



# AGENDA

## BOARD OF DIRECTORS MEETING

### SAN MATEO COUNTY TRANSPORTATION AUTHORITY

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Government Code Section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available during or after the meeting at <https://www.smcta.com/whats happening/boardofdirectors/video.html>.

**Public Comments:** Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: [https://www.smcta.com/whats happening/board\\_of\\_directorscalendar.html](https://www.smcta.com/whats happening/board_of_directorscalendar.html).

Oral public comments will also be accepted during the meeting through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. 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 for two minutes or less. 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.

**December 2, 2021 – Thursday**

**5:00 pm**

- 1) Call to Order
- 2) Roll Call/Pledge of Allegiance
- 3) Public Comment For Items Not on the Agenda  
Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.
- 4) Report of the Citizens Advisory Committee

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

5) Consent Calendar

Members of the Board may request that an item under the Consent Calendar be considered separately

- a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person RESOLUTION
  - b) Approval of Minutes of the Board of Directors Meeting of November 4, 2021 MOTION
  - c) Acceptance of Statement of Revenues and Expenditures for the Period Ending October 31, 2021 MOTION
  - d) Acceptance of Capital Projects Quarterly Status Report for 1st Quarter Fiscal Year 2022 MOTION
  - e) Award of Contract to Provide Financial Audit Services RESOLUTION
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) Alternative Congestion Relief and Transportation Demand Management (ACR/TDM) Plan Update INFORMATIONAL
- 11) Finance
- a) Quarterly Investment Report and Fixed Income Market Review and Outlook MOTION
  - b) Programming and Allocation of \$113,968,000 in Measure A and Measure W Highway Program Funds for Twelve Highway Projects and Request Programming and Allocation of \$2,302,000 in Local Partnership Formula Funds RESOLUTION
- 12) State and Federal Legislative Update INFORMATIONAL
- 13) 2022 Draft Legislative Program INFORMATIONAL
- 14) Requests from the Authority
- 15) Written Communications to the Authority
- 16) Date/Time of Next Regular Meeting: Thursday, January 6, 2022, 5:00 pm, via Zoom teleconference (additional location, if any, to be determined)

- 17) Report of Legal Counsel
- 18) Adjourn

## **INFORMATION FOR THE PUBLIC**

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at [https://www.smcta.com/whats happening/board\\_of\\_directorscalendar.html](https://www.smcta.com/whats happening/board_of_directorscalendar.html).

Communications to the Board of Directors can be emailed to [board@smcta.com](mailto:board@smcta.com).

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

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

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

### **Location of Meeting**

**Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.**

\*Should Zoom not be operational, please check online at [https://www.smcta.com/whats happening/board\\_of\\_directorscalendar.html](https://www.smcta.com/whats happening/board_of_directorscalendar.html) for any updates or further instruction.

### **Public Comment**

Members of the public are encouraged to participate remotely. Public comments may be submitted to [publiccomment@smcta.com](mailto:publiccomment@smcta.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: [https://www.smcta.com/whats happening/board\\_of\\_directorscalendar.html](https://www.smcta.com/whats happening/board_of_directorscalendar.html).

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

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

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

### **Availability of Public Records**

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Joan Cassman  
Legal Counsel

SUBJECT: **ADOPTION OF RESOLUTION MAKING FINDINGS THAT THE PROCLAIMED  
STATE OF EMERGENCY FOR COVID-19 CONTINUES TO IMPACT THE BOARD'S  
AND COMMITTEES' ABILITY TO MEET SAFELY IN PERSON**

**ACTION**

Legal Counsel and the Acting Executive Director recommend the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transportation Authority (TA) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the TA to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

**SIGNIFICANCE**

On October 7, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until conditions change and remote meetings are no longer necessary and appropriate. The proposed action would enable the TA's Board and committees to continue to meet remotely for the next 30 days.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

