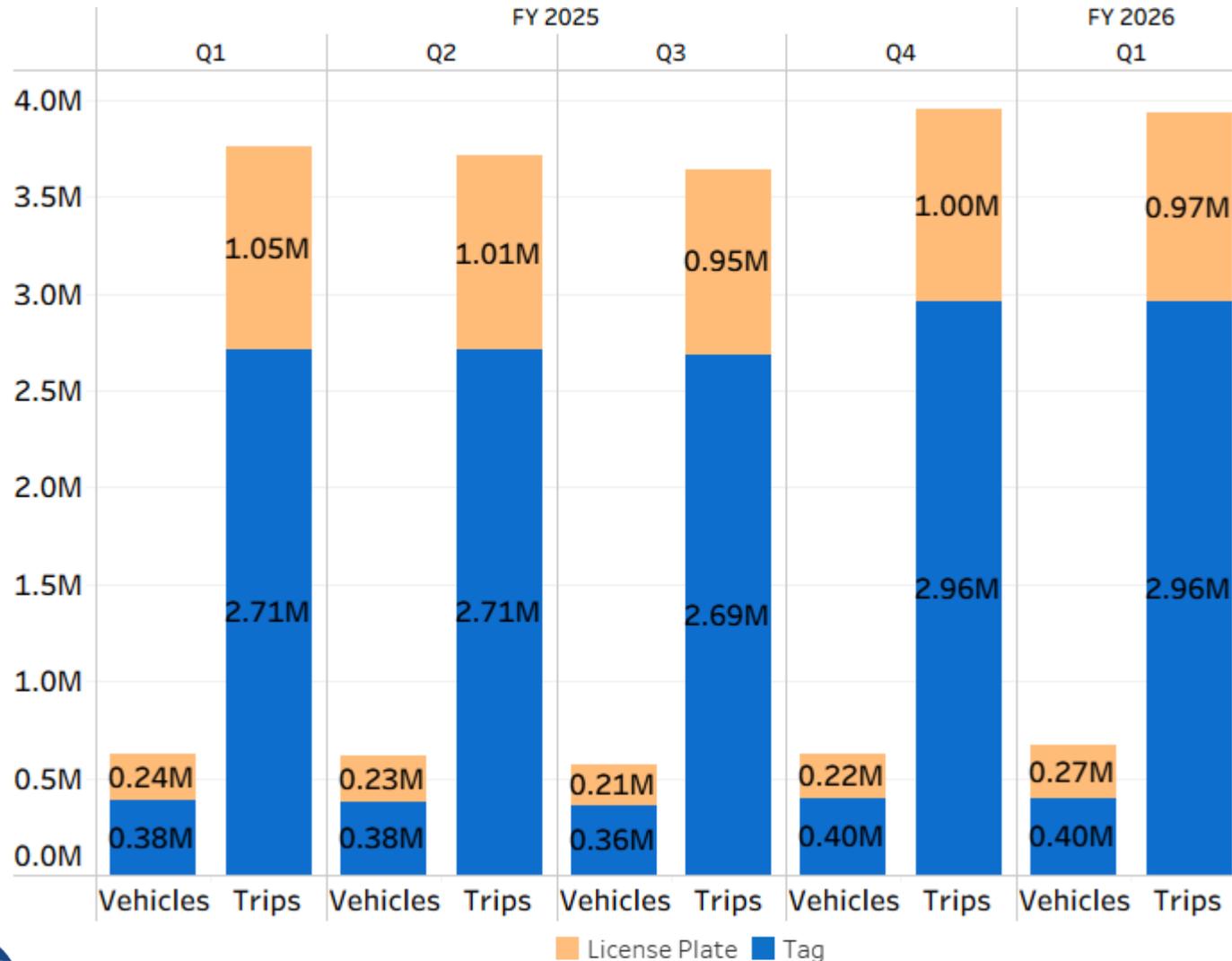


# Distribution of Assessed Tolls – FY26 Q1



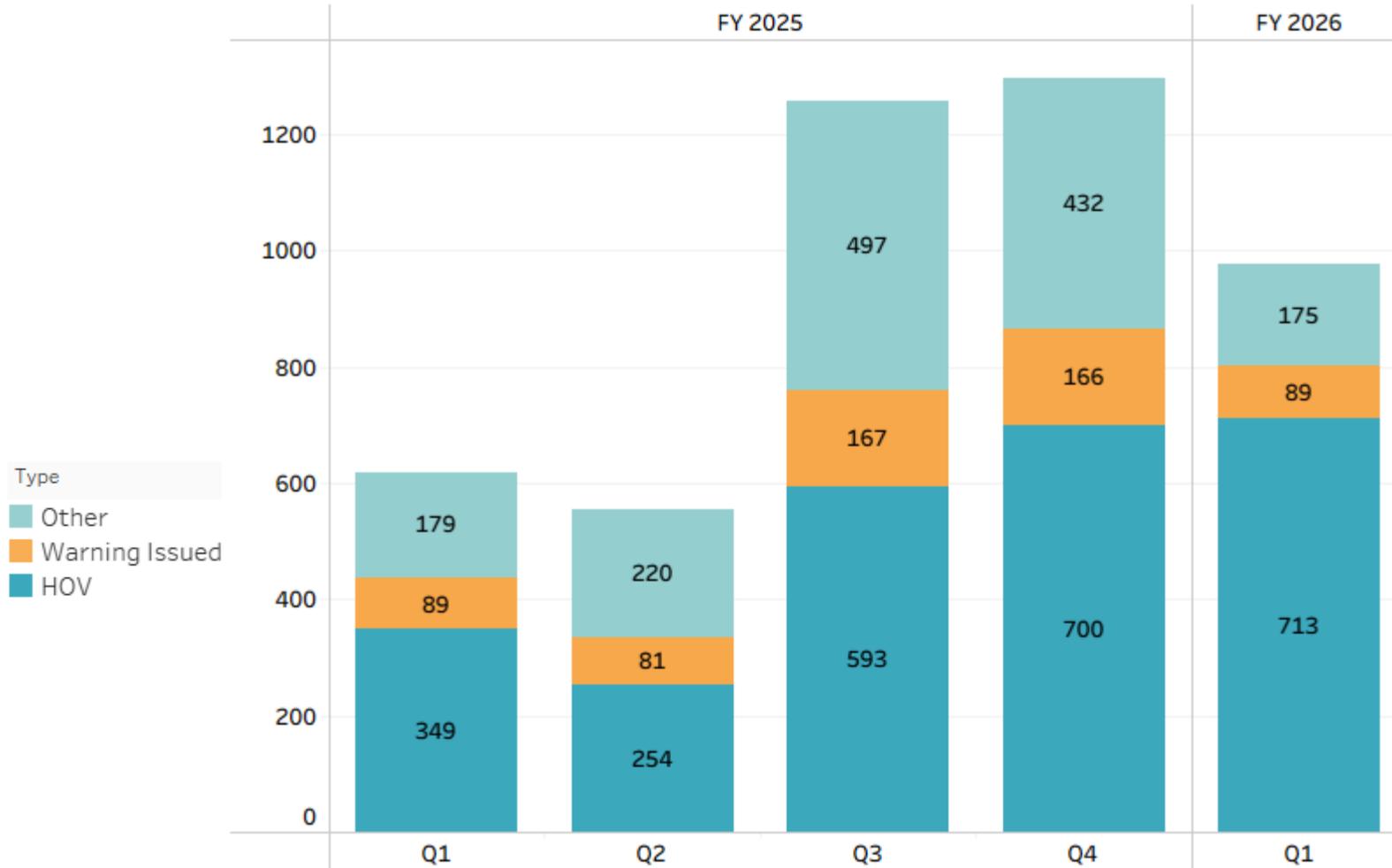
- Drivers made nearly 2 million tolled express lane trips in FY26 Q1.
- 54.0% of these trips incurred a toll less than \$3, up about 0.2% from the prior quarter but down 0.9% from prior fiscal year's Q1.
- This quarter, 9.4% of trips were \$12 and over, down about 0.3% from the prior quarter and about the same as prior fiscal year's Q1.

# How Drivers Use the Lanes



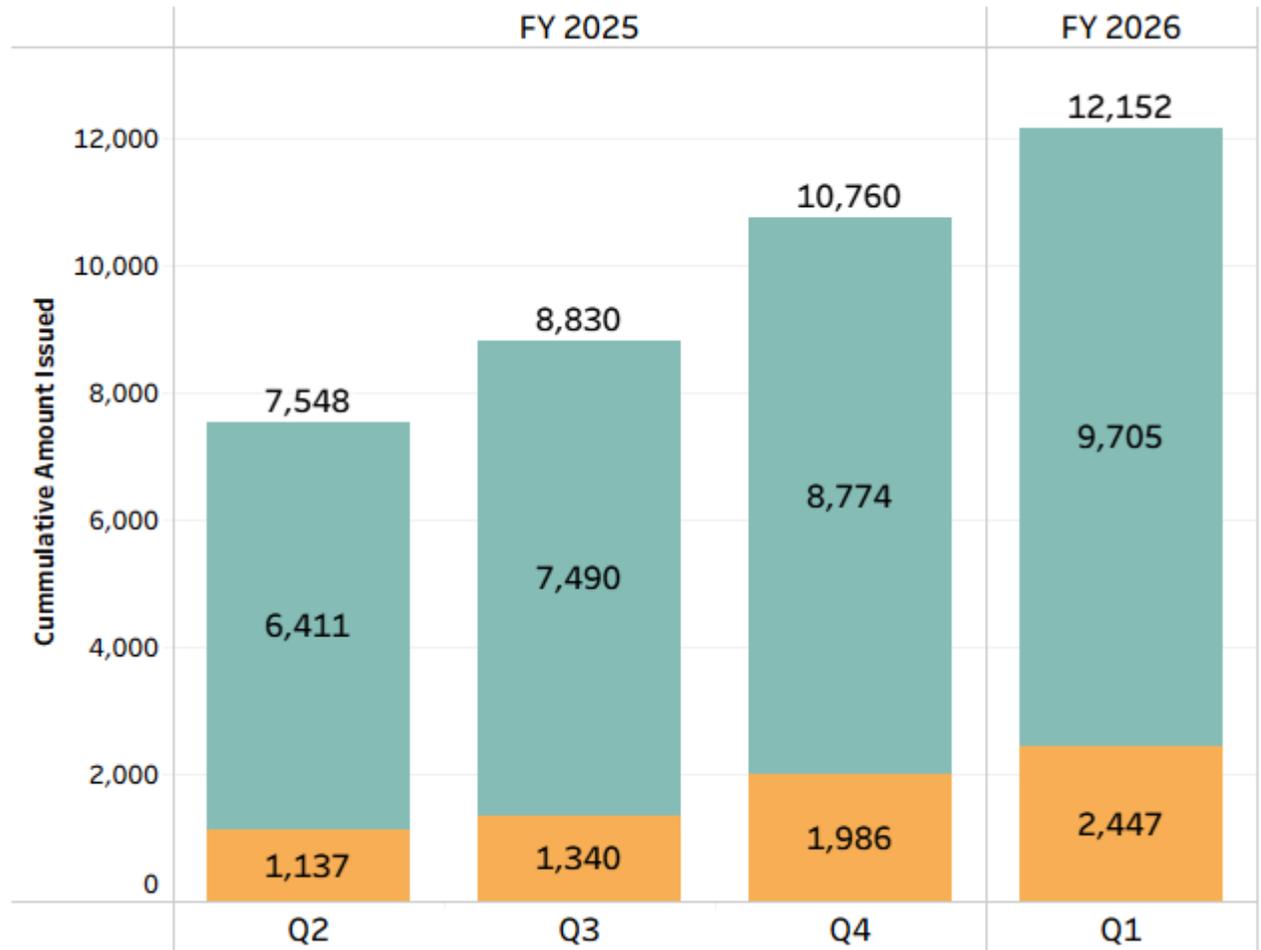
- In FY26 Q1, about 670,000 unique vehicles made about 3.93 million express lane trips.
- 60% of these vehicles utilized FasTrak® toll tags and made 75% of the total trips.
- The other 40% of these vehicles did not carry toll tags and instead were captured as image-based trips for the remaining 25% of the total trips.

# CHP Enforcement



- CHP patrolled the express lanes for 882 hours in FY26 Q1.
- CHP made 977 enforcement contacts in FY26 Q1.
- 73% of the contacts resulted in HOV occupancy citations.
- FY26 Q1 enforcement costs were approximately \$133,548, resulting in an average cost per enforcement contact of approximately \$151.41.

# Community Transportation Benefits Program – Cumulative Benefits Issued



- The program issued 1,392 total benefits in FY26 Q1.
- Note: Go Card program is launching in November 2025, which may change data reporting going forward.



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: Peter Skinner, Chief Officer, Transportation Authority  
Subject: **Adopting the Mid County Multimodal Strategy**

**Action**

Staff recommends the Board of Directors (Board) adopt the San Mateo County Transportation Authority's (TA) Mid County Multimodal Strategy.

**Significance**

The Multimodal Strategies are the first initiative from TA's 101 Corridor Connect Program (Program). The Mid County Multimodal Strategy (Strategy) covers the central segment of US 101 in San Mateo County extending from the City of Burlingame south through the City of San Carlos, and is the second Strategy to be completed under the new Program. The Board will be asked to adopt the North County Multimodal Strategy first, as a separate action at this December 4 Board meeting. The South County Multimodal Strategy will be presented third, in 2026.

For each Strategy, TA staff and consultant team assessed existing conditions, identifying current multimodal transportation networks and evaluating safety and equity considerations. Transportation projects within a one-mile buffer of US 101 were identified through review of relevant partner agency planning documents, capital improvement programs, and discussions with agency staff. Identified projects were then screened for their potential to address congestion on US 101 (potential for Vehicles Miles Traveled reduction) and whether a project could result in benefits greater than singular localized spot improvements. Projects meeting both criteria were listed in the full project inventory to be prioritized later in the process for each strategy.

Extensive community engagement efforts were conducted for each Strategy. The focus of each community outreach effort was to identify community priorities as they relate to the larger 101 Corridor Connect goals of safety, connectivity, sustainability, and inclusivity. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, and providing staff fluent in Spanish and Cantonese at pop-up events.

Following the public engagement period, projects from the full inventory were scored using technical metrics tied to each 101 Corridor Connect Program goal. To integrate the priorities from the engagement, every public comment shared during in-person and virtual events was categorized by how well it aligned to the most applicable 101 Corridor Connect Program goal to determine how frequently each goal was mentioned. The 101 Corridor Connect goals were then ranked by the number of mentions and the ranking was used to adjust the weighting in the prioritization process. Additionally, the project team utilized feedback from the online mapping tool and map comments shared at in-person events to identify corridors with the highest concerns to make sure the community's voices were reflected in the technical process for each Strategy.

Each Strategy consolidates all project work on its geographic area into a comprehensive report outlining the feedback from the community and the community-based priorities related to transportation, the prioritization of the identified projects, and information detailing the 20 priority projects resulting from the effort. These projects will become part of the overall 101 Corridor Connect program and will be prioritized in the technical assistance program to help identify grant funding opportunities to move the projects forward.

The Public Review Draft Mid County Multimodal Strategy was available for public review from September 16 to October 17, 2025. Following the presentation of the draft Strategy to the Board in November 2025, staff finalized the document and has attached the Final Mid County Multimodal Strategy to this staff report. Once adopted, the fully formatted, Americans with Disabilities Act (ADA)-compliant versions will be made available on TA's website in Winter 2026.

### **Budget Impact**

There is no budget impact associated with this item.

### **Background**

TA envisions the US 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, TA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond relying only on freeway mainline improvements.

The Program builds on the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion, and multimodal travel while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the US 101 Corridor, but it does not set priorities for implementation. The 101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation. The Program's effort to identify and prioritize projects within San Mateo County will help to maximize eligibility for state-level funding opportunities and help to identify and prioritize projects that are supported by local communities through extensive engagement.

The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals. The Program's first initiative is to develop Multimodal Strategies in the North, Mid, and South County. Upon adoption of the North, Mid, and South County Multimodal Strategies, TA will certify that these plans act as our approved local CMCP, making all listed projects eligible for the Senate Bill 1 Solutions for Congested Corridors Program funding.

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**

\* \* \*

**Adopting the Mid County Multimodal Strategy**

**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 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**, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by TA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

**Whereas**, the Board of Directors (Board) adopted TA's Strategic Plan 2025-2029 on December 5, 2024, pursuant to Resolution No. 2024-22, to update and address the requirements of Measures A and W, including direction to continue to implement the

101 Corridor Connect Program by adopting North, Mid, and South County Multimodal Strategies; and

**Whereas,** the Multimodal Strategies will serve as San Mateo County's local Comprehensive Multimodal Corridor Plans, which will make the included priority projects eligible for the Senate Bill 1 Solutions for Congestion Corridors Program funding to better leverage local transportation sales tax funding with state grant programs; and

**Whereas,** TA staff coordinated with a technical working group consisting of local jurisdiction representatives, regional transit agencies, and other stakeholders; and

**Whereas,** staff also conducted an extensive multilingual community engagement effort to understand the needs of people traveling in the Mid County segment of the 101 corridor; and

**Whereas,** a 101 Corridor Connect Ad Hoc Advisory Committee consisting of Directors Corzo, Medina, and Romero convened to provide input on the Multimodal Strategies; and

**Whereas,** the draft Mid County Multimodal Strategy was released for public comment from September 16 to October 17, 2025 and was presented to the TA Board on November 6, 2025; and

**Whereas,** consistent with TA's Strategic Plan 2025-2029, staff now recommends the Board adopt the Mid County Multimodal Strategy.

**Now, Therefore, Be It Resolved,** that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the attached Mid County Multimodal Strategy.

Regularly passed and adopted this 4th day of December, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transportation Authority

Attest:

---

Authority Secretary

# US 101

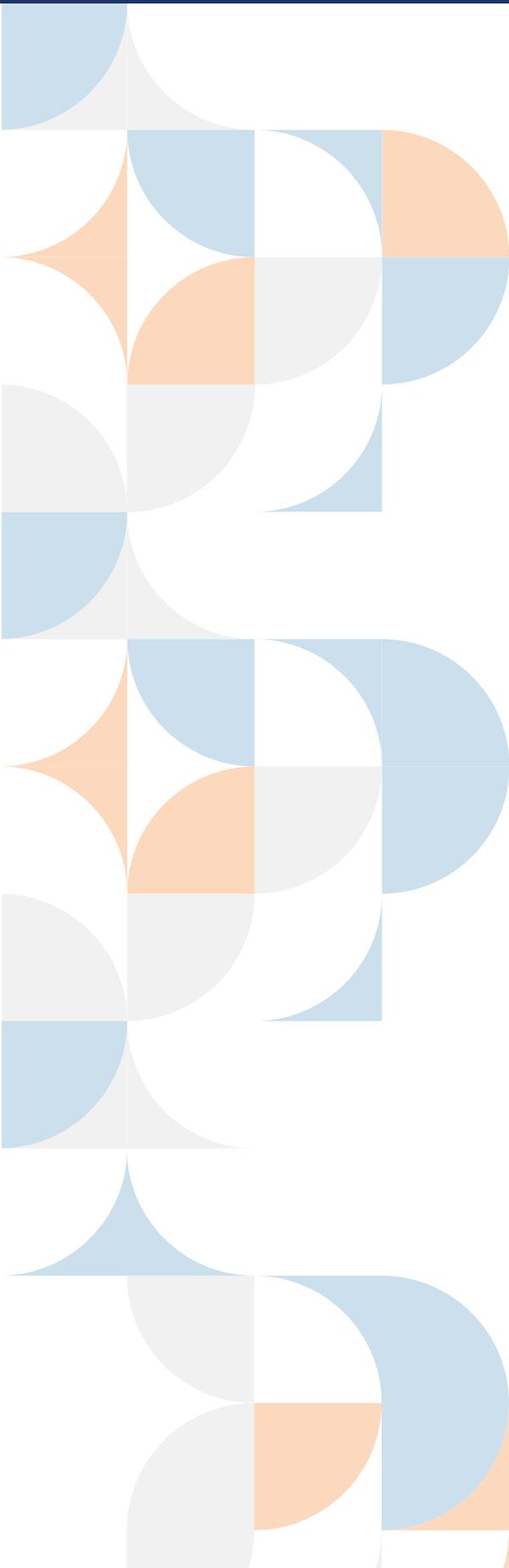
## Mid County Multimodal Strategy

Final Draft

**December 2025**

Program Led and  
Funded by:





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# Acknowledgements

## Board of Directors

Carlos Romero, Chair (Representing South County)  
 Julia Mates, Vice Chair (Representing Central County)  
 Anders Fung (Representing Cities-at-Large)  
 Mark Nagales (Representing North County)  
 Noelia Corzo (Representing Board of Supervisors)  
 Jackie Speier (Representing Board of Supervisors)  
 Rico E. Medina (Representing San Mateo County Transit District)

## Executive Staff

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

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## Consultant Support

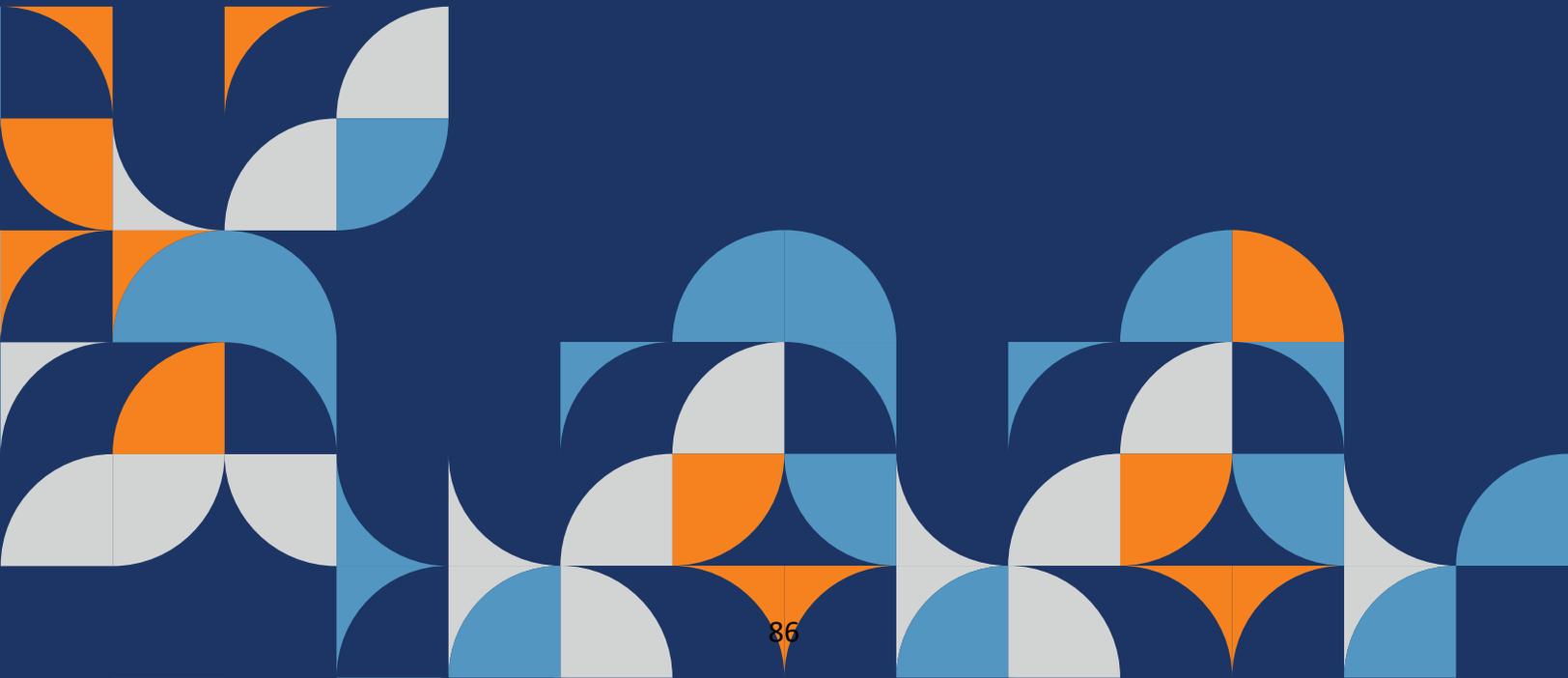
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 Janani Thiagarajan, California Department of Transportation



# Introduction



# 1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County and is essential for moving people and goods where they need to go. The corridor includes numerous transportation modes both on and off the highway that connect the county’s various communities through travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority’s (SMCTA) vision for US 101 is for an interconnected corridor that serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

## Purpose

To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond just freeway mainline projects. The first initiative under the 101 Corridor Connect Program includes developing Multimodal Strategies in the North, Mid, and South County areas near US 101 that will identify which projects best meet community needs for all types of transportation options. The Multimodal Strategies aim to improve the way people and goods move through the corridor from Brisbane to East Palo Alto. These plans identify and prioritize necessary transportation projects that can advance the corridor vision and position them for future funding efforts. Figure 1 shows the different modes of transportation included in the Multimodal Strategies.

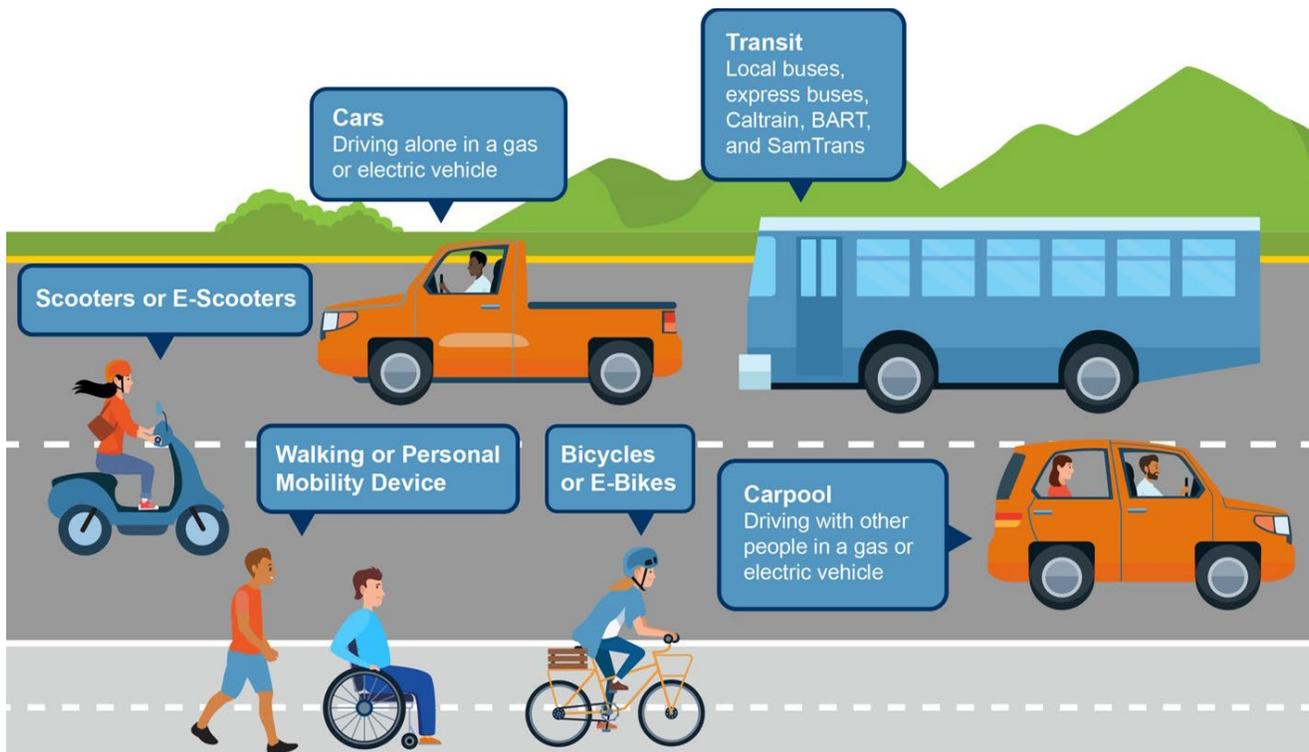


Figure 1. Different Modes of Transportation

## Policy Support

The program’s foundation is the California Department of Transportation’s (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 2. The US 101 South CMCP was developed to provide a holistic approach for managing congestion, improving safety, and maximizing flow for all modes along the US 101 corridor while reducing air pollution and greenhouse gas (GHG) emissions. Caltrans developed the CMCP to meet requirements for conducting long-range corridor planning and in response to the Road and Repair Accountability Act, which established numerous funding programs including the Solutions for Congested Corridors Program (SCCP) which requires CMCPs to be developed in order to be eligible for funding. The SCCP provides nearly \$250 million in competitive funding every year to Caltrans as well as regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. The SCCP also established comprehensive guidance for developing CMCPs within California.

### US 101 South Comprehensive Multimodal Corridor Plan



### Multimodal Strategies



**Figure 2. 101 Corridor Connect Elements**

Caltrans, in coordination with corridor stakeholders,<sup>1</sup> determined that the US 101 corridor is a priority route in the region and that a CMCP should be developed to capture anticipated changes, identify multimodal needs, and recommend improvement projects and strategies. The US 101 South CMCP corridor limits are 85 miles of highway from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 interchange to the I-280 terminus in downtown San Francisco.

<sup>1</sup> Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

- |   |   |
|---|---|
| <p><b>1</b> Provide a <b>safe transportation system</b> to all users within the corridor</p>                          | <p><b>6</b> Support <b>economic prosperity</b></p>  |
| <p><b>2</b> Reduce recurring freeway congestion and <b>improve freeway efficiency</b> in moving people</p>            | <p><b>7</b> Efficiently <b>manage transportation assets</b> within the corridor to protect existing and future investment</p> |
| <p><b>3</b> Improve <b>trip time reliability</b> within the corridor</p>  | <p><b>8</b> Efficient land use <b>improving jobs/housing imbalance</b></p>  |
| <p><b>4</b> Support an <b>accessible and inter-connected multimodal transportation system</b> within the corridor</p> | <p><b>9</b> Advance <b>equity</b></p>   |
| <p><b>5</b> Reduce <b>pollutants and GHG emissions</b> within the corridor</p>  | <p><b>10</b> Address <b>climate change vulnerabilities</b> to transportation facilities</p>                                   |

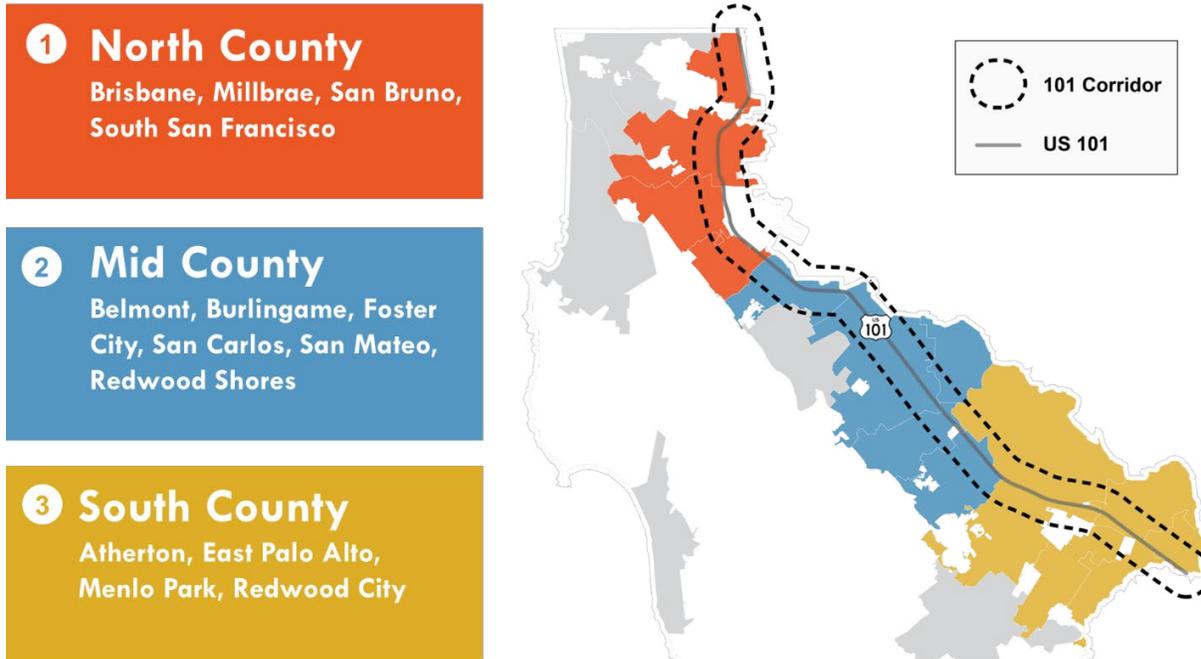
The CMCP identifies a number of critical transportation modes to achieve these goals including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. The CMCP also identifies numerous programmed, planned, and proposed projects within the US 101 corridor that will help achieve the various goals and objectives identified for the corridor.

With the CMCP as its foundation and to accomplish a more focused and robust project prioritization exercise, SMCTA has initiated the 101 Corridor Connect Program to prioritize projects for implementation through rigorous public engagement and to position SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect Program, tying off the US 101 South CMCP, are shown in Figure 3.

			
<p><b>SAFE</b> Enhance safety for users of the transportation network.</p>	<p><b>CONNECTED</b> Connect people to the places they need to go.</p>	<p><b>SUSTAINABLE</b> Improve air quality and reduce emissions.</p>	<p><b>INCLUSIVE</b> Increase access for underserved communities.</p>

Figure 3. 101 Corridor Connect Goals

The 101 Corridor Connect program divides the corridor into three areas (North County, Mid County, and South County) with a one-mile buffer around US 101. The one-mile buffer is defined as the project corridor. For the existing conditions analysis, an expanded project area was defined to better reflect demographic and transportation conditions in Mid County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project corridor. The US 101 Mid County Multimodal Strategy is consistent with the US 101 North County Multimodal Strategy<sup>2</sup> and identifies and prioritizes transportation projects on and within the US 101 Mid County project area, shown as the blue area in Figure 4.



**Figure 4. 101 Corridor Connect Project Areas**

The US 101 Mid County Multimodal Strategy was developed to identify and prioritize transportation projects on and within one-mile of the US 101 Mid County area. Drawing from existing planning documents, capital improvement programs, and input from regional partners and stakeholders, the strategy evaluates projects based on their potential to reduce congestion on US 101. The projects were evaluated based on criteria including grant program guidelines, community feedback, and SMCTA's Strategic Plan. The highest-performing projects were prioritized, and a high-level implementation strategy was developed to support a coordinated approach to future project delivery. The resulting US 101 Mid County Multimodal Strategy contains projects advancing the goals of the overarching 101 Corridor Connect Program.

<sup>2</sup> The details of the North County Multimodal Strategy can be found in the US 101 North County Multimodal Strategy Report.

## 1.2 MULTIMODAL STRATEGY DEVELOPMENT

### Step 1: Identify and Evaluate

As shown in Figure 5, transportation projects on the freeway and within the one-mile buffer were identified from existing planning documents and capital improvement programs and through discussions with local agency staff. Identified projects were assessed for their potential to address congestion on US 101 and evaluated against criteria based on various factors including grant program guidelines, community feedback, and SMCTA's Strategic Plan.

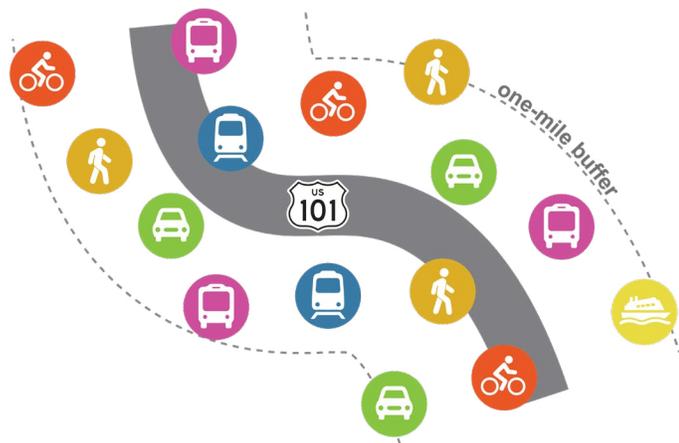


Figure 5. Identify and Evaluate

### Step 2: Prioritize

As shown in Figure 6, projects were then prioritized based on alignment with the goals of the 101 Corridor Connect program and community input to inform the final program of projects. Implementation strategies were developed for each project to help ensure a coordinated approach to delivering projects.



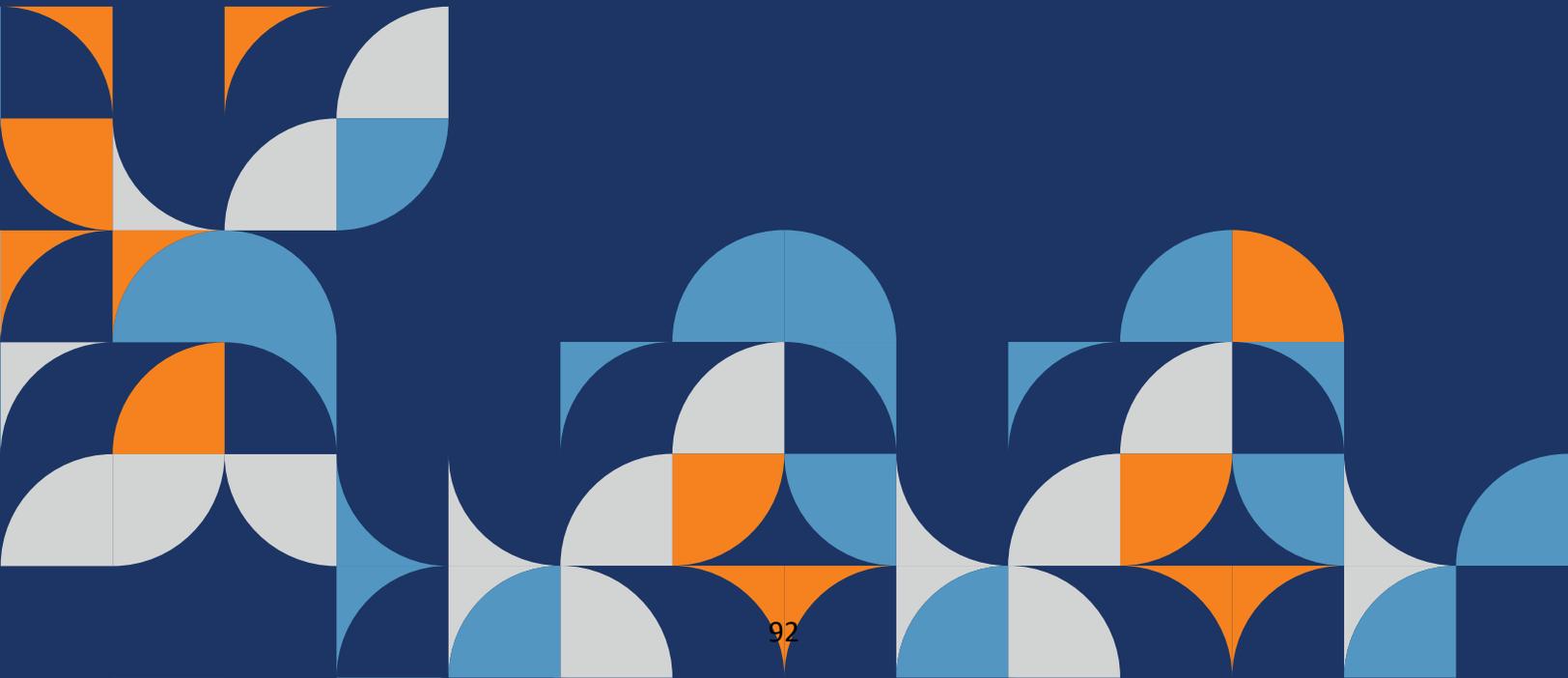
Figure 6. Prioritize

### Step 3: Adopt & Deliver

All projects identified as priority in the Mid County Multimodal Strategy will become part of the 101 Corridor Connect program, and will be projects SMCTA will prioritize to move forward. Following the adoption of the Mid County Multimodal Strategy, SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. SMCTA will use these congestion management priorities to help provide technical assistance for agencies that need help further scoping, engaging with the community, designing, and securing funding to ultimately see projects constructed.

# 2

## Summary of Existing Conditions



## 2.1 EXISTING TRANSPORTATION NETWORK

The geographical limits of the US 101 Mid County Multimodal Strategy project corridor are shown in Figure 7. The project corridor spans approximately 11 miles and includes the area of a one-mile buffer from the center of US 101 that begins at the southern extent of the San Francisco International Airport (SFO) to the Bair Island Ecological Reserve in San Carlos. This includes the cities of Burlingame, San Mateo, Foster City, Belmont, Redwood Shores,<sup>3</sup> and San Carlos.



**Figure 7. Mid County Multimodal Strategy Project Limits**

<sup>3</sup> While Redwood Shores is part of the Redwood City jurisdiction, it will be considered as its own jurisdiction and included as part of the Mid County project area for this project. The remaining area of Redwood City will be included in the South County project area.

### 2.1.1 Roadway Network

The roadway network serving the jurisdictions in the project area is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101 and State Route (SR) 92, and to a lesser extent by arterials like El Camino Real.

US 101 is the primary roadway facility in the project area and is an important component of the regional roadway system, serving intercounty travel for through trips, as well as providing connections to residential, commercial and major employment centers adjacent to the freeway corridor. The Mid County segment of US 101 is a ten to 12-lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. This segment also contains express lanes in both directions on US 101. The express lanes are dynamically priced and cost is adjusted based on real-time traffic levels.<sup>4</sup>



**Figure 8. Existing Roadway Network**

Source: California Department of Transportation, 2024.

<sup>4</sup> Additional information on the San Mateo 101 Express Lanes can be found at [www.101expresslanes.org](http://www.101expresslanes.org).

US 101 is monitored for level-of-service (LOS) performance biennially as part of the annual Congestion Management Program (CMP) monitoring and performance evaluation. Table 1 shows the LOS for the segments of US 101 within the project corridor defined in the CMP monitoring reports from 2019, 2021, and 2023. At present, US 101 experiences recurring congestion between Broadway and Peninsula Avenue in both the AM and PM peak periods, and between SR 92 and Whipple Avenue in the PM peak period.

**Table 1. US 101 Level of Service**

	Route	CMP Segment Location	LOS Standard	2019 Peak LOS		2021 Peak LOS		2023 Peak LOS	
				AM	PM	AM	PM	AM	PM
	US 101	Broadway to Peninsula Avenue	E	F	F	D	F	F	F
	US 101	Peninsula Avenue to SR 92	F	F	F	F	E	F	F
	US 101	SR 92 to Whipple Avenue	E	F	F	D	F	E	F

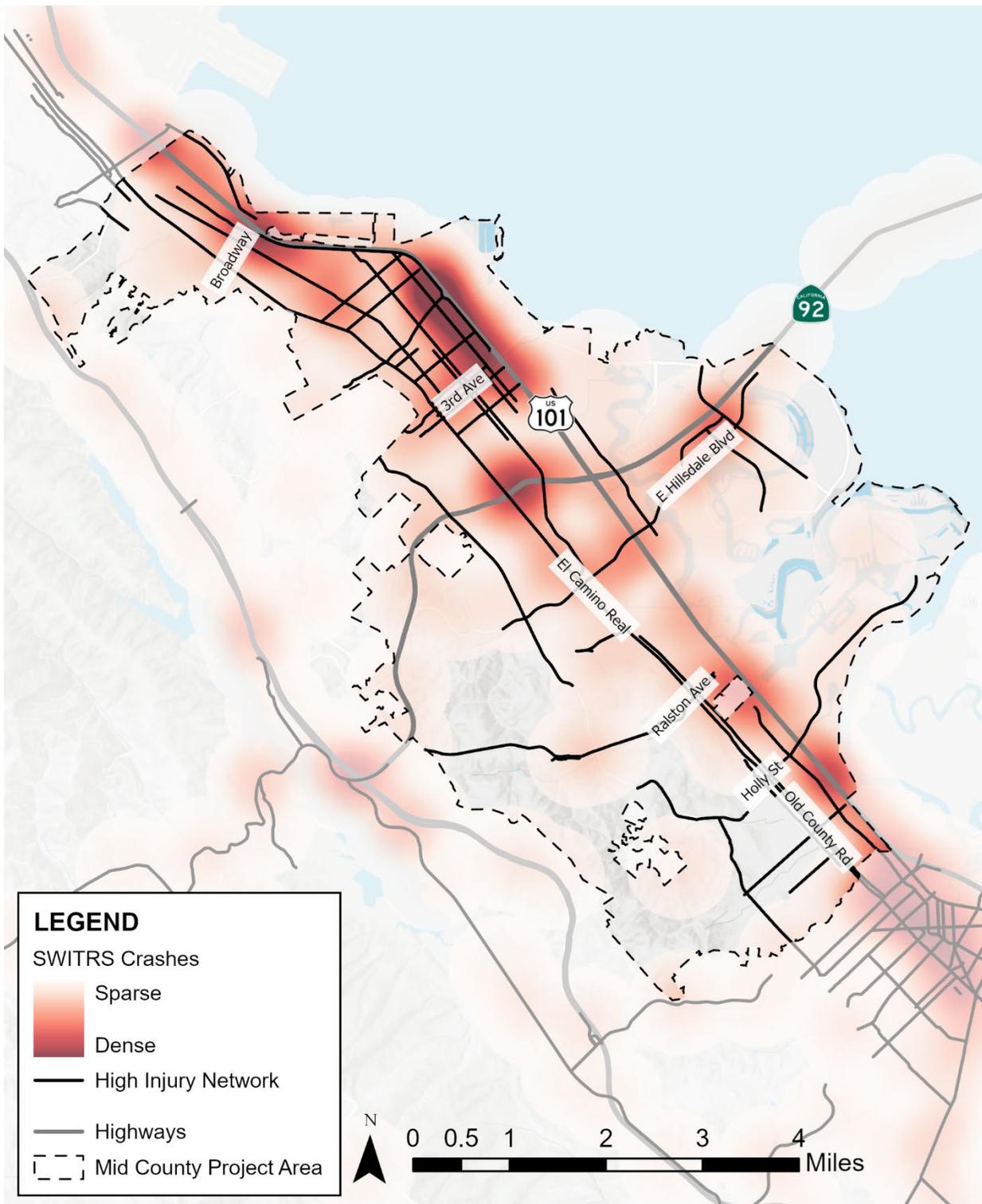
Source: City/County Association of Governments of San Mateo County 2019, 2021, 2023 Congestion Management Program Annual Monitoring Report.

Figure 9 shows the High Injury Network (HIN) for motor vehicles and the Countywide HIN. The Countywide HIN consists of corridors where the individual HINs for bicycles, pedestrians, and motor vehicles overlap with each other. Figure 10 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from 2019 to 2023. In general, crashes involving two or more motor vehicles show a higher concentration along the highway system and El Camino Real (SR 82) and incidents involving bicycles or pedestrians are concentrated in North San Mateo west of US 101, El Camino Real, and East Hillsdale Boulevard. The top three causes of these crashes are unsafe speeding, improper turning, and driving under the influence.



**Figure 9. Crashes in the Project Area**

Source: City/County Association of Governments of Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.



**Figure 10. Vehicle Crashes with Fatal and Severe Injuries**

Source: University of California, Berkeley SafeTREC Transportation Injury Mapping System, 2019-2023; City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

### 2.1.2 Transit Network

The project area is served by bus, rail and shuttle transit services. Transit providers are Caltrain commuter rail service, SamTrans bus service, and Commute.org shuttle service. Caltrain stations within Mid County are located at Broadway,<sup>5</sup> Burlingame, downtown San Mateo, Hayward Park, Hillsdale, Belmont, and San Carlos. SamTrans operates a mix of local, intercity in Mid County, and express to San Francisco bus routes. Commute.org, the San Mateo County Transportation Demand Management Agency, operates ten of their 16 shuttle routes in Mid County.<sup>6</sup> These shuttles are free to the public and connect riders to regional transit stations (Bay Area Rapid Transit and Caltrain), workplaces, schools and residential areas through the county. Park-and-ride facilities are located at all seven Caltrain stations in the project area and along US 101 owned by Caltrans. The existing transit services in the area are shown in Figure 11. The new Caltrain Electrified Service schedule became effective in September 2024, providing improved service frequencies during weekdays and weekends. The new electrified service introduced significantly improved travel times and 20 percent more frequency at stations on weekdays. Weekend service also doubled from 60 minute to 30 minute frequencies.



**Figure 11. Existing Transit Service**

Source: Caltrain Rail and Shuttle Routes and Stations, 2024; SamTrans Bus Routes, 2023.<sup>7</sup>

<sup>5</sup> Broadway station provides weekend service only.  
<sup>6</sup> <https://commute.org/shuttles>.  
<sup>7</sup> The Millbrae BART station lies just outside the Mid County project area.

Table 2 summarizes ridership on transit in the project area, highlighting the reductions in ridership at the height of the COVID-19 pandemic and statewide shelter-in-place order, beginning in early 2020. Recovery of transit ridership has been uneven and varies considerably by operator and service type. As of 2023, average monthly ridership for SamTrans services has recovered between 62 percent for Local/Connector routes to 89 percent for Intercity routes compared to 2019 ridership. Caltrain regional transit services that are more commuter-oriented have a ridership recovery rate of 29 percent, which is lower than SamTrans intercity bus ridership. Local shuttles in the area have recovered by 45 percent since early 2020.

**Table 2. Transit Ridership in the US 101 Mid County Project Area**

	2018	2019	2020	2021	2022	2023	2023 as % of 2019
<b>Operator/ Service Type</b>							
SamTrans/School	43,821	41,473	9,155	10,764	29,207	32,591	78.6%
SamTrans/ Connector	44,518	54,724	19,444	18,262	28,511	33,668	61.5%
SamTrans/Intercity	360,968	357,302	196,857	217,340	269,079	318,261	89.1%
Commute.org/ Shuttles	15,833	15,324	4,062	2,173	4,702	6,841	44.6%
Caltrain <sup>8</sup>	1,571,266	1,557,260	79,200	202,338	393,064	454,819	29.2%

Source: SamTrans Ridership Data; Shuttles Ridership Data; Caltrain Ridership Data, 2018-2023.

Transit rider socioeconomic and demographic characteristics vary by transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for SamTrans and Caltrain using data collected during on-board surveys in 2021 and 2022. SamTrans ridership has a higher proportion of riders that are non-white, do not own a vehicle at home, have limited English language proficiency, and are senior and school age relative to Caltrain riders. SamTrans riders also have a lower average household income compared to Caltrain riders. This indicates that SamTrans services are used by a higher proportion of disadvantaged communities compared to Caltrain. This is an important equity consideration when evaluating projects and developing multimodal strategies for the project corridor.

<sup>8</sup> Caltrain data is from the 2022 Caltrain Triennial Customer Survey Report.

**Table 3. Transit Ridership Demographics by Operator**

	SamTrans	Caltrain
<b>Demographic</b>		
Percentage of Non-White Riders	81%	55%
Percentage Zero-Vehicle Households	74%	61%
Limited English Language Proficiency	19%	3%
Percentage of Seniors	13%	4%
Percentage of School Age Children	25%	7%
Average Household Income	\$46,500	\$148,200

Source: SamTrans Triennial Customer Survey, 2021; Caltrain Triennial Customer Survey, 2022.

### 2.1.3 Active Transportation Network

#### BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Bicycle infrastructure in the project area is maintained by the individual Mid County jurisdictions for infrastructure located on roads and local trails. Approximately 25 miles of the San Francisco Bay Trail, a multi-use bicycle and pedestrian trail that when complete will provide continuous access around the shoreline of the Bay Area, are located in the Mid County project area. Like the roadway networks and transit services, bicycle infrastructure is based on a hierarchy of service referred to as classes. California has four primary bicycle classifications as defined by the California Manual of Uniform Traffic Control Devices. The four bicycle classes are:

1. Multi-Use Paths (Class I)
2. Bicycle Lanes (Class II)
3. Bicycle Routes and Bicycle Boulevards (Class III)
4. Separated Bicycle Lanes (Class IV)

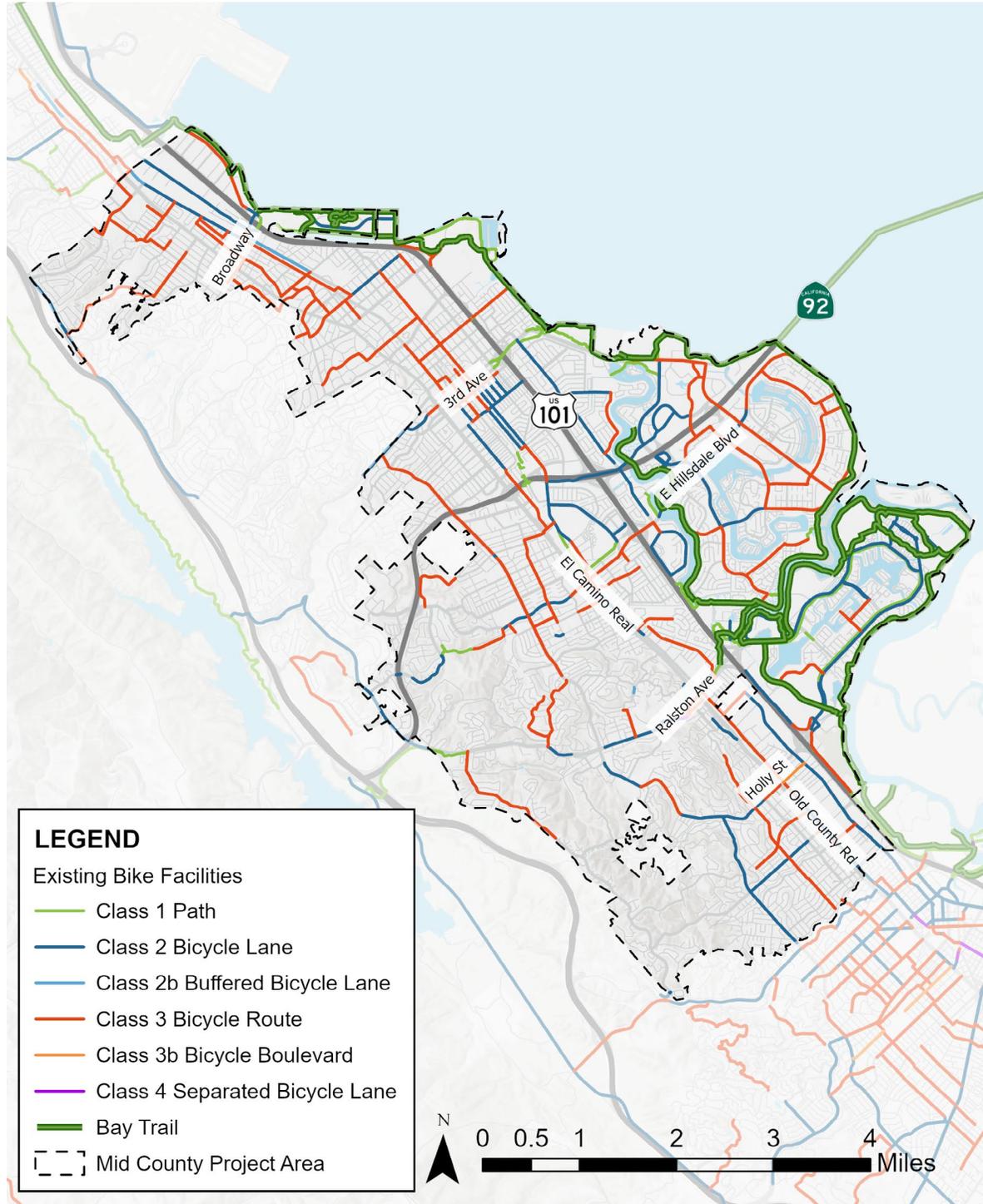
These bicycle classes provide different protection levels to users and between vehicle traffic. Figure 12 shows the existing bicycle and multiuse trails located in the project area as of 2021. Since the C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan was published in 2021 there have been improvements and expansions to the existing bicycle network that are not reflected in Figure 12. More information about recently completed bicycle projects can be found on the respective webpages for each jurisdiction.

There are very few crossings over the US 101 highway, which is a major barrier to bicyclists and pedestrians traveling in the corridor. Of the seven vehicle crossings in the project corridor, four include bicycle/pedestrian infrastructure. In addition to these shared crossings, there are three fully separated bicycle and pedestrian bridges crossing US 101, located at Monte Diablo Avenue in San Mateo, just north of Ralston Avenue in Belmont, and at Broadway in Burlingame. Limited bicycle and pedestrian infrastructure on or near existing US 101 crossings presents a challenge to convenient and safe east-west bicycle and pedestrian travel, and limits connectivity between residential areas on the east side of US 101 and major commercial areas on the west side of US 101.

#### HIGH INJURY NETWORK

Figure 13 shows the C/CAG HIN for bicycles and pedestrians. While the motor vehicle HIN includes corridors with a disproportionate number of historical crashes between motor vehicles, the bicycle and pedestrian HIN's

includes corridors where there have been a disproportionate number of historical crashes between motor vehicles and bicycles and/or pedestrians.



**Figure 12. Existing Bicycle Facilities**

Source: City/County Association of Governments of San Mateo County Comprehensive Bicycle and Pedestrian Plan, 2021; Metropolitan Transportation Commission Bay Trail Gap Closure Implementation Plan, 2024; Redwood City RWC Walk Bike Thrive Plan, 2025.



**Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area**

Source: City/County Association of Governments of San Mateo County 2024 Countywide Local Roadway Safety Plan, High Injury Network.

## 2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

### 2.2.1 Population and Employment Characteristics

Based on 2021 American Community Survey (ACS) 5-year estimate Census data, there are approximately 240,000 persons, 127,000 workers and over 134,000 jobs located within the jurisdictions in the project area. Table 4 summarizes the population and job characteristics for the Mid County cities and San Mateo County. The project area includes approximately 32 percent of the residents, 32 percent of employed workers, and 32 percent of jobs in San Mateo County. Within each jurisdiction, the ratio of jobs to workers, or employed residents, varies. For example, more people leave the City of Belmont for work, while the City of Burlingame has a higher number of people traveling into the city for work. Overall, the majority of Mid County workers are employed in San Mateo County at 66 percent, which is slightly lower than the County as a whole at 67 percent. This highlights the need of improving first- and last-mile connections and strengthening local transportation options within the County. In addition to local travel, there is also a relatively large proportion of out-commuters in the corridor cities. It is important to balance investments in local transportation infrastructure and services with regional facilities, either transit or roadways, to facilitate the commuting patterns of existing residents.

**Table 4. Population and Job Characteristics**

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Total Population	28,109	31,142	33,511	11,772	30,754	105,087	240,375	762,488
Working Age Population (16 years and older)	22,416	24,935	26,914	9,191	24,416	85,422	193,294	625,530
Jobs	8,733	29,808	19,247	N/A <sup>9</sup>	19,130	57,184	134,102*	420,592
Employed Workers	14,378	16,773	16,960	6,144	16,695	55,783	126,733	400,489
Jobs/Worker	0.61	1.78	1.13	N/A*	1.15	1.03	1.11*	1.05
% Working in San Mateo County	70.1%	62.5%	70.7%	68.4%	70.0%	69.7%	65.6%	63.1%

Source: American Community Survey 5-Year Estimates, 2017-2021.

<sup>9</sup> Number of jobs data unavailable for Redwood Shores jurisdiction; All Mid County Cities Combined data for 'Jobs' and 'Jobs/Worker' does not include Redwood Shores in calculation.

### 2.2.2 Race and Ethnicity

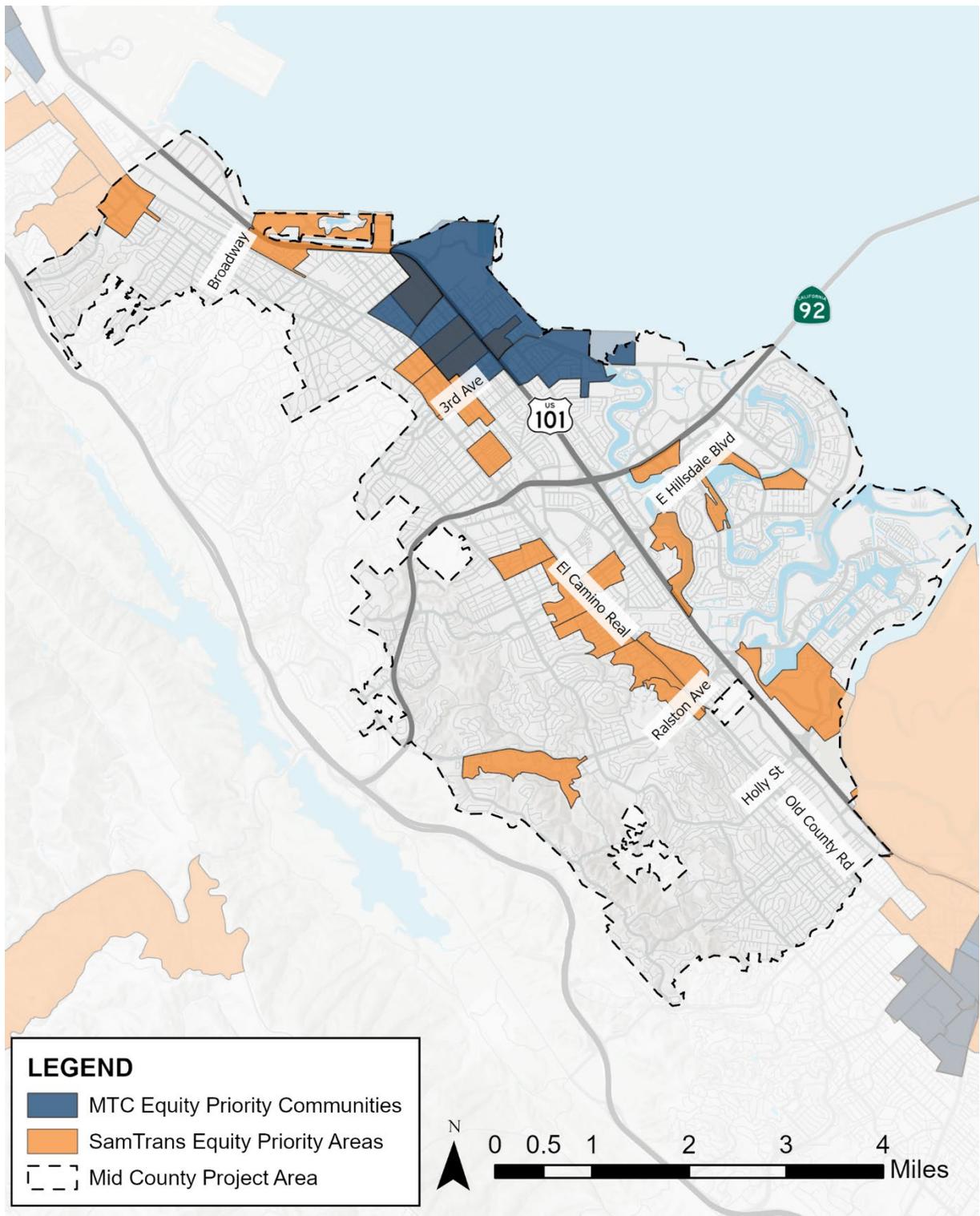
Table 5 summarizes the population by race and ethnicity as reported in the 2021 Census. The project area is diverse with the highest populations being White alone at 45 percent, Asian alone at 30 percent, and Hispanic/Latino at 17 percent. Compared to San Mateo County as a whole, the project area has a higher proportion of White alone population and lower proportions of Hispanic/Latino and Black Alone populations. There are variations between the percent of population by race and ethnicity for the individual cities relative to the project area and county, however, in general the individual cities also reflect diverse populations.

**Table 5. Population by Race**

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Hispanic/Latino	12.1%	14.2%	8.6%	5.7%	9.5%	24.1%	16.5%	24.1%
Non-Hispanic/Latino	87.9%	85.8%	91.4%	94.3%	90.5%	75.9%	83.5%	75.9%
White Alone	49.1%	52.2%	31.0%	40.4%	63.2%	40.9%	44.8%	37.8%
Black Alone	1.1%	1.6%	2.4%	0.3%	0.7%	1.9%	1.6%	2.2%
American Indian/Alaska Native	0.2%	0.0%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%
Asian Alone	29.9%	27.3%	51.8%	44.6%	18.2%	25.2%	29.8%	29.6%
Native Hawaiian/Pacific Islander	1.4%	0.1%	0.2%	1.3%	0.4%	1.7%	1.1%	1.2%
Other	1.1%	0.7%	0.1%	0.3%	1.0%	0.6%	0.6%	0.6%
2 or more Races	5.3%	3.9%	5.6%	7.2%	6.9%	5.5%	5.5%	4.4%

Source: American Community Survey 5-Year Estimates, 2017-2021.

Figure 14 shows two geographical indexes that identify locations in the project area where need and equity characteristics indicate that transportation improvements could be prioritized. The indexes are the Equity Priority Areas (EPA) defined by SamTrans, and Equity Priority Communities (EPC) defined by the Metropolitan Transportation Commission (MTC). Both indexes highlight locations that have concentrations of populations with low income, low vehicle ownership rates, high proportions of minority populations and high proportions of persons with limited English language capabilities, among other characteristics. EPAs and EPCs are important considerations throughout the entire process of project and program development from planning, investment and community outreach. Equity areas in the project area are primarily found adjacent to major corridors including US 101 and El Camino Real.



**Figure 14. Equity Priority Areas and Equity Priority Communities**

Source: Metropolitan Transportation Commission Plan Bay Area 2050, 2021; Reimagine SamTrans, 2022.

### 2.2.3 Commuter Mode Shares

Table 6 and Table 7 provide data on how each jurisdiction within the project area and San Mateo County residents as a whole commute to work both pre- and post-pandemic. Prior to the pandemic, for all Mid County cities in total, driving alone was the largest share of how workers commuted to work, followed by transit and carpool. However, post-pandemic trends show that for Mid County cities, drive alone and transit mode shares decreased while work from home increased. All other commute modes remained relatively similar to 2019 conditions.<sup>10</sup>

**Table 6. 2019 Commute Mode Share**

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Drive Alone	73.5%	65.7%	69.5%	74.5%	74.8%	67.0%	69.3%	67.8%
Carpool	9.9%	6.4%	10.7%	6.9%	4.9%	9.5%	8.6%	10.2%
Transit	7.0%	15.4%	7.4%	7.4%	7.7%	11.6%	10.3%	11.0%
Walk	1.9%	4.0%	2.3%	1.9%	2.7%	2.4%	2.6%	2.6%
Bicycle	1.2%	0.8%	1.7%	2.3%	1.0%	1.4%	1.3%	1.5%
Other <sup>11</sup>	0.9%	1.1%	2.6%	1.4%	0.9%	2.3%	1.8%	1.7%
Work From Home	5.6%	6.5%	5.8%	5.6%	8.1%	5.7%	6.1%	5.3%

Source: American Community Survey 5-Year Estimates, 2015-2019.

**Table 7. 2021 Commute Mode Share**

	Belmont	Burlingame	Foster City	Redwood Shores	San Carlos	San Mateo	All Mid County Cities	San Mateo County
Drive Alone	62.4%	58.7%	60.8%	59.1%	62.3%	61.4%	61.1%	61.5%
Carpool	5.3%	5.2%	8.1%	7.1%	4.2%	8.8%	7.1%	9.4%
Transit	6.6%	12.5%	5.6%	6.7%	5.3%	8.3%	7.8%	8.6%
Walk	1.8%	4.0%	1.3%	1.9%	2.0%	2.7%	2.5%	2.5%
Bicycle	0.7%	1.2%	1.3%	2.0%	1.0%	1.0%	1.1%	1.3%
Other	1.2%	1.5%	2.2%	1.3%	2.3%	2.3%	2.0%	1.9%
Work From Home	22.1%	16.9%	20.6%	21.9%	23.0%	15.5%	18.4%	14.9%

Source: American Community Survey 5-Year Estimates, 2017-2021.

<sup>10</sup> This analysis was performed using 2021 data, which was the most recent available dataset from the US Census at the time of analysis.

<sup>11</sup> Other includes taxicab, motorcycle, or other miscellaneous modes of travel.

## 2.2.4 Corridor Travel Patterns

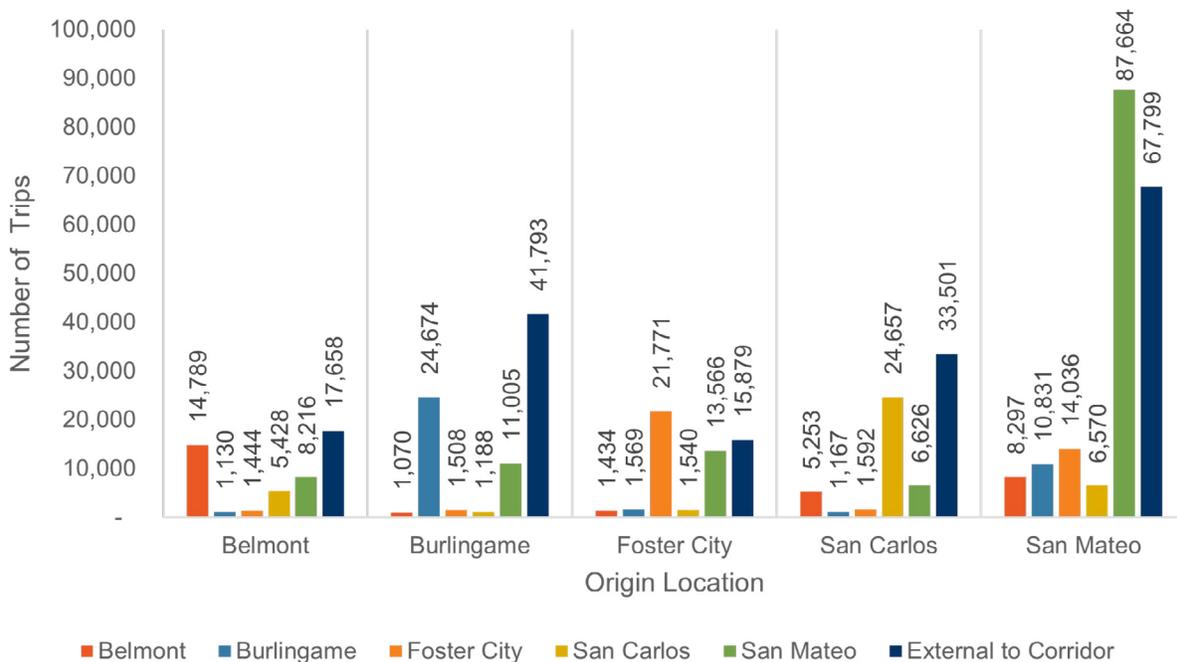
### VEHICLE TRIPS

The travel market analysis for trips occurring in the project area was developed using 2021 StreetLight data.<sup>12</sup> Figure 15 shows the average daily vehicle origin-destination flows within and between each jurisdiction in the project area.<sup>13</sup> For each jurisdiction, the most common destinations for vehicle trips that originate in the project area are:

1. Outside the project area
2. Internal trips that start and end within each jurisdiction
3. The City of San Mateo

Of the 454,000 vehicle trips that originate within the project area, approximately 177,000 daily trips end outside the project area and 127,000 trips end in the City of San Mateo. This compares to approximately 30,000-40,000 daily trips that end in each of the other jurisdictions in Mid County. Internal trips that start and end within each jurisdiction range from 30 percent in Belmont and Burlingame to 45 percent in San Mateo. These trips are trips to schools and residential activities, such as shopping, local errands, and other recreational and leisure activities.

In 2021, there were 1,493,665 daily vehicle trips that started, ended, or passed through jurisdictions within the project area. Of this total, approximately 919,295 trips occurred completely within the project area, representing 62 percent of the total. The remaining trips show regional travel with 13 percent entering, 13 percent exiting, and 12 percent passing through the project area. These patterns demonstrate the prevalence of short distance vehicle trips and opportunities to offer more non-vehicle services or improved bicycle and pedestrian facilities that encourage mode shifts.



**Figure 15. US 101 Mid County Average Daily Vehicle Origin-Destination Flows by Jurisdiction, 2021**

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

12 StreetLight Data is derived primarily from anonymized cell phone data that provides the location of the trip. Using algorithms and logic rules, StreetLight can summarize the cell phone data into meaningful trip characteristics including trip origin and destination, trip purpose, time of day, trip travel time, travel distance, and socioeconomic characteristics of the traveler.

13 This analysis was performed at the city level, and as such Redwood Shores is not included. Instead, Redwood Shores will be included as part of Redwood City and will be captured in the South County report.

### 2.2.5 Mode Shift Potential

Additional analysis exploring the potential for shifting to non-motorized modes of travel was conducted on the approximately 277,000 trips that occur entirely within the project area. Figure 16 summarizes the number of trips in each jurisdiction summarized by trip length using distance cohorts of 0 - 1 mile, 1 - 5 miles, and 5+ miles. Vehicle trips under five miles can be used to identify market potential for trips that could potentially shift to non-motorized, more sustainable modes. Vehicle trips under one mile have the potential to shift to pedestrian travel, and vehicle trips between one and five miles have the potential to shift to bicycle travel.<sup>14</sup>

The results indicate that there is high potential for a mode shift away from vehicle use in San Mateo, with almost 100,000 vehicle trips made under five miles. While Burlingame, Foster City, and San Carlos have fewer vehicle trips overall, these jurisdictions have high percentages of short vehicle trips by origin, ranging from 68-72 percent of trips under five miles. This data also indicates the potential for mode shift, but further community engagement and analysis will be necessary to find out the most effective ways to support mode shifts through project investment providing basis for improved multimodal options through the Mid County project area.



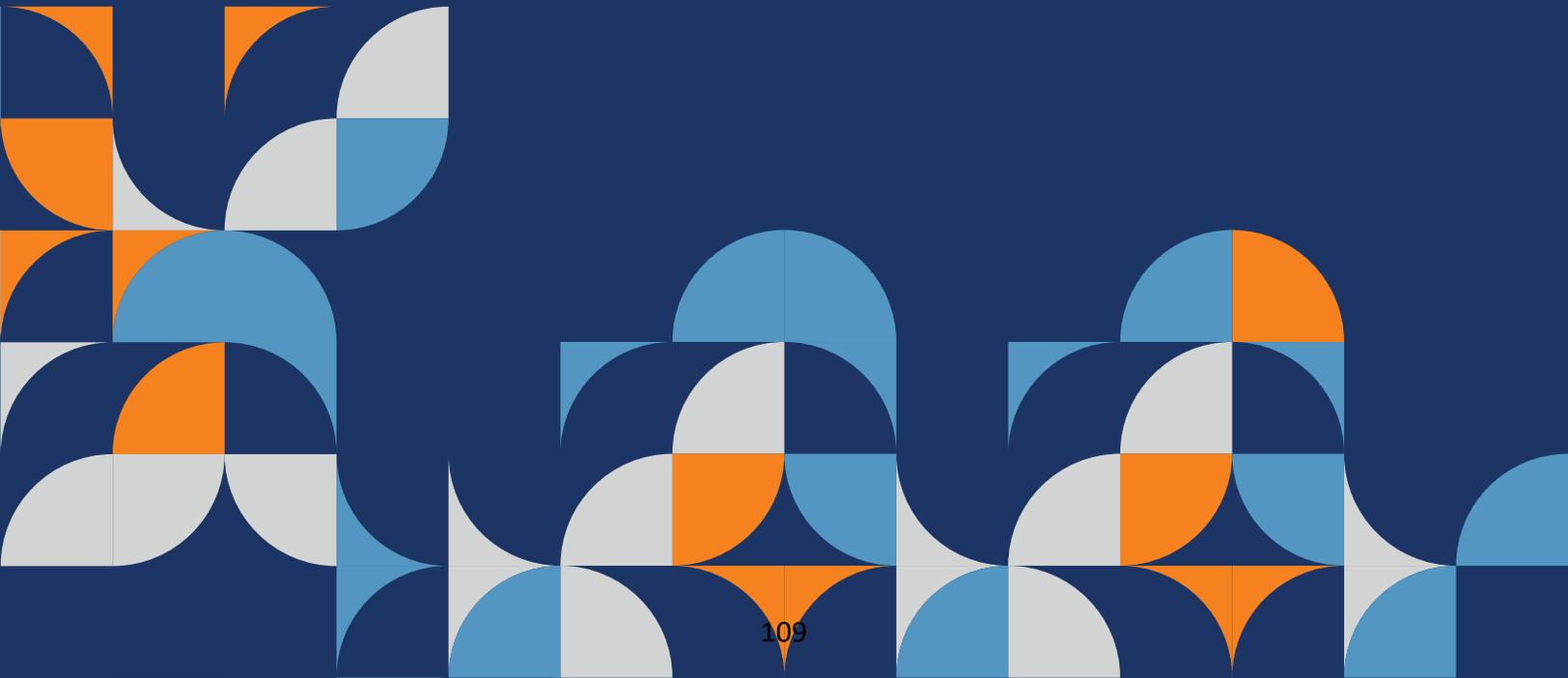
**Figure 16. Vehicle Trips Summarized by Trip Distance and Origin Jurisdiction, 2021**

Source: StreetLight Data Origin-Destination Transportation Analytics, 2021.

<sup>14</sup> Source: SMCTA.

# 3

## Stakeholder and Community Outreach



Public engagement activities were conducted from October 2024 to December 2024. The goals of the community outreach were to identify the community’s priorities for transportation improvements to help to prioritize projects within the study area. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, posting information at bus stops with high ridership, and providing staff fluent in Spanish and Cantonese at pop-up events. Further, the engagement strategies provided accessible participation in the engagement process through the translation of project materials, in-language interpretation at meetings, stipends for community-based organizations (CBO), and gift cards for people who volunteered to participate in the CBO meetings. Figure 17 summarizes statistics from these various Mid County outreach activities.

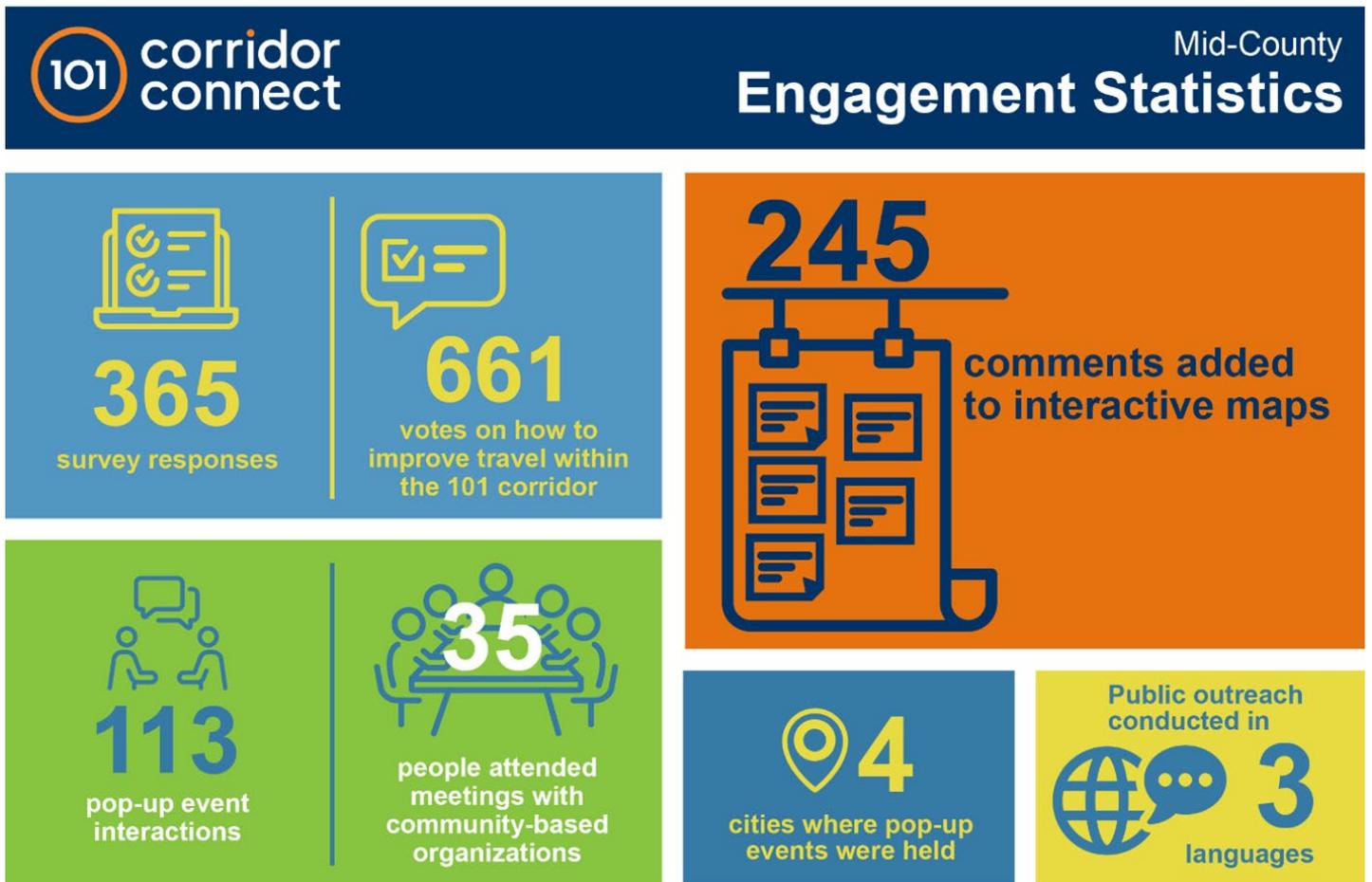


Figure 17. Engagement Statistics

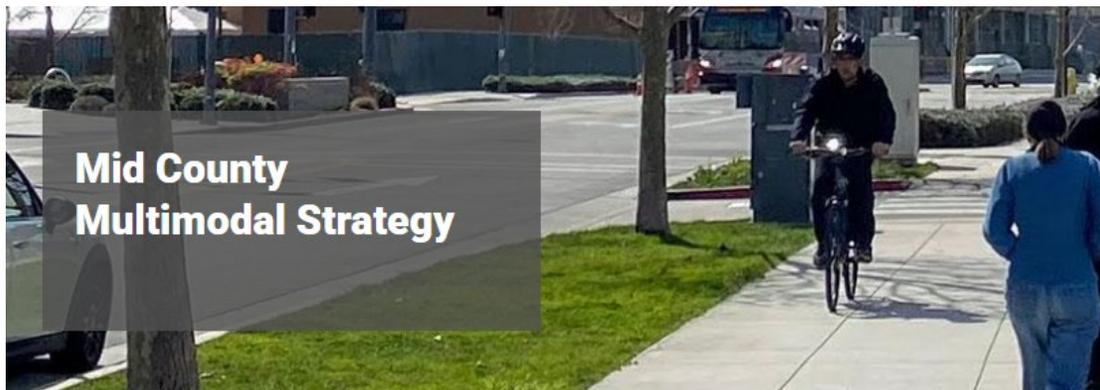
In addition to public engagement, the strategy engaged partner agencies through the Mid County technical Working Group (WG). The WG provided feedback on the draft project inventory list and input into the selection of the top 20 priority projects. On provided feedback on the draft project inventory list, identified planned projects to be considered for inclusion in the inventory, and gave input on the selection of the top 20 priority projects.

### 3.1 WHAT WE DID

The Mid County public engagement included a range of strategies to reach a broad audience. These strategies included:

- Project webpage
- Multi-lingual factsheet and a Frequently Asked Questions (FAQ) document
- Press release
- Online survey
- Interactive recorded presentation
- Interactive mapping (available online and at in-person events)
- Four pop-up activities at local community events
- Four small group meetings with CBOs
- Temporary signs at bus stops

The project launched the US 101 Mid County Multimodal Strategy sub-page in October 2024. The 101 Corridor Connect webpage introduced the overall program, general purpose, program priorities, and included an FAQ document in English, Spanish, and Simplified Chinese. The Mid County webpage (Figure 18) included project information including a multilingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.



#### PROJECT OVERVIEW

Highway 101 is the busiest corridor in San Mateo County and is essential for getting people and goods to where they need to go. The corridor includes many types of transportation on and off the highway that connect the community including travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority's (TA) vision for 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

To meet this goal, the TA is developing the 101 Corridor Connect Mid County Multimodal Strategy which will identify underfunded but necessary projects that improve and encourage the use of different types of transportation.

- FACT SHEET
- HOJA INFORMATIVA
- 情況介紹

#### JOIN THE CONVERSATION



##### Online Survey

The online survey is open until the end of December.



##### Interactive Map

Drop a marker on the map to provide feedback on where travel conditions can be improved.

Figure 18. Project Webpage

Most public input was collected through an online survey that was shared on the SMCTA webpage, press release, social media posts, pop-up events, interactive recorded presentation, and by partner organizations. In addition to general demographic data, the survey collected input on respondents preferred modes of travel, influences on transportation decision making, top transportation concerns, and preferences for travel improvements.

The survey was active from October 2024 to December 2024 and received a total of 365 responses. The interactive video yielded an additional 40 responses. The interactive map collected 245 comments through the online survey and 113 comments at in-person events. In total there were 763 responses collected, across multiple platforms. The interactive map is shown in Figure 19.

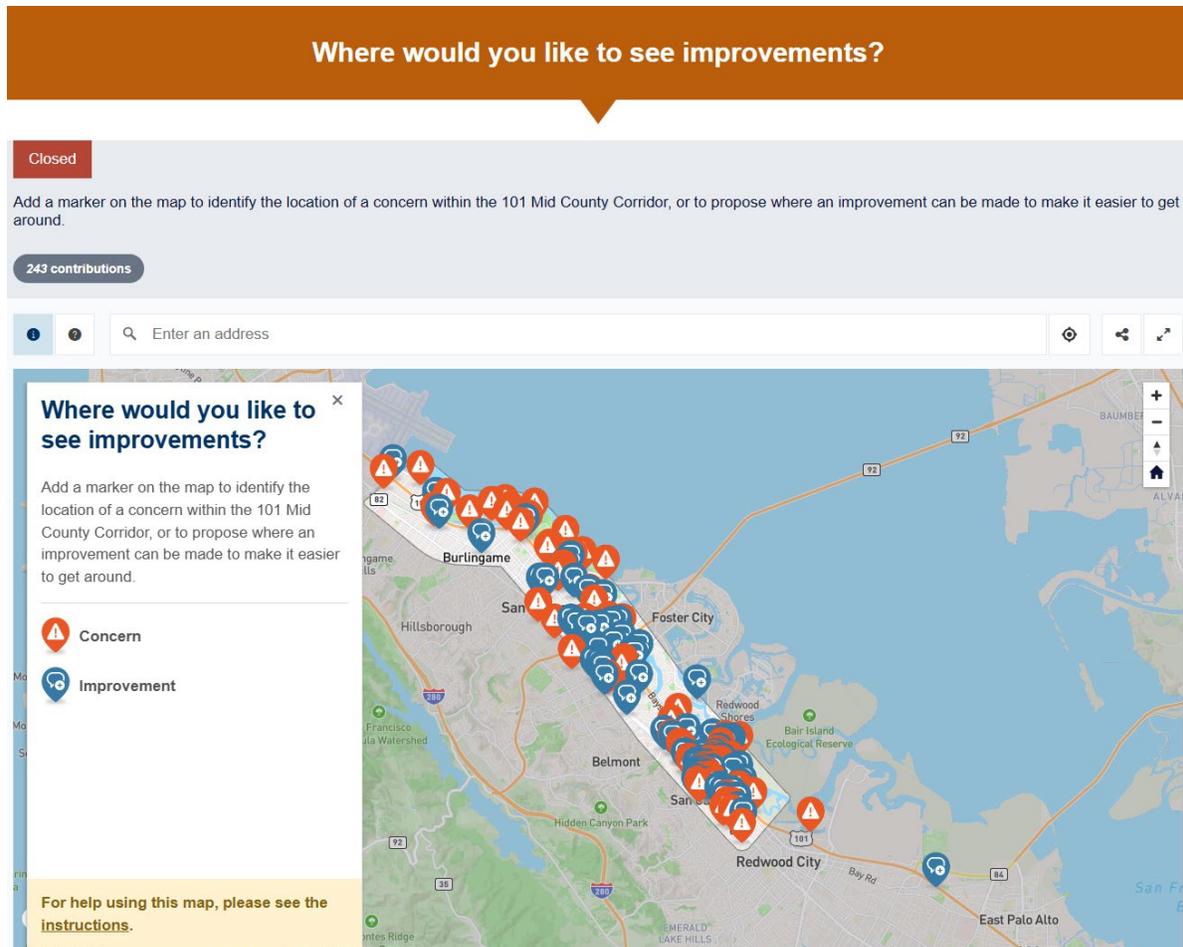


Figure 19. Online Interactive Map (Social Pinpoint)

Four in-person pop-up events were held in October 2024. The pop-ups were selected based on planned community events the project could host a table at. The pop-ups were held at the following local community events:

1. Belmont Waterdog Run – October 12, 2024
2. San Carlos Art and Wine Fair – October 13, 2024
3. San Mateo Boos on B Street – October 26, 2024
4. Burlingame Fall Festival – October 27, 2024

At each event project information was presented and input on transportation issues and challenges was solicited through interactive activity boards (Figure 20). Project materials were available in English, Spanish, and Simplified Chinese.



**Figure 20. Interactive Activity Boards from Pop-Up Events**

SMCTA facilitated four meetings with CBOs who work directly with EPCs that are historically underrepresented in engagement processes. Meetings were held with El Concilio de San Mateo, Self Help for the Elderly, Catholic Charities of San Mateo, and Foster City Village. In total these meetings had 35 attendees who shared information about how they usually get around their community, transportation habits, mobility challenges, and gave feedback on how to improve their travel experience in San Mateo County.



**Figure 21. Community-Based Organization Meetings**

## 3.2 WHO WAS INVOLVED

The WG was formed to seek feedback from technical experts, transit operators, local governments, and SMCTA staff throughout the development of the US 101 Mid County Multimodal Strategy. Participants included members from the following agencies:

- C/CAG
- City of Belmont
- City of Burlingame
- City of San Carlos
- City of San Mateo
- County of San Mateo
- Redwood City
- SamTrans
- Caltrain
- Caltrans

The Strategy was also developed in collaboration with the 101 Corridor Connect Ad-Hoc Committee of the TA Board including Directors Corzo, Medina, and Romero, which provided policy direction and guidance during the development process.

### MEETING 1 – EXISTING CONDITIONS

The first meeting was held in October 2024, presenting existing conditions analysis gathering feedback on barriers to transportation, major transportation projects, and ways to promote the online survey. Following this meeting, the WG was given access to the US 101 Mid County Multimodal Strategy project inventory and asked to confirm projects included in the project inventory and provide information on any additional projects. A total of 20 projects were subsequently added to the existing project inventory including interchange reconfigurations, new bike/ped facilities, bike/ped facility improvements, bike/ped gap closures, new bus lanes, bus stop improvements, and transit station improvements.

### MEETING 2 – PRIORITIZATION METHODOLOGY

The second meeting presented the draft prioritization methodology and the community feedback received during the outreach activities. Meeting discussion provided input into the weighting and scoring criteria.

### MEETING 3 – PROJECT LIST AND STRATEGY REPORT

The third meeting presented the top 20 prioritized project list for the Mid County segment. The WG provided more detailed information and descriptions for each of the top 20 prioritized projects, updates on project statuses, and input on considerations for future project phasing. An overview of the US 101 Mid County Multimodal Strategy and Implementation Plan was also presented.

### ADDITIONAL PRESENTATIONS

Presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online survey and interactive map. Presentations were given to the following agencies:

- SFO (staff briefing)
- Office of San Mateo County Supervisor Noelia Corzo
- Office of San Mateo County Supervisor Ray Mueller
- Office of San Mateo County Supervisor Dave Pine
- San Mateo County Transit District Stakeholder Advisory Group and Technical Advisory Group
- San Mateo County Economic Development Association – Housing, Land Use, and Transportation
- City of San Mateo - Sustainability & Infrastructure Commission
- Chamber San Mateo County – Transportation and Housing Committee
- Foster City Chamber/San Mateo Area Chamber combined meeting
- City of San Carlos – Planning and Transportation Commission
- City of Burlingame – Traffic, Safety, and Parking Commission

### 3.3 WHAT WE HEARD?

The top five transportation concerns identified through the engagement were:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Traffic Congestion</b>	<b>Transit Availability and Frequency</b>	<b>Bicycle and Pedestrian Safety</b>	<b>Limited Transportation Choices</b>	<b>Transit Reliability</b>
				

When asked what would improve the public’s travel experience along US 101, the top five responses from the pop-up events, online survey, and interactive video were:

“

<b>Safety while walking, biking, or rolling</b>	<b>Roadway improvements and connections</b>
<b>More frequent and reliable transit service</b>	<b>Reduced traffic congestion</b>
<b>Improved lighting and landscaping</b>	

”

### 3.4 SUGGESTED IMPROVEMENTS

The public was asked to suggest improvements that could be made for each mode to improve travel in the corridor. These are summarized in Table 8.

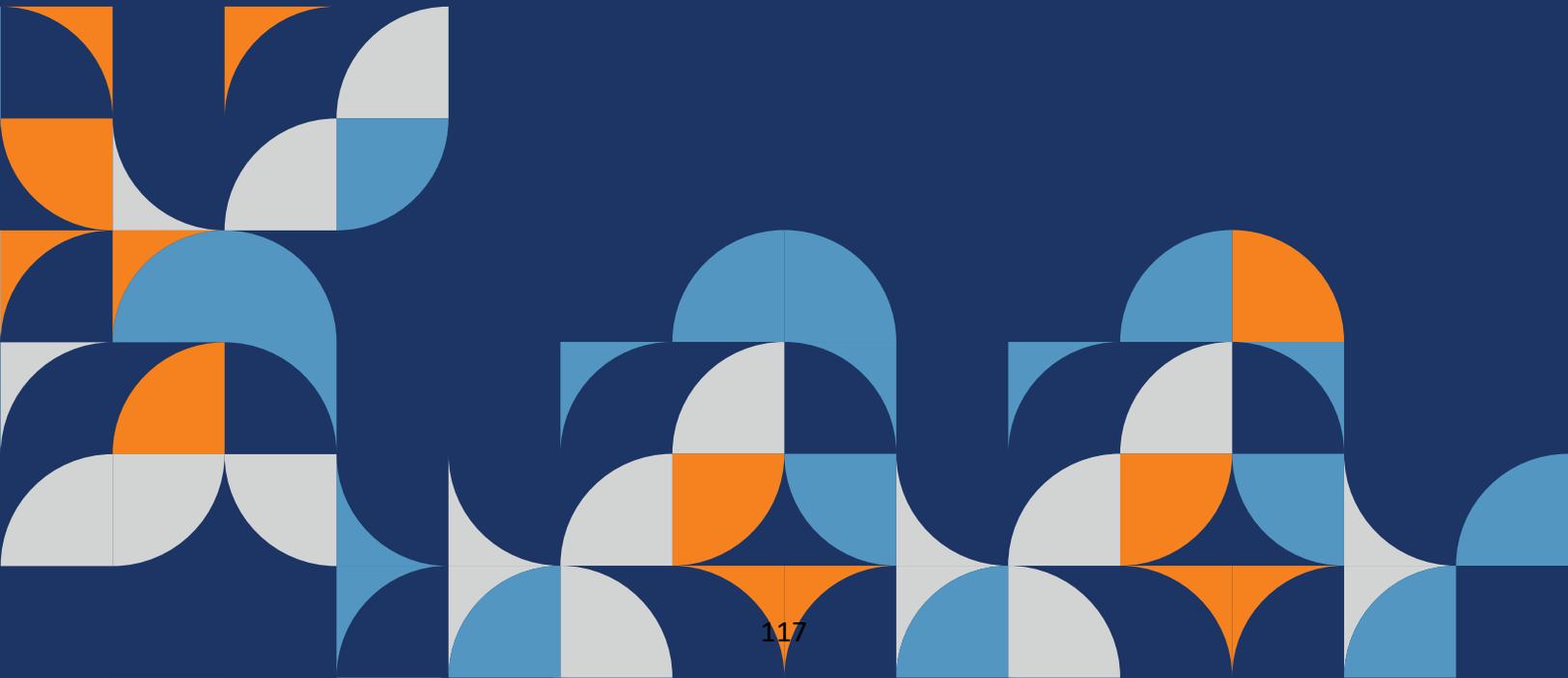
**Table 8. Suggested Improvements to US 101 Mid County by Mode**

Mode	Improvements
Driving Alone	<ul style="list-style-type: none"> <li>• Improve traffic conditions at the US 101/SR 92 junction</li> <li>• Enforce traffic violations to improve safety</li> <li>• Reduce congestion</li> </ul>
Public Transit	<ul style="list-style-type: none"> <li>• Increased frequency of transit services</li> <li>• More first/last mile solutions</li> <li>• More affordable transit tickets and/or commuter benefit subsidies</li> <li>• Increased safety on transit and at stations</li> <li>• Better coordinated connections</li> </ul>
Carpooling	<ul style="list-style-type: none"> <li>• Easy-to-use matching systems like an app</li> </ul>
Bicycle or Scooter	<ul style="list-style-type: none"> <li>• More protected bike lanes</li> <li>• Bike lane continuity</li> </ul>
Walking	<ul style="list-style-type: none"> <li>• Improved street lighting conditions to improve safety at night</li> <li>• More pedestrian bridges over US 101 and improved bike/pedestrian safety at crossings on El Camino Real</li> <li>• More signalized pedestrian crosswalks with pedestrian prioritization</li> </ul>

The project team utilized the feedback received from the community to help prioritize the projects from the full inventory based on well they aligned with metrics from the overall 101 Corridor Connect Program goals. Comments shared during in-person and virtual engagement were aligned with the Program goals, to determine the priority of each goal for the Mid County community. Additionally, the project team utilized the feedback from the online mapping tool and map comments shared at in-person events to identify corridors with the highest concerns to make sure the community’s voices were reflected in the technical process. This is addressed in greater detail in Chapter 4.



# Project Identification and Scoring



The primary objective of the US 101 Mid County Multimodal Strategy is to generate a list of top 20 multimodal projects reflecting community priorities that improve the movement of people and goods and reduce congestion in the US 101 corridor. Having established these community priorities through public and stakeholder engagement, the next step was to develop an inventory of the range of potential projects within the project corridor and employ a methodology for scoring and prioritizing projects to meet program and community objectives. This section of the strategy document provides a summary of that process.

## 4.1 INITIAL LIST

The initial project inventory consisted of a comprehensive list of planned multimodal projects within the Mid County project corridor. The following plans and programs were reviewed to identify those projects:

- Short Range Highway Plan: 2021-2030 (SMCTA)
- Measure A and W Highway Capital Improvement Program: Fiscal Year (FY) 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2017 C/CAG San Mateo County Countywide Transportation Plan 2040
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- 2021 C/CAG San Mateo Countywide Sustainable Streets Master Plan
- 2024 C/CAG Countywide Local Roadway Safety Plan
- Caltrans D4 Bike Plan
- Caltrans D4 Pedestrian Plan
- 2023 US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- Bay Trail SFO Gap Study Final Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- US-101 Express Bus Feasibility Study (SamTrans)
- San Mateo County Transit District 4-Year Capital Improvement Plan FY 2026-2029 (SamTrans)
- Reimagine SamTrans
- Caltrain Business Plan
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- Caltrain 10-Year Capital Improvement Plan FY 2026-2035
- 2016 City of Belmont Comprehensive Pedestrian and Bicycle Plan
- 2017 Belmont Village Specific Plan
- 2020 City of Burlingame Bicycle and Pedestrian Master Plan
- 2022 RWC Walk Bike Thrive
- 2020 City of San Carlos Bicycle and Pedestrian Master Plan
- 2020 City of San Mateo Bicycle Master Plan
- 2022 City of San Mateo Transit-Oriented Development Pedestrian Access Plan
- 2025 City of San Mateo Complete Streets Plan (Draft)

A total of 230 projects made up the initial inventory list.

## 4.2 PROJECT PRIORITIZATION

### Screening

The first step in the prioritization process was screening the initial inventory, as shown in Figure 22. The screening reviewed the initial inventory to (where possible) combine related projects and eliminate projects not consistent with the project objectives. For example, projects along El Camino Real from various plans representing different modes of transportation were combined into multimodal projects for each city.

The remaining projects were then further screened to determine if they offered the potential to reduce congestion and encourage mode shift. Lastly, projects identified from the stakeholder and community outreach process were added.



Figure 22. Project Prioritization Process

### Scoring

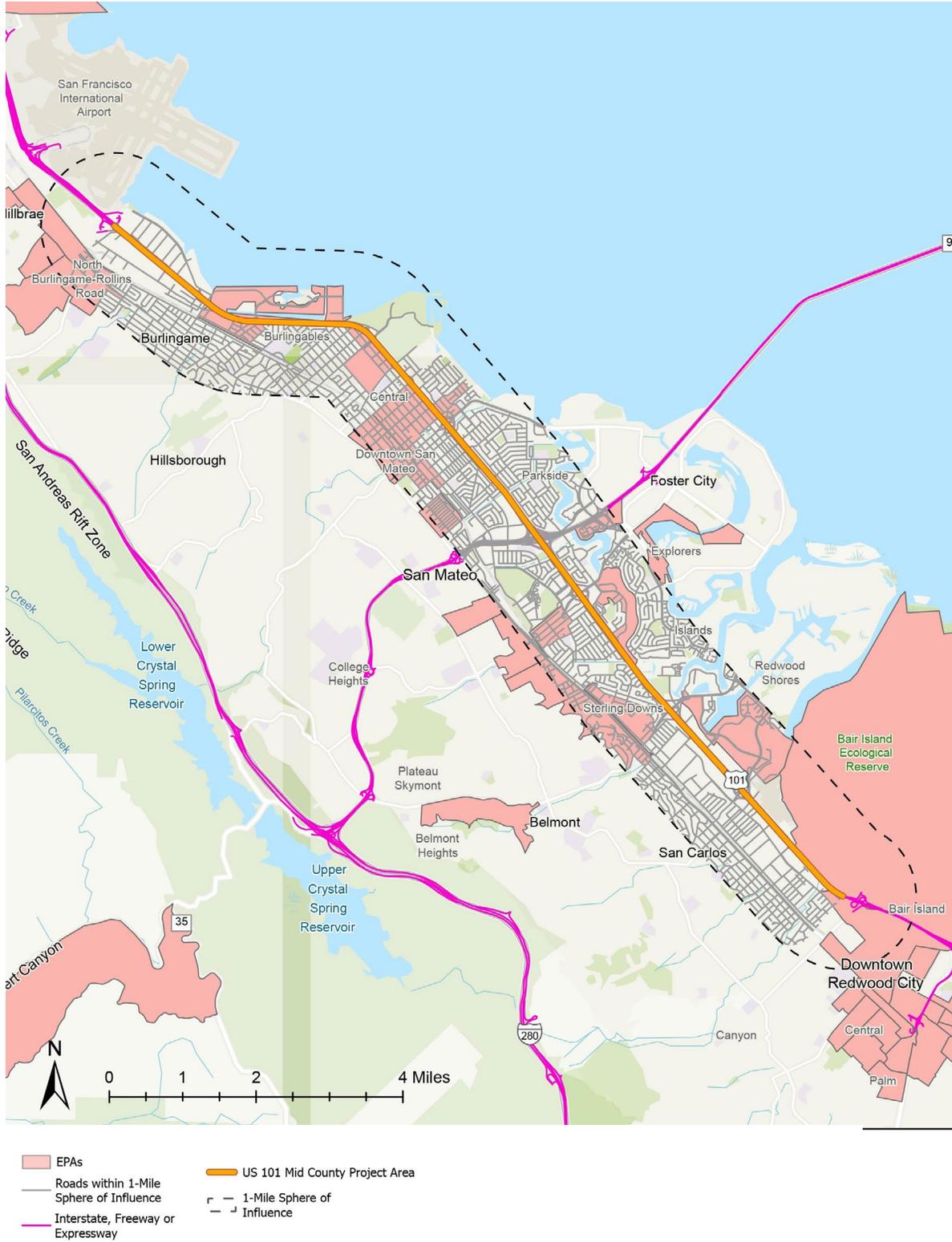
Projects that passed the screening were then scored according to the criteria in Table 9, which are aligned with the goals of the 101 Corridor Connect Program. The scoring was based on the project in relation to SamTrans EPAs, the C/CAG HIN, Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 23, Figure 24, Figure 25, and Figure 26.

Table 9. Point Assignment

	Description	Scoring
<b>Criteria</b>		
Safety <sup>15</sup>	Project enhances safety for users of the transportation network – Scored based on whether project is on the HIN as designated by the C/CAG	0 – Project is not on or does not intersect a HIN corridor 2 – Project is partially on or intersects a HIN corridor 5 – Project is partially (50%+) on a HIN corridor 10 – Project is fully on or located within a HIN corridor
Connectivity	Project connects people to future growth areas that are denser and more conducive to active transportation – Scored based on proximity to MTC’s PDAs	0 – Project is more than a ¼ mile from an MTC PDA 2 – Project is near (less than ¼ mile) an MTC PDA 5 – Project is adjacent to or partially within an MTC PDA 10 – Project is fully or predominantly within an MTC PDA
Sustainability	Project helps to improve air quality and reduce emissions in areas with highest levels of driving by providing new or improved mobility options – Scored based on VMT density per acre (C/CAG traffic analysis zones) from StreetLight data	0 – VMT density less than 100 2 – VMT density between 101 and 300 5 – VMT density between 301 and 600 10 – VMT density greater than 601
Inclusivity <sup>16</sup>	Project increases access for underserved communities – Scored based on proximity to SamTrans’ EPAs as adopted in Reimagine SamTrans	0 – Project is more than a ¼ mile from a SamTrans EPA 2 – Project is near (less than ¼ mile) a SamTrans EPA 5 – Project is adjacent to or partially within a SamTrans EPA 10 – Project is fully or predominantly within a SamTrans EPA

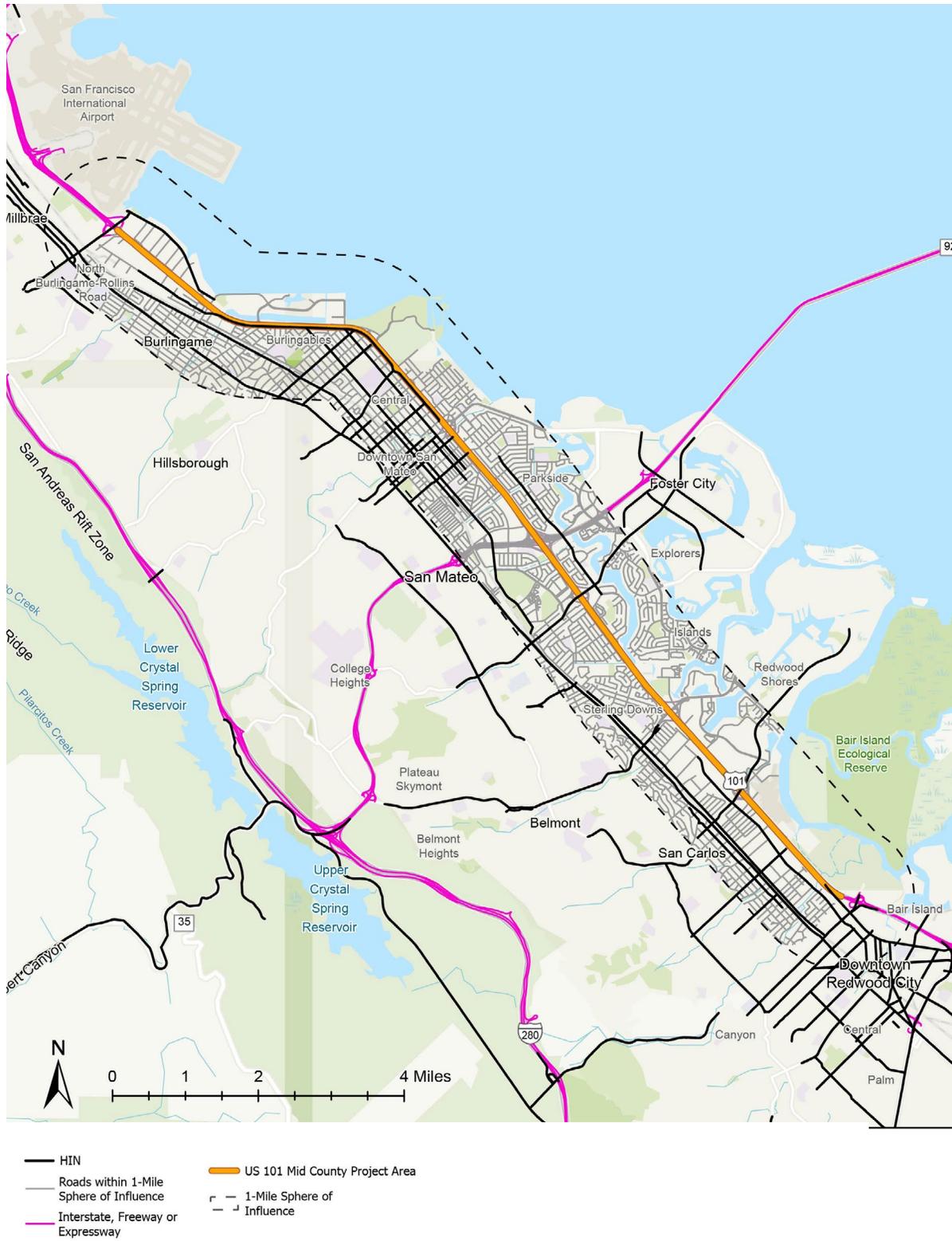
<sup>15</sup> Access controlled freeways were not evaluated in the Countywide Local Road Safety Plan and are not identified on the High Injury Network. Freeway projects with adjacent major corridors identified on the High Injury Network were assigned an unweighted score of 2 to account for possible increased traffic exposure on parallel routes of major bottleneck areas.

<sup>16</sup> The inclusivity criteria uses SamTrans Equity Priority Areas to align with the criteria for SMCTA funding programs and other discretionary grant programs.



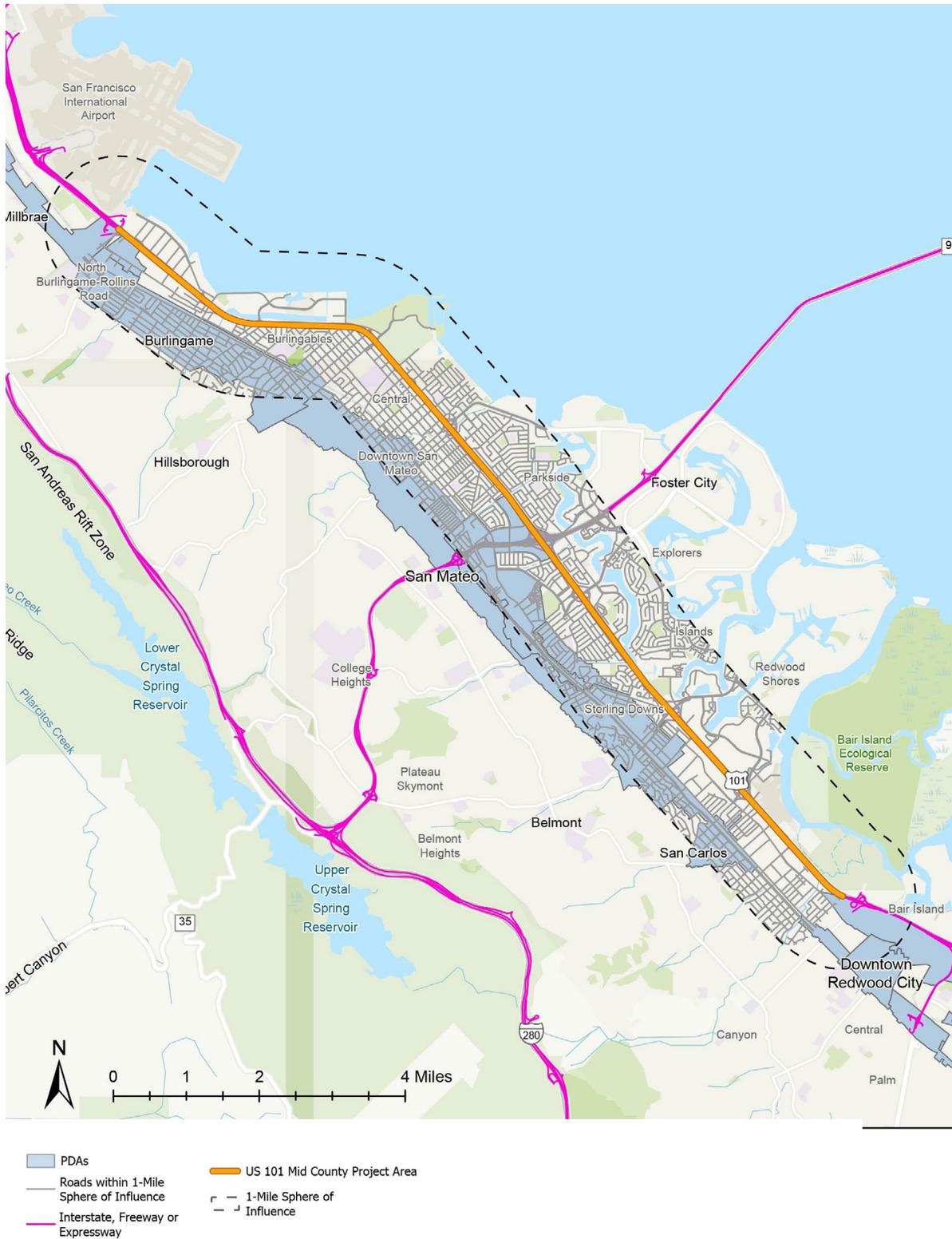
**Figure 23. Equity Priority Areas**

Source: San Mateo County Transit District, 2024.



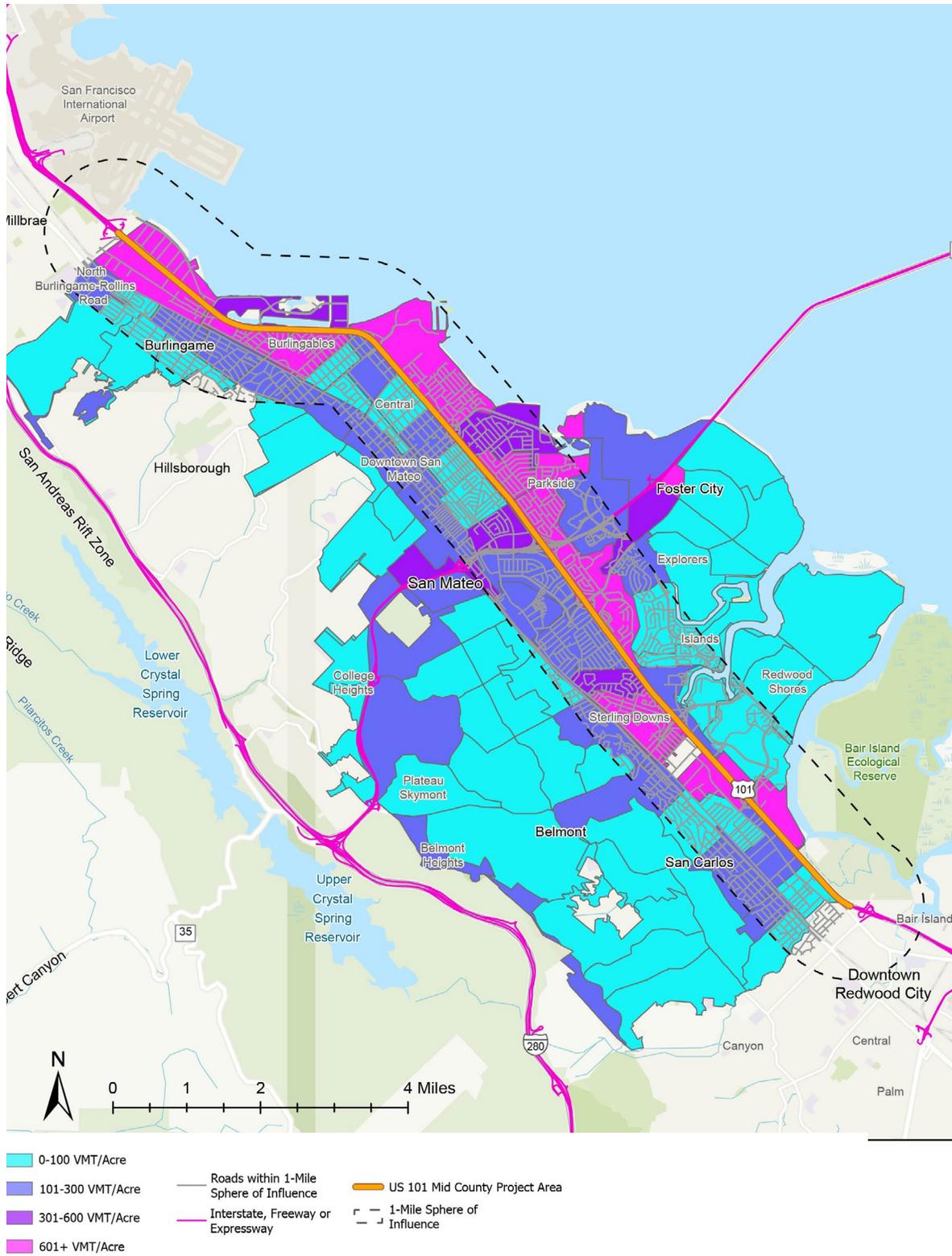
**Figure 24. High Injury Network**

Source: City/County Association of Governments of San Mateo County, 2024.



**Figure 25. Priority Development Areas**

Source: Metropolitan Transportation Commission, 2024.



**Figure 26. Vehicle Miles Traveled Density**

Source: StreetLight, 2021.

## Weighting

Weighting for the scoring process was developed to ensure community feedback and priorities were directly reflected in the priority project selection. The process first aligned community feedback with the following themes:

- More frequent and reliable transit services
- Reduced traffic congestion
- Feeling safe while biking or walking
- Better bike and walking connections across freeways
- More alternatives to driving
- Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
- More affordable travel options
- More accessible options, services, or facilities

These themes were aligned with the program goals, to determine the priority of each goal for the Mid County community. As a result, specific multipliers were used to weight the scores in accordance with how they aligned with the goals, as detailed in Table 10 and Table 11. Connectivity received the highest priority and a weight of 3, followed by safety, sustainability, and inclusivity. The weighting application resulted in a total possible score of 100 points for each project.

**Table 10. Point Weighting Approach**

Priority	Weight
Highest	x 3
Second Highest	x 2.75
Third Highest	x 2.25
Lowest	x 2

**Table 11. Weighting Results**

Criteria	Weight	Total Possible Points	Engagement Rationale
Connectivity	x 3	30	<ul style="list-style-type: none"> <li>• More frequent and reliable transit service</li> <li>• Better bike and walking connections across freeways</li> </ul>
Safety	x 2.75	27.5	<ul style="list-style-type: none"> <li>• Feeling safe while biking or walking</li> <li>• Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)</li> </ul>
Sustainability	x 2.25	22.5	<ul style="list-style-type: none"> <li>• Reduced traffic congestion</li> <li>• More alternatives to driving</li> </ul>
Inclusivity	x 2	20	<ul style="list-style-type: none"> <li>• More affordable travel options</li> <li>• More accessible options, services, or facilities</li> </ul>

Lastly, priority corridors were identified through the public engagement activities based on specific locations identified by community members (Table 12). Projects located along these identified priority corridors were assigned an additional 20 points.

**Table 12. Mid County Priority Corridors**

Corridor	Feedback/Concerns
East Hillsdale Boulevard	<ul style="list-style-type: none"> <li>• Congestion along the roadway</li> <li>• Dangerous access and egress points</li> <li>• Lack of bike infrastructure, particularly at East Hillsdale Boulevard</li> </ul>
El Camino Real	<ul style="list-style-type: none"> <li>• Safety concerns at pedestrian and bike crossings</li> <li>• Lack of bike lanes and sidewalks</li> <li>• Frequent congestion</li> <li>• Dangerous vehicular movements</li> </ul>
Holly Street	<ul style="list-style-type: none"> <li>• Unsafe bike and pedestrian facilities and crossings</li> <li>• Lack of bike and pedestrian facilities</li> <li>• Dangerous vehicular movements</li> <li>• Unsafe for bikes and pedestrians to cross US 101</li> </ul>
Old County Road	<ul style="list-style-type: none"> <li>• Existing bike facilities in poor condition and unsafe</li> <li>• Narrow sidewalks, lack of pedestrian friendly infrastructure</li> <li>• Poor visibility for drivers and unsafe vehicular movements</li> <li>• On street parking creates safety hazards</li> </ul>
SR 92 (near the US 101 bridge)	<ul style="list-style-type: none"> <li>• More frequent bus service needed serving the bridge</li> <li>• Congestion near East Hillsdale Boulevard, El Camino Real, and US 101</li> <li>• More bike and pedestrian facilities and crossings needed</li> </ul>
US 101	<ul style="list-style-type: none"> <li>• Congestion along the roadway</li> <li>• Dangerous access and egress points</li> <li>• Lack of bike infrastructure, particularly at East Hillsdale Boulevard</li> </ul>

At the conclusion of the weighting and priority corridor assessment, a total score of 120 was possible for each project.

### US 101 Bundle Assessment

Once the scoring and weighting of the projects was finalized, the prioritized list was reviewed for project type and location parity. The final project list is described in Section 4.3.

### 4.3 FINAL PROJECT LIST

The top 20 prioritized projects comprising the US 101 Mid County Multimodal Strategy reflect multiple modes and are distributed along the corridor. Multimodal projects include transit, bicycle, and pedestrian infrastructure improvements. These are related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, bicycle lanes, sidewalk widening, pedestrian access, and signage.

**Table 13. Summary of Project Types**

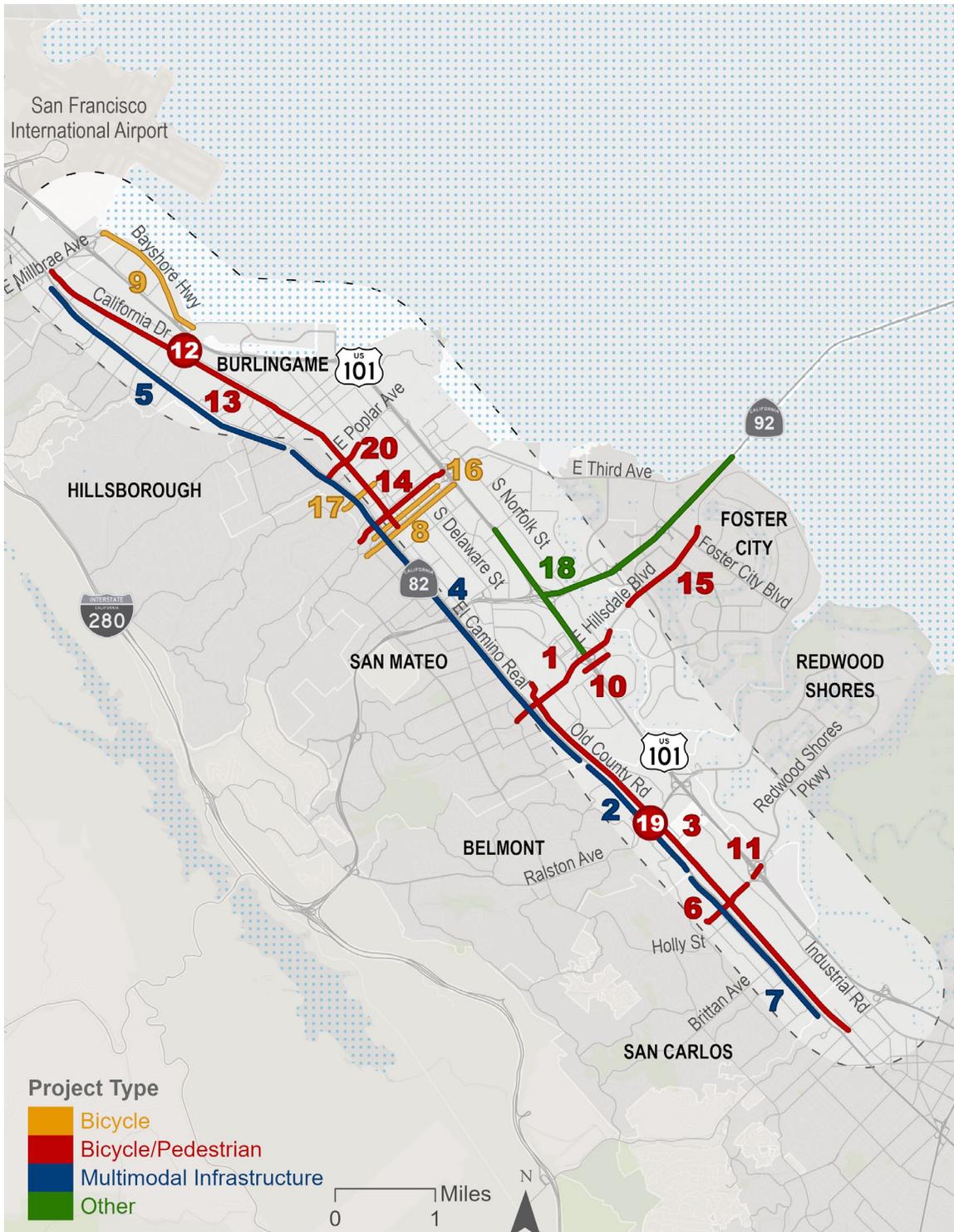
Project Type	Number of Projects
Bicycle Only	4
Bicycle/Pedestrian	11
Multimodal	4
Other	1

Table 14 shows the distribution of projects by which jurisdictional location they are in.

**Table 14. Summary of Project Locations**

Project Location	Number of Projects
Belmont	2
Burlingame	3
Foster City	1
San Carlos	3
San Mateo	8
Multiple jurisdictions	3

Figure 27 and Table 15 identify the 20 highest scoring projects produced by the scoring and weighting process discussed in the previous section. These projects constitute the final US 101 Mid County Multimodal Strategy priority projects. Additional details on these projects are provided in Section 5 Implementation Plan and in Appendix A. Detailed project fact sheets follow to provide more information about each of the priority projects.



**Figure 27. Mid County Multimodal Strategy Priority Projects**

Comprehensive information on the 20 priority projects is available in Table 1 in Appendix A. For a complete overview of all projects and their details, please refer to Table 2 in Appendix A.

**Table 15. Mid County Multimodal Strategy Priority Projects**

Rank	Project Sponsor	Project Name	Location
1	San Mateo	Hillsdale Boulevard Complete Streets	Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station
2	Belmont, SamTrans	El Camino Real Multimodal Improvements – Belmont	El Camino Real within Belmont city limits (North Road to F Street)
3	San Mateo, Belmont, San Carlos, and Redwood City	Old County Road/Stafford Street Complete Streets	Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue
4	San Mateo, SamTrans	El Camino Real Multimodal Improvements – San Mateo	El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)
5	Burlingame, SamTrans	El Camino Real Multimodal Improvements – Burlingame	El Camino Real within Burlingame city limits (Murchison Drive to Peninsula Avenue/Barroilhet Avenue)
6	San Carlos	Holly Street Safety Improvements	Holly Street from Magnolia Avenue to Industrial Road
7	San Carlos, SamTrans	El Camino Real Multimodal Improvements – San Carlos	El Camino Real within San Carlos city limits (F Street to Eaton Avenue/Cordilleras Creek)
8	San Mateo	5th Avenue/San Mateo Drive Bikeway Improvements	5th Avenue/San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue
9	Burlingame	Old Bayshore Highway Bikeway	Old Bayshore Highway from Millbrae Avenue to Broadway
10	San Mateo and Caltrans	Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Hillsdale Boulevard/US 101
11	San Carlos	Holly Street Interchange and Overcrossing	Holly Street/US 101
12	Burlingame	Broadway Caltrain Grade Separation	Broadway/California Drive
13	Millbrae, Burlingame, and San Mateo	California Drive/North San Mateo Drive Complete Streets	California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue
14	San Mateo	West 3rd Avenue Complete Streets	West 3rd Avenue from Virginia Avenue to Bayshore Freeway
15	Foster City	Hillsdale Boulevard Multimodal Safety Improvements	Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive
16	San Mateo	3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements	Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street
17	San Mateo	Tilton Avenue Bikeway Improvements	Tilton Avenue from city limit to Ellsworth Avenue
18	SMCTA & C/CAG	101/92 Direct Connector	US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)
19	Belmont	Belmont Village Bike Share Station	Belmont Village and/or Caltrain station
20	San Mateo	Poplar Avenue Complete Streets	Poplar Avenue from El Camino Real to Caltrain tracks

▶▶▶ Bicycle and Pedestrian

# Hillsdale Boulevard Complete Streets

Sponsor: San Mateo



## LOCATION

Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station



## DESCRIPTION



Traffic control assessment/signal optimization



Pedestrian safety



Curb extensions



Intersection safety



Lighting additions: reflectors, markers



Bus stop enhancements



ADA and intersection visibility improvements



Class II Bike Lane



## SOURCE DOCUMENT(S)

Draft San Mateo Complete Streets Plan, City of San Mateo TOD Pedestrian Access Plan, and 2020 San Mateo Bicycle Master Plan



## SCHEDULE

Pending feasibility study



## STATUS

Pending feasibility study

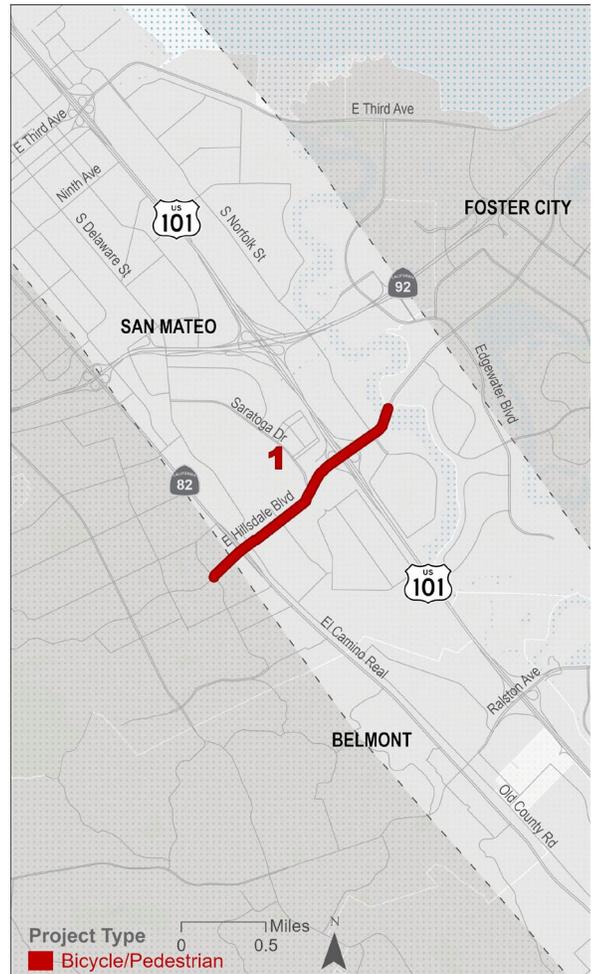


## ESTIMATED COST

**PENDING FEASIBILITY STUDY**



Existing Conditions



▶▶▶ Multimodal

# El Camino Real Multimodal Improvements - Belmont



Sponsor: Belmont and SamTrans



## LOCATION

El Camino Real within Belmont city limits (North Road to F Street)



## DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:



**Bike facilities**



**New rolling stock and infrastructure**



**Bicycle, pedestrian, and transit improvements**



**Transit improvements**



**Increased transit frequency**

Other considerations: separated bikeways, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.



## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, Belmont Comprehensive Ped/Bike Plan, Reimagine SamTrans, and Central El Camino Real Plan (in progress and is part of the Grand Boulevard Initiative)



## SCHEDULE

Multimodal improvements are pending feasibility study

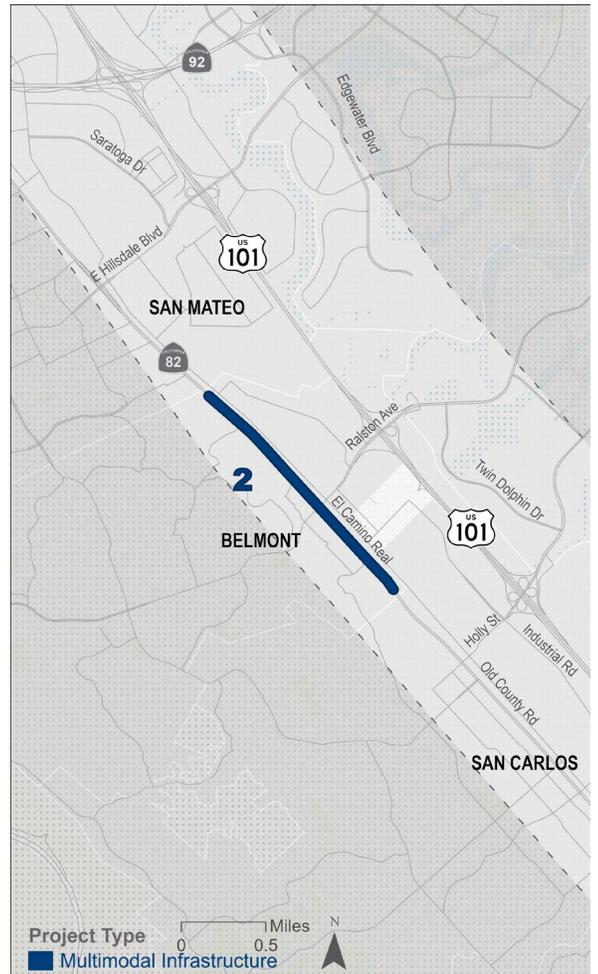


## STATUS

Planning phase



Existing Conditions



## ESTIMATED COST

**\$52.5 MILLION**

▶▶▶ Bicycle and Pedestrian

# Old County Road/Stafford Street Complete Streets



Sponsor: Multiple jurisdictions (includes San Mateo, Belmont, San Carlos, and Redwood City)



## LOCATION

Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue



## DESCRIPTION



Complete streets



## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, City of San Carlos Bicycle and Pedestrian Master Plan, and C/CAG Local Roadway Safety Plan – San Carlos



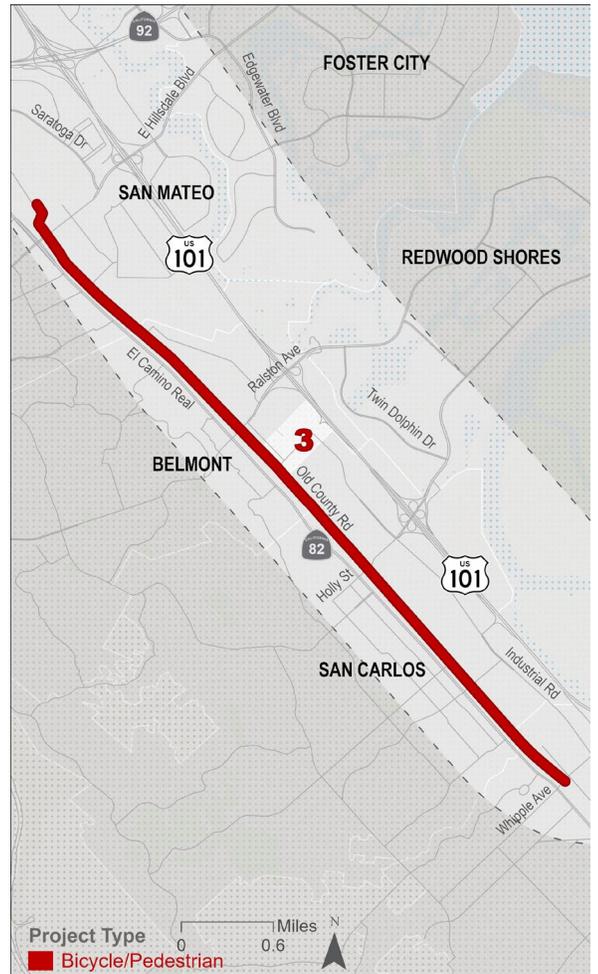
## SCHEDULE

Pending feasibility study



## STATUS

Pending feasibility study



## ESTIMATED COST

**PENDING FEASIBILITY STUDY**

Multimodal

# El Camino Real Multimodal Improvements – San Mateo



Sponsor: San Mateo and SamTrans



## LOCATION

El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)



## DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:

- |   |   |
|---|---|
| <b>Bus bulbs</b>                                  | <b>New rolling stock and infrastructure</b> |
| <b>Pedestrian gap closures/ sidewalk widening</b> | <b>Safety Improvements</b>                  |
| <b>TSP installation/signal reconfiguration</b>    | <b>Transit improvements</b>                 |
| <b>Lighting additions: reflectors, markers</b>    | <b>Increased transit frequency</b>          |
| <b>Bike facilities</b>                            |   |

Other considerations: bike facilities on parallel routes, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.



## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, City of San Mateo Local Roadway Safety Plan, City of San Mateo TOD Pedestrian Access Plan, San Mateo Complete Streets Plan, El Camino Bus Speed and Reliability Study, Reimagine SamTrans, and Central El Camino Real Multimodal Plan (in progress and is part of the Grand Boulevard Initiative)



## SCHEDULE

- Construction beginning in Fall 2025 on Caltrans SHOPP project OK810 to repave roadway in Burlingame and San Mateo (Peninsula Avenue to Santa Inez Avenue)
- Other multimodal improvements are pending feasibility study



## STATUS

Planning phase



Existing Conditions



## ESTIMATED COST

**\$154 MILLION**

▶▶▶ Multimodal

# El Camino Real Multimodal Improvements - Burlingame



Sponsor: Burlingame and SamTrans

**LOCATION**  
El Camino Real within Burlingame city limits  
(Murchison Drive to Peninsula Avenue/Barroilhet Avenue)

**DESCRIPTION**

- Bus bulbs/curb extensions
- Pedestrian gap closures
- TSP installation/signal reconfiguration
- New rolling stock and infrastructure
- ADA and aesthetic improvements
- Transit improvements

**SOURCE DOCUMENT(S)**  
C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, Caltrans SHOPP OK810, El Camino Bus Speed and Reliability Study, and Reimagine SamTrans

**SCHEDULE**

- Construction beginning in Fall 2025 on Caltrans SHOPP project OK810 to repave roadway in Burlingame and San Mateo (Peninsula Avenue to Santa Inez Avenue)
- Other multimodal improvements are pending feasibility study

**STATUS**  
Planning phase

**ESTIMATED COST**  
**\$150-\$180 MILLION**



▶▶▶ Bicycle and Pedestrian



# Holly Street Safety Improvements

Sponsor: San Carlos

**LOCATION**  
Holly Street from Magnolia Avenue to Industrial Road

**DESCRIPTION**

Various safety improvements

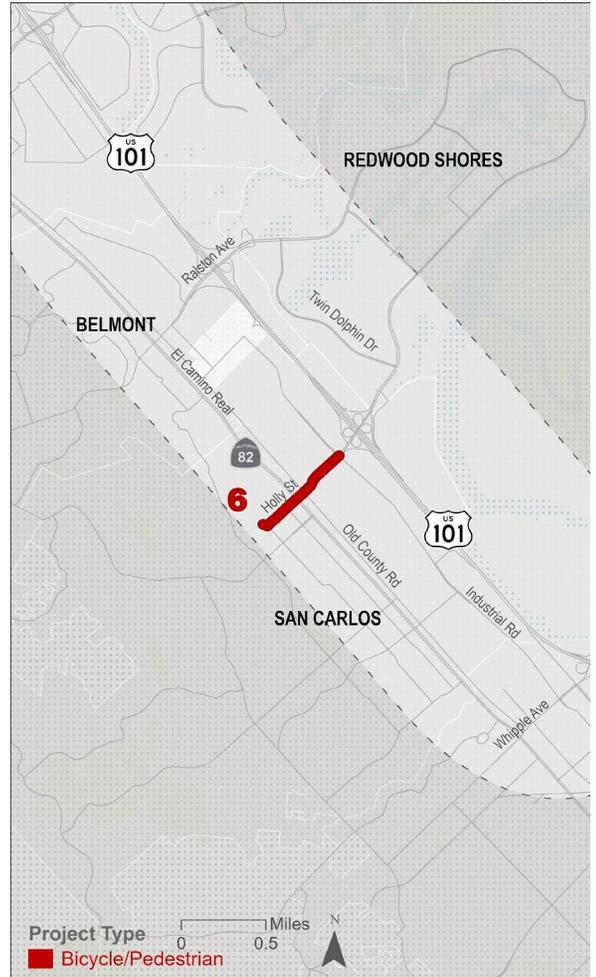
**SOURCE DOCUMENT(S)**  
City of San Carlos Bicycle and Pedestrian Master Plan

**SCHEDULE**  
Pending feasibility study

**STATUS**  
Not started



Existing Conditions



**ESTIMATED COST**  
**PENDING FEASIBILITY STUDY**

Multimodal

# El Camino Real Multimodal Improvements – San Carlos



Sponsor: San Carlos and SamTrans

## LOCATION

El Camino Real within San Carlos city limits (F Street to Eaton Avenue/Cordilleras Creek)

## DESCRIPTION

The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:

- Bus bulbs/curb extensions**
- Pedestrian gap closures**
- New rolling stock and infrastructure**
- Bicycle facilities**
- Transit improvements**
- Increased transit frequency**

Other considerations: separated bikeways, transit bulbs/boarding islands, transit lanes, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, closing sidewalk gaps, etc.

## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, Caltrans D4 Pedestrian Plan, El Camino Bus Speed and Reliability Study, Reimagine SamTrans, and Central El Camino Real Multimodal Plan (in progress and is part of the Grand Boulevard Initiative)

## SCHEDULE

Multimodal improvements are pending feasibility study

## STATUS

Planning phase



Existing Conditions



Project Type 0 0.5 Miles  
 Multimodal Infrastructure

## ESTIMATED COST

**\$70 MILLION**

▶▶▶ Bicycle Only



# 5th Avenue/San Mateo Drive Bikeway Improvements

Sponsor: San Mateo



## LOCATION

5th Avenue/San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue



## DESCRIPTION

Class II, III, and IV bicycle lanes



Bicycle Lanes



## SOURCE DOCUMENT

City of San Mateo Bicycle Master Plan



## SCHEDULE

Pending procurement of funding



## STATUS

Partially complete (5th Avenue to Virginia Avenue to El Camino Real and Delaware Avenue to Amphlett Boulevard complete)



Existing Conditions



## ESTIMATED COST

**\$492,000**

▶▶▶ Bicycle Only



# Old Bayshore Highway Bikeway

Sponsor: Burlingame



## LOCATION

Old Bayshore Highway from Millbrae Avenue to Broadway



## DESCRIPTION



Class II or other bike facility



## SOURCE DOCUMENT(S)

Burlingame Bicycle & Pedestrian Master Plan



## SCHEDULE

Currently applying for Measure A and W funds for design and construction. Contingent upon availability of funds, the project design is anticipated to start in January 2026 and be completed by December 2026, and construction to start in mid 2027, with completion by the end of 2028.

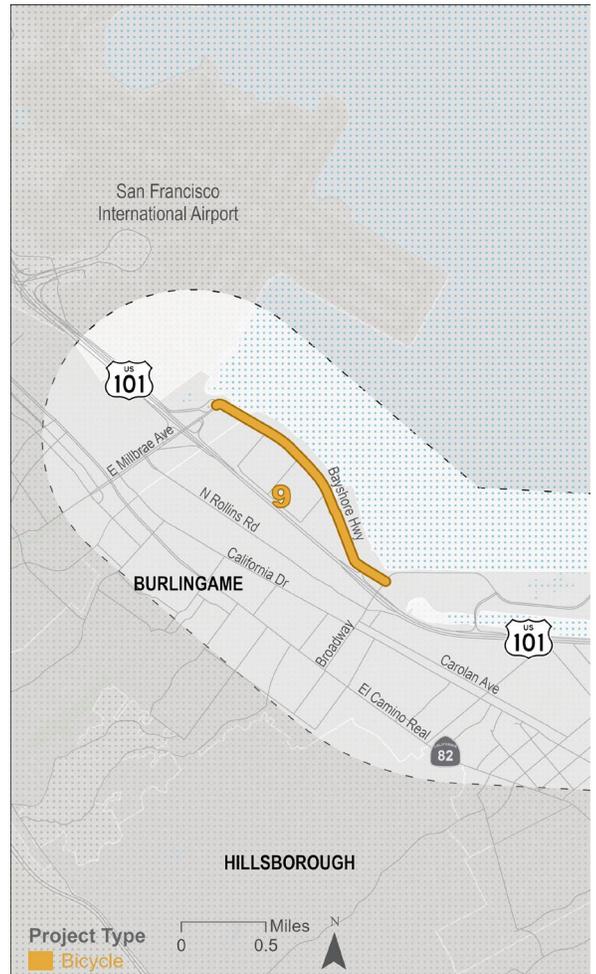


## STATUS

Completed feasibility study with significant community outreach. Applying for funds for both final design and construction.



Existing Conditions



## ESTIMATED COST

**\$24 MILLION**

Bicycle and Pedestrian

Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing

Sponsor: San Mateo and Caltrans



LOCATION

Hillsdale Boulevard/US 101



DESCRIPTION

Pedestrian/bicycle bridge from Norfolk Street to Franklin Parkway



Separated crossing



Bicycle and Pedestrian safety



SOURCE DOCUMENT(S)

City of San Mateo Citywide Pedestrian Master Plan and 2020 San Mateo Bicycle Master Plan



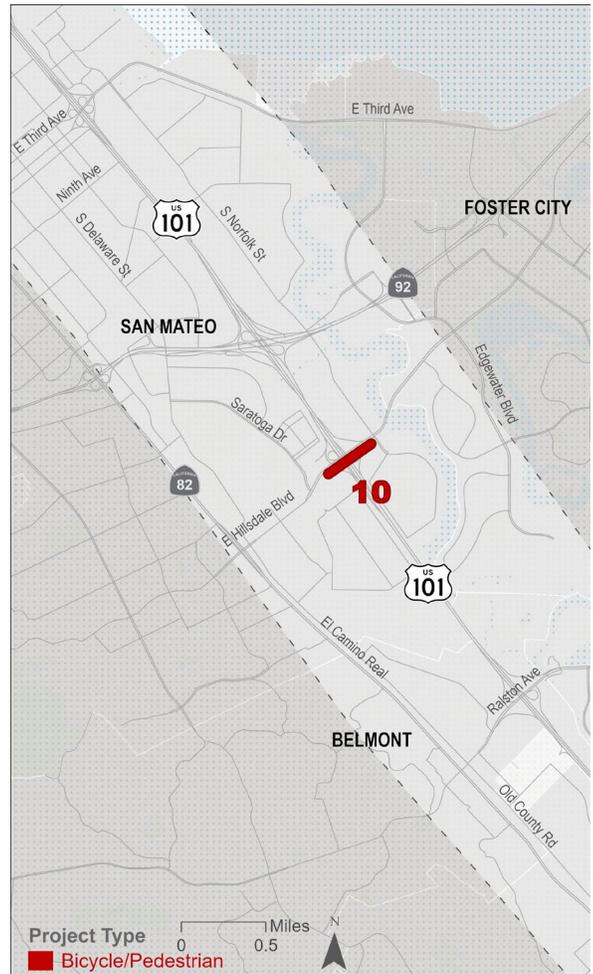
SCHEDULE

Pending feasibility study and potential redesign



STATUS

Pending feasibility study and potential redesign



ESTIMATED COST

PENDING FEASIBILITY STUDY AND POTENTIAL REDESIGN

▶▶▶ Bicycle and Pedestrian

# Holly Street Interchange and Overcrossing

Sponsor: San Carlos



**LOCATION**  
Holly Street/US 101

**DESCRIPTION**  
Bicycle/pedestrian overcrossing, including converting the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets

 Bicycle and pedestrian overpass

 Redesign cloverleaf

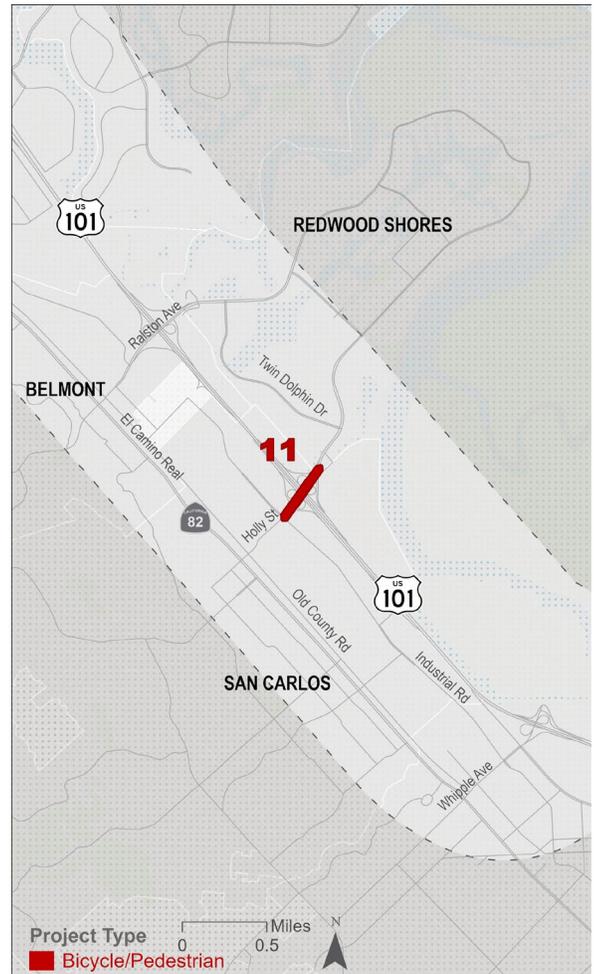
 Signalized T-intersections with local streets

**SOURCE DOCUMENT(S)**  
San Carlos Bike/Ped Master Plan

**SCHEDULE**  
Design update to be completed in 2026-2027

**STATUS**  
Developing grant applications and working on a design update

**ESTIMATED COST**  
**\$125 MILLION**



▶▶▶ Bicycle and Pedestrian



# Broadway Caltrain Grade Separation

Sponsor: Burlingame



## LOCATION

Broadway/California Drive



## DESCRIPTION

To improve safety for all modes of travel, Caltrain in cooperation with the City of Burlingame is separating the train tracks from the road at Broadway. The project will reduce local traffic congestion and train horn noise, and eliminate the current hold-out rule in which only one train is allowed at the station at a time.



Improve Safety for all modes of travel



Track separation from road



Reduce local traffic congestion



Reduce train horn noise



## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Burlingame General Plan, City of Burlingame Bicycle and Pedestrian Master Plan, and Caltrain Capital Improvement Plan



## SCHEDULE

Preliminary re-design underway. Project staff is procuring additional grant funds to cover the remaining costs for construction.



## STATUS

Undergoing 65% redesign



## ESTIMATED COST

**\$615 MILLION\***

\* Cost estimate to be refreshed



Existing Conditions



►►► Bicycle and Pedestrian



# California Drive/North San Mateo Drive Complete Streets

**Sponsor: Multiple jurisdictions**  
(includes Millbrae, Burlingame, and San Mateo)



## LOCATION

California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue



## DESCRIPTION

Complete streets Phase II between Oak Grove Avenue and Burlingame Avenue and Phase III between Burlingame Avenue and Peninsula Avenue



Complete streets



Class IV Bike Lane



## SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Burlingame General Plan, C/CAG Local Roadway Safety Plan – San Mateo, and City of Burlingame Bicycle and Pedestrian Master Plan



## SCHEDULE

Phase II: preliminary design underway, construction estimated to begin in Fall 2026 and completed by early 2027. Phase III: preliminary design underway, construction to begin after funding is procured prior to the completion of the design phase.

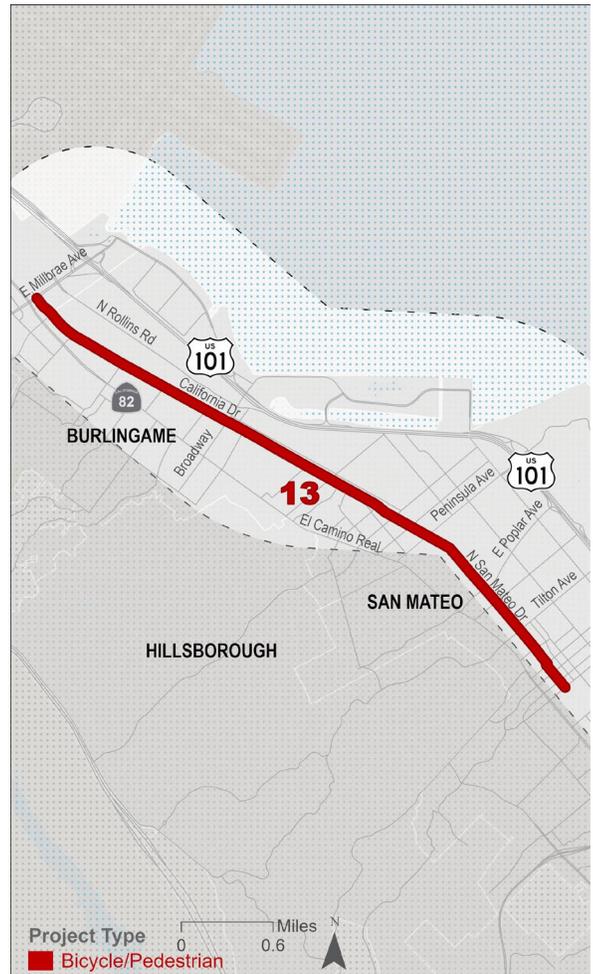


## STATUS

Phase II and Phase III preliminary design underway. Peninsula Avenue to Catalpa Street complete.



Existing Conditions



## ESTIMATED COST

**\$1.6 MILLION / \$148,000**

Phase II (PS&E and construction) / Phase III (design)

## ►►► Bicycle and Pedestrian

# West 3rd Avenue Complete Streets

Sponsor: San Mateo



### LOCATION

West 3rd Avenue from Virginia Avenue to Bayshore Freeway



### DESCRIPTION



Complete streets



### SOURCE DOCUMENT(S)

C/CAG SMC Comprehensive Bicycle and Pedestrian Plan



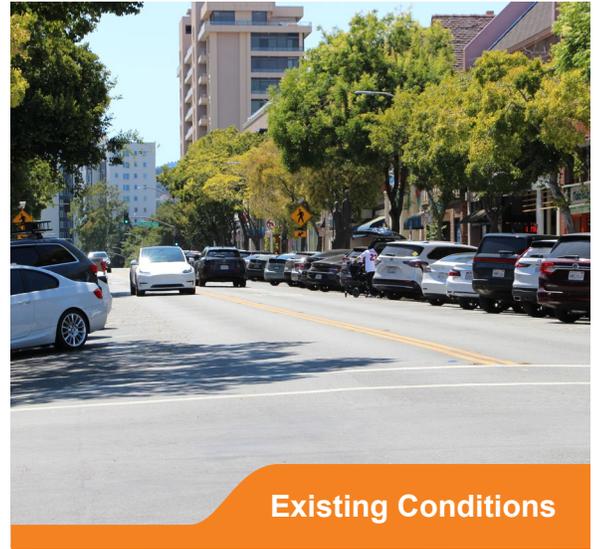
### SCHEDULE

Pending feasibility study

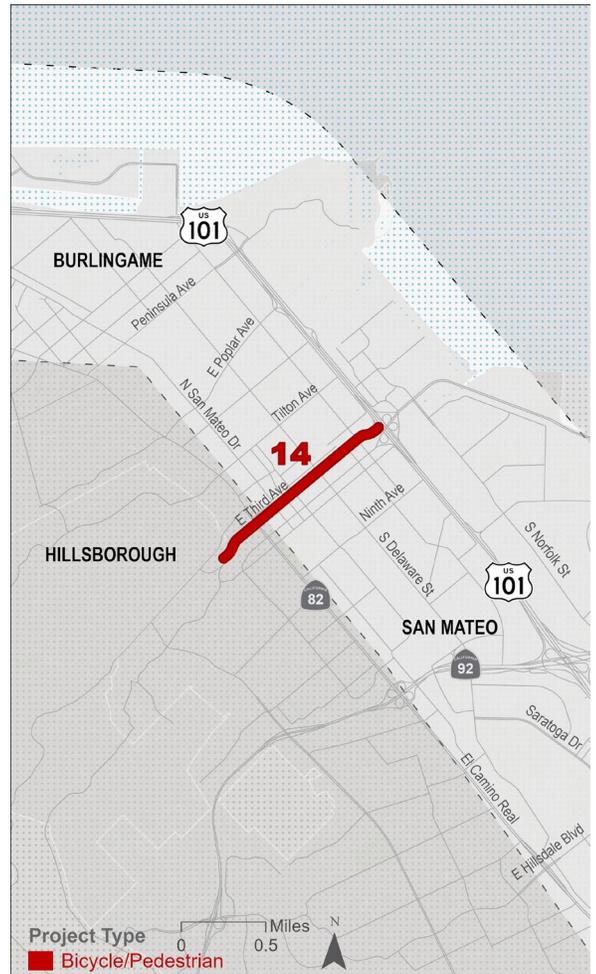


### STATUS

Not started



Existing Conditions



### ESTIMATED COST

**PENDING FEASIBILITY STUDY**

▶▶▶ Bicycle and Pedestrian

# Hillsdale Boulevard Multimodal Safety Improvements

Sponsor: Foster City



## LOCATION

Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive



## DESCRIPTION

Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety



Motor vehicle safety



Bicycle and Pedestrian safety



## SOURCE DOCUMENT(S)

C/CAG Local Roadway Safety Plan – Foster City



## SCHEDULE

Pending Feasibility Study

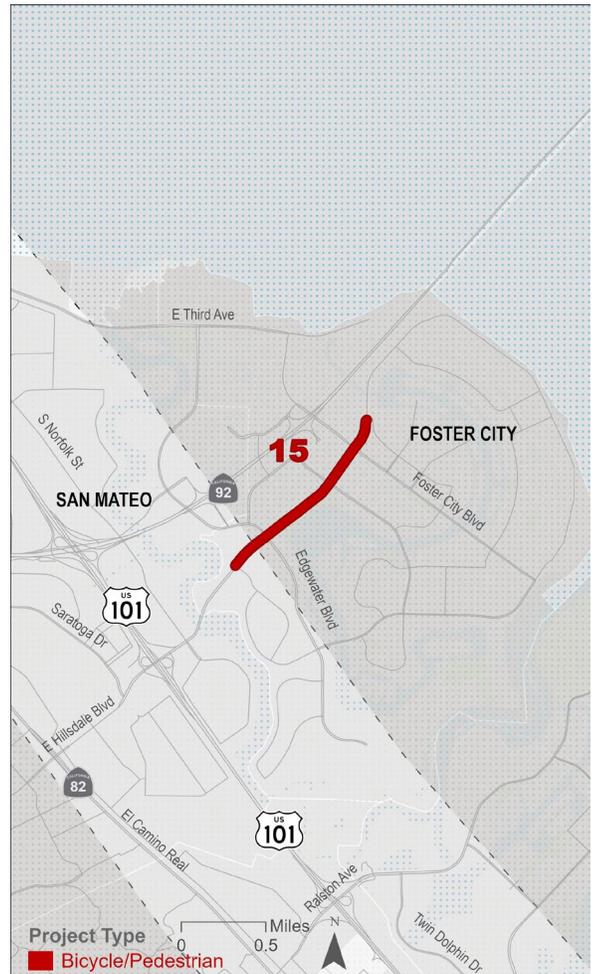


## STATUS

Not started



Existing Conditions



## ESTIMATED COST

**PENDING FEASIBILITY STUDY**

▶▶▶ Bicycle Only



# 3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements

Sponsor: San Mateo



## LOCATION

Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street



## DESCRIPTION



Separated bike lane



## SOURCE DOCUMENT(S)

City of San Mateo Bicycle Master Plan



## SCHEDULE

Pending feasibility study



## STATUS

Not started



Existing Conditions



## ESTIMATED COST

**PENDING FEASIBILITY STUDY**

+ (4th Avenue and Railroad Avenue and 4th Avenue from Delaware Street to Humboldt Street)

▶▶▶ Bicycle Only



# Tilton Avenue Bikeway Improvements

Sponsor: San Mateo



## LOCATION

Tilton Avenue from city limit to Ellsworth Avenue



## DESCRIPTION



Class II bike lane



## SOURCE DOCUMENT(S)

City of San Mateo Bicycle Master Plan



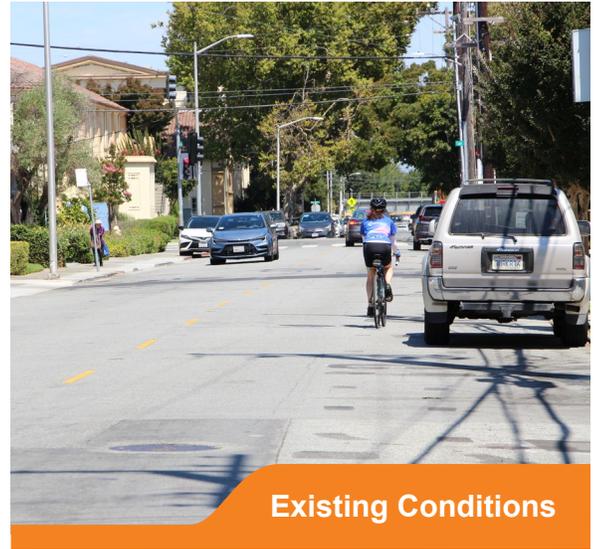
## SCHEDULE

No schedule developed

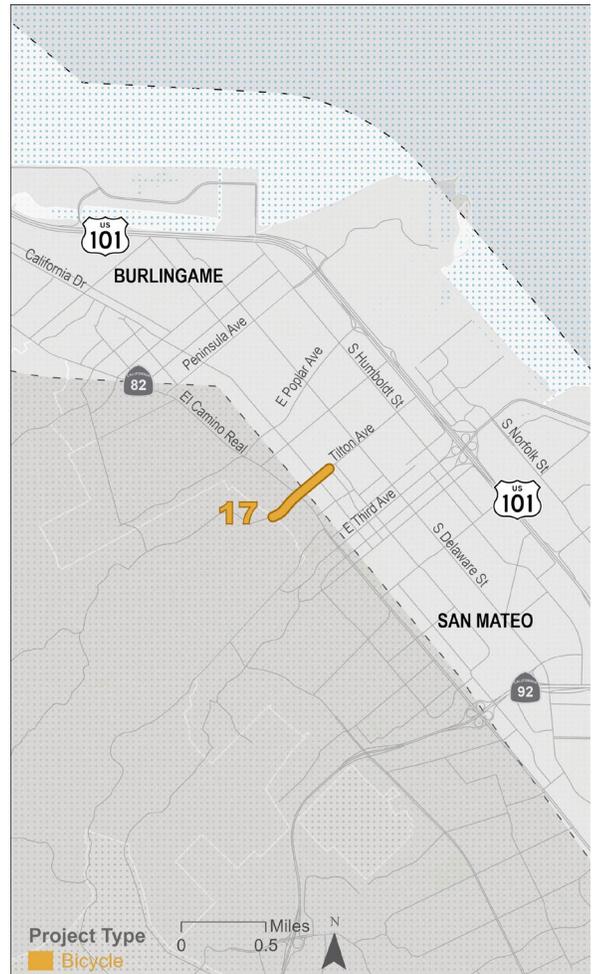


## STATUS

Not started



Existing Conditions



## ESTIMATED COST

PENDING DESIGN

Other



# 101/92 Direct Connector

Sponsor: SMCTA & C/CAG



## LOCATION

US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)



## DESCRIPTION

The project includes a dedicated managed lane connecting State Route 92 and the US 101 Express Lanes.



Managed Lanes



## SOURCE DOCUMENT(S)

Caltrans US 101 South Comprehensive Multimodal Corridor Plan, US 101/SR 92 Interchange Preliminary Planning Study



## SCHEDULE

Project Approval and Environmental Document start date Fall 2023 with an anticipated completion in Summer 2027

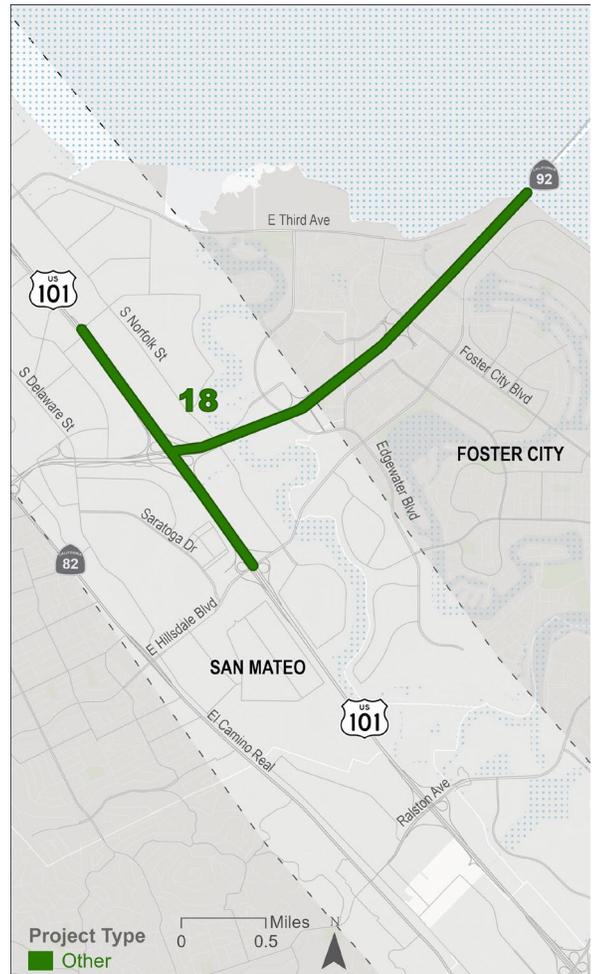


## STATUS

Currently in Project Approval and Environmental Document



Existing Conditions



## ESTIMATED COST

**\$200+ MILLION**

▶▶▶ Bicycle and Pedestrian



# Belmont Village Bike Share Station

Sponsor: Belmont



## LOCATION

Belmont Village and/or Caltrain station



## DESCRIPTION

Access to on-demand bicycles. Increases travel options and potentially reduces vehicle traffic.



Bike Share Station



## SOURCE DOCUMENT(S)

Belmont Comprehensive Ped/Bike Plan



## SCHEDULE

Not started

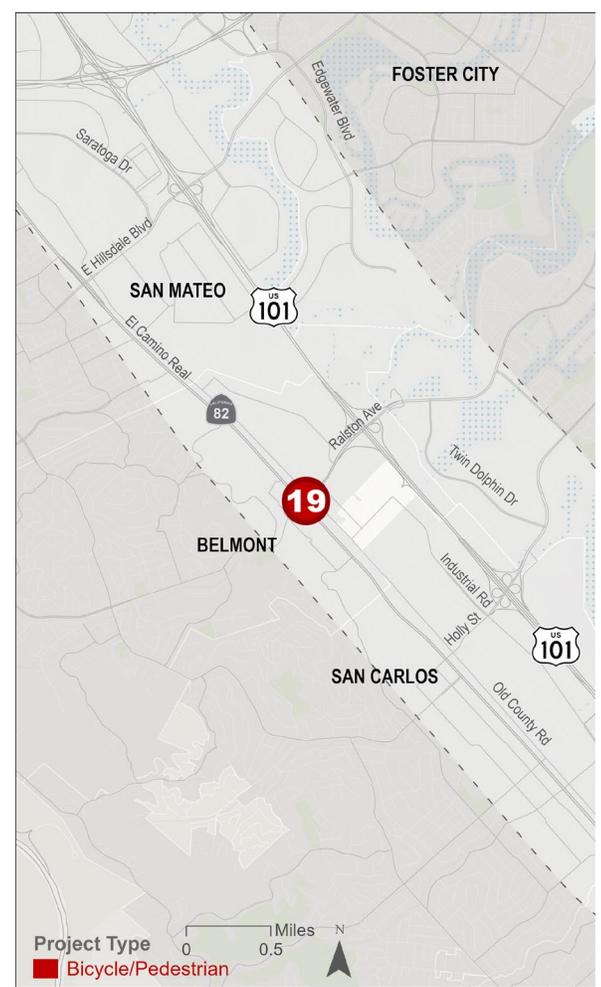


## STATUS

Not started



Existing Conditions



## ESTIMATED COST

PENDING

►►► Bicycle and Pedestrian



# Poplar Avenue Complete Streets

Sponsor: San Mateo



## LOCATION

Poplar Avenue from El Camino Real to Caltrain tracks



## DESCRIPTION

Various streetscape improvements including intersection safety improvements, crosswalk enhancements, curb extensions, and wayfinding



Intersection Safety Improvements



Curb Extensions



Crosswalk Enhancements



Wayfinding



## SOURCE DOCUMENT(S)

Draft San Mateo Complete Streets Plan



## SCHEDULE

Pending feasibility study



## STATUS

Not started



Existing Conditions

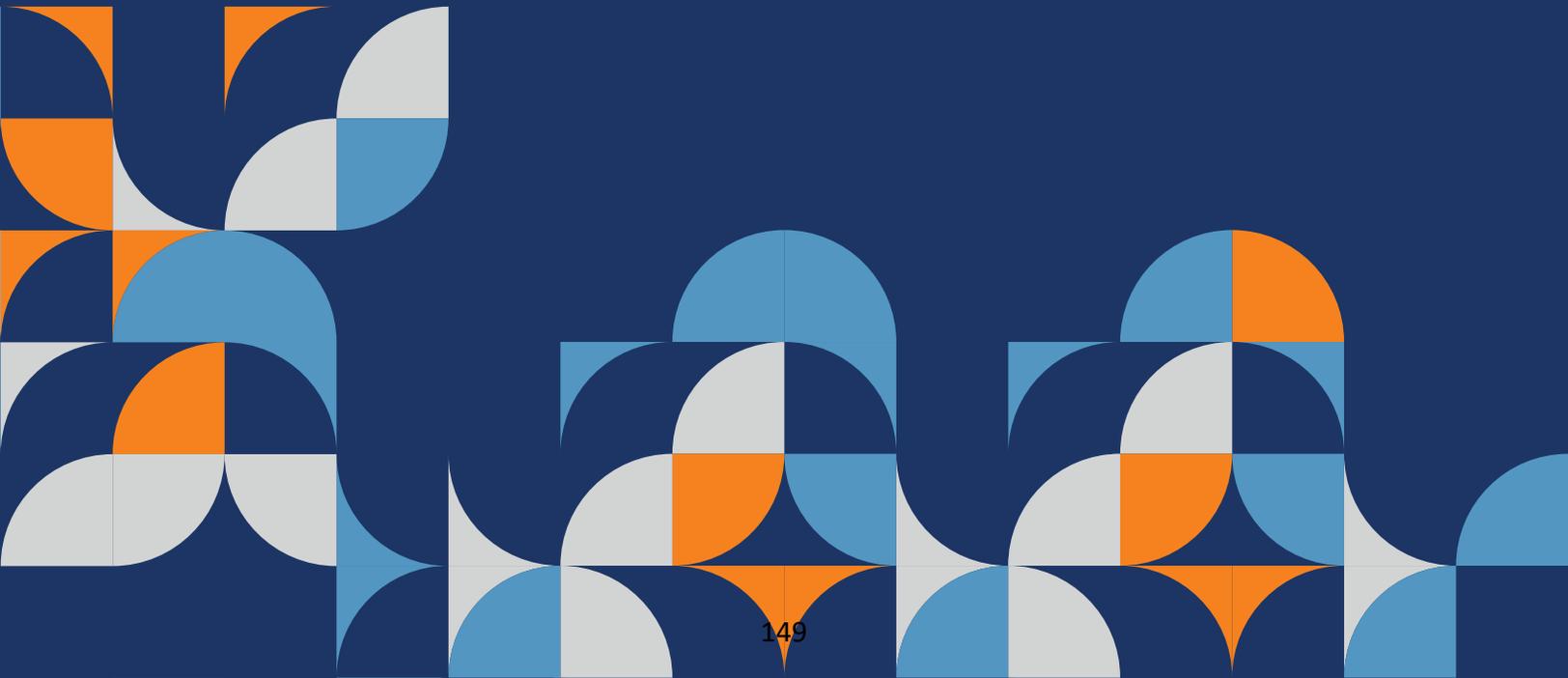


## ESTIMATED COST

**PENDING FEASIBILITY STUDY**



# Implementation Plan



SMCTA will work with project sponsors to advance the prioritized projects toward construction and implementation, assisting them with identifying funding opportunities and project delivery. This includes establishing phasing priorities aligned with upcoming grant cycles and project readiness for funding pursuits. Key steps include refining project descriptions, completing environmental reviews, and securing local match funding. SMCTA will also assess opportunities to bundle projects to achieve broader multimodal benefits that address regional needs, rather than focusing on the priorities of individual agencies.

The following sections describe potential funding programs Mid County projects may be eligible for. Table 16 in Section 5.2 summarizes likely funding sources for each of the top 20 projects.

## 5.1 FUNDING SOURCES

SMCTA envisions funding for the US 101 Mid County Multimodal Strategy projects will come from several sources such as grant programs administered at the Federal, State of California, and local level. Bundling multimodal projects into a single program increases the likelihood that the entire bundle will qualify under the largest possible range of funding sources. SMCTA will continue to monitor the local, regional, and federal funding environment and adapt accordingly to best provide technical assistance to the jurisdictions in identifying and pursuing funding sources.

### 5.1.1 Federal Discretionary Funding Programs

These programs in total have over \$4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for the US 101 Mid County Multimodal Strategy include:

#### THE NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS (INFRA)

- Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

#### THE NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA)

- Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

#### THE BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- Provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

It should be noted that there are Federal grant programs established under the Bipartisan Infrastructure Law, passed in 2022. Many of these new programs are designed to address a very specific transportation problem, such as railroad grade crossing safety and electric vehicle infrastructure and as such, were not considered in the benchmarking assessment for application to the US 101 Mid County Multimodal Strategy. SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

### 5.1.2 California State Discretionary Funding Programs

As with the Federal programs, there are a variety of discretionary funding programs administered by the State of California (described in greater detail in the following paragraphs) that are aligned with several overarching policy programs to ensure that projects that are funded through these programs adhere to the overall goals and objectives of the state with regards to addressing climate, health and social equity.

Many of the state’s funding programs are required to align with the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety and equity considerations.

Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

#### SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

- State level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits.

#### LOCAL PARTNERSHIP PROGRAM (LPP)

- Competitive program that provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

#### TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

- Funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, and on California’s portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

#### ACTIVE TRANSPORTATION PROGRAM (ATP)

- The Active Transportation Program was created by Senate Bill 99 to encourage, promote, and increase active modes of transportation. The ATP funds non-motorized projects that benefit walking, biking, and rolling. Applicable project types include infrastructure, non-infrastructure, plans, and quick build projects.

### 5.1.3 San Mateo County Local Discretionary Funding Programs

A primary source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle.

SMCTA’s 2025-2029 Strategic Plan took effect on January 1, 2025. The five-year plan establishes a policy framework to guide the implementation of San Mateo County’s transportation sales tax Measure A and Measure W and priorities funding for projects aimed at enhancing mobility and accessibility throughout the county.

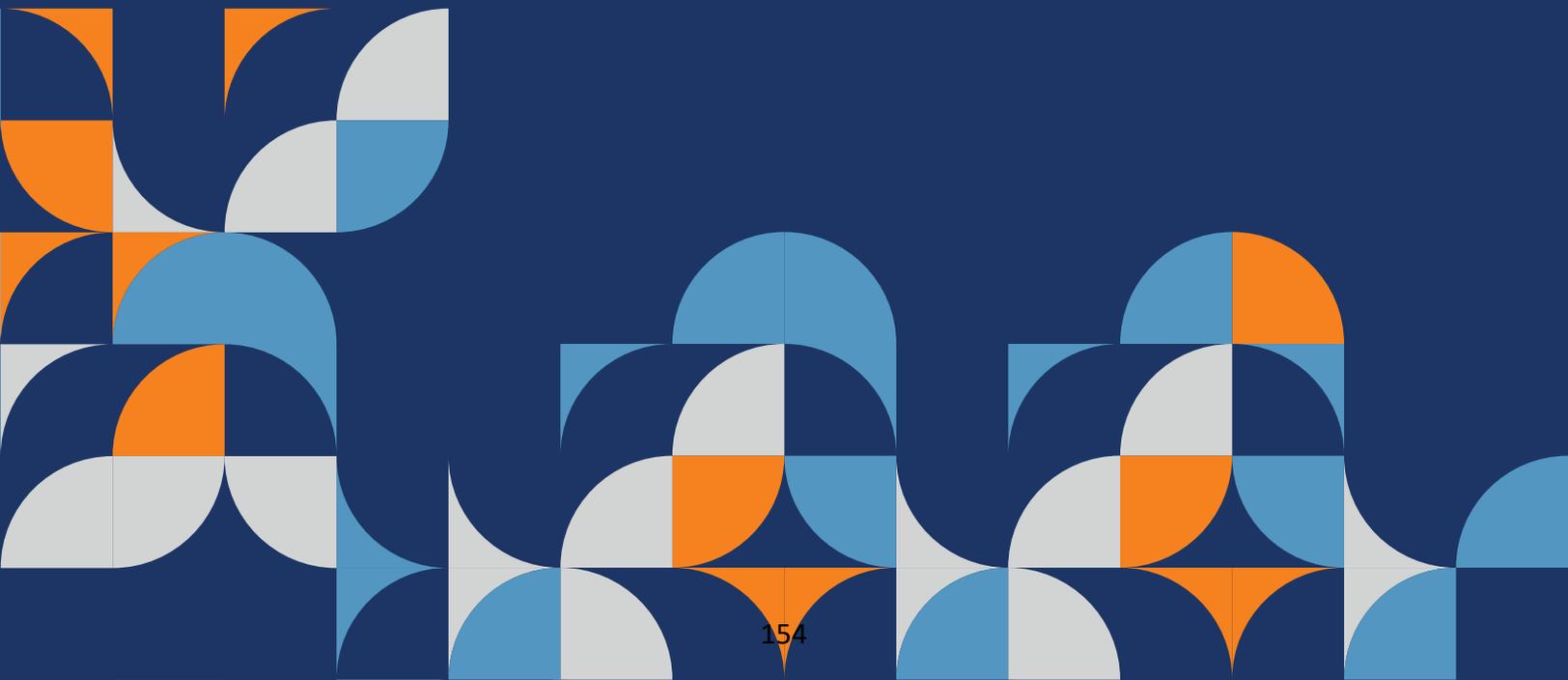
## 5.2 FUNDING PROGRAM ASSESSMENT

Table 16. Eligible Funding Programs for Prioritized Projects

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
3rd Avenue/Delaware Street/4th Avenue Bikeway Improvements	Pending feasibility study				X	X		X	X	X
5th Avenue/San Mateo Drive Bikeway Improvements	\$492,000				X	X		X	X	X
101/92 Direct Connector	\$200+ million	X	X	X	X	X	X		X	X
Belmont Village Bike Share Station	Pending				X	X		X	X	X
Broadway Caltrain Grade Separation	\$615 million		X	X	X	X			X	X
California Drive/North San Mateo Drive Complete Streets	\$1.6 million (Phase II - PS&E and construction) / \$148,000 (Phase III - design)				X	X		X	X	X
El Camino Real Multimodal Improvements - Belmont	\$52.5 million	X	X	X	X	X		X	X	X
El Camino Real Multimodal Improvements - Burlingame	\$150-\$180 million	X	X	X	X	X		X	X	X
El Camino Real Multimodal Improvements - San Carlos	\$70 million	X	X	X	X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
El Camino Real Multimodal Improvements - San Mateo	\$154 million	X	X	X	X	X		X	X	X
Hillsdale Boulevard Complete Streets	Pending feasibility study				X	X		X	X	X
Hillsdale Boulevard Multimodal Safety Improvements	Pending feasibility study				X	X		X	X	X
Hillsdale Boulevard/ US 101 Separated Bike/Pedestrian Crossing	Pending feasibility study and potential redesign		X	X	X	X		X	X	X
Holly Street Interchange and Overcrossing	\$125 million	X	X	X	X	X	X	X	X	X
Holly Street Safety Improvements	Pending feasibility study				X	X		X	X	X
Old Bayshore Highway Bikeway	\$24 million				X	X		X	X	X
Old County Road/Stafford Street Complete Streets	Pending feasibility study				X	X		X	X	X
Poplar Avenue Complete Streets	Pending feasibility study				X	X		X	X	X
Tilton Avenue Bikeway Improvements	Pending design				X	X		X	X	X
West 3rd Avenue Complete Streets	Pending feasibility study				X	X		X	X	X

# Appendix A: Additional Project Information



**Table 1. Mid County Multimodal Strategy Priority Projects**

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Hillsdale Boulevard Complete Streets	Hillsdale Boulevard from Edison Street to city limit and Hillsdale Boulevard south of the Hillsdale Caltrain station	Traffic control assessment, multi-lane stop controlled intersections, curb extensions, lighting, ADA ramps, slip lane closures, and other intersection visibility improvements. Also includes streetscape improvements including pedestrian safety improvements, multimodal intersection safety improvements, separated bikeway overcrossing, signal optimization, and bus stop enhancements.	30	20	11.25	27.5	20	108.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - Belmont	El Camino Real within Belmont city limits (North Road to F Street)	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:</p> <ul style="list-style-type: none"> <li>• Northbound Class IV buffered bicycle lane on El Camino Real from Hill Street to Middle Road (connecting with Phase 1 bike lane north of Middle Road), and southbound Class III shared lane treatment with sharrow treatments and conflict markings</li> <li>• Bicycle, pedestrian, and transit improvements as detailed in the C/CAG SMC Comprehensive Bicycle and Pedestrian Plan, Caltrans D4 Bike Plan, El Camino Real Bus Reliability Study, and SamTrans CIP</li> <li>• Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real</li> <li>• Also includes transit improvements such as increased weekday frequencies or infrastructure improvements</li> </ul> <p>The Central El Camino Multimodal Plan may also incorporate elements such as separated bikeways, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.</p>	30	20	11.25	27.5	20	108.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Old County Road/Stafford Street Complete Streets	Old County Road/Stafford Street from Franklin Parkway to Whipple Avenue	Complete streets	30	10	11.25	27.5	20	98.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - San Mateo	El Camino Real within San Mateo city limits (Peninsula Avenue to North Road)	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies</p> <ul style="list-style-type: none"> <li>• Safety improvements including segment lighting, installing delineators, reflectors, and/or object markers, raised pavement markers, install mid block pedestrian crossing, and sidewalk repairs, sidewalk widening, potential road diets, and signal timing modifications</li> <li>• Ten bus bulbs/curb extensions, 19 pedestrian gap closures, 15 bus stop balancing and placement, curbside bus only lanes along segment between 2nd Avenue and 40th Avenue</li> <li>• TSP installation/signal reconfiguration at 2nd Avenue intersection</li> <li>• Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real</li> <li>• Also includes transit improvements such as increased weekday frequencies or infrastructure improvements</li> </ul> <p>The Central El Camino Multimodal Plan may also incorporate elements such as bike facilities on parallel routes, transit bulbs/boarding islands, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, etc.</p>	30	10	11.25	27.5	20	98.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - Burlingame	El Camino Real within Burlingame city limits (Murchison Drive to Peninsula Avenue/ Barroilhet Avenue)	<ul style="list-style-type: none"> <li>• Two bus bulbs/curb extensions, eight pedestrian gap closure, one bus stop balancing and placement, curbside bus only lanes along segment north of Dufferin Avenue</li> <li>• TSP installation/signal reconfiguration at Murchison Drive, Trousdale Drive, and Broadway intersections</li> <li>• Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real</li> <li>• Also includes transit improvements such as increased weekday frequencies for SamTrans Route ECR and infrastructure improvements</li> <li>• ADA-compliant sidewalks, drainage system, lighting, landscaping</li> </ul>	30	10	11.25	27.5	20	98.75
Holly Street Safety Improvements	Holly Street from Magnolia Avenue to Industrial Road	Various safety improvements	30	0	11.25	27.5	20	88.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
El Camino Real Multimodal Improvements - San Carlos	El Camino Real within San Carlos city limits (F Street to Eaton Avenue/ Cordilleras Creek	<p>The Central El Camino Real Multimodal Plan is developing up to three design alternatives that may incorporate the following from past studies:</p> <ul style="list-style-type: none"> <li>• Class II bicycle lanes</li> <li>• Add seven bus bulbs/curb extensions, six pedestrian gap closures, three bus stop balancing and placement, and curbside bus only lanes along southbound segment south of San Carlos Avenue</li> <li>• Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real</li> <li>• Also includes transit improvements such as increased weekday frequencies or infrastructure improvements</li> </ul> <p>The Central El Camino Multimodal Plan may also incorporate elements such as separated bikeways, transit bulbs/boarding islands, transit lanes, landscaping enhancements, trees on median/sidewalk, enhanced crosswalks, closing sidewalk gaps, etc.</p>	30	0	11.25	27.5	20	88.75
5th Avenue/ San Mateo Drive Bikeway Improvements	5th Avenue/ San Mateo Drive from Virginia Avenue to Amphlett Boulevard; 2nd Avenue to 5th Avenue	Class II, III, and IV bicycle lanes	30	20	4.5	27.5	0	82

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Old Bayshore Highway Bikeway	Old Bayshore Highway from Millbrae Avenue to Broadway	Class II or other bike facility	6	4	22.5	27.5	20	80
Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Hillsdale Boulevard/US 101	Pedestrian/bicycle bridge from Norfolk Street to Franklin Parkway	6	4	22.5	27.5	20	80
Holly Street Interchange and Overcrossing	Holly Street/US 101	Bicycle/pedestrian overcrossing, including converting the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets	6	4	22.5	27.5	20	80
Broadway Caltrain Grade Separation	Broadway/ California Drive	To improve safety for all modes of travel, Caltrain in cooperation with the City of Burlingame is separating the train tracks from the road at Broadway. The project will reduce local traffic congestion and train horn noise, and eliminate the current hold-out rule in which only one train is allowed at the station at a time.	30	20	22.5	5.5	0	78

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
California Drive/ North San Mateo Drive Complete Streets	California Drive/North San Mateo Drive from East Millbrae Avenue to Peninsula Avenue and from Catalpa Street to East 5th Avenue	Complete streets Phase II between Oak Grove Avenue and Burlingame Avenue and Phase III between Burlingame Avenue and Peninsula Avenue	30	10	4.5	27.5	0	72
West 3rd Avenue Complete Streets	West 3rd Avenue from Virginia Avenue to Bayshore Freeway	Complete streets	30	10	4.5	27.5	0	72
Hillsdale Boulevard Multimodal Safety Improvements	Hillsdale Boulevard from Sea Spray Lane to north of Pilgrim Drive	Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety	0	10	11.25	27.5	20	68.75
3rd Avenue/ Delaware Street/4th Avenue Bikeway Improvements	Delaware Street/4th Avenue from Dartmouth Road to Humboldt Street	Separated bike lane	30	20	4.5	13.75	0	68.25
Tilton Avenue Bikeway Improvements	Tilton Avenue from city limit to Ellsworth Avenue	Class II bike lane	30	20	4.5	13.75	0	68.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
101/92 Direct Connector	US 101/State Route 92 interchange (US 101 from Hillsdale Boulevard to Kehoe Avenue and State Route 92 west of Hayward-San Mateo Bridge)	The project includes a dedicated managed lane connecting State Route 92 and the US 101 Express Lanes	15	4	22.5	5.5	20	67
Belmont Village Bike Share Station	Belmont Village and/or Caltrain station	Access to on-demand bicycles. Increases travel options and potentially reduces vehicle traffic.	30	20	11.25	5.5	0	66.75
Poplar Avenue Complete Streets	Poplar Avenue from El Camino Real to Caltrain tracks	Various streetscape improvements including intersection safety improvements, crosswalk enhancements, curb extensions, and wayfinding	30	4	4.5	27.5	0	66

Table 2 summarizes all other Mid County projects and their scores.