On March 4, 2020, Governor Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Ralph M. Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to

allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoffen, Legal Counsel

415-995-5880

**RESOLUTION NO. 2021 -**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

**\*\*\***

**FINDING THAT THE PROCLAIMED STATE OF EMERGENCY FOR THE COVID-19  
PANDEMIC CONTINUES TO IMPACT THE ABILITY FOR THE BOARD OF DIRECTORS AND ITS  
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT VIRTUAL BOARD AND  
COMMITTEE MEETINGS CONTINUE**

**WHEREAS**, on March 4, 2020, Governor Newsom declared a State of Emergency to exist in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

**WHEREAS**, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

**WHEREAS**, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

**WHEREAS**, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every thirty days during the term of the declared state of emergency; and

**WHEREAS**, on October 7, 2021, pursuant to Resolution 2021-25, the San Mateo County Transportation Authority Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

**WHEREAS**, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

**WHEREAS**, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that dominant strains of Covid-19 present ongoing risks of severe illness, even in vaccinated populations; and

**WHEREAS**, the Board has reviewed the findings made in Resolution 2021-25 and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

**WHEREAS**, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary continue to hold its Board and committee meetings remotely as authorized by AB 361.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

**BE IT FURTHER RESOLVED**, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, only as online teleconference meetings; and

**BE IT FURTHER RESOLVED**, that the TA will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

**BE IT FURTHER RESOLVED**, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 2nd day of December, 2021 by the following

vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070  
MINUTES OF NOVEMBER 4, 2021**

**MEMBERS PRESENT:** E. Beach (Chair), D. Horsley, R. Medina (Vice Chair) (left at 6:09 pm),  
M. Nagales, C. Romero

**Via  
Teleconference**

**MEMBERS ABSENT:** C. Groom, J. Mates

**STAFF PRESENT:** C. Mau, A. Chan, J. Hurley, J. Cassman, S. van Hoften, P. Gilster,  
P. Skinner, J. Williams, J. Brook, D. Seamans

### **1. CALL TO ORDER**

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

### **2. ROLL CALL/PLEDGE OF ALLEGIANCE**

Chair Beach led the Pledge of Allegiance. Ms. Seamans confirmed that a quorum was present.

The Board approved Chair Beach's request to switch the order of Items #10 and #11.

Motion/Second: Beach/Horsley

Ayes: Beach, Horsley, Medina, Nagales, Romero

Noes: None

Absent: Groom, Mates

### **3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA**

There were no comments.

### **4. REPORT OF THE CITIZENS ADVISORY COMMITTEE**

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

### **5. CONSENT CALENDAR**

**a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2021-29**

**b) Approval of Minutes of the Board of Directors Meeting of October 7, 2021**

**c) Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2021**

**d) Authorize the Filing of an Application for \$12,858,000 of Regional Transportation Improvement Program Funds for the Design Phase of the SR 92/US 101 Direct Connector Project – Approved by Resolution No. 2021-30**

Motion/Second: Medina/Nagales  
Ayes: Beach, Horsley, Medina, Nagales, Romero  
Noes: None  
Absent: Groom, Mates

## **6. REPORT OF THE CHAIR**

Chair Beach reminded the Board about the Toward an Autonomous Future in San Mateo County Virtual Workshop on November 17.

## **7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT**

Vice Chair Rico Medina said that the report was posted on the website and provided a brief summary of Board actions. He said that public could submit their input on the Reimagine SamTrans website through November 8.

## **8. JOINT POWERS BOARD LIAISON REPORT**

Carter Mau, Acting Executive Director, said the report was posted on the website.

He noted that there had been a three-hour closed session at that morning's JPB meeting. He said there was a lengthy discussion on Caltrain governance where staff solicited feedback on their proposal and shared highlights of the proposal. He said that Caltrain staff was asked by its Board to refine the proposal and to bring it back to a future Board meeting.

## **9. REPORT OF THE EXECUTIVE DIRECTOR**

Mr. Mau said that his report was in the packet. He said that he and Joe Hurley, TA Director, had participated in a meeting on changes that Caltrans is proposing for their highway investment program. He said the meeting participants' biggest concern was how the new investment priorities would affect projects that are already in the pipeline.

Director Don Horsley said he would like to see Caltrans also focus on transportation projects that improve on equity and housing availability in addition to greenhouse gas emissions reduction. He noted the historic slowness of getting road improvements that impact two Coastside projects: workforce housing and housing for developmentally disabled adults.

*Item #11 was taken out of order prior to Item #10*

## **11. FINANCE**

### **a. Acceptance of the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2021**

Grace Martinez, Deputy Chief Financial Officer, noted the change in name and acronym for the report to ACFR.

Jennifer Ye, Acting Director of Accounting, introduced Nathan Edelman, Partner, Eide Bailly LLP. They both provided the presentation.

Director Carlos Romero asked if the \$120 million difference in Item #5c, Acceptance of Statement of Revenues and Expenditures for the Period Ending September 30, 2021, in the fund balance is related to the funding of the \$100 million bond for the 101 Express

Lanes project last year. Ms. Ye explained that possible differences between the financial statement and the ACFR include the fact that the financial statement was prepared before finalizing the ACFR. She also explained that the financial statement report was prepared based on a budgetary basis while the ACFR was prepared based on a GAAP (Generally Accepted Accounting Principles) basis. She said that she would review both reports regardless, and may follow up with an explanation to the Board following the TA Board meeting.

Motion/Second: Horsley/Romero

Ayes: Beach, Horsley, Medina, Nagales, Romero

Noes: None

Absent: Groom, Mates

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

Connie Mobley-Ritter, Director of Treasury, announced that the portfolio managers had a last-minute issue and were not able to attend. She proposed the item be moved to the December 2 Board meeting and added that they would also provide an updated portfolio review for the October/November timeframe.

**10. PROGRAM**

**a) San Mateo 101 Express Lanes Quarterly Project Update**

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation.

Director Mark Nagales asked how the project team planned to do outreach to the immigrant community in various languages regarding the express lanes opening, particularly for those without access to social media. Mr. Scott said the public outreach team would have a better answer. Chair Beach noted that Mr. Scott is managing the construction side of the project. Ms. Chan said that Casey Fromson's team is managing the outreach efforts and could provide further information at a future meeting.

Director Romero asked for clarification on the unfunded risk exposure. Mr. Scott said that unfunded risks in terms of dollars had gone down by \$2.6 million since the last quarter. He said that while the total risks still exceed the dollars budgeted, the project team is shaving those risks down as the project progresses.

Chair Beach asked about the interim tolling phases. Mr. Scott said they are starting off with HOV (high-occupancy vehicle) 2 and 2+. He emphasized drivers would need a transponder to have a free trip in the HOV 3 lanes when the lanes open. Chair Beach also emphasized the importance of transponders and Ms. Chan said that as part of the public education process, the team would work on including information on where to purchase the transponders.

Public Comment:

Drew said he appreciated the striping getting adjusted prior to the repaving. He asked why a Friday as opposed to a Monday was selected for the opening of the southern segment. He asked what the reasoning was behind the median texturing and the cost to apply and maintain it. Mr. Scott said that Friday was selected so that any needed adjustments could be made over the weekend, and added that the decision was also based on similar project openings on I-880 and on other Bay Area projects. He said the

cost of the binary hyperdrive design was roughly \$1 million and would require some maintenance effort.

*Vice Chair Medina left the meeting at 6:09 pm*

**b) 2021 Highway Program Call for Projects Draft Recommendations**

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation.

Director Horsley said he preferred Option # 3.