**Table 2. All Other Mid County Projects**

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Laurel Street Multimodal Safety Improvements	Laurel Street from Bush Street to Brittan Avenue	Various safety improvements with emphasis on motor vehicle and pedestrian safety	30	0	4.5	27.5	0	62
Baldwin Avenue/Ellsworth Avenue/Railroad Avenue/B Street/1st Avenue Bikeway Improvements	From Baldwin Avenue and El Camino Real to B Street and 1st Avenue	Bike boulevard/bike lane	30	20	4.5	5.5	0	60
Belmont Village Bicycle Improvements	5th Avenue/El Camino Real to Middle Road/El Camino Real via 5th Avenue, O'Neil Avenue, 6th Avenue, Hill Street and Gordon Avenue	Extend 5th Avenue bikeway north from Broadway to Ralston Avenue with Class II bicycle lane and/or bicycle boulevard treatments. Install Class III bicycle route with wayfinding and sharrow markings north of Ralston Avenue on Hill Street and Gordon Avenue to Middle Road.	30	20	4.5	5.5	0	60
East 5th Avenue/Laurel Avenue/9th Avenue/Palm Avenue Complete Streets	East 5th Avenue/Laurel Avenue/9th Avenue/Palm Avenue from East 5th Avenue to 16th Avenue	Complete streets	30	20	4.5	5.5	0	60
Murchison Drive Bikeway Improvement	Murchison Drive from Sequoia Avenue to Ogden Drive to California Drive	Class III/IV bikeway	30	20	4.5	5.5	0	60

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Railroad Avenue/4th Avenue Bikeway Improvements	Railroad Avenue from Monte Diablo Avenue to 5th Avenue	Bike boulevard/bike lane/shared use path	30	20	4.5	5.5	0	60
Peninsula Avenue Bikeway and Interchange Improvements	Peninsula Avenue from El Camino Real to Coyote Point Drive	Bikeway (various classes)	15	10	4.5	27.5	0	57
Ralston Avenue Bikeway and Minor Interchange Improvements	Ralston Avenue from Belmont Line to Marine Parkway	Class II/III bikeway; improve bicycle accommodations at interchange and consider squaring up ramps as this is near Belmont bicycle and pedestrian overcrossing	15	10	4.5	27.5	0	57
Level Boarding Program	All stations		30	10	11.25	5.5	0	56.75
Station Amenities Improvement Program	All stations		30	10	11.25	5.5	0	56.75
Burlingame Caltrain Station	Burlingame Caltrain station	Transit Access Improvements	30	4	22.5	0	0	56.5
Rollins Road Bikeway Improvement	Rollins Road from Broadway to Murchison Drive	Class IV bikeway	15	4	22.5	13.75	0	55.25
Downtown Gateway	1st Avenue and Transit Center Way areas near San Mateo Caltrain station	Transit station access improvements including sidewalk widening, intersection improvements, curb ramps, higher visibility crosswalks, and pedestrian friendly signal timing	30	20	4.5	0	0	54.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
North Station Access - Downtown	Northern end of San Mateo Caltrain station on North Railroad Avenue, Cypress Avenue, and Tilton Avenue	Transit station access improvements including improved lighting and wayfinding, sidewalk widening, parking restrictions, shared streets implementation, improved intersection crossings, and changes in vehicle direction (on Cypress Avenue)	30	20	4.5	0	0	54.5
Delaware Street/ State Street/	South San Francisco/ Unincorporated San Mateo County - From US 101 to Belle Aire Road	Upgrade bikeway to Class IV separated bicycle lane along Bay Trail, East San Bruno Avenue corridor.	6	13.75	4.5	10	20	54.25
Carolan Avenue Bikeway Improvement	Carolan Avenue from Cadillac Way to Oak Grove Avenue to Dwight Road	Class IV/III bikeway	15	10	22.5	5.5	0	53
Rollins Road New Separated Crossing	US 101	Potential San Mateo County project to install Class IV bike lane on Oak Grove Avenue/Winchester Drive between Ansel Road and Airport Boulevard	15	10	22.5	5.5	0	53
US 101 Bike Lane Improvements	US 101 from Claudia Avenue to La Selva Circle	Bike lanes	6	10	22.5	13.75	0	52.25
Monte Diablo Avenue Complete Streets	Monte Diablo Avenue from El Camino Real to Caltrain tracks, Bayshore Boulevard to Quebec Street	Various streetscape and multimodal safety improvements with focus on calming traffic, encouraging walking/ biking, and improving access	15	20	11.25	5.5	0	51.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Platform Extensions	All stations	Platform extensions at all stations to accommodate 8-car trains	30	10	11.25	0	0	51.25
19th Avenue, Fashion Island Boulevard Bikeway Improvements	19th Avenue, Fashion Island Boulevard from Pacific Boulevard to South Mariners Island Boulevard	Class IV separated bicycle lane	30	4	11.25	5.5	0	50.75
Palm Avenue/25th Avenue Bikeway Improvements	Palm Avenue/25th Avenue from South Boulevard to 25th Avenue; Flores Street to Delaware Street	Bike lane	30	4	11.25	5.5	0	50.75
B Street/South Boulevard Bikeway Improvements	B Street/South Boulevard from Baldwin Avenue to Palm Avenue	Separated/buffered bike lane	30	10	4.5	5.5	0	50
Industrial Road Bikeway and Multimodal Safety Improvements	Industrial Road from San Carlos city limit with Belmont to city limits with Redwood City	Class IV bike path; various safety improvements with emphasis on motor vehicle and pedestrian safety	6	4	11.25	27.5	0	48.75
Redwood Shores Parkway Pedestrian Project	Redwood Shores Parkway from Twin Dolphin Drive to Bridge Parkway	Pedestrian improvements	0	20	0	27.5	0	47.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Concar Drive Bikeway Improvements	Concar Drive from Pacific Boulevard to Grant Street	Shared use path/separated bike lane	30	0	11.25	5.5	0	46.75
Hayward Park East	East of Hayward Park Caltrain station on Pacific Boulevard and Concar Drive	Transit access improvements including intersection improvements, protected corner treatments, signal timing, and potential road diets	30	4	11.25	0	0	45.25
Hayward Park West	South Boulevard, Leslie Street, and 19th Avenue near Hayward Park Caltrain station	Transit access improvements including ADA ramps, enhanced sidewalks, curb extensions, sidewalk widening, lighting, wayfinding, place making, and new Class I path on Caltrain right-of-way	30	4	11.25	0	0	45.25
Sunnybrae - Hayward Park	North of Hayward Park Station on South Railroad Avenue, 16th Avenue, and South Delaware Street	Transit access improvements including ADA ramps, wayfinding, lighting, sidewalk widening, and intersection improvements	30	4	11.25	0	0	45.25
25th Avenue - Hillsdale	25th Avenue north of Hillsdale Caltrain station	Transit access improvements including continuous sidewalk extensions, protected intersections, curb ramps/extensions, and widened sidewalks with landscaping	30	10	4.5	0	0	44.5
28th Avenue - Hillsdale	28th Avenue near Hillsdale Caltrain station	Transit access improvements including road diet, midblock high visibility crosswalk, pedestrian lighting, curb extensions, separated bike crossings, pedestrian refuge islands, and protected phasing for vehicle turns	30	10	4.5	0	0	44.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
31st Avenue/ Bay Meadows - Hillsdale	31st Avenue South of Hillsdale Caltrain station	Transit Access improvements including upgrading signals, wayfinding, elevated walkways, new direct station access, and potential road diet	30	10	4.5	0	0	44.5
Hillsdale Caltrain Station	Hillsdale Caltrain station	Transit access improvements	30	10	4.5	0	0	44.5
Hillsdale Transit Center	Hillsdale Transit Center	Build multimodal station access for relocated Hillsdale Caltrain station. Plan is envisioned to include station area access, bicycle station, kiss and ride, bus/shuttle access, and potential mixed-use development (note: project sponsor is City of San Mateo).	30	10	4.5	0	0	44.5
Broadway Bikeway Improvement	Broadway from Cortez Avenue to California Avenue	Class II/III bikeway	30	4	4.5	5.5	0	44
Carmelita Avenue Bike Route	Carmelita Avenue from Vancouver Avenue to Cabrillo Avenue to El Camino Real to California Drive	Class III bike route	30	4	4.5	5.5	0	44
O'Niell Bicycle and Pedestrian Undercrossing	Belmont Caltrain station	O'Niell bicycle and pedestrian undercrossing	30	4	4.5	5.5	0	44
Primrose Road Bike Route	Primrose Road from El Camino Real to Howard Avenue to Floribunda Avenue	Class III bike route	30	4	4.5	5.5	0	44

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Dwight Road Bike Route	Dwight Road from Rollins Road to Peninsula Avenue	Class III bike route	0	4	11.25	27.5	0	42.75
Humboldt Street Bikeway Improvements	Humboldt Street from city limit to Poplar Avenue to 9th Avenue	Bike boulevard/bike lane	0	10	4.5	27.5	0	42
19th Avenue Complete Streets	19th Avenue from Palm Avenue to Pacific Avenue	Complete streets	30	0	11.25	0	0	41.25
Grant Street Complete Streets	Grant Street from Haddon Drive to Bermuda Drive	Various streetscape improvements including bicycle boulevard, bus stop enhancements, intersection reconfigurations, crosswalks, and traffic calming	30	0	11.25	0	0	41.25
San Carlos Caltrain Station	San Carlos Caltrain station	Transit access improvements	30	0	11.25	0	0	41.25
San Carlos Transit Center	San Carlos Caltrain station	San Carlos station multimodal transit center	30	0	11.25	0	0	41.25
Cherry Street Safety Improvements	Cherry Street, from Cedar Street to El Camino Real	Various safety improvements	30	0	4.5	5.5	0	40
Ray Drive Bike Route	Ray Drive from Quesdada Way to Devereux Drive to El Camino Real	Class III bike route	30	4	0	5.5	0	39.5

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Capuchino Avenue Bike Route	Capuchino Avenue from Grove Avenue to Carmelita Avenue	Class III bike route	30	4	4.5	0	0	38.5
Paloma Avenue Bike Route	Paloma Avenue from Grove Avenue to Carmelita Avenue to Oak Grove Avenue	Class III bike route	30	4	4.5	0	0	38.5
Toyon Drive, Linden Avenue, Morrell Avenue, and Laurel Avenue Bike Route	Toyon Drive, Linden Avenue, Morrell Avenue, and Laurel Avenue from Carolan Avenue to Oak Grove Avenue	Class III	6	10	22.5	0	0	38.5
Bloomfield Road Bikeway Improvement	Bloomfield Road from Rollins Road to Peninsula Avenue	Class III bikeway	6	4	22.5	5.5	0	38
Chestnut Street Safety Improvements	Chestnut Street, from San Carlos Avenue to Woodland Avenue	Various safety improvements	30	0	4.5	0	0	34.5
Cortez Avenue Bike Route	Cortez Avenue from Adeline Drive to Carmelita Avenue	Class III bike route	30	4	0	0	0	34
Skyway Road Bikeway Improvement	Skyway Road from Pico Boulevard to Blair Island Trail	Class III bicycle boulevard	6	4	22.5	0	0	32.5

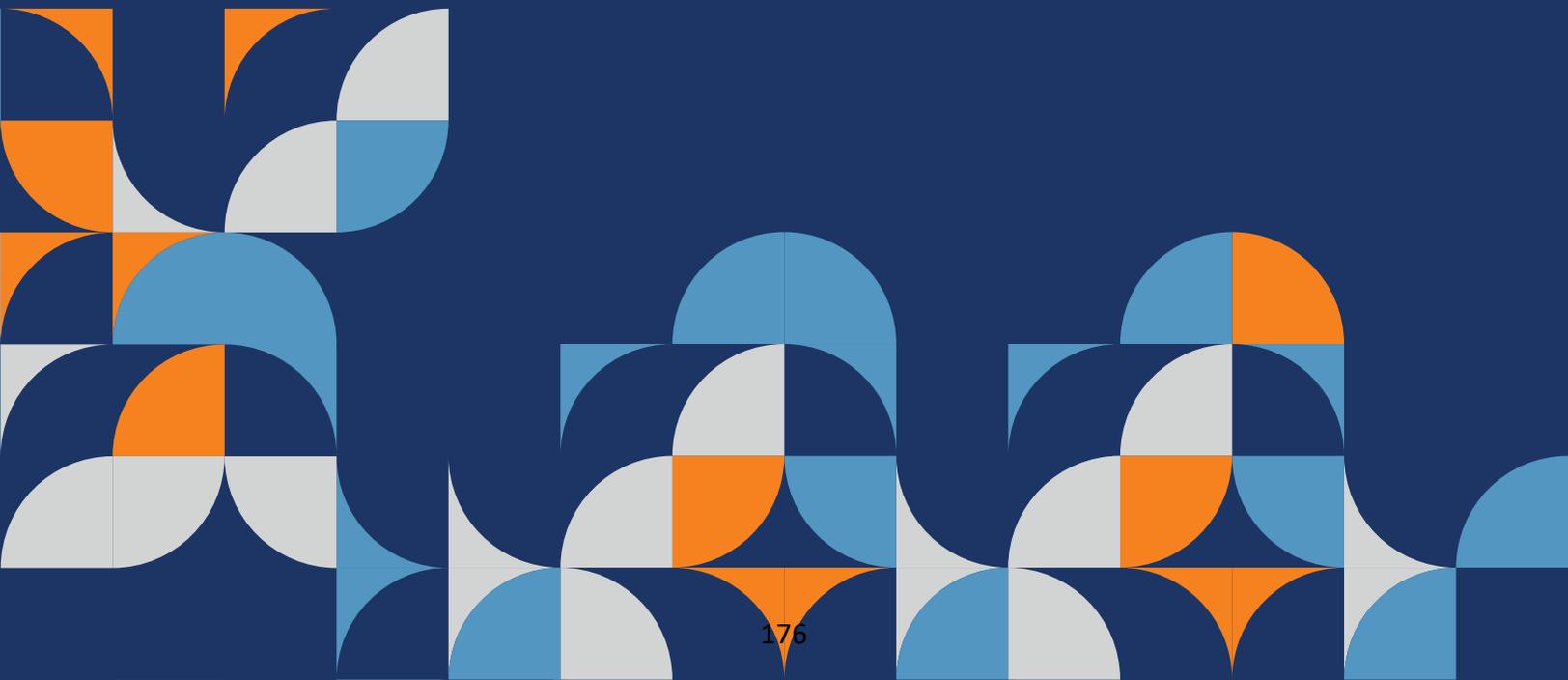
Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Norfolk Street Complete Streets	Norfolk Street from 2nd Avenue to Kehoe Avenue	Various streetscape improvements including bus bulb outs and islands, bike lane enhancements, pedestrian safety improvements, intersection improvements	0	4	22.5	5.5	0	32
Airport Boulevard Bikeway Improvement	Airport Boulevard from Bay Trail crossing to Airport Boulevard (near Facebook development)	Class IV bikeway	0	20	11.25	0	0	31.25
Bay Trail Gap Closure Projects Burlingame	Bay Trail behind hotel complex, between Anza Lagoon and Slough, and between Airport Boulevard and Slough	Class I Path	0	20	11.25	0	0	31.25
Trousdale Drive Bikeway Improvement	Trousdale Drive from city limit to California Drive	Class II bikeway	15	10	0	5.5	0	30.5
Edgewater Boulevard Multimodal Safety Improvements	Edgewater Boulevard, Hillsdale Boulevard to Beach Park Boulevard	Various safety improvements with emphasis on motor vehicle and bicycle safety	0	20	4.5	5.5	0	30

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Arroyo Avenue Multimodal Safety Improvements	Arroyo Avenue, from Tamarack Avenue to Industrial Road	Various safety improvements with emphasis on bicycle and pedestrian safety	15	4	4.5	5.5	0	29
Saratoga Drive Bikeway Improvements	Saratoga Drive from Delaware Street to Santa Clara Way	Separated/buffered bike lane	15	4	4.5	5.5	0	29
Magnolia Avenue/Laurel Street Bikeway Improvement	Magnolia Avenue/ Laurel Streett from Hull Drive to Cedar Street	Class III	15	0	0	13.75	0	28.75
San Carlos Avenue Bikeway, Complete Streets, and Multimodal Safety Improvements	San Carlos Avenue from city limits west of Cranfield Avenue to east of Industrial Road	Class IV separated bicycle lane, complete streets, and safety improvements with emphasis on bicycle and pedestrian safety	15	0	0	13.75	0	28.75
Lodi Avenue/ Haddon Drive New Separated Crossing	US 101	Potential San Mateo County project to install new overcrossing from Lodi Avenue and Norton Street to Haddon Drive	6	0	22.5	0	0	28.5
Brittan Avenue Multimodal Safety Improvements	Brittan Avenue from Industrial Road to Crestview Drive	Various safety improvements with emphasis on motor vehicle, bicycle, and pedestrian safety	6	4	4.5	13.75	0	28.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Bay Trail Gap Closure Projects Redwood Shores/San Carlos	Bay Trail from Redwood Shores Parkway to Pico Boulevard; and Pico Boulevard to northwest of American Street	New Class I path	0	20	0	5.5	0	25.5
Bridge Parkway Bike Route	Bridge Parkway from Marine Parkway to Bowsprit Drive to Redwood Shores Parkway	Class III/II bike route	0	20	0	5.5	0	25.5
20th Avenue Bikeway Improvements	20th Avenue from Alameda de las Pulgas to Palm Avenue	Bike boulevard/bike lane	15	0	4.5	5.5	0	25
Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, Duane Street Bikeway Improvement	Eaton Avenue, Arlington Road, Oakdale Street, Warwick Street, Stanford Lane, Duane Street from El Camino Real to Hopkins Avenue	Class III bicycle boulevard	6	4	0	5.5	0	15.5
Washington Street Safety Improvements	Washington Street, from Old County Road to Industrial Road	Various safety improvements with emphasis on motor vehicle safety	6	4	0	5.5	0	15.5

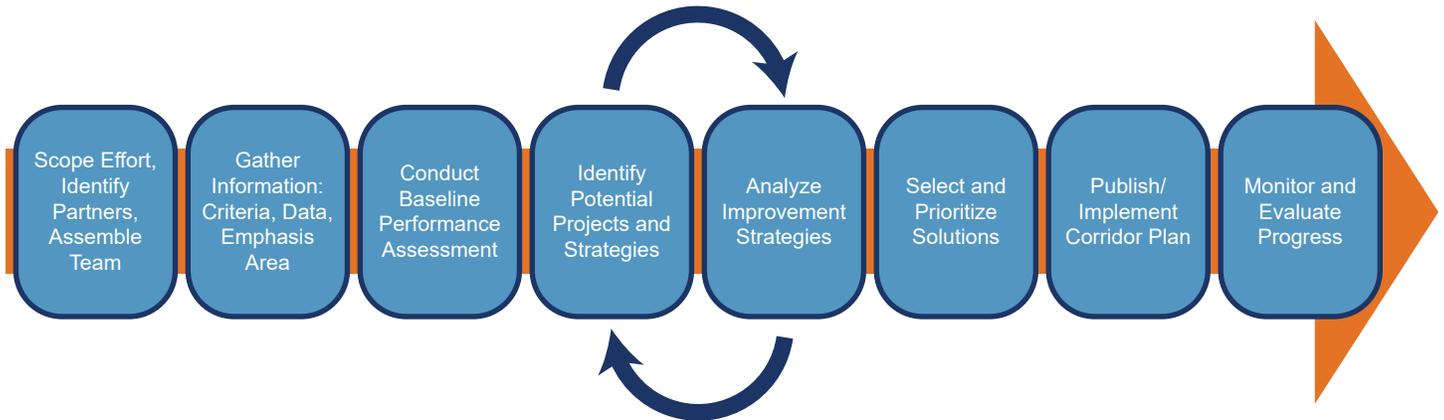
Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Howard Avenue Bikeway and Safety Improvements	Howard Avenue from Alameda de las Pulgas to Laurel Street to El Camino Real to Industrial Road	Class III/II/IV bikeway; various safety improvements	0	4	4.5	5.5	0	14
Bransten Street Safety Improvements	Bransten Street, from Old County Road to Industrial Road	Various safety improvements	6	0	4.5	5.5	0	16
Lagoon Drive Bike Route	Lagoon Drive from Twin Dolphin Drive to Marine Parkway	Class II bike route	0	4	0	0	0	4

# Appendix B: Comprehensive Multimodal Corridor Plan Alignment



## Comprehensive Multimodal Corridor Plan

The CMCP provides the foundation for the 101 Corridor Connect Program. As defined by Caltrans, the goal of a CMCP is to develop a strategy and identify a list of projects that will reduce congestion, reduce GHG, and improve livability through operational improvements, technological advancements, and increased multimodal options along a transportation corridor. The preparation of a CMCP is required for agencies (such as Caltrans, MPOs, Regional Transportation Planning Agencies, Congestion Management Agencies, local governments, and transit providers) to be able to apply for SCCP funding. Figure 1 shows the CMCP development process.



**Figure 1. Comprehensive Multimodal Corridor Plan Development Process**

As stated in the [California Transportation Commission’s \(CTC\) 2018 Comprehensive Multimodal Corridor Plan Guidelines](#), corridor planning for the State Highway System must address and be informed by state goals and objectives as outlined in the California Transportation Plan, the Interregional Transportation Strategic Plan, and other modal plans. Table 1 summarizes how the strategy meets each requirement from the guidelines.

**Table 1. California Transportation Commission 2018 Comprehensive Multimodal Corridor Plan Guidelines**

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent</p>	<p>The US 101 Mid County Multimodal Strategy is specific to the US 101 highway in San Mateo County. The strategy includes a range of freeway, bike/ped, and transit projects reflecting a multimodal approach. In addition to a general public engagement campaign to solicit input, the strategy was developed with the participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County.</p>
<p>Provide clear description of the corridor and its geographic intent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the corridor, and be consistent with the goals/objectives of the Regional Transportation Plan (RTP)</p>	<p>The US 101 Mid County Multimodal Strategy is specific to the US 101 highway from the southern extent of SFO at the north to the Bair Island Ecological Reserve at the south and includes a one-mile buffer along the facility. The strategy includes a range of freeway, bicycle and pedestrian, and transit projects reflecting a multimodal approach. The strategy is intended to reflect the goals and objectives of Plan Bay Area 2050 (the RTP for the nine-county Bay Area) by providing more affordable alternatives to area users, increasing connectivity with economic and educational opportunities, and improving air quality through congestion management and growth in alternative modes. The strategy's emphasis on equity is reflected in its wide variety of community engagement activities and members of the population solicited (including in multiple languages) and ensuring projects were in SamTrans' EPAs as much as possible.</p>
<p>Designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects</p>	<p>The US 101 Mid County Multimodal Strategy identifies a list of 20 projects that represents all modes and aims to improve multimodal connectivity within the corridor. These projects were selected to ensure they meaningfully reflect public input that was gathered during the development of the strategy and aims meet the project's objectives of safety, connectivity, sustainability, and inclusivity.</p>
<p>Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan to identify strategies and funding solutions for implementing the list of prioritized projects included in the strategy. Part of the project prioritization process was determining whether projects offered the potential to encourage mode shift towards sustainable travel options and result in mobility benefits for the corridor in the corridor. Projects that were deemed able to achieve both were moved forward in the process.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
Be developed in collaboration with state, regional, and local partners	<p>The US 101 Mid County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The project's WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.</p>
Evaluate the following criteria as applicable: safety, congestion, accessibility, economic development and job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use	<p>Safety is one of the objectives of the US 101 Mid County Multimodal Strategy. By identifying multimodal projects, the strategy aims to reduce congestion through mode shift. Another objective of the strategy is inclusivity, which aims to increase access for underserved communities. While the strategy does not specifically aim to improve economic development and job creation and retention, it can be inferred that the capital projects may result in job creation and economic development through better access to areas along the corridor which includes several employment centers. Ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. Lastly, while the strategy does not specifically aim to improve efficient land use, transportation and land use are complementary and improving the transportation network along the corridor can lead to denser land use and reduce the need for sparse development that leads to increased need for private vehicles.</p>
Be consistent with the goals and objectives of the RTP	<p>The US 101 Mid County Multimodal Strategy meets the following guiding principles from the Bay Area's RTP (Plan Bay Area 2050):</p> <ul style="list-style-type: none"> <li>• Affordable: owning a car can be very expensive, and the strategy's focus on multimodal investments can lead to more affordable transportation options.</li> <li>• Connected: this is one of the objectives of the strategy and aims to connect people to the places they need to go.</li> <li>• Diverse: one of the strategy's objectives is inclusivity and aims to identify projects that increase access for underserved communities.</li> <li>• Healthy: ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions.</li> <li>• Vibrant: providing more multimodal transportation options along the corridor can lead to more walkable and bikeable areas and foster an active lifestyle along the corridor.</li> </ul>

Guideline	US 101 Mid County Multimodal Strategy Applicability
Projects funded through the Congested Corridors Program shall also be designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors	The US 101 Mid County Multimodal Strategy includes a list of prioritized projects that represents all modes and meaningfully reflects public input gathered throughout the development of the strategy.
Clear demonstration of state, regional, and local collaboration as possible	The US 101 Mid County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the Mid County Working Group. Participating agencies included: City of Burlingame, City of San Mateo, City of Foster City, City of Belmont, City of San Carlos, City of Redwood City, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, and San Mateo County. The WG met a total of three times and provided input at each stage of the strategy's development. The WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Short, medium, and long-term planning horizon	To develop the list of prioritized projects for the US 101 Mid County Multimodal Strategy, various plans and programs were reviewed to develop a database of multimodal transportation projects in the corridor. These plans included projects with a wide variety of planning horizons and are included in the list of prioritized projects.
Specific corridor objectives	The stated objectives for the US 101 Mid County Multimodal Strategy are to make the corridor safer, more connected, more sustainable, and more inclusive.
Multimodal considerations for and approaches to address transportation system deficiencies	The US 101 Mid County Multimodal Strategy identifies projects that will create an interconnected corridor and reduce congestion on the facility. This includes projects of all modes that will improve and encourage the use of different types of transportation.
Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects	The purpose of the US 101 Mid County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines and project specific performance measures as outlined in the Statewide Transportation Improvement Program Guidelines as applicable) for the set of recommended project and strategies</p>	<p>The purpose of the US 101 Mid County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.</p>
<p>Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental, and community access improvements</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Recommendation and prioritization of improvements that fed into transportation funding programs and the regional transportation planning process</p>	<p>The US 101 Mid County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects</p>	<p>The identified projects in the US 101 Mid County Multimodal Strategy include improvements to the local bike and street network to make it better for bicyclists and pedestrians to get around. While not being a specific goal of the strategy, these human-scale improvements may help preserve and improve the character of the local community.</p>
<p>Consistency with the principles of the federal Congestion Management Process and consistency with the intent of the state Congested Management Program for designated Congestion Management Agencies</p>	<p>The U.S. Department of Transportation’s Congestion Management Process: A Guidebook states that the Congestion Management Process may involve development of congestion management principles including affirm the importance of addressing all modes of transportation and place priority or emphasis on certain types of congestion management strategies, such as demand management or system management and operations, before accommodating vehicle travel demand. The US 101 Mid County Multimodal Strategy satisfies this by identifying and prioritizing multimodal projects covering all modes of transportation and aims to induce mode shift away from single-occupancy vehicle use.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
<p>Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California’s Climate Change Scoping Plan, and climate adaptation plans</p>	<p>The Plan prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state, regional, and local partners. As such, the plan is consistent with the goals and objectives of the California Transportation Plan to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with the goals and objectives of the RTP including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority for growth if applicable</p>	<p>The US 101 Mid County Multimodal Strategy prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the strategy does not propose any new projects and only includes those already under development by state and regional partners. As such, the plan is consistent with the goals and objectives of the RTP to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. It is therefore consistent with other applicable regional or local planning frameworks.</p>
<p>Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems, as applicable</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. While the plan does not explicitly consider broadband planning, smart mobility framework, and Intelligent Transportation Systems, it is consistent with this requirement to the extent that partner agencies have made such considerations in their own planning.</p>
<p>Projects funded through the Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use</p>	<p>Projects selected for inclusion in the US 101 Mid County Multimodal Strategy are based on their potential to reduce VMT and induce mode shift. The US 101 corridor is a primary connector for area residents to regional employment centers and improvements to it and adjacent facilities will enhance connectivity. Projects in or adjacent to PDAs received extra points in the scoring process to promote accessibility.</p>
<p>Quantify how transportation solutions identified in the plan will improve performance</p>	<p>The US 101 Mid County Multimodal Strategy does not propose any new projects not already contained within existing state, regional, or local planning documents. Quantification of potential performance improvements will occur as part of the implementation processes undertaken by those specific project sponsors or with the support of SMCTA as part of this implementation plan.</p>

Guideline	US 101 Mid County Multimodal Strategy Applicability
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Plan-level corridor assessment must be conducted and documented to clearly outline system performance and trends	As part of plan development and documented herein, an existing conditions assessment was conducted to determine current performance and travel trends within the Mid County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	SMCTA will support performance assessment efforts undertaken by partner agencies for their projects as part of future implementation activities.
Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance	SMCTA will support the evaluation of system improvements undertaken by partner agencies for their projects as part of future implementation activities.
Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the plan level	The US 101 Mid County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.
Plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions	The US 101 Mid County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.

## Comprehensive Multimodal Corridor Plan Self-Certification Form

In accordance with the 2024 SCCP Guidelines, applicants must submit a CMCP Self-Certification Form with the nomination package.

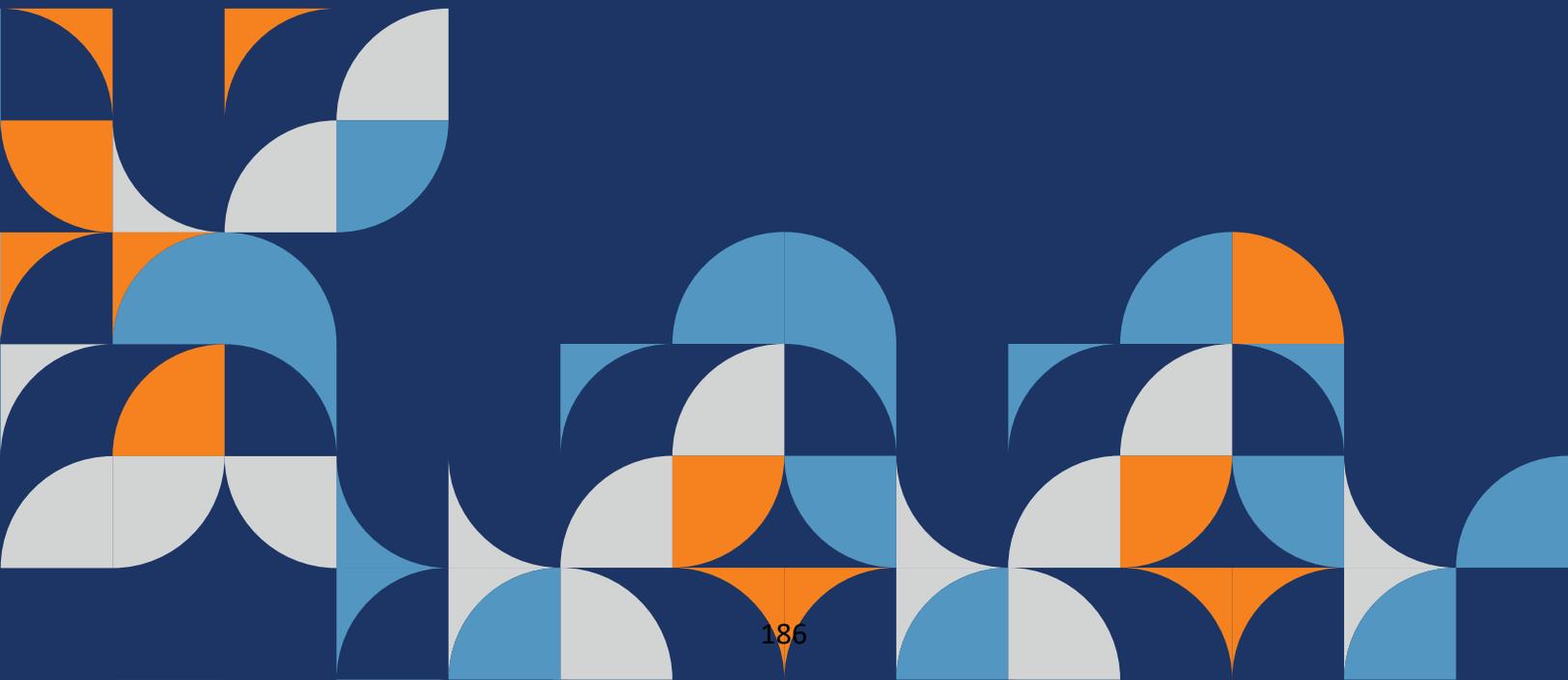
This form documents the applicant’s certification that the CMCP is consistent with the CTC’s 2018 Comprehensive Multimodal Corridor Planning Guidelines.

**Table 2. Comprehensive Multimodal Corridor Plan Self Certification Checklist**

#	CMCP Key Elements	Yes or No
1	Demonstrates state, regional, and local collaboration.	Yes
2	Identifies and evaluates performance impacts of recommended projects and strategies.	No
3	Discusses induced demand analysis for highway and local road projects, as applicable.	No
4	Discusses travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.	Yes
5	Recommends and prioritizes multimodal improvements for funding.	Yes
6	Identifies a timeline for implementation (e.g., short, medium, and long-term projects).	Yes
7	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.	Yes
8	Describes how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.	Yes
9	Describes how the plan considers environmental impacts of proposed corridor solutions, including greenhouse gas emissions and criteria air pollutants.	Yes
10	Describes how the plan incorporates the principles of state-level planning documents such as the California Transportation Plan, Interregional Transportation Strategic Plan, Climate Action Plan for Transportation Infrastructure, and California’s Climate Change Scoping Plan.	Yes
11	Describes how the plan is consistent with the goals and objectives of the regional transportation plan and the sustainable communities strategy.	Yes

#	CMCP Key Elements	Yes or No
12	Describes how the plan is consistent with other applicable regional or local planning documents such as local jurisdiction land use plans and climate adaptation plans.	Yes
13	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.	No
14	Explains how disadvantaged or historically impacted and marginalized groups and communities, and the general public were engaged throughout the development of the plan (refer to the SB 1 Programs Transportation Equity Supplement included in Part VIII, Appendix E to respond).	Yes
15	Describes how received feedback influenced the final plan.	Yes

# Appendix C: Stakeholder & Public Comments



## US 101 Mid County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 Mid County Multimodal Strategy was published online on September 12, 2025 and was available for public and stakeholder comment until October 17, 2025. The document was made available online on a virtual platform that allowed participants to place comments directly in the document. The virtual platform was available through SMCTA's website. The opportunity to comment on the draft strategy was promoted on SMCTA's social media channels and by e-blast.

The table below provides a summary of comments received during the public comment period. The table also shows how each comment was addressed by the SMCTA Project Team.

**Table 1. US 101 Mid County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix**

Reference	Comment	Resolution
Pg. ii Table of contents	I have wondered for years why the main problem on 101 heading south at 92 East has not been addressed. The freeway backs up at commute time 4p-7p because people believe they are more important than others and do not get over to take 92 East. They wait until the last minute and that backs up all 4 lanes for a mile or so. However on 92 on the other side of the SM bridge they did something to correct people not getting over. They put up a wall and you have to choose which side you will be on well ahead of the exit. If they could figure out a way to make people have to get over to the exit side and leave at least 2 lanes completely open I think this would greatly reduce the jam up everyday. Its so ironic that the people who do this every day are the very reason why it is backed up every day. We need to engineer a way to fix this which would greatly reduce traffic for those continuing on 101 south at 92!	Comment Acknowledged. The US 101/SR 92 Area Improvements Project began construction in 2025 which will help to address weaving issues in this area.
Pg. ii Table of contents	There is no safe North/South bike and ebike dedicated lane or path west of 101. Old County might be a good candidate but it's treacherous with no or bad bike lane in San Carlos to connect Redwood City to Belmont. A dedicated segregated bike lane is required for safety of commuters, recreationists, and doing errands on this corridor. El Camino is incredible dangerous for bikes and e-bikes so isn't viable. Other N-S streets don't make it RWC to Belmont/San Mateo so are less helpful for through cycling. Make cycling safe end to end and promote reducing car traffic !! Why is San Carlos the most unsafe bicycling city on the mid-peninsula? Needs some funding and attention for e-bikes and bikes.	Comment Acknowledged.

Reference	Comment	Resolution
Pg. ii Table of contents	Using bike or ebike, I cannot cross highway 101 safely anywhere in San Carlos. Holly is literally deadly for bikes. The cycle bridge was cancelled. This is all unacceptable and a safe, dedicated lane or bridge is essential to cross 101 in San Carlos asap.	Comment Acknowledged.
Pg. 2 Project purpose	Does this process identify new project or simply rehash projects that have already been proposed at the local or regional level? Every City on the Peninsula already has Bike Master Plans, Pedestrian Master Plans, Complete Street Plans, Local Roadway Safety Plans, etc. At some point we need to stop identifying and prioritizing projects and instead put the time and \$ towards building more projects.	The Multimodal Strategy identified projects from existing adopted plans and prioritized them regionally to allow SMCTA to understand which projects need larger implementation assistance.
Pg. 2 Project purpose	There is no evidence that freeway projects, especially freeway widening, reduces congestion. Widening highways simply encourages more people to drive, quickly eliminating any improvement in travel times. We need to get people out of cars if we are going to prevent additional degradation of road service levels. Regardless, improving safety should be a higher priority than "reducing congestion", which is a quixotic goal.	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Improves public health outcomes Minimizes traffic violence	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Widening highways encourages home/apartment shoppers to live farther away. This is counter to our aggressive home/apartment building goals on the Peninsula.	Comment Acknowledged.
Pg. 4 CMCP corridor goals	Will small/local bike/ped improvements actually improve "freeway" congestion and efficiency? Given that most bike/ped trips are >10 miles, I would think they largely impact non-freeway trips.	The existing conditions assessment indicates that people still use US 101 to navigate trips under 10 miles in length, providing alternatives could help mitigate some of this traffic.

Reference	Comment	Resolution
Pg. 5 101 Corridor Connect Project Areas	<p>This statement seems to place "congestion reduction" ahead of all goals listed on the previous slide.</p> <p>What is the point of the previous slide if the sole criteria focuses on "potential to reduce congestion on 101"?</p>	<p>The Multimodal Strategies were designed to further the work of the Caltrans US 101 South Comprehensive Multimodal Corridor Plans which focus on congestion management for the corridor. In alignment with those plans and eligibility for the Solutions for Congested Corridors grant program, all projects included should have some potential for congestion management as a screening criterion but not a prioritization criterion by itself.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>Did adding the FastTrack lane fix anything? Because if not then the data shows that is not the solution for LOS</p>	<p>At time of Multimodal Strategy development, the San Mateo County Express Lanes Joint Powers Authority was separately undertaking an assessment of the efficacy of the completed express lanes implementation. Inclusion in this plan does not guarantee projects will receive future funding and decisions to move projects forward will be at the discretion of each sponsor.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>It would be great to include data from the County's Youth-Based High Injury Network, too.</p>	<p>Comment Acknowledged.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>When was the Express Lane/widening project completed and thus do the 2023 figures represent a full or partial year of results? Did the project achieve its goals? The comparison of 2023 to '19 and '21 suggest that congestion didn't improve. Keep in mind that SM County's population and employment was largely stable over the past 5 years.</p>	<p>The Express Lanes project was completed in 2023. The 2023 data partially includes opening year data. The LOS data is an average of congestion across all travel lanes.</p>
Pg. 10 Table 1. US 101 Level of Service	<p>Did the \$600M widening of US 101 and Express Lane project between San Bruno and the southern County border improve congestion as intended?</p>	<p>At time of Multimodal Strategy development, the San Mateo County Express Lanes Joint Powers Authority was separately undertaking an assessment of the efficacy of the completed express lanes implementation.</p>

Reference	Comment	Resolution
Pg. 11 Figure 9. Crashes in the Project Area	<p>It looks like 101 is less dangerous in the areas around 92. Nevertheless, the 101/92 Direct Connector Project is being marketed as an attempt to reduce crashes in this area. Also, the 101/92 corridor is often called out for the worst congestion on 101.</p> <p>Thus, does congestion improve safety? Will attempts to reduce congestion simply encourage faster driving and more crashes?</p>	<p>This comment references the Countywide High Injury Networks (Figure 9). Access controlled freeways were not evaluated in the Countywide Local Roadway Safety Plan and are not identified on the High Injury Network.</p>
Pg. 12 Figure 10 Vehicle Crashes with Fatal and Severe Injuries	<p>When is the Broadway/ECR/101 intersection with CalTrain going to get done? There are so many crashes and fatalities in this location, but the project never moves forward. It seems like the #1 safety issue in this deck.</p>	<p>The Broadway Grade Separation is one of the 20 priority projects identified in this Strategy. The project is in the design phase as of 2025.</p>
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	<p>Why is SamTrans making it more difficult for disabled people to get a monthly bus pass? There's no information about this on the SamTrans website. Also, it would be so helpful to have a reduced monthly bus pass fee for low income individuals. \$67/month is a lot for someone living solely on Social Security.</p>	<p>Feedback shared with SamTrans customer service. Commenter can contact customer service directly as needed for assistance: 800-660-4287.</p> <p>Peninsula Rides (<a href="http://www.peninsularides.com">www.peninsularides.com</a>) is a SamTrans-managed resource hub for transportation information to assist seniors, veterans, and persons with disabilities.</p>
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	<p>Does the ridership analysis post pandemic consider the route reductions that went into effect? That impacts ridership if times and routes are not as available as they were.</p>	<p>The ridership analysis reflects observed trends from 2018–2023 and does not account for specific service changes implemented during or after the pandemic. Substantial adjustments were made by SamTrans, Caltrain, and Commute.org in response to COVID-19, and travel patterns have since shifted toward more off-peak and weekend trips. As a result, post-pandemic ridership figures represent broader changes in travel demand rather than specific service adjustments.</p>

Reference	Comment	Resolution
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	This is inconsistent with SamTrans' reported current monthly ridership exceeding 2019 (pre-COVID) monthly ridership	The ridership analysis in this report uses data available through 2023. While more recent data may show continued recovery or growth in ridership, including reports that SamTrans has exceeded pre-pandemic levels in 2025, those figures were not yet available at the time of drafting this report.
Pg. 14 Table 2. Transit Ridership in the US 101 Mid County Project Area	As of 2025, Caltrain ridership is at 50% of pre-COVID peak. See data such as link ( <a href="https://caltrainridership.com/">https://caltrainridership.com/</a> )	The ridership analysis in this report uses data available through 2023. While more recent data may show continued recovery or growth in ridership, including reports that Caltrain is actually at 65% of pre-COVID levels in September of 2025, those figures were not yet available at the time of drafting this report.
Pg. 15 Table 3. Transit Ridership Demographics by Operator	That is an amazing statistic: most SamTrans and Caltrain riders do not own cars.	Comment Acknowledged.
Pg. 16 Figure 12. Existing Bicycle Facilities	Class 3 Bike Routes are no more safe than other streets and should not be included as "bike facilities".	Comment Acknowledged.
Pg. 16 Figure 12. Existing Bicycle Facilities	I bike down California Ave to Millbrae Caltrain daily. To make the new protected lane useful, you need to extend it all the way to Millbrae and San Mateo. It is unsafe to cross from one side to another when the bike lane switches sides of the road.	Comment Acknowledged.
Pg. 17 Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area	Would love to see % with no car ownership by race/ethnicity. Non-car options are a huge equity issue.	Comment Acknowledged.
Pg. 17 Figure 13. Bicycle and Pedestrian High Injury Networks in the Project Area	Perhaps we should save our existing safe streets infrastructure in addition to building more. City of SM is proposing removal of the Humboldt bike lanes which is on the Bike AND Ped High Injury Networks.  Can SMCTA get involved to save this infrastructure?	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 21 Table 7. 2021 Commute Mode Share	The biggest problem of the commute mode share is it completely neglects the ebike/escooter/bike + Caltrain/SamTrans; ebike and scooter are critical component of solving last miles challenges Transit cannot solve.	Comment Acknowledged.
Pg. 21 Table 6. 2019 Commute Mode Share	Would love to see how commute mode share differs by income level and race. This is a huge equity issue.	Comment Acknowledged.
Pg. 23 Figure 1. Vehicle Trips Summarized by Trip Distance and Origin Jurisdiction, 2021	Seeing this in per capita terms would be helpful	Comment Acknowledged.
Pg. 25 Engagement Statistics	Given that most of these projects already exist in local plans, are cities being asked for their input? They might have a better sense of local interest. Good that you are getting regional interest, however.	All cities in the Mid County segment participated in the project's Working Group. The Working Group met three times to provide feedback on existing conditions, the project prioritization methodology, the list of prioritized projects, and review of the draft strategy before public circulation.
Pg. 29 Additional Presentations	Supervisor Speier?	The project team engaged with Supervisors representing districts within the Mid County project area in the Fall of 2024. Supervisor Speier began her current term in January 2025.
Pg. 30 Top five transportation concerns	Was congestion not a public concern? The document says that congestion is a priority but I often hear that people are more concerned with saving lives, making their communities safer, and making transit better.	The graphic representing the top five transportation concerns was incorrect and has been revised for the draft Final Strategy.

Reference	Comment	Resolution
Pg. 34 Table 9. Point Assignment. Sustainability Scoring	Can we use actual air quality data?	The analysis was completed using a methodology that was developed in coordination with the project working group and approved by the Board ad hoc committee. While air quality data was not included in this particular analysis, the approach reflects the agreed-upon scope and methods established for the project.
Pg. 34 Table 9. Point Assignment. Inclusivity Description	Would love to see some priority for communities and/or projects that have a high mix of residents who don't own cars.	Comment Acknowledged.
Pg. 38 Figure 26. Vehicle Miles Traveled Density	Does this map show VMT for residents of these areas? If so, it is not an accurate proxy for air pollution in that area.	This data is VMT density, which is a measure of VMT per acre using C/CAG transportation analysis zones. VMT data was collected using StreetLight Data and reflects an average daily estimate of all vehicle activity in the area. Reducing VMT can reduce emissions and improve air quality, though it is acknowledged there are other aspects to air quality as well that may not be tied directly to transportation sources that can be mitigated through the Measure A and W sales tax measures.
Pg. 39 Weighting	How is induced demand considered in evaluating a project's potential for "reducing congestion"? If someone starts commuting by train instead of driving on 101, won't that encourage another resident to start driving and take up that newly open capacity on 101?	Induced demand for multimodal projects was not evaluated as part of the screening process. The Metropolitan Transportation Commission (MTC) is evaluating other pricing strategies for Bay Area freeways which may include possible All Lane Tolling or Road Mileage Fees.
Pg. 40 Table 12. Mid County Priority Corridors Holly Street Feedback/Concerns	SC was promised a bike/ped bridge at Holly Street. This didn't happen and now a young woman recently died while biking on Holly across 101.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.

Reference	Comment	Resolution
Pg. 40 Table 12. Mid County Priority Corridors Holly Street Feedback/Concerns	[Reply to previous comment] Agreed. The current overpass is very dangerous for walkers and bikers. Another bicyclist was injured on the Holly overcrossing by a merging driver on 2/7/2025. We need safety fixes here ASAP.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.
Pg. 40 Table 12. Mid County Priority Corridors SR 92	There is NO public bus service across the SM bridge. Only corporate buses.	Comment Acknowledged.
Pg. 40 Table 12. Mid County Priority Corridors Old County Road	Inconsistent bike facilities across municipal borders. Bike lanes disappear when going from SM (Pacific Ave) to Belmont/Old County Old County is a storage lot for collision repair shops.	Comment Acknowledged.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects	Please confirm if the US-101/SR-92 Direct Connector Project was evaluated as part of the prioritization process.	The US101/SR92 Direct Connector project was inadvertently combined with other projects in the 101/92 area in the project inventory process. It has been included as a separate project and subsequently scored per the project methodology. Following the scoring, the project is now the #18 priority project in the revised Strategy.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects  El Camino Real Multimodal Improvements – San Carlos	Are ECR projects really part of the "101 Corridor"? Not an important issue, but projects nearer to 101 have a larger equity impact.	The Multimodal Strategies assessed projects within one mile of the US101 corridor in the Mid County area. This area included El Camino Real in all Mid County cities.
Pg. 43 Table 15. Mid County Multimodal Strategy Priority Projects  Hillsdale Boulevard Complete Streets	Does this include crossing of the 101? I don't understand the description?	The extents for this project are Edison Street to the City limit, and include the existing roadway facilities. The proposed Hillsdale separated bicycle/pedestrian overcrossing is a separate project and is Priority Project #10 in this document.

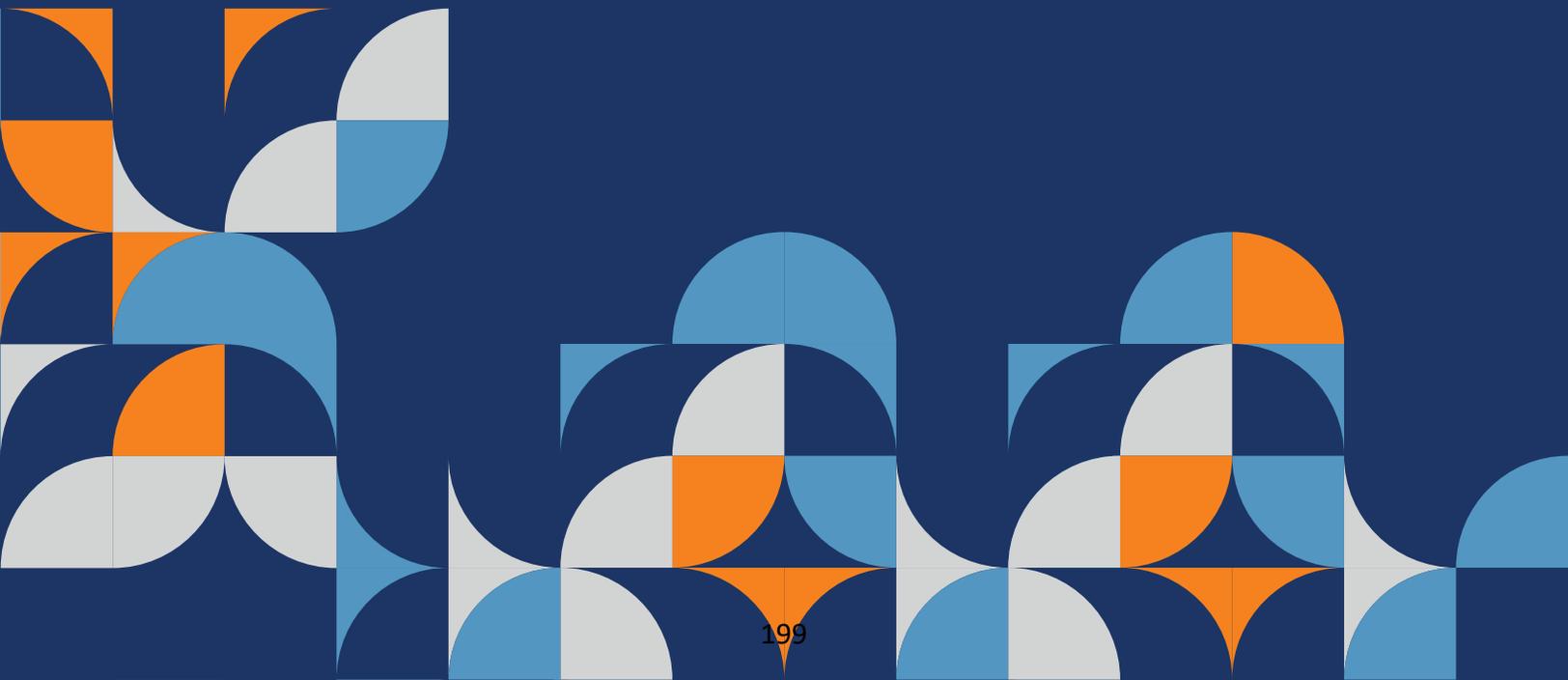
Reference	Comment	Resolution
Pg. 44 Hillsdale Boulevard Complete Streets	YES! I agree this is the most important project in the corridor.	Comment Acknowledged.
Pg. 44 Hillsdale Boulevard Complete Streets	We need a bike/ped bridge, not painted bike lanes, to make crossing 101 safe. This is what the residents of SM were promised 20 years ago and then the project faded away with the 101 widening project taking priority.	Comment Acknowledged.
Pg. 45 El Camino Real Multimodal Improvements - Belmont	The City of SM is refusing to do bike lanes on ECR. They should be pushed on this if Belmont will have bike lanes to the SM border.	Comment Acknowledged.
Pg. 46 Old County Road/Stafford Street Complete Streets	There is a lot of excessive & low value car storage utilization on this corridor. Please remove in favor of safe active transportation infrastructure, including tree planting	Comment Acknowledged.
Pg. 46 Old County Road/Stafford Street Complete Streets	Yes! This is super important given the connection to the recently approved Delaware Safe Routes to School protected bike lanes in SM.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Mateo	A road diet/narrowing of El Camino Real would vastly improve walkability in crossing east/west.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Mateo	Yes, but I have heard that SM is fighting bike lanes on ECR???!!!	Comment Acknowledged.
Pg. 48 El Camino Real Multimodal Improvements - Burlingame	What about people on bikes? How do they get from SM to points north?	Comment Acknowledged.
Pg. 49 Holly Street Safety Improvements	101 crossing needed to improve connectivity	Comment Acknowledged.
Pg. 49 Holly Street Safety Improvements	Why not across 101? A cyclist was just killed on Holly crossing 101.	The Holly Street Interchange and Overcrossing is included in this Strategy as Priority Project #11.

Reference	Comment	Resolution
Pg. 51 5th Avenue//San Mateo Drive Bikeway Improvements	Important downtown connection for the Humboldt bike lanes.	Comment Acknowledged.
Pg. 52 Old Bayshore Highway Bikeway	Separated bike lane needed and resurfacing needed. This is one of the only routes that is continuous to South SF.	Comment Acknowledged.
Pg. 52 Old Bayshore Highway Bikeway	Yes! Important route for N/S bike commuters.	Comment Acknowledged.
Pg. 53 Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Note that the city of San Mateo has already done studies for this project, including completing CEQA.	Comment Acknowledged.
Pg. 53 Hillsdale Boulevard/US 101 Separated Bike/Ped Crossing	Yes! What is difference vs. #1? We shouldn't be doing car-focused improvements without this happening at the same time.	San Mateo's 2020 Bicycle Master Plan included projects both on the existing Hillsdale Boulevard facility and a proposed separated bicycle and pedestrian overcrossing. This project is the latter separated crossing, while Priority Project #1 addresses the existing corridor.
Pg. 54 Holly Street Interchange and Overcrossing	Crossing 101 as a walker or biker is very dangerous because the on/off ramps are designed to allow cars to travel at 35-40 mph while merging. The high speeds don't give drivers time to see us walking and biking across the overpass. Slow down the merge, and build the pedestrian/bike bridge.	Comment Acknowledged.
Pg. 54 Holly Street Interchange and Overcrossing	Greatly needed! This crossing is very difficult as a pedestrian or bicycle and provides connectivity to bay trail	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 56 California Drive/North San Mateo Drive Complete Streets	<p>The protected bike lane between oak grove and Broadway has been a huge help for improving safety without slowing down car traffic. Anywhere next to the Caltrain tracks should have the same separation.</p> <p>Given el Camino is unsafe, this corridor safe haven connecting downtown Burlingame and San Mateo and Millbrae is necessary and we should continue to improve.</p>	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	Please complete this rout and make exisiting bike lanes safer. The bike lane from broadway to the caltrain station is narrow, and at times switches from bike lane to sharrows. Car speeding is also an issue with this stretch. Additionally, there is a great class IV bike lane, but it doesn't connect to either downtown.	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	This un-interrupted safe bicycling corridor would be invaluable for connecting San Mateo city with Millbrae BART (and future CAHSR).	Comment Acknowledged.
Pg. 56 California Drive/North San Mateo Drive Complete Streets	Yes! If no bike lanes on ECR in Burlingame, this can be the route to Millbrae BART/Caltrain.	Comment Acknowledged.
Pg. 57 West 3rd Avenue Complete Streets	According to a recent presentation to C/CAG, employment in our County has remained roughly constant in recent years. Nevertheless, we seem to be seeing a rise in crashes and fatalities and an increase in congestion. This seems to suggest that more people are driving than before.	Comment Acknowledged.
Pg. 57 West 3rd Avenue Complete Streets	please improve pedestrian and bicycle access to san mateo caltrain station. turn mt diablo blvd into a bicycle boulevard , improve and cleanup the pedestrian overcrossing of 101. improve pedestrian access to the northbound train platform coming from mt diablo blvd. access rd south side of tracks should be closed to traffic and turned into a bike/ped path into the southbound train platform	Comment Acknowledged.
Pg. 60 Tilton Avenue Bikeway Improvements	needs resurfacing	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 61 Belmont Village Bike Share Station	Is this area dense enough for bike share to succeed?	The geographic area and potential demand for the bike share program would be considered at such time as the City of Belmont moves the project forward.
Pg. 62 Poplar Avenue Complete Streets	Speeding control needed. Raised crosswalks would help. Additionally, cars are always parked in the bike lane or on sidewalks- can bike lanes be protected?	Comment Acknowledged.
Pg. 62 Poplar Avenue Complete Streets	This looks like a picture of Laurel St in San Carlos, not Poplar Ave in San Mateo	Photo has been updated.
Pg. 62 Poplar Avenue Complete Streets	Helpful connectivity to 3 schools	Comment Acknowledged.
Pg. 62 Poplar Avenue Complete Streets	This won't remove the new Class II bike lanes on Poplar, will it?	The project scope currently reflects pedestrian and streetscape improvements.
Pg.65 Funding Sources	Does this need to be updated to reflect the recent occupant of the White House, who has declared war on active transportation?	Comment Acknowledged.
Pg. 98 Back cover	Thank you!	Comment Acknowledged.

# Appendix D: Active 101 Project List - Mid County



This page will be updated post adoption of the Active 101 Plan.



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Chief Officer, Transportation Authority  
Subject: **Adopting the North County Multimodal Strategy**

**Action**

Staff recommends the Board of Directors (Board) adopt the San Mateo County Transportation Authority's (TA) North County Multimodal Strategy.

**Significance**

The Multimodal Strategies are the first initiative from TA's 101 Corridor Connect Program (Program). The North County Multimodal Strategy (Strategy) covers the northern segment of US 101 in San Mateo County extending from the San Francisco County border through the City of Millbrae, and is the first Strategy to be completed under the new Program. The Board will be asked to adopt the Mid County Multimodal Strategy second, as a separate action at this December 4 Board meeting. The South County Multimodal Strategy will be presented third, in 2026.

For each Strategy, TA staff and consultant team assessed existing conditions, identifying current multimodal transportation networks and evaluating safety and equity considerations. Transportation projects within a one-mile buffer of US 101 were identified through review of relevant partner agency planning documents, capital improvement programs, and discussions with agency staff. Identified projects were then screened for their potential to address congestion on US 101 (potential for Vehicles Miles Traveled reduction) and whether a project would result in benefits greater than singular localized spot improvements. Projects meeting both criteria were listed in the full project inventory to be prioritized later in the process for each strategy.

Extensive community engagement efforts were conducted for each Strategy. The focus of each community outreach effort was to identify community priorities as they relate to the larger 101 Corridor Connect goals of safety, connectivity, sustainability, and inclusivity. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, and providing staff fluent in Spanish and Cantonese at pop-up events.

Following the public engagement period, projects from the full inventory were scored using technical metrics tied to each 101 Corridor Connect Program goal. To integrate the priorities from the engagement, every public comment shared during in-person and virtual events was categorized by how well it aligned to the most applicable 101 Corridor Connect Program goal to determine how frequently each goal was mentioned. The 101 Corridor Connect goals were then ranked by the number of mentions and the ranking was used to adjust the weighting in the prioritization process. Additionally, the project team utilized the feedback from the online mapping tool and map comments shared at in-person events to identify corridors with the highest concerns to make sure the community's voices were reflected in the technical process for each Strategy.

Each Strategy consolidates all project work on its geographic area into a comprehensive report outlining the feedback from the community and the community-based priorities related to transportation, the prioritization of the identified projects, and information detailing the 20 priority projects resulting from the effort. These projects will become part of the overall 101 Corridor Connect program and will be prioritized in the technical assistance program to help identify grant funding opportunities to move the projects forward.

The Public Review Draft North County Multimodal Strategy was available for public review from Monday, August 18 to Friday, September 19, 2025. Following the presentation of the draft Strategy to the Board in November 2025, staff finalized the document and has attached the Final North County Multimodal Strategy to this staff report. Once adopted, the fully formatted, Americans with Disabilities Act (ADA)-compliant versions will be made available on TA's website in Winter 2026.

### **Budget Impact**

There is no budget impact associated with this item.

### **Background**

TA envisions the US 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, TA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond relying only on freeway mainline improvements.

The Program builds on the California Department of Transportation's (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion, and multimodal travel while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the US 101 Corridor, but it does not set priorities for implementation. The 101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation. The Program's effort to identify and prioritize projects within San Mateo County will help to maximize eligibility for state-level funding opportunities and help to identify and prioritize projects that are supported by local communities through extensive engagement.

The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals.

The Program's first initiative is to develop Multimodal Strategies in the North, Mid, and South County. Upon adoption of the North, Mid, and South County Multimodal Strategies, TA will certify that these plans act as the approved local CMCP, making all listed projects eligible for the Senate Bill 1 Solutions for Congested Corridors Program funding.

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**

\* \* \*

**Adopting the North County Multimodal Strategy**

**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 (SMCTA) 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 SMCTA 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**, on November 6, 2018, the voters of San Mateo County approved the San Mateo County Transit District's (District) ballot measure known as "Measure W" to allow the collection and distribution of a half-cent transactions and use tax for 30 years, with the tax revenues to be used by SMCTA and the District to fund investment for transportation and public transit in accordance with the San Mateo County Congestion Relief Plan beginning July 1, 2019; and

**Whereas**, the Board of Directors (Board) adopted SMCTA's Strategic Plan 2025-2029 on December 5, 2024, pursuant to Resolution No. 2024-22, to update and address the requirements of Measures A and W, including direction to continue to implement the

101 Corridor Connect Program by adopting North, Mid, and South County Multimodal Strategies; and

**Whereas**, the Multimodal Strategies will serve as San Mateo County's local Comprehensive Multimodal Corridor Plans, which will make the included priority projects eligible for the Senate Bill 1 Solutions for Congestion Corridors Program funding to better leverage local transportation sales tax funding with state grant programs; and

**Whereas**, SMCTA staff coordinated with a technical working group consisting of local jurisdiction representatives, regional transit agencies, and other stakeholders; and

**Whereas**, staff also conducted an extensive multilingual community engagement effort to understand the needs of people traveling in the North County segment of the 101 corridor; and

**Whereas**, a 101 Corridor Connect Ad Hoc Advisory Committee consisting of Directors Corzo, Medina, and Romero convened to provide input on the Multimodal Strategies; and

**Whereas**, the draft North County Multimodal Strategy was released for public comment from August 18 to September 19, 2025 and was presented to the SMCTA Board on November 6, 2025; and

**Whereas**, consistent with SMCTA's Strategic Plan 2025-2029, staff now recommends the Board adopt the North County Multimodal Strategy.

**Now, Therefore, Be It Resolved**, that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the attached North County Multimodal Strategy.

Regularly passed and adopted this 4th day of December, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transportation Authority

Attest:

---

Authority Secretary

# US 101

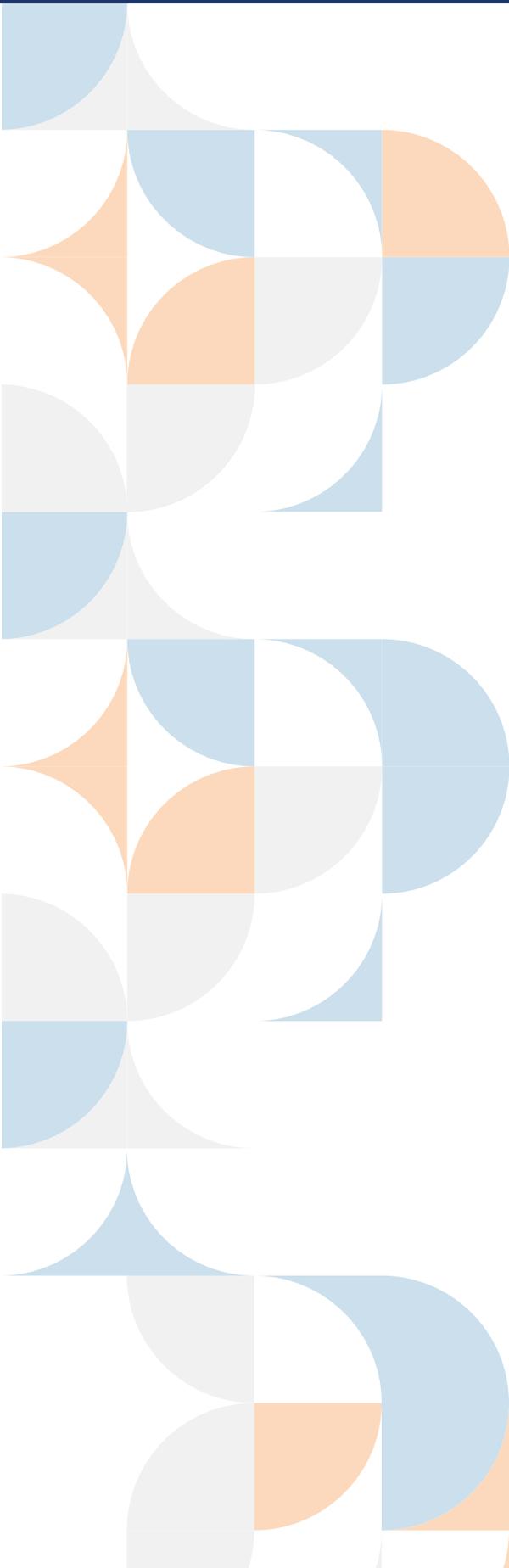
## North County Multimodal Strategy

Final Draft

**December 2025**

Program Led and  
Funded by:





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# Acknowledgements

## Board of Directors

Carlos Romero, Chair (Representing South County)  
 Julia Mates, Vice Chair (Representing Central County)  
 Anders Fung (Representing Cities-at-Large)  
 Mark Nagales (Representing North County)  
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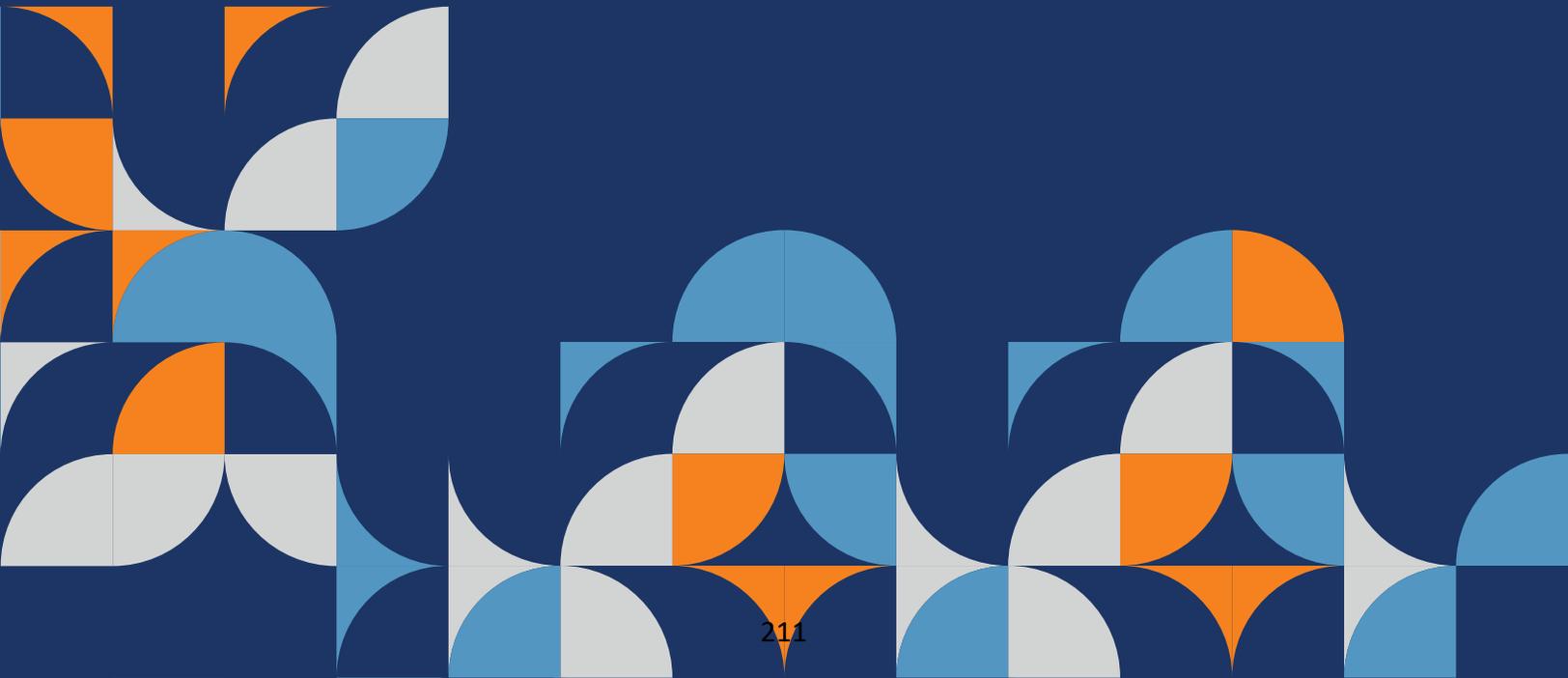
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 Sam Bautista, City of Millbrae  
 Randy Breault, City of Brisbane  
 Jake Buffenbarger, California Department of Transportation  
 Carmen Chen, Commute.org  
 Gabriel Chan, Water Emergency Transportation Authority  
 Kaki Cheung, City/County Association of Governments of San Mateo County  
 James Choe, Metropolitan Transportation Commission  
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 Chanda Singh, San Mateo County  
 Susan Tam, San Francisco International Airport  
 John Wilson, City of South San Francisco  
 Daniel Wu, Bay Area Rapid Transit  
 Nicholas Yee, SamTrans  
 Harry Yip, City of San Bruno



# Introduction



# 1.1 INTRODUCTION

US 101 is the busiest corridor in San Mateo County and is essential for moving people and goods where they need to go. The corridor includes numerous transportation modes both on and off the highway that connect the county’s various communities through travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority’s (SMCTA) vision for US 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

## Purpose

To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond just freeway mainline projects. The first initiative under the 101 Corridor Connect Program includes developing Multimodal Strategies in the North, Mid, and South County areas near US 101 that will identify which projects best meet community needs for all types of transportation options. The Multimodal Strategies aim to improve the way people and goods move through the corridor from Brisbane to East Palo Alto. These plans identify and prioritize necessary transportation projects that can advance the corridor vision and position them for future funding efforts inclusive of all ways of travel as shown in Figure 1.

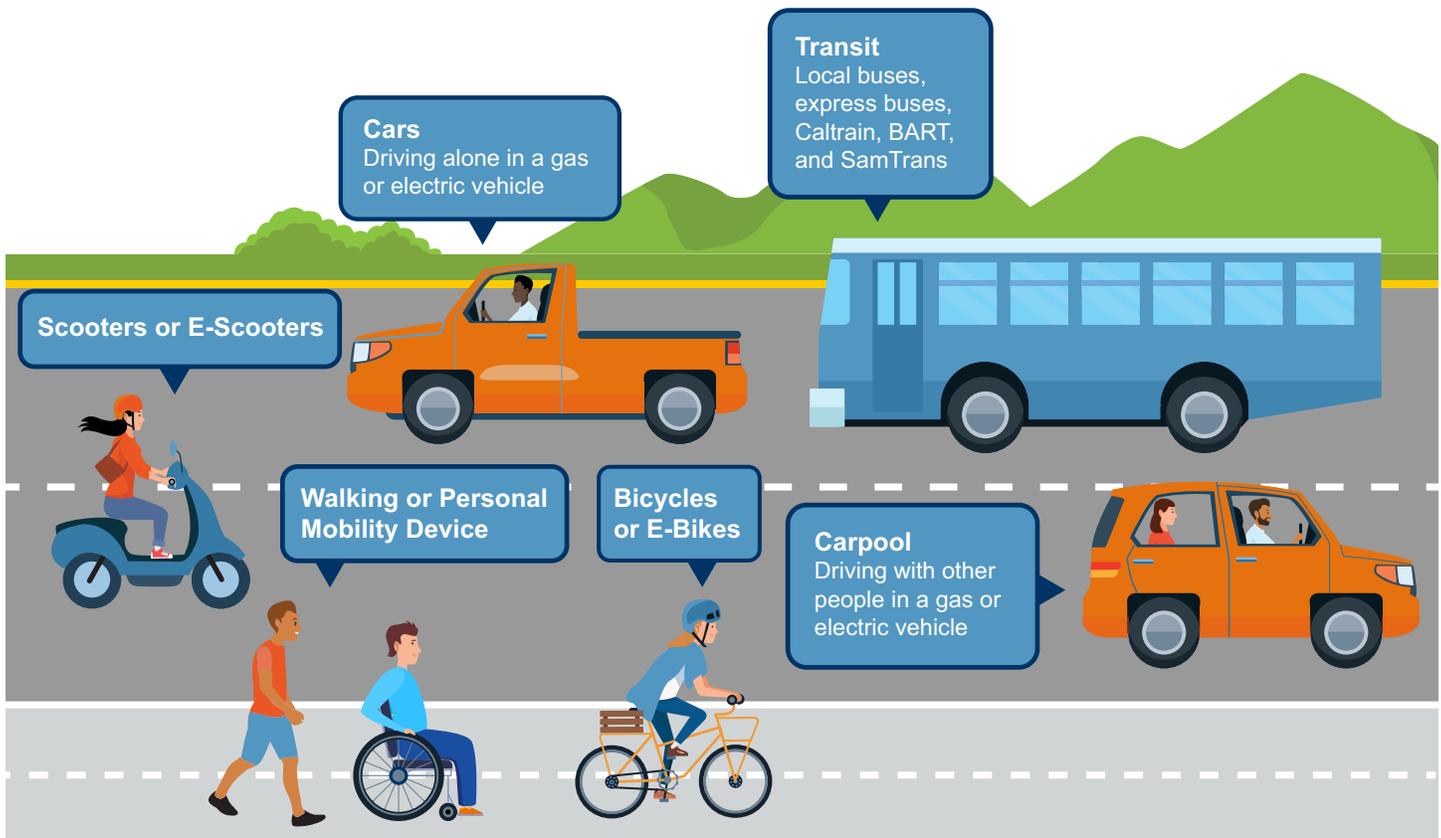


Figure 1. Different Modes of Transportation

## Policy Support

The Program’s foundation is the California Department of Transportation’s (Caltrans) US 101 South Comprehensive Multimodal Corridor Plan (CMCP), as shown in Figure 2. The US 101 South CMCP was developed to provide a holistic approach for managing congestion, improving safety, and maximizing flow for all modes along the US 101 Corridor while reducing air pollution and greenhouse gas (GHG) emissions. Caltrans developed the CMCP to meet requirements for conducting long-range corridor planning and in response to the Road and Repair Accountability Act, which established numerous funding programs including the Solutions for Congested Corridors Program (SCCP) which requires CMCPs to be developed in order to be eligible for funding. The SCCP provides nearly \$250 million in competitive funding every year to Caltrans as well as regional and county transportation agencies, commissions, and authorities. Projects funded by the SCCP are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors. The SCCP also established comprehensive guidance for developing CMCPs within California.

### US 101 South Comprehensive Multimodal Corridor Plan



### Multimodal Strategies



**Figure 2. 101 Corridor Connect Elements**

Caltrans, in coordination with stakeholders,<sup>1</sup> determined that the US 101 South Corridor is a priority route in the region and that a CMCP should be developed to capture anticipated changes, identify multimodal needs, and recommend improvement projects and strategies. The US 101 South CMCP corridor limits are from the Santa Clara County line to the end of the Central Freeway in San Francisco. It also includes Interstate I-280 from the US 101/I-280 Interchange to the I-280 terminus in downtown San Francisco.

<sup>1</sup> Corridor stakeholders include the Metropolitan Transportation Commission, Santa Clara Valley Transportation Authority, City/County Association of Governments, SamTrans, Caltrain, San Francisco County Transportation Authority, and San Mateo County Transportation Authority.

The CMCP includes the following ten corridor goals:

- |   |   |
|---|---|
| <p><b>1</b> Provide a <b>safe transportation system</b> to all users within the corridor</p>                          | <p><b>6</b> Support <b>economic prosperity</b></p>  |
| <p><b>2</b> Reduce recurring freeway congestion and <b>improve freeway efficiency</b> in moving people</p>            | <p><b>7</b> Efficiently <b>manage transportation assets</b> within the corridor to protect existing and future investment</p> |
| <p><b>3</b> Improve <b>trip time reliability</b> within the corridor</p>  | <p><b>8</b> Efficient land use <b>improving jobs/housing imbalance</b></p>  |
| <p><b>4</b> Support an <b>accessible and inter-connected multimodal transportation system</b> within the corridor</p> | <p><b>9</b> Advance <b>equity</b></p>   |
| <p><b>5</b> Reduce <b>pollutants and greenhouse gas (GHG) emissions</b> within the corridor</p>                       | <p><b>10</b> Address <b>climate change vulnerabilities</b> to transportation facilities</p>                                   |

The CMCP identifies a number of critical transportation modes to achieve these goals including public transit services, private commuter shuttle services, and bicycle and pedestrian facilities within the US 101 South Corridor. The CMCP also identifies numerous programmed, planned, and proposed projects within the US 101 corridor that will help achieve the various goals and objectives identified for the corridor.

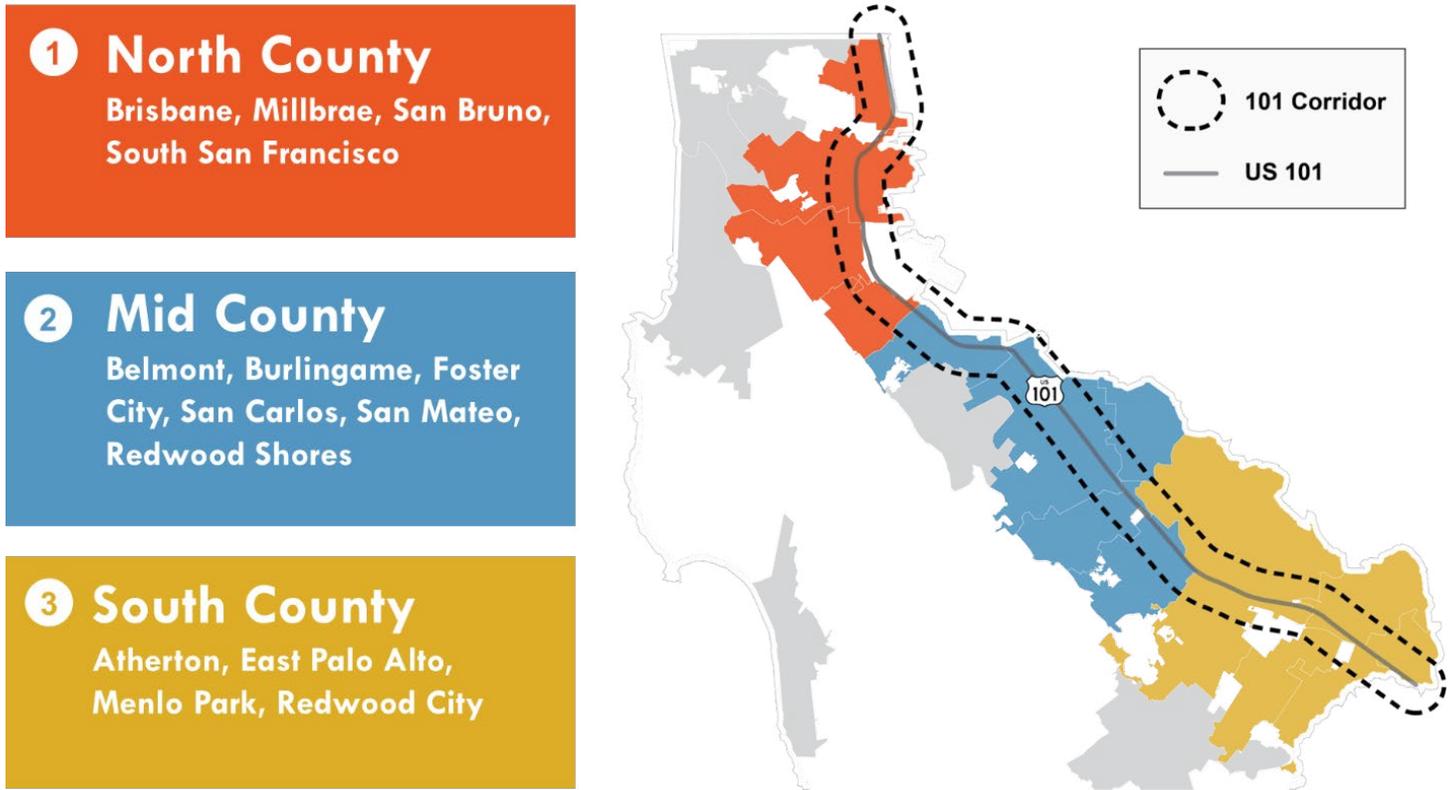
However, what the CMCP does not do is prioritize the projects and investments for implementation by local, county and regional partners. The 101 Corridor Connect Program was therefore initiated by the SMCTA to prioritize projects for implementation through rigorous public engagement and to position the SMCTA and its partners for future funding opportunities to move these projects to implementation. The goals of the 101 Corridor Connect program tier off the US 101 South CMCP, and are summarized in Figure 3.



**Figure 3. 101 Corridor Connect Goals**

## Study Limits

The 101 Corridor Connect Program divides the corridor into three areas: North County, Mid County, and South County with a one-mile buffer around US 101. The one-mile buffer is defined as the project corridor. For the existing conditions analysis, an expanded project area was defined to better reflect demographic and transportation conditions in North County. The project area refers to the jurisdictional boundaries of all cities and communities that intersect the project area. The North County project area is shown in red in Figure 4.



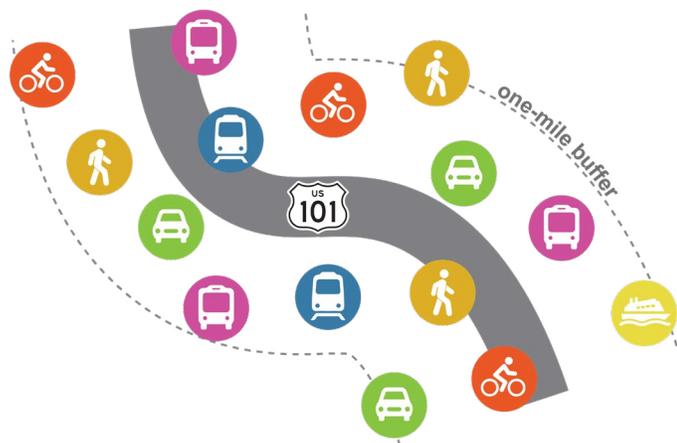
**Figure 4. 101 Corridor Connect Project Areas**

The US 101 North County Multimodal Strategy was developed to identify and prioritize transportation projects on and within one-mile of US 101 within the North County area. Drawing from existing planning documents, capital improvement programs, and input from regional partners and stakeholders, the strategy evaluates projects based on their potential to reduce congestion on US 101. The projects were evaluated based on criteria including grant program guidelines, community feedback, and the SMCTA's Strategic Plan. The highest-performing projects were prioritized, and a high-level implementation strategy was developed to support a coordinated approach to future project delivery. The resulting US 101 North County Multimodal Strategy contains projects advancing the goals of the overarching 101 Corridor Connect Program.

## 1.2 MULTIMODAL STRATEGY DEVELOPMENT

### Step 1: Identify and Evaluate

As shown in Figure 5, transportation projects on the freeway and within the one-mile buffer were identified from existing planning documents and capital improvement programs and through discussions with local agency staff. Identified projects were assessed for their potential to address congestion on US 101 and evaluated against criteria based on various factors including grant program guidelines, community feedback, and the SMCTA's Strategic Plan.



**Figure 5. Identify and Evaluate**

### Step 2: Prioritize

As shown in Figure 6, projects were then prioritized based on alignment with the goals of the 101 Corridor Connect Program and community input to inform the final program of projects. Implementation strategies were developed for each project to help ensure a coordinated approach to delivering projects.



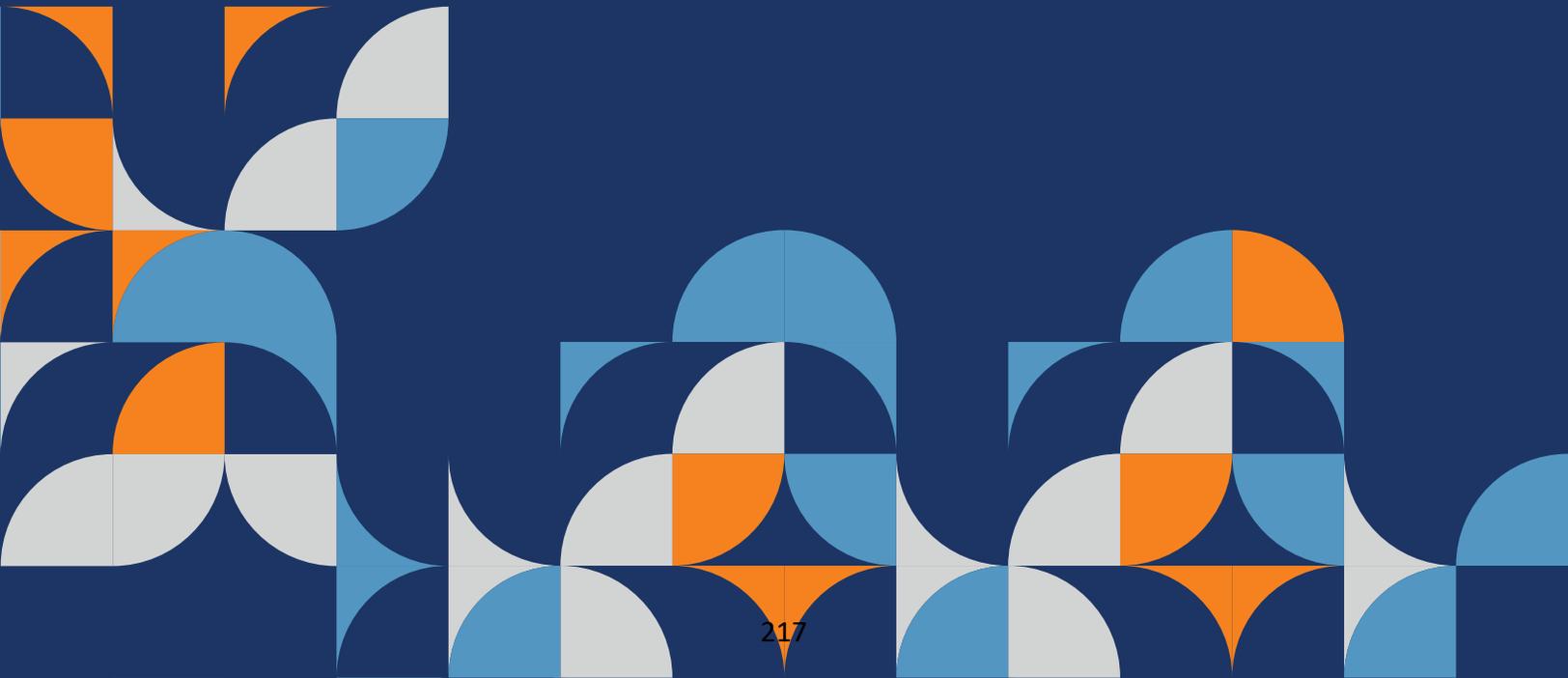
**Figure 6. Prioritize**

### Step 3: Adopt & Deliver

All projects identified as priority in the North County Multimodal Strategy will become part of the 101 Corridor Connect program, and will be projects the SMCTA will prioritize to move forward. Following the adoption of the three Multimodal Strategies, the SMCTA will begin partnering with local jurisdictions and partners to begin to help move projects forward toward delivery. The SMCTA will prioritize these congestion management projects to help provide technical assistance for agencies that need help further scoping, engaging with the community, designing, and securing funding to ultimately see projects constructed.

# 2

## Summary of Existing Conditions



## 2.1 EXISTING TRANSPORTATION NETWORK

The geographical limits of the US 101 North County Multimodal Strategy are shown in Figure 7. The project corridor includes the area from the San Francisco and San Mateo County line to the north and the Millbrae/Burlingame border to the south, and includes a one-mile buffer along US 101. This includes the cities of Brisbane, Millbrae, San Bruno, South San Francisco, and unincorporated areas of San Mateo County, including San Francisco International Airport (SFO).

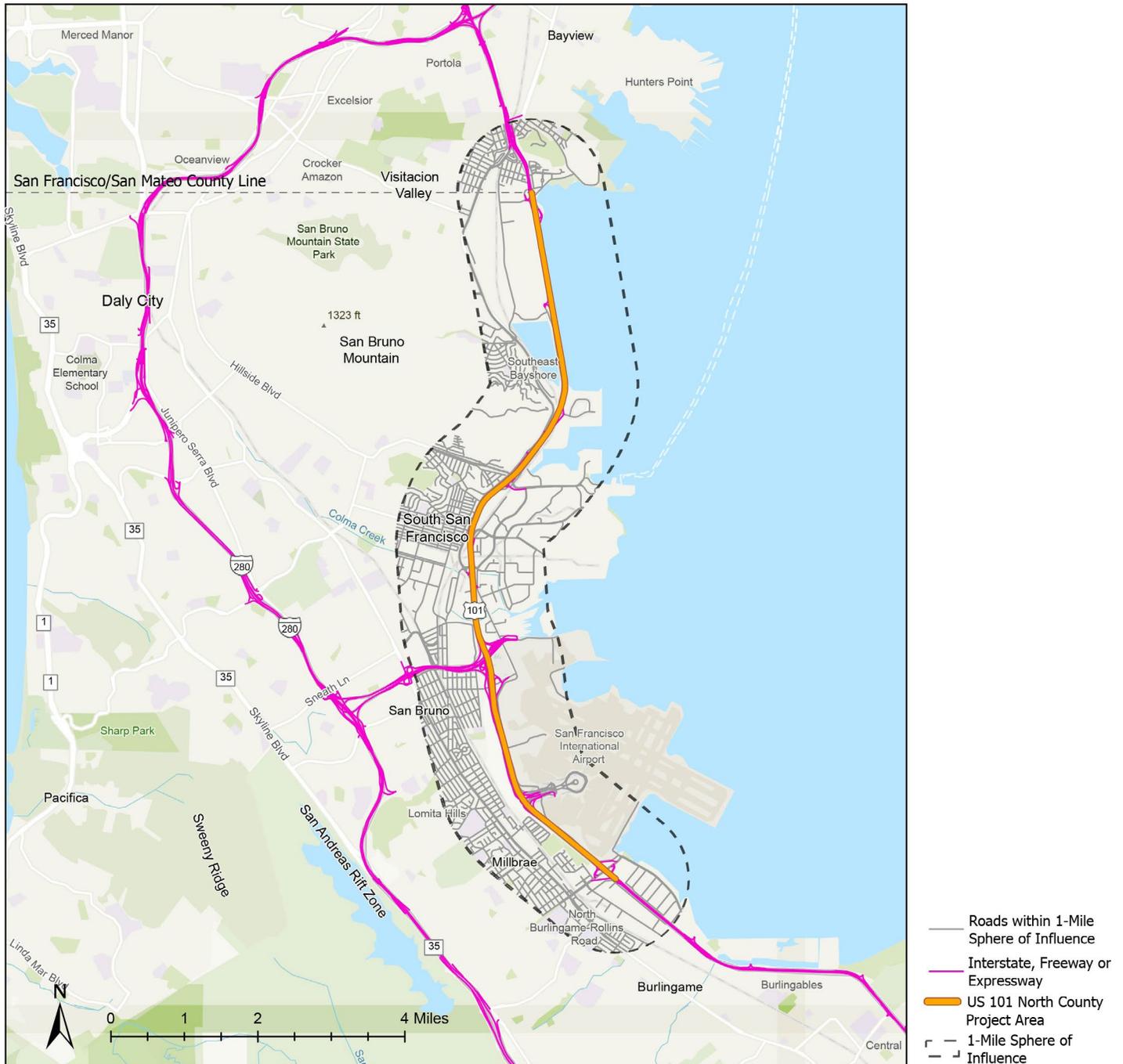


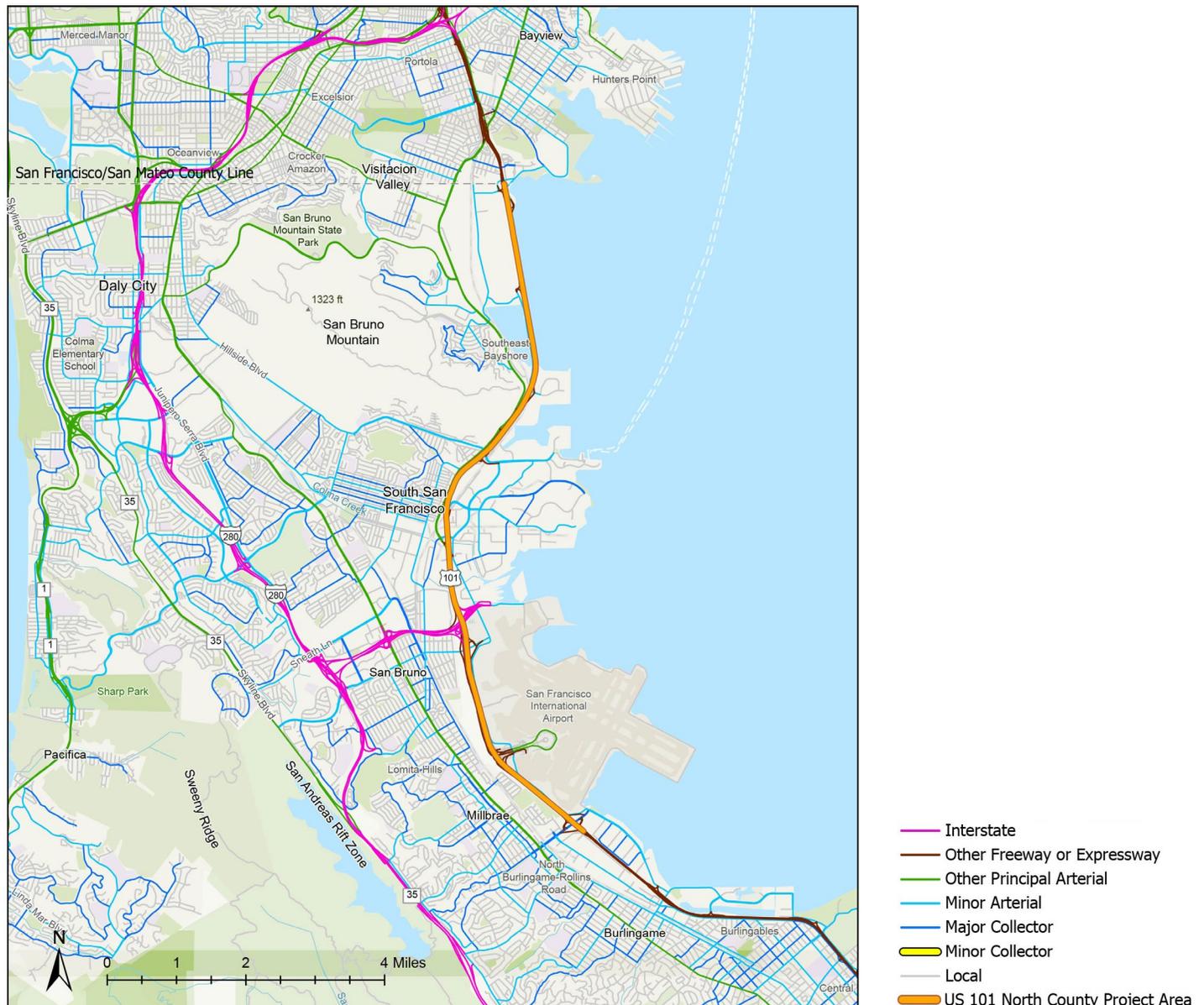
Figure 7. North County Multimodal Strategy Project Limits

### 2.1.1 Roadway Network

The roadway network serving the project corridor is shown in Figure 8. Longer regional and intercity trips are most effectively served by the Interstate and freeway system, including US 101, I-280 and I-380, and to a lesser extent the major arterial system, including El Camino Real and Bayshore Boulevard.