Director Romero asked regarding Option # 3 the amount of extra money that would be needed. Mr. Gilster said that Option #3 uses the \$11.4 million from original Measure A. He said that Option # 3, which is the staff recommendation, would avoid potentially having all four of the projects that still need additional funding before construction can begin from going to statewide competitive grant programs at the same time.

For the staff-recommended Option #3, Mr. Gilster reported that after using the available original Measure A funds, the TA has \$2.3 million in local partnership program (LPP) formula funds that would be programmed to East Palo Alto to reduce their funding gap and would provide additional funds to Half Moon Bay. He said that additional funding for both these projects would provide money for the highest-ranked construction project (Half Moon Bay) as well as for a project that is located in an MTC (Metropolitan Transportation Commission) equity priority community.

Chair Beach asked for confirmation that the TA does not agree to fund 100 percent of every project and the maximum threshold is 50 percent into the future, and Mr. Gilster acknowledged that this is the policy. He said that the policy exception being recommended is due to the availability of the original Measure A funds and the LPP funds. He said that while the staff recommendation would allow two projects to exceed the maximum threshold of 50 percent, the Board is supportive of the recommendation due to the type of projects receiving the additional funding.

Public Comment:

Drew asked about the East Palo Alto project, if it was a brand new overcrossing or a repair. Mr. Gilster said it is not modifying the original overcrossing but is a parallel structure.

Ray Razavi, Transportation Engineer, City of Half Moon Bay, thanked the TA Board and staff for help with the application.

Director Horsley said he supported Option #3. Director Nagales concurred. Chair Beach said she supported geographic, equity issues

Director Horsley said that low-income residents on the Coastsides are living doubled and tripled up and expressed his support for projects that benefit the Coastsides communities.

Ms. Chan noted that staff would reach out to Vice Chair Medina, and Directors Groom and Mates about the draft recommendations discussion. She noted that the TA CAC also had expressed support for Option #3.

## **12. STATE AND FEDERAL LEGISLATIVE UPDATE**

Amy Linehan, Public Affairs Specialist, briefly summarized the highlights of recent federal and state legislation.

She said the House Rules Committee released text on the Build Back Better initiative. She noted that the highway bill is languishing in Congress, waiting for the infrastructure bill to finally pass. She said the continuing resolution will expire on December 3.

She said the state is in recess until January.

## **13. REQUESTS FROM THE AUTHORITY**

There were no requests.

## **14. WRITTEN COMMUNICATIONS TO THE AUTHORITY**

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

## **15. DATE/TIME OF NEXT REGULAR MEETING**

Chair Beach announced that the next meeting would be on Thursday, December 2, 2021, 5:00 pm via Zoom teleconference.

## **16. REPORT OF LEGAL COUNSEL**

Ms. Cassman said that there was nothing to report.

## **17. ADJOURN**

The meeting adjourned at 6:59 pm.

An audio/video recording of this meeting is available online at [www.smcta.com](http://www.smcta.com). Questions may be referred to the Authority Secretary's office by phone at 650.508.6242 or by email to [board@smcta.com](mailto:board@smcta.com).

# Report of the TA Citizens Advisory Committee

## Meeting of November 2, 2021

### Committee Action

- Approved the Minutes of the CAC Meeting of October 5, 2021

### Committee Motions Regarding TA Board Items for November 4, 2021

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Minutes of the Board of Directors Meeting of October 7, 2021
- Accepted the Statement of Revenues and Expenditures for the Period Ending September 30, 2021
- Approved the Authorization of the Filing of an Application for \$12,858,000 of Regional Transportation Improvement Program Funds for the Design Phase of the SR 92/US 101 Direct Connector Project
- Accepted the Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2021
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook

### Discussion Highlights

#### Consent Calendar

The CAC members unanimously requested that future Annual Comprehensive Financial Reports (ACFRs) and Quarterly Investment Reports be on the regular part of the agenda and not under the Consent Calendar, explaining that the reports required a presentation and opportunity for questions and discussion. Joe Hurley, TA Director, said he would take the request into consideration.

#### Update on SMCTD Website Replacement Project

Jeremy Lipps, Digital Communications Manager, provided the presentation. Peter Ohtaki asked if the shuttle schedules could be integrated into the SamTrans and Caltrain sites. Mr. Lipps said that there are new directives coming with GTFS (General Transit Feed Specification) code for the shuttle services so that the schedules show up in transit-related apps such as Google Maps. Rich Hedges asked if the new site would connect with apps like NextBus that shows when the next bus will arrive. Mr. Lipps said this is not happening now, but the site would be able to handle the integration in the future.

#### San Mateo US 101 Express Lanes Quarterly Project Update

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation. Mr. Hedges asked if there would be warning tickets for users after opening. Mr. Scott said that the CHP (California Highway Patrol) had the jurisdiction to issue warnings or tickets as they see fit. Chair Barbara Arietta asked how the CHP determines how many occupants are in the cars. Mr. Scott said the only reliable method at this time is visual observation. He said that users of the express lanes must first set their switchable transponders in the correct position: 1, 2, or 3.

### 2021 Highway Program Call For Projects Draft Recommendations

Patrick Gilster, Manager, Programming and Monitoring, provided the presentation. He noted that there would be additional stakeholder engagement throughout the phases. Sandra Lang asked about continued for public input on the 101/Peninsula Interchange Project. Mr. Hurley said there would be ample opportunities for the public to review and comment on the project as it moves through the environmental process. The CAC members said they strongly supported Option #3, which would include funding for two Coastside projects: the Moss Beach SR (State Route) 1 Improvements and the SR 1/Manor Drive overcrossing in Pacifica.

### State and Federal Legislative Update

Amy Linehan, Public Affairs Specialist, provided a summary of federal and state legislation. She said Congress is still trying to come to an agreement on the infrastructure bill. She said the President presented a trimmed-down version of the Build Back Better framework provides some funding for transportation. She said the infrastructure bill may pass the House as soon as this week. She said the state legislature is in recess until early January.

### **Report of the Chair**

Chair Arietta provided an update on the October 29 Caltrain governance committee meeting.

### **Report from Staff**

Mr. Hurley provided a summary of ongoing projects. He noted the ribbon-cutting on October 13 in Half Moon Bay. He announced the November 17 workshop on preparing for the future with autonomous vehicles.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
OCTOBER 31, 2021**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of October 2021 and supplemental information.

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

**SIGNIFICANCE**

**Year to Date Revenues:** As of October year-to-date, the Total Revenue (Page 1, line 8) is \$7.5 million higher than prior year actuals. This is primarily due to the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3).

**Year to Date Expenditures:** As of October year-to-date, the Total Expenditures (Page 1, line 28) are \$3.4 million less than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

**Budget Amendment:**

There are no budget amendments for the month of October 2021.

Prepared By:

Yijia Ma, Senior Accountant– General Ledger  
Jennifer Ye, Acting Director – Accounting