US 101 is the most significant roadway facility in the project corridor and is an important component of the regional roadway system, serving intercounty travel for through trips, as well as providing connections to residential, commercial and major employment centers adjacent to the freeway corridor. US 101 has an eight to ten lane freeway cross-section, with auxiliary lanes between selected interchanges to facilitate merging. All lanes of US 101 north of I-380 are mixed-flow lanes. South of I-380, the US 101 cross-section includes a continuous northbound and southbound managed/carpool lane into Santa Clara County to the south.

Figure 8. Existing Roadway Network



Source: California Department of Transportation, 2024.

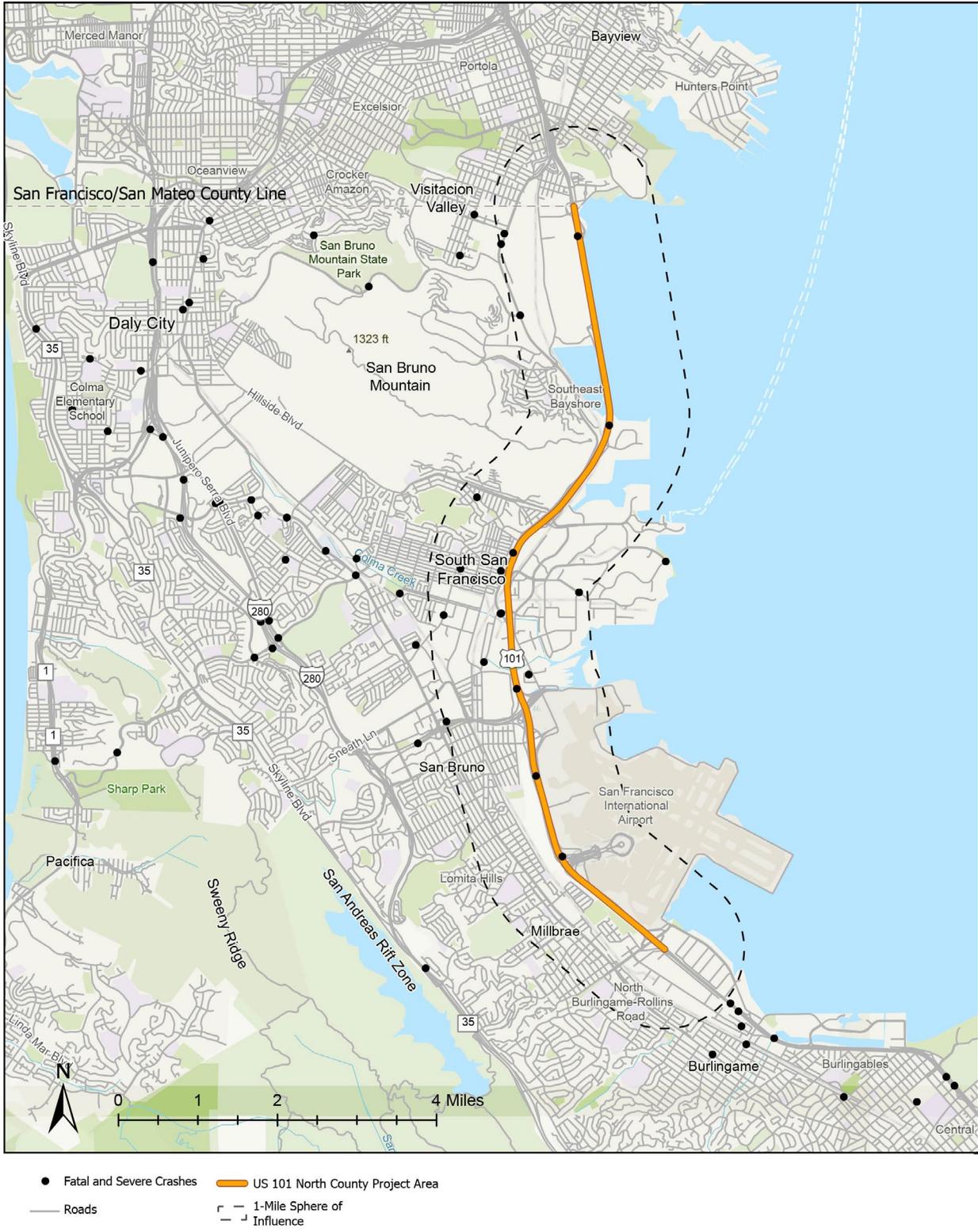
US 101 is monitored for level-of-service (LOS) performance biennially as part of the annual Congestion Management Program (CMP) monitoring and performance evaluation. Table 1 shows the LOS for the segments of US 101 within the project corridor from the CMP monitoring reports from 2019 and 2021. US 101 currently experiences congestion during the PM peak periods and operates at LOS D. South of I-380, US 101 exceeds the LOS E standard in the PM peak, operating at LOS F.

**Table 1. US 101 Level of Service**

	Route	CMP Segment Location	LOS Standard	2019 Peak LOS		2021 Peak LOS	
				AM	PM	AM	PM
	US 101	San Francisco County Line to I-380	E	F	F	A	D
	US 101	I-380 to Millbrae Avenue	E	F	F	A	F
	US 101	Millbrae Avenue to Broadway	E	F	F	D	F

Source: City/County Association of Governments of San Mateo County, 2021.

Figure 9 assessed the collision history along the corridor, showing all crashes resulting in fatal and severe injuries from 2019 to 2023. In general, fatal and serious injury crashes occur on the arterial system and at intersections located near US 101, which is expected as traffic volumes and speeds would be highest at those locations. Fatal and severe injuries, while located throughout the corridor, tend to be concentrated along El Camino Real north of I-380 and along US 101. There were fewer fatal or serious injury crashes to the east of US 101.



**Figure 9. Fatal and Severe Crashes in the Project Corridor**

Source: University of California, Berkeley, 2023.

### 2.1.2 Transit Network

The project corridor is served by a variety of transit services, each providing service designed to meet the different travel markets within the corridor. The transit services in the corridor include a mix of major services including Bay Area Rapid Transit (BART), Caltrain, and the Water Emergency Transportation Authority (WETA), local and intercity transit routes including the San Mateo County Transit District (SamTrans) and South City Shuttle, and other shuttle services that facilitate first/last-mile connections to larger regional transit nodes. There are also various park-and-ride facilities within the project corridor, primarily at BART stations, Caltrain stations, and WETA terminals. The existing transit services in the corridor shown in Figure 10 are indicative of all-day coverage provided by transit, and are not based on peak versus off-peak and evening service levels.

Transit services in the corridor are designed primarily for peak period markets, including service to schools and the connecting transit shuttles providing first/last-mile connections with major trunkline services including BART, Caltrain, and WETA to serve major employment sites located to the east of US 101. Transit services and coverage are much more limited for mid-day, evening, and weekend service, particularly for residential areas to the west of the project corridor and employment areas to the east of the project corridor.

The new Caltrain Electrified Service schedule became effective in September 2024, providing improved service frequencies during weekdays and weekends. The new electrified service introduced significantly improved travel times and 20 percent more frequency at stations on weekdays. Weekend service also doubled from 60 minute to 30 minute frequencies. The South San Francisco station and Bayshore station saw the biggest increase in weekday service (60 to 104 trains per day and 46 to 75 trains per day, respectively). In the months since electrification, ridership has grown 53 percent year-to-year.

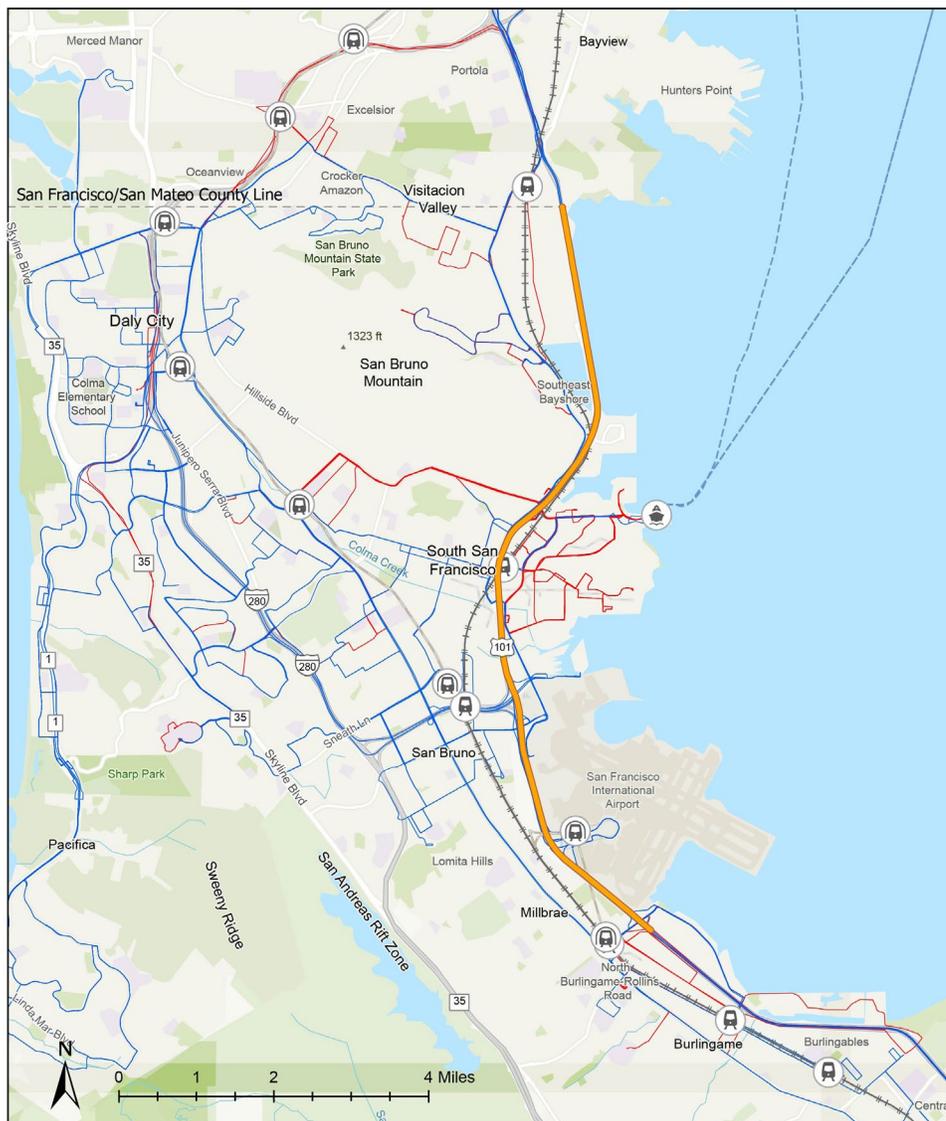


Figure 10. Existing Transit Service

The results in Table 2 show that there were reductions in ridership at the height of the pandemic, starting in early 2020. Recovery of transit ridership has been uneven and varies considerably by operator and service type. As of 2022, average monthly ridership for SamTrans services has recovered between 76 percent for multi-city routes to 110 percent for school routes compared to 2019 ridership. The increase in riders for SamTrans school service can also be attributed to the addition of more school routes in 2022. Ridership for the South City Shuttle has also rebounded to over 98 percent of pre-pandemic ridership. Transit services that are more commuter-oriented show ridership increases rates lower than local bus ridership, ranging from 25 percent for Caltrain, 34 percent for BART, and 36 percent for Commute.org shuttles and WETA's South San Francisco Route. It should be noted that Caltrain ridership has increased since the implementation of their electrified service schedule in 2024.

**Table 2. Transit Ridership in the US 101 North Project Area**

	2018	2019	2020	2021	2022	2022 as Percentage of 2019
<b>Operator/ Service Type</b>						
BART <sup>2</sup>	20,150	19,904	886	2,429	6,837	34.4%
Caltrain <sup>3</sup>	1,571,266	1,557,260	79,200	202,338	393,064	25.2%
Commute.org Shuttles	40,131	40,600	10,591	8,780	14,711	36.2%
SamTrans Connector Routes	75,039	85,830	44,306	51,326	73,834	86.0%
SamTrans Multi-City Routes	360,968	354,050	194,827	217,080	268,423	75.8%
SamTrans School Routes	8,483	7,829	1,735	3,025	8,601	109.9%
South City Shuttle	5,314	7,166	2,968	5,184	7,032	98.1%
WETA (South San Francisco Route)	12,160	12,148	12,055	1,607	4,343	35.7%

Source: Transit ridership data is from publicly available data.

Transit rider socioeconomic and demographic characteristics vary significantly depending on the transit operator. Table 3 summarizes selected demographic characteristics of total system transit riders for each operator in the project corridor. There are significant differences in terms of rider characteristics across each service provider. SamTrans ridership has the highest proportion of riders that are non-white, do not own a vehicle, have limited English language proficiency, and are senior and/or school age relative to Caltrain, BART and WETA. Average household income, while data is incomplete and not available for BART and WETA, indicates SamTrans ridership has much lower household income as compared to Caltrain. These demographic characteristics indicate that SamTrans services serve primarily disadvantaged communities and are important when addressing equity considerations in the development of corridor improvements.

2 BART ridership is for the following stations: South San Francisco, San Bruno, San Francisco International Airport, and Millbrae. The data reflects station entries for April of the indicated year.

3 Prior to the COVID-19 pandemic, Caltrain performed an extensive onboard ridership count once a year in the January/February timeframe. The Annual Passenger County was discontinued in 2020 due to cost and pandemic-induced changes in ridership patterns. Starting in Fiscal Year 2024, Caltrain transitioned to summarizing its monthly ridership data for its annual ridership reports.

**Table 3. Transit Ridership Demographics by Operator**

	BART	Caltrain <sup>4</sup>	SamTrans	WETA
<b>Demographic</b>				
Average Household Income	N/A	\$148,200	\$46,500	N/A
Limited English Language Proficiency	11%	3%	19%	1%
Non-White Riders	67%	55%	81%	52%
School-Age Children	2%	7%	25%	7%
Seniors	10%	4%	13%	8%
Zero-Vehicle Households	44%	61%	74%	9%

Source: Transit ridership demographics are from the triannual customer survey.

### 2.1.3 Bicycle Network

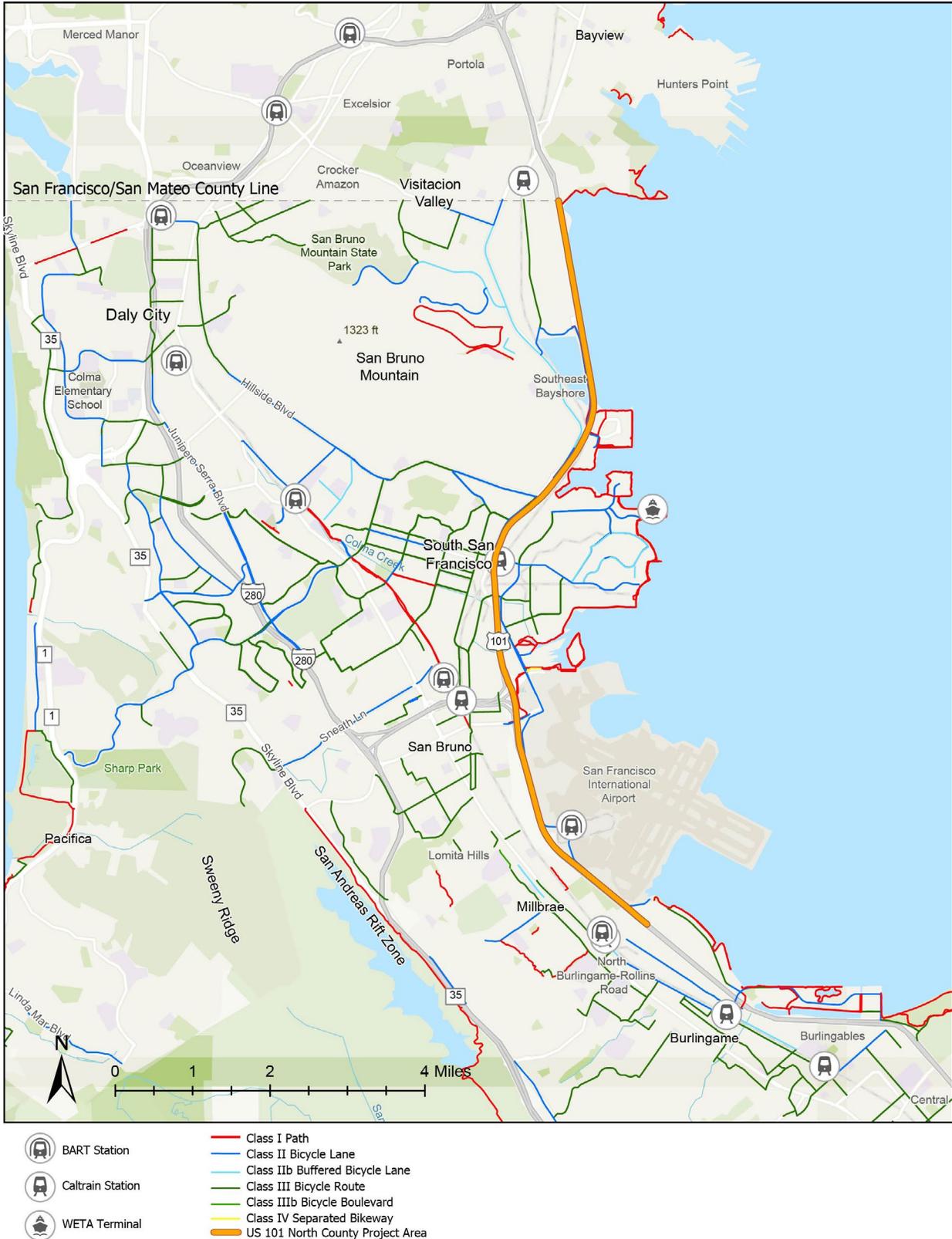
Bicycle infrastructure located on roads and local trails in the project corridor is maintained by the individual jurisdictions. Segments of the Bay Trail are also located in the corridor, which is a joint regional trail program administered by the Metropolitan Transportation Council (MTC) and Association of Bay Area Governments. Similar to the roadway network and transit services, bicycle infrastructure is based on a hierarchy of service that corresponds to the level of protection afforded to the different users and the degree of separation from vehicle and truck traffic. California has four primary bicycle classifications as defined by the California Manual of Uniform Traffic Control Devices. The four bicycle classes are:

1. Multi-Use Paths (Class I)
2. Bicycle Lanes (Class II)
3. Bicycle Routes and Bicycle Boulevards (Class III and IIIb)
4. Separated Bicycle Lanes (Class IV)

These bicycle classes provide different protection levels to users and between vehicle and truck traffic. Figure 11 shows the existing bicycle and multiuse trails located in the project area.

There is a lack of bicycle crossings over US 101 and the Caltrain right-of-way within the North County area, which are significant barriers to bicyclists and pedestrians traveling in the corridor. As a result, there are very few bike lanes, trails, or pedestrian opportunities crossing these barriers providing safe and convenient east-west connectivity for residential areas on the west side of US 101 to link to major employment sites on the east side of US 101. There is a Class 2 bicycle lane that crosses under US 101 along Sierra Point Parkway in the far north of the project corridor, however, that segment is continuous only for the northbound direction, as the southbound bicycle lane discontinues due to the US 101 structure supports encroaching on the right-of-way.

<sup>4</sup> Caltrain data is from the 2022 Caltrain Triennial Customer Survey Report.



**Figure 11. Existing Bicycle Facilities**

Source: 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan, City of San Bruno, and City of South San Francisco.

## 2.2 CORRIDOR DEMOGRAPHICS AND TRAVEL MARKETS

### 2.2.1 Population and Employment Characteristics

Based on Census data from 2020, there are approximately 138,000 persons, 75,000 workers, and over 87,000 jobs located in the project corridor. Table 4 summarizes population and job characteristics of the individual corridor cities, the sum of all corridor cities, and for San Mateo County. The population, workers, and jobs in the corridor comprises a share of 18 percent, 19 percent, and 22 percent, respectively, of the San Mateo County totals for those same demographics. Within each jurisdiction, the ratio of jobs to workers varies significantly, with Brisbane and South San Francisco importing more workers to fill the existing jobs, and Millbrae and San Bruno exporting workers. Overall, the majority of North County workers are employed in San Mateo County at 57 percent, which is close to the average for the county at 58 percent. This highlights the need of improving first- and last-mile connections and strengthening local transportation options within the County. In addition to local travel, there is also a relatively large proportion of out-commuters in the corridor cities. It is important to balance investments in local transportation infrastructure and services with regional facilities, either transit or roadways, to facilitate the commuting patterns of existing residents.

**Table 4. Population and Job Characteristics**

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
<b>Census Data</b>						
Jobs	7,216	4,828	12,533	62,940	87,517	401,819
Jobs per Worker	2.7	0.4	0.5	1.7	1.2	1.0
Percent Working in San Mateo County	45%	55%	60%	57%	57%	58%
Population	4,851	23,216	43,908	66,105	138,080	764,442
Workers	2,636	11,334	24,082	37,206	75,258	406,128

Source: Population and job characteristics is from U.S. Census 2020: <https://data.census.gov/>.

## 2.2.2 Race and Ethnicity

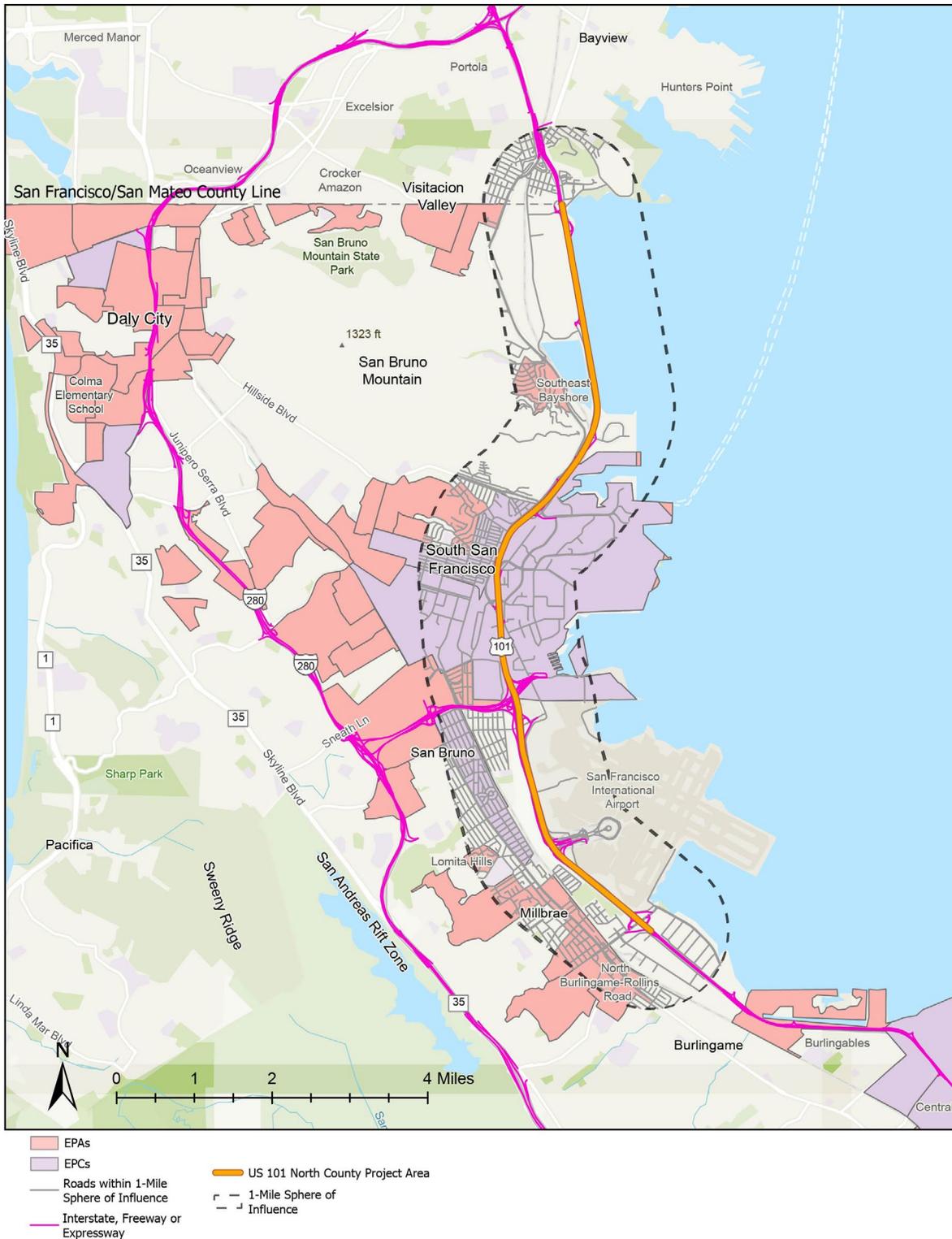
Table 5 summarizes the population by race and ethnicity as reported from the 2020 Census. The cities in total are very diverse with higher proportions of Hispanic/Latino and Asian populations than San Mateo County as a whole. There is significant variation between the percent of population by race and ethnicity for the individual cities relative to the project area and county.

**Table 5. Population by Race**

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
<b>Race</b>						
Hispanic/Latino	18%	11%	28%	33%	27%	25%
White Alone	40%	30%	30%	18%	24%	36%
Black Alone	2%	1%	2%	2%	2%	2%
American Indian/ Alaska Native	<1%	<1%	<1%	<1%	<1%	<1%
Asian Alone	31%	52%	32%	41%	40%	30%
Native Hawaiian/ Pacific Islander	1%	1%	3%	2%	2%	1%
Other	1%	1%	1%	1%	1%	1%
Two or More Races	7%	4%	5%	4%	5%	5%

Source: Population by race is from U.S. Census 2020: <https://data.census.gov/>.

Figure 12 shows Equity Priority Areas (EPA) as defined by SamTrans, and Equity Priority Communities (EPC) as defined by MTC. Both definitions include locations with concentrations of populations with low income, low vehicle ownership rates, high proportions of minority populations and high proportions of persons with limited English language capabilities, among other characteristics. EPAs and EPCs are important considerations throughout the entire process of project and program development from planning, investment and community outreach to ensure equitable access to transportation options.



**Figure 12. Equity Priority Areas and Equity Priority Communities**

Source: Metropolitan Transportation Commission and San Mateo County Transit District, 2024.

### 2.2.3 Commuter Mode Shares

Table 6 and Table 7 provide data on how each jurisdiction within the project corridor and San Mateo County residents as a whole commute to work both pre- and post-pandemic. Prior to the pandemic, for all North County cities in total, driving alone to work was the largest share of how workers commuted to work, followed by transit and carpool. However, post-pandemic trends show that for North County cities, drive alone and transit mode shares decreased the most while work from home increased the most. All other modes remained relatively similar to 2019 conditions.

**Table 6. 2019 Commute Mode Share**

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
<b>Mode</b>						
Drive Alone	70%	63%	66%	64%	65%	68%
Carpool	8%	10%	11%	15%	13%	10%
Transit	10%	17%	16%	15%	15%	11%
Walk	4%	2%	2%	2%	2%	3%
Bicycle	1%	1%	1%	<1%	1%	2%
Other	1%	2%	2%	1%	2%	2%
Work from Home	7%	5%	3%	3%	3%	5%

Source: Commute mode share is from U.S. Census 2020: <https://data.census.gov/>.

**Table 7. 2021 Commute Mode Share**

	Brisbane	Millbrae	San Bruno	South San Francisco	All North County Cities	San Mateo County
<b>Mode</b>						
Drive Alone	68%	61%	63%	59%	61%	62%
Carpool	11%	11%	11%	14%	13%	7%
Transit	7%	11%	12%	12%	12%	9%
Walk	<1%	2%	3%	2%	2%	3%
Bicycle	1%	<1%	1%	1%	1%	1%
Other	<1%	2%	2%	1%	2%	2%
Work from Home	14%	13%	9%	11%	11%	15%

Source: Commute mode share is from U.S. Census 2020: <https://data.census.gov/>.

## 2.2.4 Corridor Travel Patterns

The travel market analysis for trips occurring in the project corridor was developed using 2021 StreetLight data.<sup>5</sup> For each jurisdiction, the most common destinations for vehicle trips that originate in the project corridor are:

1. Outside the project corridor
2. Internal trips that start and end within each jurisdiction

For every jurisdiction in North County, most trip interactions occur outside the project corridor, ranging from 48 percent for San Bruno to 68 percent for Brisbane.

For trips within jurisdictions, these ranged from 14 percent internal capture in Brisbane to 31 percent internal capture in Millbrae. In Fiscal Year 2021-2022, there were 331,600 daily vehicle trips in total made in the project corridor. Of this total, approximately 152,200 trips occurred completely within the project corridor, representing 46 percent of the total, and 179,400, or 54 percent, were associated with a trip that ended outside the corridor.

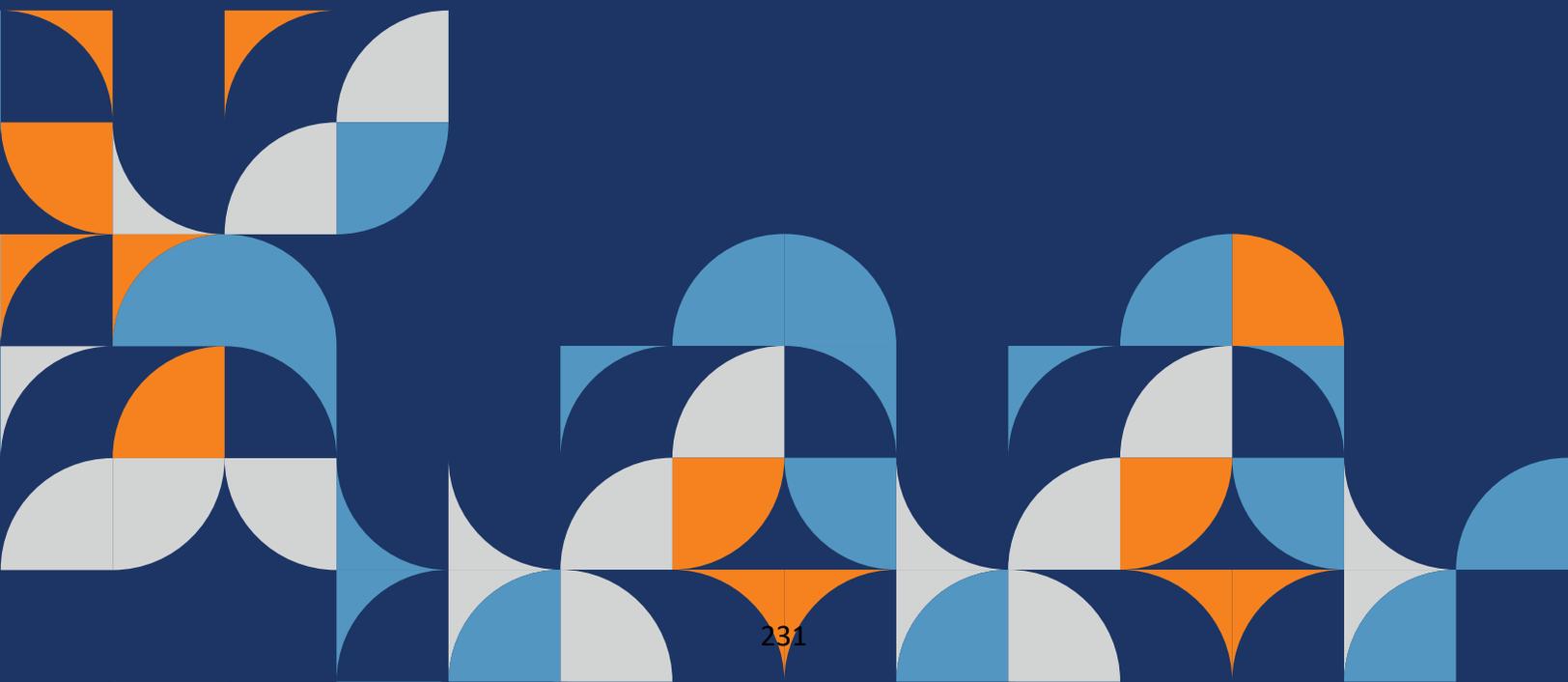
The significant number of local trips indicates a strong need for providing infrastructure connecting cities within the corridor. Further analysis conducted on the approximately 152,000 trips completely within the project corridor calculated average trip lengths. The results indicated that average trip lengths for vehicle trips made entirely within each location are very short, ranging from 0.8 miles in Brisbane to 1.2 miles in South San Francisco west of US 101. For the cities of Brisbane and Millbrae, on the opposite ends of the project corridor, average trip lengths are longer, likely due their location. Trip lengths for locations more towards the center of the corridor are generally shorter. The prevalence of short trips within the corridor highlights the need for improving access to transportation options, like safer facilities to support walking and biking that are ideal modes for shorter trips.

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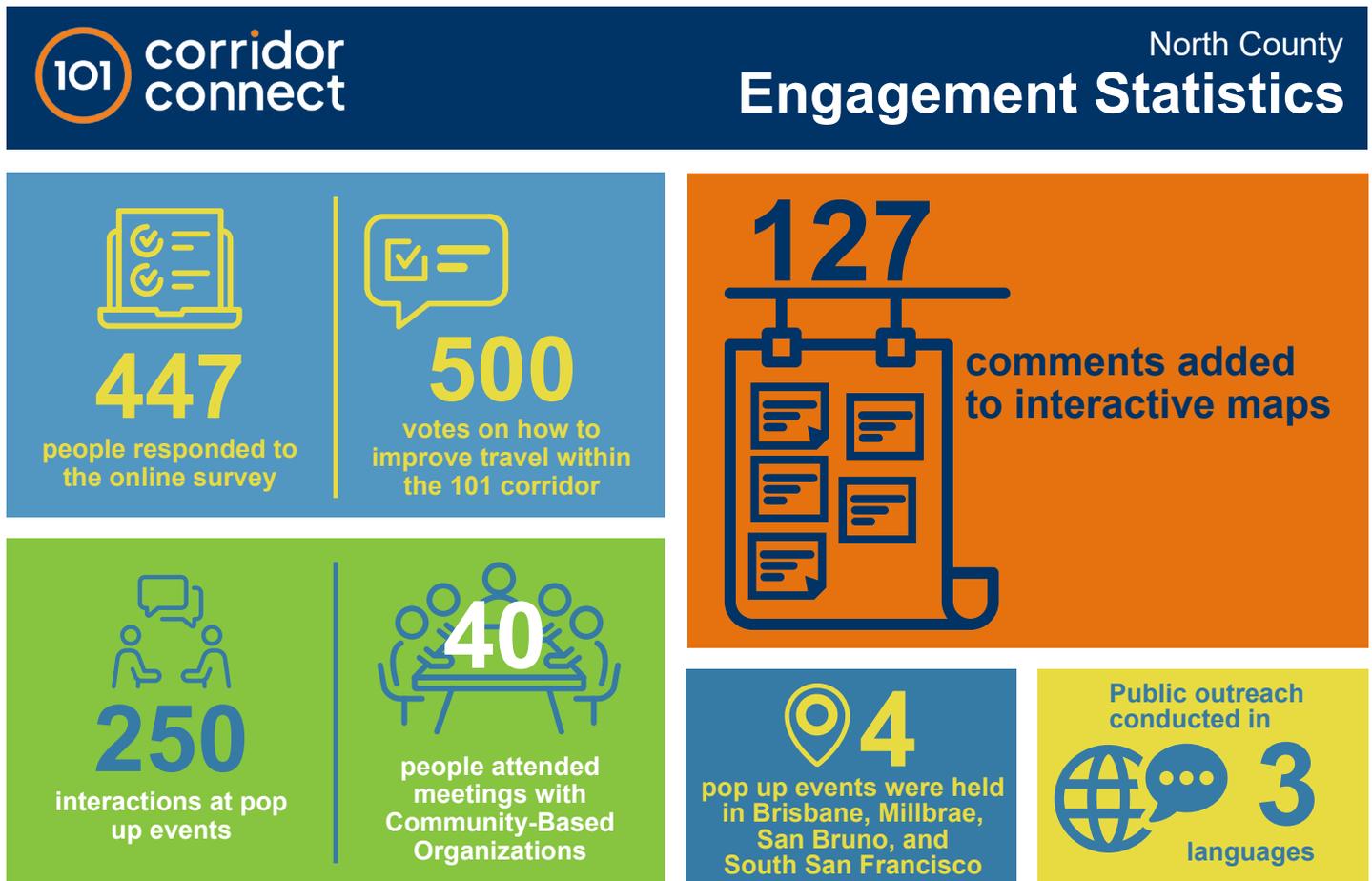
<sup>5</sup> StreetLight data is derived primarily from anonymized cell phone data that provides the location of the trip. Using algorithms and logic rules, StreetLight can summarize the cell phone data into meaningful trip characteristics including trip origin and destination, trip purpose, time of day, trip travel time, travel distance, and socioeconomic characteristics of the traveler.

# 3

## Stakeholder and Community Outreach



Public engagement activities were conducted from September 2023 to November 2023. The goals of the community outreach were to identify the community’s priorities for transportation improvements to help to prioritize projects within the project area. The outreach strategy prioritized seeking feedback from a broad range of people from various geographies, cultural backgrounds, and underrepresented communities. Emphasis was placed on reaching members of underrepresented groups by providing project information in multiple languages, providing interpretation services at community meetings, and providing staff fluent in Spanish and Cantonese at pop-up events. Further, the engagement strategies provided accessible participation in the engagement process through the translation of project materials, in-language interpretation at meetings, stipends for community-based organizations (CBO), and gift cards for people who volunteered to participate in the CBO meetings. Figure 13 summarizes statistics from these various North County outreach activities.



**Figure 13. Engagement Statistics**

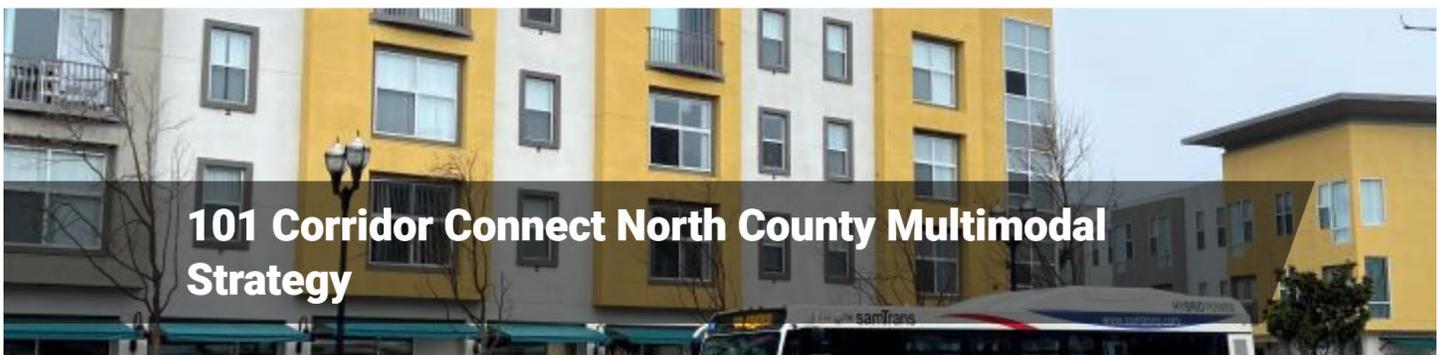
In addition to engaging the general public for feedback, the project team also engaged with several partner agencies in the region to gather technical feedback on the draft project inventory list through the North County Working Group (WG). Technical staff and local elected officials provided feedback on the draft project inventory list, identified planned projects to be considered for inclusion in the inventory, and gave input on the selection of the top 20 priority projects.

### 3.1 WHAT WE DID?

The North County public engagement included a range of strategies to reach a broad audience. These strategies included:

- Project webpage
- Online survey
- Interactive mapping (available online and at in-person events)
- Multi-lingual factsheet and a Frequently Asked Questions (FAQ) document
- Pop-up activities at local community events
- Small group meetings with CBOs
- Virtual community meeting

The project launched the main 101 Corridor Connect website and the US 101 North County Multimodal Strategy sub-page in September 2023. The 101 Corridor Connect webpage introduced the overall Program, general purpose, Program priorities, and included an FAQ document in English, Spanish, and Simplified Chinese. The North County webpage (Figure 14) included a multi-lingual fact sheet, FAQ, project timeline, project goals, location, and information on how to provide feedback.



#### PROJECT OVERVIEW

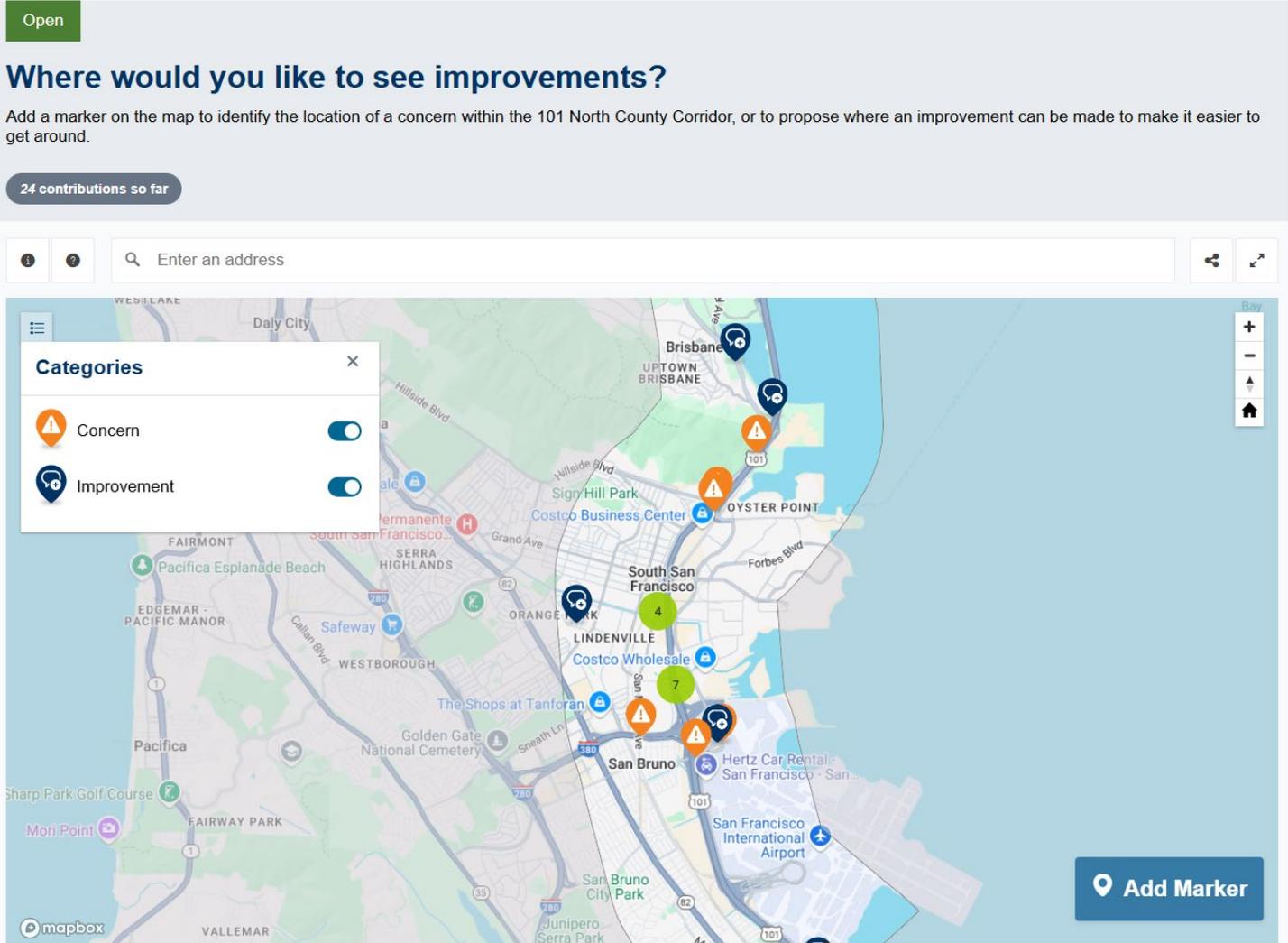
Highway 101 is the busiest corridor in San Mateo County and is essential for getting people and goods to where they need to go. The corridor includes many types of transportation on and off the highway that connect the community including travel by foot, car, bus, bicycle, train, and ferry. The San Mateo County Transportation Authority's (TA) vision for 101 is to be an interconnected corridor which serves the needs of all travelers in San Mateo County, no matter how they choose to travel.

To meet this goal, the TA is developing the 101 Corridor Connect North County Multimodal Strategy which will identify underfunded but necessary projects that improve and encourage the use of different types of transportation.

#### Figure 14. Project Webpage

Most public input was collected through an online survey that was shared via the SMCTA webpage, press release, social media posts, pop-up events, and by partner organizations. In addition to general demographic data, the survey collected input on respondents preferred modes of travel, influences on transportation decision making, top transportation concerns, and preferences for travel improvements.

The survey was active from October to November 2023 and received a total of 447 responses. The interactive map collected 24 comments online and 103 comments at in-person events. In total there were 574 responses collected, across multiple platforms. The interactive map is shown in Figure 15.

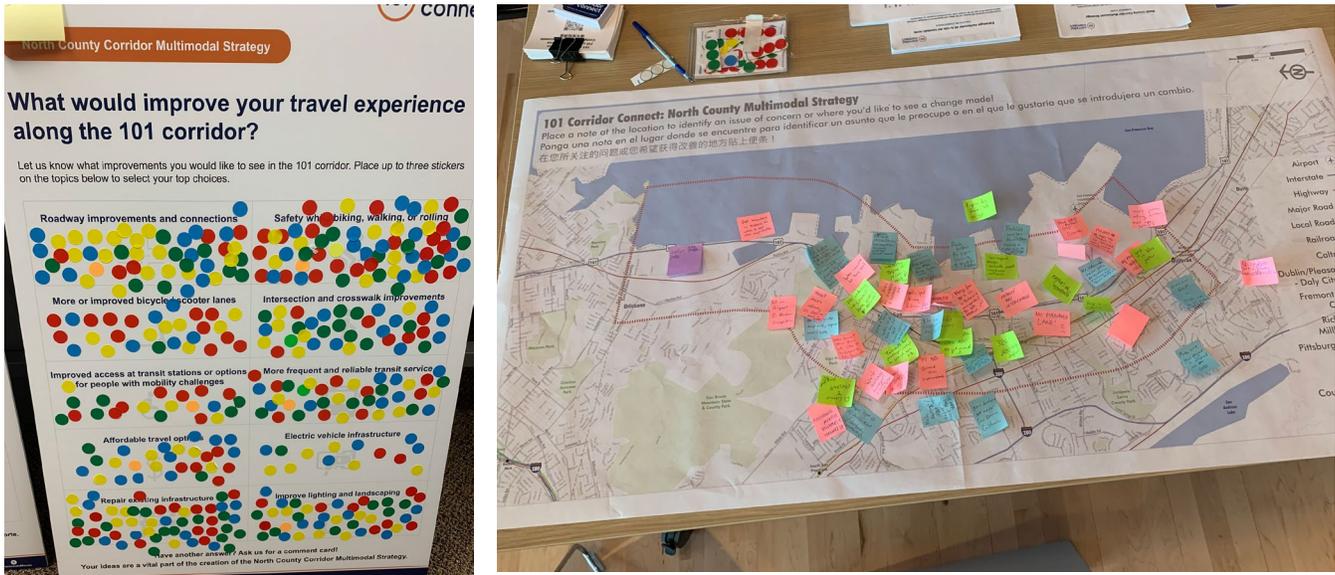


**Figure 15. Online Interactive Map (Social Pinpoint)**

Four in-person pop-up events were held in October 2023. The pop-ups were held at planned community events where the project team hosted a table. The pop-ups were held at the following local community events:

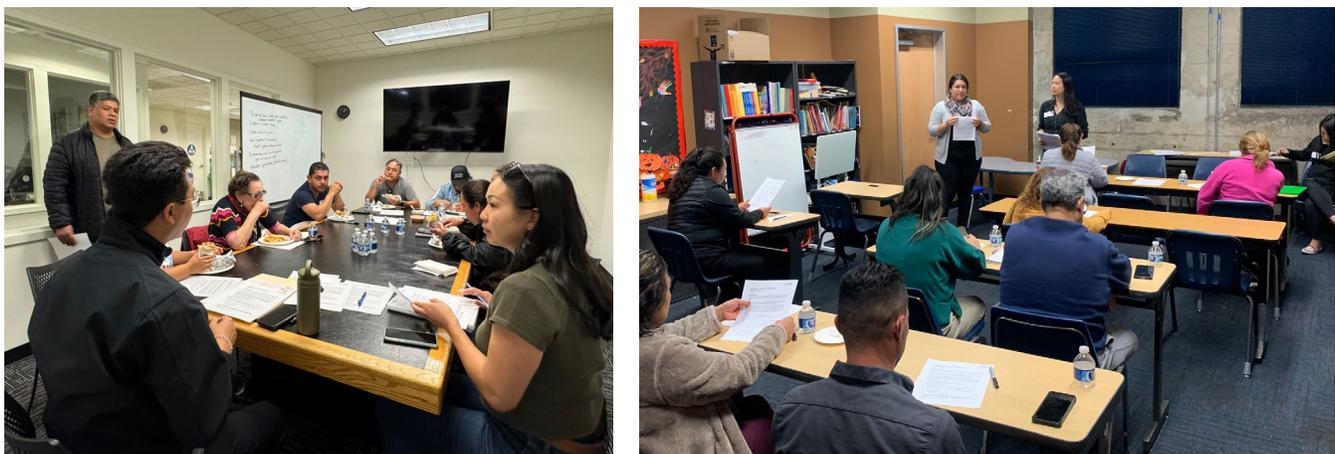
1. Brisbane Farmer’s Market
2. Millbrae Farmer’s Market
3. Off the Grid in San Bruno
4. South San Francisco Library Grand Opening

Each event presented project information and solicited input on transportation issues and challenges through interactive activity boards (Figure 16). Project materials were available in English, Spanish, and Simplified Chinese.



**Figure 16. Interactive Activity Boards from Pop-Up Events**

The SMCTA facilitated four meetings with CBOs who work directly with EPCs that are historically underrepresented in engagement processes. Meetings were held with El Concilio de San Mateo, South San Francisco Community Learning Center, YMCA Community Resource Center, and Peninsula Chinese Business Association. In total these meetings had 40 attendees who shared information about how they usually get around their community, transportation habits, mobility challenges, and gave feedback on how to improve their travel experience in San Mateo County.



**Figure 17. Community-Based Organization Meetings**

The SMCTA also held a virtual community meeting on November 7, 2023. At this meeting, the SMCTA provided project information and solicited input from public attendees. This was a smaller meeting with few public participants.

## 3.2 WHO WAS INVOLVED?

The WG was formed to seek feedback from technical experts, transit operators, local governments, and SMCTA staff throughout the development of the US 101 North County Multimodal Strategy. Participants included members from the following agencies:

- BART
- Caltrans, District 4
- Caltrain
- City of Brisbane
- City of Millbrae
- City of San Bruno
- City of South San Francisco
- City/County Association of Governments of San Mateo County (C/CAG)
- Commute.org
- MTC
- SamTrans
- SFO
- San Mateo County
- WETA

The Strategy was also developed in collaboration with the 101 Corridor Connect Ad-Hoc Committee of the SMCTA Board including Directors Corzo, Medina, and Romero, which provided policy direction and guidance at three meetings spaced throughout the development process.

### Ad-Hoc Meetings

The SMCTA held two meetings with the Ad-Hoc Committee in July 2024 and February 2025 to provide updates on the status of the North County Strategy. The first meeting provided an update and summary on engagement activities performed and feedback gathered from the public. The second meeting described the methodology for project scoring and prioritization. At this meeting the list of 20 prioritized projects was presented as well as a preview of the implementation plan.

### Meeting 1 – Existing Conditions

The first meeting was held in September 2023, presenting existing conditions analysis gathering feedback on barriers to transportation, major transportation projects, and ways to promote the online survey. Following this meeting, the WG was given access to the US 101 North County Multimodal Strategy project inventory and asked to confirm projects included and provide information on any additional projects. A total of 20 projects were subsequently added to the existing project inventory including interchange reconfigurations, new bike/ped facilities, bike/ped facility improvements, bike/ped gap closures, new bus lanes, bus stop improvements, and transit station improvements.

### Meeting 2 – Prioritization Methodology

The second meeting was held in May 2024 and presented the draft prioritization methodology and an overview of the community feedback received during the outreach activities. Meeting discussion provided input into the subsequent weighting and scoring criteria.

### Meeting 3 – Project List and Strategy Report

The third meeting held in December 2024 presented the top 20 prioritized project list for the North County segment. The WG provided more detailed information and descriptions for each of the top 20 prioritized projects, updates on project statuses, and input on considerations for future project phasing. An overview of the US 101 North County Multimodal Strategy and Implementation Plan was also presented.

### Additional Presentations

Presentations were made to stakeholders, committees, and SMCTA Board of Directors members to introduce the project and promote completion of the online survey and interactive map. Presentations were given to the following agencies:

- Brisbane Chamber of Commerce
- C/CAG Technical Advisory Committee
- Commute.org
- Safe Routes to School
- SamTrans Citizens Advisory Committee
- SamTrans/Caltrain Accessibility Advisory Committee
- San Mateo County Economic Development Association
- San Mateo County Paratransit Coordinating Council
- SFO
- South San Francisco Chamber of Commerce
- Sustainable San Mateo
- SMCTA Board of Directors
- SMCTA Community Advisory Committee
- Youth Leadership Institute/Team-C

### 3.3 WHAT WE HEARD?

The top five transportation concerns identified through the engagement were:

<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>Traffic Congestion</b>	<b>Transit Availability and Frequency</b>	<b>Bicycle and Pedestrian Safety</b>	<b>Limited Transportation Choices</b>	<b>Transit Reliability</b>
				

When asked what would improve the public’s travel experience along US 101, the top five responses from the pop-up events and online survey were:

**More frequent and reliable transit services**

**Reduced traffic congestion**

**Safety while walking, biking, or rolling**

**Improved access to stations or options for people with mobility challenges**

**Roadway improvements and connections**

### 3.4 SUGGESTED IMPROVEMENTS

The project team also asked the public to suggest improvements that could be made for each mode to improve travel in the corridor. These are summarized in Table 8.

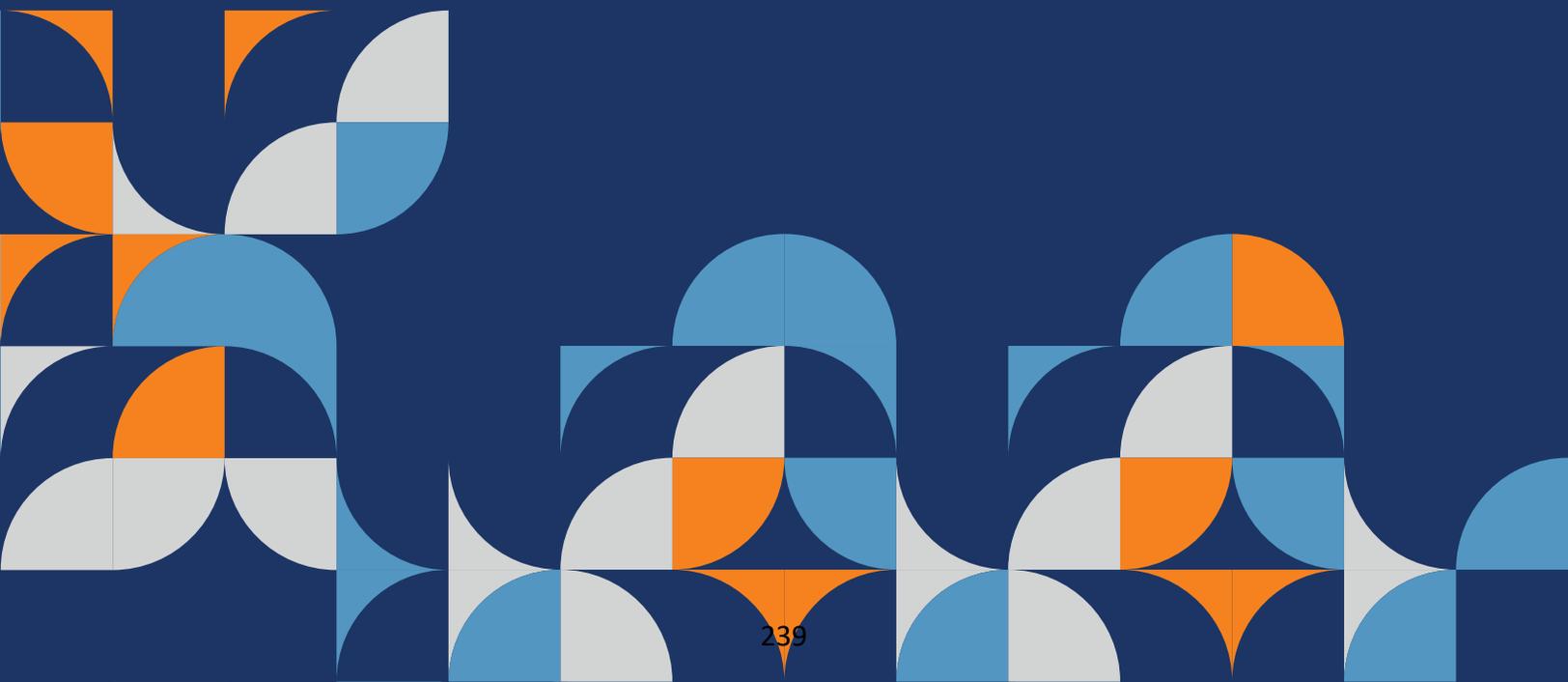
**Table 8. Suggested Improvements to US 101 North County by Mode**

Mode	Improvements
Driving Alone	<ul style="list-style-type: none"> <li>• Repair existing highway and local road conditions</li> <li>• Traffic congestion and safety concerns along US 101 near Airport Boulevard</li> <li>• Improve safety for merging lanes</li> </ul>
Public Transit	<ul style="list-style-type: none"> <li>• Increased frequency of transit services</li> <li>• More first/last-mile solutions</li> <li>• More affordable transit tickets and/or commuter benefit subsidies</li> <li>• Less crime on transit and at stations</li> <li>• Better coordinated connections</li> <li>• Expand the San Mateo County free shuttle service to Millbrae, Brisbane, and include stops at major destinations</li> </ul>
Carpooling	<ul style="list-style-type: none"> <li>• Free use of the express lane for carpools of 2 or more people instead of 3 or more</li> <li>• More equitable carpool lanes in lieu of the express lanes</li> </ul>
Bicycle or Scooter	<ul style="list-style-type: none"> <li>• More protected bike lanes</li> <li>• Bike lane continuity</li> <li>• Additional safety measures for bicyclists</li> </ul>
Walking	<ul style="list-style-type: none"> <li>• Improved street lighting conditions to improve safety at night</li> <li>• More pedestrian bridges over US 101</li> <li>• More signalized pedestrian crosswalks</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Equity concerns surrounding the cost to use express lanes</li> <li>• High transportation costs regardless of mode</li> <li>• Lack of information in other languages (non-English) creates barriers for people to access community benefits and support services</li> </ul>

The project team utilized the feedback received from the community to help prioritize the projects from the full inventory based on well they aligned with metrics from the overall 101 Corridor Connect Program goals. Comments shared during in-person and virtual engagement were aligned with the Program goals, to determine the priority of each goal for the North County community. Additionally, the project team utilized the feedback from the online mapping tool and map comments shared at in-person events to identify corridors with the highest concerns to make sure the community’s voices were reflected in the technical process. This is addressed in greater detail in Chapter 4.

# 4

## Project Identification and Scoring



The primary objective of the US 101 North County Multimodal Strategy is to generate a list of top 20 multimodal projects reflecting community priorities that improve the movement of people and goods and reduce congestion in the US 101 Corridor. Having established these community priorities through public and stakeholder engagement, the next step was to develop an inventory of the full range of potential projects within the corridor area and employ a methodology for scoring and prioritizing projects to meet Program and community objectives. This section of the strategy document provides an overview of that process.

## 4.1 INITIAL LIST

The initial project inventory was developed to provide a comprehensive list of multimodal projects that are being planned within one-mile of the US 101 North County area. Various plans and programs were reviewed to develop a database of multimodal transportation projects in the project corridor. These included the following:

- Short Range Highway Plan: 2021-2030 (SMCTA)
- Measure A and W Highway Capital Improvement Program: FY 2021-FY 2030 (SMCTA)
- Measure A and W Grade Separation Program (SMCTA)
- 2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan
- Short Range Transit Plan Fiscal Years 2023-2028 (SamTrans)
- ReImagine SamTrans
- US-101 Express Bus Feasibility Study (SamTrans)
- Caltrain 2040 Long Range Service Vision
- Caltrain Short-Range Transit Plan: FY 2023-2028
- 2050 Service Vision & Business Plan (WETA)
- US 101 South Comprehensive Multimodal Corridor Plan (Caltrans)
- City of Brisbane General Plan Circulation Element
- City of Brisbane General Plan Policies and Programs by Subarea
- Mobility 20/20 (City of South San Francisco)
- Active South City (City of South San Francisco)
- San Bruno General Plan
- City of Millbrae Active Transportation Plan
- City of Millbrae 2040 General Plan Policy Document
- Colma Creek Restoration and Adaptation Planning Project (City of South San Francisco)
- Baylands Specific Plan
- SSF Eastern Neighborhoods Community Facilities District Study
- El Camino Real Bus Speed and Reliability Study
- BART Walk and Bicycle Network Gap Study
- Shape SSF 2040 General Plan
- Caltrain Business Plan
- Bay Trail SFO Gap Study Final Plan

Projects located within one mile of the project area from the San Francisco County/San Mateo County line to the border of Millbrae/Burlingame were included in the database. The initial inventory included a total of 127 projects.

## 4.2 PROJECT PRIORITIZATION

### Screening

The first step in the prioritization process was screening the initial inventory, as seen in Figure 18. The screening reviewed the initial inventory to combine related projects (where possible) and eliminate projects not consistent with the project objectives. For example, projects along El Camino Real from various plans representing different modes of transportation were combined into multimodal projects for each city. The remaining projects were then further screened to determine if they offered the potential to reduce congestion and encourage mode shift. Lastly, projects identified from the stakeholder and community outreach process were added.



Figure 18. Project Prioritization Process

## Scoring

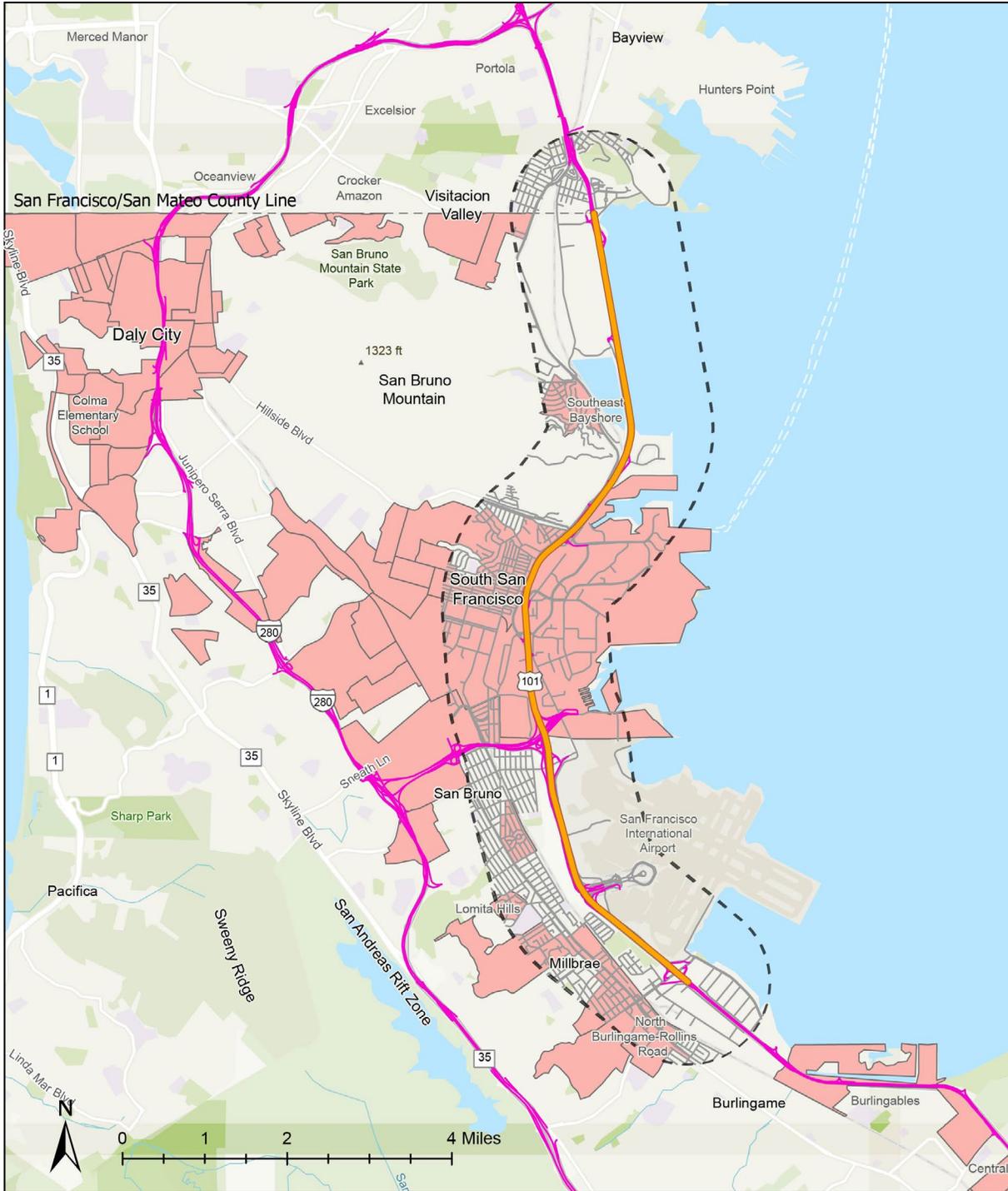
Projects that passed the screening were then scored according to the criteria in Table 9, which is aligned with the goals of the 101 Corridor Connect program. The scoring was based on the project in relation to EPAs, the C/CAG High Injury Network (HIN), Priority Development Areas (PDA), and vehicle miles traveled (VMT) density, as demonstrated in the maps contained in Figure 19, Figure 20, Figure 21, and Figure 22.

Table 9. Point Assignment Scoring Methodology

	Description	Scoring
<b>Criteria</b>		
Safety <sup>6</sup>	Project enhances safety for users of the transportation network – Scored based on whether project is on the HIN as designated by C/CAG	0 – Project is not on or does not intersect a HIN corridor 2 – Project is partially on or intersects a HIN corridor 5 – Project is partially (50%+) on a HIN corridor 10 – Project is fully on or located within a HIN corridor
Connectivity	Project connects people to future growth areas that are denser and more conducive to active transportation – Scored based on proximity to MTC’s PDAs	0 – Project is more than a ¼ mile from an MTC PDA 2 – Project is near (less than ¼ mile) an MTC PDA 5 – Project is adjacent to or partially within an MTC PDA 10 – Project is fully or predominantly within an MTC PDA
Sustainability	Project helps to improve air quality and reduce emissions in areas with highest levels of driving by providing new or improved mobility options – Scored based on VMT density per acre (C/CAG traffic analysis zones) from StreetLight data	0 – VMT density less than 81 2 – VMT density between 81 and 250 5 – VMT density between 251 and 450 10 – VMT density greater than 451
Inclusivity <sup>7</sup>	Project increases access for underserved communities – Scored based on proximity to SamTrans’ EPAs as adopted in Reimagine SamTrans	0 – Project is more than a ¼ mile from a SamTrans EPA 2 – Project is near (less than ¼ mile) a SamTrans EPA 5 – Project is adjacent to or partially within a SamTrans EPA 10 – Project is fully or predominantly within a SamTrans EPA

6 Access controlled freeways were not evaluated in the Countywide Local Road Safety Plan and are not identified on the High Injury Network. Freeway projects with adjacent major corridors identified on the High Injury Network were assigned an unweighted score of 2 to account for possible increased traffic exposure on parallel routes of major bottleneck areas

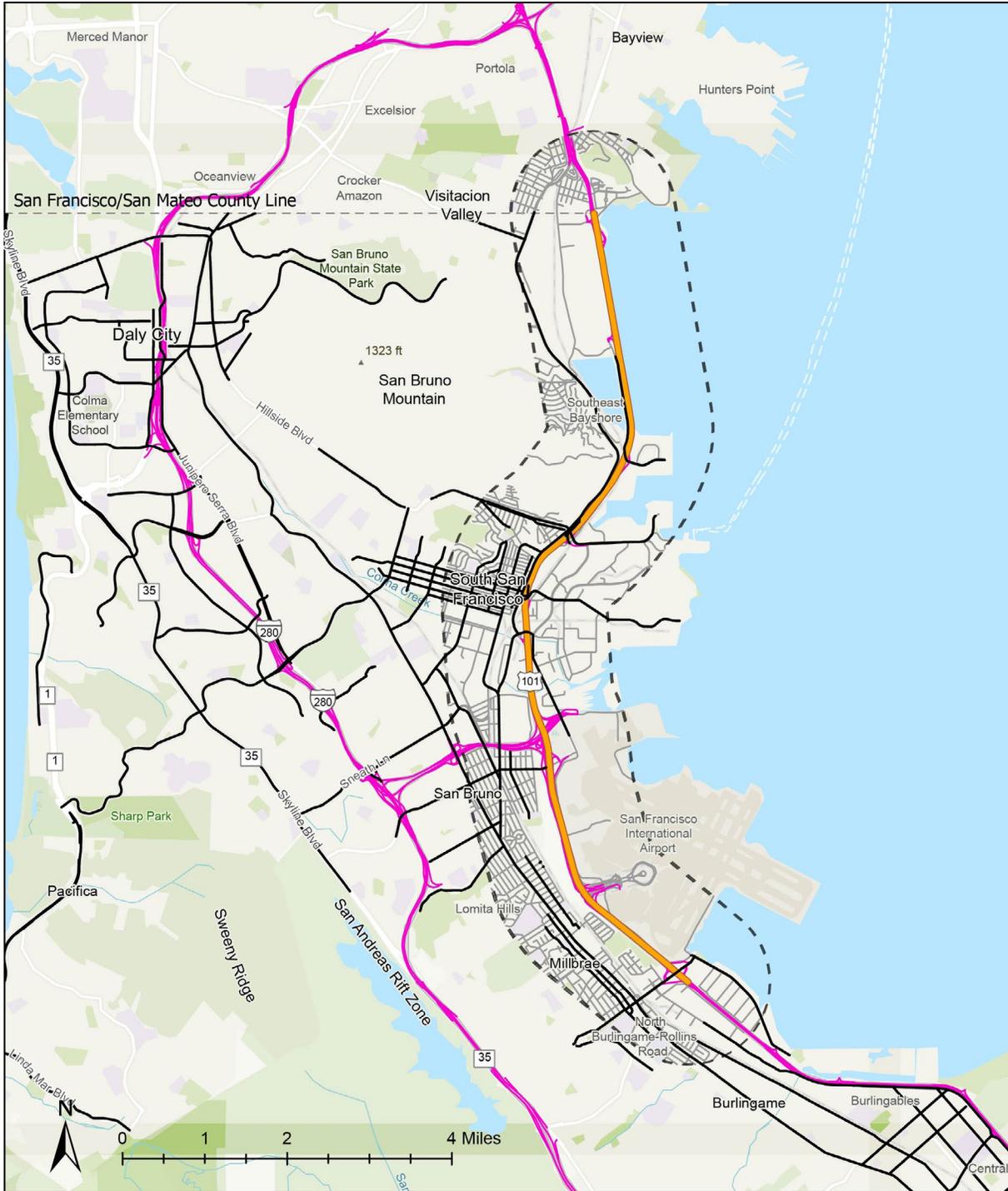
7 The inclusivity criteria uses SamTrans Equity Priority Areas to align with the criteria for SMCTA funding programs and other discretionary grant programs.



- EPAs
- Roads within 1-Mile Sphere of Influence
- Interstate, Freeway or Expressway
- US 101 North County Project Area
- 1-Mile Sphere of Influence

**Figure 19. Equity Priority Areas**

Source: San Mateo County Transit District, 2024.



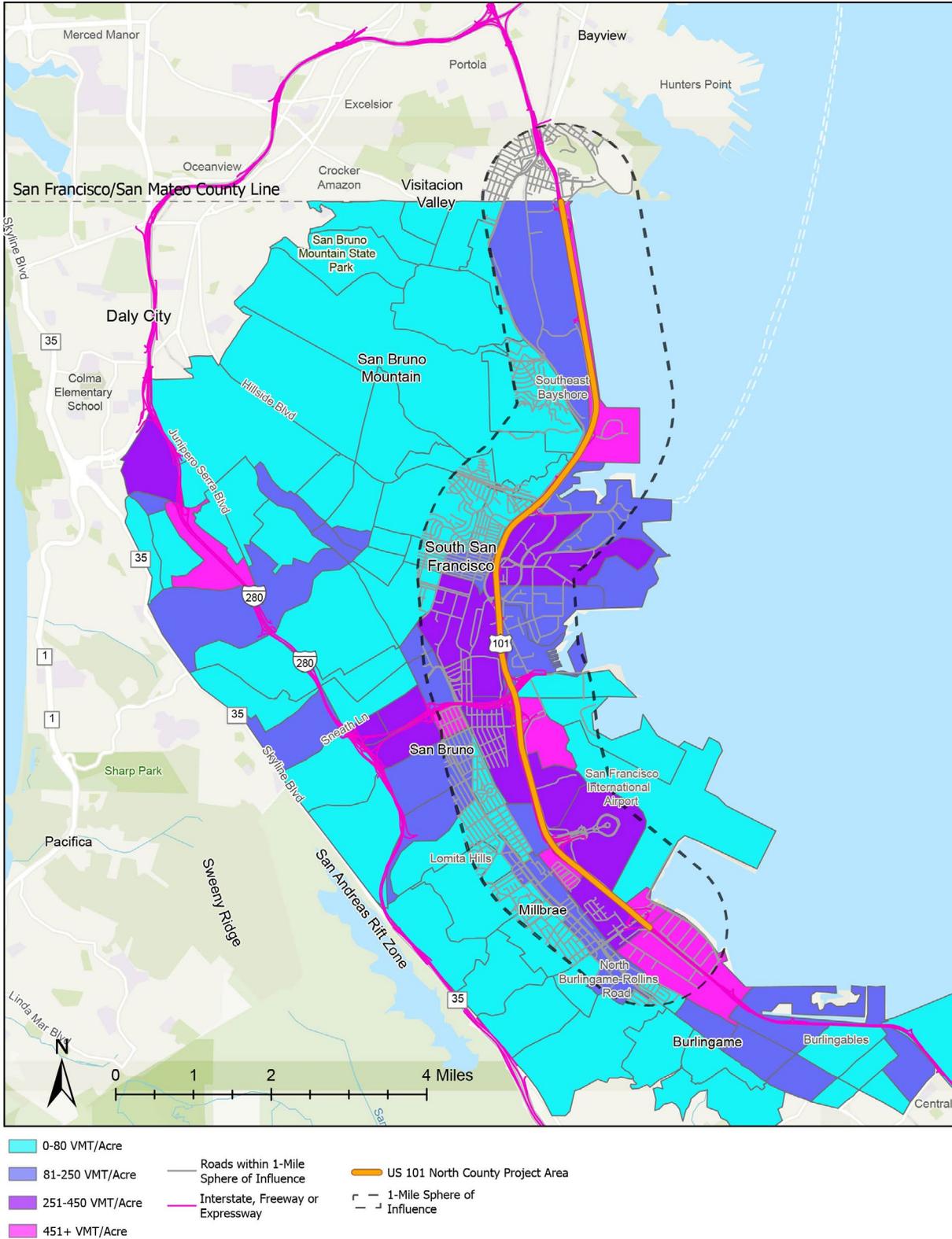
- HIN
- Roads within 1-Mile Sphere of Influence
- Interstate, Freeway or Expressway
- US 101 North County Project Area
- 1-Mile Sphere of Influence

**Figure 20. High Injury Network**

Source: City/County Association of Governments of San Mateo County, 2024.



**Figure 21. Priority Development Areas**  
 Source: Metropolitan Transportation Commission, 2024.



**Figure 22. Vehicle Miles Traveled Density**

Source: StreetLight, 2024.

## Weighting

Weighting for the scoring process was developed to ensure community feedback and priorities were directly reflected in the priority project selection. The process first aligned community feedback with the following themes:

- More frequent and reliable transit services
- Reduced traffic congestion
- Feeling safe while biking or walking
- Better bike and walking connections across freeways
- More alternatives to driving
- Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)
- More affordable travel options
- More accessible options, services, or facilities

These themes were aligned with the Program goals, to determine the priority of each goal for the North County community. As a result, specific multipliers were used to weight the scores in accordance with how they aligned with the goals, as detailed in Table 10 and Table 11. Connectivity received the highest priority and a weight of 3, followed by inclusivity, sustainability, and safety receiving lesser, but still significant weights. The weighting application resulted in a total possible score of 100 points for each project.

**Table 10. Point Weighting Approach**

Priority	Weight
Highest	x 3
Second Highest	x 2.75
Third Highest	x 2.25
Lowest	x 2

**Table 11. Weighting Results**

Criteria	Weight	Total Possible Points	Engagement Rationale
Connectivity	x 3	30	<ul style="list-style-type: none"> <li>• More frequent and reliable transit service</li> <li>• Better bike and walking connections across freeways</li> </ul>
Inclusivity	x 2	20	<ul style="list-style-type: none"> <li>• More affordable travel options</li> <li>• More accessible options, services, or facilities</li> </ul>
Sustainability	x 2.25	22.5	<ul style="list-style-type: none"> <li>• Reduced traffic congestion</li> <li>• More alternatives to driving</li> </ul>
Safety	x 2.75	27.5	<ul style="list-style-type: none"> <li>• Feeling safe while biking or walking</li> <li>• Better maintenance of existing facilities (sidewalks, bike paths, roads, etc.)</li> </ul>

Lastly, priority corridors were identified through the public engagement activities based on specific locations identified by community members (Table 12). Projects located along these identified priority corridors were assigned an additional 20 points.

**Table 12. North County Priority Corridors**

Corridor	Weight
US 101	<ul style="list-style-type: none"> <li>• Specific safety concerns included perceived unsafe merging at the US 101 northbound on-ramp from the I-380 westbound lane and unsafe merging and exiting along US 101 near SFO</li> <li>• The US 101 southbound on-ramp from Bayshore Boulevard is perceived as dangerous</li> <li>• A lack of exits in Brisbane was identified as a concern</li> <li>• High levels of congestion identified on US 101 along the South Airport Boulevard to Broadway exit segment</li> <li>• Lack of pedestrian infrastructure along US 101 at Millbrae Avenue on/off ramp and overpass</li> </ul>
El Camino Real	<ul style="list-style-type: none"> <li>• Several comments about general roadway conditions (potholes, areas needing repaving)</li> <li>• General comments about the traffic lights and intersection at El Camino Real and Chestnut Avenue being a problem</li> <li>• Public identified congestion as a problem on El Camino Real when getting onto I-380</li> </ul>
San Bruno Avenue	<ul style="list-style-type: none"> <li>• Lack of bike infrastructure or unsafe bike infrastructure San Bruno Avenue East and US 101</li> <li>• Lack of bike and pedestrian facilities on San Bruno Avenue East and North McDonnell Road creating unsafe conditions due to speed of automobile traffic</li> </ul>
SFO	<ul style="list-style-type: none"> <li>• General concerns about congestion in the area (no specific roadways identified)</li> <li>• Desire for better connections to the airport (no specific origins identified)</li> <li>• Insufficiency of bike access to the airport (specific trails not identified)</li> <li>• Lack of sidewalks near airport pedestrian pathways from Millbrae</li> </ul>
Bayshore Boulevard	<ul style="list-style-type: none"> <li>• Lack of parking at Bayshore Station</li> <li>• Lack of sidewalks between Old County Road and the Sierra Point Trailer Park</li> </ul>
Oyster Point	<ul style="list-style-type: none"> <li>• Lack of adequate pedestrian and bike infrastructure into and out of Oyster Point</li> <li>• Poor roadway conditions near US 101 in Oyster Point (potholes and flooding)</li> </ul>
Millbrae Avenue	<ul style="list-style-type: none"> <li>• General concerns about increasing congestion</li> <li>• Concerns about bike and pedestrian safety</li> <li>• Lack of transit options</li> </ul>

At the conclusion of the weighting, a total score of 120 was possible for each project.

### US 101 Bundle Assessment

Once the scoring and weighting of the projects was finalized, the prioritized list was reviewed for project type and location parity. The final project list is described in Section 4.3.

### 4.3 FINAL PROJECT LIST

The top 20 prioritized projects comprising the US 101 North County Multimodal Strategy project list reflect multiple modes and are equitably distributed along the corridor to the greatest extent possible. Transit infrastructure projects are those related to adding to or improving existing physical infrastructure such as bus lanes, bus bulbs, pedestrian access, and signage. Transit operational enhancements are projects that would add all new services or routes. Other projects include the US 101 Managed Lanes extension, development of an arterial in Brisbane, and a safety improving grade separation project.

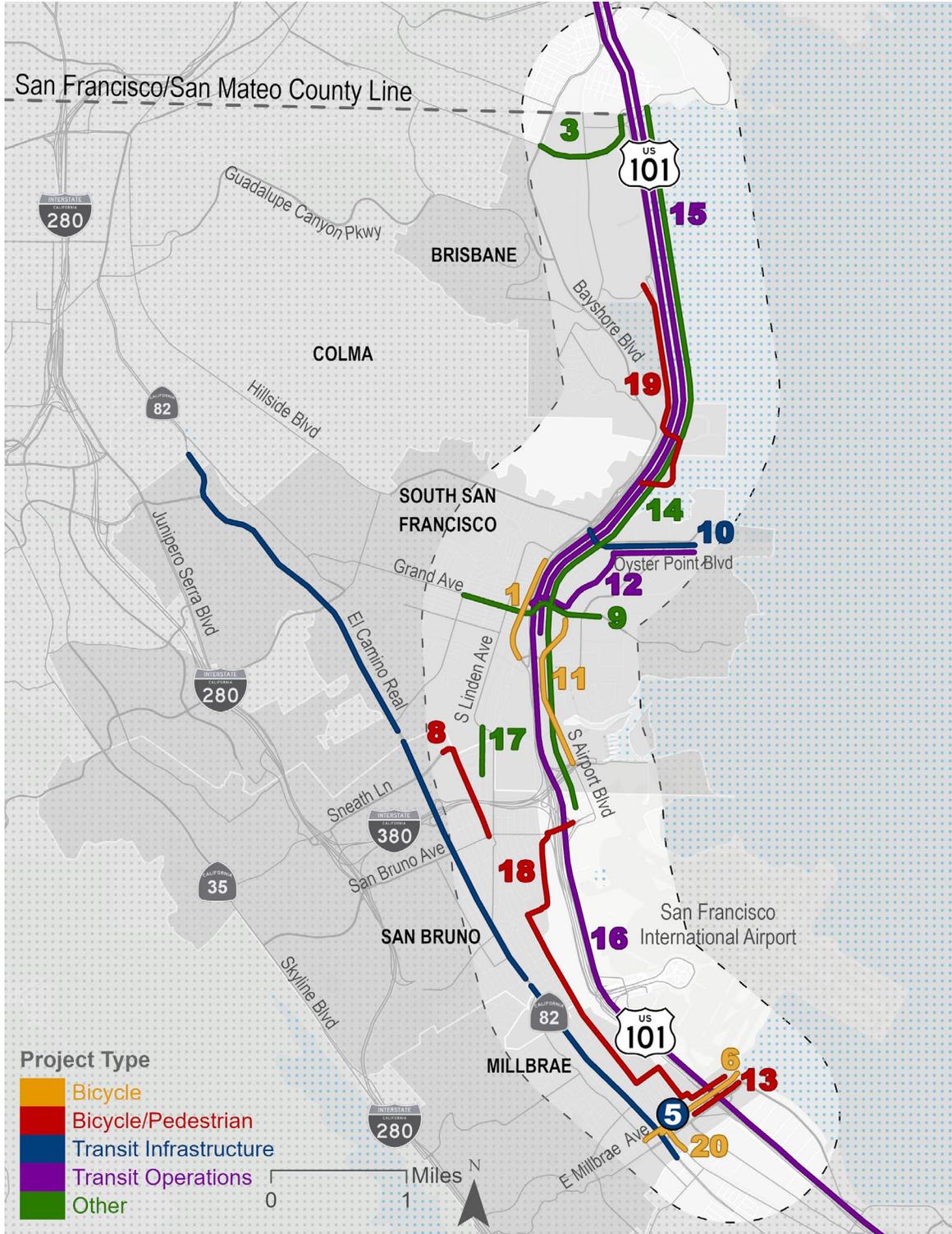
**Table 13. Summary of Project Type**

Project Type	Number of Projects
Bicycle Only	4
Bicycle and Pedestrian	4
Transit Infrastructure	5
Transit Operational Enhancement	3
Other	4

**Table 14. Summary of Project Locations**

Project Location	Number of Projects
Brisbane	2
Combination/Other	4
Millbrae	4
San Bruno	2
South San Francisco	8

Figure 23 and Table 15 identify the 20 highest scoring projects as produced by the scoring and weighting process discussed in the previous section, and constitutes the final US 101 North County Multimodal Strategy priority projects. Additional details and project fact sheets providing more information about each of the priority projects can be found in Appendix A.



**Figure 23. North County Multimodal Strategy Priority Projects**

**Table 15. North County Multimodal Strategy Top 20 Priority Projects**

Rank	Project Sponsor	Project Name	Location
1	South San Francisco	Airport Boulevard	Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)
2	Millbrae and SamTrans	El Camino Real Multimodal Improvements – Millbrae	El Camino Real - northern to southern city limits
3	Brisbane	Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Geneva Avenue/Bayshore Boulevard intersection to US 101/Candlestick Point interchange
4	South San Francisco and SamTrans	El Camino Real Multimodal Improvements – South San Francisco	El Camino Real - northern to southern city limits
5	MTC	Regional Wayfinding/Mobility Hubs	Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)
6	Millbrae	Millbrae Avenue Bikeway Improvements	Millbrae Avenue
7	San Bruno and SamTrans	El Camino Real Multimodal Improvements – San Bruno	El Camino Real - northern to southern city limits
8	San Bruno	Huntington Bicycle and Pedestrian Improvements Segment 2	San Bruno BART Station
9	South San Francisco	Grand Avenue/East Grand Avenue	From Spruce Avenue to Haskins Way
10	South San Francisco	Oyster Point Boulevard	Between US 101 and South San Francisco ferry terminal
11	South San Francisco	South Airport Boulevard	From Gateway Boulevard to Bay Trail/North Access Road
12	South San Francisco	Oyster Point Shuttles and Ferry Connections	East of US 101
13	Millbrae	US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	US 101 and Millbrae Avenue
14	SMCTA and C/CAG	US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	US 101 from I-380 to San Francisco/San Mateo County line
15	South San Francisco and/or SamTrans	Express Bus Service from Glen Park BART to SSF	South San Francisco and San Francisco
16	South San Francisco and/or SamTrans	Express Bus Service from Glen Park BART to East Bay via SSF	South San Francisco and San Francisco
17	San Bruno & South San Francisco	South Linden Avenue and Scott Street Grade Separation	Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco
18	San Bruno and Millbrae	SFO Bay Trail Gap Closure Project	San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue
19	Brisbane	Sierra Point Parkway/Shoreline Court	From Lagoon Road to 270 feet southwest of Bay Trail/Shoreline Court
20	Millbrae	Millbrae Caltrain Station Access Project - Linden Avenue/California Drive	Linden Avenue/California Drive

Comprehensive information on the 20 priority projects is available in Table 1 in Appendix A. For a complete overview of all projects and their details, please refer to Table 2 in Appendix A.

▶▶▶ Bicycle Only



# Airport Boulevard

Sponsor: South San Francisco



## LOCATION

**South San Francisco:** Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)



## DESCRIPTION

New Class IV bicycle route on Airport Boulevard from second lane to Miller Avenue.

Grand Avenue and Airport Boulevard intersection reconstruction, including:



Crossing improvements



New signal



Sidewalk widening



Adjusted phasing



## SOURCE DOCUMENT(S)

Active South City



## SCHEDULE

Phase 1 complete, Phase 2 not initiated and needs to be studied to tie into the US 101/Produce Avenue project



## STATUS

Segment 1 complete, Segment 2 not initiated



## ESTIMATED COST

**\$5.5 MILLION**



Existing Conditions



Transit Infrastructure



# El Camino Real Multimodal Improvements – Millbrae

Sponsor: Millbrae and SamTrans

**LOCATION**  
Millbrae – El Camino Real: Northern to southern city limits

**DESCRIPTION**

- Bus bulbs
- Curbside bus lanes along entire segment
- General pedestrian improvements
- Bike Lanes

Transit signal priority

**SOURCE DOCUMENT(S)**  
El Camino Real Bus Speed and Reliability Study and Millbrae Active Transportation Plan

**SCHEDULE**  
Planning study anticipated to be completed by the end of 2026

**STATUS**  
Planning study in-progress with C/CAG, City of Millbrae, City of San Bruno, and SamTrans. Full construction timeline pending coordination with the corridorwide Grand Boulevard Initiative.



**ESTIMATED COST**  
**\$25+ MILLION**

(Pending Planning Study Adoption)

Other

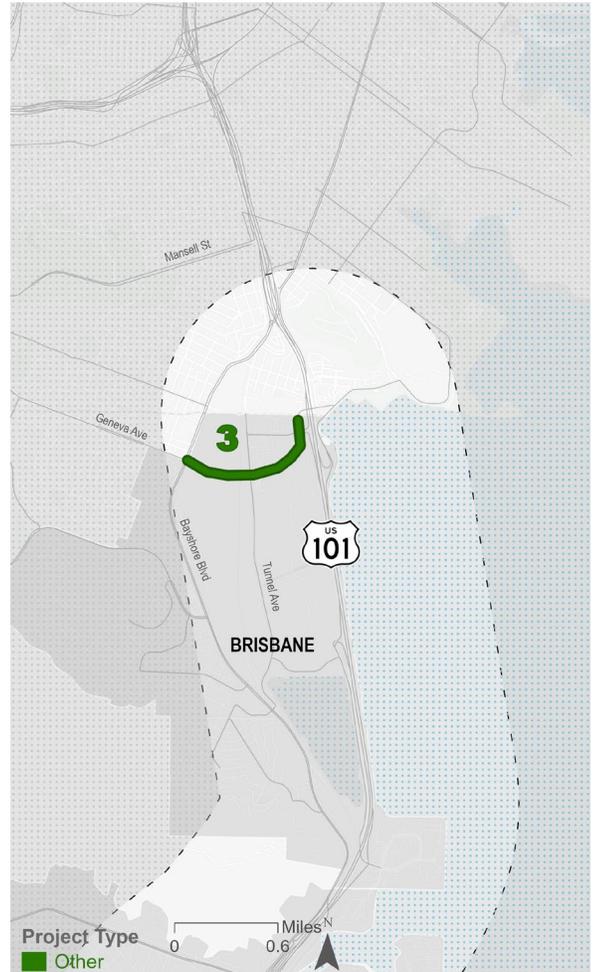


# Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange

Sponsor: Brisbane



Existing Conditions



## LOCATION

**Brisbane:** Geneva Avenue/Bayshore Boulevard intersection to US 101/Candlestick Point interchange



## DESCRIPTION

Construct a six-lane arterial from Geneva Avenue/ Bayshore Boulevard intersection to US 101/Candlestick Point interchange.



**Grade separation at the Caltrain station and Tunnel Avenue**



**On-street parking (travel lanes during peak periods)**



**Class II bike lanes**



**Sidewalk**

Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Caltrain Station and provides through service to the Balboa Park BART Station.



## SOURCE DOCUMENT(S)

US 101 South Comprehensive Multimodal Corridor Plan and Baylands Specific Plan



## SCHEDULE

Brisbane Baylands Specific Plan Environmental document completed, project to be initiated as development process continues



## STATUS

**Not started:** TIF Nexus Study Draft Report submitted December 2024



## ESTIMATED COST

**\$195 MILLION**

Transit Infrastructure



# El Camino Real Multimodal Improvements – South San Francisco

Sponsor: SamTrans and South San Francisco

**LOCATION**  
South San Francisco: El Camino Real - northern to southern city limits

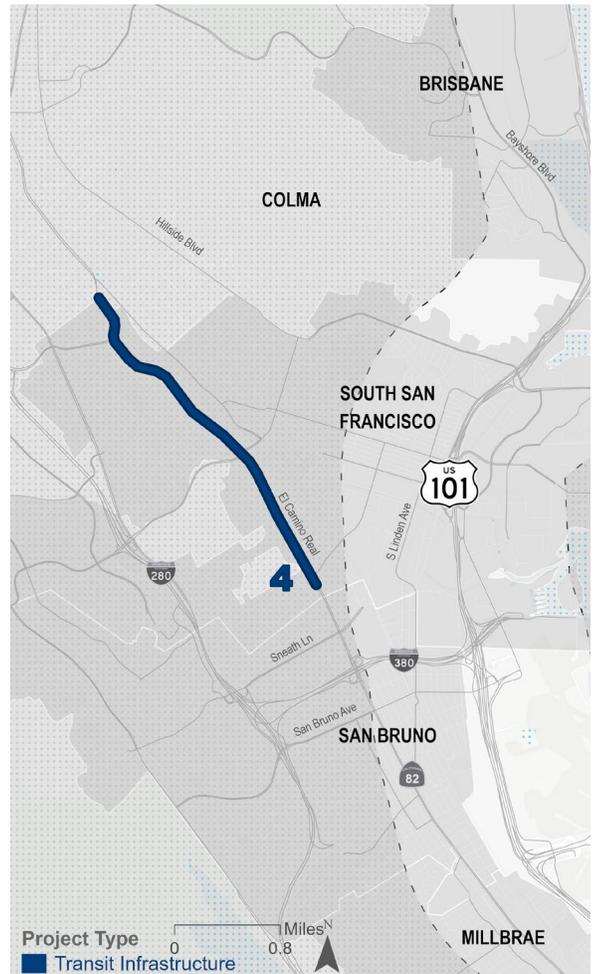
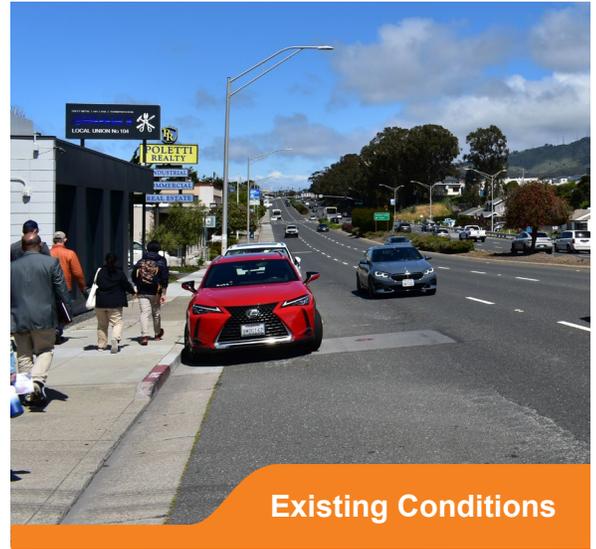
**DESCRIPTION**

- Bus bulbs
- Curbside bus lanes
- General pedestrian improvements
- Bike Lanes
- Transit signal priority

**SOURCE DOCUMENT(S)**  
El Camino Real Bus Speed and Reliability Study

**SCHEDULE**  
Planning Study expected to be completed by the end of 2026. Full construction timeline pending further coordination with the corridorwide Grand Boulevard Initiative.