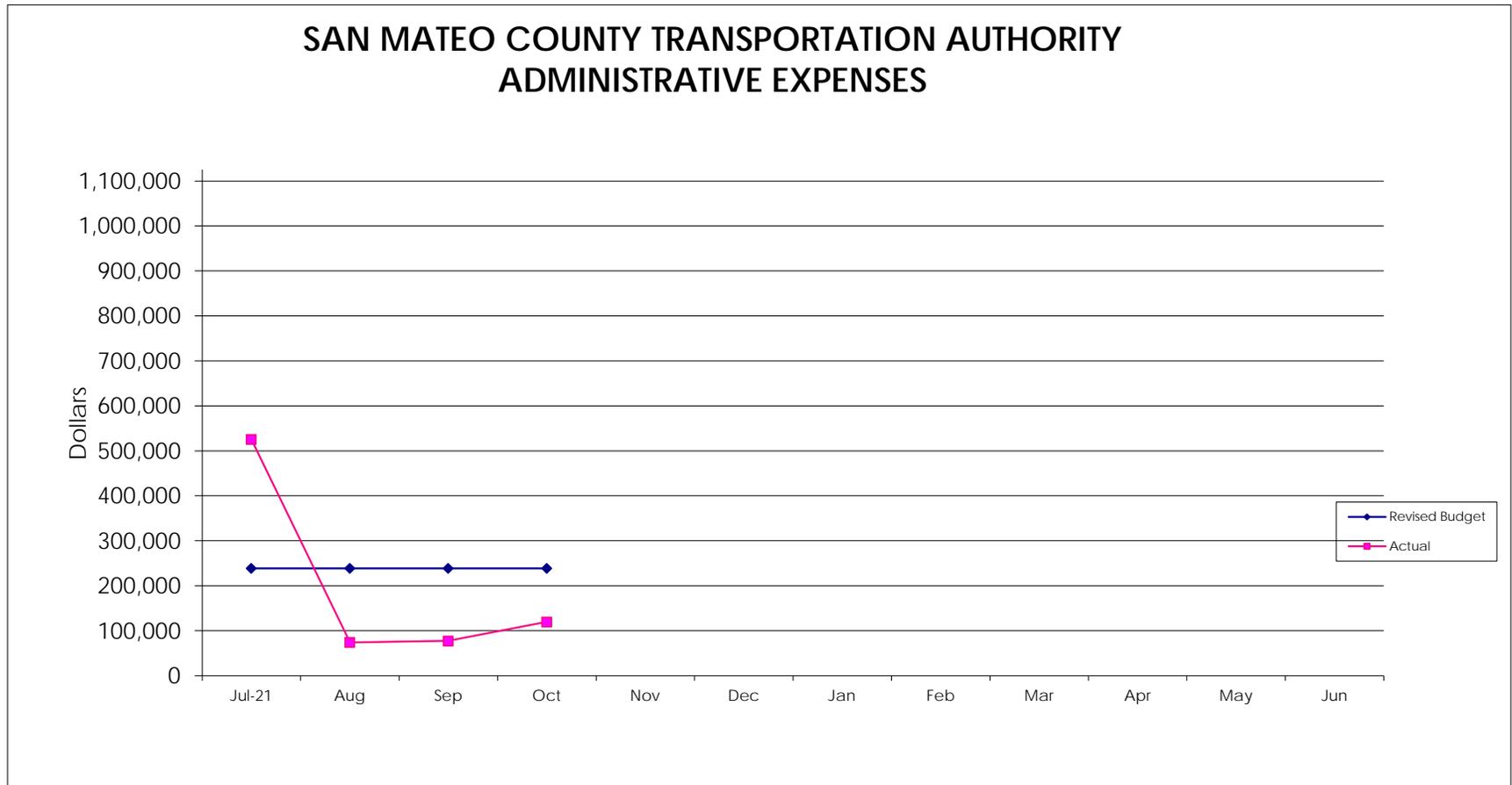
650-508-7947  
650-622-7890

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2022**  
**October 2021**

% OF YEAR ELAPSED: **33.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	28,470,254	33,154,411	4,684,157	16.5%	96,495,540
Measure W Sales Tax	14,127,438	16,518,383	2,390,945	16.9%	48,247,770
Interest Income	1,641,949	2,103,203	461,254	28.1%	4,898,970
Rental Income	305,045	391,234	86,189	28.3%	1,170,938
Other Sources - 101 Express Lanes Project	78,758	-	(78,758)	(100.0%)	400,000
<b>TOTAL REVENUE</b>	<b>44,623,445</b>	<b>52,167,231</b>	<b>7,543,786</b>	<b>16.9%</b>	<b>151,213,218</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	10,919,676	12,101,360	1,181,684	10.8%	35,220,872
Measure A Categories	2,172,714	14,504,674	12,331,960	567.6%	60,309,713
Other Uses - 101 Express Lanes Project	23,899,885	6,070,122	(17,829,763)	(74.6%)	-
Measure W Annual Allocations	2,431,977	3,303,697	871,721	35.8%	9,649,554
Measure W Categories	-	45,455	45,455	100.0%	38,598,216
Oversight	432,100	302,511	(129,589)	(30.0%)	2,250,000
Administrative					
Staff Support	326,883	322,094	(4,789)	(1.5%)	1,481,054
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	353,918	474,790	120,872	34.2%	1,378,895
Total Administrative	680,801	796,884	116,083	17.1%	2,864,949
<b>TOTAL EXPENDITURES</b>	<b>40,537,153</b>	<b>37,124,703</b>	<b>(3,412,450)</b>	<b>(8.4%)</b>	<b>148,893,304</b>
<b>EXCESS (DEFICIT)</b>	<b>4,086,292</b>	<b>15,042,528</b>	<b>10,956,236</b>	<b>268.1%</b>	<b>2,319,914</b>
<b>BEGINNING FUND BALANCE</b>	<b>397,385,766</b>	<b>506,922,667</b>	<b>(1)</b>		<b>472,440,349</b>
<b>ENDING FUND BALANCE</b>	<b>401,472,058</b>	<b>521,965,195</b>			<b>474,760,263</b>

(1) Restated to reflect audited fund balance. Unspent bond proceeds of \$34,482,318 are included.



**Current Year Data**

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar 22	Apr 22	May 22	Jun 22
<b>MONTHLY EXPENSES</b>												
Revised Budget	238,746	238,746	238,745	238,746								
Actual	525,159	74,377	77,471	119,877								
<b>CUMULATIVE EXPENSES</b>												
Staff Projections	238,746	477,492	716,237	954,983								
Actual	525,159*	599,536	677,007	796,884								
Variance-F(U)	(286,413)	(122,044)	39,230	158,099								
Variance %	-119.97%	-25.56%	5.48%	16.56%								

\*San Mateo County Transportation Authority recorded all insurance expenses paid in July for FY22 instead of amortizing on monthly basis.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF OCTOBER 31, 2021**

10/31/2021

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	7,417,657.72
JP Morgan Bank Checking	45,525,301.89
LAIF	65,748,512.36

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	213,984,137.42
MMF - US Bank Custodian Account	-
Cash	373,787.75
County Pool	139,006,095.01

**Total**

**\$ 472,055,492.15**

\* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot  
 Account: PTA-San Mateo Co. Trans. Agg (257430)  
 As of: 10/31/2021

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
14313FAD1	CARMX 2018-3 A3	129,534.84	06/15/2023	129,517.18	180.20	130,216.48	130,396.67
36255JAD6	GMCAR 2018-3 A3	91,725.91	05/16/2023	91,704.52	115.42	92,228.33	92,343.75
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	635,825.37	635,980.60
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	808,649.60	809,101.82
		<b>1,656,260.75</b>		<b>1,656,110.62</b>	<b>903.06</b>	<b>1,666,919.78</b>	<b>1,667,822.84</b>
AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	21,810.59	3,363,544.41	3,385,355.00
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,578,319.78	1,578,697.55
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	1,489.58	3,275,635.51	3,277,125.09
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,583,495.78	1,583,745.78
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,574,486.00	1,577,463.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,713,000.03	3,715,612.53
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	4,988.96	4,640,217.70	4,645,206.66
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	2,016.67	1,100,217.80	1,102,234.47
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,388.89	1,595,898.16	1,597,287.05
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,707,314.50	3,708,818.67
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	203.13	3,874,561.55	3,874,764.67
		<b>30,240,000.00</b>		<b>30,351,283.65</b>	<b>39,620.03</b>	<b>30,006,691.20</b>	<b>30,046,311.24</b>
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Cash	306,756.99	10/31/2021	306,756.99	0.00	306,756.99	306,756.99
CCYUSD	Receivable	36,906.25	10/31/2021	36,906.25	0.00	36,906.25	36,906.25
CCYUSD	Cash	20,977.63	10/31/2021	20,977.63	0.00	20,977.63	20,977.63
CCYUSD	Receivable	9,146.88	10/31/2021	9,146.88	0.00	9,146.88	9,146.88
		<b>373,787.75</b>		<b>373,787.75</b>	<b>0.00</b>	<b>373,787.75</b>	<b>373,787.75</b>
CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	24,762.50	1,516,219.50	1,540,982.00
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	13,781.33	1,627,369.60	1,641,150.93
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	5,508.89	1,622,982.40	1,628,491.29
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	5,538.67	1,623,161.60	1,628,700.27
		<b>6,300,000.00</b>		<b>6,300,000.00</b>	<b>49,591.39</b>	<b>6,389,733.10</b>	<b>6,439,324.49</b>
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	2,683.33	525,155.07	527,838.40
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	4,700.31	2,208,644.23	2,213,344.54