**STATUS**  
City led El Camino Real Master Plan initiated in 2025



**ESTIMATED COST**

**\$25+ MILLION**

(Pending Further Analysis)

Transit Infrastructure



# Regional Wayfinding/Mobility Hubs

Sponsor: MTC

## LOCATION

Daly City/Colma/South San Francisco/San Bruno/Millbrae: Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)

## DESCRIPTION

Mobility hub improvements to enhance connection of BART/Caltrain riders to access modes (including bus, vehicle, pedestrian, and bicycle), such as:



Station access signage and wayfinding - implementing Regional Mapping and Wayfinding Standards



Bus shelter and waiting area improvements



Other improvements that enhance rider station access

## SOURCE DOCUMENT(S)

BART Station Access Signage and MTC Regional Mapping and Wayfinding

## SCHEDULE

2027 and beyond (pending funding)

## STATUS

Regional Mapping & Wayfinding Project pilots in progress

## ESTIMATED COST

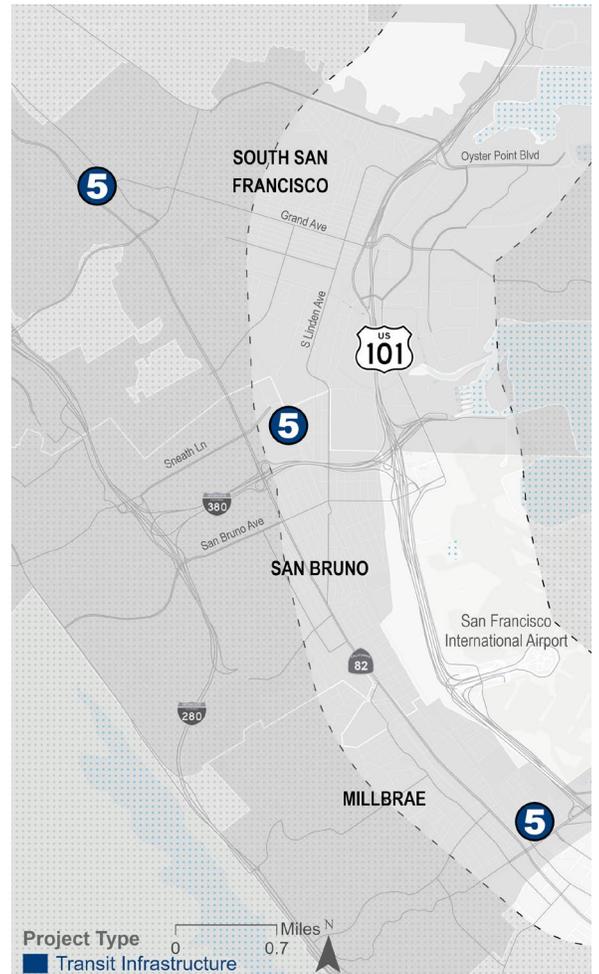
**\$2.2 MILLION**

(Only for BART stations)

- + Station access signage
- + Wayfinding and bus area/mobility hub improvements



Existing Conditions



▶▶▶ Bicycle Only



# Millbrae Avenue Bikeway Improvements

Sponsor: Millbrae



## LOCATION

Millbrae: Millbrae Avenue



## DESCRIPTION

Separated bike lane from Magnolia Avenue to Old Bayshore Highway.



Class IV separated bike lanes



## SOURCE DOCUMENT(S)

Millbrae Active Transportation Plan



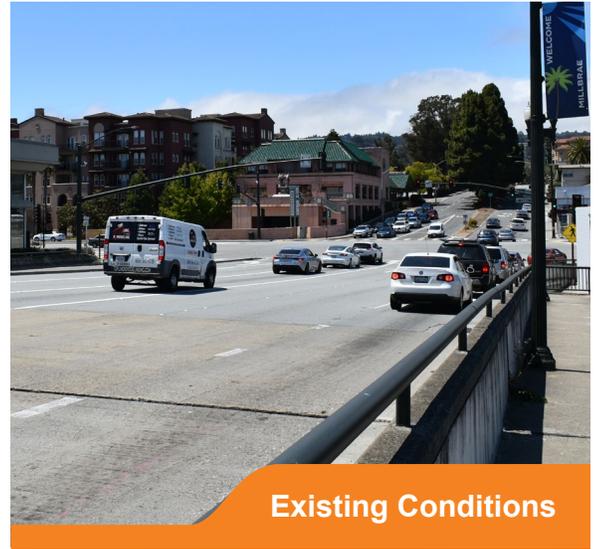
## SCHEDULE

Preliminary Engineering and Environmental Clearance Anticipated to Start in 2026

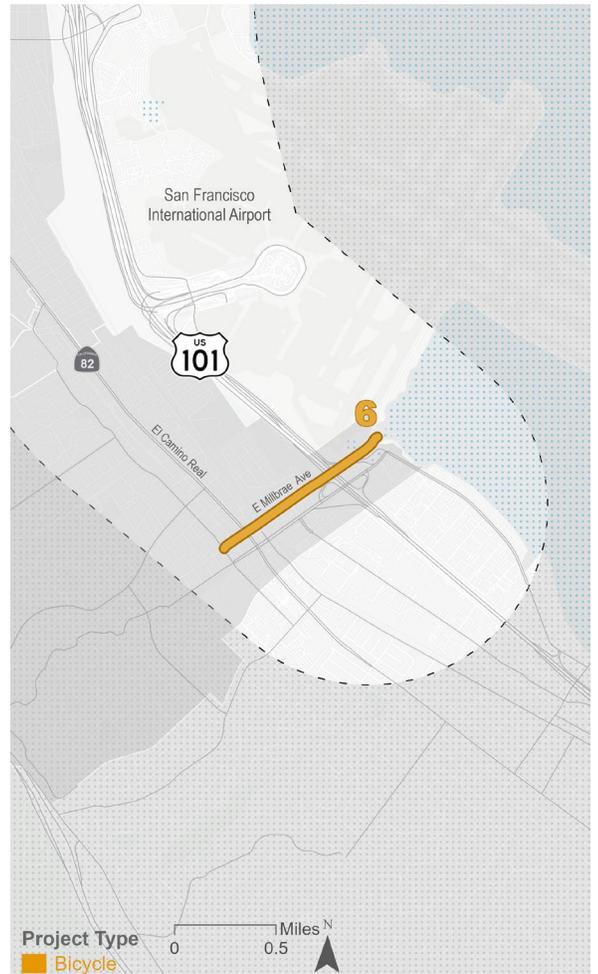


## STATUS

Environmental review needed, pending funding



Existing Conditions



Project Type  
  Bicycle  
 0 0.5 1 Miles N



## ESTIMATED COST

**\$2.4 MILLION**

Transit Infrastructure



# El Camino Real Multimodal Improvements – San Bruno

Sponsor: SamTrans

## LOCATION

San Bruno: El Camino Real - northern to southern city limits

## DESCRIPTION

- Bus bulbs
- Curbside bus lanes along entire segment
- General pedestrian improvements
- Bike Lanes

Transit signal priority

**SOURCE DOCUMENT(S)**  
El Camino Real Bus Speed and Reliability Study

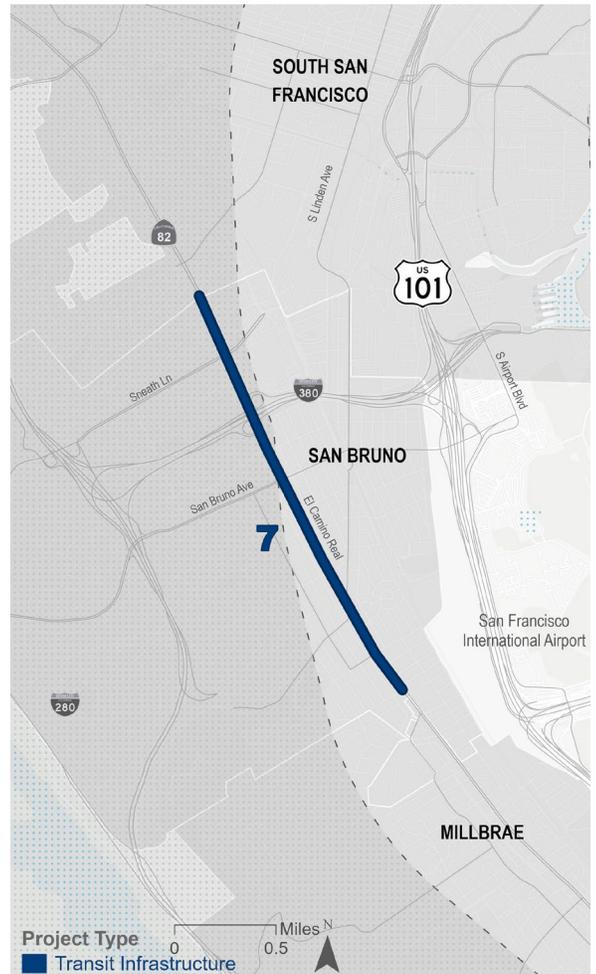
**SCHEDULE**  
Planning study anticipated to be completed by the end of 2026

**STATUS**  
Planning study in-progress with C/CAG, City of Millbrae, City of San Bruno, and SamTrans. Full construction timeline pending coordination with the corridorwide Grand Boulevard Initiative.

**ESTIMATED COST**  
**\$25+ MILLION**



Existing Conditions



▶▶▶ Bicycle and Pedestrian

# Huntington Bicycle and Pedestrian Improvements Segment 2

Sponsor: San Bruno



## LOCATION

San Bruno: San Bruno BART Station



## DESCRIPTION

Various access improvements to San Bruno BART Station.

- 

**Class II bike lane**
- 

**Wayfinding signs**
- 

**Lighting**
- 

**Class III bike lane**
- 

**Pedestrian signals**
- 

**Curb ramps**
- 

**Class IV bike lane**
- 

**Crosswalk improvements**



## SOURCE DOCUMENT

BART Walk and Bicycle Network Gap Study



## SCHEDULE

Phase 1 Huntington Avenue Bikeway Project completed, Phase 2 Huntington Avenue Bikeway Project in front of the station scheduled for construction in 2026. Additional improvements have yet to be initiated.



## STATUS

San Bruno was awarded \$4 million toward the construction of the Huntington Avenue Phase II project from the SMCTA Measure W Regional Transit Connections fund in 2025 and is fully funded.



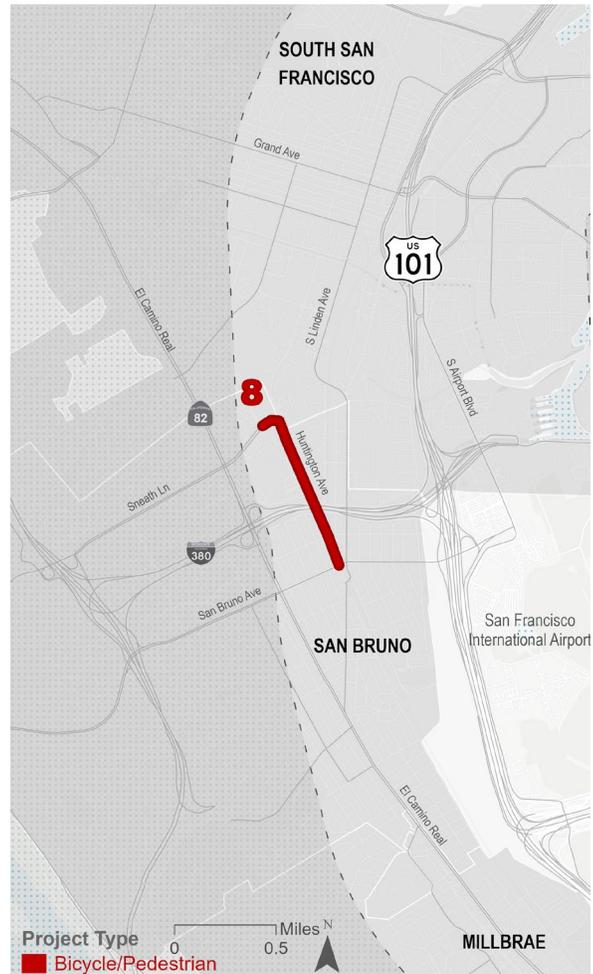
## ESTIMATED COST

**\$6.5 MILLION**

(Huntington Avenue Phase 2)



Existing Conditions



▶▶▶ Other



# Grand Avenue/East Grand Avenue

Sponsor: South San Francisco



Existing Conditions



## LOCATION

South San Francisco: From Spruce Avenue to Haskins Way



## DESCRIPTION



Install Class II and Class IV bikeway upgrades



Bicycle detection upgrades



Addition of bus only lanes



## SOURCE DOCUMENT(S)

Active South City, Shape SSF 2040 General Plan and SSF Eastern Neighborhoods Community Facilities District Study



## SCHEDULE

Not initiated



## STATUS

Planning study currently unfunded



## ESTIMATED COST

**\$20.6 MILLION**

- + Station access signage
- + Wayfinding and bus area/mobility hub improvements

Transit Infrastructure



# Oyster Point Boulevard

Sponsor: South San Francisco



## LOCATION

South San Francisco: Between US 101 and South San Francisco ferry terminal



## DESCRIPTION



Addition of bus only lane between US 101 and ferry terminal



Class IV separated bike lanes



Class I bicycle path



New sidewalk



Crossing improvements



## SOURCE DOCUMENT(S)

Shape SSF 2040 General Plan and SSF Eastern Neighborhoods Community Facilities District Study



## SCHEDULE

Not initiated

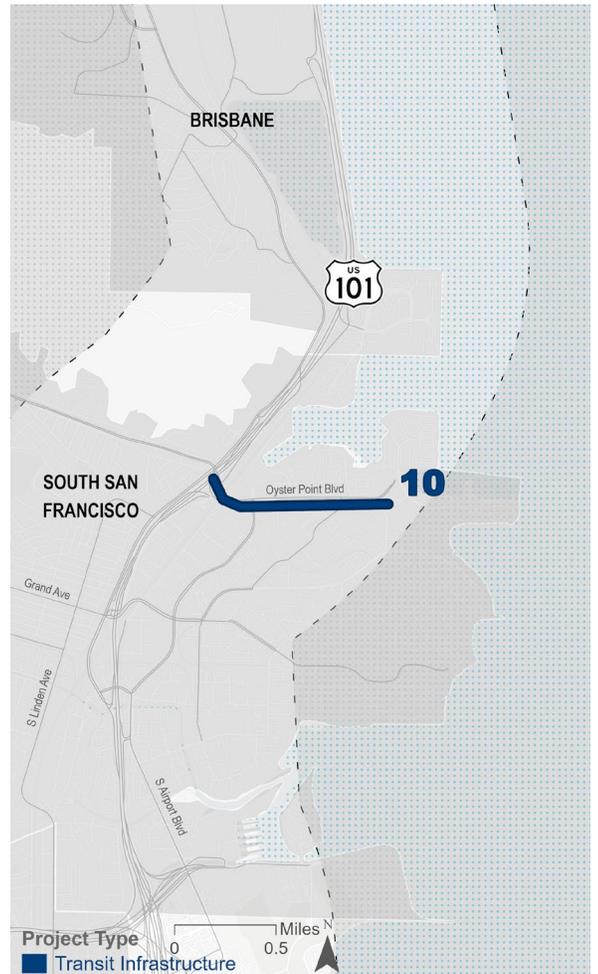


## STATUS

Planning study currently unfunded



Existing Conditions



## ESTIMATED COST

**\$29 MILLION**

▶▶▶ Bicycle Only



# South Airport Boulevard

Sponsor: South San Francisco



## LOCATION

South San Francisco: From Gateway Boulevard to Bay Trail/North Access Road



## DESCRIPTION

Upgrade bikeway to Class IV separated bicycle lane along South Airport Boulevard.



Class IV  
bike lane



## SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle and Pedestrian Plan and SSF Eastern Neighborhoods Community Facilities District



## SCHEDULE

Not initiated



## STATUS

Planning study currently unfunded



Existing Conditions



## ESTIMATED COST

**\$29 MILLION**

▶▶▶ Transit Operational Enhancement



# Oyster Point Shuttles and Ferry Connections

Sponsor: South San Francisco



## LOCATION

South San Francisco: East of US 101



## DESCRIPTION

Develop a frequent, all day first/last-mile shuttle system connecting high ridership corridors to transit.



Frequent shuttle system



## SOURCE DOCUMENT(S)

The Mobility Plan 20/20



## SCHEDULE

Shuttle routes will be reassessed as part of the SMCTA's Peninsula Shuttle Program Optimization & Funding Strategy that will kick off in late 2025

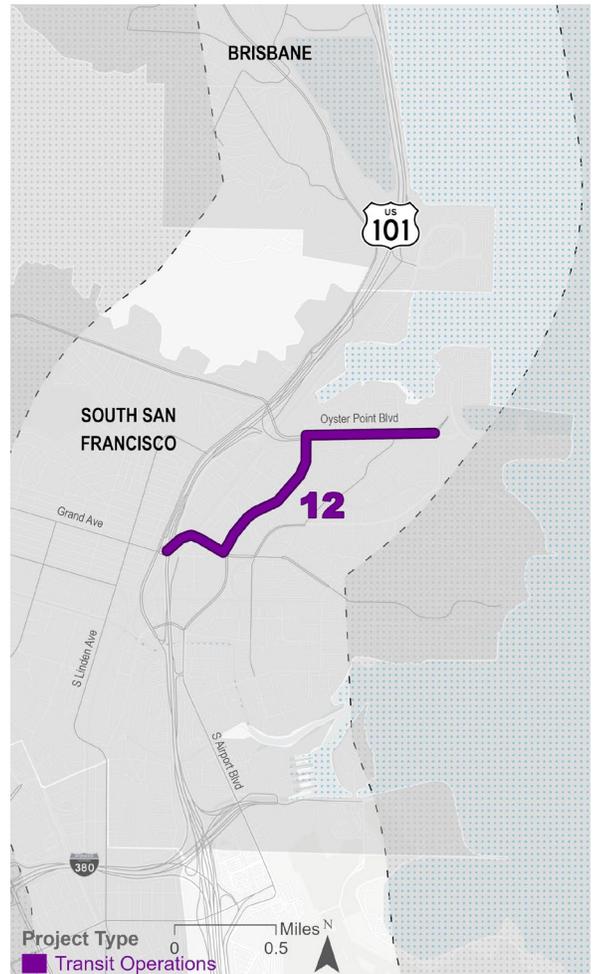


## STATUS

Current shuttles funded by SMCTA through June 2027



Existing Conditions



## ESTIMATED COST

**\$1 MILLION**

Annually

▶▶▶ Bicycle and Pedestrian

# US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing



Sponsor: Millbrae



## LOCATION

Millbrae: US 101 and Millbrae Avenue



## DESCRIPTION

Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.



Bicycle and pedestrian overpass



## SOURCE DOCUMENT(S)

Millbrae Active Transportation Plan and Caltrans District 4 Bike Plan



## SCHEDULE

Not initiated

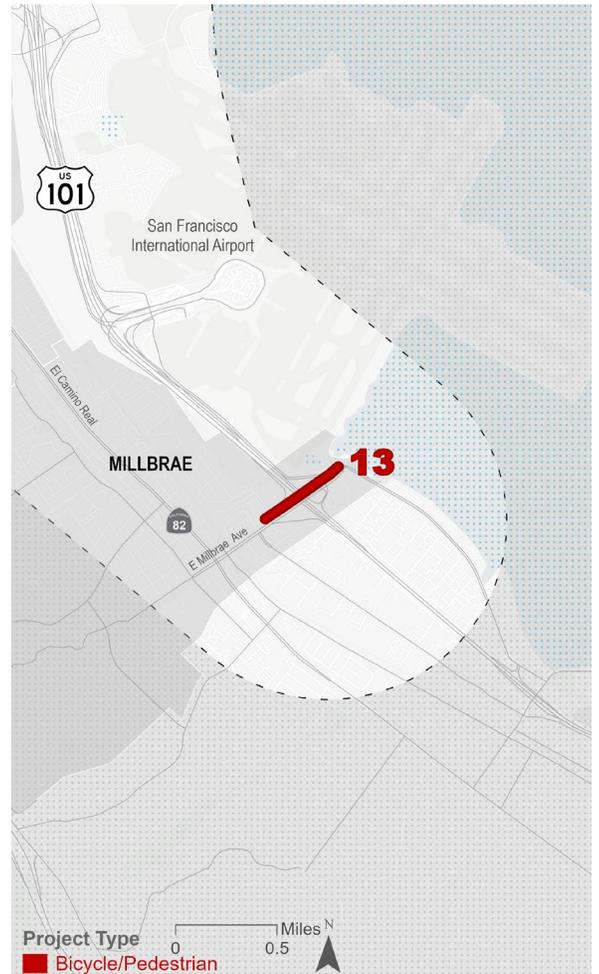


## STATUS

Feasibility study needed



Existing Conditions



Project Type  
■ Bicycle/Pedestrian



## ESTIMATED COST

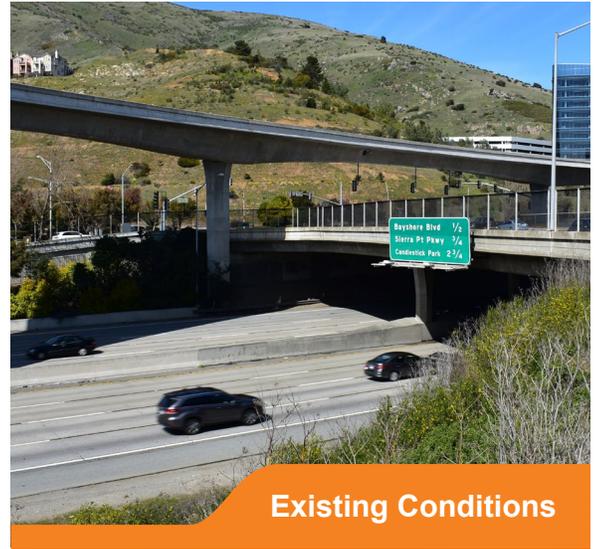
**\$6.5 MILLION**

Other

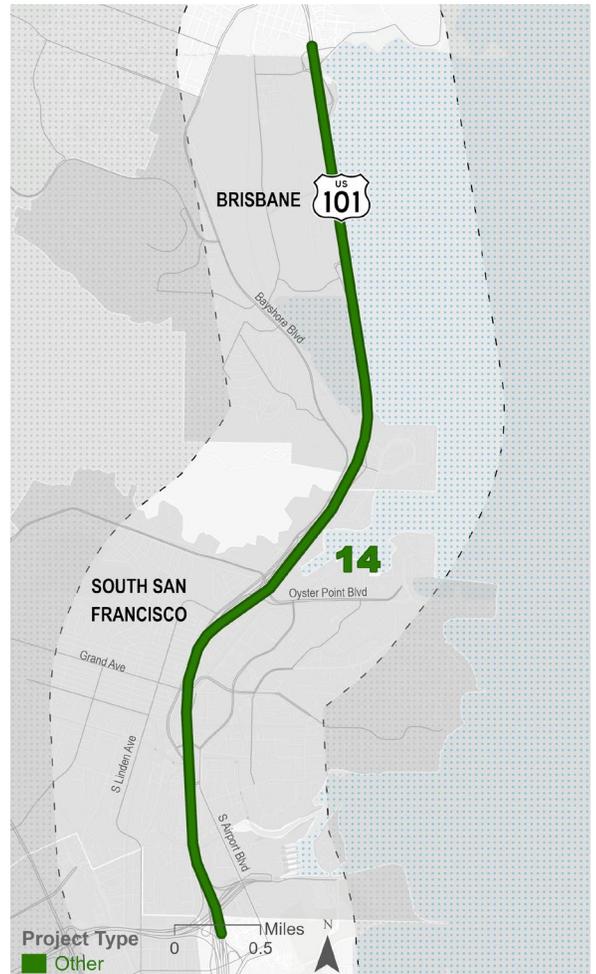


# US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)

Sponsor: SMCTA and C/CAG



Existing Conditions



## LOCATION

Brisbane/South San Francisco/San Bruno/Millbrae: US 101 from I-380 to San Francisco/San Mateo County line



## DESCRIPTION



Managed lanes



## SOURCE DOCUMENT(S)

Caltrans US 101 South Comprehensive Multimodal Corridor Plan, MTC Bay Area Express Lanes Strategic Plan, and Freeway Corridors Management Study with SFCTA, SMCTA, and C/CAG



## SCHEDULE

PA&ED start date Fall 2020 with antipated completion in Fall 2026



## STATUS

Currently in PA&ED with partial funding programmed for PS&E



## ESTIMATED COST

**\$375 MILLION**

- + PSR-PDS \$1.75 million
- + PA&ED \$10.15 million
- + PS&E \$36.2 million
- + ROW \$17.0 million
- + Construction \$310.0 million

Transit Operational Enhancement



# Express Bus Service from Glen Park BART to SSF

Sponsor: South San Francisco in partnership with employers and/or SamTrans



## LOCATION

South San Francisco: South San Francisco and San Francisco



## DESCRIPTION

Partner with employers and/or SamTrans to expand express bus service to Glen Park BART Station and other areas within San Francisco.



Express bus service



## SOURCE DOCUMENT(S)

The Mobility Plan 20/20



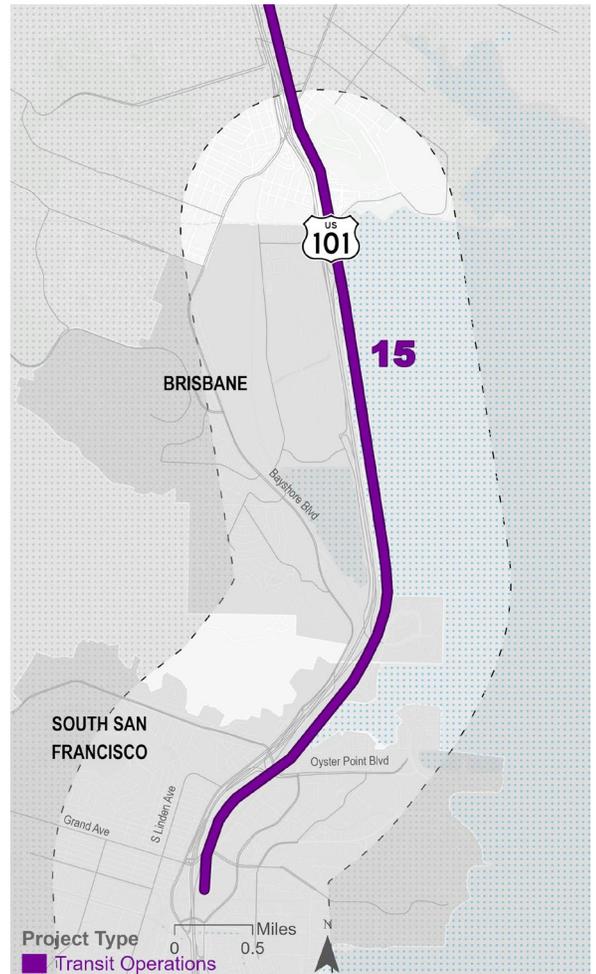
## SCHEDULE

Not initiated



## STATUS

Transit Planning study needed



## ESTIMATED COST

**PENDING PLANNING STUDY**

▶▶ Transit Operational Enhancement



# Express Bus Service from Glen Park BART to East Bay via SSF

Sponsor: South San Francisco in partnership with employers and/or SamTrans



## LOCATION

South San Francisco: South San Francisco and San Francisco



## DESCRIPTION

Express bus service to the East Bay via the San Mateo Bridge.



Express bus service



## SOURCE DOCUMENT(S)

The Mobility Plan 20/20



## SCHEDULE

Not initiated



## STATUS

Transit Planning study needed



## ESTIMATED COST

**PENDING PLANNING STUDY**

▶▶▶ Other



# South Linden Avenue and Scott Street Grade Separation

Sponsor: San Bruno and South San Francisco



## LOCATION

**San Bruno/South San Francisco:** Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco



## DESCRIPTION

The South Linden Avenue and Scott Street Grade Separation Project will improve safety and decrease expected future traffic delays. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. The two grade separations are proposed to be undertaken as a combined effort.



## SOURCE DOCUMENT(S)

Caltrain Business Plan and Caltrain Quarterly Report



## SCHEDULE

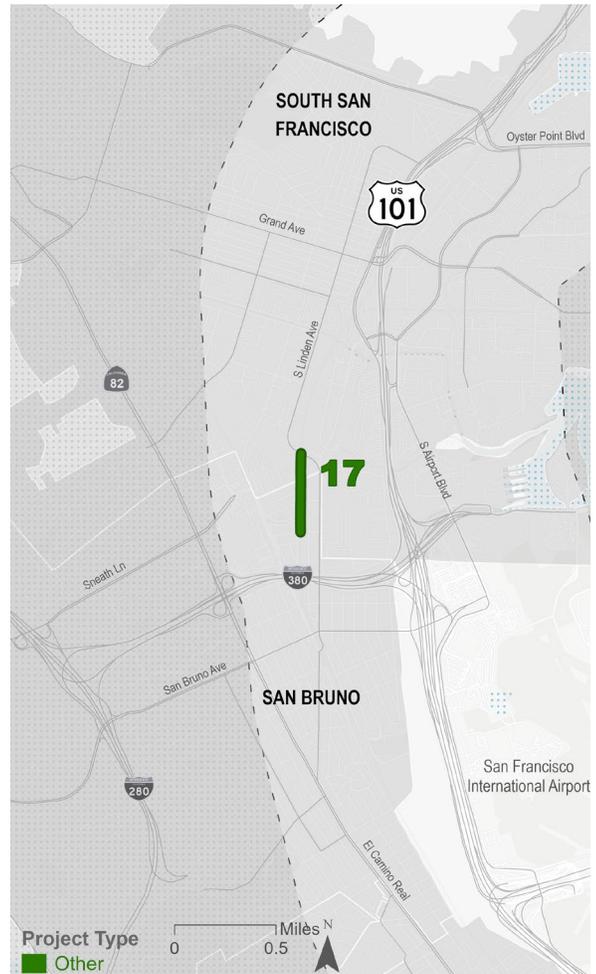
Environmental Clearance and Preliminary Design anticipated to be completed by Fall 2025



## STATUS

**Phase 3: Project Development (16-35%)**

Caltrain is engaging with the city on selection of alternative delivery method and developing an overall streamlined project schedule and cost estimate



## ESTIMATED COST

**\$320 MILLION**

►►► Bicycle and Pedestrian

# SFO Bay Trail Gap Closure Project

Sponsor: San Bruno and Millbrae



## LOCATION

**San Bruno:** San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue



## DESCRIPTION



Class I bicycle path



## SOURCE DOCUMENT(S)

Bay Trail SFO Gap Study Final Plan



## SCHEDULE

Planning study completed, Environmental Clearance anticipated to begin in late 2026

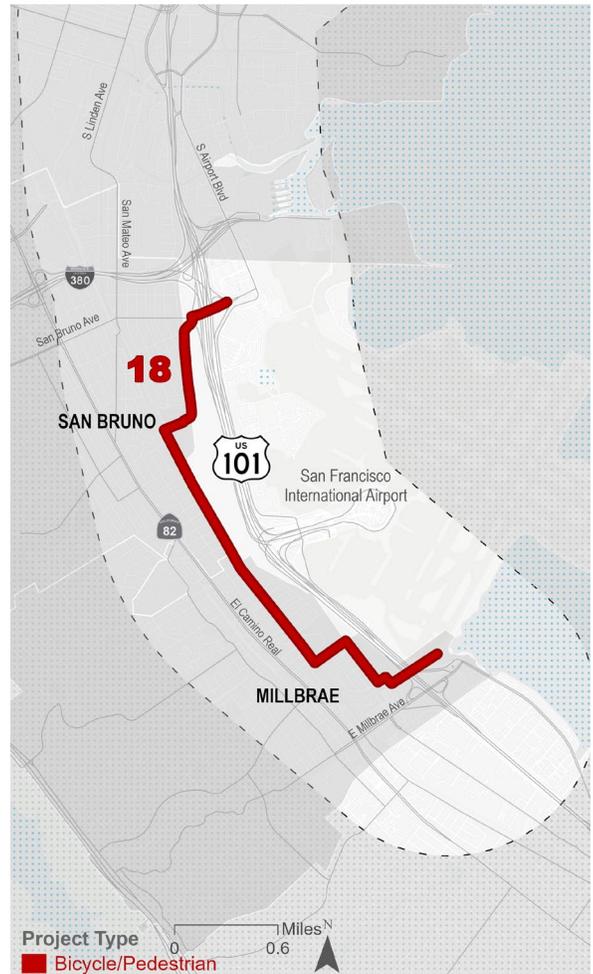


## STATUS

Funding for the Preliminary Engineering and Environmental Clearance is being coordinated with MTC, SMCTA, City of San Bruno, and City of Millbrae



Existing Conditions



## ESTIMATED COST

**\$64.5 MILLION**

▶▶▶ Bicycle and Pedestrian

# Sierra Point Parkway/Shoreline Court

Sponsor: Brisbane



## LOCATION

**Brisbane:** From Lagoon Road to 270 feet southwest of Bay Trail/Shoreline Court



## DESCRIPTION

New Class I path along Sierra Point Parkway/Shoreline Court corridor.



Class I bicycle path



## SOURCE DOCUMENT(S)

2021 C/CAG San Mateo County Comprehensive Bicycle Pedestrian Plan



## SCHEDULE

Not initiated

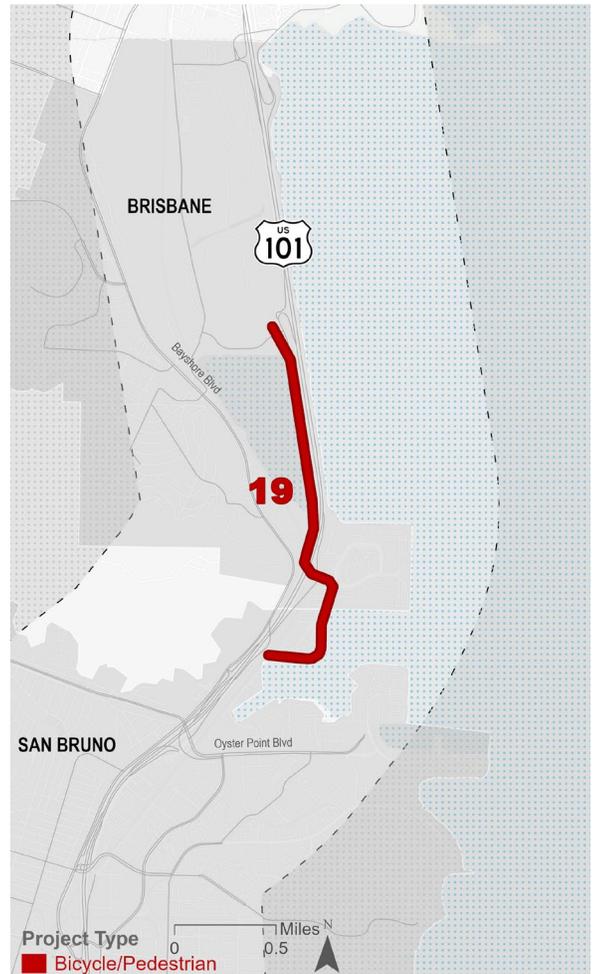


## STATUS

**Not started:** TIF Nexus Study Draft Report submitted December 2024



Existing Conditions



## ESTIMATED COST

**\$1.7 MILLION**

▶▶▶ Bicycle Only



# Millbrae Caltrain Station Access Project – Linden Avenue/California Drive

Sponsor: Millbrae



## LOCATION

Millbrae: Linden Avenue/California Drive



## DESCRIPTION

Construct Class II Bike Lanes and/or Class I Shared-Use Path from El Camino Real to Murchison Drive.



Class II bicycle lane



## SOURCE DOCUMENT(S)

Millbrae Active Transportation Plan and Caltrans D4 Bike Plan



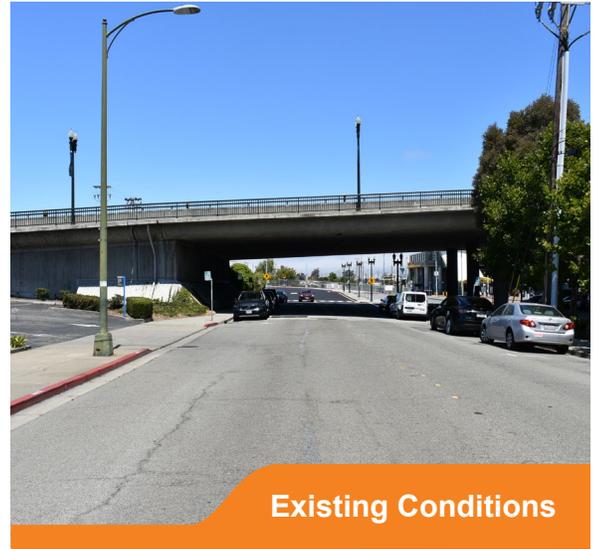
## SCHEDULE

Not initiated

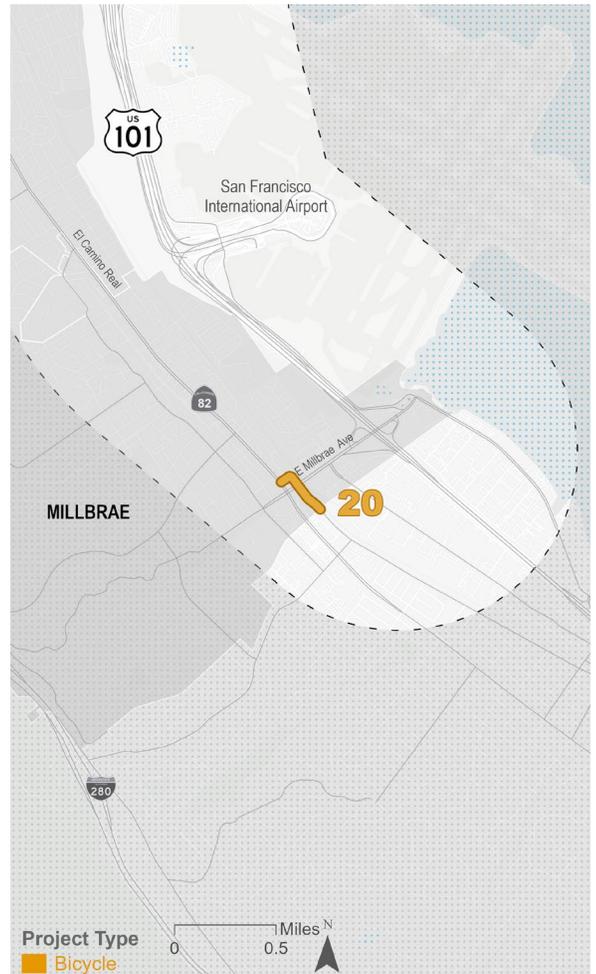


## STATUS

Feasibility study needed



Existing Conditions

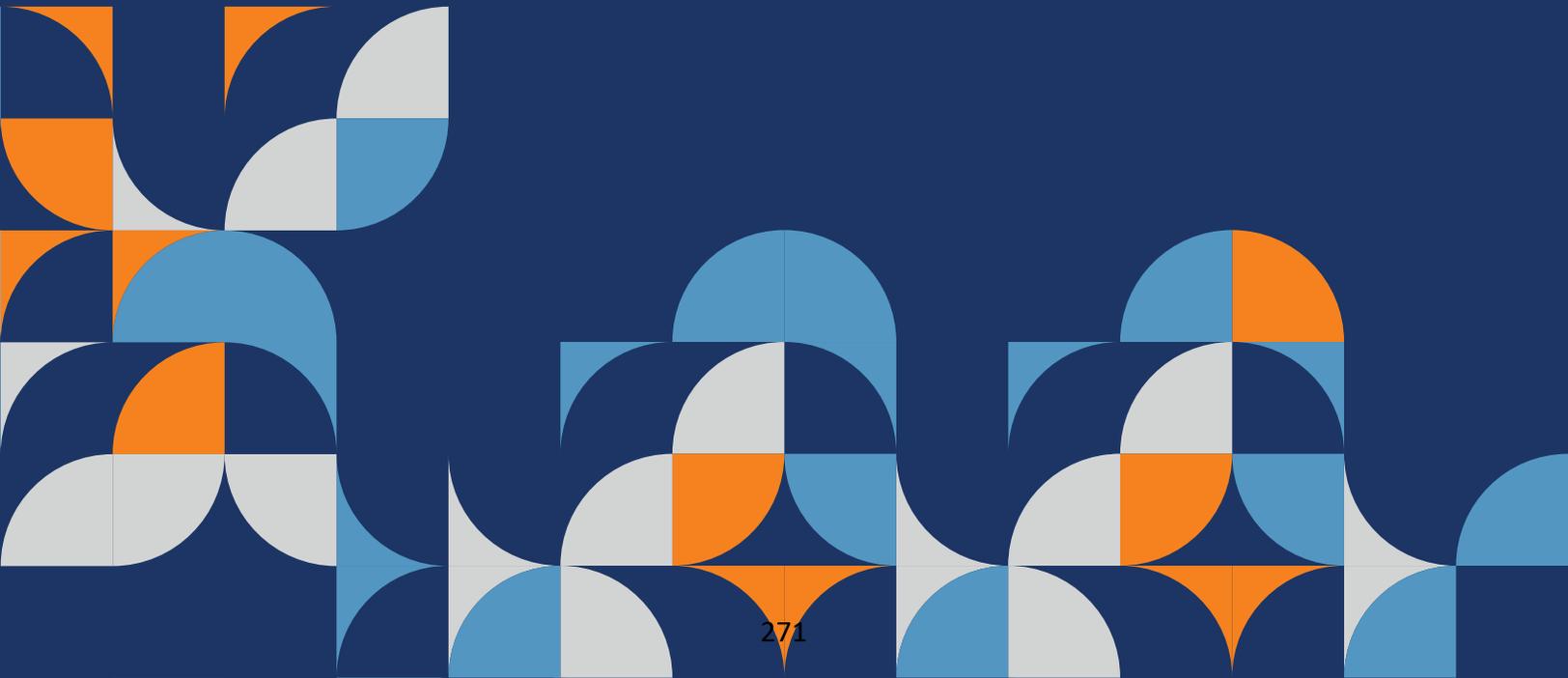


## ESTIMATED COST

**\$150,000**



# Implementation Plan



The SMCTA will work with project sponsors to advance the prioritized projects toward construction and implementation, assisting them with identifying funding opportunities and project delivery. This includes establishing phasing priorities aligned with upcoming grant cycles and project readiness for funding pursuits. Key steps include refining project descriptions, completing environmental reviews, and securing local match funding. The SMCTA will also assess opportunities to bundle projects to achieve broader multimodal benefits that address regional needs, rather than focusing on the priorities of individual agencies.

The following sections describe potential funding programs North County projects may be eligible for. Table 16 in Section 5.2 summarizes likely funding sources for each of the top 20 projects.

## 5.1 FUNDING SOURCES

The SMCTA anticipates funding for the US 101 North County Multimodal Strategy projects will come from several sources such as grant programs administered at the Federal, State of California, and local level. Bundling multimodal projects into a single program increases the likelihood that the entire bundle will qualify under the largest possible range of funding sources. The SMCTA will continue to monitor the local, regional, and federal funding environment and adapt accordingly to best provide technical assistance to the jurisdictions in identifying and pursuing funding sources.

### 5.1.1 Federal Discretionary Funding Programs

These programs in total have over \$4 billion in total funds available annually. Each federal program is advertised through a Notice of Funding Opportunity as competitive discretionary grants. Potential eligible Federal funding programs for the US 101 North County Multimodal Strategy include:

#### NATIONALLY SIGNIFICANT MULTIMODAL FREIGHT & HIGHWAY PROJECTS (INFRA)

- Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

#### NATIONAL INFRASTRUCTURE PROJECT ASSISTANCE (MEGA)

- Supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

#### BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- Provides grants for surface transportation infrastructure projects with significant local or regional impact. The BUILD program was previously known as the Rebuilding American Infrastructure with Sustainability and Equity program and Transportation Investment Generating Economic Recovery discretionary grants.

It should be noted that there are many new Federal grant programs established under the Bipartisan Infrastructure Law, passed in 2022. Many of these new programs are designed to address a very specific transportation problem, such as railroad grade crossing safety and electric vehicle infrastructure and as such were not considered in the benchmarking assessment for application to the US 101 North County Multimodal Strategy. The SMCTA will monitor these Federal grant programs accordingly as the funding environment is fluid.

### 5.1.2 California State Discretionary Funding Programs

As with the Federal programs, there are a variety of discretionary funding programs administered by the State of California (described in greater detail in the following paragraphs) that are aligned with several overarching policy programs to ensure that projects that are funded through these programs adhere to the overall goals and objectives of the state with regards to addressing climate, health and social equity.

Many of the state’s funding programs are required to align with the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI details how the state recommends investing billions of discretionary transportation dollars annually to combat and adapt to climate change while supporting public health, safety and equity considerations.

Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health and social equity goals.

#### SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

- State level competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. All nominated projects must be identified in a currently adopted regional transportation plan and an existing comprehensive corridor plan. The SCCP funds projects that are designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits. The development of the multimodal strategies as local CMCPs enables priority projects to be eligible in the SCCP grant program.

#### LOCAL PARTNERSHIP PROGRAM (LPP)

- Provides funding to counties, cities, districts, and regional transportation agencies. LPP funds are distributed through a 40% statewide competitive component and a 60% formulaic component. The LPP provides funding to improve aging infrastructure, road conditions, active transportation, transit and rail, and health and safety benefits.

#### TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

- Funds freight infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, and on California’s portion of the National Highway Freight Network, and along other corridors that have a high volume of freight movement. TCEP also supports the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

#### ACTIVE TRANSPORTATION PROGRAM (ATP)

- The Active Transportation Program was created by Senate Bill 99 to encourage, promote, and increase active modes of transportation. The ATP funds non-motorized projects that benefit walking, biking, and rolling. Applicable project types include infrastructure, non-infrastructure, plans, and quick build projects.

### 5.1.3 San Mateo County Local Discretionary Funding Programs

A significant source of discretionary funding for transportation projects in San Mateo County is through the local Measure A and Measure W sales tax programs administered by SMCTA. The sales tax measures were approved by the residents of San Mateo County, and a portion of the funding from the measures is administered through the SMCTA. Measure A funds were designated for specific categories of transportation projects, with funding levels allocated to each project category that varies for each funding cycle.

The SMCTA’s 2025-2029 Strategic Plan took effect on January 1, 2025. The five-year plan establishes a policy framework to guide the implementation of San Mateo County’s transportation sales tax Measure A and Measure W and priorities funding for projects aimed at enhancing mobility and accessibility throughout the county.

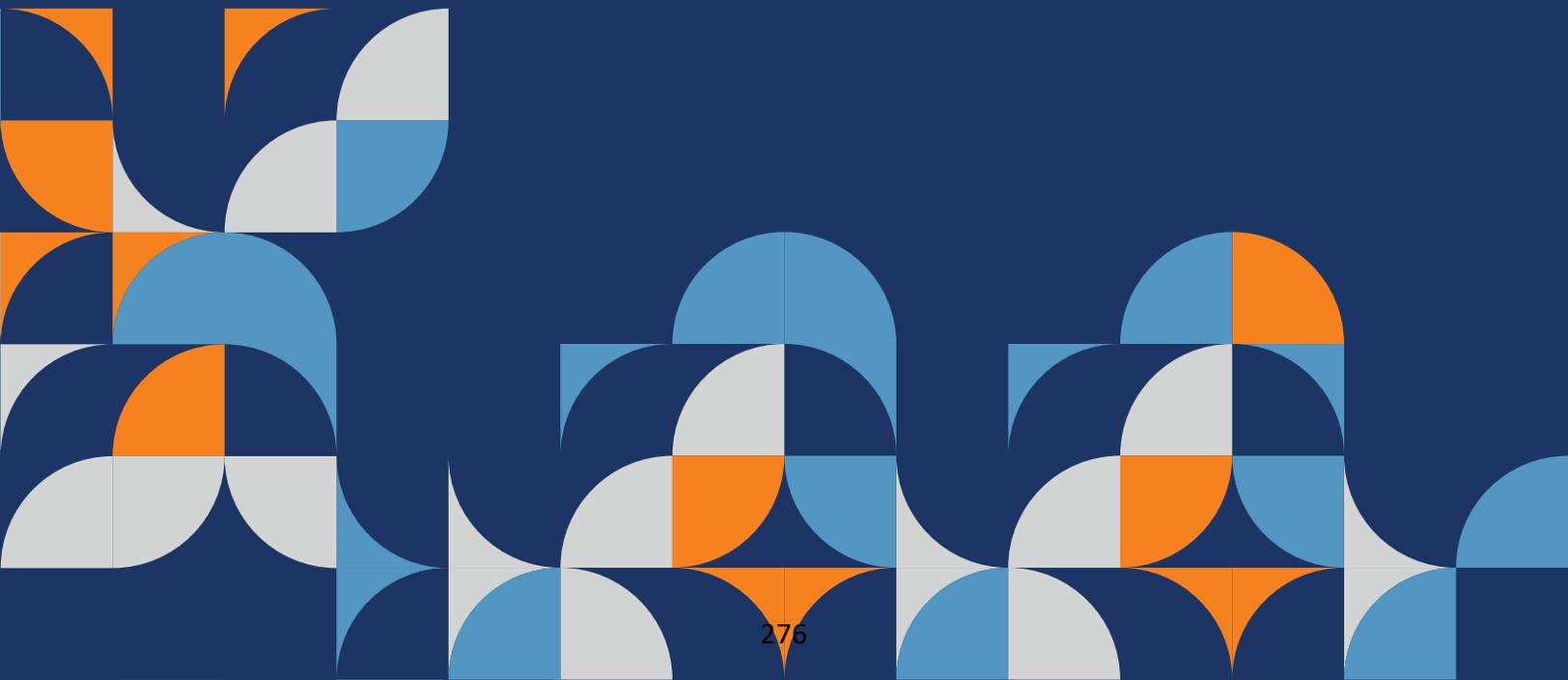
## 5.2 FUNDING PROGRAM ASSESSMENT

Table 16. Eligible Funding Programs for Prioritized Projects

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Airport Boulevard	\$5.5 million				X	X		X	X	X
El Camino Real Multimodal Improvements – Bruno	\$25+ million			X	X	X		X	X	X
El Camino Real Multimodal Improvements – Millbrae	\$25+ million			X	X	X		X	X	X
El Camino Real Multimodal Improvements – South San Francisco	\$25+ million			X	X	X		X	X	X
Express Bus Service from Glen Park BART to East Bay via SSF	Pending Planning Study									X
Express Bus Service from Glen Park BART to SSF	Pending Planning Study									X
Geneva Avenue/ Bayshore Boulevard Intersection to US 101/ Candlestick Point Interchange	\$195 million			X	X	X		X	X	X
Grand Avenue/East Grand Avenue	\$20.6 million			X	X	X		X	X	X
Huntington Bicycle and Pedestrian Improvements Segment 2	\$6.5 million (Huntington Avenue Phase 2)				X	X		X	X	X

Project Name	Estimated Project Cost	Eligible Funding Program								
		INFRA	Mega	BUILD	SCCP	LPP	TCEP	ATP	Measure A	Measure W
Millbrae Avenue Bikeway Improvements	\$2.4 million				X	X		X	X	X
Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	\$150,000				X	X		X	X	X
Oyster Point Boulevard	\$29 million				X	X		X	X	X
Oyster Point Shuttles and Ferry Connections	\$1 million annually								X	X
Regional Wayfinding/ Mobility Hubs	\$2.2 million				X	X			X	X
SFO Bay Trail Gap Closure Project	\$64.5 million				X	X		X	X	X
Sierra Point Parkway/ Shoreline Court	\$1.7 million				X	X		X	X	X
South Airport Boulevard	\$29 million				X	X		X	X	X
South Linden Avenue and Scott Street Grade Separation	\$320 million	X	X	X	X	X			X	X
US 101 Managed Lanes North Project (I-380 to San Francisco/ San Mateo County Line)	\$375 million	X	X	X	X	X	X		X	X
US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	\$6.5 million			X	X	X		X	X	X

# Appendix A: Detailed Project Scoring and Descriptions



**Table 1. North County Multimodal Strategy Priority Projects**

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Airport Boulevard	Airport Boulevard from Sister Cities Boulevard to Baden Avenue (Segment 1) and Baden Avenue to South Airport Boulevard/San Mateo Avenue (Segment 2)	New Class IV bicycle route on Airport Boulevard from second lane to Miller Avenue. Grand Avenue and Airport Boulevard intersection reconstruction, including crossing improvements, sidewalk widening, new signal and adjusted phasing.	30	27.5	11.25	20	20	108.75
El Camino Real Multimodal Improvements – Millbrae	El Camino Real - northern to southern city limits	Four bus bulbs and two pedestrian gap closures as well as curbside bus lanes along entire segment.	30	27.5	11.25	20	20	108.75
Geneva Avenue/ Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Geneva Avenue/ Bayshore Boulevard intersection to US 101/Candlestick Point interchange	Construct a six-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to US 101/ Candlestick Point interchange. Grade separation at the Caltrain station and Tunnel Avenue, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalk. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Caltrain Station and provides through service to the Balboa Park BART Station.	30	27.5	4.5	20	20	102
El Camino Real Multimodal Improvements – South San Francisco	El Camino Real - northern to southern city limits	Seven bus bulbs and six pedestrian gap closures as well as curbside bus lanes from McLellan Drive to southern city limits.	30	27.5	4.5	20	20	102

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Regional Wayfinding/Mobility Hubs	Daly City, Colma, South San Francisco, San Bruno BART stations, Palo Alto Transit Center (Caltrain) and Millbrae Transit Center (BART and Caltrain)	Improvements to enhance connection of BART/Caltrain riders to access modes: mobility hub improvements; bus shelter improvements; station access signage and wayfinding; vehicle/pedestrian/bike wayfinding and facility loading zones, vehicle parking, and other modes (including implementing regional wayfinding standards).	30	27.5	22.5	20		100
Millbrae Avenue Bikeway Improvements	Millbrae Avenue	Separated bike lane from Magnolia Avenue to Old Bayshore Highway.	30	13.75	11.25	20	20	95
El Camino Real Multimodal Improvements – San Bruno	El Camino Real - northern to southern city limits	Seven bus bulbs and four pedestrian gap closures as well as curbside bus lanes along entire segment and TSP installation/signal reconfiguration at Sneath Lane intersection.	30	13.75	11.25	20	20	95
Huntington Bicycle and Pedestrian Improvements Segment 2	San Bruno BART Station	Various access improvements to San Bruno BART Station.	30	27.5	11.25	20		88.75
Grand Avenue/East Grand Avenue	From Spruce Avenue to Haskins Way	Install Class II and Class IV bikeway upgrades and addition of bus only lanes. Bicycle detection upgrades.	30	27.5	11.25	20		88.75
Oyster Point Boulevard	Between US 101 and South San Francisco ferry terminal	Addition of bus only lane between US 101 and ferry terminal, Class I bicycle path, Class IV separated bike lanes, new sidewalk, and crossing improvements.	0	27.5	11.25	20	20	78.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South Airport Boulevard	From Gateway Boulevard to Bay Trail/North Access Road	Upgrade bikeway to Class IV separated bicycle lane along South Airport Boulevard.	6	27.5	4.5	20	20	78
Oyster Point Shuttles and Ferry Connections	East of US 101	Develop a frequent, all day first/last-mile shuttle system connecting high ridership corridors to transit.	15	27.5	11.25	4	20	77.75
US 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing	US 101 and Millbrae Avenue	Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.	15	0	22.5	20	20	77.5
US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	US 101 from I-380 to San Francisco/San Mateo County line	Managed lanes.	15	13.75	22.5	4	20	75.25
Express Bus Service from Glen Park BART to SSF	South San Francisco and San Francisco	Partner with employers and/or SamTrans to expand express bus service to Glen Park BART Station and other areas within San Francisco.	15	13.75	22.5	4	20	75.25
Express Bus Service from Glen Park BART to East Bay via SSF	South San Francisco and San Francisco	Express bus service to the East Bay via the San Mateo Bridge which would benefit from US 101 managed lanes.	15	13.75	22.5	4	20	75.25

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South Linden Avenue and Scott Street Grade Separation	Caltrain right of way between Scott Street in San Bruno and South Linden Avenue in South San Francisco	The South Linden Avenue and Scott Street Grade Separation Project will improve safety and decrease expected future traffic delays. South Linden Avenue is located in South San Francisco; Scott Street is in San Bruno. The two grade separations are proposed to be undertaken as a combined effort.	30	27.5	11.25	4		72.75
SFO Bay Trail Gap Closure Project	San Bruno Avenue from Airport Boulevard to Huntington Avenue and New Trail Segment from San Bruno Avenue to East Millbrae Avenue	Close Bay Trail gap segment.	30	5.5	11.25	4	20	70.75
Sierra Point Parkway/Shoreline Court	From Lagoon Road to 270 feet southwest of Bay Trail/Shoreline Court	New Class I path along Sierra Point Parkway/Shoreline Court corridor.	30	5.5	11.25	20		66.75
Millbrae Caltrain Station Access Project - Linden Avenue/California Drive	Linden Avenue/California Drive	Construct Class II Bike Lanes and/or Class I Shared-Use Path from El Camino Real to Murchison Drive	30	27.5	4.5	4		66

Table 2 summarizes all other North County projects and their scores.

**Table 2. All Other North County Projects**

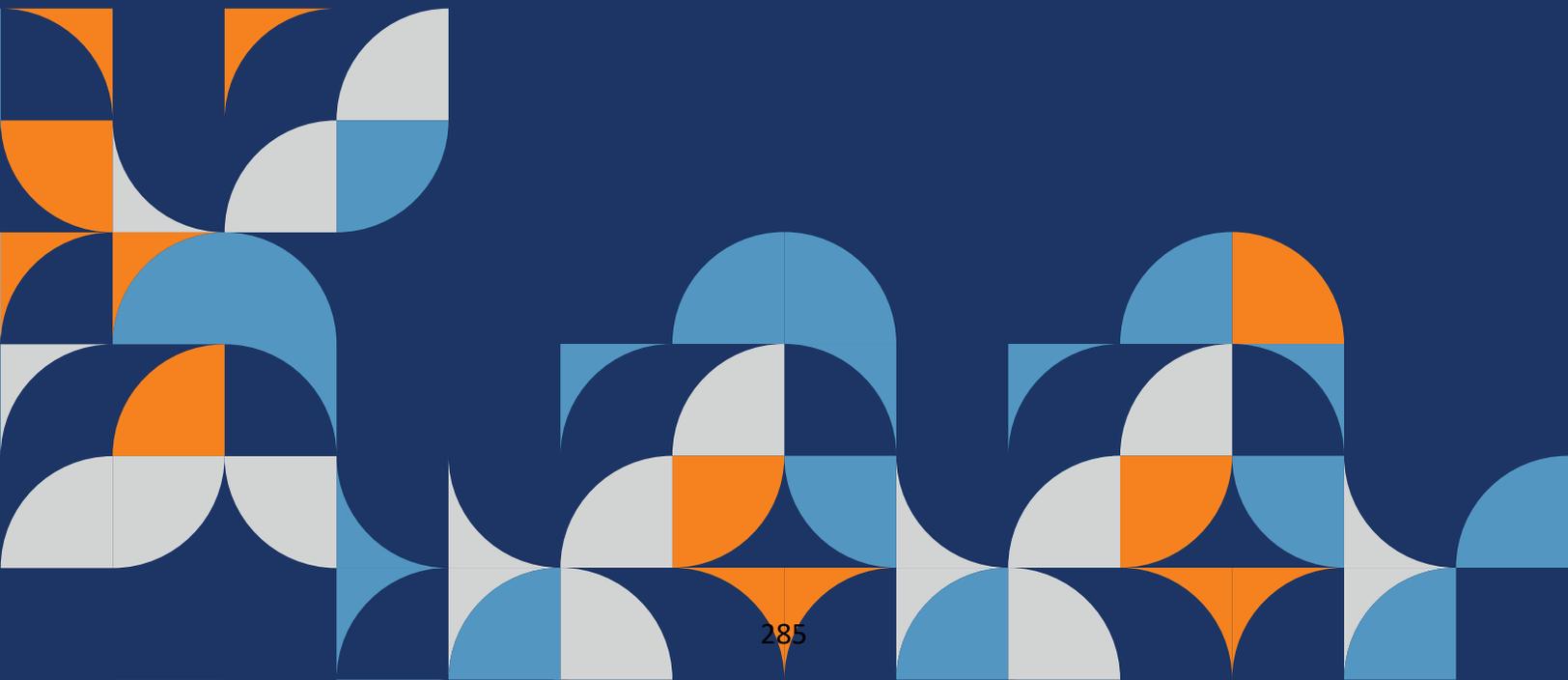
Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
Bayshore Freeway Overcrossing	Millbrae - Bayshore Freeway and East Millbrae Avenue junction	Locally identified overcrossing.	15	0	11.25	20	20	66.25
California Drive	Millbrae - California Drive	Bike lane.	30	27.5	4.5	4		66
California Drive Extension	Millbrae - California Drive	Shared-use path.	30	27.5	4.5	4		66
East Grand Avenue	South San Francisco - Between South San Francisco Caltrain Station and Haskins Way	Addition of bus only lanes between the South San Francisco Caltrain Station and Haskins Way, trail gap closure between South San Francisco Caltrain Station and Forbes Boulevard, and bus-only ramp to Poletti Way.	6	27.5	11.25	20		64.75
East Grand Avenue	South San Francisco - South San Francisco Caltrain Station to Haskins Way	Address unmet traffic signal needs, reconfigure traffic signals, close sidewalk and bikeway gaps, widen sidewalks, add curb extensions, add raised median east of Littlefield Avenue, add on-street bus stops and bus lanes/queue jumps and remove slip lanes.	6	27.5	11.25	20		64.75
Bay Trail	Brisbane - From Sierra Point Parkway to Tunnel Ave	Upgrade bikeway to Class I path along Bay Trail corridor.	30	5.5	4.5	20		60

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
BART Station Access Improvements	Millbrae - Millbrae BART Station	Various access improvements to Millbrae BART Station.	30	13.75	11.25	4		59
Bay Trail	Millbrae - San Antonio Avenue to Millbrae Avenue overcrossing of US 101	Close Bay Trail gap segment.	30	13.75	11.25	4		59
Oyster Point Boulevard	South San Francisco - US 101 to Gull Drive	Reduce median width to add curbside bus/bike lanes, in-line bus stops, close missing crosswalk gaps and reconfigure traffic signals.	0	27.5	11.25	20		58.75
US 101 Overcrossing	South San Francisco - From Shaw Road to South Airport Boulevard	New Class I path along US 101 overcrossing corridor.	6	5.5	22.5	4	20	58
Tanforan Avenue/Shaw Road	South San Francisco - From South Maple Avenue to US 101 overcrossing	New Class IIIB bicycle boulevard along Tanforan Avenue, Shaw Road corridor.	15	27.5	11.25	4		57.75
Micromobility Program	South San Francisco - East of US 101	Develop e-bike and e-scooter program for first/last mile connections.	15	27.5	11.25	4		57.75
Costco (Bay Trail Terminus) and Tanforan Avenue	South San Francisco - Costco/Tanforan to San Bruno BART Station across US 101	Bicycle/pedestrian bridge connecting existing Bay Trail terminus at Costco to Tanforan Avenue (across US 101), with connection to Centennial Trail and San Bruno BART Station.	15	27.5	11.25	4		57.75

Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
South San Francisco Caltrain Station Access	South San Francisco - Various locations to/from South San Francisco Caltrain Station	Construct approximately three miles of trails along railroad rights-of-way.	15	27.5	11.25	4		57.75
Route 130 Extension	South San Francisco - Oyster Point marina	Increase weekday frequencies and extend service hours of Route 130 on weekends.	15	27.5	11.25	4		57.75
Monterey Shared Use Path Extension North	Millbrae	Shared-use path.	15	13.75	22.5	4		55.25
Bay Trail/East San Bruno Avenue	South San Francisco/Unincorporated San Mateo County - From US 101 to Belle Aire Road	Upgrade bikeway to Class IV separated bicycle lane along Bay Trail, East San Bruno Avenue corridor.	6	13.75	4.5	10	20	54.25
New Separated Crossing	San Bruno - San Bruno Avenue East	New separated bike crossing.	6	0	22.5	4	20	52.5
Bayshore Freeway Overcrossing	Millbrae - Bayshore Freeway and Airport Boulevard	Locally identified overcrossing.	6	27.5	11.25	4		48.75
Bayshore Station	Brisbane - Bayshore Caltrain Station	Bayshore Caltrain Station reconfiguration for new connections.	30	5.5	4.5	4		44
Colma Creek Connector	South San Francisco - From Orange Park in South San Francisco to the Bay	Construct multiuse trail along Colma Creek.	6	27.5	4.5	4		42

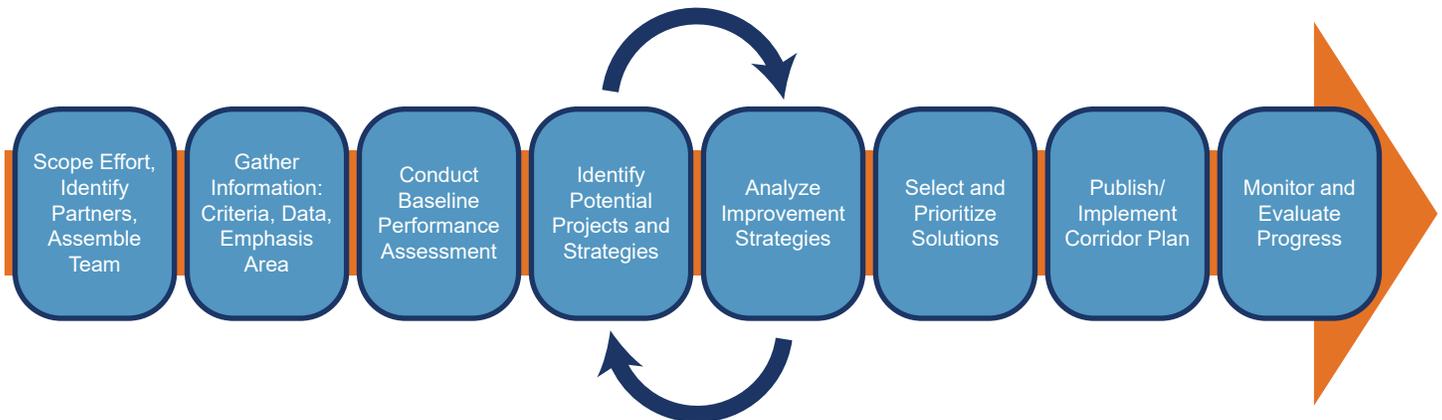
Project Name	Location	Description	Connectivity	Inclusivity	Sustainability	Safety	Priority Corridor	Total Points
North McDonnell Road Improvements	Millbrae - McDonnell Road adjacent to SFO	Various intersection improvements along McDonnell Road.	6	0	11.25	4	20	41.25
Bay Trail	Brisbane - Alana Way and county border to Brisbane Lagoon	Close Bay Trail gap segment.	30	0	4.5	4		38.5
Bay Trail	Southern boundary of Sierra Point to Michelle Court	Close Bay Trail gap segment.	0	27.5	4.5	4		36
Hillside Boulevard	Unincorporated San Mateo County - Unincorporated (Chestnut and Evergreen)	Addition of bike/pedestrian improvements including a road diet.	0	13.75	0	20		33.75
Bay Trail	South San Francisco - Edge of San Bruno Waste Treatment Plant to alignment under highway overcrossing between Airport Boulevard and San Bruno Avenue	Close Bay Trail gap segment.	0	27.5	4.5	0		32

# Appendix B: Comprehensive Multimodal Corridor Plan Alignment



## Comprehensive Multimodal Corridor Plan

The CMCP provides the foundation for the 101 Corridor Connect Program. As defined by Caltrans, the goal of a CMCP is to develop a strategy and identify a list of projects that will reduce congestion, reduce GHG emissions, and improve livability through operational improvements, technological advancements, and increased multimodal options along a transportation corridor. The preparation of a CMCP is required for agencies (such as Caltrans, MPOs, Regional Transportation Planning Agencies, Congestion Management Agencies, local governments, and transit providers) to be able to apply for SCCP funding. Figure 1 shows the CMCP development process.



**Figure 1. Comprehensive Multimodal Corridor Plan Development Process**

As stated in the [California Transportation Commission's \(CTC\) 2018 Comprehensive Multimodal Corridor Plan Guidelines](#), corridor planning for the State Highway System must address and be informed by state goals and objectives as outlined in the California Transportation Plan, the Interregional Transportation Strategic Plan, and other modal plans. Table 1 summarizes how the strategy meets each requirement from the guidelines.

**Table 1. California Transportation Commission 2018 Comprehensive Multimodal Corridor Plan Guidelines**

Guideline	US 101 North County Multimodal Strategy Applicability
<p>Specific to a corridor, developed collaboratively with stakeholders, and written with a multimodal corridor planning intent</p>	<p>The US 101 North County Multimodal Strategy is specific to the US 101 highway in San Mateo County. The strategy includes a range of freeway, bike/ped, and transit projects reflecting a multimodal approach. In addition to a general public engagement campaign to solicit input, the strategy was developed with the participation of numerous partner and stakeholder agencies through the North County Working Group. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA.</p>
<p>Provide clear description of the corridor and its geographic intent, incorporate all modes of transportation that are presently used or have the potential to move people and goods within the corridor, and be consistent with the goals/objectives of the Regional Transportation Plan (RTP)</p>	<p>The US 101 North County Multimodal Strategy is specific to the US 101 highway from the San Francisco and San Mateo County line to the north and approximately one mile south of the Interstate 380 interchange including a one-mile radius buffer along the facility. The strategy includes a range of freeway, bicycle and pedestrian, and transit projects reflecting a multimodal approach. The strategy is intended to reflect the goals and objectives of Plan Bay Area 2050 (the RTP for the nine-county Bay Area) by providing more affordable alternatives to area users, increasing connectivity with economic and educational opportunities, and improving air quality through congestion management and growth in alternative modes. The strategy’s emphasis on equity is reflected in its wide variety of community engagement activities and members of the population solicited (including in multiple languages) and ensuring projects were in SamTrans’ EPAs as much as possible.</p>
<p>Designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects</p>	<p>The US 101 North County Multimodal Strategy identifies a list of 20 projects that represents all modes and aims to improve multimodal connectivity within the corridor. These projects were selected to ensure they meaningfully reflect public input that was gathered during the development of the strategy and aims meet the project’s objectives of safety, connectivity, sustainability, and inclusivity.</p>
<p>Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions</p>	<p>The US 101 North County Multimodal Strategy includes an implementation plan to identify strategies and funding solutions for implementing the list of prioritized projects included in the strategy. Part of the project prioritization process was determining whether projects offered the potential to encourage mode shift towards sustainable travel options and result in mobility benefits for the corridor in the corridor. Projects that were deemed able to achieve both were moved forward in the process.</p>

Guideline	US 101 North County Multimodal Strategy Applicability
<p>Be developed in collaboration with state, regional, and local partners</p>	<p>The US 101 North County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the North County WG. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/ CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA. The project’s North County WG met a total of three times and provided input at each stage of the strategy’s development. The North County WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.</p>
<p>Evaluate the following criteria as applicable: safety, congestion, accessibility, economic development and job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use</p>	<p>Safety is one of the objectives of the US 101 North County Multimodal Strategy. By identifying multimodal projects, the strategy aims to reduce congestion through mode shift. Another objective of the strategy is inclusivity, which aims to increase access for underserved communities. While the strategy does not specifically aim to improve economic development and job creation and retention, it can be inferred that the capital projects may result in job creation and economic development through better access to areas along the corridor which includes several employment centers. Ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions. Lastly, while the strategy does not specifically aim to improve efficient land use, transportation and land use are complementary and improving the transportation network along the corridor can lead to denser land use and reduce the need for sparse development that leads to increased need for private vehicles.</p>
<p>Be consistent with the goals and objectives of the RTP</p>	<p>The US 101 North County Multimodal Strategy meets the following guiding principles from the Bay Area’s RTP (Plan Bay Area 2050):</p> <ul style="list-style-type: none"> <li>• <b>Affordable:</b> owning a car can be very expensive, and the strategy’s focus on multimodal investments can lead to more affordable transportation options.</li> <li>• <b>Connected:</b> this is one of the objectives of the strategy and aims to connect people to the places they need to go.</li> <li>• <b>Diverse:</b> one of the strategy’s objectives is inclusivity and aims to identify projects that increase access for underserved communities.</li> <li>• <b>Healthy:</b> ensuring the prioritized projects offered the potential to encourage mode shift towards sustainable travel options provides an opportunity for the strategy to improve air quality and reduce greenhouse gas emissions.</li> <li>• <b>Vibrant:</b> providing more multimodal transportation options along the corridor can lead to more walkable and bikeable areas and foster an active lifestyle along the corridor.</li> </ul>

Guideline	US 101 North County Multimodal Strategy Applicability
Projects funded through the Congested Corridors Program shall also be designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors	The US 101 North County Multimodal Strategy includes a list of prioritized projects that represents all modes and meaningfully reflects public input gathered throughout the development of the strategy.
Clear demonstration of state, regional, and local collaboration as possible	The US 101 North County Multimodal Strategy was developed with participation of numerous partner and stakeholder agencies through the North County Working Group. Participating agencies included: City of Brisbane, City of South San Francisco, City of San Bruno, City of Millbrae, BART, Caltrans District 4, Caltrain, C/CAG, Commute.org, MTC, SamTrans, SFO, San Mateo County, and WETA. The North County WG met a total of three times and provided input at each stage of the strategy’s development. The North County WG reviewed technical reports, identified new projects to include for project scoring, and provided input on scoring, weighting and prioritization methodologies.
Short, medium, and long-term planning horizon	To develop the list of prioritized projects for the US 101 North County Multimodal Strategy, various plans and programs were reviewed to develop a database of multimodal transportation projects in the corridor. These plans included projects with a wide variety of planning horizons and are included in the list of prioritized projects.
Specific corridor objectives	The stated objectives for the US 101 North County Multimodal Strategy are to make the corridor safer, more connected, more sustainable, and more inclusive.
Multimodal considerations for and approaches to address transportation system deficiencies	The US 101 North County Multimodal Strategy identifies projects that will create an interconnected corridor and reduce congestion on the facility. This includes projects of all modes that will improve and encourage the use of different types of transportation.
Identification and evaluation of performance impacts of recommended projects and strategies including induced demand analysis of transportation demand resulting from highway and local road projects	The purpose of the US 101 North County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.

Guideline	US 101 North County Multimodal Strategy Applicability
<p>Consideration and application of a range of performance metrics (such as those outlined in Chapter 7 of the 2017 RTP Guidelines and project specific performance measures as outlined in the Statewide Transportation Improvement Program Guidelines as applicable) for the set of recommended project and strategies</p>	<p>The purpose of the US 101 North County Multimodal Strategy is to identify underfunded but necessary projects that improve and encourage the use of different types of transportation. Measuring the performance impacts of the projects will take place after the completion of the strategy.</p>
<p>Recommendations and prioritization of multimodal improvements for funding including timeline for implementation, with particular emphasis on projects that improve mobility while also achieving a balanced set of transportation, environmental, and community access improvements</p>	<p>The US 101 North County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Recommendation and prioritization of improvements that fed into transportation funding programs and the regional transportation planning process</p>	<p>The US 101 North County Multimodal Strategy includes an implementation plan that identifies funding sources for the list of prioritized projects and assesses how well the projects meet the requirements of various grants.</p>
<p>Strategies for preserving the character of local community and creating opportunities for neighborhood enhancement projects</p>	<p>The identified projects in the US 101 North County Multimodal Strategy include improvements to the local bike and street network to make it better for bicyclists and pedestrians to get around. While not being a specific goal of the strategy, these human-scale improvements may help preserve and improve the character of the local community.</p>
<p>Consistency with the principles of the federal Congestion Management Process and consistency with the intent of the state Congested Management Program for designated Congestion Management Agencies</p>	<p>The U.S. Department of Transportation’s Congestion Management Process: A Guidebook states that the Congestion Management Process may involve development of congestion management principles including affirm the importance of addressing all modes of transportation and place priority or emphasis on certain types of congestion management strategies, such as demand management or system management and operations, before accommodating vehicle travel demand. The US 101 North County Multimodal Strategy satisfies this by identifying and prioritizing multimodal projects covering all modes of transportation and aims to induce mode shift away from single-occupancy vehicle use.</p>

Guideline	US 101 North County Multimodal Strategy Applicability
<p>Consistency with the principles of the California Transportation Plan including the Interregional Transportation Strategic Plan, the Caltrans Smart Mobility Framework, California’s Climate Change Scoping Plan, and climate adaptation plans</p>	<p>The Plan prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the US 101 North County Multimodal Strategy does not propose any new projects and only includes those already under development by state, regional, and local partners. As such, the plan is consistent with the goals and objectives of the California Transportation Plan to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with the goals and objectives of the RTP including the forecasted development pattern identified in the Sustainable Communities Strategy especially in areas identified as high-priority for growth if applicable</p>	<p>The US 101 North County Multimodal Strategy prioritizes projects that will reduce VMT, induce mode shift, increase safety, enhance accessibility, and promote sustainability. Furthermore, the strategy does not propose any new projects and only includes those already under development by state and regional partners. As such, the plan is consistent with the goals and objectives of the RTP to the extent that the projects encompassed by the plan already reflect regional goals and objectives.</p>
<p>Consistency with other applicable regional or local planning frameworks such as local jurisdiction land use plans including transit supportive land use plans and policies</p>	<p>The US 101 North County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. It is therefore consistent with other applicable regional or local planning frameworks</p>
<p>Consideration and incorporation of broadband planning, smart mobility framework, and Intelligent Transportation Systems, as applicable</p>	<p>The US 101 North County Multimodal Strategy does not propose any new projects and only includes those already under development by state and regional partners. While the plan does not explicitly consider broadband planning, smart mobility framework, and Intelligent Transportation Systems, it is consistent with this requirement to the extent that partner agencies have made such considerations in their own planning.</p>
<p>Projects funded through the Congested Corridors Program are expected to achieve transportation system performance improvements in areas such as safety, congestion, accessibility, economic development, job creation and retention, air quality and greenhouse gas emissions reduction, and efficient land use</p>	<p>Projects selected for inclusion in the US 101 North County Multimodal Strategy are based on their potential to reduce VMT and induce mode shift. The US 101 corridor is a primary connector for area residents to regional employment centers and improvements to it and adjacent facilities will enhance connectivity. Projects in or adjacent to PDAs received extra points in the scoring process to promote accessibility.</p>

Guideline	US 101 North County Multimodal Strategy Applicability
Quantify how transportation solutions identified in the plan will improve performance	The US 101 North County Multimodal Strategy does not propose any new projects not already contained within existing state, regional, or local planning documents. Quantification of potential performance improvements will occur as part of the implementation processes undertaken by those specific project sponsors or with the support of the SMCTA as part of this implementation plan.
Support efforts to evaluate which projects best achieve a balanced set of transportation, environmental, and community access improvements	The SMCTA will support evaluation efforts undertaken by partner agencies for their projects as part of future implementation plan activities.
Planlevel corridor assessment must be conducted and documented to clearly outline system performance and trends	As part of plan development and documented herein, an existing conditions assessment was conducted to determine current performance and travel trends within the North County section of the US 101 corridor.
Performance assessment results should be used to establish a relationship between identified problems and solutions	The SMCTA will support performance assessment efforts undertaken by partner agencies for their projects as part of future implementation activities.
Potential transportation system improvements and solutions should then be evaluated to determine how they will impact corridor performance	The SMCTA will support the evaluation of system improvements undertaken by partner agencies for their projects as part of future implementation activities.
Quantification of performance improvements achieved by potential transportation solutions is highly encouraged at the plan level	The US 101 North County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.
Plans should identify performance measures and data collection to achieve goals and should leverage technology to better understand system performance and potential multimodal solutions	The US 101 North County Multimodal Strategy does not propose new projects that are not already planned by partner agencies. Quantification of performance improvements will be their responsibility as part of future implementation.

## Comprehensive Multimodal Corridor Plan Self-Certification Form

In accordance with the 2024 SCCP Guidelines, applicants must submit a CMCP Self-Certification Form with the nomination package.

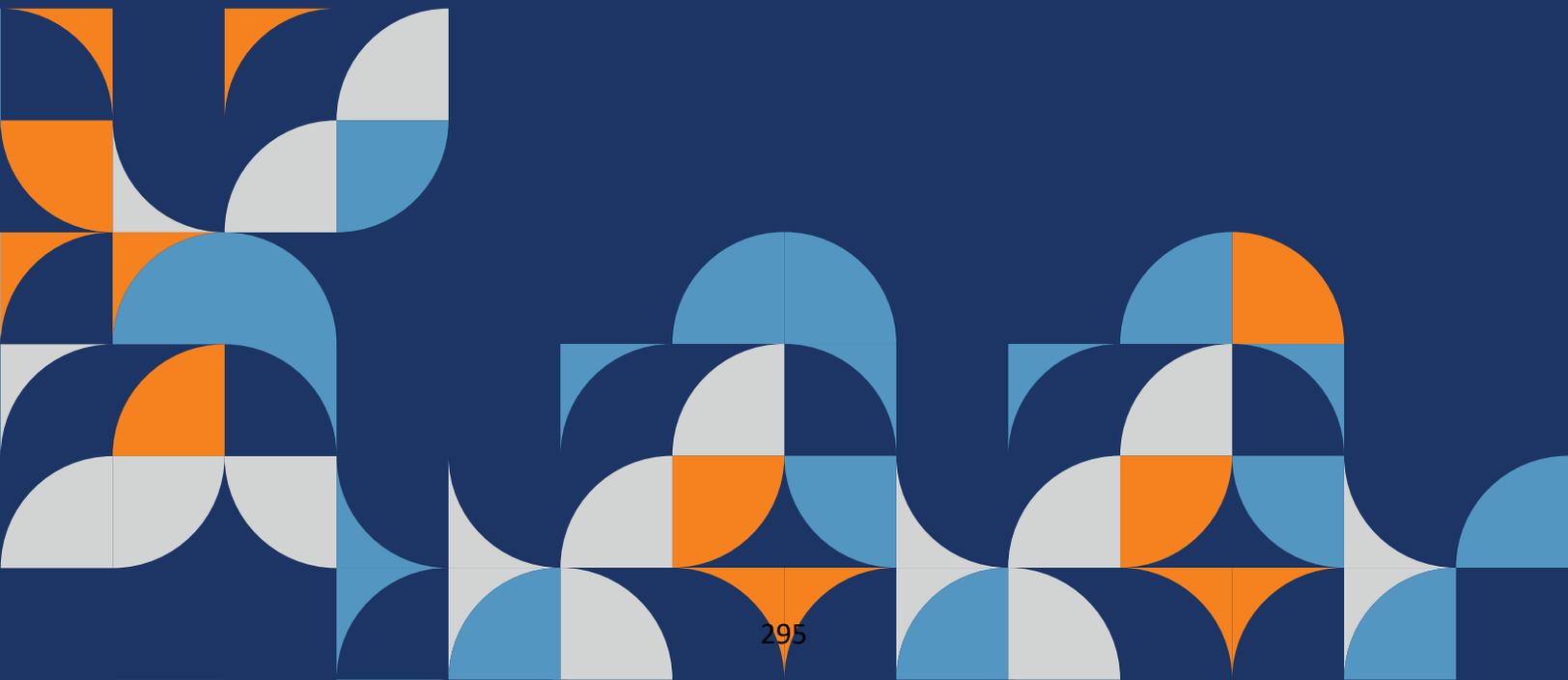
This form documents the applicant’s certification that the CMCP is consistent with the CTC’s 2018 Comprehensive Multimodal Corridor Planning Guidelines.

**Table 2. Comprehensive Multimodal Corridor Plan Self Certification Checklist**

#	CMCP Key Elements	Yes or No
1	Demonstrates state, regional, and local collaboration.	Yes
2	Identifies and evaluates performance impacts of recommended projects and strategies.	No
3	Discusses induced demand analysis for highway and local road projects, as applicable.	No
4	Discusses travel options for all modes of travel within the corridor, including streets and highways, transit and intercity rail, and bicycle and pedestrian modes.	Yes
5	Recommends and prioritizes multimodal improvements for funding.	Yes
6	Identifies a timeline for implementation (e.g., short, medium, and long-term projects).	Yes
7	Includes strategies to preserve the character of the local community and create opportunities for neighborhood enhancement projects.	Yes
8	Describes how the plan incorporates the principles of the federal Congestion Management Process and the intent of the state Congestion Management Program for designated Congestion Management Agencies.	Yes
9	Describes how the plan considers environmental impacts of proposed corridor solutions, including greenhouse gas emissions and criteria air pollutants.	Yes
10	Describes how the plan incorporates the principles of state-level planning documents such as the California Transportation Plan, Interregional Transportation Strategic Plan, Climate Action Plan for Transportation Infrastructure, and California’s Climate Change Scoping Plan.	Yes
11	Describes how the plan is consistent with the goals and objectives of the regional transportation plan and the sustainable communities strategy.	Yes

#	CMCP Key Elements	Yes or No
12	Describes how the plan is consistent with other applicable regional or local planning documents such as local jurisdiction land use plans and climate adaptation plans.	Yes
13	Incorporates technological solutions such as connected and autonomous vehicles, zero emission vehicles infrastructure, broadband planning, and Intelligent Transportation Systems (ITS) strategies, as applicable.	No
14	Explains how disadvantaged or historically impacted and marginalized groups and communities, and the general public were engaged throughout the development of the plan (refer to the SB 1 Programs Transportation Equity Supplement included in Part VIII, Appendix E to respond).	Yes
15	Describes how received feedback influenced the final plan.	Yes

# Appendix C: Stakeholder & Public Comments



## US 101 North County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix

The Draft US 101 North County Multimodal Strategy was published online on August 18, 2025 and was available for public and stakeholder comment until September 19, 2025. The draft North County Strategy was made available online with an easy-to-use virtual platform that enabled participants to place comments directly in the document online. The virtual platform was available through SMCTA’s website. The opportunity to comment on the draft strategy was promoted on SMCTA’s social media channels and by e-blast.

The table below provides a summary of comments received during the online comment period. The table also shows how each comment was either acknowledged or resolved by the SMCTA Project Team.

**Table 1. US 101 North County Multimodal Strategy Stakeholder & Public Comment Resolution Matrix**

Reference	Comment	Resolution
Pg. 3 Figure 2. 101 Corridor Connect Elements	Please connect Caltrain to the airport or connect bart further down 101 so we can better get to the airport via train. This will alleviate congestion	Comment Acknowledged.
Pg. 9 Figure 8. Existing Roadway Network	More bike lanes on ECR like Palo Alto please	Comment Acknowledged.
Pg. 14 Table 3. Transit Ridership Demographics By Operator	Interesting data on SamTrans buses. Show while many people overlook these users really need this service and have fewer alternatives.	Comment Acknowledged.
Pg. 16 Table 4. Population and Job Characteristics	Need to focus on safe ways to cross 101 by bicycle and working to eliminate this barrier. Bike lanes or multi use paths on either side are of limited use without safe methods to cross 101. Also any way to focus traffic to distributor type streets and reduce traffic level and speeds on neighborhood type streets. Saw a lot of the how this works in the Netherlands. Make local neighborhood streets slow speed and safe for bikes instead of bike lanes on busy streets and focus on safe crossings.	Comment Acknowledged.
Pg. 24 Description of four community pop-ups.	In the future, I think it's worth finding some higher-turnout events that will create the foot traffic desired for this style of engagement (which I definitely support!). Please consult with local staff who would have more data. Maybe even go for two events per community.	Comment Acknowledged.

Reference	Comment	Resolution
Pg. 30 Description of the initial project inventory list.	Why just 1 mile? There are likely plans that contain key connections that would be relevant to this work, such as San Bruno's Transit Corridor Plan. That plan boundary is likely about a mile away on San Bruno Avenue.	The Multimodal Strategies assess transportation options within one mile of the US101 corridor to evaluate projects that may help to reduce congestion on 101. This distance is similar to other corridor plans around the Bay Area.
Pg. 36 Table 11. Full Criteria Weighting	+ 1 to comment next to mine.	The weighting was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc.
Pg. 36 Table 11. Full Criteria Weighting	I'd rather go a bit out of the way for a safer experience. Consider swapping Connectivity and Safety.	The weighting was determined from and reflects aggregated community feedback through various outlets including an online survey, pop-ups, etc.
Pg. 39 Figure 23. North County Multimodal Strategy Priority Projects	In Rollins Ave part of the plan south of this location? Improvements in mid-county should include this segment as a priority.	The Mid County Multimodal Strategy includes the City of Burlingame.
Pg. 39 Figure 23. North County Multimodal Strategy Priority Projects	S. Linden is more heavily used as a north/south route due to the alignment with the new Huntington cycle track. Until S. Airport is completed, some immediate changes could be made here to support biking.	Comment Acknowledged.
Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects.  South Airport Boulevard	I feel that this segment would provide a big benefit to multiple types of users.	Comment Acknowledged.

Reference	Comment	Resolution
<p>Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects.</p> <p>El Camino Real Multimodal Improvements - Millbrae</p>	<p>The challenge I see with breaking up the ECR segments by city is that the SHOPP project areas usually cross jurisdictions. For example, San Bruno/Millbrae SHOPP is combined. Establishing a working group between Colma, SSF, SB, Millbrae and Caltrans would help get folks on the same page. Much of this corridor has min 6 through lanes, often with multiple turn pockets at major intersections, and up to 120 ROW. Call for road diets along the corridor and work with Caltrans early in the process to secure the traffic analysis and ensure funding to get the multimodal improvements you are seeking. If this can't be achieved through Caltrans' SHOPP timeline, lead a process with cities to secure funding to supplement SHOPP or pursue independent work.</p>	<p>Creating multimodal projects for each city along El Camino Real does not preclude cities from pursuing multijurisdictional projects. It was intended to assess the priority of the projects for each city individually. The Grand Boulevard Initiative being led by SamTrans is working to coordinate projects across jurisdictional boundaries as a parallel effort.</p>
<p>Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects.</p> <p>South Airport Boulevard</p>	<p>Consider extending a few hundred feet north to Oyster Point Blvd / Sister Cities Blvd, which is a natural transition point.</p>	<p>Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.</p>
<p>Pg. 40 Table 15. North County Multimodal Strategy Top 20 Priority Projects.</p> <p>South Airport Boulevard</p>	<p>South Airport has been a key bike route for many years with very little investment for people walking or riding their bikes.</p>	<p>Comment Acknowledged.</p>
<p>Pg. 41 Airport Boulevard</p>	<p>Start at Oyster Point.</p>	<p>Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.</p>
<p>Pg. 41 Airport Boulevard</p>	<p>Please connect to Brisbane</p>	<p>Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.</p>

Reference	Comment	Resolution
Pg. 41 Airport Boulevard	I'm not sure a new signal is the right solution. Consider spending this money on improving the bike lane connection to Brisbane, which has several terrifying gaps.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor. The City of Millbrae's El Camino Real Streetscape Plan does consider bike lane improvements.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	SMCTA and Caltrans can definitely add protected bike lanes to this corridor, I strongly suspect it has excess capacity, and it is sorely needed. With major development in the Caltrain Multimodal station area (including SMCTA's new headquarters), bike accessibility must have equal footing with ped and bus improvements.	Comment Acknowledged.
Pg. 42 El Camino Real Multimodal Improvements - Millbrae	difficult to cross El Camino from caltrain station to Samtrans ECR route	Comment Acknowledged.
Pg. 43 Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	Daly City is working on their portion of Geneva, unfortunately without any consideration for a road diet even though they have the road width. I generally do not support Class II bike lanes - in most situations they are not safe or comfortable for less confident riders. Strongly encourage upgrading to Class IV or considering a two way cycletrack if this is possible on this corridor.	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor.
Pg. 43 Geneva Avenue/Bayshore Boulevard Intersection to US 101/Candlestick Point Interchange	considering improving bike lane to class IV	Comment Acknowledged. Modifications to the project scope would be at the discretion of the project sponsor. The Baylands EIR currently indicates adding separation for cyclists but does not require a Class IV facility.

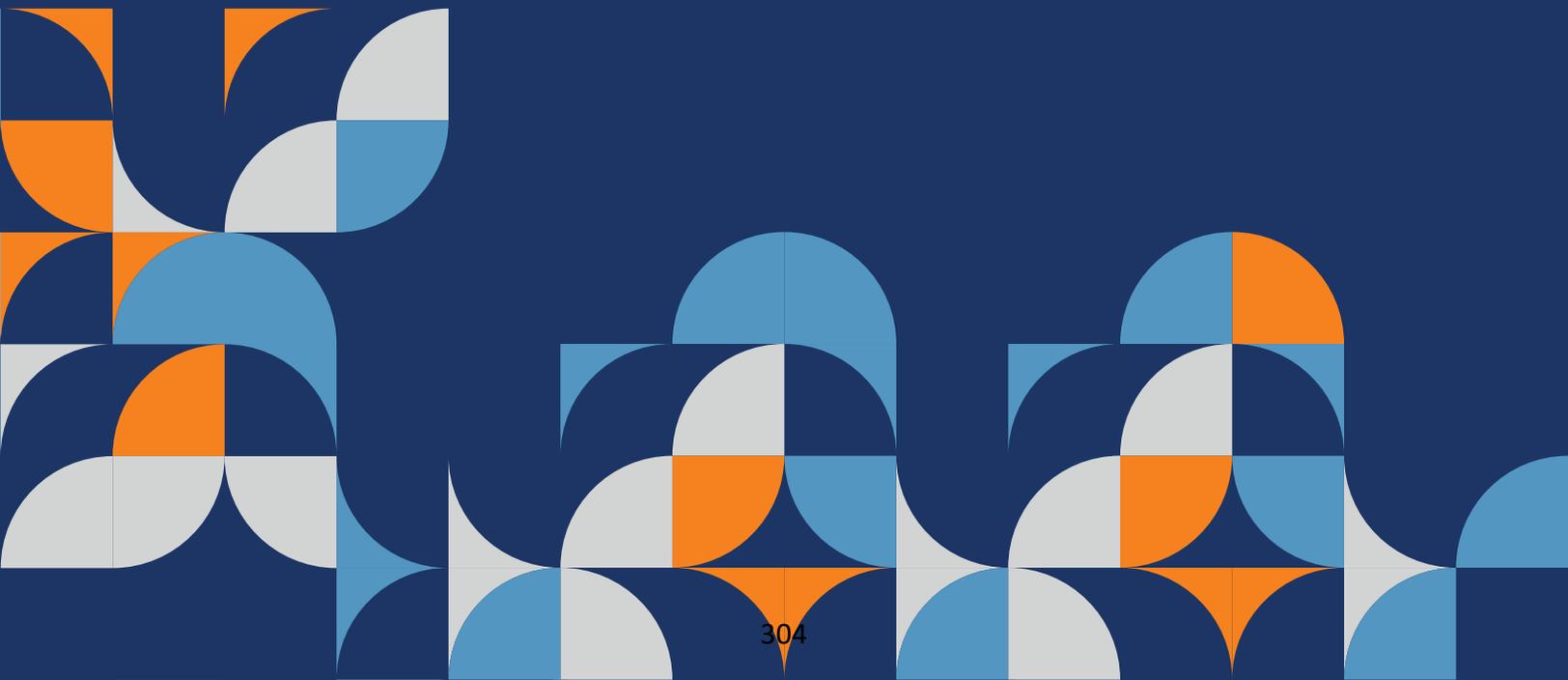
Reference	Comment	Resolution
Pg. 44 El Camino Real Multimodal Improvements – South San Francisco	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment Acknowledged. The City of South San Francisco is currently working on a visioning study for El Camino Real to develop citywide modal priorities for the roadway.
Pg. 45 Regional Wayfinding/Mobility Hubs	Yes, this would be great! Please do not forget to include bike routes in your wayfinding funding. A number of cities including Berkeley and Oakland have good examples that show destination and approximate time.	Comment Acknowledged.
Pg. 45 Regional Wayfinding/Mobility Hubs	The Millbrae station is very confusing the first time you visit. Many people get confused on which train to hop on when connecting to the airport. Maybe putting signs on the trains that say "Yes. This train is going to the airport for its next stop." Because many of the trains just say the final destination, it is often not clear that it will go to the airport.	Comment Acknowledged.
Pg. 46 Millbrae Avenue Bikeway Improvements	This is sorely needed. Please ensure that the additions are not just post but concrete separated for extra protection. Ensure that this connects fully with the Bay Trail. The connectivity on the east side of 101 is especially poor and dangerous for cyclists.	Comment Acknowledged.
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Yes! I love improvements to ECR for pedestrians and transit! Would it be possible to also include bike lane improvements for this project?	Comment acknowledged. San Bruno is currently working on a visioning study to establish local modal priorities for El Camino Real.
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Ensure strong connectivity with the BART station including bike markings, push buttons and signage.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 47 El Camino Real Multimodal Improvements – San Bruno	Similar to SSF and Millbrae, bike lanes are definitely possible here and I would not want these to come at the expense of bus-only lanes. I believe we can have both and make the case that parking is less important, but it will require significant public outreach.	Comment acknowledged.
Pg. 48 Huntington Bicycle and Pedestrian Improvements Segment 2	This path should help create a better connection at Southline for people headed toward the Bay Trail. The connection at Tanforan is too narrow, and doesn't connect well to the future bike facility there.	Comment acknowledged.
Pg. 49 Grand Avenue/East Grand Avenue	Wayfinding and signage, along with gap closures and quick build improvements can be added now for significantly less.	Comment acknowledged.
Pg. 50 Oyster Point Boulevard	Should this project not complete and improve the connection to Daly City on Hillside? Then, there is a continuous route from BART to the Ferry.	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 51 South Airport Boulevard	consider continuing this to oyster point boulevard for connectivity	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement. SMCTA would allow flexibility for the Sponsor if the project was extended.
Pg. 51 South Airport Boulevard	There are not any good connections between Millbrae and South San Francisco. This is a designated bike route, and it's terrifying. The other connections, like S. Linden, have fewer vehicle and less traffic, and connect better to the other north/south corridors like Huntington and Rollins.	Comment acknowledged.

Reference	Comment	Resolution
Pg. 52 Oyster Point Shuttles and Ferry Connections	Can Commute.org provide these shuttles?	Commute.org currently manages these shuttles and are funded by SMCTA. Future project partners would be determined by the project sponsor when initiating work and future community engagement.
Pg. 53 Us 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing.  Description Construction of a new bicycle and pedestrian overpass north of the existing Millbrae Avenue overpass.	Strongly Support	Comment acknowledged.
Pg. 53 Us 101/Millbrae Avenue Bicycle and Pedestrian Separated Overcrossing.	Many people biking use a short segment of ECR to connect through from Hemlock.	Comment acknowledged.
Pg. 54 US 101 Managed Lanes North Project (I-380 to San Francisco/San Mateo County Line)	Converting existing lanes makes sense... adding additional lanes makes less sense. The existing capacity seems to be limited to the very short weaving segment between the Produce Ave (southbound) onramp and the 380 WB ramp.	Comment acknowledged.
Pg. 57 South Linden Avenue and Scott Street Grade Separation	For the cost, this provides little benefit to people walking or biking. Alternatively, a better connection between the Centennial Way Trail and Bay Trail would provide a huge benefit for a more attainable cost.	Comment acknowledged.
Pg. 58 SFO Bay Trail Gap Closure Project	current bike path to connect to the bike trail also needs repaving	Comment acknowledged.

Reference	Comment	Resolution
Pg. 58 SFO Bay Trail Gap Closure Project	THANK YOU! The bay trail is amazing and I brag about to visitors. I hate having to explain that there are gaps.	Comment acknowledged.
Pg. 58 SFO Bay Trail Gap Closure Project	Can the existing paths and trails such as the one near Bayside Manor Park, along California Dr south of Trousdale, and between Hemlock and Sierra Ave (north of Millbrae Bart) be opened and accessible for people walking and biking?	Comment acknowledged. This would be at the discretion of the property owners, potential future easements, and environmental assessments.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	Will this connect to Rollins Rd?	No, Rollins Road does not connect to this segment.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	consider protecting bicycle lane and working with Burlingame for future plans to improve connectivity to existing class IV lanes that start at Broadway.	Comment acknowledged. Modifications to the project scope would be at the discretion of the project sponsor and future community engagement.
Pg. 60 Millbrae Caltrain Station Access Project – Linden Avenue/California Drive	Improving ped/bike access to Caltrain at Millbrae will also inadvertently improve access to BART and the airport!! This is a WIN/WIN/WIN in my book.	Comment acknowledged.
Pg. 70 Table 1. North County Multimodal Strategy Priority Projects  South Airport Boulevard	I'm not understanding how this scored worse than the northern airport segment regarding sustainability.	Comment acknowledged.
Pg. 70 Table 1. North County Multimodal Strategy Priority Projects  South Airport Boulevard	Connectivity should score higher, as the existing north/south connectivity is very poor between San Bruno and South San Francisco. The northern airport segment actually has bike lanes (with gaps) and doesn't provide as much benefit	Connectivity was scored based on proximity to MTC's Priority Development Areas, not on gap closure in the transportation network.
Pg. 71 Table 1. North County Multimodal Strategy Priority Projects	This helps with connectivity across Caltrain but not across 101. I think connectivity should have scored lower.	Comment acknowledged. Connectivity was scored based on proximity to MTC's Priority Development Areas, not on specific crossings.

# Appendix D: Active 101 Project List - North County



This page will be updated post adoption of the Active 101 Plan.



BOARD OF DIRECTORS 2025

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APRIL CHAN  
EXECUTIVE DIRECTOR



## Memorandum

**Date:** November 27, 2025  
**To:** TA Board of Directors  
**From:** April Chan, Executive Director  
**Subject:** Report of the Executive Director

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### **CBO Pilot Program**

As part of the expanded Technical Assistance Program established by the Strategic Plan 2025 to 2029, the San Mateo County Transportation Authority (TA) is launching a Community-Based Organization (CBO) pilot program to assist local jurisdictions in reaching historically underrepresented communities as part of the community outreach process for TA funded projects. The goal of the pilot program is to develop a long-term replicable framework for public agencies to engage CBOs and to strengthen community partnerships with the TA and local jurisdictions. The pilot program will provide jurisdictions and project sponsors with access to prequalified CBOs to strengthen grant applications and ensure community voices are equitably represented in the project development process. By streamlining connections between sponsors and CBOs, and by directly compensating CBOs for their participation, TA aims to reduce administrative burdens, enhance community engagement, and advance more equitable project delivery. Work on the pilot program is underway, and the project team is conducting best-practice research to help establish the framework for prequalifying a bench of CBOs.

### **New Express Lanes Program Director**

Kim Comstock has joined as staff in the role of the new Express Lanes Program Director for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). Creation of this position was recommended as part of an organizational assessment of the SMCEL-JPA with the goal of helping streamline administrative functions, and support policy development for the agency. Kim brings more than 19 years of experience leading sustainable mobility and transportation demand management programs across San Mateo County and the Bay Area. She joins us from Commute.org, where she most recently served as Deputy Director, overseeing countywide commuter programs, cross-agency partnerships, and strategic initiatives to reduce congestion and improve air quality. Throughout her career, Kim has built a strong reputation as a collaborative and data-driven leader, managing complex programs, regional partnerships, and public outreach efforts that align with local and regional transportation goal.

**US 101/Willow Road Interchange – Landscaping Construction**

As previously reported to the Board, construction of the interchange was completed in 2019, but landscaping activities were deferred pending completion of the US 101 Express Lanes project in 2023. Since that time, TA executed a Cooperative Agreement with Caltrans establishing TA as the implementing agency for the landscaping construction, with the City of Menlo Park leading the preparation of construction documents consistent with Caltrans landscape design standards.

The City is finalizing the construction documents, which are expected to be submitted to Caltrans by early 2026. Once approved, a Request for Proposals for landscape construction is anticipated to be released in Winter 2026, with contract award expected in Spring 2026. Construction is estimated to last approximately one year, followed by a three-year plant establishment and maintenance period.

The landscaping project is funded with \$3.5 million in Measure A Highway Program funds; this funding was previously allocated as part of the construction award for the Willow Road Interchange.

**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Emily Beach, Chief Communications Officer  
Subject: **Brand Refresh Update**

**Action**

Information item only.

**Significance**

Improved San Mateo County Transportation Authority (TA) branding and web user experience will make it easier for county taxpayers, stakeholders, grant applicants and policymakers to find relevant information, increasing transparency and reinforcing TA's role in delivering transportation solutions. The brand refresh will ensure consistency and impact across all future communication channels, from digital platforms to printed materials.

**Budget Impact**

There is no budget impact. Staff time is included in the Fiscal Year 2026 TA operating budget.

**Background**

The adopted Strategic Plan 2025-2029 includes a key action to begin preparations and identify activities to support the reauthorization of Measure A. As one of the first initiatives toward reauthorization, staff identified the need to establish a stronger public profile. This will involve developing a refreshed brand identity that is modern, distinctive, and memorable, coupled with a website that reflects best practices in website User Interface (UI) and User Experience (UX) design.

TA's current logo and brand guidelines have remained largely unchanged for more than a decade and do not reflect the agency's evolving role, community impact and forward-looking vision. Meanwhile, the website's structure and layout have evolved incrementally rather than through a strategic redesign which makes it difficult for new users to navigate.

Staff audited the TA's current web assets and conducted a stakeholder survey in June to gather opinions on the current branding. The results showed that a brand refresh with a modern look and layout would be a welcome change. Part of the brand refresh includes strategic communication strategy focusing on local impact, trust, efficiency, and progress. Staff will oversee the redesign processes, ensuring accessibility compliance, optimization and alignment with digital communication standards. The refreshed brand and improved online presence will better communicate the value of TA-funded projects, foster community support and position the agency as a leader in transportation investment. Staff anticipates the website refresh will be completed in early 2026.

These efforts aim to elevate TA's visibility and improve public perception. The current brand identity and website architecture are functional but outdated, which limits the public's understanding of the TA's work and Measure A's positive impact on safety and mobility in San Mateo County. A modernized visual identity paired with a streamlined, intuitive web presence will enhance TA's ability to communicate its mission, highlight its projects, celebrate its impact, and build public trust.

Prepared By: Taylor Huckaby

Director, Communications

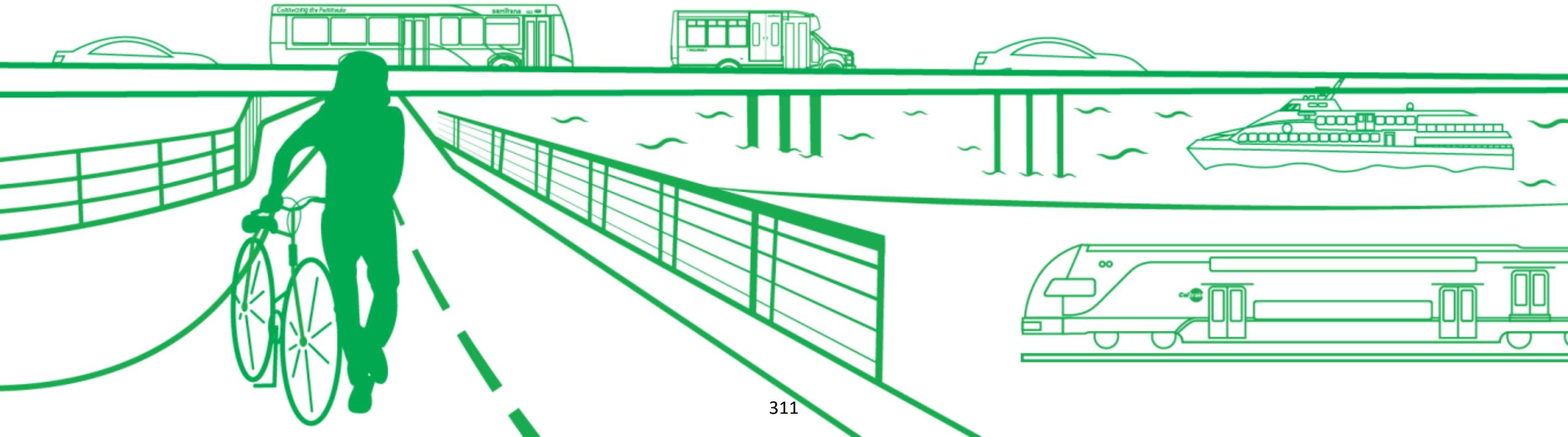
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SAN MATEO COUNTY  
**Transportation  
Authority**

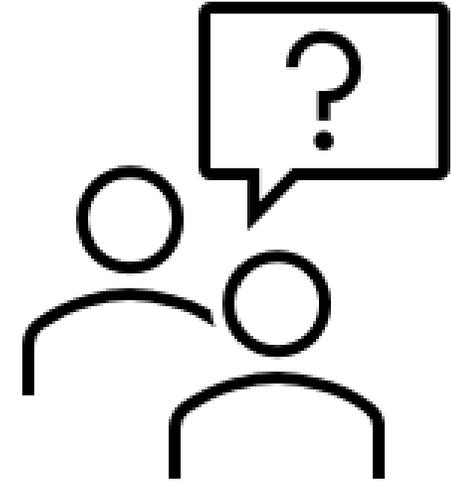
# TA Brand Refresh

TA Board of Directors Meeting | December 4, 2025  
Taylor Huckaby, Deputy Chief of Communications



# Presenting the Challenge

- Consultants Identified:
  - Bureaucratic definition of TA
  - Inconsistency in digital/physical assets
  - Limited project highlights
  - Low “Name ID”



## Goals

- ✓ Desired Outcome: Brand Consistency
- ⚖️ Desired Outcome: Demonstrated Value
- 🏆 Desired Outcome: Community Recognition
- 🎯 Desired Outcome: Approachability

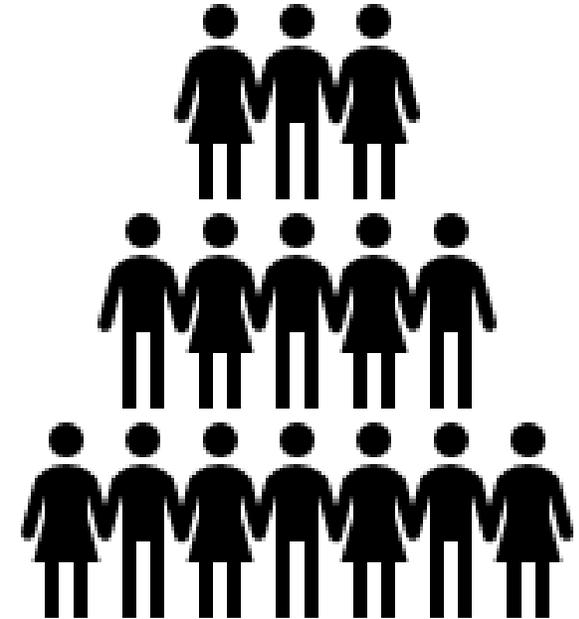




# Our Audience

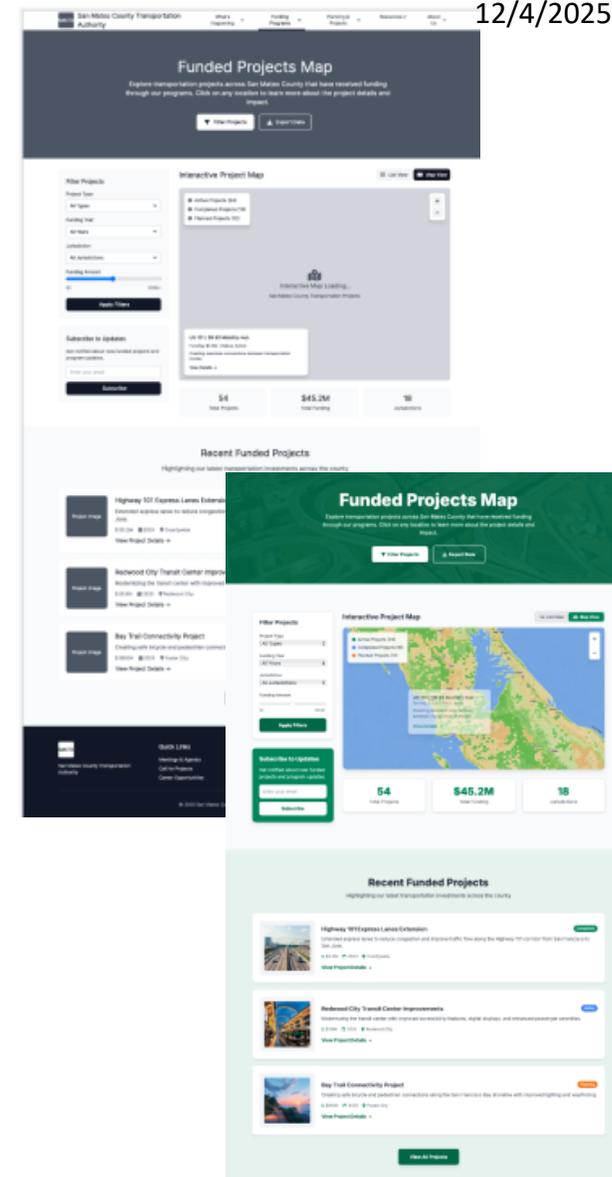
Everyday residents – the taxpayers of San Mateo County – are our **primary audience**.

**Secondary audiences** include elected officials, business interests, community organizations, and local government entities.



# Website Refresh: In Progress

- Simplified navigation, contemporary style.
- Consistent layout for branding and text.
- Consistent information hierarchy that highlights the most important messages and projects.
- Accessibility compliant.
- Responsive typography and balanced white space.
- Interactive elements for funded projects; integrated dashboards.
- Dedicated space for calls to action and storytelling.
- Brand voice consistently applied and approachable.
- Refreshed, people-centered photography.



# Logo Refresh: Why?

- A modern, easy to recognize logo provides a strong foundation for promotional activities as TA projects are highlighted to the public in 2026 and beyond.

## What's in Progress

- New color scheme with secondary accents.
- Modernized logo developed with consistent recognition in mind.
- Will be accessibility compliant.



# What's in Progress



## Brand Refresh - Proposed Color Palette

### PRIMARY & LOGO COLORS



**Black**  
Hex #000000  
C:0 M:0 Y:0 K:100  
R:0 G:0 B:0



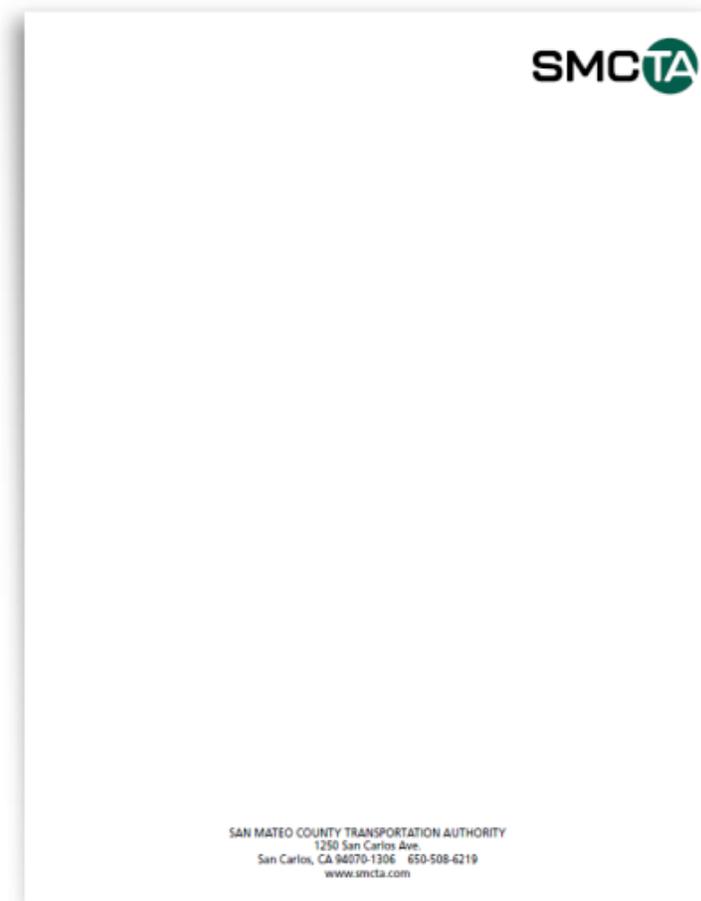
**White**  
Hex #FFFFFF  
C:0 M:0 Y:0 K:100  
R:255 G:255 B:255



**Very Dark Cyan**  
Hex#005d4b  
C:100 M:0 Y:19 K:64  
R:0 G:93 B:75  
PMS 561 C



# What's in Progress



318



# Mission & Vision

- The TA's Mission, Vision and Values statements are not displayed on the website and have historically been unclear. Staff worked together and agreed upon a concise tagline along with core messaging pillars.

## Positioning Statement (Tagline)

*“Turning your local tax dollars into transportation solutions for San Mateo County.”*



# Communications Strategy: Focus Points

## Local Impact

### *Why it matters*

Everything we do is to improve mobility for the people of San Mateo County.

### *How we show it*

Through approachable project updates, success stories, and visible transformations that benefit real people.

## Trust

### *Why it matters*

We manage public dollars and owe the public accountability.

### *How we show it*

Clear, concise updates on project progress, funding decisions, and outcomes that foster trust and demonstrate transparency, e.g., KPI portal.

## Efficiency

### *Why it matters*

We anticipate future needs and get results.

### *How we show it*

Funding smart, forward-thinking projects that make better use of resources and improve mobility for everyone.

## Progress

### *Why it matters*

When people can move safely and easily, we all grow and thrive.

### *How we show it*

Improvements to transportation act as gateways to better jobs, a stronger local economy, and a more connected community.

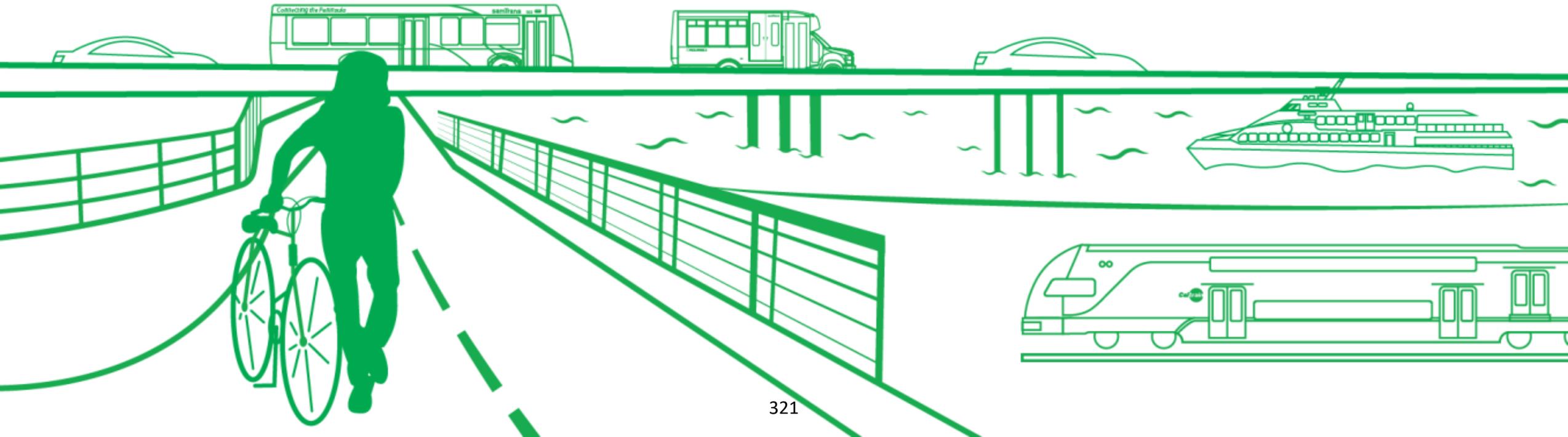




SAN MATEO COUNTY  
**Transportation  
Authority**

Item #11.a.  
12/4/2025

# Questions?



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Chief Officer, Transportation Authority  
Subject: **2025 Highway Program Call for Projects Draft Recommendations**

**Action**

No action is required. This item is being presented to the Board of Directors (Board) for information and initial feedback only.

**Significance**

On July 11, 2026, the San Mateo County Transportation Authority (TA) released the 2025 Highway Program Call for Projects (CFP), making up to \$200 million in Measure A and Measure W funding available for projects ready to start work within one year of a funding award. Seventeen applications were received from eleven sponsors at the close of the CFP on September 12, requesting a total of \$187.5 million in funding.

TA formed a Project Selection Committee (Committee) to evaluate and score the applications. The TA Committee was composed of TA Planning and Fund Management staff, along with representatives from Caltrans District 4 Project Management and Multimodal Systems Planning, the City/County Association of Governments of San Mateo County (C/CAG) and planning staff from the San Mateo County Transit District (District).

The Committee met on November 6, 2025, agreed on the overall scoring and ranking of the 17 proposed projects, and reached consensus on a funding recommendation. The Committee, with staff concurrence, recommends awarding all 17 projects with full funding for a total of \$190.95 million, including \$3.4 million for TA technical assistance on six projects. The Committee recommended the following two considerations:

- East Palo Alto – Woodland Avenue Project: As the lowest-scoring project, the Committee recommended conditionally allocating the Final Design Plans, Specifications, and Estimates (PS&E) phase, requiring a third-party best practice design review during preliminary engineering, before the release of Final Design funds, to ensure congestion management elements and multimodal safety are better addressed. TA may also consider providing further technical assistance, if needed.
- Half Moon Bay – Highway 1 (Main to Kehoe): This project is requesting additional funds due to cost increases primarily caused by delays due to coordination with a Caltrans State Highway Operations and Protection Program (SHOPP) project, utility coordination, and an additional round of required Caltrans' design reviews. As the project is ready for

construction, the Committee recommends TA assist with covering the cost increase which the City is able to provide 10 percent in matching funds to fully fund the construction phase. The project is expected to begin construction in Spring 2026, if awarded. However, with this award, TA would be at 80 percent total project contribution for the \$25 million project, slightly exceeding the maximum 75 percent project contribution in the Strategic Plan 2025-2029. This can be addressed through the additional funding considerations discussed below.

### **Additional Funding Considerations**

In addition to the Measure A and W Highway Program funds, TA staff requests Board direction on potential allocations from regional and State funding sources available to TA:

- **Regional Measure 3 (RM3)**: TA is the eligible sponsor for \$50 million from RM3 for projects addressing deficiencies around the 101/92 Interchange. The Metropolitan Transportation Commission (MTC) has confirmed that TA may request funding for the City of San Mateo's Fashion Island/19<sup>th</sup> Avenue Project to close the remaining \$2.7 million funding gap. To date, TA has received allocations of \$23.9 million between the US 101/State Route 92 Area Improvements and Direct Connector projects. With an allocation to the Fashion Island/19<sup>th</sup> Avenue Project, sufficient funding would remain to use as matching funds for future phases of the Direct Connector project should it be advanced.
- **Senate Bill 1 Local Partnership Program (LPP)**: TA receives formula funds as a self-taxing county through LPP and \$1.5 million is available that must to be allocated to a construction project by April 2026. If the LPP funds are allocated to Half Moon Bay, TA's Highway Program funding contribution would be under the 75 percent maximum funding contribution.

TA staff will provide additional information via PowerPoint. Final Board action to consider adoption of the funding awards is tentatively scheduled for the January 2026 Board meeting. This report also includes the following attachments:

Exhibit A: 2025 Highway Program Scores and Recommendation

Exhibit B: 2023 Highway Program Project Descriptions

### **Budget Impact**

This informational item has no impact on the budget. TA has sufficient Fiscal Year 2026 and prior funds to fully award the draft recommendations, if approved, at the January 2026 TA Board meeting.

### **Background**

In 1988, San Mateo County voters passed the original Measure A sales tax, which included funding for specific highway projects listed in the 1988 Transportation Expenditure Plan. In 2004, the voters of San Mateo County reauthorized the Measure A Program and approved an extension of the existing half-cent transportation sales tax for 25 years from 2009 through 2033. The 2004 Transportation Expenditure Plan (TEP) provides that 27.5 percent of the sales tax revenue be dedicated to the highway program, with 17.3 percent committed to projects on state highways known as Key Congested Areas (KCA) and 10.2 percent for Supplemental Roadways (SR) for projects on highways and other roadways.

In 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 June 30, 2049. The Measure W Congestion Relief Plan (CRP) identifies that twenty-two and one-half percent of Measure W revenues be dedicated to highway congestion improvements.

With the adoption of the Strategic Plan 2025-2029 in December 2024, TA received new policy direction from the Board of Directors to modernize and expand the highway program to be more inclusive of complete streets projects. The project evaluation criteria now prioritize safety and equity more than in previous cycles and create new geographic funding distribution targets to help spread funding across the county. The TA Board of Directors also instructed staff to update the Measure A Supplemental Roadways candidate project list. A call for nominations was held in Spring 2025 and the new, expanded candidate project list includes 58 new complete street and multimodal safety projects which was adopted in June 2025.

Prepared By: Patrick Gilster

Director, Planning and Fund  
Management

650-622-7853

Exhibit A. 2025 Draft Highway Program Funding Recommendation

Draft Recommendations

Project Rank	Project Name	Sponsor	Sponsor Request	Total Score (Out of 100)	Matching Funds	Request	Total Request & Match	Match Percent	Technical Assistance <sup>1</sup>	Funding Recommendation	
1	Willow Road Class IV Bikeway and Pedestrian Project	Menlo Park	PS&E (\$550K)	80.25	\$1,450,000	\$1,150,000	\$2,600,000	56%		\$1,150,000	
2	Peninsula Corridor Multi-Modal Complete Streets	San Mateo and Burlingame	PLAN (\$743.3K), PAED (\$381.8K)	78.27	\$375,000	\$1,125,000	\$1,500,000	25%	\$570,000	\$1,695,000	
3	Fashion Island Blvd/19th Avenue Separated Bikeway	San Mateo	CON (\$16.4M)	77.60	\$9,492,783	\$16,357,217	\$25,850,000	37%	\$100,000	\$16,457,217	
4	US 101 / Produce Avenue Off-Ramp Improvements - Phase 1 of the Utah Avenue Overcrossing Project	South San Francisco	CON (\$6.2M)	70.67	\$2,763,000	\$6,237,000	\$9,000,000	31%		\$6,237,000	
5	U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Long-Term)	San Carlos	PAED (\$2.6M), PS&E (\$4.2M), CON (\$76M)	70.50	\$28,785,000	\$82,901,000	\$111,686,000	26%	\$1,290,000	\$84,191,000	
6	Jefferson Avenue Traffic Safety Improvement	Redwood City	PS&E (\$220K), CON (\$3.78M)	68.25	\$4,900,000	\$4,000,000	\$8,900,000	55%		\$4,000,000	
7	El Camino Real/Selby Lane Traffic Signal Safety and Mobility Improvements	Atherton	PS&E (\$490K), CON (\$2.5M)	67.50	\$1,000,000	\$3,000,000	\$4,000,000	25%		\$3,000,000	
8	Moss Beach SR-1 Congestion & Safety Improvements Project	San Mateo County	PS&E (\$6.6M)	66.20	\$750,000.00	\$6,750,000.00	\$7,500,000	10%	\$230,000	\$6,980,000	
9	Highway 1: Main Street to Kehoe Avenue	Half Moon Bay	CON (\$11.7M)	64.25	\$1,300,000	\$11,700,000	\$13,000,000	10%		\$11,700,000	
10	The El Camino Real Bicycle and Pedestrian Improvement Project	Colma	PS&E (\$6.75M), ROW (\$8.55M)	63.75	\$1,700,000	\$15,300,000	\$17,000,000	10%		\$15,300,000	
11	Old Bayshore Highway Complete Street	Burlingame	PAED (\$400K), PS&E (\$1.6M), CON (\$17.2)	63.20	\$4,800,000	\$19,200,000	\$24,000,000	20%		\$19,200,000	
12	U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Mid-Term)	San Carlos	PLAN (\$503K), PAED (\$36K), PS&E (\$1M), CON (\$5.6M)	60.25	\$790,600	\$7,115,400	\$7,906,000	10%	\$880,000	\$7,995,400	
13	East Side Streetscape Master Plan (Industrial Road Components Only)	San Carlos	PLAN (\$1.3M)	60.00	\$143,333	\$1,290,000	\$1,433,333	10%		\$1,290,000	
14	Alameda de las Pulgas Traffic and Safety Improvements	Atherton	CON (\$1M)	57.50	\$3,283,000	\$1,000,000	\$4,283,000	77%		\$1,000,000	
15	Alpine Road Corridor Improvement Project	San Mateo County	PAED (\$4.9M)	55.84	\$550,000.00	\$4,950,000.00	\$5,500,000	10%	\$330,000	\$5,280,000	
16	Manor Drive Overcrossing Project	Pacifica	PS&E (\$4.95M)	51.00	\$550,000	\$4,950,000	\$5,500,000	10%		\$4,950,000	
17	Woodland Street Improvements <sup>2</sup>	East Palo Alto	PAED (\$112.5K), PS&E (\$412.5K)	47.70	\$175,000	\$525,000	\$700,000	25%		\$525,000	
<b>Subtotal</b>						<b>\$62,807,716</b>	<b>\$187,550,617</b>	<b>\$250,358,333</b>	<b>25%</b>	<b>\$3,400,000</b>	<b>\$190,950,617</b>
<b>Total Measure A &amp; W Funds to be Awarded</b>											

Notes

- Technical Assistance Budgets by Phase(s):  
 Peninsula Corridor - \$350,000 (PLAN), \$220,000 (PAED)  
 Fashion Island/19th - \$100,000 (CON)  
 Holly Long-Term - \$310,000 (PAED), \$350,000 (PS&E), \$630,000 (CON)  
 Moss Beach - \$230,000 (PS&E)  
 Holly Mid-Term - \$200,000 (PAED), \$350,000 (PS&E), \$330,000 (CON)  
 Alpine - \$330,000 (PAED)
- Conditionally allocate PS&E funding upon third party best practice review completion and approval of Director of Planning & Management that project includes congestion management and multimodal operations/safety enhancements

**Exhibit B: 2025 Measure A & Measure W Highway Program Call for Projects Application Submittals  
Summary List of Project Descriptions: Ranked List**

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2025 Highway Call for Projects and includes the recommended funding awards supported by the Project Selection Committee. The SMCTA Board will consider the recommended funding awards at the December 2025 meeting and be asked to adopt the final funding program at its January 2026 meeting.

### 1. Willow Road Class IV Bikeway and Pedestrian Project

**Request:** \$1,150,000- PS&E

**Sponsor:** Menlo Park

**Recommended Funding Award:** \$1,150,000

**Scope:** Design (PS&E) funding to support pedestrian and bicycle enhancements along Willow Road between O'Keefe Street and Bayfront Expressway. The project includes installing raised Class IV Separated Bikeways and bicycle detection, narrowing roadway lanes, tightening curb radii, upgrading curb ramps, constructing median refuge islands, striping new high visibility crosswalks, new additional pedestrian crossings and signals, and modification of existing signals at signalized intersections. The project will also include in-lane bus stops and bus islands along Willow Road for SamTrans and Dumbarton Express lines.

**Benefit:** The proposed improvements will provide a low stress, all ages and abilities connection for people biking on Willow Road between Class IV Separated Bikeways between O'Keefe Street and the San Francisco Bay Trail at the Bayfront Expressway. The project will increase safety and accessibility for pedestrians. The improvements are intended to increase mobility and access to employment centers, schools, and housing. Improvements to bus stops will allow for in-lane stops that will reduce transit delays and eliminate the need for buses to re-merge into traffic.

### 2. Peninsula Avenue Multi-Modal Corridor Study

**Request:** \$1,125,000- PLAN (\$743.3K), PAED (\$381.8K)

**Sponsor:** Cities of San Mateo and Burlingame

**Recommended Funding Award:** \$1,125,000

**Scope:** Planning and PAED funding for the Peninsula Avenue Multi-Modal Corridor Study, which includes robust community engagement, the creation of an Executive Steering Committee to guide the project, completion of an alternatives analysis with conceptual designs, and preliminary design and permitting for the selected preferred alternative. Peninsula

### Summary List of Projects Descriptions: Ranked List

Avenue has split right-of-way between San Mateo and Burlingame, requiring close coordination between the two cities' Public Works Departments to jointly conduct the study and ultimately construct improvements. The Corridor Study will evaluate the segment from the Peninsula Avenue / El Camino Real intersection across U.S. Highway 101 to Coyote Point Road, supporting active transportation connectivity to nearby recreational spaces and the Bay Trail for residents in a Metropolitan Transportation Commission (MTC) Equity Priority Community.

**Benefit:** The Corridor Study aims to identify improvements that will enhance safety for all users, reduce vehicle delays through modernized traffic operations, and expand equitable access to sustainable transportation options. The improvements will strengthen regional connectivity by linking neighborhoods and multifamily complexes to five SamTrans stops, San Mateo High School, Washington Elementary School, businesses, and the Bay Trail. The project also supports climate and public health goals by creating increased opportunities for walking, biking, and transit use.

### 3. Fashion Island Blvd/19th Avenue Separated Bikeway

**Request:** \$16,357,217 - CON

**Sponsor:** San Mateo

**Recommended Funding Award:** \$16,357,217

**Scope:** Construction (CON) funding for congestion relief improvements surrounding 19th Ave and Fashion Island Blvd. The project will construct a Class IV separated bikeway along the length of the corridor connecting directly with the Hayward Park Caltrain Station and future proposed SamTrans Mobility Hub at the existing Caltrans Park and Ride lot. This project supports the broader goals of the 101/92 Mobility Hub and Smart Corridor Concept Plan. Once completed, it will be one of the City's first major separated bikeway corridors, offering safe, low-stress travel for all users.

**Benefit:** The bikeway improvements are intended to improve conditions near the freeway on-/off-ramps, develop protected intersections, and fill in gaps in the existing bike network. Additionally, new pedestrian walkways will be installed to fill the missing gaps thereby improving travel times and removing barriers for people walking along the corridor. These efforts support the multimodal improvement of the corridor, relieving congestion in a key corridor connection San Mateo, Foster City, and the County.

### Summary List of Projects Descriptions: Ranked List

#### 4. US 101 / Produce Avenue Off-Ramp Improvements - Phase 1 of the Utah Avenue Overcrossing Project

**Request:** \$6,237,000 - CON

**Sponsor:** South San Francisco

**Recommended Funding Award:** \$6,237,000

**Scope:** Construction (CON) funding to implement Phase 1 of the US 101/Produce Avenue Off-Ramp Improvements Project, which includes improvements to the US 101 southbound (SB) off-ramp and two associated intersections, at the off-ramp and Produce Avenue and at San Mateo Avenue/S. Airport Boulevard and Produce Avenue. The project also includes new sidewalks, new Class II bike lanes and Class IV 2-way multi-use path traversing under US 101, directional ADA-compliant curb ramps, and signalized crosswalks. Future Phase 2 of the Utah Avenue Overcrossing Project will construct a new local overcrossing extending from the Utah Avenue/S. Airport Boulevard intersection to San Mateo Avenue as well as several more existing intersections will be reconstructed. No SMCTA funding is being sought for any Phase 2 future development activities.

**Benefit:** The Phase I project aims to reduce US 101 SB exit ramp queuing. Traffic modeling and analysis indicates the project will not induce significant vehicles miles traveled (VMT) but will close gaps in bicycle and pedestrian facilities while increasing vehicular safety by reducing mainline queue spillback onto the highway. The new overcrossing in Phase 2 will provide a local east-west connection across US 101 for the southern area of the City of South San Francisco.

#### 5. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Long-Term)

**Request:** \$82,901,000 - PAED (\$2.6M), PS&E (\$4.2M), CON (\$76M)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$82,901,000

**Scope:** Environmental compliance (PAED), design (PS&E), and construction (CON) funding to improve the safety of the major highway interchange on U.S. 101 at Holly Street. The improvements include two major components – the modification of the existing U.S. 101 interchange to promote safer on-and-off ramps, as well as a pedestrian overcrossing to reduce conflicts for non-motorized travelers who cross over the U.S. 101. The existing interchange features a full cloverleaf interchange for drivers traveling onto, off, or overpassing U.S. 101 on the Holly Street overcrossing. The Holly St. overcrossing is four-to-six lanes wide, with minimal space and facilities for pedestrians and cyclists crossing over U.S. 101.

### Summary List of Projects Descriptions: Ranked List

**Benefit:** The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025.

## 6. Jefferson Avenue Traffic Safety Improvement

**Request:** \$ 4,000,000 - PS&E (\$220K), CON (\$3.78M)

**Sponsor:** Redwood City

**Recommended Funding Award:** \$4,000,000

**Scope:** Design (PS&E) and construction (CON) funding to address congestion at uncontrolled crossings and improve bicycle and pedestrian facilities along Jefferson Road from El Camino Real to Farm Hill Boulevard. Improvements include a new traffic signal, two pedestrian hybrid beacons, enhanced crosswalks, roadway reconfiguration to add bicycle facilities, curb extensions, ADA-compliant curb ramp upgrades, a two-way bicycle and pedestrian path along the Orion School frontage, and pavement rehabilitation.

**Benefit:** The project was identified as a priority safety project for the Redwood City community that benefits school students, seniors, transit users, and the overall community. Jefferson Avenue is an arterial road in Redwood City that carries more than 18,000 vehicles on a daily basis. The corridor, however, is surrounded by residential neighborhoods and major community destinations including 6 schools (Orion, McKinley, North Star, Redeemer, Our Lady of Mt Carmel, and Sequoia High School) serving nearly 4,000 TK-12 students, Red Morton Park and sport facilities, Veterans Memorial Senior Center, YMCA (in future), and several shopping destinations.

## 7. El Camino Real/Selby Lane Traffic Signal Safety and Mobility Improvements

**Request:** \$3,000,000 - PS&E (\$490K), CON (\$2.510M)

**Sponsor:** Atherton

**Recommended Funding Award:** \$3,000,000

**Scope:** Design (PS&E) and construction (CON) funding to improve the El Camino Real/Selby Lane intersection. The project includes installing intersection controls (either High-Intensity Activated Crosswalk beacons or full signalization), constructing ADA-compliant pedestrian ramps with detectable warning surfaces, and adding median modifications and refuges to create controlled, accessible crossings. It also includes stormwater infrastructure to eliminate seasonal ponding at the intersection. The roadway configuration would remain

### Summary List of Projects Descriptions: Ranked List

unchanged, preserving flexibility for future bicycle and pedestrian improvements identified in the El Camino Real Complete Streets Study.

**Benefit:** The project enhances safety and circulation by providing a controlled crossing of El Camino Real, improving conditions for pedestrians, cyclists, students, and drivers. Intersection controls and median refuges reduce conflicts between vehicles and active transportation users. Stormwater upgrades address chronic flooding, improving operational reliability during the rainy season. The project also supports long-term planning efforts by maintaining compatibility with future multimodal improvements envisioned in the El Camino Real Complete Streets Gap Closure Study and the Grand Boulevard Initiative.

## 8. Moss Beach SR-1 Congestion and Safety Improvements

**Request:** \$ 6,750,000- PS&E

**Sponsor:** San Mateo County

**Recommended Funding Award:** \$6,750,000

**Scope:** Design (PS&E) funding to advance the SR-1 safety and mobility project in unincorporated Moss Beach from 16th Street to Marine Boulevard. This phase includes design studies; detailed plans, specifications, and cost estimates; permit preparation; and interagency coordination needed for bid advertisement and award. Planned improvements include new controlled intersections (roundabouts or signals) at 16th Street, California Avenue, and Cypress Avenue; dedicated turn lanes; raised medians; high-visibility crosswalks; a new west-side sidewalk or pathway between California Avenue and Cypress Avenue; bus stop upgrades for SamTrans Route 117; Class II bike lanes; and a Class I bicycle/pedestrian path on the east side of SR-1 from Marine Boulevard to Etheldore/Vallemar Street.

**Benefit:** The project addresses long-standing safety issues on SR-1 and improves corridor operations by creating more predictable traffic gaps, reducing congestion, and calming vehicle speeds. Multimodal enhancements include safer crossings, continuous pathways, and improved transit stops which will expand access for pedestrians, bicyclists, and transit users on both sides of SR-1. These upgrades strengthen neighborhood and regional connectivity, support a shift toward active and transit modes, and contribute to regional environmental and sustainability goals.

### Summary List of Projects Descriptions: Ranked List

## 9. Highway 1: Main Street to Kehoe Avenue

**Request:** \$11,700,000 - CON

**Sponsor:** Half Moon Bay

**Recommended Funding Award:** \$11,700,000

**Scope:** Construction (CON) funding to improve Highway 1 operations between Silver Avenue and Grandview Boulevard. The project extends the two northbound through-lanes from Silver Avenue to approximately 600 feet north of Terrace Avenue, where they taper to one lane at Grandview Boulevard. In the southbound direction, a second lane will be added from Grandview Boulevard, with minor reconstruction between Terrace Avenue and North Main Street. The project eliminates left-turn access to Belleville Boulevard, converting it to a right-in/right-out "T" intersection. Grandview Boulevard will be closed and reconnected to the new west frontage road, which will tie into a new signalized intersection at SR-1/Terrace Avenue. Additional improvements include modifications to the existing multi-use path, construction of a Class I path along the east side of SR-1 from North Main Street to Spindrift Way (including retaining walls as needed), upgraded bus turnouts, new landscaped medians, and signal interconnection with adjacent intersections to improve traffic flow. All improvements are within existing State right-of-way.

**Benefit:** The overall project addresses significant traffic congestion and safety issues along a critical segment of Highway 1 in Half Moon Bay. Extending merge lanes, restricting turning movements, and signaling the SR-1/Terrace Avenue intersection will reduce bottlenecks and improve vehicular flow. The new Class I path will provide safe multimodal access for pedestrians and bicyclists from three large neighborhoods east of SR-1 to schools, shopping areas, beaches, and transit stops. The combined improvements will enhance corridor efficiency, reduce crash risks, and support the City's broader vision for Highway 1 as a multimodal "Town Boulevard" that balances local mobility needs with regional travel demands.

## 10. El Camino Real Bicycle and Pedestrian Improvement Project

**Request:** \$15,300,000 - PS&E (\$6.75M), ROW (\$8.55M)

**Sponsor:** Town of Colma

**Recommended Funding Award:** \$15,300,000

**Scope:** The project is divided into three segments: Segment A from Albert M. Teglia Boulevard to Mission Road, Segment B from Mission Road to Arlington Drive in the Town of Colma, and Segment C from Arlington Drive to Hickey Boulevard in the City of South San Francisco. This funding request will fund the design (PS&E) phase for Segments A and C, and the ROW phase for all three Segments A, B, and C. The project will transform the corridor into a Complete Street facility, including protected bikeways, continuous ADA-, compliant

### Summary List of Projects Descriptions: Ranked List

sidewalks, intersection safety enhancements, transit stop upgrades, street lighting, , landscaping, stormwater treatment, and new traffic signals.

**Benefit:** The Project aims to enhance safety and mobility for people who walk and bike along El Camino Real by providing continuous sidewalks and protected bicycle lanes along approximately 1.5 miles of El Camino Real. This will increase multimodal accessibility and improve connectivity to public transit, and support economic growth, providing more efficient and less-delayed travel for all modes of transportation.

## 11. Old Bayshore Highway Complete Street

**Request:** \$19,200,000 - PAED (\$400K), PS&E (\$1.6M), CON (\$17.2)

**Sponsor:** Burlingame

**Recommended Funding Award:** \$19,200,000

**Scope:** Environmental (PA&ED) phase, design (PS&E) phase, and construction funding for the Old Bayshore Highway Complete Streets Project, which includes preparing environmental documentation in compliance with CEQA, conducting technical studies, and advancing the full design of complete street improvements along the Old Bayshore Highway corridor. These improvements will include Class IV protected bikeways, widened ADA-compliant sidewalks, stormwater upgrades, new pedestrian-scale lighting, transit stop enhancements, and intersection safety treatments.

**Benefit:** The Old Bayshore Highway corridor is a critical regional connector located adjacent to San Francisco International Airport, regional hotel districts, and US-101. The roadway currently lacks adequate pedestrian and bicycle facilities, is prone to flooding, and has a history of vehicle collisions. This project will enhance multimodal access for residents, hotel employees, visitors, and travelers, improve stormwater management and resilience to sea level rise, and support regional economic activity and environmental goals. The project also addresses safety needs identified on the Countywide High Injury Network and aligns with the City's adopted Climate Action Plan and Transportation Master Plan.

## 12. U.S. 101 / Holly Street Interchange Improvements and Overcrossing Project (Mid-Term)

**Request:** \$ 7,115,400- PLAN (\$503K), PAED (\$36K), PS&E (\$1M), CON (\$5.6M)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$7,115,400

**Scope:** Planning, environmental compliance (PAED), design (PS&E), and construction (CON) funding to implement mid-term safety improvements on U.S. 101 at Holly Street. The project installs RRFBs at the on- and off-ramps and redesigns the bikeway to stay along

**2025 Measure A & W Highway Program Call for Projects Application Submittals****Summary List of Projects Descriptions: Ranked List**

the curb until ramp crossings, significantly reducing conflict zones. It delivers Class IV separated bikeways west of Shoreway Road and Class II lanes to the east, while retaining existing lane widths to streamline Caltrans approval. Improvements include flexible delineators, concrete islands for added bicyclist protection, and a curb extension at Shoreway Road to shorten pedestrian crossings and slow turning vehicles.

**Benefit:** The project will improve safety and will create a more comfortable experience crossing the U.S. 101 through redesigning ramps, improving turning movements, and upgrading pedestrian and bicycle facilities. The Holly Street overcrossing currently requires pedestrians and cyclists to cross high-speed U.S. 101 ramps, creating serious safety risks that has contributed to 14 inquiry crashes between 2018–2022, followed by a cyclist fatality in 2024 and another severe injury in 2025. The project will reduce the interaction between motor vehicles and non-motorists crossing over US 101 while the City plans and implements the long-term solutions identified in the U.S. 101/Holly Interchange Improvements and Overcrossing Project.

### 13. East Side Streetscape Master Plan (Industrial Road Only)

**Request:** \$ 1,290,000- PLAN

**Sponsor** San Carlos

**Recommended Funding Award:** \$1,290,000

**Scope:** Planning funds will support the East Side Streetscape Master Plan for the area between U.S. 101, Old County Road, and the San Carlos city limits. The plan includes traffic analysis, streetscape concepts for major corridors, public outreach, environmental clearance, and prototypes for local connectors. This funding expands the scope to include civil survey work on Industrial Road, enhanced outreach, a comprehensive traffic study, and advancing Industrial Road's preferred design to 35%. The project will evaluate benefits and tradeoffs of proposed redesigns and identify solutions to improve multimodal safety, circulation, and connectivity between neighborhoods, commercial districts, downtown, Caltrain, and surrounding jurisdictions. The project aims to create a complete, multimodal street network.

**Benefit:** San Carlos' east side is rapidly transforming, with over 2.5 million square feet of commercial development underway and the potential for up to 1,890 new homes and 4.5 million square feet of additional R&D, office, and industrial uses under the forthcoming Northeast Area Specific Plan. Old County Road and Industrial Road are key corridors parallel to Highway 101 and El Camino Real, making them critical for regional mobility. The East Side Streetscape Master Plan will help manage growth-related traffic by creating safe, multimodal streets that improve access, connectivity, and circulation. This work aligns with the City's CIP, supports a parallel TMA effort and TDM ordinance update, and

### Summary List of Projects Descriptions: Ranked List

advances the goals of the TA's Active 101 Crossings Improvement Plan, providing a coordinated model for safer, more sustainable corridors countywide.

#### 14. Alameda de las Pulgas Traffic and Safety Improvements

**Request:** \$1,000,000 – CON

**Sponsor:** Atherton

**Recommended Funding Award:** \$1,000,000

**Scope:** Construction funding (CON) for traffic and safety improvements along Alameda de las Pulgas from Mills Avenue to Stockbridge Avenue. The project will include installation of a roundabout at the Atherton Avenue intersection (currently 4-way stop controlled), removal of a pedestrian activated mid-block traffic signal (between Camino al Lago and Mills Avenue), installation of a traffic signal at the Camino al Lago intersection, including associated curb ramps and sidewalk repairs. The project includes restriping of the roadway to provide buffered bicycle lanes in each direction and required green infrastructure improvements.

**Benefit:** The project will improve mobility and safety for all users, reducing delay at Atherton Avenue (4-way stop controlled), which exceeds 3 minutes during peak hours, from LOS from F to B. The roundabout, with accommodations for bicycles and pedestrians, will significantly improve mobility for all users. Replacing the mid-block crossing with a traffic signal at Camino al Lago (currently 2-way stop controlled) will better manage vehicular traffic and manage and improve safety for pedestrian traffic entering Las Lomitas Elementary School. Buffering bike lanes on ADLP will improve the safety of cyclists.

#### 15. Alpine Road Corridor Improvement Project

**Request:** \$4,950,000– PAED

**Sponsor:** County of San Mateo

**Recommended Funding Award:** \$4,950,000 –

**Scope:** PAED funding to advance Alpine Road Corridor improvements from the Menlo Park to Portola Valley boundaries. The project includes intersection controls at key intersections, new turn and acceleration lanes, access consolidation and driveway closures, high-visibility crosswalks, sidewalks/paths, Class II bike lanes, RRFBs, and potential parking at the Stanford Dish Trail.

**Benefit:** The project will implement improvements that are specifically designed to increase the visibility of bicyclists and pedestrians, reduce conflict points, and slow vehicular speeds.

## 16. Highway 1 / Manor Dr Overcrossing Project

**Request:** \$4,950,000 – PS&E

**Sponsor:** Pacifica

**Recommended Funding Award:** \$4,950,000

**Scope:** Design (PS&E) for widening the Manor Drive SR 1 overcrossing between Palmetto Avenue and Oceana Boulevard, flare the Manor Drive overcrossing curb returns and install traffic signals at the Manor Drive intersections with Palmetto Avenue and Oceana Boulevard.

**Benefit:** The widening of the existing overcrossing and increase in turning radii at the corners will better accommodate all modes of traffic, providing additional space for buses and trucks as well as cyclists. Replacement of the existing four-way stop signs at the Palmetto and Oceana intersections with traffic signals will improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.

## 17. Woodland Street Improvements

**Request:** \$525,000 – PAED (\$112.5K), PS&E (\$412.5K)

**Sponsor:** East Palo Alto

**Recommended Funding Award:** \$112.5K – The requested funding does not meet the TA’s 2025 Highway Program guidelines to begin work within one year of an award. The applicant is able to start PAED but does not have a developed enough project description to start PS&E.

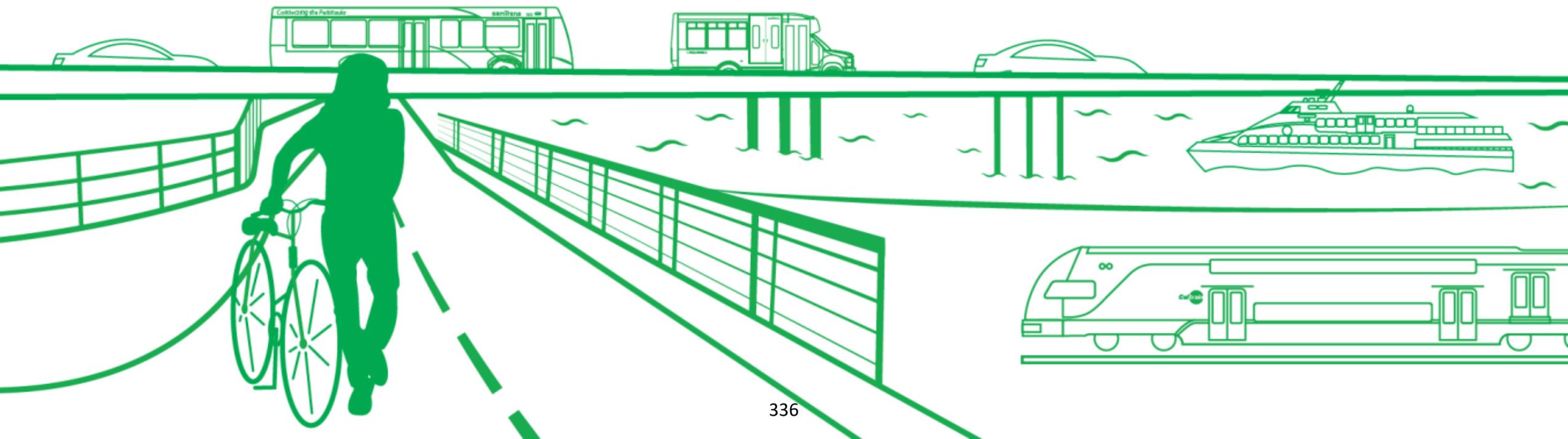
**Scope:** Environmental (PA & ED) and Design (PS&E) funding for pedestrian and bicycle enhancements along Woodland Avenue between University Avenue and Newell Road. The project will investigate the installation of sidewalks, upgraded bike lanes, improved roadway infrastructure, traffic calming measures, stormwater improvements, and signage and striping improvements.

**Benefit:** The proposed improvements aim to increase safety for pedestrians, cyclists, and drivers and to encourage mode shift to decrease the number of vehicles on the road. Implementing safety measures will reduce the number of conflict points between the different users, reducing delays due to collisions. Additionally, the project will investigate different intersection measures that improve safety while also improving traffic flow.



SAN MATEO COUNTY  
**Transportation  
Authority**

# ***2025 Highway Program Call for Projects Draft Recommendations***



# AGENDA

1. Program Overview
2. Modernizing the Highway Program
3. Application Process and Schedule
4. Project Submissions
5. Major Projects Presentations
6. Funding Recommendation
7. Next Steps

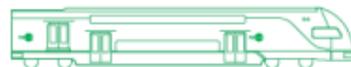


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# PROGRAM OVERVIEW & FUNDING

- Focus is to reduce congestion and improve safety on most critical commute corridors throughout the county
- Measure A dedicates **27.5%** to the Highway Program
  - 17.3% for Key Congested Areas (KCA)
  - 10.2% for Supplemental Roadways (SR)
- Measure W dedicates **22.5%** to the Highway Program
  - 21.5% for highway infrastructure
  - 1% for transportation demand management



# PROGRAM OVERVIEW & FUNDING

## Available Funding for the 2025 CFP

Funding Track	Available Funding
Measure A: (KCA & SR)	\$120 million <i>(KCA: \$45m / SR: \$75m)</i>
Measure W	\$80 million
<b>Total</b>	<b>Up to \$200 million</b>

- Project requests must be for work ready to proceed within 12 months of receiving the funding award



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# MODERNIZING THE HIGHWAY PROGRAM

## TA Strategic Plan 2025-2029

- Safety and equity now priorities for project evaluation
- First time using geographic funding distribution targets
  - Small/Coastal – 15%
  - Mid/Large – 50%
  - Countywide Significant – 35%
- Person throughput and multimodal options focus in the new Countywide Significance definition
  - Adds El Camino Real
- Expand the Measure A Supplemental Roadways List
- Includes support for 101 Corridor Connect and Grand Boulevard Initiative



# MODERNIZING THE HIGHWAY PROGRAM

## Evaluation Criteria set by TA Strategic Plan 2025-2029

Categories	Pre-Env Phases (PLAN, ENV)	Post-Env Phases (PS&E, ROW, CON)
Need	50%	25%
Effectiveness	N/A	40%
Equity & Community Engagement	30%	25%
Readiness	10%	5%
Funding Leverage	10%	5%



# MODERNIZING THE HIGHWAY PROGRAM

## Measure A Supplemental Roadways Update

- 10.2% of Measure A may include both Caltrans highways and local roadways connecting or supporting access to the highway system
- Measure A Transportation Expenditure Plan allows TA to update candidate project list
- Call for Nominations in Spring 2025 – 65 nominations total
- SMCTA Board adopted new expanded candidate project list in June 2025 - 58 corridors focused on complete streets and multimodal safety



# MODERNIZING THE HIGHWAY PROGRAM

## Major Projects Advancement Policy

New policy to encourage more transparency on TA investments over \$25M where the sponsor must:

- Present to the Board & Community Advisory Committee prior to requesting design or construction funds to highlight major investments
- Highlight project needs, benefits, impacts, engagement, and funding plan



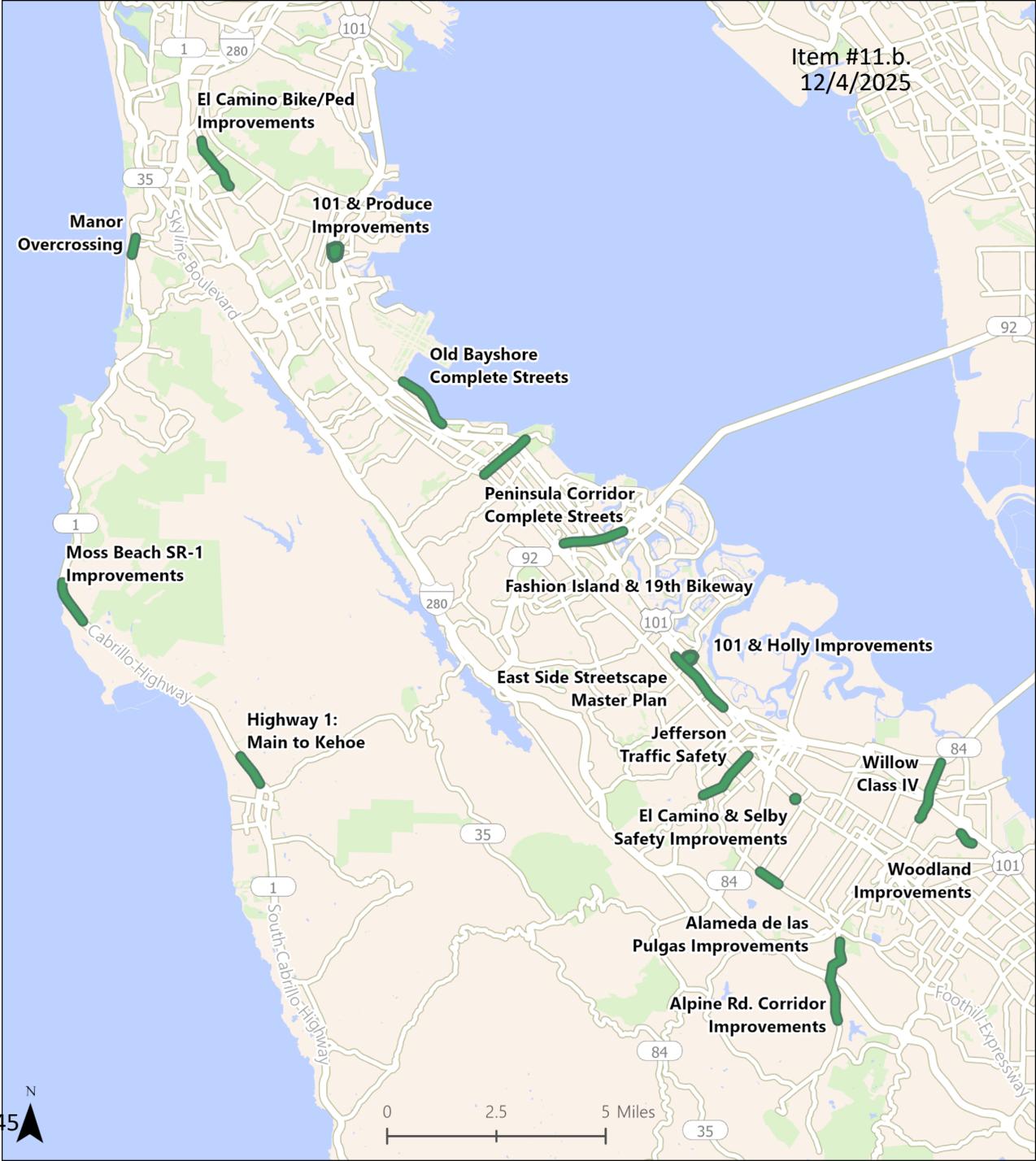
# APPLICATION PROCESS & SCHEDULE

<b>Call for Projects Issued after TA Board Meeting</b>	July 11, 2025
<b>Call for Projects Workshop: Virtual via Zoom (will be recorded)</b>	July 16, 2025
<b>Notify TA of Intent to Submit</b>	August 1, 2025
<b>Mandatory Pre-submittal Meetings with TA Staff</b>	August 4-8, 2025
<b>Project Applications due</b>	September 12, 2025
<b>Evaluation Period (SMCTA, Caltrans, C/CAG, &amp; SamTrans)</b>	Sept – Nov 2025
<b>Informational item to TA Board on Draft Program of Projects</b>	December 4, 2025
<b>TA Board approves proposed Program of Projects</b>	January 8, 2025



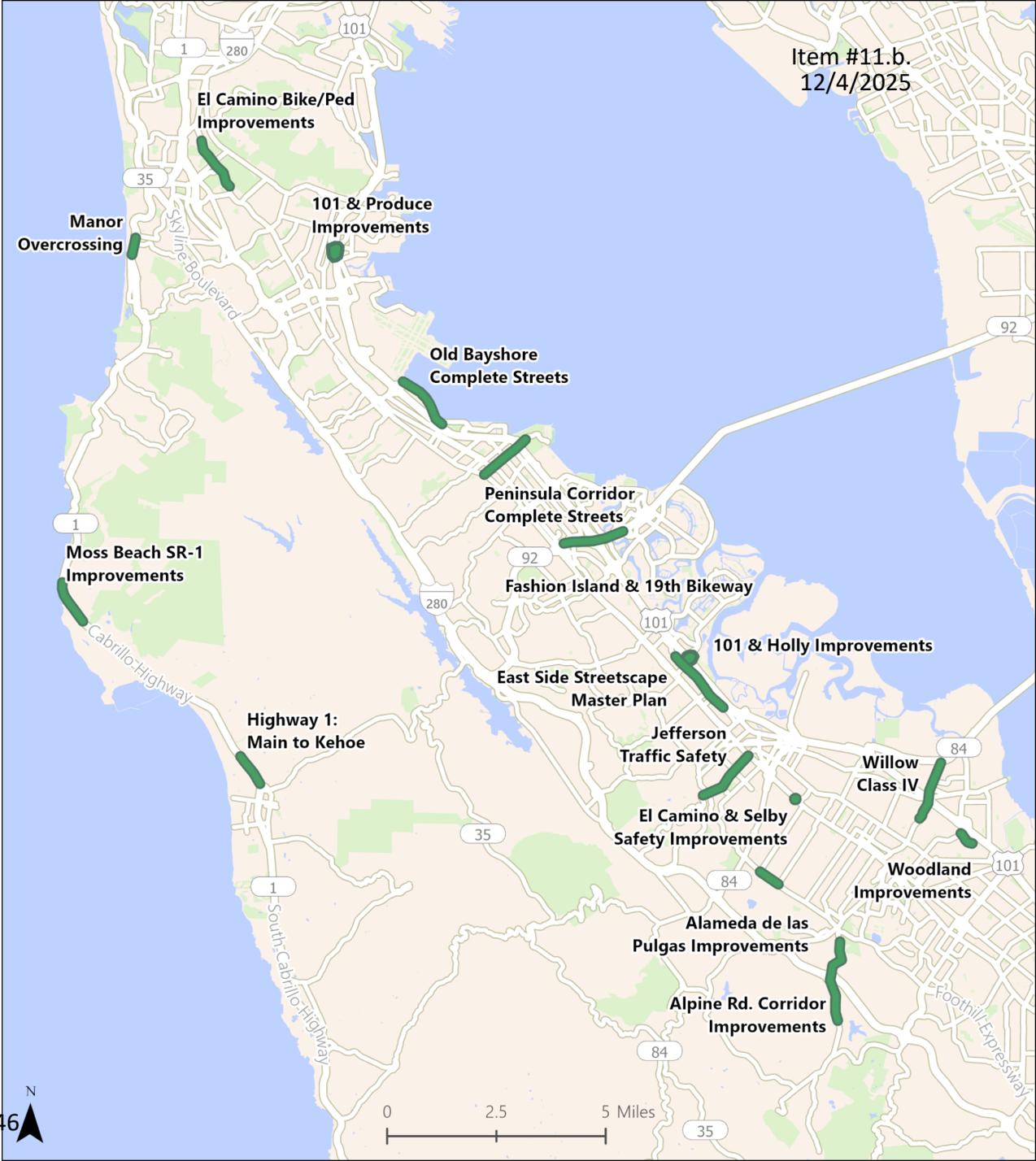
# PROJECT SUBMISSIONS

- 7 small/coastal (25%) requests
- 10 mid/large (75%) requests
- 9 Measure A Supplemental Roadways Eligible Projects
- 6 TA technical assistance staff and consultant support requests
- Equity Criteria Met: State (3), Regional (6), County (9)



# PROJECT SUBMISSIONS

- Projects by type:
  - Mainline - 4
  - Interchange or Intersection - 7
  - Off-System Multimodal Corridor or Intersection - 6
- 4 priority projects from 101 Corridor Connect Multimodal Strategy
- 7 projects along the Active 101 Mobility Route



# MAJOR PROJECTS PRESENTATIONS

## Projects Requesting Final Design or Construction that meet the Major Projects Advancement Policy

- City of Burlingame – Old Bayshore Highway (Measure A Supplemental Roadway Only)
- Town of Colma – El Camino Real
- City of Pacifica – SR-1/Manor Drive Overcrossing
- City of San Carlos – US 101/Holly Street (Long-Term)
- City of San Mateo – Fashion Island/19<sup>th</sup> Multimodal Improvements (Measure A Supplemental Roadway Only)
- San Mateo County – Moss Beach



# Old Bayshore Highway Complete Street

**Project Sponsor: City of Burlingame**

**Current Phase: Planning**

**Requested Phase(s): PA&ED, PS&E, CON**

**Current Request (\$) - Sup. Roadway**

**\$19,200,000**

**Total Existing SMCTA Allocations**

**\$0**

**Total Estimated Project Cost**

**\$24,000,000**



# Old Bayshore Highway Complete Street

- Project Overview

- Key north–south access route serving SFO, hotel district, and US-101.
- Direct connection to Millbrae Transit Center (Caltrain, BART, SamTrans).
- Corridor lacks safe, continuous pedestrian and bicycle access; recurring flooding further limits mobility.
- Supports thousands of workers, travelers, and visitors moving between SFO, hotels, and regional transit.

Location Map



# Old Bayshore Highway Complete Street

## • Project Benefits

- Safer pedestrian and bicycle travel through Class IV bikeways
- Continuous ADA-compliant sidewalks with upgraded lighting
- Improved drainage and stormwater resilience in a flood-prone corridor
- Strengthens hotel, airport, and business district access, supporting local jobs

## • Project Impacts

- Construction impacts limited to the roadway and hotel frontages
- Cleaner, more welcoming corridor for workers and visitors
- Long-term reduction in collision risk and recurring flooding



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# Old Bayshore Highway Complete Street

## • Community Engagement Strategies

- Two community surveys and multiple stakeholder meetings
- TSPC meetings and City Council presentations
- Business and hotel outreach along the corridor

## • Community Input Takeaways

- Strong support for safer bicycle and pedestrian facilities
- Interest in improved Bay Trail access.
- Concerns about flooding and traffic circulation



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# Old Bayshore Highway Complete Street

## Existing Conditions



- Corridor currently auto-oriented with narrow sidewalks.
- Frequent flooding and inadequate lighting.
- High collision locations

## Conceptual Rendering



- Two travel lanes + center turn lane.
- Buffered/raised bikeways, widened sidewalks, medians.
- Enhancements at transit stops and crossings.

# Funding Plan

**Remaining Funds Needed:**

**\$19,200,000**

Project Scope Phases	Total Cost Estimate	Measure A/W Request	Matching Funds	Sources
Environmental (PA&ED)	\$500,000	\$400,000	\$100,000	Development Impact Fees
Design (PS&E)	\$2,000,000	\$1,600,000	\$400,000	Development Impact Fees
Construction	\$21,500,000	\$17,200,000	\$4,300,000	SB1, Gas Tax, and Impact Fees
<b>Total</b>	<b>\$24,000,000</b>	<b>\$19,200,000</b>	<b>\$4,800,000</b>	



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# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

**Project Sponsor: Town of Colma**

**Current Phase: PA&ED**

**Requested Phase(s): PS&E and ROW**

**Current Request (\$)**

**\$15,300,000**

**Total Existing SMCTA Allocations**

**\$4,860,000**

**Total Estimated Project Cost**

**\$98,625,000**

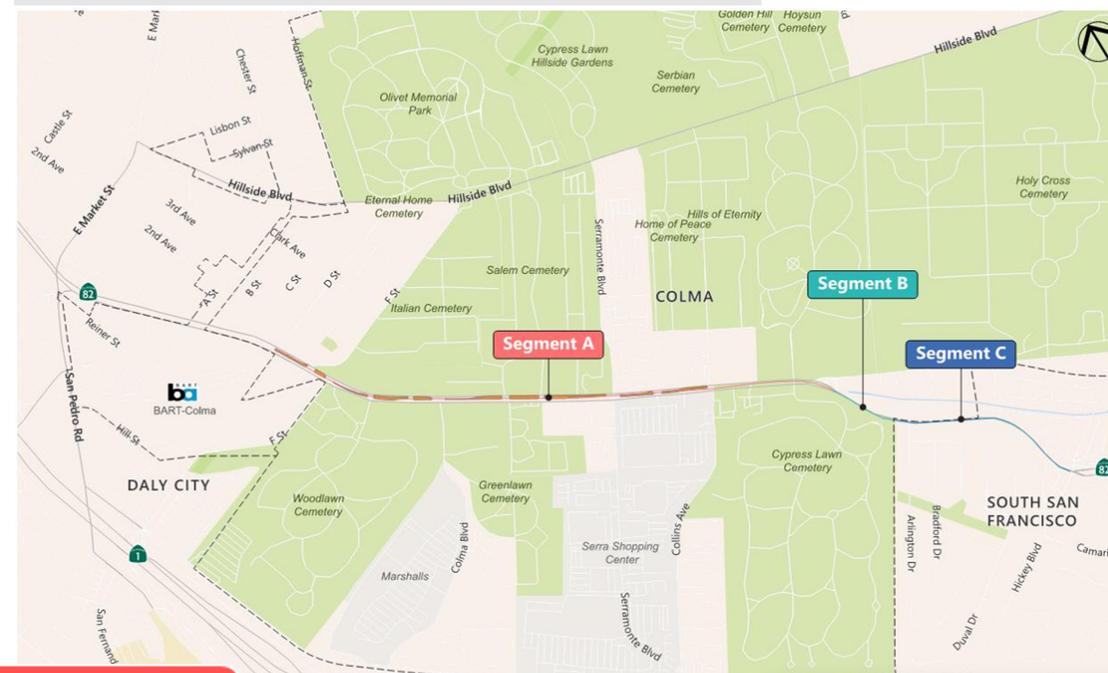


# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

## • Project Overview

- El Camino Real (ECR/SR-82), major Arterial extends for 1.5 miles from Albert M Teglia Boulevard in Colma to Hickey Boulevard in SSF
- Recommended in various plans:
  - Colma Systemic Safety Analysis Report – 2018
  - El Camino Real Bicycle and Pedestrian Improvement Plan – 2021
  - Colma Bicycle and Pedestrian Master Plan – 2023

### Location Map



- Segment A** Albert M Teglia to Mission Rd
- Segment B** Mission Road to Arlington Dr
- Segment C** Arlington Drive to Hickey Blvd



# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

## • Project Benefits

- Improve Safety and Accessibility
- Enhance Mobility and Connectivity
- Improve Traffic Operations
- Reduce Vehicle Miles Traveled (VMT)
- Reduce Greenhouse Gas (GHG) Emissions
- Improve Public Health and Economic Growth
- Sustainability

## • Project Impacts

- Lane Reduction (Road Diet)
- Continuous Sidewalks & ADA-Complaint Curb Ramps
- Protected Bike Lanes
- High-Visibility Crosswalks
- Bus Stop Improvements
- Reconfiguration of ECR/Mission Intersection
- Installation of new traffic signals
- Street Lighting, Landscaping, and Green Infrastructure



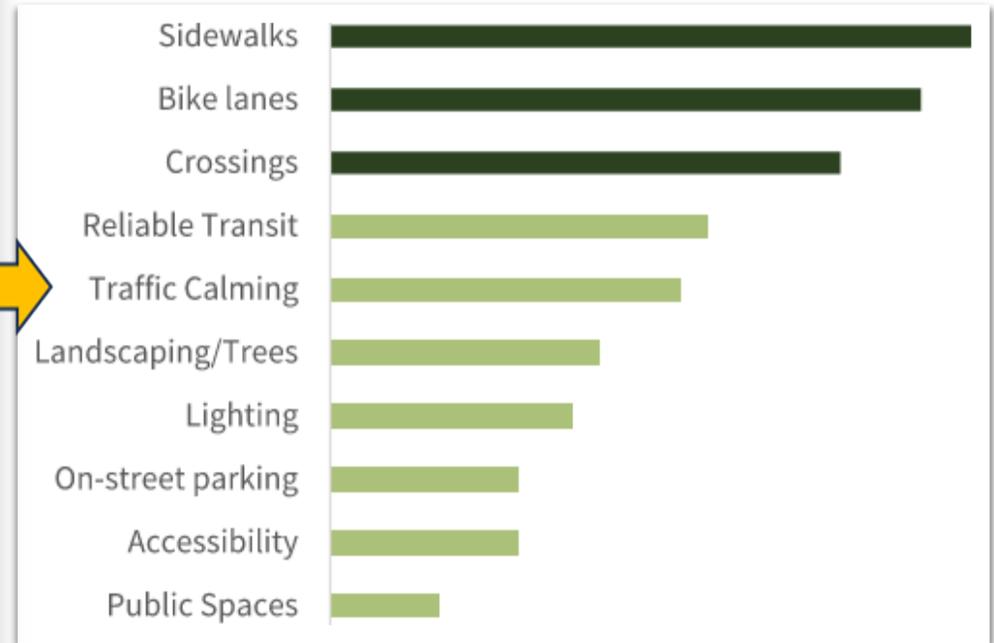
# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

## Community Engagement Strategies

- **Public Meetings and Workshops:** *Community meetings, Open Houses, Pop-up events*
- **Online Engagement:** *Online Survey and Interactive Maps, project website, livewire, social media*
- **Technical Advisory Committee:** *Caltrans, BART, SamTrans, San Mateo County, Colma Business Community, SSF, Daly City, Silicon Vally Bike Coalition, Colma PD, and Town Council members.*

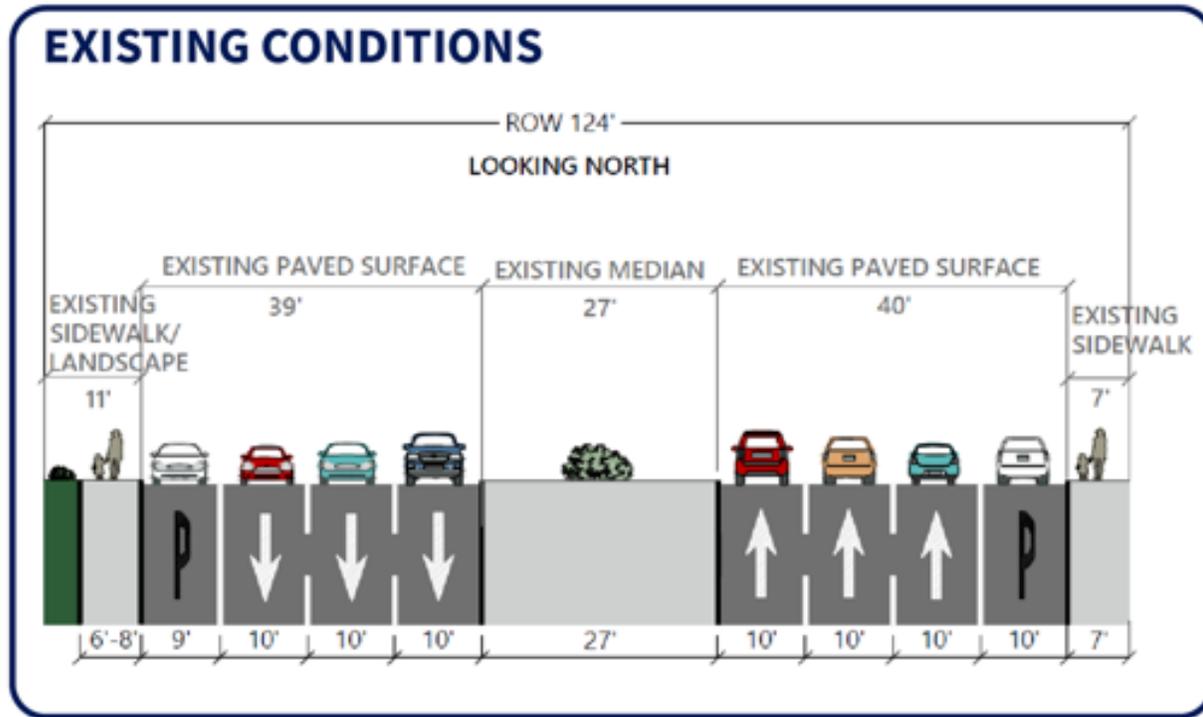


## Community Desired Improvements on El Camino Real

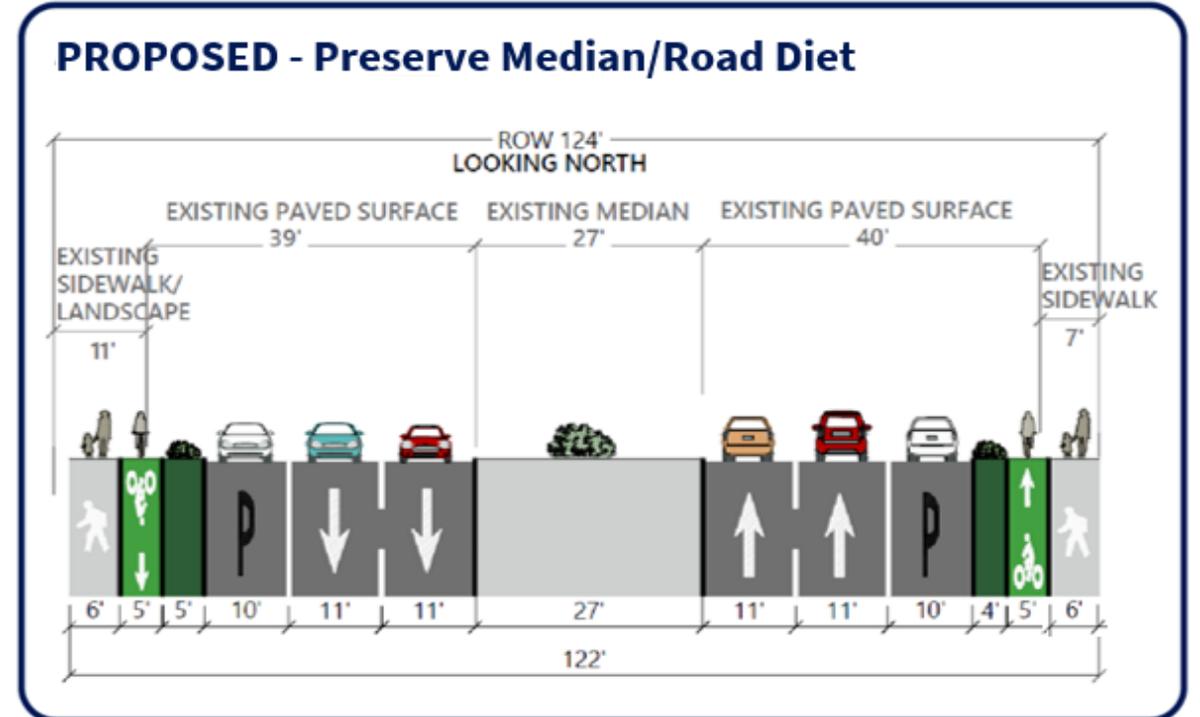


# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

## Existing Conditions



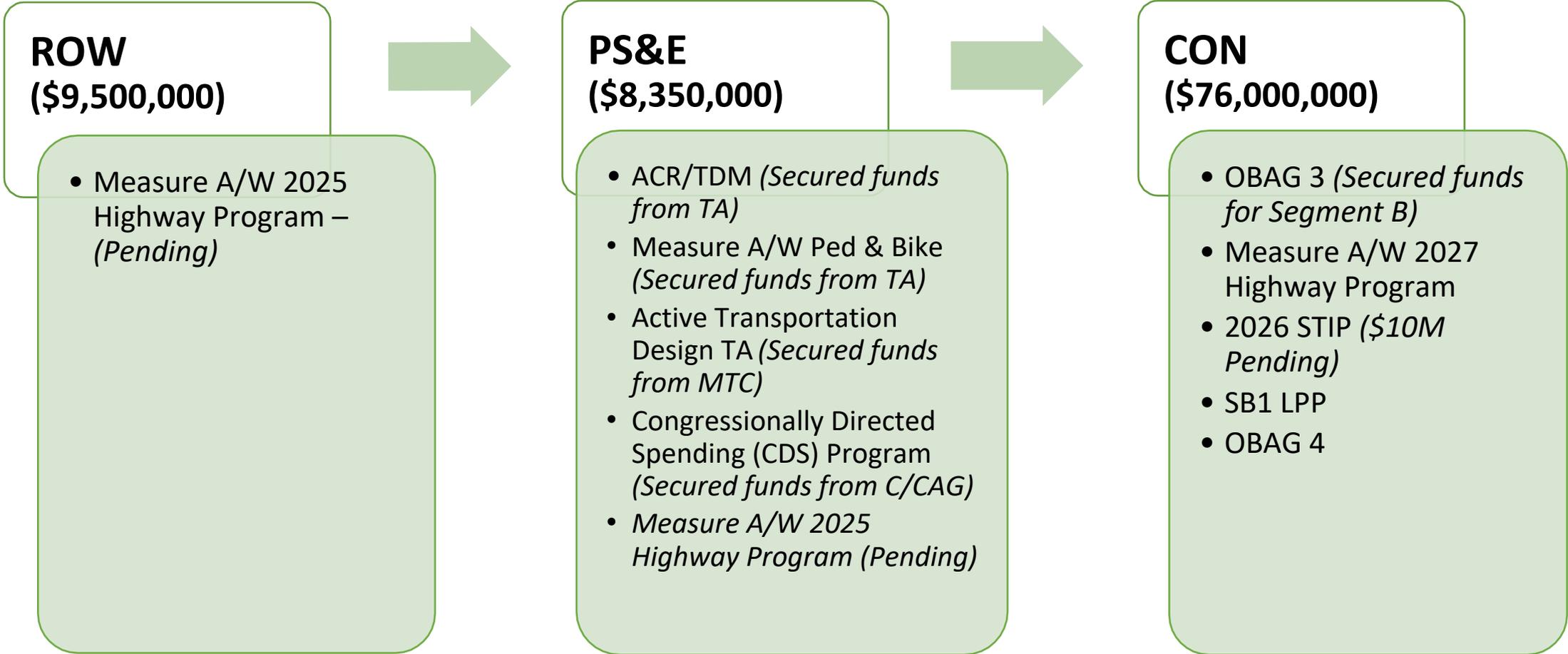
## Proposed (Conceptual)



# EL CAMINO REAL BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECT

Item #11.b.  
12/4/2025  
**\$70,000,000**

**Remaining Funds Needed:**



# Manor Drive Overcrossing Project

**Project Sponsor: City of Pacifica**

**Current Phase: PA/ED**

**Requested Phase(s): PS&E**

**Current Request (\$)**

**\$4,950,000**

**Total Existing SMCTA Allocations**

**\$3,310,000**

**Total Estimated Project Cost**

**\$48,000,000**



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# Manor Drive Overcrossing Project

- Project Overview

- State Route 1 (SR-1) at the overcrossing of Manor Drive (between Palmetto Avenue and Oceana Boulevard) in Pacifica.
- The project includes widening/replacing the existing overcrossing. The project will also study the feasibility of a northbound on-ramp at Milagra Dr.

## Location Map



# Manor Drive Overcrossing Project

## • Project Benefits

- New pedestrian/bicycle infrastructure
- Upgraded ADA ramps
- Better multimodal connectivity
- Improved vehicle operations with wider lanes & curb return increased radii
- Reduced congestion & improved traffic flow
- Updated structural and seismic design

## • Project Impacts

- Lane closures
- Noise and vibration
- Dust
- Parking



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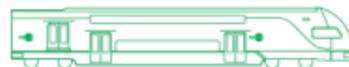
# Manor Drive Overcrossing Project

- Community Engagement Strategies

- Community Meetings
  - #1 November 27, 2018
  - #2 May 8, 2019
  - #3 April 18, 2023

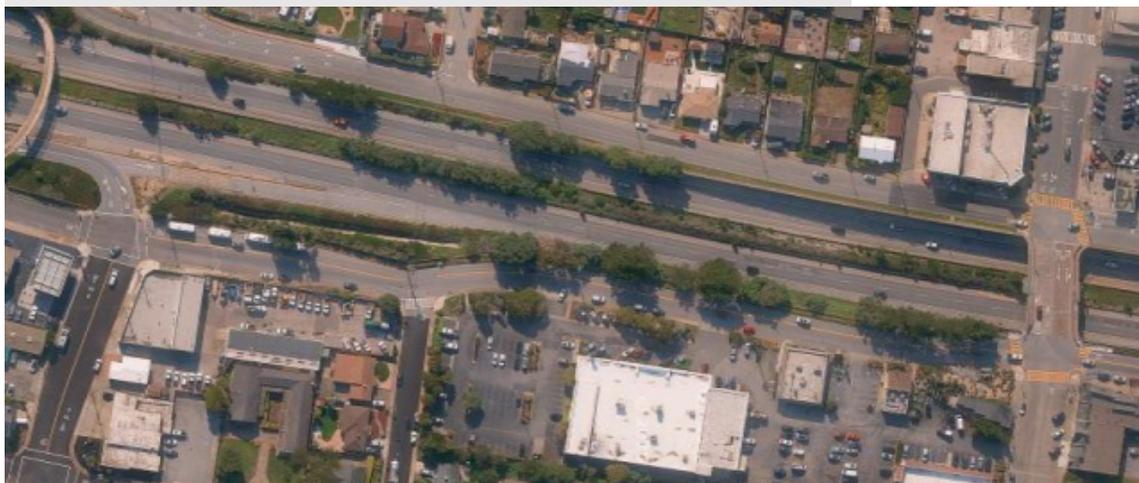
- Community Input Takeaways

- The current configuration has narrow lanes, inadequate shoulders, risky turning radii for large vehicles, and insufficient facilities for pedestrians/bicyclists
- “Non-vehicular travel along Highway 1 is tough and uncomfortable.”
- “Improving safety around schools for students and families walking and biking should be a priority.”
- Local businesses and neighborhood are concerned about the changes in parking configuration and safety concerns with new on-ramps



# Manor Drive Overcrossing Project

## Existing Conditions



## Conceptual



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# Funding Plan

Remaining Funds Needed: ~\$40,000,000

The City of Pacifica will continue to seek grant funding from various sources including:

- SMCTA Highway Program Call for Projects
- Caltrans Highway Bridge Program
- Bridge Investment Program
- Local Manor Drive Improvement Fund and Highway 1 Improvement Fund

*The State Transportation Improvement Program through C/CAG awarded the City \$5,000,000 for the future construction phase.*



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# U.S. 101/Holly Interchange Improvements and Overcrossing Project Item #11.b. 12/4/2025

**Project Sponsor: City of San Carlos**

**Current Phase: PA&ED update**

**Requested Phase(s): PA&ED, PS&E, ROW and CON**

**Current Request (\$)** **\$82,901,000**

**Total Existing SMCTA Allocations** **\$3,100,000**

**Total Estimated Project Cost** **\$111,689,000**



# U.S. 101/Holly Interchange Improvements and Overcrossing Project

## Location Map

- Project Overview
  - Modernize the outdated cloverleaf interchange to improve safety, efficiency, and multimodal access.
  - Key Elements:
    - Reconstruct interchange ramps to a partial cloverleaf design to eliminate high-speed weaving.
    - Add dedicated pedestrian and bicycle overcrossing (POC) south of Holly Street.
    - Improve access for all users; vehicles, cyclists, and pedestrians.



# U.S. 101/Holly Interchange Improvements and Overcrossing Project

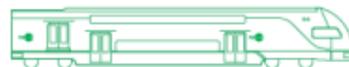
Item #11.b.  
12/4/2025

## • Project Benefits

- Eliminates key conflict zones between vehicles and active users
- Improves traffic flow and ramp safety
- Creates safe, ADA-compliant connections across U.S. 101.
- Supports regional multimodal corridor and Complete Streets goals
- Separate pedestrian and bicycle overcrossing (POC) immediately south of Holly interchange

## • Project Impacts

- Partial cloverleaf design with signals at US 101 ramps
- Eliminates weaving problems and reduces conflicts between pedestrians and vehicles
- Connects Holly & E. San Carlos Avenue from the west across 101 to Holly & Skyway Road to the east
- Temporary traffic delays, localized congestion, bike detours, noise, and dust during construction



# U.S. 101/Holly Interchange Improvements and Overcrossing Project

## • Community Engagement Strategies

- A total of 7 public meetings were held since the onset of the project.
- City staff actively engaged the City Council, the Transportation and Circulation Commission as well as the Greater East San Carlos Community (GESC) association
- City will have a project webpage and develop and disseminate flyers and postcards that will be mailed to the public
- Stakeholders include SMCTA, City of Redwood City, and Caltrans

## • Community Input Takeaways

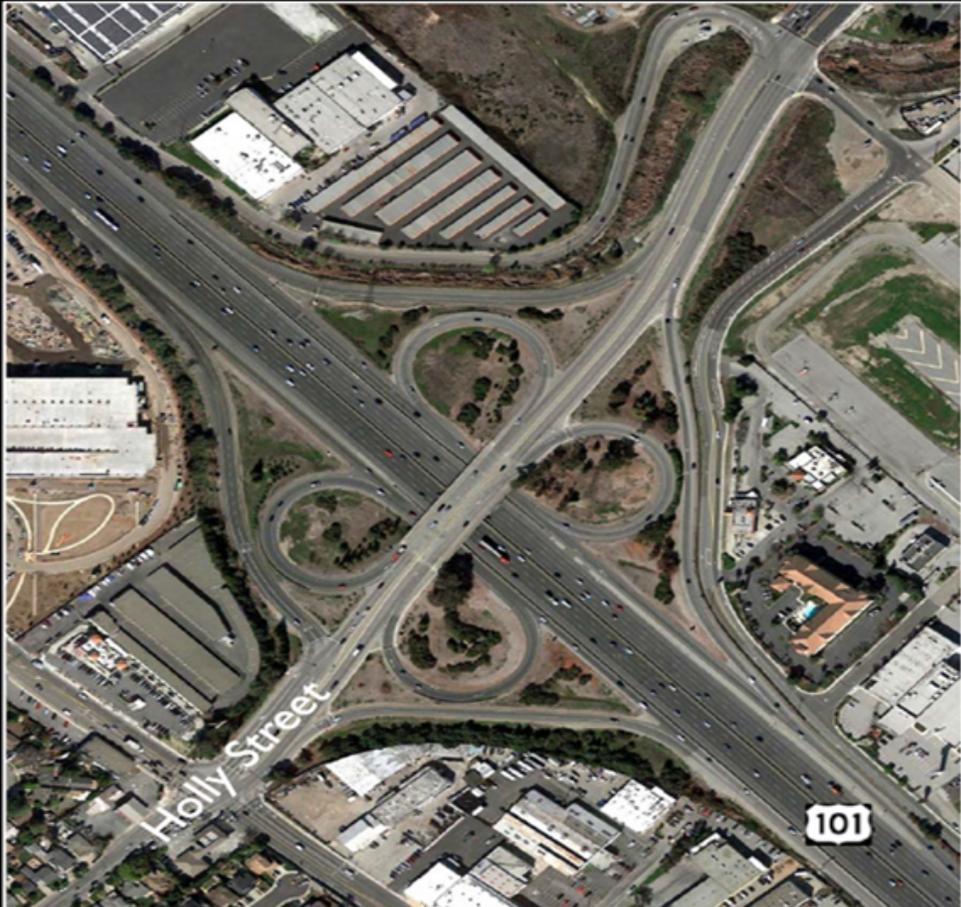
- Broad and consistent support for safer multimodal design.
- Community selected overcrossing as preferred solution.
- Key messages:
  - Urgent need for safety after recent cyclist fatality.
  - Desire for complete separation between ramps and non-motorists.
  - Interest in near-term improvements while awaiting full build.
  - Continued collaboration with local businesses and regional partners.



# U.S. 101/Holly Interchange Improvements and Overcrossing Project

Item #11.b.  
12/4/2025

Existing Conditions



Conceptual Rendering



# Funding Plan

**Remaining Funds Needed:**

**\$5,618,000**

	<b>Funding Source</b>	<b>Amount</b>	<b>Status</b>
1	City Funds Previously Allocated	\$1,061,000	Allocated
2	City Funds for Long-Term Project	\$9,209,000	Allocated
3	C/CAG	\$400,000	Allocated
4	STIP Funds	\$12,500,000	Allocated
5	SMCTA Highway Program	\$82,901,000	Requesting
6	<b>SB-1 Local Partnership Program</b>	<b>\$5,618,000</b>	<b>Remaining Gap</b>
Total		\$111,689,000	



# 19<sup>th</sup> Ave / Fashion Island Boulevard Multimodal Improvement Project

Item #11.b.  
12/4/2025

**Project Sponsor: City of San Mateo**

**Current Phase: PS&E**

**Requested Phase(s): Construction**

**Current Request (\$) - Sup. Roadway**

**\$16,357,217**

**Total Existing SMCTA Allocations**

**\$4,655,000**

**Total Estimated Project Cost**

**\$28,551,134**



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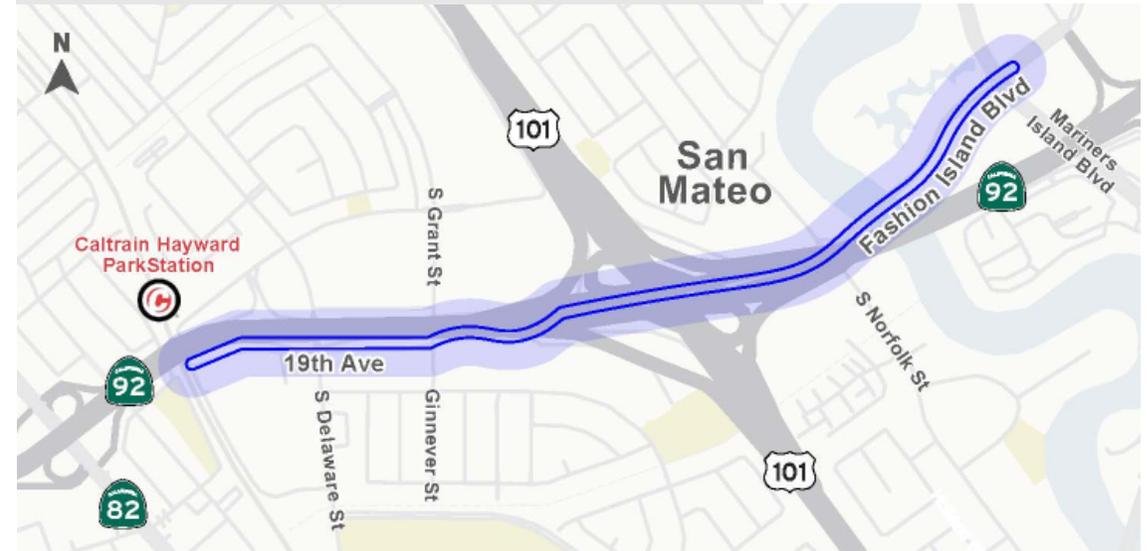


# 19<sup>th</sup> Ave / Fashion Island Boulevard Multimodal Improvement Project

## • Project Overview

- Transformation of 1.3 miles of 19th Ave and Fashion Island Blvd between Pacific Blvd and Mariners Island Blvd
  - Safety and operational improvements to address congestion at key intersections
  - Class IV separated bikeway and pedestrian crossing improvements
- Connections to the Hayward Park Caltrain station, future SamTrans Mobility Hub at the existing Caltrans Park and Ride lot, and the Bridgepointe Shopping Center
- Regional commuter route and local road for residents with congestion and bottlenecking

## Location Map



# 19<sup>th</sup> Ave / Fashion Island Boulevard Multimodal Improvement Project

Item #11.b.  
12/4/2025

## • Project Benefits

- Reduce traffic congestion and increase access
- Improve safety and accessibility for walking, biking, scooters, etc.
- Address parking and vehicle needs including new traffic signals to improve operations
- Eliminate gaps in sidewalk and bicycle network
- Improve access to schools, employment and retail centers, Caltrain, and other transit hubs
- Reduce greenhouse gases and improve air quality

## • Project Impacts

- Categorically Exempt/Excluded from CEQA and NEPA
- Lane balancing to support heavier afternoon traffic in the eastbound direction



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# 19<sup>th</sup> Ave / Fashion Island Boulevard Multimodal Improvement Project

Item #11.b.  
12/4/2025

## • Community Engagement Strategies

- 3 rounds of in-person and virtual community workshops
- Online Survey
- Physical and digital communications including mailers, A-frame posters, social media in Simplified Chinese, English, and Spanish
- Project webpage
- Podcast (under development)

## • Community Input Takeaways

- Norfolk St. and Delaware St. intersections are a key concern
- Enthusiastic Demand for Multi-Modal Safety and Continuity
- Frustration with Auto Congestion
- Interest in Project Sustainability and Contextual Impact



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# 19<sup>th</sup> Ave / Fashion Island Boulevard Multimodal Improvement Project

Item #11.b.  
12/4/2025

## Existing Conditions



## Conceptual Rendering



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# Funding Plan

Remaining Funds Needed:

**\$2,742,784**

- Possible TA request for Regional Measure 3 Program funding Up to
  - TA is eligible for \$50 million programmed for US 101/ SR 92 interchange
- City evaluating opportunities for funding in FY26-27 budget
- City reviewing local sources such as Measure S and CC, gas tax revenues, and Measure A funding
- City coordinating with C/CAG to advance future Measure M allocations



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# Moss Beach SR 1 Congestion & Safety Improvements Project

**Project Sponsor: San Mateo County**

**Current Phase: PAED (completion expected 2026)**

**Requested Phase(s): PS&E**

**Current Request (\$)**

**\$6,750,000**

**Total Existing SMCTA Allocations**

**\$4,063,842**

**Total Estimated Project Cost**

**\$52,215,380**



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# Moss Beach SR 1 Congestion & Safety Improvements Project

## • Project Overview

- Highway 1 from ~16<sup>th</sup> Street to ~Marine Boulevard (1.1 mi)
- No bicycle or pedestrian facilities, unimproved bus stops, high turning conflicts, delays for side-street traffic
- Project adds
  - dedicated bicycle and pedestrian facilities (Class 1, Class 2, sidewalk)
  - 3 intersection controls (roundabouts and/or signals)
  - bus stop improvements (pull-out lane, waiting areas, shelter)



# Moss Beach SR 1 Congestion & Safety Improvements Project

## • Project Benefits

- Enhances safety and mobility for all users - drivers, bicyclists, pedestrians, and transit riders
- Reduces intersection conflicts and local street delays
- Improves multimodal access to coast and business areas
- Supports regional goals for complete streets and towards Vision Zero

## • Project Impacts

- Environmental evaluation ongoing
- Anticipated impacts “less than significant with mitigation” for
  - Aesthetics
  - Biological resources
  - Noise
  - Hydrology and water quality
  - Utilities and service systems



# Moss Beach SR 1 Congestion & Safety Improvements Project

## • Community Engagement Strategies

- Midcoast Community Council (MCC) x 4
- Public Open House - Sept 2023
- Coordination with SamTrans and utilities
- Ongoing outreach via website, social media, e-mail, and mailers
- *Upcoming* - Webinar, MCC presentation, Public meeting

## • Community Input Takeaways

- Overall desire for Project - comments focused on design details
- Safety - lower speeds and provide better bike/ped/bus stop facilities
- Operations - Maintain SR-1 traffic flow improving cross movements
- Environmental/Construction Impacts - Concerns about noise, lighting, species, watershed and utilities
- All feedback documented in Appendix S of Project Initiation Document



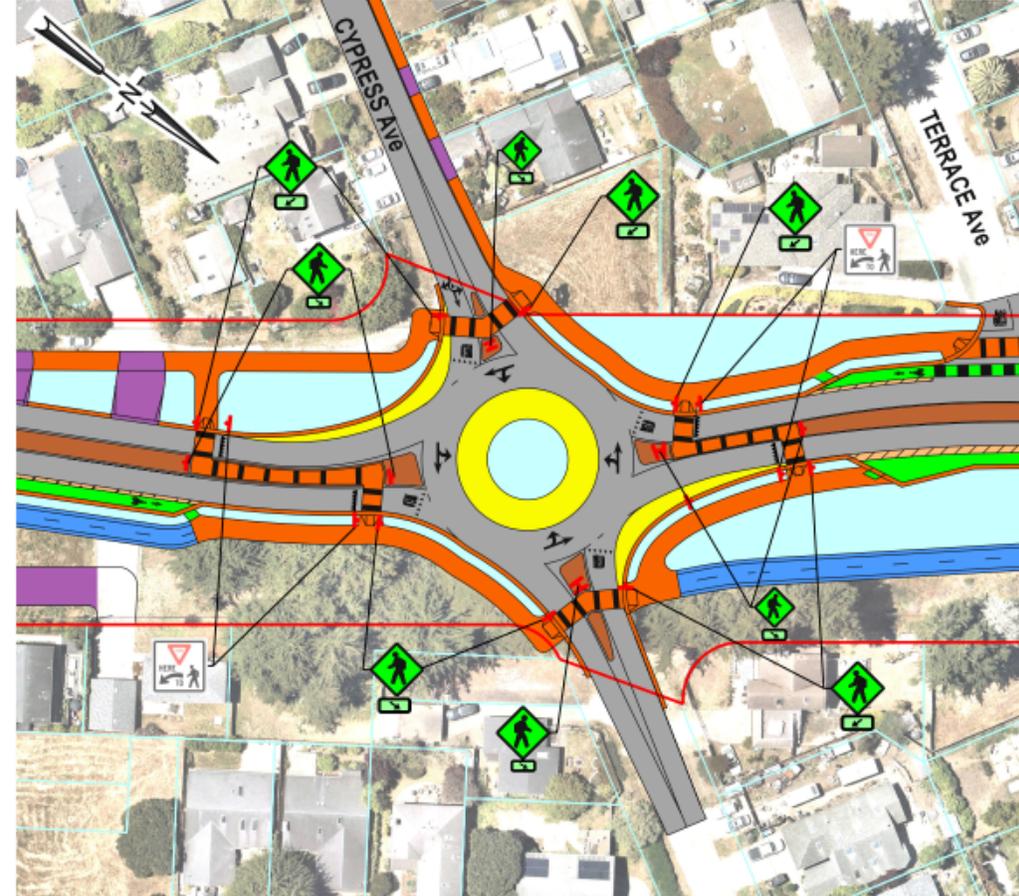
# Moss Beach SR 1 Congestion & Safety Improvements Project

Item #11.b.  
12/4/2025

## Existing Conditions



## Conceptual Rendering



# Funding Plan

Remaining Funds Needed: **\$46,700,000**

## Actions to close funding gap

- Pursue competitive funds through SMCTA Highway Program and other local, regional, state, and federal opportunities
  - New opportunities through Proposition 4
  - State Transportation Improvement Program (STIP) - \$8.5 M toward Construction (FY 2030/31)
  - Developer contributions - committed toward Construction
  - County contributions - committed as local match toward all future phases

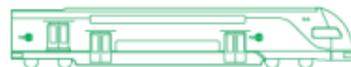


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# FUNDING RECOMMENDATION

- Evaluation committee recommends awarding **\$190,950,617** for all 17 projects with the two considerations:
  - **East Palo Alto - Woodland Ave:** Conditional allocation to require third-party best practice review to ensure congestion management and multimodal safety are better addressed.
  - **Half Moon Bay - Highway 1 (Main to Kehoe):** Provide full funding to cover the cost increase due to delays/additional requirements from Caltrans (City matching 10% of the increase). SMCTA would be 80% total project cost, slightly above 75% max contribution.
- Full funding recommendation includes \$3,400,000 in technical assistance support for 6 projects



# FUNDING RECOMMENDATION

- Additional Funding Considerations
  - **Regional Measure 3:** Should SMCTA request an allocation of \$2.7M in RM3 funds to close the funding gap for the City of San Mateo's Fashion Island/19<sup>th</sup> Avenue Multimodal Project?
  - **Local Partnership Program Formula Funds:** Should SMCTA request an allocation for the available \$1.5M in State funds for the Half Moon Bay Highway 1 project to minimize impacts of the cost increase? SMCTA needs to program the funds by April 2026 or risks losing the funding.
- Next Step
  - Staff will bring the Final Highway Program List of Projects to the January 2026 SMCTA Board meeting



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Peter Skinner, Chief Officer, Transportation Authority  
Subject: **Grand Boulevard Initiative (GBI) Action Plan**

**Action**

This report is for information only.

**Significance**

Grand Boulevard Initiative (GBI) is a multi-agency partnership led by the San Mateo County Transit District (District) and involves 15 local jurisdictions, San Mateo County Transportation Authority (TA), City and County Association of Governments of San Mateo County (C/CAG), Metropolitan Transportation Commission (MTC), California State Department of Transportation (Caltrans), advocates, and business groups. GBI's current focus is to establish a cohesive, countywide vision for modernizing transportation infrastructure on El Camino Real (State Route 82) to improve safety and mobility.

The GBI Action Plan is a planning document that builds on over a year of interagency coordination to evaluate corridor-wide needs, establish a vision for the future of El Camino Real, and build momentum toward implementation. The Action Plan also serves as the first step in the Caltrans project development process to implement corridor-wide changes on El Camino Real.

The accompanying presentation provides background on GBI and how the Action Plan was developed in collaboration with stakeholders, as well as a summary of the draft GBI Action Plan, including the corridor-wide vision, problem statements, and goals.

District Staff will incorporate Board feedback along with stakeholder input on the draft Action Plan until December 15, 2025. District staff will then seek adoption of the Action Plan at a meeting of the District and TA Board of Directors in early 2026.

For more information on GBI and to review the draft Action Plan in full, please go to the District webpage for the project: <http://www.samtrans.com/gbi>. The GBI Program is led by Cassie Halls, Major Corridor Manager, who can be reached at [hallsc@samtrans.com](mailto:hallsc@samtrans.com) and is overseen by Joshua Mello, the Chief Planning Officer for the District.

**Budget Impact**

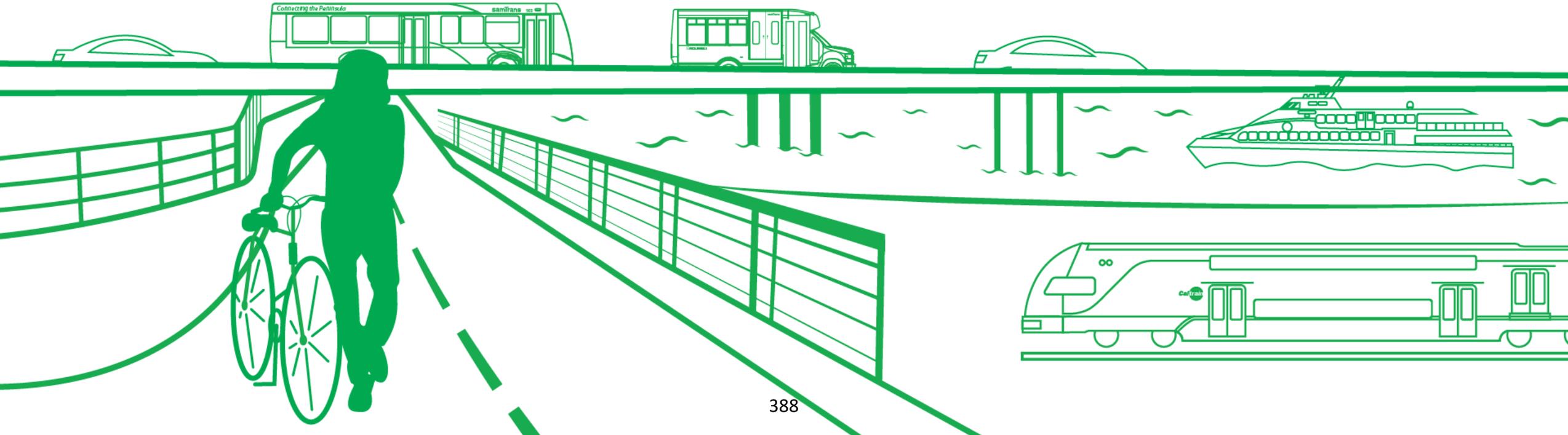
There is no budget impact associated with this item.





SAN MATEO COUNTY  
**Transportation  
Authority**

# Grand Boulevard Initiative (GBI) Action Plan



# Agenda

1. SMCTA Background & Support
2. GBI Action Plan Overview (District)
3. SMCTA Next Steps Discussion



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# SMCTA Background

- **SMCTA Strategic Plan 2025-2029**

- Interviews with local agency staff identified desire for the TA to support El Camino Real project coordination
- Key Action: Support and participate in the Grand Boulevard Initiative (GBI) relaunch, an initiative to revitalize El Camino Real into a vibrant, people-friendly place. GBI is being led by the District in partnership with Caltrans, C/CAG, MTC, and local jurisdiction
- El Camino Real meets the updated definition of a “project of countywide significance” in the Highway Program—allows SMCTA to consider sponsorship and requires projects to have a 50% total match contribution



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# SMCTA Background

- **Funding Support**
  - Allocated \$250,000 to the District as matching funds for a Metropolitan Transportation Commission (MTC) grant to develop the GBI Action Plan and support initial Caltrans planning coordination
- **101 Corridor Connect Priorities**
  - Projects on El Camino Real are identified as priority congestion management strategies all Multimodal Strategies
- **SMCTA Staff Involvement**
  - Active involvement in GBI Program and Action Plan development
  - Support GBI presentations to City Councils and stakeholder groups



# What is the Grand Boulevard Initiative?

**The Grand Boulevard Initiative (GBI) is a partnership between cities, countywide agencies, Caltrans, advocates, and business groups.**

The purpose of GBI is to establish a cohesive countywide vision for modernizing El Camino Real (SR 82) to improve safety and mobility.



# GBI Stakeholder Engagement

- Over the past year, SamTrans has convened a Task Force of 50+ participants
- GBI presented to Public Works and Planning directors in January 2025
- GBI conducted a road show of city councils in Fall 2025



# GBI builds upon local corridor studies



Every city in San Mateo County has been working on complete streets studies for El Camino.

In parallel, GBI serves as a forum for collaboration and continuity across these local studies.



*Outreach event for the Central El Camino Plan in San Mateo*



*Example of a completed corridor study from Redwood City*



# Why this matters



- **Interagency Collaboration:** Advancing transportation improvements on El Camino Real requires extensive collaboration.
- **Faster, More Reliable Buses:** 25-mile streetscape redesign will align to 2022 *ECR Bus Speed and Reliability Study* recommendations.
- **Making Progress:** By adopting this Plan, SamTrans and the SMCTA can begin a coordinated corridor-wide project development process with Caltrans.



# GBI Action Plan



# The GBI Action Plan advances a unified approach to improve mobility and safety

The GBI Action Plan is a planning study that synthesizes the past year of work by the Task Force:

- Evaluates **corridor-wide needs**
- Establishes a **cohesive vision**
- **Builds momentum** toward implementation.



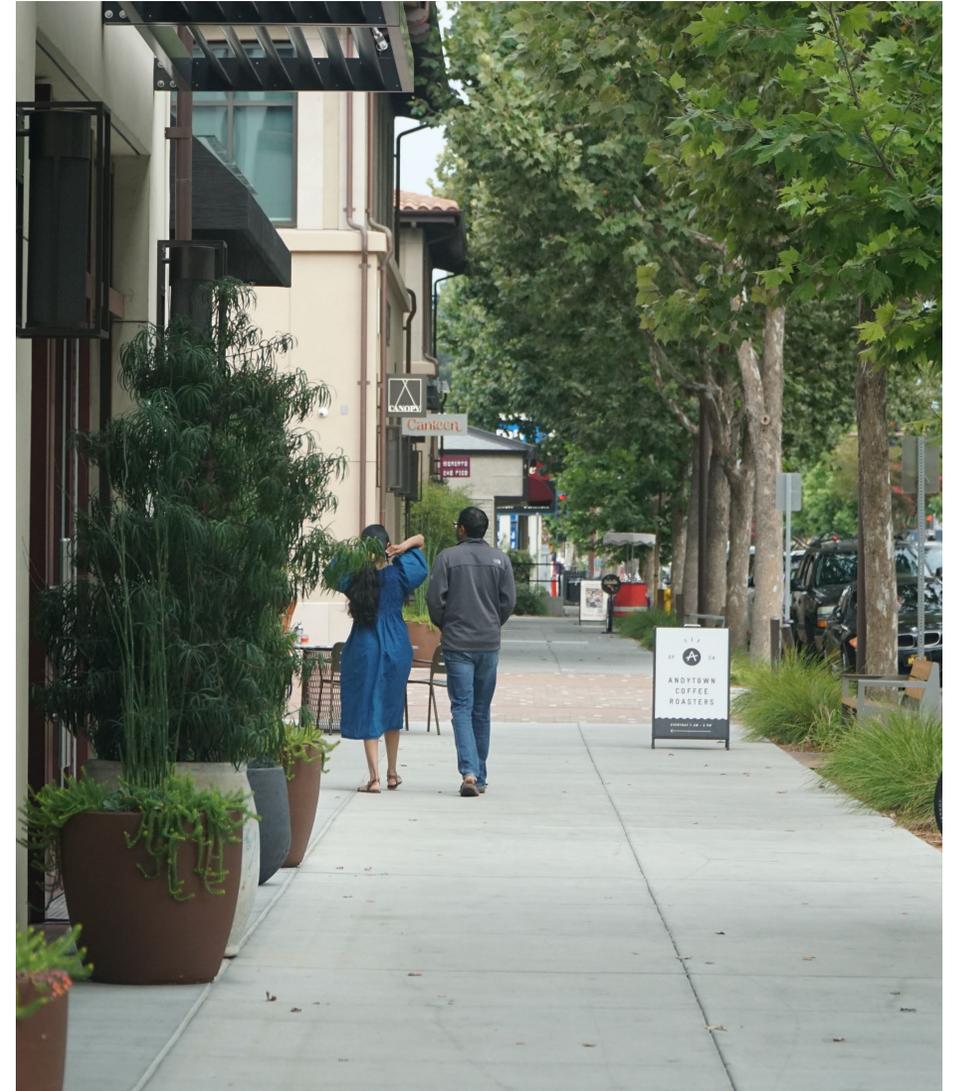
# Vision Statement

El Camino Real is a safe and vibrant street where people of all ages and abilities travel comfortably.

A **'safe street'** eliminates fatalities and serious injuries by managing speeds, conflicts, and travel behavior.

A **'vibrant street'** supports local businesses, strengthens sense of community, and is a place people want to spend time.

**'All ages and abilities'** means that everyone has the freedom to travel comfortably, including children, seniors, and people with disabilities.



# Problem Statements

## SAFETY

El Camino Real has an unusually high rate of **fatal or serious injury crashes**, particularly for people walking and biking.

## MOBILITY

El Camino Real's **highway-like design** discourages walking, biking, and transit use.

## PROCESS

It's **too challenging** for individual cities to develop, implement, and fund transportation projects on El Camino Real.



# Goals

## SAFETY

Adopt an **injury-prevention** mindset for El Camino Real

## MOBILITY

Transform El Camino Real into a **complete street**

## PROCESS

Create a **framework for change** aligning vision, process, and funding



# Goal 1: Safety

## Adopt an Injury-Prevention Mindset

### Action 1A



**Prioritize improvements for vulnerable roadway users** including people walking, biking, taking transit.

### Action 1B



**Manage conflicts** to reduce the likelihood of crashes.

### Action 1C



**Manage speeds** to reduce the severity of crashes.

# Goal 2: Mobility

## Transform El Camino Real into a Complete Street

### Action 2A



**Advance corridor-wide bike and transit improvements** to expand mobility choices

### Action 2B



**Enhance walkability** and amenities to support vibrant communities and a sense of place

### Action 2C

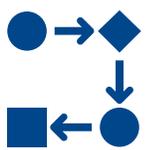


**Incorporate a context-sensitive approach** that adapts the countywide vision to local conditions



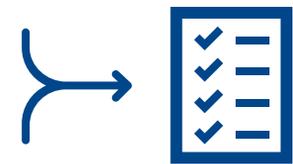
# Goal 3: Process Create a Framework for Change

## Action 3A



Pursue a **countywide project development process** in partnership with Caltrans

## Action 3B



**Align policies, processes, outreach and funding** around a unified vision

## Action 3C



**Maintain interagency collaboration** through construction



# Action Plan Priorities

Item #11.c.  
12/4/2025

## 2 An efficient and comfortable transit corridor

Transit improvements that reduce travel times and improve reliability, including bus lanes on congested segments of the corridor.

## 1 Elimination of fatalities and serious injuries

Manage speeds and conflicts while prioritizing vulnerable users

## 4 A walkable pedestrian environment

Sidewalk and crosswalk improvements throughout the corridor

## 3 A continuous bikeway for all ages and abilities

A corridor-wide backbone bikeway on El Camino Real or parallel streets

# Defining a Universe of Design Alternatives

- The Caltrans project development process requires looking at multiple alternatives
- All Action Plan alternatives maintain at least two travel lanes in each direction to provide space for new transportation uses
- Local planning processes will determine preferred designs in each jurisdiction
- GBI can help ensure consistency and cohesion

Maintain parking



Maintain six lanes



Bike lanes



Bus lane conversion



Wider sidewalks



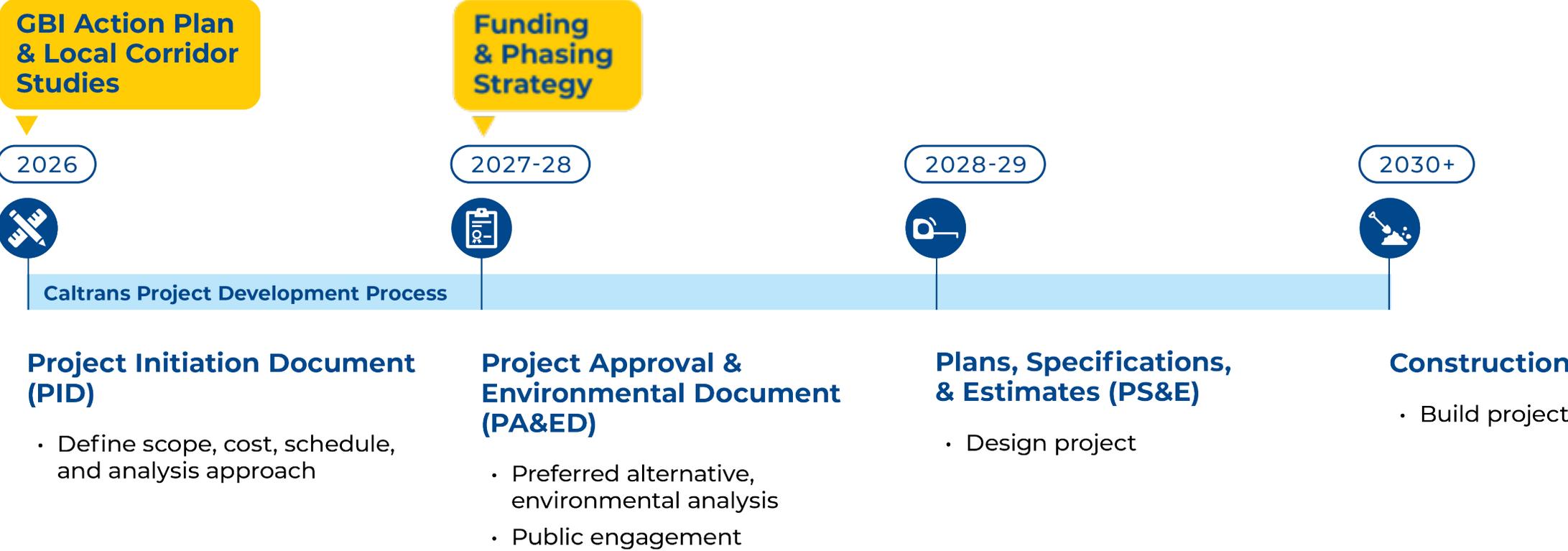
Road diet



# Next Steps

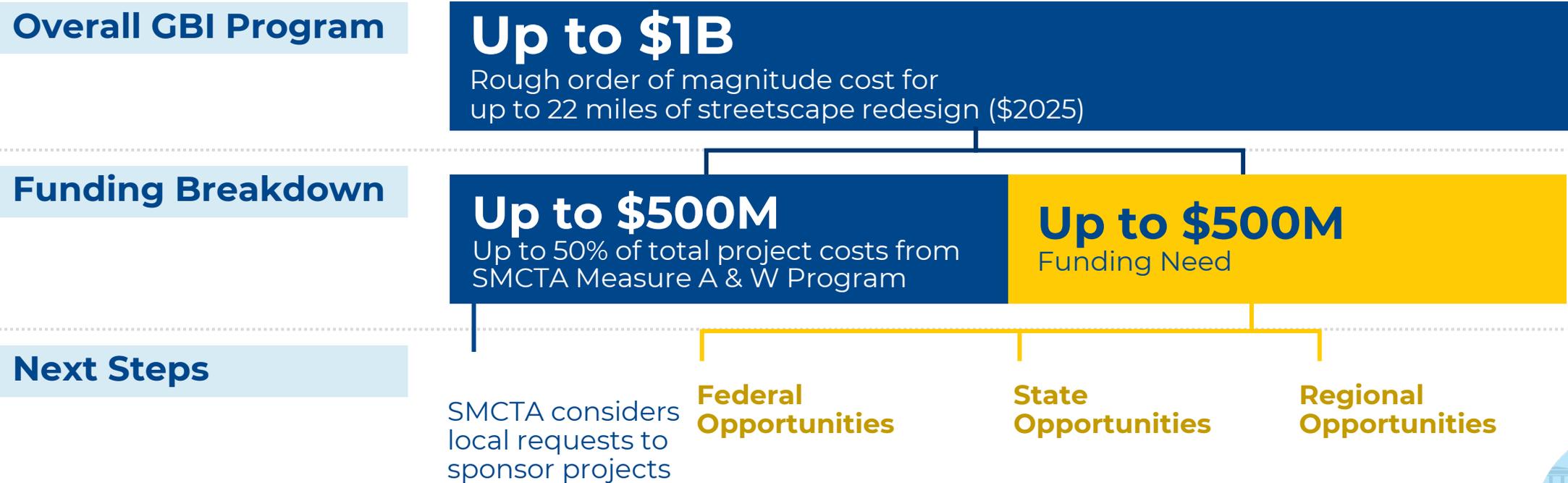


# GBI Roadmap



# GBI Funding Approach

Redesigning El Camino Real will be one of San Mateo County's largest transportation projects.





**Thank you!**

**For more information, please visit:**  
[www.samtrans.com/gbi](http://www.samtrans.com/gbi)

**For questions & comments,  
please email:**  
[grandboulevard@samtrans.com](mailto:grandboulevard@samtrans.com)

*The GBI Action Plan and Project Initiation Document are funded by SamTrans, a grant from the Metropolitan Transportation Commission, as well as a grant of local transportation sales tax dollars from the San Mateo County Transportation Authority*



# Next Steps

- **Near-term (Winter 2026)**
  - **Consider Adopting GBI Action Plan in Early 2026**
    - **Amend SMCTA Highway Program Guidelines** – Consider amendment to require El Camino Real project applications be in alignment with the Action Plan
- **Mid-Term (Summer 2026)**
  - **Recommend Technical Assistance Funding in FY27 Budget** – Will allow SMCTA to assist with implementation the GBI Action Plan
- **Long-term (2027+)**
  - **Sponsor Projects:** Consider local jurisdiction requests to sponsor projects/phases
    - Allows SMCTA to be eligible for Highway Program funds



**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of the San Mateo County Transportation Authority's Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2025**

**Action**

Staff recommends the Board of Directors accept the San Mateo County Transportation Authority's (TA) Annual Comprehensive Financial Report (ACFR) for Fiscal Year (FY) 2025.

**Significance**

Each year, staff prepares a comprehensive report detailing the financial position and results of the organization. To ensure transparency and accountability, the TA engages an independent auditor, Eide Bailey, CPA, to conduct annual audits of the financial statements prepared by staff. These audits are performed in accordance with Generally Accepted Auditing Standards in the United States and the Government Auditing Standards issued by the Comptroller General of the United States. The independent auditor has issued an unmodified opinion, or "clean" opinion on the Financial Statements.

The audited financial statements, along with the auditor's opinion, are published in the FY 25 ACFR. This document serves as the TA's primary vehicle for financial disclosure to the public and the financial community.

**Budget Impact**

There is no impact on the Budget.

**Background**

The ACFR is prepared in accordance with Government Accounting Standards Board (GASB) and is organized into three main sections:

- **Introductory Section:** Includes a Transmittal Letter and provides general information about the TA's organizational structure, personnel, and economic outlook.
- **Financial Section:** Contains the audited financial statements and comparative financial data. It also includes the Management Discussion and Analysis (MD&A), which, alongside the Transmittal Letter, is especially valuable for those seeking a narrative overview of the TA's financial performance.
- **Statistical Section:** Offers a wide array of data on financial trends, revenue and debt capacity, operational metrics, economic and demographic indicators.

While the Introductory and Statistical Sections are not required by the California Government Code as part of the audited financial statements, they are essential components of the ACFR. The ACFR includes these sections to provide stakeholders with a more complete and accessible understanding of the TA's financial condition. Together, the three sections of the ACFR offer both detailed data and contextual insight necessary to evaluate the TA's fiscal health.

The TA FY 2025 ACFR will also be submitted to the Government Finance Officers Association (GFOA) for review and consideration for the Certificate of Achievement for Excellence in Financial Reporting. The TA has earned this prestigious recognition every year the report has been submitted.

Prepared By:	Danny Susantin	Manager, Financial Reporting	650-622-8073
	Annie To	Director, Accounting	650-622-7890

# San Mateo County Transportation Authority

San Carlos, California



# Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2025  
With Comparative Totals for 2024



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**SAN MATEO COUNTY**  
***Transportation***  
***Authority***

**San Carlos, California**

***Annual Comprehensive Financial Report***

**Fiscal Year Ended June 30, 2025**  
**(With Comparative Totals for 2024)**

**Prepared by the Finance Division**

Draft

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San Mateo County Transportation Authority

San Carlos, California

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**Introductory**

Letter of Transmittal

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San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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**Date**

**To the Board of Directors of the San Mateo County  
Transportation Authority, and the Citizens of San Mateo County  
San Carlos, California**

**Annual Comprehensive Financial Report  
Year Ended June 30, 2025**

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the San Mateo County Transportation Authority (Transportation Authority) for the Fiscal Year July 1, 2024, through June 30, 2025. This transmittal letter includes the formal transmittal of the ACFR, a profile of the Transportation Authority, information useful in assessing the Transportation Authority's economic condition, awards, and acknowledgements.

Management assumes sole responsibility for the information contained in this report, including its presentation and the adequacy of its disclosures. To the best of our knowledge, this report is complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the Transportation Authority's assets from loss, to identify and record transactions accurately and to compile the information necessary to produce financial statements in conformity with generally accepted accounting principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the Transportation Authority's internal control system intends to provide reasonable, but not absolute, assurance that the financial statements are free from material misstatement.

To test the performance of the internal control system, the Transportation Authority contracted independent auditing services from Eide Bailly LLP, a certified public accounting firm licensed to practice in the State of California. The auditor expressed an opinion that the Transportation Authority's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States. This conclusion is the most favorable kind and is commonly known as an "unmodified" or "clean" opinion.

Management provides a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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designed to complement the MD&A and should be read in conjunction with it. The MD&A can be found immediately following the independent auditor's report.

### Organizational Profile

#### Basic Information

San Mateo County, with a population of over 737,000, is located on a peninsula south of the City and County of San Francisco, bordered on the west by the Pacific Ocean, on the east by San Francisco Bay and on the south by the counties of Santa Clara and Santa Cruz. The voters of San Mateo County approved the creation of the Transportation Authority pursuant to the Bay Area County Traffic and Transportation Funding Act in June 1988, Measure A. This Measure A vote authorized a one-half cent county-wide sales tax levy. The Transportation Authority programs and allocates sales tax revenues to designated project sponsors that are responsible for delivering a broad spectrum of transportation projects and programs pursuant to a Transportation Expenditure Plan (TEP), initially, over a period of 20 years. In November 2004, the voters reauthorized the levy of the sales tax with a new publicly developed TEP containing transportation programs and projects to be implemented over an additional 25 years beyond the original expiration date of December 31, 2008. The 2004 TEP includes six program categories including:

1. Transit
2. Highways
3. Local Streets/Transportation
4. Grade Separations
5. Pedestrian and Bicycle
6. Alternative Congestion Relief Programs

In November 2018, San Mateo County voters approved Measure W, another sales tax measure that provides an additional half-cent transportation sales tax for 30 years to fund countywide transportation and traffic congestion solutions in San Mateo County. The San Mateo County Transit District (District), which serves as the managing agency for the Transportation Authority (see Administration section below), imposes the Measure W tax. The District also administers the investments in the County Public Transportation Systems Program Category in the associated TEP, known as the Measure W Congestion Relief Plan, which represents 50% of the proceeds. Measure W also provides that the District may designate the Transportation Authority to administer the other half of the revenue which it has made. As a result of this designation, the Transportation Authority administers the remaining 50% of Measure W sales tax proceeds in the following five categories:

1. Countywide Highway Congestion Improvements
2. Local Safety, Pothole and Congestion Relief Improvements
3. Grade Separations
4. Bicycle and Pedestrian Improvements
5. Regional Transit Connections

In total, the Transportation Authority programs and allocates funds for  $\frac{3}{4}$ -cent sales tax: a half-cent from the sales tax Measure A reauthorized in 2004, and  $\frac{1}{4}$ -cent from the Measure W sales tax enacted in 2018.

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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The 2004 Measure A TEP requires the Transportation Authority to develop and adopt a Strategic Plan, which is to be updated at least once every five years. The Measure W Congestion Relief Plan also requires the Transportation Authority to prepare a Strategic Plan with extensive public outreach. The Transportation Authority's Board of Directors approved a single Strategic Plan in December 2024 to provide policy guidance., provides the policy guidance for the implementation of both the Measure A and Measure W transportation sales tax programs that the Transportation Authority is tasked with administering over the five years from 2025 to 2029.

Whenever possible, the Transportation Authority seeks to attract matching funds for measure A and/or W allocations, which grantees provide in the form of state, federal, local, private, and other funds. These efforts have led to effective partnerships between the Transportation Authority and various cities, county, state, and federal agencies involved in designing and completing transportation projects.

Interested readers may view the Measure A and Measure W TEPs as well as the Strategic Plan 2025-2029 online at <https://www.smcta.com/about-us/funding-overview> or by contacting:

Executive Officer  
San Mateo County Transportation Authority  
San Carlos Avenue  
1250 San Carlos Avenue P.O. Box 3006  
San Carlos, California 94070-1306

### **Governance**

The Transportation Authority is governed by a seven-member Board of Directors with input from a 15-member volunteer Community Advisory Committee (CAC). The Board members are selected as follows:

- The publicly elected County Board of Supervisors appoints two of its members to serve on the Board
- Local governments participate in a Cities Selection Committee to appoint four Board members, with one each to represent the interests of North County, Central County, South County and the cities-at-large
- The District appoints one Board member

The Board of Directors meets once a month to determine overall policy for the Transportation Authority, take necessary action to allocate Measure A and W funds, and review the progress of projects and programs funded in accordance with the TEPs.

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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### **Administration**

The administrative work of the Transportation Authority is staffed by its managing agency, the District. The Transportation Authority Executive Director, who is also the District General Manager/Chief Executive Officer/ (GM/CEO), is responsible for overseeing the operations of the Transportation Authority. Day-to-day business is the responsibility of District staff who are fully dedicated to the *Transportation Authority* and are responsible for the oversight of voter-approved TEPs, strategic planning, project/program level planning, as well as project delivery and project oversight.

Currently, the District provides the following services in support of the Transportation Authority: :

The *Communications Division* is responsible for customer service and experience, government and community affairs, marketing, sales, advertising, distribution services, public information, fare media, media relations, digital communications and website development, creative services, and community outreach.

The *Executive Office* is responsible for providing support to the Board of Directors. This office also includes the Safety and Security function.

The *Finance Division* is responsible for financial accounting and reporting, capital and operating budgeting, payroll and vendor disbursements, investments and cash management, debt management, revenue control, purchasing, contract administration, grant administration, financial planning and analysis, and risk management.

The *Division of Innovation and Technology (DoIT)* is tasked with overseeing and managing the District's innovation and technology functions. This includes critical areas such as Cybersecurity, Technology Infrastructure, Data Center Management, IT Applications and Software, Database Administration, Network Administration, and Systems Administration.

The *People and Culture Division* is comprised of the Office of Civil Rights (OCR), Employee and Labor Relations (ER), and Human Resources (HR) Services. OCR consists of Civil Rights and EEO; Diversity, Equity, Inclusion & Belonging (DEIB); Disadvantage and Small Business Enterprise (DBE/SBE) Administration; Contract (Labor) Compliance; and Title VI. ER consists of Employee and Labor Relations, Drugfree and Pull Notice Programs, Performance Management, and ADA Workplace Accommodations. Human Resources consists of Benefits, Classification and Compensation, Employee Services (Day-to-Day Administration), Human Capital Management System (HCM), HR Policies, Leave of Absences (LOA), Retirement, Talent Acquisition (Recruitment), Training and Development, HR Strategies, and Worker's Compensation.

The District's *Planning and Development Division* oversees real estate transactions and property management for TA-owned properties and right-of-way activities.

## San Mateo County Transportation Authority

Letter of Transmittal  
June 30, 2025

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### **Component Units**

The Transportation Authority is a legally separate and financially independent governmental agency similar to a special district that is not a component unit of the County of San Mateo, the District, or any other entity. This ACFR and the financial statements contained within represent solely the activities, transactions, and status of the Transportation Authority.

### **Budget**

State law requires the Transportation Authority to adopt an annual budget by resolution of the Board of Directors. In the spring preceding the start of each Fiscal Year, staff presents a proposed annual budget to implement established agency goals, objectives, and performance measures to the Board of Directors.

The Board of Directors holds a budget hearing, and may choose to revise the proposed budget, and adopt the final annual budget. The Board of Directors then monitors budget-to-actual performance through monthly staff reports. The Financial Section of this report includes supplemental schedules that compare actual results on a budgetary basis of accounting to the original and final adopted budgets.

The Board of Directors also has the authority to amend the adopted budget. While the legal level of budgetary control is at the entity level, the Transportation Authority maintains more stringent control at division, departmental and line-item levels to serve various needs. Cost center managers monitor budget-to-actual performance on a monthly basis. The Board has delegated the authority to transfer budget amounts between divisions and departments to the Executive Director or his/her designee. However, any increase to the expenditure budget as a whole, requires the approval of the Board. In addition, the Transportation Authority uses the encumbrance system to reduce budget balances by issuing purchase orders to avoid over-commitment of resources.

The Transportation Authority employs the same basis of controls and accounting principles for both budgeted and actual revenues and expenditures. Proceeds from the sale of capital assets, unrealized investment gains and losses, and inter-fund transfers are not included in the budget. Pursuant to procedures established in its enabling legislation, the Transportation Authority establishes an appropriation limit for each annual budget cycle. The appropriation limit for Fiscal Year 2025 was \$922 million.

### **Financial and Economic Outlook**

The Bay Area continues to recover from the Covid-19 pandemic, with inflation slowing since its 2022 peak. From June 2024 to June 2025, Bay Area inflation was 1.5%, which was slower than the national average of 2.7%. This was largely due to a 3.7% drop in gasoline prices. Economists anticipate potential inflationary impacts from tariffs, though tariff's scope and duration will determine the full extent of the impacts.

In the first half of calendar year 2025 (CY25), the Bay Area experienced job losses, especially in professional and business services, information technology, and financial activities. Economic growth in the second half of CY25 may be hindered by factors such as Federal Reserve interest rate policies and labor market

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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performance, and challenges in the commercial and residential real estate sectors across San Francisco, San Mateo, and Santa Clara counties. The Federal Reserve's outlook forecasts a modest economic slowdown, with lower forecasts for Gross Domestic Product (GDP) growth and higher unemployment, alongside persistent inflation.

According to the California Employment Development Department, San Francisco and San Mateo counties lost a combined 6,200 jobs, for a 0.5% decline, between June 2024 and June 2025. As in the first half of CY25, the sectors that were impacted the most were professional services, information technology, and financial activities, but these losses were partially offset by gains in private education, health services, and construction. During this period, the unemployment rate in the San Francisco - San Mateo metropolitan division rose from 3.8% to 4.2%, even as the civilian labor force grew by 0.4% (4,000 people). To mitigate the risk of a slowing labor market, the Federal Reserve adopted a stance of holding interest rates steady while signaling a readiness to adjust policy as needed, including potential future rate cuts, which aim to help boost the labor market.

### **Transportation Authority Programs and Initiatives**

The goal of the Transportation Authority is to administer the proceeds from the voter approved Measures A and Measure W to fund a wide array of projects and programs to meet San Mateo County's growing transportation needs. Long-term financial planning is crucial to accomplish this goal, and to ensure funds are expended in the most efficient and effective manner possible.

As noted previously, both Measure A and Measure W require the adoption of a Strategic Plan. As referenced above, December 2024, Transportation Authority adopted new Strategic Plan every five years as required by the tax measures, and the current Strategic Plan covering years 2025 through 2029 was approved by the Board in December 2024. The updated TA Strategic Plan can be viewed at <https://www.smcta.com/StrategicPlan2029>. The plan establishes a framework of policies to guide the decision-making process of prioritizing transportation projects and programs consistent with the goals and objectives of the TEPs and Countywide Transportation Plan.

Below are highlights of the program currently supported by Measure A and W:

#### ***Grade Separations***

The 2004 Measure A TEP dedicates 15% of sales tax revenue toward improving safety and relieving local traffic congestion at railroad crossings. In addition, Measure W dedicates two and a half percent of sales tax revenue to augment the Measure A grade separation program. Due to the high cost of constructing railroad grade separations, the Transportation Authority Board limited the 2004 Measure A funding to four pipeline projects on a first-come-first-served basis. In addition, there is a set-aside of no more than \$5 million towards planning activities for grade separations beyond the four pipeline projects. As of June 2025, \$136 million of Measure A funds have been allocated toward grade separations. While no Measure W funds have been allocated to grade separations, Caltrain's Corridor Crossing Strategy and guidance from the Transportation Authority Board of Directors will influence how the TA invests Measure W Grade Separation Program funds.

## San Mateo County Transportation Authority

Letter of Transmittal

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Notable activities currently supported by Measure A include:

- Ongoing design of the Broadway Grade Separation Project in the City of Burlingame
- Ongoing preliminary engineering and environmental clearance of the South Linden Street and Scott Avenue Grade Separation Project in the City of South San Francisco and City of San Bruno

### ***Accessible Services***

Accessible Services are becoming a more critical component of providing mobility options for county residents who cannot utilize fixed-route transit as a result of a disability. The 2004 Measure A TEP dedicates 4% of the sales tax revenues to SamTrans for its annual Paratransit budget, providing an essential lifeline for the county's mobility-impaired population. This funding category has provided over \$58 million to SamTrans paratransit services since 2009.

### ***Shuttles***

The 2004 Measure A TEP dedicates 4% of sales tax revenues to support commuter and community shuttle programs in San Mateo County. In June 2025, the Board of Directors allocated \$13.6 million for 22 shuttles for Fiscal Years 2026 and 2027. To date, the Measure A program has allocated over \$57.7 million in funding for shuttle operations.

### ***Alternative Congestion Relief***

The Transportation Authority funds alternative congestion relief (ACR) programs aimed at reducing single occupancy vehicle (SOV) trips on congested freeways and busy city streets. These customized programs target both infrastructure problems and personal driving habits. ACR programs have an incremental but discernible impact on reducing traffic congestion and improving air quality in San Mateo County and the San Francisco Bay region. The 2004 Measure A TEP sets aside 1% of Measure A proceeds for this category.

To date the Transportation Authority has provided a portion of its ACR funding to Commute.org, which serves seventeen cities. Commute.org is a joint powers authority in San Mateo County, and its mission is to reduce the number of vehicle miles traveled (VMT) by commuters to decrease congestion, improve the environment, and enhance quality of life. The Transportation Authority allocated \$708,000 in support of Commute.org's Fiscal Year 2025 general operations and \$118,000 toward the Countywide Transportation Demand Management (TDM) Monitoring Program. Commute.org's work plan concentrates on four primary activities:

- Employer outreach and support services
- Employer-based shuttle program administration
- Commuter outreach and incentive programs
- Development of public/private partnerships to reduce congestion

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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Measure W's Highway Congestion Improvements Category includes 4% for TDM/ACR programs, which is equivalent to 1% of the total Measure W program. In December 2024, the Board of Directors allocated \$2.1 million for nine projects selected through the 2024 Cycle 2 TDM Call for Projects.

Notable TDM milestones include (either active or completed in FY25):

- Completion of the Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan by the City/County Association of Governments of San Mateo County in partnership with the Transportation Authority
- Completion of the Midcoast TDM Plan, "Connect the Coastside," addressing the City of Half Moon Bay and Unincorporated San Mateo County
- Completion of the 101/92 Mobility Hub and Smart Corridor Concept Plan by the City of San Mateo in partnership with the Transportation Authority and the District
- Ongoing support of the Burlingame and Millbrae Bikeshare Program

### ***Pedestrian and Bicycle Programs***

The 2004 Measure A TEP and Measure W Congestion Relief Plan make 3% and 5% of the taxes' respective revenues available for the Pedestrian and Bicycle Program. The purpose of the program is to fund specific projects to encourage and improve walking and bicycling conditions. Each TEP includes a partial list of candidate pedestrian and bicycle projects.

Funding decisions are made through a call for projects, when project review committees evaluate applications and projects based on a set of criteria that were approved as part of the adoption of the Strategic Plan. In December 2024, the Board of Directors allocated \$24.7 million for 24 projects selected through the 2024 Cycle 7 Pedestrian and Bicycle Program Call for Projects. Through June 30, 2025, the Transportation Authority has allocated \$68.3 million to pedestrian and bicycle projects and programs.

Notable bicycle and pedestrian project milestones include (either active or completed in FY25):

- On-going support for the Town of Atherton's El Camino Real Complete Streets Plan
- On-going support for the design and construction of the Serramonte Boulevard West project in the Town of Colma
- Completed construction of the Mission Streetscape project in the City of Daly City
- Completed final design and right-of-way for the Pacific Coast Bikeway Connectivity Project North in the City of Half Moon Bay
- Completed construction of the Haven Avenue Streetscape project in the City of Menlo Park

## San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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### **Highway Program**

The 2004 Measure A TEP provides 27.5% of its sales tax receipts for highway projects, while Measure W added another 22.5% of its sales tax receipts for highway projects. In June 2020, the Transportation Authority adopted an updated Short-Range Highway Plan and companion Capital Improvement Program to help guide highway program investment decisions for the next 10 years. In December 2023, the Board of Directors allocated \$135.9 million to highway project sponsors to make specific project investments which are anchored to the goals of Measure A and the Core Principles of Measure W. The next highway Call for Projects is planned for adoption in December 2025. As of June 2025, the TA has allocated \$350 million to highway projects.

The following are examples of the types of projects funded under the highway program:

- Roadway safety improvements
- Highway throughput enhancements
- Interchange reconstruction
- Highway ramp modification
- Travel pattern forecasts
- Travel time information system
- Applying technology to help better manage traffic

Notable street and highway project milestones include (either active or completed in FY25):

- Start of the construction phase for the U.S. 101/SR 92 Area Improvement Project
- On-going support for the environmental clearance phase for the U.S. 101/SR 92 Direct Connector Project
- On-going final design and initiation of the right-of-way phase for the U.S. 101/Woodside Road Interchange Project
- On-going support for the environmental clearance phase for U.S. 101 Managed Lanes North of I-380 Project
- On-going support for the environmental clearance phase for El Camino Real (State Route 82) project in the Town of Colma and City of South San Francisco

In support of the San Mateo U.S. 101 Express Lanes Project, the Transportation Authority issued \$100 million in bonds in 2020 to fund a loan to the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA). In December 2024, the Transportation Authority made an early principal payment of \$6.3 million on the loan, reducing the outstanding principal to \$93.7 million. The next scheduled principal payment of \$8.7 million is due in 2030. Under the terms of the loan agreement, the SMCELJPA reimburses the Transportation Authority for interest and debt service costs, in addition to loan principal. While the Express Lanes between Interstate 380 and the Santa Clara County line are now fully operational, the Transportation Authority continues to monitor the financial performance of the project in coordination with the SMCELJPA.

## San Mateo County Transportation Authority

Letter of Transmittal  
June 30, 2025

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### **Ferry**

The 2004 Measure A TEP stipulates that 2% of sales tax revenue be dedicated to San Mateo County ferry services. The purpose of the program is to fund cost-effective ferry service to South San Francisco and Redwood City. The two eligible cities agreed to a 50/50 funding share split of this revenue. Measure A funds were used toward the construction of the South San Francisco Ferry terminal, which opened in 2012. As of June 2025, a total of \$12.6 million has been allocated toward ferry projects from Measure A. The program is currently supporting the planning and design of a second terminal in South San Francisco and the environmental phase of a new terminal at the Port of Redwood City.

Notable ferry projects supported by Measure A:

- Ongoing feasibility study for a second ferry terminal in South San Francisco
- Ongoing preliminary engineering and environmental clearance for the Redwood City Ferry Terminal

### **Local Streets/Transportation Programs**

The 2004 Measure A TEP requires the Transportation Authority to allocate 22.5% to local cities and San Mateo County for various transportation-related improvements according to a formula based on population and number of road-miles. The Measure W Congestion Relief Plan also dedicates 10% of that tax revenue to this category. In the Fiscal Year 2025 adopted budget, local agencies received \$38.3 million from both Measures, and recipients of these funds primarily use them for street rehabilitation projects.

### **Regional Transit Connections**

The Measure W Congestion Relief Plan provides for 10% of tax revenues to be invested in infrastructure and services that are designed to improve transit connectivity between San Mateo County and the rest of the nine-county Bay Area region. Investments from this category will be prioritized based on a project's ability to reduce congestion and enhance mobility options by connecting the County to the rest of the region, and a project's support through public-private partnership. This program is somewhat unique in that it can fund a variety of transit modes. In October 2024, the Board of Directors adopted the Regional Transit Connections (RTC) and Capital Improvement Plan that will guide the competitive selection process for the Regional Transit Connections Program. The Transportation Authority released its first RTC Call for Projects in April 2025 and allocated \$69.7 million to 11 projects in June 2025.

Notable awarded projects include:

- Construction of new fare gates for all BART stations in San Mateo County
- Support for the planning, environmental clearance, and final design phase of the SamTrans Dumbarton West Connector project
- Support for the environmental clearance and preliminary design phase of the Caltrain Redwood City 4-Track Station project.

## San Mateo County Transportation Authority

Letter of Transmittal  
June 30, 2025

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### **Caltrain**

The 2004 Measure A TEP established a category to help subsidize San Mateo County's share of the Peninsula Corridor Joint Powers Board (JPB) annual operating and capital funding needs. The JPB provides public transit services via its Caltrain railroad over a 77-mile right of way extending from San Francisco in the north to Gilroy in the south. As of June 2025, the Transportation Authority has allocated \$168 million for Caltrain.

Projects funded for Caltrain include:

- Peninsula Corridor Electrification Project
- Installation of quad crossing gates at Watkins Avenue in the Town of Atherton
- Planning studies to support new capital projects and operations
- State of good repair projects for:
  - Rail and associated civil structures
  - Bridges
  - Signal and communications systems
  - Facilities
  - Vehicles

### **Awards and Acknowledgments**

The staff and contracted firms of the Transportation Authority bring an effective combination of skill, experience, and dedication to carrying out the Transportation Authority's mission. Together, they plan, develop, and finance the creation of a modern, coordinated multimodal transportation system offering convenient access to the many attributes of the Bay Area and beyond. Although we expect sales tax growth to decline slightly in FY25 due to the uncertainty amid tariffs and shifts in policies, the Transportation Authority expects the continued enthusiasm and dedication of its professionals to meet the transportation challenges of the future.

The Government Finance Officers Association (GFOA) recognized the Transportation Authority's Fiscal Year 2024 Annual Comprehensive Financial Report for excellence in financial reporting and the Certificate of Achievement appears immediately following this transmittal letter. To be awarded a certificate, a report must be easy to read and efficiently organized, while satisfying both generally accepted accounting principles and applicable legal requirements. We believe our Fiscal Year 2025 Annual Comprehensive Financial Report also meets the requirements for a Certificate of Achievement, and we will submit it to the GFOA for evaluation. We would like to thank our independent audit firm, Eide Bailly LLP, for its timely and expert guidance in this matter.

San Mateo County Transportation Authority

Letter of Transmittal

June 30, 2025

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An Annual Comprehensive Financial Report requires the dedicated effort of many individuals working together as a team. We extend our grateful recognition to all the individuals who assisted in both the preparation of this report and the processing of financial transactions throughout the Fiscal Year. Finally, we wish to thank the members of the Board of Directors for their interest and support in the development and maintenance of a reliable financial management and reporting system.

Respectfully,

April Chan  
Executive Director

Kate Jordan Steiner  
Chief Financial Officer

Draft

San Mateo County Transportation Authority  
GFOA Certificate of Achievement for Excellence in Financial Reporting  
June 30, 2025

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Government Finance Officers Association

Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting

Presented to

**San Mateo County Transportation Authority  
California**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

June 30, 2024

*Christopher P. Morill*

Executive Director/CEO

San Mateo County Transportation Authority

Board of Directors

June 30, 2025

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**CARLOS ROMERO, CHAIR**

**JULIA MATES, VICE CHAIR**

**NOELIA CORZO**

**ANDERS FUNG**

**RICO E. MEDINA**

**MARK NAGALES**

**JACKIE SPEIER**

San Mateo County Transportation Authority

Executive Management

June 30, 2025

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**EXECUTIVE DIRECTOR**

April Chan

**EXECUTIVE OFFICERS**

David Santoro – Deputy General Manager/CEO

Kate Jordan Steiner - Chief Financial Officer

David Olmeda - Chief Operating Officer, Bus

Emily Beach - Chief Communications Officer

Nate Kramer - Chief People & Culture Officer

Mehul Kumar - Chief Information & Technology Officer

Peter Skinner - Executive Officer, Transportation Authority

Josh Mello - Executive Officer, Planning & Development

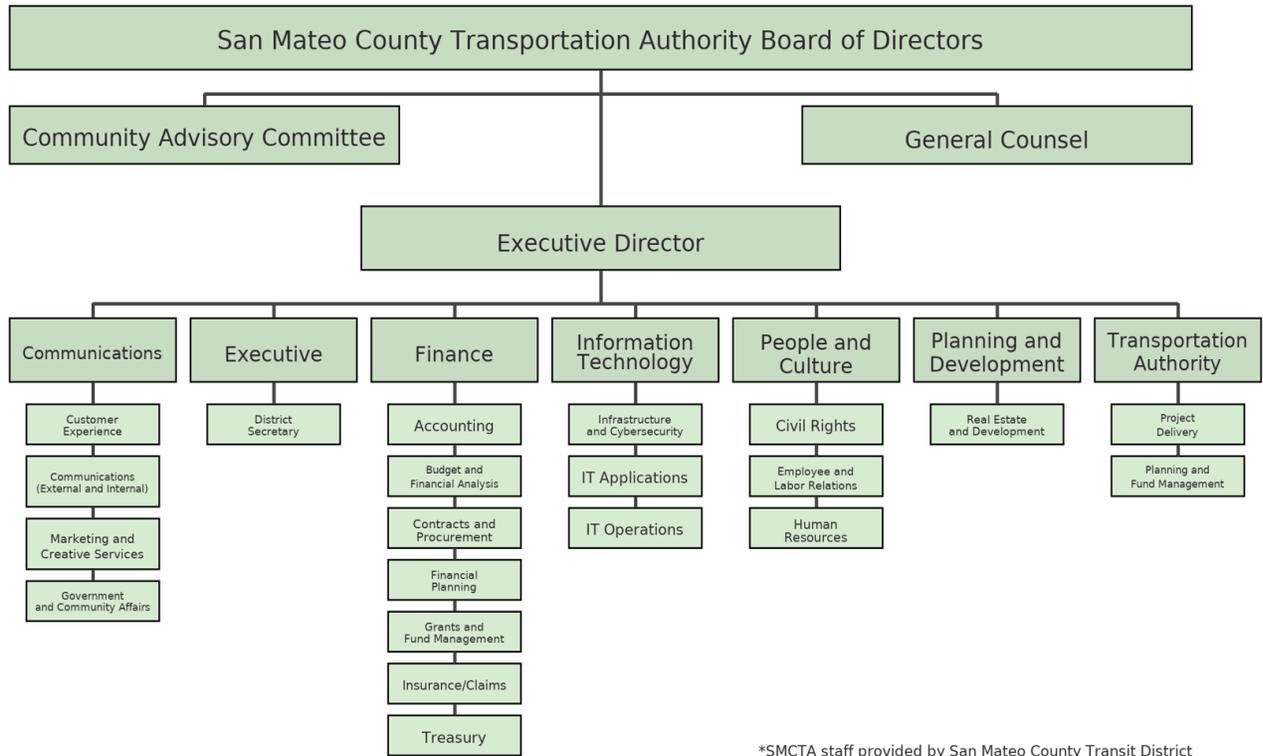
Margaret Tseng - Executive Officer, District Secretary

**GENERAL COUNSEL**

Hanson Bridgett LLP

Joan Cassman, Esq.

San Mateo County Transportation Authority  
Organization Chart  
June 30, 2025



\*SMCTA staff provided by San Mateo County Transit District



# SAN MATEO COUNTY, CALIFORNIA



San Mateo County Transportation Authority

Table of Credits

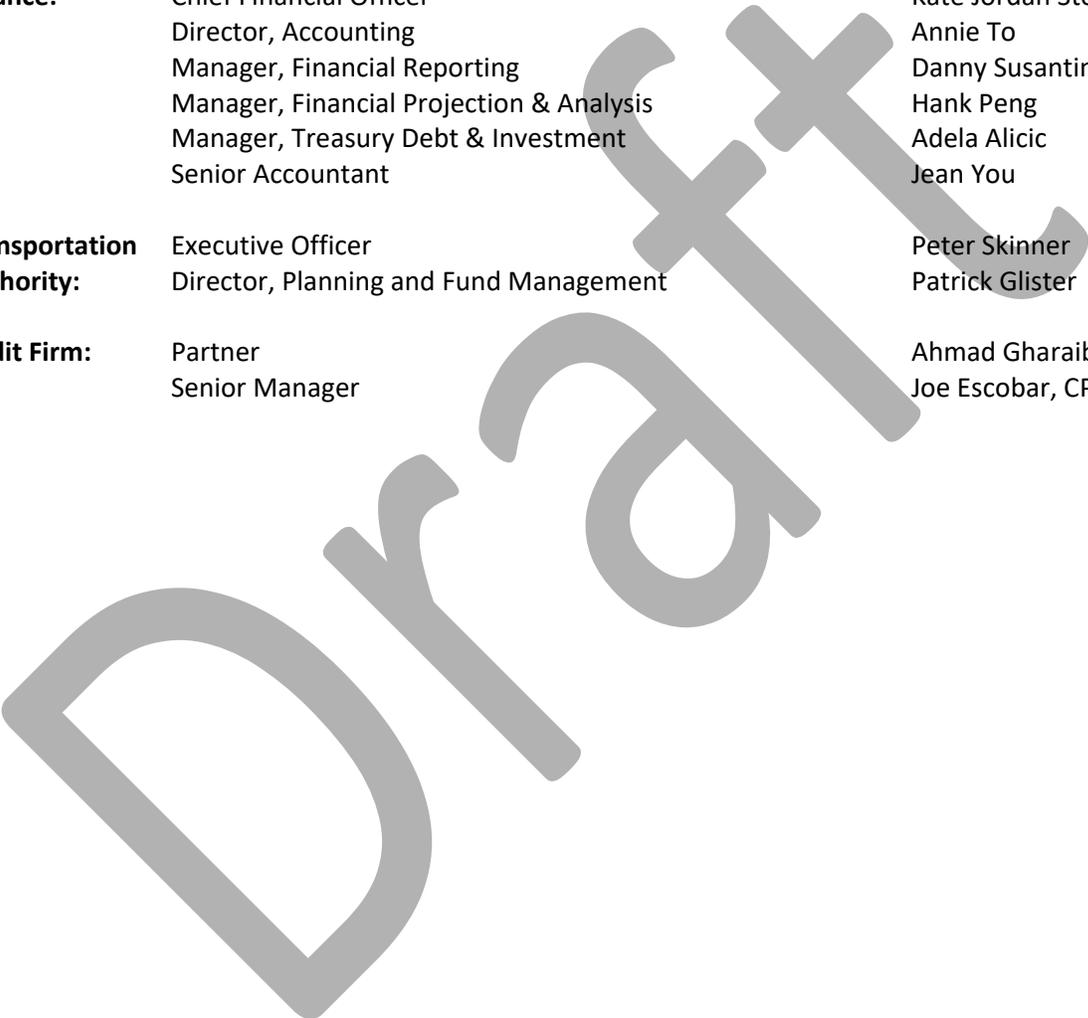
June 30, 2025

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**Table of Credits**

The following individuals contributed to the production of the Fiscal Year 2025 Annual Comprehensive Financial Report:

<b>Finance:</b>	Chief Financial Officer Director, Accounting Manager, Financial Reporting Manager, Financial Projection & Analysis Manager, Treasury Debt & Investment Senior Accountant	Kate Jordan Steiner Annie To Danny Susantin Hank Peng Adela Alicic Jean You
<b>Transportation Authority:</b>	Executive Officer Director, Planning and Fund Management	Peter Skinner Patrick Glister
<b>Audit Firm:</b>	Partner Senior Manager	Ahmad Gharaibeh, CPA Joe Escobar, CPA CGFM



**Financial**

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements:

- Government-Wide Financial Statements
- Fund Financial Statements
- Notes to the Financial Statements

Required Supplementary Information

Supplementary Information

Draft

## Independent Auditor's Report

To the Board of Directors of the  
San Mateo County Transportation Authority  
San Carlos, California

### Report on the Audit of the Financial Statements

#### *Opinion*

We have audited the financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the general fund of the Transportation Authority, as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### *Basis for Opinion*

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Transportation Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### *Responsibilities of Management for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transportation Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Transportation Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Prior-Year Comparative Information***

We have previously audited the financial statements of the Transportation Authority as of and for the year ended June 30, 2024, and we expressed unmodified opinions on the respective financial statements of the governmental activities and the general fund in our report dated December 22, 2024. In our opinion, the summarized comparative information presented herein as of and for the year ended June 30, 2024, is consistent, in all material respects, with the audited financial statements from which it has been derived.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, and the general fund budgetary comparison schedule, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Transportation Authority's basic financial statements. The Expenditures of Capital Projects from Inception to Date are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the Expenditures of Capital Projects from Inception to Date are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### ***Other Information***

Management is responsible for the other information in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

**Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated [Date] on our consideration of the Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Transportation Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Transportation Authority's internal control over financial reporting and compliance.

Draft  
Menlo Park, California  
Date

Draft

Management's Discussion and Analysis  
June 30, 2025

**San Mateo County Transportation  
Authority**

Draft

San Mateo County Transportation Authority  
Management's Discussion and Analysis  
June 30, 2025

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This discussion and analysis of the Transportation Authority's financial position addresses the Transportation Authority's activities for the fiscal year ended June 30, 2025, with comparisons to the fiscal year ended June 30, 2024. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the introductory section and with the statements and related notes contained in the financial section.

### Financial Highlights

- The assets and deferred outflows of resources of the Transportation Authority exceeded its liabilities and deferred inflows of resources on June 30, 2025 by \$934.0 million (net position). Of this amount, \$11.7 million represents net investment in capital assets and \$922.3 million represents restricted net position, which is restricted to congestion management programs.
- The Transportation Authority's total net position increased by \$128.5 million and \$131.9 million in fiscal years 2025 and 2024, respectively, mainly because of increase in cash and investments.
- As of June 30, 2025, the Transportation Authority's governmental fund reported a balance of \$1,016.0 million, an increase of \$122.3 million in comparison with the prior year. This amount mostly represents restricted fund balance for Congestion Management including Measure A and Measure W projects.

### Overview of the Financial Statements

The Financial Section of this report presents the Transportation Authority's basic financial statements in three components: government-wide financial statements, fund financial statements, and notes to the financial statements. Other supplementary information also appears in addition to the financial statements.

### Government-wide Financial Statements

The *Statement of Net Position* presents total assets and total liabilities with the difference between the two reported as net position. Changes in net position over time provide an indicator of whether the financial position of the government is improving or deteriorating.

The *Statement of Activities* reports on the change in net position during the year. It includes a comparison between direct expenses and related revenues for each program or function. Direct expenses are those specifically associated with and clearly identifiable with a particular program or function. The *Statement of Activities* matches revenues from charges to customers for goods and services to the program and functional expenses with which the revenues are directly related. Revenues not classified as program or functional, such as sales tax, are presented separately as general revenues. The Transportation Authority reports all changes in net position as soon as underlying events occur, regardless of the timing of the related cash flows. Thus, some revenues and expenses reported in the *Statement of Activities* result in cash flows in a future period.

San Mateo County Transportation Authority  
Management's Discussion and Analysis  
June 30, 2025

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### Fund Financial Statements

A *fund* is a set of accounts used to control resources segregated for specific activities or objectives. Funds classified as *major* are reported individually on the financial statements. The Transportation Authority reports on one major fund only. The Transportation Authority uses fund accounting to ensure compliance with various legal requirements, such as the annually adopted budget. Accordingly, certain financial schedules in this report provide a comparison between budgeted and actual amounts.

The Transportation Authority classifies all its funds as *governmental*. Unlike the *government-wide* financial statements discussed above, the financial statements for *governmental funds* focus on the inflows, outflows, and balances of spendable resources, rather than net position. This information is useful for evaluating the Transportation Authority's current financing requirements.

The Transportation Authority has only one General Fund:

- The *General Fund* which accounts for the proceeds of the one-half cent county sales tax and the TA's share of the half cent Measure W sales tax. These funds are legally restricted to expenditures for specific transportation improvement projects authorized in an initiative approved by San Mateo County voters. These initiatives are referred to as *Measure A and Measure W* and the list of eligible projects can be found in the *Measure A Transportation Expenditure Plans and Measure W Congestion Relief Plan*.

### Notes to the Financial Statements

The *Notes to the Financial Statements* provide additional information that is essential to fully understand the *government-wide* and *fund* financial statements. These notes begin immediately following the financial statements to which they refer.

### Other Information

This report also presents certain *required supplementary information* concerning compliance with the Transportation Authority's annual budget for the *General Fund* which is the Transportation Authority's main operating fund and the equivalent of a *general fund*. This information and associated notes immediately follow the *financial statements* and their accompanying notes.

### Government-wide Financial Analysis

At June 30, 2025, total assets were \$1,048.2 million, an increase of \$117.7 million or 12.6% from June 30, 2024. Cash and investments comprise \$902.8 million of this amount. With \$114.2 million in total liabilities, the Transportation Authority is in an excellent position to meet its obligations for current construction projects. As of the end of Fiscal Year 2025, existing encumbrances and expected future costs combined for current construction projects are estimated to total \$356.1 million.

Capital assets of \$11.7 million in 2025, which is approximately the same as of June 30, 2024.

The Transportation Authority does not record the capital assets created by the construction projects it finances on its own accounting books since these assets are of value only to the local government units to which the Transportation Authority's grants were made. For more information on capital assets, please refer to Note #5- Capital Assets of the *Notes to the Financial Statements*.

San Mateo County Transportation Authority  
Management's Discussion and Analysis  
June 30, 2025

	Governmental Activities (in thousands)	
	2025	2024
<b>Assets</b>		
Current and other assets	\$ 1,036,512	\$ 918,855
Capital assets	11,682	11,682
<b>Total assets</b>	<b>1,048,194</b>	<b>930,537</b>
<b>Liabilities</b>		
Other liabilities	114,226	125,058
<b>Total liabilities</b>	<b>114,226</b>	<b>125,058</b>
<b>Deferred Inflows of resources</b>		
Deferred inflows related to leases	-	56
<b>Net Position</b>		
Net investment in capital assets	11,682	11,682
Restricted	922,286	793,741
<b>Total net position</b>	<b>\$ 933,968</b>	<b>\$ 805,423</b>

Total assets increased by \$117.7 million or 12.6% to \$1,048.2 million. Total liabilities decreased by \$10.8 million or 8.7% to \$114.2 million. Deferred inflows of resources decreased by \$0.1 million or 100.0% from the prior year, resulting in zero deferred inflows reported for the current year.

Net position increased by \$128.5 million or 16.0% to \$934.0 million, at June 30, 2025, as a result of total revenues exceeding total expenses in 2025.

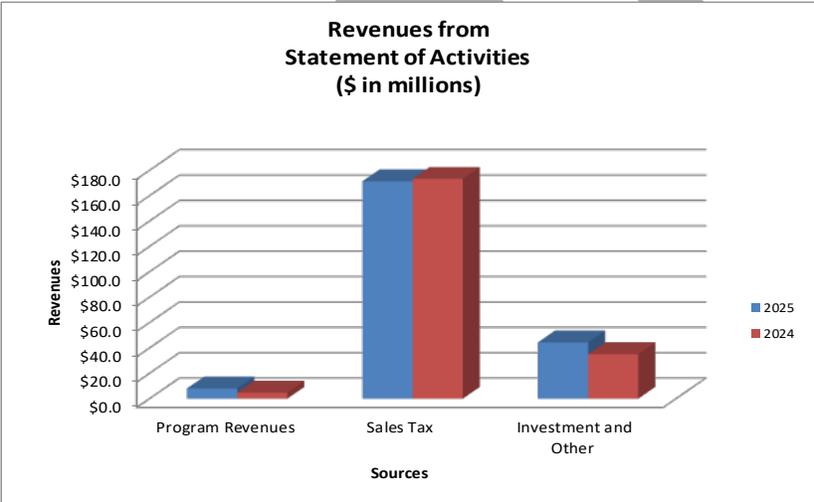
	Governmental Activities (in thousands)	
	2025	2024
<b>Revenues</b>		
Program revenues		
Charge for services	\$ 1,630	\$ 1,251
Operating grants/contributions	6,462	3,557
General revenues		
Sales tax	171,421	173,258
Investment earnings (loss) and others	44,395	35,099
<b>Total Revenues</b>	<b>223,908</b>	<b>213,165</b>
<b>Expenses</b>		
Public Transit	28,856	23,232
Streets and highways	60,094	51,641
Others, including debt related	6,413	6,350
<b>Total expenses</b>	<b>95,363</b>	<b>81,223</b>
Change in net position	128,545	131,942
Net position - beginning	805,423	673,481
<b>Net position - ending</b>	<b>\$ 933,968</b>	<b>\$ 805,423</b>

San Mateo County Transportation Authority  
Management’s Discussion and Analysis  
June 30, 2025

**Governmental Activities**

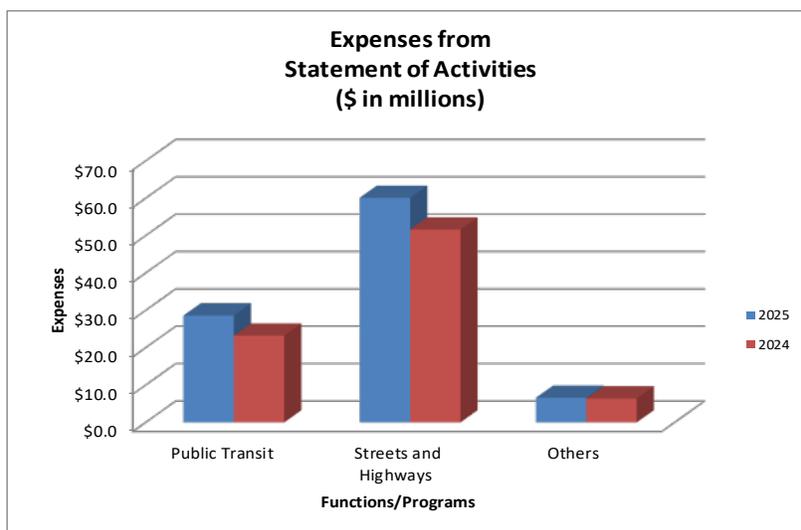
Total expenses for governmental activities were \$95.4 million in 2025, an increase of \$14.4 million or 17.4% compared to 2024. The functional components of total expenses are public transit (30.3%), streets and highways (63.0%) and other programs, including debt payments (6.7%). The following are the highlights of the Transportation Authority’s governmental activities:

- Sales tax revenue decreased by \$1.8 million or 1.1% to \$171.4 million in 2025 from 2024. The decrease was primarily driven by persistent inflationary pressures, rising unemployment, tariff impacts, and overall economic uncertainty. Higher interest rates, increased costs of utilities, food, and other necessities reduced consumer confidence and spending on discretionary items, while policy shifts and elevated business operating costs further contributed to the decline.
- Investment income and other revenues increased by \$9.3 million or 26.5% to a net income of \$44.4 million in 2025 from 2024. The increase was mainly due to higher interest rates along with interest earned from the maturity of term deposit.



- Expenses for public transit projects in 2025 increased by \$5.6 million or 24.2% to \$28.9 million compared to 2024. The increase was mainly driven by progression of capital projects such as upgrades and extensions projects.
- Spending for streets and highways in 2025 increased by \$8.5 million or 16.4% to \$60.1 million compared to 2024. The increases were mainly driven by phasing and associated expenses timing of capital projects such as 101 HOV In Whipple – San Bruno, FY 23/24 Cycle 6 Pedestrian and Bicycle Program Call for Projects, Route 1/Manor Drive Overcross and US 101/SR 92 Direct Connector project.

San Mateo County Transportation Authority  
Management’s Discussion and Analysis  
June 30, 2025



**Financial Analysis of the Transportation Authority’s Fund**

The *General Fund* is the operating fund of the Transportation Authority. The fund balance reached \$1,016.0 million as of June 30, 2025, an increase of \$122.3 million or 13.7% from June 30, 2024. The increase was mainly due to more sales tax revenues received than the program had expenditures. The total fund balance at June 30, 2025 is restricted for debt service and Measure A and W projects, and is available for spending at the discretion of the Transportation Authority’s Board of Directors in accordance with the Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plan. Since the Transportation Authority principally passes funding through to other organizations, the most accurate indicator of the Transportation Authority’s ability to meet its current and future obligations is a comparison of its fund balance to its future commitments. As of June 30, 2025, the estimated cost to complete on-going projects is \$356.1 million or 35.0% of total fund balance.

**General Fund Budgetary Highlights**

Generally Accepted Accounting Principles (GAAP) requires a discussion of the budget-to-actual performance for the general fund. The *General Fund* employs the same accounting basis and principles for both its budget and actual revenues and expenditure, except those proceeds from the sale of capital assets, unrealized investment gains and losses and inter-fund transfers are not included in the budget. Sales tax represented 85.5% of the *General Fund's* total budgeted revenue for Fiscal Year 2025. Actual sales tax revenue for the year was \$171.4 million, which is less than the budget by \$5.6 million or 3.2%.

Total program expenses excluding capital outlay, other services and supplies and staff support for the *General Fund* were slightly over budget.

## San Mateo County Transportation Authority

Management's Discussion and Analysis

June 30, 2025

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The Transportation Authority spent \$45.3 million or 28.0% of its final 2025 budget for capital outlays, which included the cost of completing on-going capital projects. Since capital projects normally span more than one year, the Transportation Authority carries over unexpended budgets to succeeding years. However, to enhance understanding of the Transportation Authority's fund balance for the *General Fund*, the carry-over amount from 2024 is not included in the 2025 *Budgetary Comparison Schedule*.

### Capital Projects

The Transportation Authority spent \$45.3 million on capital projects in 2025, an increase of \$14.7 million or 48.0% compared to 2024. Following are the major capital projects with associated expenses:

- SSF Caltrain Station project (\$5.1 million)
- San Mateo Local Share JPB CIP project (\$5.0 million)
- Broadway Grade Separation project (\$4.6 million)
- 101 HOV Ln Whipple - San Bruno (\$3.7 million)
- Ped/Bike Cycle 6 – FY23/24 project (\$2.9 million)
- Shuttles FY24-25 Funding project (\$2.6 million)
- US 101/SR 92 Direct Connector (\$2.6 million)
- 25<sup>th</sup> Ave Grade Separation (\$2.2 million)

More information on the Transportation Authority's project activity appears in the *Supplementary Information Projects since Inception and Construction Commitments* in the *Notes to the Financial Statements*.

### Debt

In September 2020, the Transportation Authority issued \$50,000,000 of 2020 Series A Bonds and an additional \$50,000,000 of Series B Bonds (collectively, the "Bonds"). The Bonds bear variable interest rates, with the Series A Bonds subject to a weekly rate reset and the Series B Bonds subject to a daily rate reset. Interest is payable semiannually on June 1 and December 1, calculated on a 365/366-day basis. Proceeds from the issuance were used to provide a Project Loan to the San Mateo County Express Lanes Joint Powers Authority, to be repaid from revenues generated by the Express Lanes. Mandatory redemption through sinking fund payments for both series will commence on June 1, 2027. In fiscal year 2025, bonds totaling \$6.3 million were called.

The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from sales tax revenues generated by Measure A and Measure W. More information on the debt activity appears in Note #10 to the Financial Statements.

## San Mateo County Transportation Authority

Management's Discussion and Analysis

June 30, 2025

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### **Economic Factors and Next Year's Budget**

The Transportation Authority's Board adopted the Fiscal Year 2026 Budget of \$206.4 million on June 5, 2025. The Transportation Authority's role is to administer the proceeds from Measure A and Measure W to fund a broad spectrum of transportation-related projects. In accordance with the 2004 Transportation Expenditure Plan, annual allocations have been budgeted to Plan categories based on a percentage of projected sales tax revenues. The total annual allocations are approximately \$44.2 million. The Transportation Authority's competitive and discretionary programs authorizations are approximately \$128.1 million and compose the funding requirements for Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle, Local Shuttle, Streets and Highways programs, Grade Separation and the San Mateo County Ferry Service, and Regional Transit Connections.

Under New Measure A, the budget has been set aside to fund \$1.1 million to the Alternative Congestion Relief Program, \$3.4 million to fund the Pedestrian and Bicycle Program, \$18.4 million to fund system-wide capital improvements for the Caltrain system. These include State of Good Repair rolling stock, signal, track and station work. The Streets and Highways program includes a budget of \$19.9 million for key congested corridors and \$11.7 million for the supplemental roadway projects. The Grade Separation program has a budget of \$17.2 million. Under Measure W, it is projected a budget of \$5.7 million for Bicycle and Pedestrian Improvements program, \$11.5 million for Regional Transit Connections program, and \$25.8 million for Countywide Highway Congestion Improvement program; of the \$25.8 million budget, the \$1.0 million was proposed to be set aside for Transportation Demand Management (TDM) subcategory, and \$24.8 million for Highway Projects. The Transportation Authority will put out a call for projects in order to allocate these funds to eligible recipients.

### ***Requests for Information***

This financial report intends to provide our citizens, taxpayers, customers, and creditors with a general overview of the Transportation Authority's finances and to demonstrate accountability for resources received. If you have questions about this report or need additional financial information, contact the Chief Financial Officer, 1250 San Carlos Avenue, P.O. Box 3006, San Carlos, California, 94070-1306.

San Mateo County Transportation Authority  
Statement of Net Position  
June 30, 2025 (with Comparative Totals for 2024)(in thousands)

	Governmental Activities	
	2025	2024
<b>Assets</b>		
<b>Current Assets</b>		
Cash and investments (Note 2)	\$ 901,415	\$ 772,111
Restricted cash and investments	1,422	9,436
Subtotal, cash and investments	<u>902,837</u>	<u>781,547</u>
Sales tax receivables	28,972	29,749
Interest receivables	3,979	2,690
Accounts receivables (Note 3)	2,178	526
Lease receivable	-	59
Enhancement fee receivable from SMCEJPA	-	665
Loan receivable from SMCEJPA (Note 10)	3,227	3,619
Interest receivable on long term project loan from SMCEJPA (Note 10)	1,609	
Long term project loan receivable from SMCEJPA (Note 10)	93,710	100,000
Capital assets, nondepreciable (Note 4)	<u>11,682</u>	<u>11,682</u>
<b>Total Assets</b>	<u>1,048,194</u>	<u>930,537</u>
<b>Liabilities</b>		
Accounts payable (Note 5)	3,764	1,438
Accrued liabilities (Note 6)	16,207	15,583
Unearned revenues	545	8,037
Long-term liabilities (Note 9) Due in more than one year	<u>93,710</u>	<u>100,000</u>
<b>Total Liabilities</b>	<u>114,226</u>	<u>125,058</u>
<b>Deferred Inflows of Resources</b>		
Deferred inflows related to leases	<u>-</u>	<u>56</u>
<b>Total Liabilities and Deferred Inflows of Resources</b>	<u>114,226</u>	<u>125,114</u>
<b>Net Position</b>		
Investment in capital assets	11,682	11,682
Restricted for congestion management (Note 1J)	<u>922,286</u>	<u>793,741</u>
<b>Total Net Position</b>	<u>\$ 933,968</u>	<u>\$ 805,423</u>

San Mateo County Transportation Authority

Statement of Activities

Year Ended June 30, 2025 (with Comparative Totals for 2024)(in thousands)

Functions/Programs	Expenses	Program Revenues		Net (Expenses) Revenues	
		Services	Operating Contributions and Grants	Charges for	and Changes in Net Position
				2025	2024
<b>Governmental Activities</b>					
<b>Public Transit</b>					
Upgrades and extensions	\$ 11,323	\$ -	\$ -	\$ (11,323)	\$ (3,000)
Grade separations	7,873	1,230	-	(6,643)	(8,486)
Dumbarton spur	15	-	-	(15)	(22)
BART	2,288	-	-	(2,288)	(2,311)
Paratransit	4,577	-	-	(4,577)	(4,623)
Projects funding	2,780	-	-	(2,780)	(3,941)
<b>Streets and highways</b>					
Distributions to local entities	37,145	-	-	(37,145)	(37,541)
Projects funding	22,949	-	6,462	(16,487)	(10,543)
Program administration	4,318	400	-	(3,918)	(2,976)
Debt service - interest	2,095	-	-	(2,095)	(2,972)
<b>Total Governmental Activities</b>	<b>\$ 95,363</b>	<b>\$ 1,630</b>	<b>\$ 6,462</b>	<b>(87,271)</b>	<b>(76,415)</b>
<b>General Revenues</b>					
Sales tax revenue				171,421	173,258
Investment gain/(loss) and other (Note 8)				44,395	35,099
<b>Total General Revenues</b>				<b>215,816</b>	<b>208,357</b>
<b>Change in net position</b>				<b>128,545</b>	<b>131,942</b>
<b>Net position, beginning of year</b>				<b>805,423</b>	<b>673,481</b>
<b>Net Position, End of Year</b>				<b>\$ 933,968</b>	<b>\$ 805,423</b>

**San Mateo County Transportation Authority**  
Governmental Funds – General Fund Balance Sheet  
June 30, 2025 (with Comparative Totals for 2024)(in thousands)

	<u>2025</u>	<u>2024</u>
<b>Assets</b>		
Cash and investments (Note 2)	\$ 901,415	\$ 772,111
Restricted cash and investments	1,422	9,436
Sales tax receivables	28,972	29,749
Interest receivables	3,979	2,690
Accounts receivables (Note 3)	2,178	526
Lease receivables (Note 5)	-	59
Enhancement fee receivable from SMCELJPA	-	665
Loan receivable from SMCELJPA (Note 10)	3,227	3,619
Interest receivable from SMCELJPA (Note 10)	1,609	-
Long term project loan receivable from SMCELJPA (Note 10)	<u>93,710</u>	<u>100,000</u>
<b>Total Assets</b>	<u>\$ 1,036,512</u>	<u>\$ 918,855</u>
<b>Liabilities, Deferred Inflows of Resources, and Fund Balance</b>		
<b>Liabilities</b>		
Accounts payable (Note 6)	\$ 3,764	\$ 1,438
Accrued liabilities (Note 7)	16,207	15,583
Unearned revenues	<u>545</u>	<u>8,037</u>
<b>Total Liabilities</b>	<u>20,516</u>	<u>25,058</u>
<b>Deferred Inflows of Resources</b>		
Deferred inflows related to leases	<u>-</u>	<u>56</u>
<b>Total Deferred Inflows of Resources</b>	<u>-</u>	<u>56</u>
<b>Fund Balance</b>		
Nonspendable	-	3
Restricted for congestion management (Note 1M)	<u>1,015,996</u>	<u>893,738</u>
<b>Total Fund Balance</b>	<u>1,015,996</u>	<u>893,741</u>
<b>Total Liabilities, Deferred Inflows of resources, and Fund Balance</b>	<u>\$ 1,036,512</u>	<u>\$ 918,855</u>

**San Mateo County Transportation Authority**  
 Reconciliation of the Governmental Fund Balance Sheet to the Statement of Net Position  
 June 30, 2025 (with Comparative Totals for 2024)(in thousands)

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	<b>2025</b>	<b>2024</b>
<b>Total Fund Balances - Governmental Fund</b>	\$ 1,015,996	\$ 893,741
<p>Amounts reported for governmental activities in the statement of net position are different because:</p>		
Capital assets of governmental activities are not current financial resources and, therefore, are not reported in the governmental fund.	11,682	11,682
Long-term liabilities that are not due and payable in the current period, and therefore, are not reported in the governmental fund.	(93,710)	(100,000)
<b>Net Position Of Governmental Activities</b>	<b>\$ 933,968</b>	<b>\$ 805,423</b>

Draft

**San Mateo County Transportation Authority**  
Governmental Funds – General Fund Statement of Revenues, Expenditures and Changes in Fund Balances  
Year Ended June 30, 2025 (with Comparative Totals for 2024)(in thousands)

	<u>2025</u>	<u>2024</u>
<b>Revenues</b>		
Sales tax revenue	\$ 171,421	\$ 173,258
Investment income (loss) (Note 8)	44,395	35,099
Rental income	1,230	849
Reimbursements from other agencies	6,462	3,557
Other income	400	402
<b>Total Revenues</b>	<u>223,908</u>	<u>213,165</u>
<b>Current Expenditures</b>		
<b>Public Transit</b>		
Upgrades and extensions	11,323	3,001
Grade separations	7,873	9,335
Dumbarton spur	15	22
BART	2,288	2,311
Paratransit	4,577	4,623
Projects funding	2,780	3,941
<b>Streets and highways</b>		
Distributions to local entities	37,145	37,541
Projects funding	22,949	14,100
Program administration	4,318	3,378
<b>Debt Service</b>		
Principal and Interest	2,095	2,972
<b>Total Expenditures</b>	<u>95,363</u>	<u>81,224</u>
<b>Other Financing Sources</b>		
Repayment of note receivable	(6,290)	-
<b>Total Other Financing Sources</b>	<u>(6,290)</u>	<u>-</u>
<b>Net Change in Fund Balance</b>	122,255	131,941
<b>Beginning Fund Balance</b>	<u>893,741</u>	<u>761,800</u>
<b>Ending Fund Balance</b>	<u>\$ 1,015,996</u>	<u>\$ 893,741</u>

**San Mateo County Transportation Authority**  
 Reconciliation of the Governmental Funds Statement of Revenues, Expenditures and Changes in Fund  
 Balances to the Government-Wide Statement of Activities  
 Year Ended June 30, 2025 (with Comparative Totals for 2024)(in thousands)

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	<b>2025</b>	<b>2024</b>
Amounts reported for governmental activities in the statement of activities are different because of the following:		
<b>Net Change In Fund Balances - Total Governmental Fund</b>	<b>\$ 122,255</b>	<b>\$ 131,941</b>
Repayment of loan principal is an expenditure in the governmental funds, but repayment reduces long-term liabilities in the Statement of Net Position.	6,290	-
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of these assets is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which depreciation expense exceed capital outlays in the current period.	-	(61)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.	-	62
<b>Change In Net Position Of Governmental Activities</b>	<b>\$ 128,545</b>	<b>\$ 131,942</b>

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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San Mateo County Transportation Authority  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

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**Note 1 - Reporting Entity and Significant Accounting Policies**

**A. Financial Reporting Entity**

The San Mateo County Transportation Authority (Transportation Authority) was formed in June 1988 as a result of the approval of Measure A (one-half cent county sales tax and Transportation Expenditure Plan) by the voters of San Mateo County pursuant to the Bay Area County Traffic and Transportation Funding Act. The Transportation Authority is responsible for the administration of funds collected through the one-half cent county sales tax, initially for a period of 20 years from its formation. In November 2004, the voters reauthorized the sales tax to be administered by the Transportation Authority and a new publicly developed Expenditure Plan for an additional 25 years beyond the original expiration date of 2008. In 2018, the voters of San Mateo County adopted Measure W, "An Ordinance of the San Mateo County Transit District Imposing a One-Half of One Percent Retail Transactions and Use Tax to Implement the San Mateo County Congestion Relief Plan." Measure W authorized the District to administer the new tax in its entirety or to transfer proceeds of the tax to the Transportation Authority for Administration. By District Resolution No. 2020-27, and reflecting the split of funds set forth in the Congestion Relief Plan (50% reserved for SamTrans use, 50% available for other uses), the District expressed its desire to "designate the Authority to administer 50% of the Measure W Sales Tax Revenues as provided in the San Mateo County Congestion Relief Plan, and to irrevocably dedicate such revenues to the Authority for such purposes, for so long as the Authority is in existence." This desire was formalized through two agreements authorized by the same resolution, with each agreement subsequently signed by the District, the Transportation Authority and one or both of the California Department of Tax and Fee Administration and the Bank of New York Mellon.

**B. Implementation of Governmental Accounting Standards Board (GASB) Statements**

**Effective this Fiscal Year**

GASB Statement No. 101 – In June 2022, GASB Issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of the financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The Transportation Authority is evaluating the impact of this Statement on the financial statements. The impact of implementation of this Statement on the financial statements for the year ended June 30, 2025, is not material.

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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### C. Basis of Presentation

#### Government-wide Financial Statements

The Statement of Net position and Statement of Activities report the financial activities of the Transportation Authority. The Statement of Activities presents a comparison between direct expenses and program revenues for each function of the Transportation Authority. Direct expenses are those that are specifically associated with a program or a function, and therefore, are clearly identifiable to a particular function. Program revenues refer to charges paid by the recipients of goods or services offered by the program. Revenues that are not classified as program revenues, including sales tax revenues, are presented instead as general revenues.

#### Fund Financial Statements

The Transportation Authority accounts for its sales tax revenue in the General Fund. Sales tax proceeds are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan (TEP) adopted by the Board of Supervisors of San Mateo County, all of the Cities in the County, and the voters in San Mateo County with the approval of the sales tax. That Plan may be amended from time to time pursuant to the Plan and applicable law.

### D. Basis of Accounting

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when liability is incurred, regardless of the timing of related cash flows. Sales taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Revenues are considered available when their receipt occurs within 180 days after the end of the accounting period. Sales tax and investment earnings are recorded when measurable and available. Expenditures are generally recognized in the accounting period in which the liability is incurred. Capital asset acquisitions and Debt principal payments are reported as expenditures in governmental funds.

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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### **E. Fair Value Measurement**

Generally accepted accounting principles provide guidance for determining a fair value measurement for reporting purposes, applying fair value to investments, and disclosures related to a hierarchy established by generally accepted accounting principles. The Transportation Authority's fair value hierarchy, which has three levels, is based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs.

### **F. Prepaid Items**

Prepaid items represent amounts paid in advance of receiving goods or services. The Transportation Authority has the option of reporting an expenditure on governmental funds for prepaid items either when purchased or during the benefiting period. The Transportation Authority has chosen to report the expenditure during the benefiting period. As of June 30, 2025 and 2024, the Transportation Authority did not have any prepaid items.

### **G. Cash and Investments**

All highly liquid investments with maturities of three months or less when purchased are considered cash equivalents. Investments are reported at fair value. Cash deposits are reported at carrying amount.

### **H. Capital Assets**

Capital assets are recorded at historical cost. Donated capital assets are recorded at estimated acquisition value at the date of donation plus ancillary charges, if any. All capital asset purchases are recorded as expenditures at the time of acquisition in governmental funds. Such amounts are then capitalized and reported in government-wide financial statements. Construction projects financed by the Transportation Authority from the one-half cent county sales tax include highways, streets, and grade separations. These infrastructure assets are of value only to the local government units in whose jurisdiction they are constructed and are not recorded as capital assets on the Transportation Authority's books. The Transportation Authority does have subscription right-to-use capital assets which are amortized over the useful life of the asset. Subscription right-to-use capital assets are typically capitalized for the length of the arrangement. The Transportation Authority's policy is to capitalize all capital assets with a cost greater than \$5,000 and a useful life of more than one year.

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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### I. Deferred Outflows/Inflows of Resources

The Transportation Authority does not have any items that qualify for reporting in the category of deferred outflows of resources.

In addition to liabilities, the statement of net position includes a separate section for deferred inflows of resources. Deferred Inflows of resources represent an acquisition of net assets that applies to future period(s) and so will not be recognized as an inflow of resources (revenue) until then. The Transportation Authority has two items that qualify for reporting in this category. Unavailable revenue is reported only on the governmental funds balance sheet. The governmental funds report unavailable revenues from leases. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available. In the government-wide financial statements the Transportation Authority reports deferred amounts related to leases.

### J. Net Position

Net position is measured on the full accrual basis for government-wide reporting. Net Position is the excess of all the Transportation Authority's assets over all its liabilities. Net position is divided into two captions. These captions apply only to net position, which is determined only at the government-wide level, and are described below:

*Net Investment in Capital Assets* – The investment in capital assets reported on the statement of net position represents the Transportation Authority's ownership of right of way classified as non-depreciable land under capital assets.

*Restricted* – The restricted net position reported on the statement of net position represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by the Board of Supervisors of San Mateo County and all of the Cities in the County. That TEP may be amended from time to time pursuant to the TEP and applicable law.

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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### **K. Fund Balance**

In governmental fund types, the fund balance is measured on the modified accrual basis. The General Fund (the Fund) balance is classified in accordance with generally accepted accounting principles, which require the Transportation Authority to classify its fund balances based on spending constraints imposed on the use of resources. For programs with multiple funding sources, the Transportation Authority prioritizes and expends funds in the following order, as applicable: restricted, committed, assigned, and unassigned. Each category in the following hierarchy is ranked according to the degree of spending constraint.

*Non-spendable* - amounts that cannot be spent either because they are in non-spendable form or because they are legally or contractually required to be maintained intact. The Transportation Authority had non-spendable balances of \$0 and \$3,000 as of June 30, 2025, and 2024, respectively.

*Restricted* - The restricted fund balance classification reflects amounts subject to externally imposed and legally enforceable constraints. The restricted fund balance reported on the governmental fund balance sheet represents the resources available to the Transportation Authority that are legally restricted to improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan (Measure A) and the San Mateo County Congestion Relief Plan (Measure W). Those Plans may be amended from time to time pursuant to their terms and applicable law.

### **L. Use of Estimates**

The Transportation Authority's management has made a number of estimates and assumptions relating to the reported amounts of the financial statements and the related disclosures in conformity with Generally Accepted Accounting Principles (GAAP). Actual results could differ from those estimates.

### **M. Summarized Data**

The summarized partial data provided in these financial statements for Fiscal Year ended June 30, 2025, is not a requirement for fair presentation of the financial statements but is being presented as additional analysis. Such information does not provide sufficient detail to constitute a presentation in conformity with accounting principles generally accepted in the United States of America. Accordingly, such information should be read in conjunction with the Transportation Authority's financial statements for the year ending June 30, 2025 from which such comparative partial information was derived.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

**Note 2 - Cash and Investments**

The Transportation Authority pools cash from all sources and funds so that it can be invested at the maximum yield, consistent with safety and liquidity, while individual funds can make expenditures at any time.

The Transportation Authority records investment transactions on the trade date. Investments are reported at fair value. Fair value is defined as the amount that the Transportation Authority could reasonably expect to receive for an investment in a current sale between a willing buyer and seller and is generally measured by quoted market prices. The Transportation Authority adjusts the carrying value of its investments to reflect their fair value at each fiscal year end. The effects of changes in market value are reflected as a component of investment income. Deposits and investments as of June 30 are categorized as follows:

(in thousands)	June 30, 2025	June 30, 2024
Cash and Investments		
Cash in bank	\$ 128,946	\$ 159,887
Restricted cash with fiscal agent	1,422	9,436
Investments	772,469	612,224
<b>Total cash and investments</b>	<b>\$ 902,837</b>	<b>\$ 781,547</b>

**Authorized Investments by the Transportation Authority**

In accordance with the California Government Code or its investment policy when more restrictive, the Transportation Authority may acquire investments as identified in the table below:

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	Highest rating by two NRSROs	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None		Up to the current state limit	
San Mateo County Investment Pool	None		Up to the current state limit	

San Mateo County Transportation Authority  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

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**Disclosures Relating to Interest Rate Risk**

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the Transportation Authority manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. The Transportation Authority monitors the interest rate risk inherent in its portfolio by measuring the weighted average maturity of its portfolio. With respect to this metric, the Transportation Authority's policies are as follows:

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2025 was as follows:

**2025**

<b>Investment Type</b>	<b>Amount (in thousands)</b>	<b>Weighted Average Maturity (in years)</b>
U.S. Treasury Bonds/Notes	\$ 264,425	2.81
Federal Agency Collateralized and Agency Bonds/Notes	-	-
Corporate Bonds and Notes	21,170	1.53
Municipal Debt Securities	5,180	1.64
Supranational	-	-
Money Market Mutual Funds	2,880	-
Local Agency Investment Fund	5,668	0.68
California Asset Management Program (CAMP)	269,103	0.11
San Mateo County Pool	204,043	1.46
<b>Total</b>	<b>\$ 772,469</b>	
Portfolio Weighted Average Maturity		1.44

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

The Transportation Authority's weighted average maturity of its investment portfolio at June 30, 2024 was as follows:

Investment Type	Amount (in thousands)	Weighted Average Maturity (in years)
U.S. Treasury Bonds/Notes	\$ 169,549	3.00
Federal Agency Collateralized and Agency Bonds/Notes	8,211	1.19
Corporate Bonds and Notes	28,515	1.35
Asset Back Securities	-	
Municipal Debt Securities	5,466	2.47
Supranational	723	0.81
Money Market Mutual Funds	1,485	-
Local Agency Investment Fund	5,388	0.59
California Asset Management Program (CAMP)	264,676	0.10
San Mateo County Pool	128,211	1.64
<b>Total</b>	<b>\$ 612,224</b>	
Portfolio Weighted Average Maturity		1.33

**Disclosures Relating to Credit Risk**

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the actual rating as of the fiscal year end for each investment type.

The Transportation Authority's investment portfolio credit quality ratings as of June 30, 2025 were as follows:

Investment Type	Amount (in thousands)	S&P Rating as of June 30, 2025			
		AAA	AA	A	Not Rated
U.S. Treasury Bonds/Notes	\$ 264,425	\$ -	\$264,425	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	-	-	-	-	-
Corporate Bonds and Notes	21,170	-	8,854	12,316	-
Municipal Debt Securities	5,180	-	5,180	-	-
Supranational	-	-	-	-	-
Money Market Mutual Funds	2,880	2,880	-	-	-
Local Agency Investment Fund	5,668	-	-	-	5,668
CAMP	269,103	269,103	-	-	-
San Mateo County Pool	204,043	-	-	-	204,043
<b>Total</b>	<b>\$ 772,469</b>	<b>\$271,983</b>	<b>\$278,459</b>	<b>\$ 12,316</b>	<b>\$209,711</b>

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

The Transportation Authority's investment portfolio credit quality ratings as of June 30, 2024 were as follows:

Investment Type	Amount (in thousands)	S&P Rating as of June 30, 2024			
		AAA	AA	A	Not Rated
U.S. Treasury Bonds/Notes	\$ 169,549	\$ -	\$169,549	\$ -	\$ -
Federal Agency Collateralized and Agency Bonds/Notes	8,211	-	8,211	-	-
Corporate Bonds and Notes	28,515	-	6,042	22,473	-
Asset-Backed Security	-	-	-	-	-
Municipal Debt Securities	5,466	-	5,466	-	-
Supranational	723	723	-	-	-
Money Market Mutual Funds	1,485	411	-	-	1,074
Local Agency Investment Fund	5,388	-	-	-	5,388
CAMP	264,676	264,676	-	-	-
San Mateo County Pool	128,211	-	-	-	128,211
<b>Total</b>	<b>\$ 612,224</b>	<b>\$265,810</b>	<b>\$189,268</b>	<b>\$ 22,473</b>	<b>\$134,673</b>

**Concentration of Credit Risk**

There were no investments in any one issuer that exceeded 5% of the Transportation Authority's total investment portfolio for the years ended June 30, 2025 or June 30, 2024.

**Custodial Credit Risk**

The custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the Transportation Authority will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that in the event of the failure of the counter party (e.g., broker-dealer) to a transaction, the Transportation Authority will not be able to recover the value of its investment or collateral securities that are in possession of another party.

California Law requires banks and savings and loan institutions to pledge government securities with a market value of 110% of the cash on deposit in the name of the pool, or first trust deed mortgage notes with a market value of 150% of the deposit, as collateral for these deposits. Under California Law, this collateral is held in a separate investment pool by another institution and places the pool ahead of general creditors of the institution in which the Transportation Authority is a participant.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

The Transportation Authority invests in individual investments and in investment pools. Individual investments are evidenced by specific identifiable securities instruments, or by an electronic entry registering the owner in the records of the institution issuing the security, called the book entry system. In order to increase security, the Transportation Authority employs the Trust Department of a bank or trustee as the custodian of certain Transportation Authority managed investments, regardless of their form.

**Fair Value Measurements**

The Transportation Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs. The Transportation Authority has the following recurring fair value measurements as of June 30, 2025:

- Debt classified as Level 2 inputs are valued using price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors.
- Equities classified as Level 2 inputs are valued using fair value per share.
- Certificates of deposit classified as Level 2 inputs are valued using quoted price for directly observable inputs.

Investments in the San Mateo County Pool and the State Local Agency Investment Fund are not measured using the input levels above because the Transportation Authority's transactions are based on a stable net asset value per share. All contributions and redemptions are transacted at \$1.00 net asset value per share. The following is the Transportation Authority's fair value hierarchy table as of June 30, 2025:

Investment Type (in thousands)	Quoted Prices (Level 1)	Observable Inputs (Level 2)	Total
Investment securities			
U.S. Treasury Bonds/Notes	\$ -	\$ 264,425	\$ 264,425
Corporate Bonds and Notes	-	21,170	21,170
Municipal Debt Securities	-	5,180	5,180
Money Market Mutual Funds	2,880	-	2,880
<b>Total</b>	<b>\$ 2,880</b>	<b>\$ 290,775</b>	<b>293,655</b>
Uncategorized:			
Local Agency Investment Fund			5,668
California Asset Management Program			269,103
San Mateo County Investment Pool			204,043
Cash			128,946
Restricted cash with fiscal agents			1,422
<b>Total Investments By Fair Value Type</b>			<b>\$ 902,837</b>

San Mateo County Transportation Authority  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

The following is the Transportation Authority's fair value hierarchy table as of June 30, 2024:

Investment Type (in thousands)	Level 1	Level 2	Total
Investment securities			
U.S. Treasury Bonds/Notes	\$ 169,549	\$ -	\$ 169,549
Federal Agency Collateralized and Agency Bonds/Notes	-	8,211	8,211
Corporate Bonds and Notes	-	28,515	28,515
Municipal Debt Securities	-	5,466	5,466
Supranational	-	723	723
Money Market Mutual Funds	1,485	-	1,485
<b>Total</b>	<b>\$ 171,034</b>	<b>\$ 42,915</b>	<b>213,949</b>
Uncategorized:			
Local Agency Investment Fund			5,388
California Asset Management Program			264,676
San Mateo County Investment Pool			128,211
Cash			159,887
Restricted cash with fiscal agents			9,436
<b>Total Investments By Fair Value Type</b>			<b>\$ 781,547</b>

**Methods and Assumptions Used to Estimate Fair Value:** The Transportation Authority maintains investment accounting records on amortized cost and adjusts those records to "fair value" on an annual basis. Unrealized gains and losses are recorded on an annual basis and the carrying value of its investments is considered "fair value." The Transportation Authority's investment custodian provides the market value on each investment instrument. The investments held by the Transportation Authority are widely traded in the financial markets and trading values are readily available from numerous published sources.

**San Mateo County Treasurer's Investment Pool:** The Transportation Authority holds investments in the County Pool that are subject to adjustments to "fair value." The Transportation Authority had a contractual withdrawal value (which is reported using the amortized cost) of \$201,818,131 and \$129,336,000, at June 30, 2025 and 2024, respectively, that is recorded at \$204,043,000 and \$128,211,000 on the balance sheet after the adjustment for unrealized gains/losses for fiscal years ending June 30, 2025 and 2024, respectively. The fair value change in these investments for the year just ended is included in investment income in the statement of revenues, expenditures, and changes in fund balance as well as in the statement of activities via inclusion in the amount of Investment Income. The Transportation Authority is a voluntary participant in the San Mateo County Treasurer's Investment Pool. The Pool is a governmental investment pool managed and directed by the elected San Mateo County Treasurer. The County Pool is not registered with the Securities and Exchange Commission. An oversight committee comprised of local government officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of the pool fall under auspices of the County Treasurer's office.

San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

**State of California State Treasurer’s Local Authority Investment Fund (LAIF):** The Transportation Authority holds an investment in LAIF that is subject to “fair value” adjustments. The Transportation Authority had a contractual withdrawal value of \$5,662,000 and \$5,410,000 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2025 and 2024, respectively. LAIF is a governmental investment pool managed and directed by the California State Treasurer and is not registered with the Securities and Exchange Commission. An oversight committee comprised of California State officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of LAIF fall under the auspices of the State Treasurer’s office. The Transportation Authority is a voluntary participant in the investment pool.

**California Asset Management Program (CAMP):** The Transportation Authority holds an investment in CAMP that is subject to “fair value” adjustments. The Transportation Authority had a contractual withdrawal value of \$269,102,984 and \$264,676,704 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2025 and 2024. CAMP is a governmental investment pool managed and directed by the CAMP Treasurer and is not registered with the Securities and Exchange Commission.

**Note 3 - Accounts Receivable**

Accounts receivable as of June 30 consist of amounts owed by other governmental agencies and miscellaneous receivables as follows:

(in thousands)	2025	2024
San Mateo County Express Lanes JPA (SMCELJPA)	\$ 1,734	\$ 69
Bay Area Infrastructure Financing Authority	119	119
California Department of Transportation	90	90
Metropolitan Transportation Commission	70	70
Rents Receivable	161	174
Other	4	4
<b>Total accounts receivable</b>	<b>\$ 2,178</b>	<b>\$ 526</b>

**Note 4 - Capital Assets**

Capital assets activities for the years ended June 30, 2025 and 2024 are as follows:

(in thousands)	Balance at July 1, 2024	Additions	Deletions	Balance at June 30, 2025
<b>Depreciable capital assets</b>				
Right-to-use subscription asset	\$ 303	\$ -	\$ 303	\$ -
Less accumulated amortization for Right-to-use subscription asset	(303)	-	(303)	-
<b>Nondepreciable capital assets</b>				
Land	11,682	-	-	11,682
<b>Capital Assets, Net</b>	<b>\$ 11,682</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,682</b>

(in thousands)	Balance at July 01, 2023	Additions	Deletions	Balance at June 30, 2024
<b>Amortizable capital assets</b>				
Right-to-use subscription asset	\$ 303	\$ -	\$ -	\$ 303
Less accumulated amortization for Right-to-use subscription asset	(242)	(61)	-	(303)
<b>Nondepreciable capital assets</b>				
Land	11,682	-	-	11,682
<b>Capital Assets, Net</b>	<b>\$ 11,743</b>	<b>\$ (61)</b>	<b>\$ -</b>	<b>\$ 11,682</b>

Land represents the cost of right of way acquisition for future grade separation projects, as well as for corridor preservation purposes.

**Note 5 - Accounts Payable**

Accounts payable at June 30 are as follows:

(in thousands)	2025	2024
District - Salaries and benefits	\$ 441	\$ 441
Paratransit program	503	503
Capital project	370	370
Other	2,450	124
<b>Total</b>	<b>\$ 3,764</b>	<b>\$ 1,438</b>

**Note 6 - Accrued Liabilities**

Accrued liabilities at June 30 are as follows:

<b>(in thousands)</b>	<b>2025</b>	<b>2024</b>
Disbursements to local entities for transportation projects	\$ 10,841	\$ 10,884
Capital projects	4,766	3,880
BART	387	397
Bond interest payable	213	422
<b>Total</b>	<b>\$ 16,207</b>	<b>\$ 15,583</b>

**Note 7 - Commitments and Contingencies**

**Allocation Commitments**

As of June 30, the Transportation Authority estimated the cost to complete projects within these following categories:

<b>Categories (in thousands)</b>	<b>2025</b>	<b>2024</b>
Caltrain	\$ 16,345	\$ 22,521
Ferry	3,666	3,620
Local Shuttle	17,367	7,250
Railroad Grade Separations	14,580	15,645
Streets and Highways	262,975	270,600
Alternative Congestion Relief	301	1,443
Bicycle and Pedestrian	40,849	21,715
<b>Total</b>	<b>\$ 356,083</b>	<b>\$ 342,794</b>

**Litigation**

From time to time, the Transportation Authority is involved in litigation arising from the normal course of business. In the opinion of management and legal counsel, as of June 30, 2025, the disposition of any litigation that may be pending is not expected to have a material adverse effect on the overall financial position of the Transportation Authority.

San Mateo County Transportation Authority  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

**Note 8 - Insurance Programs**

The Transportation Authority is exposed to various risks of loss including but not limited to those related to torts; theft of, damage to, and destruction of assets; errors and omissions, and natural disasters. As of June 30, 2025, coverage provided by self-insurance and excess coverage (purchased by or for the Transportation Authority) is generally summarized as follows:

Type of Coverage	Self-Insured Retention (in thousands)	Excess Insurance (in thousands)
Commercial General Liability	\$100 self-insured retention	\$11,000 per occurrence/ aggregate
Public Officials Liability	\$50 self-insured retention	\$3,000 per occurrence/ aggregate (\$50 excess carried by the San Mateo County Transit District on behalf of the Transportation Authority)

To date, there have been no significant reductions in any of the Transportation Authority’s insurance coverage. Settlements have not exceeded coverages for each of the past three fiscal years.

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

**Note 9 - Long-Term Liabilities****2020 Transportation Authority Subordinate Sales Tax Revenue Variable Rate Demand Bonds**

In September 2020, the TA issued \$50,000,000 2020 Series A Bonds and an additional \$50,000,000 Series B Bonds (together the "Bonds"). The Bonds are variable rate bonds with Series A Bonds issued with a Weekly Rate reset and the Series B Bonds issued with a Daily Rate Reset. Interest is due and payable on the Bonds every June 1 and December 1 with interest to be calculated on a 365/366-day basis. From issue through June 30, 2025, the Daily Rate has been as high as 4.45%, and as low as 0.01% (or 1 basis point) with an average rate of 1.39% (or 139 basis points). Over the same period, the Weekly Rate has been issued at a high of 3.97%, a low of 0.01% (or 1 basis point) with an average rate of 1.46% (or 146 basis points) on an annual 365/366-day basis. The interest rate expectations are presented in the following tables as though outstanding principal were charged interest at the rates in effect at 6/30 of each year as required by Governmental Accounting Standards Board Statement 88 (GASB 88). The rates in place at June 30, 2025 were 1.17% on the Series A bonds (weekly reset) and 1.50% on the Series B Bonds (daily reset). The rates in place at June 30, 2024 were 3.18% (or 318 basis points) on the Series A bonds (weekly reset) and 4.45% (or 445 basis points) on the Series B Bonds (daily reset).

Bond proceeds were used to make a Project Loan to the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) for the construction of express lanes on U.S. 101 in San Mateo County. The Project Loan will be repaid to the Transportation Authority from revenues generated by the Express Lanes. Mandatory redemption in the form of a Mandatory Sinking Fund is designated to make principal payments beginning June 1, 2027, for both Bond Series. The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from a lien on revenue of (i) the measure A sales tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act and (ii) the Measure W sales tax revenues pursuant to the San Mateo County Transit District Act.

The 2020 SMCTA Subordinate Sales Tax Revenue Variable Rate Demand Bonds are limited obligations of the Transportation Authority and are payable from a lien on revenue of (i) the measure A sales tax revenues pursuant to the Bay Area County Traffic and Transportation Funding Act and (ii) the Measure W sales tax revenues pursuant to the San Mateo County Transit District Act.

The Sales Tax revenues are pledged to pay the scheduled principal and interest payments on the subordinate sales tax revenue variable rate demand bonds. In the event that a deficiency exists because of unpaid or delinquent collections at the time a debt service payment is due, the Transportation Authority must provide resources to cover the deficiency until other resources are received. Debt service payments of \$8,384,579.33 as a ratio of pledged sales tax revenue of \$171,421,320, for the year ended June 30, 2025, was 4.89% and provided 20.44 times coverage. Debt service payments of \$2,972,418 as a ratio of pledged sales tax revenue of \$173,258,185 for the year ended June 30, 2024, was 1.72% and provided 58.3 times coverage.

As of June 30, 2025, \$93,710,000 of subordinate sales tax revenue variable rate demand bonds are outstanding. The subordinate sales tax revenue variable rate demand bonds mature on June 1, 2049.

**San Mateo County Transportation Authority**  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

The Transportation Authority has entered into two software subscription arrangements as subscribers primarily for software as a service (SaaS) and platform as a service (PaaS). Most subscriptions have initial terms of up to three years. As of June 30, 2025, the Transportation Authority is no longer engaged in a long-term arrangement. For the period, the interest rate was implicit in the Authority's subscriptions and not readily determinable, the District utilizes its incremental borrowing rate to discount the subscription payments.

**Changes in Long-term Liabilities**

Changes in the Transportation Authority's long-term liabilities for the year ended June 30, 2025, are as follows:

(in thousands)	Balance at July 01, 2024	Additions	Retirements	Balance June 30, 2025	Current Portion
2020 Sales Tax					
Variable Rate Debt	\$ 100,000	\$ -	\$ (6,290)	\$ 93,710	\$ -
<b>Total long-term debt</b>	<b>\$ 100,000</b>	<b>\$ -</b>	<b>\$ (6,290)</b>	<b>\$ 93,710</b>	<b>\$ -</b>

The debt service requirements for the Transportation Authority are as follows:

Year Ending June 30: (in thousands)	Principal	Interest	Total
2026	\$ -	\$ 1,298	\$ 1,298
2027	-	1,298	1,298
2028	-	1,298	1,298
2029	-	1,298	1,298
2030	8,710	1,288	9,998
2031-2035	27,050	5,045	32,095
2036-2040	18,880	3,479	22,359
2041-2045	20,850	2,116	22,966
2046-2049	18,220	616	18,836
<b>Total</b>	<b>\$ 93,710</b>	<b>\$ 17,736</b>	<b>\$ 111,446</b>

## San Mateo County Transportation Authority

Notes to the Financial Statements

June 30, 2025 (with Comparative Totals for 2024)

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### **Note 10 - Related Parties and Jointly Governed Organizations**

#### **San Mateo County Express Lanes Joint Powers Authority**

The San Mateo County Transportation Authority and the City/County Association of Governments of San Mateo County (“C/CAG”) are co-sponsors of the San Mateo County U.S. 101 Express Lanes Project (“Project”). The Project includes (i) the conversion of the existing High Occupancy Vehicle (“HOV”) lanes into express lanes from the northern terminus of the Santa Clara County express lanes to the Whipple Road Interchange and (ii) the construction of new express lanes from Whipple Road north to I-380 in San Mateo County. When completed, the Project will provide continuous express lanes in San Mateo County in both the northbound and southbound directions of U.S. 101. Resulting toll revenues will fund transportation and transit improvements in the corridor, as well as Project operations and maintenance. Members of the SMCELJPA’s Board of Directors are elected officials representing San Mateo County. The Express Lanes are scheduled for a two-phase opening, south segment opened February 11, 2022, and the north segment was officially opened on March 3, 2023.

In May 2019, the Transportation Authority and the C/CAG formed the San Mateo County Express Lanes Joint Powers Authority (“SMCELJPA”) through a Joint Exercise of Powers Agreement to exercise their shared rights to own, administer and manage the Project. Under that agreement, the San Mateo County Transit District (as managing agency for the Transportation Authority) and C/CAG both provide staff support to the SMCELJPA. The District’s staff support SMCELJPA’s financial activities (e.g., budgeting, accounting, audits and treasury), marketing (including marketing use of the lanes and promoting the broader benefits of the lanes), and communications (including media and community relations, and the SMCELJPA’s website). The Transportation Authority compensates the District for staff time spent in support of the SMCELJPA; the SMCELJPA reimburses the Transportation Authority for such costs.

#### **Loan Receivable**

As of June 30, 2025, the Transportation Authority had a loan receivable of \$3,226,821 from SMCELJPA. As of June 30, 2024, the Transportation Authority had a loan receivable of \$3,619,000 from SMCELJPA.

**San Mateo County Transportation Authority**  
Notes to the Financial Statements  
June 30, 2025 (with Comparative Totals for 2024)

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**Long Term Project Loan Receivable**

On September 1, 2020, the Transportation Authority entered a non-revolving loan agreement with the SMCELJPA. The Transportation Authority is using the proceeds of its 2020 Series A and B Limited Tax Bonds to fund a portion of U.S. 101 Express Lane Project construction. SMCELJPA has agreed to apply future toll revenues to repay the Transportation Authority in accordance with the terms and provisions of the bond loan agreement. The initial bond loan balance was \$100,000,000 (calculated as the amount of bond proceeds deposited to the funds and accounts under the Bond Indenture plus the underwriters' discount upon initial sale of the Bonds to the underwriters thereof). The principal is payable on May 1, 2024, and annually thereafter on May 1 of each year in accordance with the loan agreement. Interest is accrued on the bond loan at a rate equal to the interest rate of the Transportation Authority's 2020 Series A and B Limited Tax Bonds. During Fiscal Year 2025 SMCELJPA made a payment of \$6,290,000. As of June 30, 2025 SMCELJPA owed the Transportation Authority \$93,710,000. Interest receivable on the long-term project loan receivable as of June 30, 2025 was \$1,608,898.

**San Mateo County Transit District**

As discussed in Note 1A, the San Mateo County Transit District has been designated as the entity responsible for overall management of the Transportation Authority. The Transportation Authority reimburses the District for staff support services.

Staff support expenditures for the year ended June 30 are as follows:

<b>(in thousands)</b>	<u><b>2025</b></u>	<u><b>2024</b></u>
Salaries and benefits	\$ 2,091	\$ 1,893
Indirect costs	165	225
<b>Total</b>	<u><u><b>\$ 2,256</b></u></u>	<u><u><b>\$ 2,118</b></u></u>

Required Supplementary Information  
June 30, 2025

**San Mateo County Transportation  
Authority**

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San Mateo County Transportation Authority  
General Fund – Budgetary Comparison Schedule  
Year Ended June 30, 2025 (in thousands)

	Budgeted Amounts		Actual Amounts	Variance with
	Original	Final	(Budgetary Basis)	Final Budget Positive/ (Negative)
<b>Resources (inflows)</b>				
Sales tax	\$ 177,000	\$ 177,000	\$ 171,421	\$ (5,579)
Investment income	24,322	24,322	33,508	9,186
Rental income	951	951	1,230	279
Project reimbursement	4,344	4,344	6,462	2,118
Other Income	400	400	400	-
Amounts available for appropriation	<u>207,017</u>	<u>207,017</u>	<u>213,021</u>	<u>6,004</u>
<b>Charges to appropriations (outflows)</b>				
<b>Program Administration</b>				
Staff support	2,017	2,017	2,071	(54)
Board compensation	9	9	9	0
AIA	248	246	165	81
Bank and Investment Fees	147	147	158	(11)
Insurance Premium	275	275	288	(13)
Professional and legal fees	486	486	492	(6)
Other services and supplies	261	261	316	(55)
Travel and meeting	61	63	22	41
Total program administration	<u>3,504</u>	<u>3,504</u>	<u>3,521</u>	<u>(17)</u>
Distributions to local entities	38,350	38,350	37,145	1,205
BART	2,360	2,360	2,288	72
Paratransit	4,720	4,720	4,577	143
Capital outlays	135,962	162,099	45,350	116,749
Bond Interest and debt fees	4,140	4,140	2,483	1,657
Total other sources and uses	<u>185,532</u>	<u>211,669</u>	<u>91,842</u>	<u>119,827</u>
<b>Other Financing Sources</b>				
Repayment of note receivable			6,290	
Total Other Financing Sources			<u>6,290</u>	
<b>Total Charges to Appropriations</b>	<u>\$ 189,036</u>	<u>\$ 215,173</u>	\$ 101,653	<u>\$ 119,810</u>
<b>Fund balances</b>				
Beginning of Year			893,741	
End of Year			<u>\$ 1,005,109</u>	
<b>Reconciliation to the Statement of Revenues, Expenditures and Fund Balances</b>				
Cumulative unrealized gains under GASB 31			10,887	
<b>Total Revenues in the Statement of Revenues, Expenditures and Changes in Fund Balances - GAAP Basis</b>			<u>\$ 1,015,996</u>	

San Mateo County Transportation Authority

Notes to Required Supplementary Schedule

June 30, 2025

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***Budgets and the Budgetary Process***

The Transportation Authority Board adopts an annual operating budget in accordance with Section 131265(a) of the Public Utilities Code. Budget amounts may be revised by Board Resolutions. The budget and actual revenues and expenditure are presented as required supplementary information. The basis the Transportation Authority uses to prepare the budget is consistent with the basis used to reflect the actual revenues and expenditures, except that proceeds from sale of capital assets and unrealized gains and losses on investment are not included in the budget for the General Fund.

Management is authorized to exceed budget for individual categories provided that there is sufficient fund balance.

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Supplementary Information  
June 30, 2025

**San Mateo County Transportation  
Authority**

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**San Mateo County Transportation Authority**  
Expenditures of Capital Projects from Inception to Date  
June 30, 2025 (with Comparative Totals for 2024)

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The expenditures on public transportation projects during fiscal years 2025 and 2024 were \$46.0 million and \$31.8 million, respectively. Total expenditure on such projects from inception through June 30, are as follows (in thousands):

<b>Funded Programs and Projects</b>	<b>2025</b>	<b>2024</b>
Alternative Congestion Relief	\$ 9,420	\$ 7,641
Caltrain	388,600	377,497
Dumbarton Spur	34,076	34,061
Ferry	9,070	9,042
Local Shuttle	38,747	35,994
Bicycle	30,995	24,377
Oversight	8,727	9,356
Recollectible & Excluded	443	694
Paratransit	902	521
Railroad Grade Separations	371,655	363,264
Streets and Highways	676,211	660,408
<b>Total</b>	<b>\$ 1,568,844</b>	<b>\$ 1,522,855</b>

Of the total expenditures of \$1,569 million for capital projects, \$239 million was funded by contributions from external entities.

Statistical  
June 30, 2025

San Mateo County Transportation  
Authority

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## Statistical

### Financial Trends

- Net Position and Change in Net Position
- Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balance
- Fund Balances of Governmental Funds

### Revenue Capacity

- Revenue Base and Revenue Rate
- Principal Revenue Payers

### Debt Capacity

- Ratio of Outstanding Debt by Type
- Ratio of General Bonded Debt Outstanding
- Direct and Overlapping Debt and Limitations
- Pledged Revenue Coverage

### Demographics and Economic Information

- Population, Income and Unemployment Rates
- Principal Employers

### Operating Information

- Capital Outlay
- Employees
- Capital Assets

## San Mateo County Transportation Authority

Statistical  
June 30, 2025

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The Statistical Section of the Transportation Authority's Annual Comprehensive Financial Report presents detailed information as a context for understanding the information in the financial statements, notes disclosure, required supplementary information and other supplemental information, and for assessing the Transportation Authority's economic condition.

### **Financial Trends**

These schedules contain trend information to assist readers in understanding and assessing how the Transportation Authority's financial position has changed over time.

### **Revenue Capacity**

These schedules contain information to assist readers in understanding and assessing the factors affecting the Transportation Authority's ability to generate its most significant local revenue source, sales tax.

### **Debt Capacity**

These schedules contain information to assist readers in understanding and assessing the affordability of the Transportation Authority's current level of outstanding debt and the Transportation Authority's ability to issue debt in the future.

### **Demographic and Economic Information**

These schedules present socioeconomic indicators to assist readers in understanding the environment within which the Transportation Authority's financial activities take place.

### **Operating Information**

These schedules contain contextual information about the Transportation Authority's operations and resources to assist readers in using financial statement information as a tool to understand and assess the Transportation Authority's economic condition.

San Mateo County Transportation Authority  
Net Position and Change in Net Position  
Fiscal Years 2016 Through 2025 (in thousands)

This table presents Governmental activity program revenues and expenditures, general revenues, sales tax and other income:

Fiscal Year	2025	2024	2023	2022	2021
<b>Governmental Activities</b>					
<b>Program Revenues</b>					
Grade Separations	\$ 1,230	\$ 849	\$ 1,189	\$ 1,140	\$ 1,029
Paratransit	-	-	-	-	-
Dumbarton Spur	-	-	-	-	-
Program Administration	400	402	400	732	-
Projects Funding	6,462	3,557	3,658	57,879	123,887
<b>Total Program Revenues</b>	<b>8,092</b>	<b>4,808</b>	<b>5,247</b>	<b>59,751</b>	<b>124,916</b>
<b>Program Expenses</b>					
<b>Public Transit</b>					
Upgrades and Extension	11,323	3,000	5,242	16,385	20,520
Grade Separations	7,873	9,335	10,584	10,213	21,400
Paratransit	4,577	4,623	4,717	4,516	3,753
Dumbarton Spur	15	22	33	10	45
BART	2,288	2,311	2,331	2,258	1,877
Caltrain	-	-	-	-	7,507
Project funding	2,780	3,941	4,397	3,391	4,060
<b>Streets and highways</b>					
Distribution to local entities	37,145	37,541	38,273	36,627	30,437
Projects funding	22,949	14,100	9,286	69,170	103,886
Program Administration	4,318	3,378	1,932	2,324	2,211
Debt Service - interest	2,095	2,972	1,710	194	-
<b>Total Program Expenditures</b>	<b>95,363</b>	<b>81,223</b>	<b>78,505</b>	<b>145,088</b>	<b>195,696</b>
<b>Net Program Revenues (Expenses)</b>	<b>(87,271)</b>	<b>(76,415)</b>	<b>(73,258)</b>	<b>(85,337)</b>	<b>(70,780)</b>
<b>General revenues</b>					
Sales tax	171,421	173,258	176,627	169,024	140,453
Unrestricted investment earnings	44,395	35,099	9,622	(15,528)	(860)
Other income	-	-	-	-	-
<b>Change In Net Position</b>	<b>128,545</b>	<b>131,942</b>	<b>112,991</b>	<b>68,159</b>	<b>68,813</b>
<b>Net Position Components</b>					
Invested in capital assets	11,682	11,682	11,681	11,681	11,682
Restricted	922,286	793,741	661,800	548,810	480,649
<b>Net Position</b>	<b>\$ 933,968</b>	<b>\$ 805,423</b>	<b>\$ 673,481</b>	<b>\$ 560,491</b>	<b>\$ 492,331</b>

San Mateo County Transportation Authority  
Net Position and Change in Net Position  
Fiscal Years 2016 Through 2025 (in thousands)

Fiscal Year	2020	2019	2018	2017	2016
<b>Governmental Activities</b>					
<b>Program Revenues</b>					
Grade Separations	\$ 1,050	\$ 708	\$ 708	\$ 916	\$ 874
Paratransit	-	-	-	-	-
Dumbarton Spur	-	-	366	308	293
Program Administration	-	-	-	-	-
Projects Funding	5,672	7,730	3,040	1,210	-
<b>Total Program Revenues</b>	<u>6,722</u>	<u>8,438</u>	<u>4,114</u>	<u>2,434</u>	<u>1,167</u>
<b>Program Expenses</b>					
Public Transit					
Upgrades and Extension	15,488	25,071	62,257	13,364	15,682
Grade Separations	17,939	24,114	18,042	821	4,142
Paratransit	3,665	4,155	3,386	3,374	3,188
Dumbarton Spur	134	40	210	138	205
BART	1,833	2,015	1,756	1,687	1,594
Caltrain	7,331	8,892	6,191	6,748	6,376
Project funding	2,810	3,856	2,209	3,042	1,940
Streets and highways					
Distribution to local entities	29,450	22,664	20,226	19,564	18,408
Projects funding	59,976	44,768	64,457	21,691	21,969
Program Administration	1,844	2,253	1,689	1,316	1,211
Debt Service - interest	-	-	-	-	-
<b>Total Program Expenditures</b>	<u>140,470</u>	<u>137,828</u>	<u>180,423</u>	<u>71,745</u>	<u>74,715</u>
<b>Net Program Revenues (Expenses)</b>	<u>(133,748)</u>	<u>(129,390)</u>	<u>(176,309)</u>	<u>(69,311)</u>	<u>(73,548)</u>
General revenues					
Sales tax	135,793	100,728	87,818	84,354	79,704
Unrestricted investment earnings	14,033	14,692	3,841	1,488	6,786
Other income	-	-	-	-	6
<b>Change In Net Position</b>	<u>16,078</u>	<u>(13,970)</u>	<u>(84,650)</u>	<u>16,531</u>	<u>12,948</u>
Net Position Components					
Invested in capital assets	11,682	11,682	11,682	11,682	11,682
Restricted	411,832	395,752	409,721	494,372	477,842
<b>Net Position</b>	<u>\$ 423,514</u>	<u>\$ 407,434</u>	<u>\$ 421,403</u>	<u>\$ 506,054</u>	<u>\$ 489,524</u>

Source: Current and prior years' Annual Comprehensive Financial Reports.

**San Mateo County Transportation Authority**  
Governmental Funds – Statement of Revenues, Expenditures and Changes in Fund Balances  
Fiscal Years 2016 Through 2025 (in thousands)

This table presents revenues, expenditures, other financing sources and changes in fund balance:

Fiscal year	2025	2024	2023	2022	2021
<b>Revenues</b>					
Sales tax revenue	\$ 171,421	\$ 173,258	\$ 176,627	\$ 169,024	\$ 140,453
Investment income (loss)	44,395	35,099	9,622	(14,371)	(957)
Rental income	1,230	849	1,189	1,140	1,029
Project reimbursements	6,462	3,557	3,658	57,879	123,877
Proceeds from sale of properties	-	-	-	-	-
Other income	400	402	400	732	10
<b>Total Revenue</b>	<b>223,908</b>	<b>213,165</b>	<b>191,496</b>	<b>214,404</b>	<b>264,412</b>
<b>Expenditures</b>					
Public Transit					
Upgrades and extensions	11,323	3,001	5,243	16,385	20,520
Grade separations	7,873	9,335	10,584	10,213	21,400
Dumbarton spur	15	22	33	10	45
BART	2,288	2,311	2,331	2,258	1,877
Caltrain & Paratransit	4,577	4,623	4,717	-	7,507
Project funding	2,780	3,941	4,397	3,391	4,060
Streets and highways					
Distributions to local entities	37,145	37,541	38,273	41,143	34,190
Projects funding	22,949	14,100	9,286	69,170	103,886
Program administration	4,318	3,378	1,932	2,324	2,211
Debt Service - interest	2,095	2,972	1,710	194	-
<b>Total Expenditures</b>	<b>95,363</b>	<b>81,224</b>	<b>78,506</b>	<b>145,088</b>	<b>195,696</b>
Excess Revenues Over Expenditures	128,545	131,941	112,990	69,316	68,716
<b>Other Financing Sources (Uses)</b>					
Bond issuance/repayment	(6,290)	-	-	4,343	100,000
<b>Total Other Financing Sources (Uses)</b>	<b>(6,290)</b>	<b>-</b>	<b>-</b>	<b>4,343</b>	<b>100,000</b>
Net Change In Fund Balance	122,255	131,941	112,990	73,659	168,716
Fund Balance					
Non-Spendable	-	3	-	-	-
Restricted	1,015,996	893,738	761,800	648,810	575,151
<b>Total Ending Fund Balance</b>	<b>\$ 1,015,996</b>	<b>\$ 893,741</b>	<b>\$ 761,800</b>	<b>\$ 648,810</b>	<b>\$ 575,151</b>
Total Debt Service expenditures as a % Total					
Noncapital expenditures	2.2%	3.7%	2.2%	0.1%	0.0%

**San Mateo County Transportation Authority**  
Governmental Funds – Statement of Revenues, Expenditures and Changes in Fund Balances  
Fiscal Years 2016 Through 2025 (in thousands)

Fiscal year	2020	2019	2018	2017	2016
<b>Revenues</b>					
Sales tax revenue	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354	\$ 79,704
Investment income (loss)	13,955	14,614	3,787	1,447	6,744
Rental income	1,050	708	1,074	1,224	1,167
Project reimbursements	5,672	7,730	3,040	1,210	6
Proceeds from sale of properties	-	-	-	-	-
Other income	-	-	-	-	-
<b>Total Revenue</b>	<b>156,470</b>	<b>123,780</b>	<b>95,719</b>	<b>88,235</b>	<b>87,621</b>
<b>Expenditures</b>					
Public Transit					
Upgrades and extensions	15,488	25,071	62,257	13,364	15,682
Grade separations	17,939	24,114	18,042	821	4,142
Dumbarton spur	134	40	210	138	205
BART	1,833	2,015	1,756	1,687	1,594
Caltrain & Paratransit	7,331	8,892	6,191	6,748	6,376
Project funding	2,810	3,856	2,209	3,042	1,940
Streets and highways					
Distributions to local entities	33,115	26,819	23,612	22,938	21,596
Projects funding	59,976	44,767	64,457	21,691	21,969
Program administration	1,844	2,253	1,689	1,316	1,211
Debt Service - interest	-	-	-	-	-
<b>Total Expenditures</b>	<b>140,470</b>	<b>137,828</b>	<b>180,423</b>	<b>71,745</b>	<b>74,715</b>
Excess Revenues Over Expenditures	16,000	(14,048)	(84,704)	16,490	12,906
<b>Other Financing Sources (Uses)</b>					
Bond issuance/repayment	-	-	-	-	-
<b>Total Other Financing Sources (Uses)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Net Change In Fund Balance	16,000	(14,048)	(84,704)	16,490	12,906
Fund Balance					
Non-Spendable	-	-	-	355	-
Restricted	406,428	390,427	404,474	488,823	472,689
<b>Total Ending Fund Balance</b>	<b>\$ 406,428</b>	<b>\$ 390,427</b>	<b>\$ 404,474</b>	<b>\$ 489,178</b>	<b>\$ 472,689</b>
Total Debt Service expenditures as a % Total					
Noncapital expenditures	0.0%	0.0%	0.0%	0.0%	0.0%

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transportation Authority

Fund Balances of Governmental Funds  
Fiscal Years 2016 Through 2025 (in thousands)

This table presents the fund balances of Governmental Funds:

Fiscal year ended	General Fund		
	Non-Spendable	Restricted	Total
2025	\$ -	\$ 1,015,996	\$ 1,015,996
2024	3	893,738	893,741
2023	14	761,786	761,800
2022	-	648,810	648,810
2021	-	575,151	575,151
2020	-	406,428	406,428
2019	-	390,427	390,427
2018	-	404,474	404,474
2017	355	488,823	489,178
2016	-	472,689	472,689

Source: Current and prior years' Annual Comprehensive Financial Reports.

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This table presents total sales tax revenue and total taxable sales in San Mateo County:

Fiscal Year	2025	2024	2023	2022	2021
The Sales Tax Rate <sup>[2]</sup>	0.75%	0.75%	0.75%	0.75%	0.75%
Total Sales Tax Revenue	\$ 171,421	173,258	176,627	\$ 169,024	\$ 140,453
Total Taxable Sales in San Mateo County	\$ 22,856,155	\$ 23,101,045	\$ 23,550,216	\$ 22,536,513	\$ 17,700,000

Fiscal Year	2020	2019	2018	2017	2016
The Sales Tax Rate <sup>[4]</sup>	0.75%	0.50%	0.50%	0.50%	0.50%
Total Sales Tax Revenue	\$ 135,793	\$ 100,728	\$ 87,818	\$ 84,354	\$ 79,704
Total Taxable Sales in San Mateo County	\$ 18,800,000	\$ 19,700,000	\$ 17,900,000	\$ 16,600,000	\$ 15,941,000

<sup>[1]</sup> 2025 taxable sales are estimates based on sales tax revenues received; 2025 taxable sales amount is the most current information available on the County of San Mateo Annual Comprehensive Financial Report.

<sup>[2]</sup> Includes 0.25% Tax Rate for Measure W, effective on 7/1/2019.

Source: California State Board of Equalization and County of San Mateo County FY2024 Annual Comprehensive Financial Report.



San Mateo County Transportation Authority

Principal Revenue Payers  
Fiscal Years 2024 and 2015

This table presents the Principal Revenue Payers:

Major Industry Group	FY2024			FY2015		
	Rank	Percent of Sales Receipts	Amount	Rank	Percent of Sales Receipts	Amount
County & State Pool	1	20.25%	\$ 44,882,343	3	14.25%	\$ 22,230,452
Autos And Transportation	2	17.97%	39,830,654	2	18.04%	28,150,959
General Consumer Goods	3	17.09%	37,875,393	1	21.30%	33,238,075
Business And Industry	4	13.88%	30,763,881	5	13.39%	20,899,280
Restaurants And Hotels	5	11.55%	25,603,698	4	10.70%	16,696,444
Building And Construction	6	7.73%	17,125,110	7	8.44%	13,170,777
Fuel And Service Stations	7	7.11%	15,756,155	6	8.72%	13,602,220
Food And Drugs	8	4.25%	9,428,744	8	5.12%	7,988,774
Transfers & Unidentified	9	0.16%	348,505	9	0.04%	63,468
<b>Total</b>			<b><u>\$ 221,614,483</u></b>			<b><u>\$ 156,040,449</u></b>

Source: County-wide sales tax receipts provided for the County of San Mateo by Major Industry Group by Hinderliter, de Llamas and associates (HDL).

**San Mateo County Transportation Authority**  
 Ratios of Outstanding Debt by Type  
 Fiscal Years 2021 Through 2025 (in thousands)

This table presents the relationship between the revenue bonds and the total personal income of the residents of San Mateo County:

<u>Fiscal Year</u>	<u>Revenue Bonds for Transportation Authority <sup>[1]</sup></u>	<u>Personal Income for San Mateo County <sup>[2]</sup></u>	<u>As a Percent of Personal Income</u>
2025	\$ 93,710	\$ 133,179,021 *	0.07%
2024	100,000	129,300,020 *	0.08%
2023	100,062	125,534,000 *	0.08%
2022	100,184	118,716,000 *	0.08%
2021	100,000	128,260,000	0.08%

<sup>[1]</sup> Current and prior years' Annual Comprehensive Financial Report.  
<sup>[2]</sup> Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.  
 \*Personal Income and Per Capital Personal Income data for 2022, 2023, 2024 and 2025 are based on an estimated three percent annual increase over 2021. Source data for table is FY24 San Mateo County  
 Historical information is not applicable prior to 2021 as the Transportation Authority did not have any outstanding bonds.



**San Mateo County Transportation Authority**  
Ratios of General Bonded Debt Outstanding  
Fiscal Years 2021 Through 2025 (in thousands)

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This table presents the capacity of the Authority to issue revenue bonds based on total taxable sales in San Mateo County:

<u>Fiscal Year</u>	<u>Revenue Bonds for Transportation Authority</u>	<u>Total Taxable Sales in San Mateo County</u>	<u>As a Percent of Total Taxable Sales in San Mateo County</u>
2025	\$ 93,710	\$ 22,856,155 <sup>[1]</sup>	0.41%
2024	100,000	23,101,045 <sup>[1]</sup>	0.43%
2023	100,000	23,550,216 <sup>[1]</sup>	0.42%
2022	100,000	21,960,000 <sup>[1]</sup>	0.46%
2021	100,000	17,700,000 <sup>[1]</sup>	0.56%

<sup>[1]</sup> Taxable sales are estimates based on sales tax revenues received.

Source: Current and Prior years' Annual Comprehensive Financial Reports and California State Board of Equalization.  
Historical information is not applicable prior to 2021 as the Transportation Authority did not have any bonded debt.



San Mateo County Transportation Authority  
Direct and Overlapping Debt and Limitations  
Fiscal Years 2016 Through 2025

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The Transportation Authority does not have overlapping debt with other governmental agencies. Additionally, the Transportation Authority does not have a legal debt limit.

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San Mateo County Transportation Authority  
Pledged-Revenue Coverage  
Fiscal Years 2021 Through 2025 (in thousands)

This table presents the relationship between total sales tax revenue, debt service payments and the capacity of the Authority to meet its debt obligations:

Fiscal Year	Sales Tax	Principal *	Interest *	Total	Coverage
2025	\$ 171,421	\$ 6,290	\$ 2,095	\$ 8,385	20
2024	\$ 173,258	\$ -	\$ 2,482	\$ 2,972	58
2023	176,627	\$ -	1,710	\$ 1,710	103
2022	169,024	-	289	289	585
2021	140,453	-	259	259	542

Source: Current years' Annual Comprehensive Financial Reports.

Historical information is not applicable prior to 2021 as the Transportation Authority did not have any pledged revenue.



San Mateo County Transportation Authority  
Population, Income and Unemployment Rates  
Fiscal Years 2016 Through 2025

This table highlights San Mateo County's total population, total personal and per capita income, and percentage of unemployed residents:

<u>Year</u>	<u>Population</u> <sup>[1]</sup>	<u>Total Personal Income (in millions)</u> <sup>[2]</sup>	<u>Per Capita Personal Income</u> <sup>[2]</sup>	<u>Average Unemployment Rates</u> <sup>[3]</sup>
2025	737,847	\$ 133,179 *	\$ 183,353 *	4.1%
2024	734,481	129,300 *	175,366 *	3.5%
2023	737,644	125,534	170,259	3.1%
2022	740,821	118,716	165,300	2.1%
2021	751,596	128,260	160,485	5.0%
2020	771,061	107,772	142,264	10.8%
2019	774,231	99,157	131,180	2.2%
2018	772,372	96,226	124,705	2.5%
2017	770,256	89,149	115,556	2.9%
2016	765,895	81,488	106,115	3.3%

[1] Data include retroactive revisions by the State of California Department of Finance, Demographic Research Unit.

[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

[3] Data include retroactive revisions by the State of California Employment Development Department. Unemployment rates are non-seasonally adjusted for June

\*2025 Population estimate is based on 0.50% decline from 2023 to 2024

\*Total Personal Income and Per Capital Personal Income data for 2024 and 2025 is based on an estimated three percent annual increase over 2023. Source data for table is FY24 San Mateo County ACFR

Source: County of San Mateo FY2024 Annual Comprehensive Financial Report



San Mateo County Transportation Authority

Principal Employers  
Fiscal Years 2023\* and 2016

This table presents the top 10 principal employers in San Mateo County for 2023 and 2016:

Employers in San Mateo County	Business Type	2023*			2016		
		Number of Employee	Rank	Percent of Total County Employment	Number of Employee	Rank	Percent of Total County Employment
Meta (Facebook Inc.)	Social Network	18,000	1	4.28%	6,068	4	1.40%
Genentech Inc.	Biotechnology	9,000	2	2.14%	10,000	2	2.30%
County of San Mateo	Government	5,959	3	1.42%	5,500	5	1.26%
Gilead Sciences Inc.	Biotechnology	4,307	4	1.02%	3,500	7	0.80%
Sutter Health	Health Care	3,347	5	0.80%			
Sony Interactive Entertainment	Interactive Entertainment	3,000	6	0.71%			
YouTube	Online Video-Streaming Platform	2,500	7	0.59%			
Safeway Inc.	Retail Grocer	2,117	8	0.50%	2,393	9	0.55%
Kaiser Permanente	Healthcare	2,100	9	0.50%			
Electronic Arts Inc.	Video Game Developer and Publi:	1,600	10	0.38%	2,367	10	0.54%
United Airlines	Airline				10,500	1	2.41%
Oracle Corp.	Hardware and Software				6,750	3	1.55%
Visa USA/Visa International	Global Payments Technology				3,500	6	0.80%
Mills-Peninsula Health Services	Healthcare				2,500	8	0.57%
<b>Total</b>		<b>51,930</b>		<b>12.34%</b>	<b>53,078</b>		<b>12.18%</b>

\*The latest information available for principal employers in the County.

Source: San Francisco Business Times - 2024 Book of Lists; California Employment Development Department (provided by San Mateo County Controller's office) from the FY2024 County of San Mateo ACFR



This table presents the total cumulative capital outlay on public transportation projects for the past 10 years:

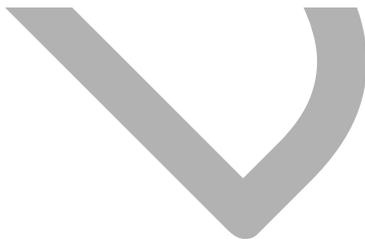
<b>Cumulative Capital Projects</b>	<b>2025</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>	<b>2021</b>
Dumbarton Spur	\$ 34,076	\$ 34,061	\$ 34,039	\$ 34,006	\$ 33,996
Caltrain-Downtown Extension	388,600	377,497	374,496	369,716	353,331
Paratransit	902	521	158	8	8
Ferry	9,070	9,042	8,978	8,927	8,286
Local Shuttle	38,747	35,994	32,118	27,771	25,021
Railroad Grade Separations	371,655	363,264	354,456	343,834	333,621
Streets and Highways	676,211	661,102	653,476	644,905	578,776
Alternative Congestion Relief	9,420	7,641	6,084	5,050	4,164
Admin, Oversight and Bicycle	40,165	33,733	27,263	25,598	23,249
<b>Total</b>	<b>\$ 1,568,844</b>	<b>\$ 1,522,855</b>	<b>\$ 1,491,068</b>	<b>\$ 1,459,815</b>	<b>\$ 1,360,452</b>

<b>Cumulative Capital Projects</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Dumbarton Spur	\$ 33,831	\$ 33,697	\$ 33,657	\$ 33,447	\$ 33,309
Caltrain-Downtown Extension	332,396	316,908	291,837	229,908	216,918
Paratransit	7	7	7	7	7
Ferry	8,170	8,097	8,090	8,090	8,090
Local Shuttle	19,680	16,951	13,101	10,892	7,850
Railroad Grade Separations	311,280	293,341	269,226	251,184	250,363
Streets and Highways	474,903	418,793	377,040	314,829	294,846
Alternative Congestion Relief	3,742	2,973	2,269	1,811	1,366
Admin, Oversight and Bicycle	26,531	23,428	21,117	18,541	16,321
	<b>\$ 1,210,540</b>	<b>\$ 1,114,195</b>	<b>\$ 1,016,344</b>	<b>\$ 868,709</b>	<b>\$ 829,070</b>

Source: Current and prior years' Annual Comprehensive Financial Reports.

This table presents total full-time equivalents by division.

Division	Full-Time Equivalents				
	2025	2024	2023	2022	2021
Communications	4.23	3.50	-	-	-
Executive	0.33	0.45	-	-	-
Finance	2.60	3.02	-	-	-
People and Culture	-	0.10	-	-	-
Planning	1.04	2.68	-	-	-
Transportation Authority	9.21	8.17	-	-	-
Caltrain Modernization Program	-	-	-	-	-
Customer Service and Marketing	-	-	4.07	2.75	2.56
Executive	-	-	0.45	0.35	0.35
Finance and Administration	-	-	4.05	3.37	2.89
Operations, Engineering and	-	-	0.11	0.07	0.07
Planning and Development	-	-	10.94	10.11	8.71
Public Affairs	-	-	-	-	-
<b>Total Employees</b>	<b>17.41</b>	<b>17.92</b>	<b>19.62</b>	<b>16.65</b>	<b>14.58</b>



Division	Full-Time Equivalent				
	2020	2019	2018	2017	2016
Communications	-	-	-	-	-
Executive	-	-	-	-	-
Finance	-	-	-	-	-
People and Culture	-	-	-	-	-
Planning	-	-	-	-	-
Transportation Authority	-	-	-	-	-
Caltrain Modernization Program	-	-	-	0.20	-
Customer Service and Marketing	3.02	1.39	1.50	1.50	0.15
Executive	0.35	0.50	0.50	0.50	0.40
Finance and Administration	2.65	3.07	2.80	2.75	2.17
Operations, Engineering and	0.12	0.14	0.08	0.08	4.16
Planning and Development	9.07	7.94	7.59	7.59	3.39
Public Affairs	-	-	-	-	1.40
<b>Total Employees</b>	<b>15.21</b>	<b>13.04</b>	<b>12.47</b>	<b>12.62</b>	<b>11.67</b>

Note: Historical years are presented using budgeted Full-Time Equivalent (FTE), whereas Fiscal Year 2025 reflects actual FTEs.

Note: The organization went through a reorganization in FY2024

Source: TA's annual operating and capital budgets.

This table presents total non depreciable capital assets, total depreciable capital assets and total accumulated depreciation:

	<u>2025</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>
Depreciable capital assets					
Subscription assets	\$ -	\$ 303	\$ 303	\$ 303	\$ 303
Accumulated depreciation for Subscription assets	-	(303)	(242)	(121)	-
Land	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>
<b>Capital Assets, Net</b>	<b><u>\$ 11,682</u></b>	<b><u>\$ 11,682</u></b>	<b><u>\$ 11,743</u></b>	<b><u>\$ 11,864</u></b>	<b><u>\$ 11,985</u></b>

	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>
Depreciable capital assets					
Subscription assets	\$ -	\$ -	\$ -	\$ -	\$ -
Accumulated depreciation for Subscription assets	-	-	-	-	-
Land	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>	<u>11,682</u>
<b>Capital Assets, Net</b>	<b><u>\$ 11,682</u></b>				

Source: Current and prior years' Annual Comprehensive Financial Reports.

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Independent Auditor's Reports  
June 30, 2025

**San Mateo County Transportation  
Authority**

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**Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards***

To the Board of Directors of the  
San Mateo County Transportation Authority  
San Carlos, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities and the general fund of the San Mateo County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2025, and the related notes to the financial statements, which collectively comprise the Transportation Authority's basic financial statements, and have issued our report thereon dated Date.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Transportation Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Transportation Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Transportation Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

### **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Transportation Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

### **Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control or on compliance. This report is an integral part of an audit performed in accordance with Government Auditing Standards in considering the Transportation Authority's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Draft  
Menlo Park, California  
Date

Draft

San Mateo County Transportation Authority  
Schedule of Findings and Questioned Costs  
Year Ended June 30, 2025

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**Financial Statements**

Type of auditor's report issued on whether the financial statements audited were prepared in accordance with GAAP:	<u>Unmodified</u>
Internal control over financial reporting:	
Material weaknesses identified?	<u>No</u>
Significant deficiencies identified not considered to be material weaknesses?	<u>None reported</u>
Noncompliance material to financial statements noted?	<u>No</u>

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San Mateo County Transportation Authority  
Financial Statement Findings  
Year Ended June 30, 2025

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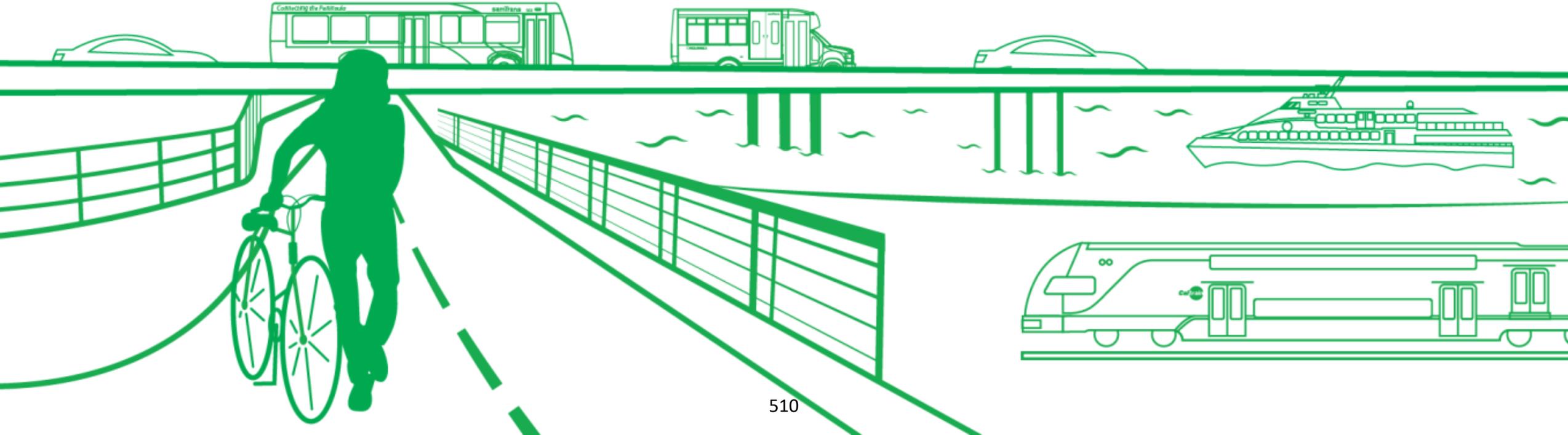
None reported.

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SAN MATEO COUNTY  
**Transportation  
Authority**

# FY2024-25 Annual Comprehensive Financial Report (ACFR)



# Agenda

- Auditor's Communication
- Highlights from the FY2024-25 Annual Comprehensive Financial Report (ACFR)



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# Auditor's Communication

- Report on the Financial Statements
- Eide Bailly's Audit Opinion
- Management's Responsibilities
- Auditor's Responsibilities



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# SCOPE OF THE AUDIT

- Report on the Audit of the Authority's financial statements.
- Report on Internal Control over Financial Reporting and on Compliance in Accordance with *Government Auditing Standards*.



# SEPARATE RESPONSIBILITIES



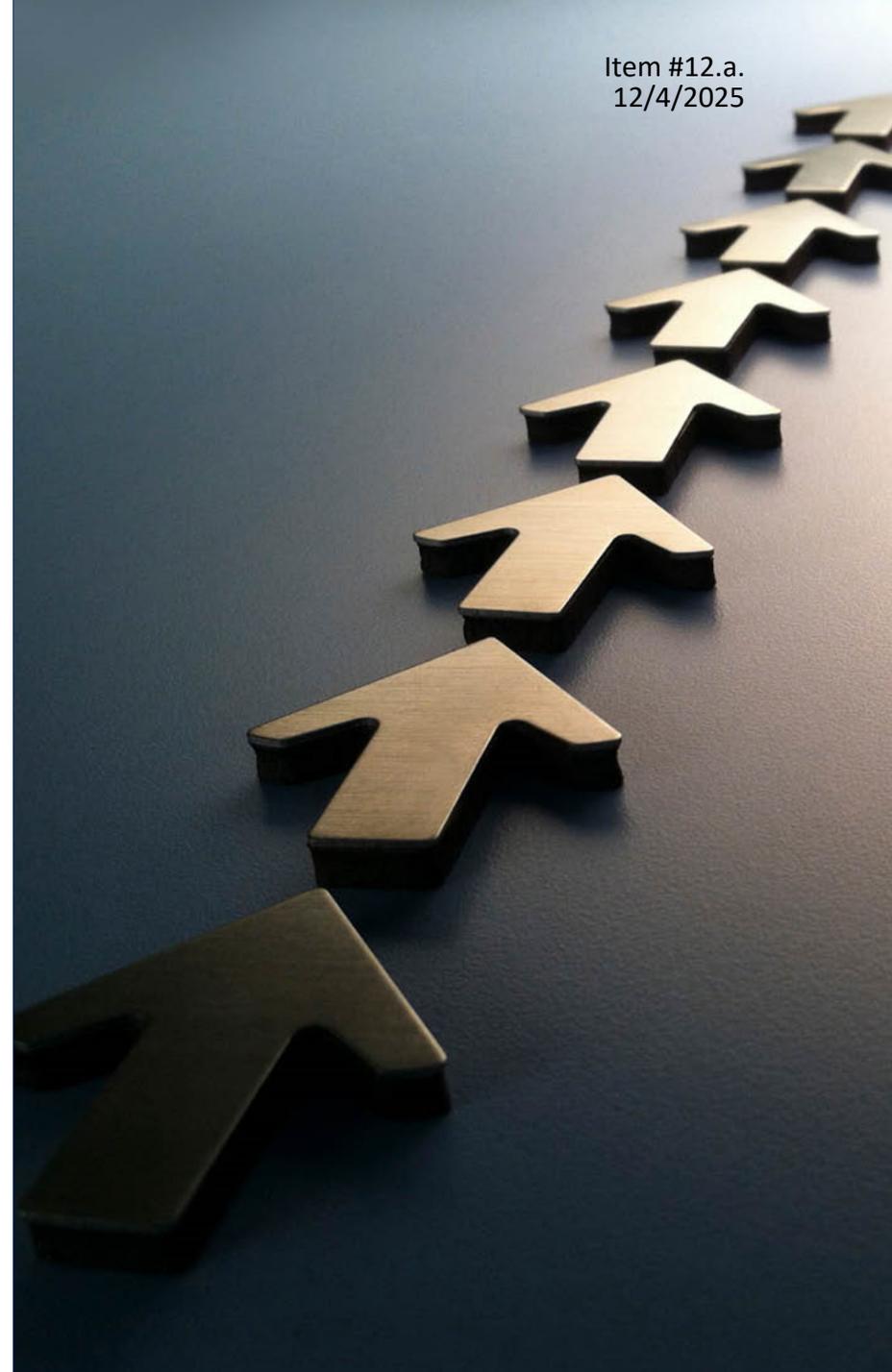
## Auditor's responsibilities

Forming and expressing opinions based on the results of our audit of the **financial statements**, and audit of **compliance**.



## Management's Responsibilities

Completeness and accuracy of the financial Statements, maintenance of internal control over financial reporting, and compliance with laws and regulations.



# AUDITOR COMMUNICATIONS

## Financial Statements

- Unmodified opinion on the financial statements.

## Misstatements

- No items reported.

## Government Auditing Standards

- No significant deficiencies.
- No instances of noncompliance reported.

# AUDITOR COMMUNICATIONS

## Ethics and Independence

- We have complied with all relevant ethical requirements regarding independence.

## Sensitive Disclosures

- Related parties and jointly governed organizations as described in footnote 10.

## Consultations with Other Accountants

- Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

# AUDITOR COMMUNICATIONS

## Significant Difficulties

- We encountered no difficulties in dealing with management.

## Disagreements with Management

- No disagreements arose during the audit.

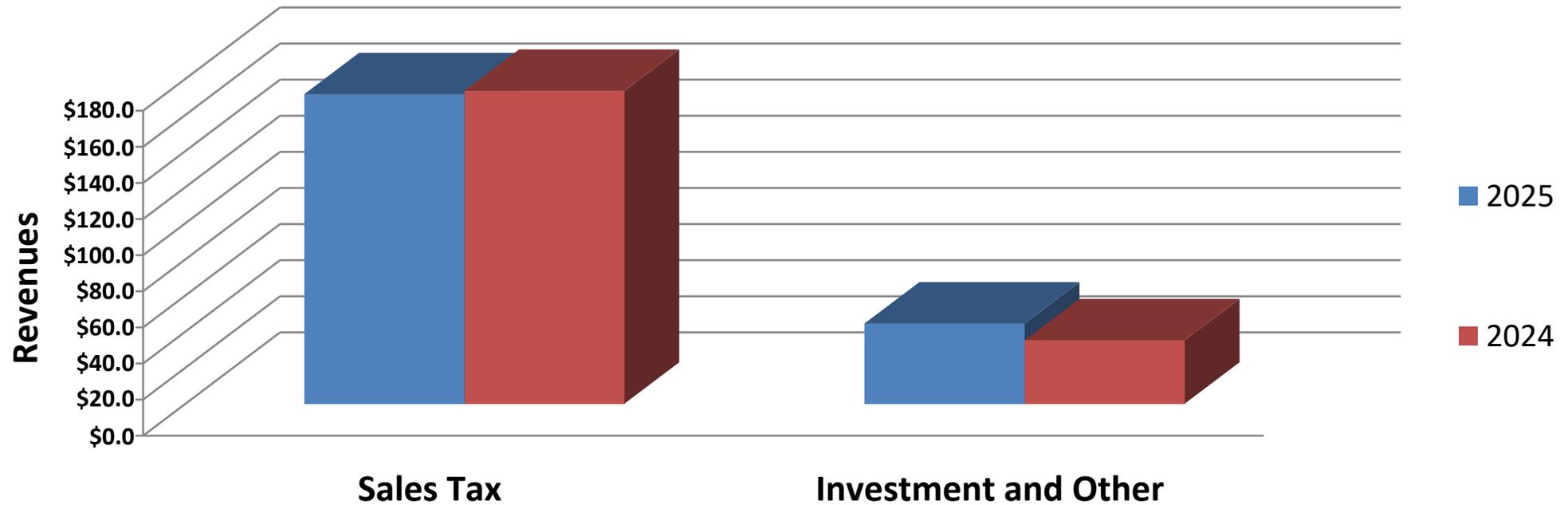
# Highlights from the FY2024-25 ACFR

- Sales tax revenue was \$171.4M in FY25 and \$173.3M in FY24, a decrease of 1.1%.
- Investment earning and others were \$44.4M in FY25 and \$35.1M in FY24, an increase of 26.5%.
- Expenses were \$95.4M in FY25 and \$81.2M in FY24, an increase of 17.4%.



# FY2024 to FY2025 Revenues

Major Revenues from  
Statement of Activities  
(\$ in millions)



## Sources

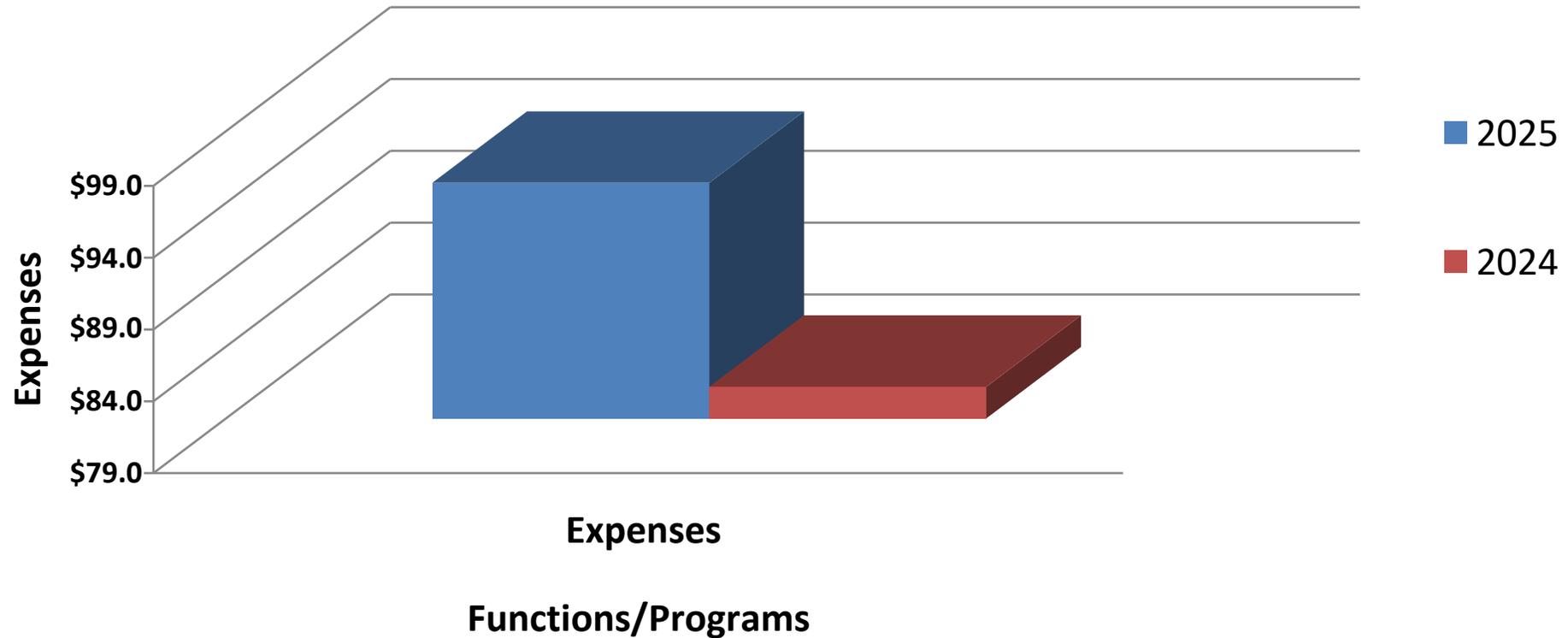


519



# FY2024 to FY2025 Expenses

Expenses from  
Statement of Activities  
(\$ in millions)



520



# QUESTIONS?



521







November 17, 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 – December 2025**

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### ***General Update***

As we previously reported, the Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13, entering interim recess. By the time they recessed, the Legislature had sent 917 bills to the Governor for his consideration during the legislative year, including nearly 800 in the final weeks of the legislative session. This final raft of bills is a subset of the 2,350 bills introduced by legislators in 2025.

The Governor had until October 13 to sign or veto the bills that comprise this final tranche. Of the total 917 bills that made it to the Governor's desk in 2025, he signed 794 and vetoed 123 (13.4%). This veto rate slightly trails the [average of 15%](#) set by Governors over the last decade.

The Legislature will reconvene on January 5, 2026 for the start of the second year of the two-year session. The deadline for bill introductions is February 20, 2026. For information about key legislative and budget deadlines for next year, please see the tentative 2026 Legislative Calendar [here](#).

### **Governor's Race Remains Fluid**

U.S. Senator Alex Padilla announced on November 4 that he will not enter the 2026 race to succeed Gavin Newsom as Governor and instead will remain in the Senate. In his remarks, Padilla emphasized his commitment to continue "the fight" in Washington and pointed to his ongoing work to defend the Constitution and protect the American Dream. Padilla's decision removes what many considered a front runner from the gubernatorial field, effectively opening space for other Democratic contenders and shifting strategic calculations across both parties.

For transportation and infrastructure stakeholders, this means that the race for governor may focus more heavily on state centric issues and less on Washington-to Sacramento crossover name power, potentially favoring candidates with a strong local policy or regulatory track record. Antonio Villaraigosa has sought to stake out a moderate lane, garnering support from the State Building and Construction Trades Council and the California-Nevada Conference of Operating Engineers, both of which are major players in the transportation infrastructure funding space in the California Legislature.

Other Democratic aspirants such as former member of Congress Katie Porter and former state Attorney General Xavier Becerra are also likely to increase their campaign visibility and fundraising following Padilla's decision, and self-funded environmental advocate Tom Steyer also announced his candidacy. The June 2026 top-two primary race is still very fluid, with numerous other Democrats remaining in the race, two Republican candidates splitting the Republican vote (Riverside County Sheriff Chad Bianco and

self-financed candidate Steve Hilton), and recent polling from Berkeley Institute of Governmental Studies and Emerson College both showing approximately 40% of likely voters undecided on their choice for Governor.

### **2026 Ballot Measures to Watch**

Well-funded interest groups are beginning to file proposed ballot initiatives for the 2026 statewide ballot. Three proposed measures for 2026 would have implications for the TA's work. Two are currently in circulation for signature gathering, while a third was placed on the ballot by the Legislature:

#### *CEQA and Project Approval Timelines*

The "Building an Affordable California Act" was submitted for a title and summary on October 21 by a coalition of business interests led by the California Chamber of Commerce. The measure would impose new statutory timeframes for the environmental review and approval of a broad swath of proposed projects, including all road and highway projects, mass transit projects that include "fixed guideways" (i.e. rail and bus rapid transit), and electric vehicle charging projects. Qualifying transportation projects must have a project labor agreement or use a "skilled and trained workforce" as defined by the Public Contract Code. The measure would impose new, strict timelines for environmental review and project approval by public agencies.

#### *Local Tax Measure Approval Thresholds*

Over the summer the Attorney General issued a title and summary for a measure proposed by the Howard Jarvis Taxpayers Association. Per the title, the initiative constitutional amendment "Limits ability of voters to raise revenues for local government services" by raising the vote approval threshold requirement for such ballot measures from a simple majority to two-thirds. The measure also limits real estate transfer taxes in charter cities and overturns existing voter-approved property-related taxes that do not comply with these requirements two years after the measure is enacted.

A related measure that the Legislature previously placed on the 2024 statewide ballot, but subsequently moved to 2026, is ACA 13 (Ward). This Assembly Constitutional Amendment would require measures that increase voter approval thresholds to be passed by the same threshold. For example, the Howard Jarvis measure would need to be approved by two-thirds of voters to take effect under ACA 13.

### **LAO Urges Caution as State Revenues Exceed Expectations**

The Department of Finance (DOF) is well underway developing the Governor's January Budget for 2026-27. Politico Group has been monitoring DOF monthly finance bulletins which for September show that California's General Fund revenues remain strong, with August receipts coming in \$1.7 billion above forecast and \$4.4 billion above projections since April. The gains are driven mainly by personal income tax and corporation tax and partially offset by slight shortfalls in sales tax and interest earnings.

While the revenue picture is stronger than expected, both the DOF and Legislative Analyst's Office (LAO) caution that these gains may be temporary, tied to elevated stock market activity rather than broad-based economic strength. The LAO warns that the "AI-driven" surge may narrow budget deficits but not create new, ongoing fiscal capacity.

These revenue estimates will serve as the basis for Governor Newsom's proposed 2026-27 state budget—his last—which is due to the Legislature by January 10, 2026.

**Joint Meeting Focuses on Implications of Federal Rollback of California Clean Air Act Waivers**

The California Air Resources Board (CARB), California Transportation Commission (CTC) and California Department of Housing and Community Development (HCD) convened on November 6 for their second joint meeting of the year, which was almost exclusively focused on state's response to, and challenges with, the federal roll-back of California's Clean Air Act waivers and other related administrative actions.

In addition to impeding California's air quality and climate change efforts, the roll-back is having impacts on funding, project delivery, and regional planning across jurisdictions. Over 1,800 projects are currently impacted with a value of \$75 billion. Because California and regional agencies cannot demonstrate federal Clean Air Act conformity, CTC staff reported that transportation projects are at-risk in a variety of ways, including:

- Regional Transportation Plans (RTP) and RTP amendments cannot be approved,
- Federal Statewide Transportation Improvement Program (FSTIP) approval may be delayed because a regional conformity determination is needed, and
- Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) cannot authorize federally funded projects if FSTIP approval is not obtained.

At the conclusion of the joint meeting, state administrators committed to continuing to push for California's ambitious climate goals while also working with the federal government to ensure transportation projects can move forward.

## Kadesh & Associates, LLC

Federal Update  
San Mateo County Transportation Authority  
Reported: November 18, 2025

On November 12, Congress enacted legislation to end the longest federal government shutdown in U.S. history. For over a month, Congress was deadlocked as Senate Democrats demanded that any continuing resolution (CR) include enhanced premium tax credits (PTCs) for the Affordable Care Act (ACA) to prevent millions of Americans from experiencing price hikes in their healthcare premiums.

Eight Democratic Senators joined all Republicans in voting for a continuing resolution that extends funding through January 30. They argued that the growing operational harm of the shutdown—particularly to federal workers, Supplemental Nutrition Assistance Program (SNAP) beneficiaries, and national transportation systems—outweighed the value of holding out for a guaranteed extension of the enhanced PTC. While the CR does not include an extension of the enhanced PTCs, it does secure a commitment to hold a Senate vote in December on the measure.

Included in the CR are three FY 2026 appropriations bills: Agriculture–FDA, Military Construction–VA, and the Legislative Branch. Bill language also requires the Trump Administration to reverse shutdown-related firings dating back to October 1 and prevents additional firings through January 30.

With Congress back to regular business, Senators are also discussing the possibility of a second funding package that could contain some of the following bills: Defense, Commerce-Justice-Science, Interior, Labor-Health and Human Services, and Transportation-Housing and Urban Development. The bill covering Transportation/HUD - known as THUD - would cover TA-related earmarks and DOT funding.

The first step is to move these bills out of the Senate and begin formal conference with the House. Staff are already working on all four bills in an effort to expedite their completion once Senate action occurs. The goal is to move this package prior to the January 30 deadline.

It should be noted, the House and Senate versions of these bills, when combined, are nearly \$47 billion apart in terms of spending levels. For reference, the bills that were included in the CR - agriculture, Military Construction/VA, and Leg Branch, were only \$3 billion apart. Clearly, a lot of work remains to finish these bills.

Lastly, last week Chairman Sam Graves of the House Transportation & Infrastructure committee stated publicly that the surface transportation reauthorization bill will likely not be considered until next year.

This is a change from his previously announced intention to mark up a bill this year. It is an enormously complex bill with many stakeholders and the timeframe of starting/finishing next year is probably more realistic, although, Chairman Graves is eager to finish the bill quickly because next year will be his last as chairman.

TA staff have already submitted items for priority consideration. This delay will give us another opportunity to advocate for those provisions on the Hill.

Kadesh & Associates, LLC    230 Second Street, SE    Washington, DC 20003  
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**San Mateo County Transportation Authority  
Staff Report**

To: Board of Directors  
Through: April Chan, Executive Director  
From: Emily Beach, Chief Communications Officer  
Subject: **Draft Legislative Program for 2026**

**Action**

Staff proposes the Board of Directors (Board) receive the attached 2026 Draft Legislative Program for the San Mateo County Transportation Authority.

**Significance**

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transportation Authority (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2026 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2026 calendar year, including the second half of the 2025-2026 State Legislative Session and second session of the 119th Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments. The program is in alignment with existing Board-adopted policies and procedures. Expansion of the program beyond those adopted policies and procedures would require Board approval.

**Objectives**

The 2026 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership and improve safe and quality transportation choices.

## Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Project Requests and Needs
- Regulatory, Legislative, and Administrative Actions

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

## Advocacy Process

Staff will indicate on each monthly legislative update to the Board recommended positions for pending bills or policy initiatives. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entities (such as the bill author, relevant legislative committees, agencies, or stakeholders). If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position. In rare circumstances, should a position on a bill or legislation fall outside the scope of the Board's adopted Legislative Program and be needed in advance of a Board meeting, staff will confer with the Board Chair.

## Public Engagement Strategies

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2026 Legislative Program, including:

- Direct Engagement  
Engage policymakers, sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-Based Engagement  
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and using social media.

**Budget Impact**

There is no impact on the budget.

Prepared By:	Jessica Epstein	Government and Community Affairs Director	650-400-6451
	Amy C. Linehan	Government and Community Affairs Officer	650-418-0095

## San Mateo County Transportation Authority 2026 Legislative Program

### Purpose

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The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

### **State and Regional**

#### **Budget and Transportation Funding Opportunities**

- Work with agency legislative delegation, state and regional agencies, transit systems, transportation authorities and associations to identify and advance opportunities for funding supporting the Agency's transportation priorities.
- Advocate for full funding of all state programs supporting Agency initiatives and sponsored projects.
- Champion efforts to secure additional funds for transit operations and capital projects.
- Work to ensure committed funds are appropriated and available in a timely manner and not withheld or diverted for other purposes.
- Advocate for flexible funding mechanisms that can adapt to changing transportation demands.
- Support local and regional funding options that preserve and enhance funding for the Agency and sister agencies.
- Support efforts to reduce barriers to transportation funding for voter-approved ballot measures, legislation, and other funding mechanisms.
- Assess and participate in the development of transportation-related ballot measures relevant to the Agency's interests.

- Work to ensure the Agency's projects and Agency-sponsored programs are competitive for all applicable Cap-and-Invest programs, including discretionary funding.
- Advocate for additional funding and policies to support grade separation projects.
- Advocate against efforts to impose unjustified and/or overly burdensome financial regulations and requirements on granting funding impacting Agency initiatives and sponsored projects.
- Evaluate efforts to replace or supplement the gas tax with other funding mechanisms and advocate for maintaining current levels of funding dedicated to transportation operations, projects and programs.

### **Transportation Project Requests and Needs**

- Collaborate with regional transportation authorities, transit agencies, business, community, transportation and other stakeholders to enhance, support and advocate for equitable transportation access and mobility in the Bay Area.
- Champion policies and projects to improve safety and encourage the use and development of public transit, first/last mile and other multimodal transportation options and infrastructure throughout San Mateo County and the region.
- Advocate for regional and state policies that improve bus stops, bus speed and reliability, bike and pedestrian safety and accessibility on streets in San Mateo County, including El Camino Real.
- Advocate for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.
- Engage with state or regional efforts that directly link transportation funding and/or policies to housing and provide for higher density housing projects near transit stations.
- Support policies that encourage the use of transportation demand management (TDM) and efforts that provide more TDM tools and funding opportunities.
- Work to ensure state and regional policies support the Agency's employee recruitment and retention goals.
- Champion efforts to prioritize San Mateo County projects in regional plans such as Plan Bay Area.
- Advocate for a regulatory and legislative environment that supports the efficient delivery of funded and approved managed and express lane projects.
- Support legislation, regulations and programs that complement the San Mateo County Express Lanes Joint Powers Authority goals.

### **Legislative, Regulatory, and Administrative Actions**

- Advocate for regional and state policies that remove barriers and promote effective implementation and delivery of transportation projects.
- Engage with the Metropolitan Transportation Commission (MTC) and other regional bodies, the Legislature, sister agencies, and stakeholders on policies related to regional coordination to enhance the transportation experience in the Bay Area.
- Evaluate and engage in efforts to modernize the California Environmental Quality Act (CEQA) to expedite delivery of Agency initiatives and sponsored projects.
- Work to ensure state regulations related to greenhouse gas emissions (GHG) reduction and Climate Plan for Transportation Infrastructure (CAPTI) implementation align with the goals of the Agency.
- Evaluate and engage with legislation that makes additional changes to the Brown Act. Support changes that clarify application of Senate Bill 707 (2025) and promote government efficiency while continuing to provide flexibility for Board and non-elected advisory/oversight committee members participating in meetings remotely, and increase participation in public meetings.
- Evaluate state and regional efforts to update implementation of Sustainable Communities Strategies and work to ensure Agency initiatives and sponsored projects remain eligible for funding.
- Support legislation, regulations and programs that complement the San Mateo County Express Lanes Joint Powers Authority operations and assist the Board in its decision making process.
- Advocate against efforts to impose unjustified and/or overly burdensome regulations or restrictions impacting Agency initiatives and sponsored projects.

## **Federal**

### **Budget and Transportation Funding Opportunities**

- Work with the Agency's federal legislative delegation, members of the administration, federal departments, national organizations, and other associations to identify and advance opportunities for funding or legislative policies supporting the Agency's transportation priorities.
- Identify, pursue and support federal funding opportunities, including but not limited to Community Project Funding/Congressionally Directed Spending requests and discretionary programs for agency or agency- supported projects.
- Work to ensure the Agency remains competitive and eligible for all applicable federal discretionary funding programs.

- Advocate for flexible funding mechanisms that can adapt to changing transportation needs and demands in San Mateo County.
- Advocate for the preservation of previously awarded funding for transportation projects in San Mateo County.
- Support efforts to ensure tax provisions that benefit Agency priorities are included in any tax or finance proposal.
- Advocate against efforts to impose unfunded mandates, unjustified and/or overly burdensome financial regulations and requirements on granting funding impacting Agency initiatives and sponsored projects.

### **Legislative, Regulatory and Administrative Actions**

- Advocate for programs and policies in the Surface Transportation Reauthorization bill and any other applicable Federal policy or regulatory initiative that are beneficial to the Agency's goals.
- Support a regulatory environment that will help transportation projects in San Mateo County move through the different stages of planning, environmental, and construction phases.
- Support opportunities to improve the ability of the Agency to conduct and oversee efficient transportation project administration, planning and project delivery.
- Advocate for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.
- Collaborate with local, regional, state and national transportation advocacy groups to coordinate funding advocacy that support regulations that maximize benefits for transportation programs, services and users.
- Evaluate and engage in efforts to modernize the National Environmental Protection Act (NEPA) to expedite delivery of Agency sponsored and funded projects.
- Advocate against efforts to impose unjustified and/or overly burdensome regulations or restrictions impacting Agency initiatives and sponsored projects.
- Support policies that will allow for effective public private partnerships and alternative project delivery methods.