912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	60,511.27	9,023,539.65	9,084,050.92
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	19,486.68	2,905,885.65	2,925,372.33
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	5,550.24	1,578,612.90	1,584,163.14
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	31,336.96	4,810,931.85	4,842,268.81
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	43,804.35	6,724,958.50	6,768,762.85
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	10,108.70	1,551,913.50	1,562,022.20
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	2,695.65	413,843.60	416,539.25
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	17,521.74	2,689,983.40	2,707,505.14
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	1,951.65	1,512,028.68	1,513,980.33
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	93.23	2,298,867.75	2,298,960.98
912828YV6	UNITED STATES TREASURY	475,000.00	11/30/2024	490,307.62	2,997.95	485,186.38	488,184.33
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,869.57	3,294,124.80	3,312,994.37
912828YY0	UNITED STATES TREASURY	1,480,000.00	12/31/2024	1,543,246.88	8,727.17	1,523,532.72	1,532,259.89
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	11,119.57	3,255,500.80	3,266,620.37
912828Z52	UNITED STATES TREASURY	375,000.00	01/31/2025	384,755.86	1,303.07	381,504.00	382,807.07
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	6,165.75	3,226,873.60	3,233,039.35
912828ZD5	UNITED STATES TREASURY	2,030,000.00	03/15/2023	2,041,260.17	1,317.82	2,035,233.34	2,036,551.16
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	989.01	2,220,907.50	2,221,896.51
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	938.46	2,107,394.45	2,108,332.91
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.57	1,570,000.00	1,570,016.57
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,630.46	1,512,158.30	1,513,788.76
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,262.30	1,170,703.20	1,171,965.50
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	1,130.81	1,048,754.95	1,049,885.76
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,895.38	2,192,343.75	2,194,239.13
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	1,551.05	2,389,309.11	2,390,860.16
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,279.38	1,970,815.05	1,972,094.43
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	544.46	2,043,200.19	2,043,744.65
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	663.67	1,505,983.10	1,506,646.77
91282CAN1	UNITED STATES TREASURY	480,000.00	09/30/2022	480,093.75	52.75	479,906.40	479,959.15
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	96.33	1,638,139.80	1,638,236.13
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.74	1,647,339.10	1,647,350.84
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.80	532,962.65	532,966.45
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	6,149.80	5,295,462.23	5,301,612.02
91282CAX9	UNITED STATES TREASURY	1,780,000.00	11/30/2022	1,779,860.95	936.20	1,779,095.76	1,780,031.96
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,155.74	1,944,922.00	1,948,077.74
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,656.76	1,021,084.05	1,022,740.81
91282CBA8	UNITED STATES TREASURY	1,650,000.00	12/15/2023	1,641,556.64	783.30	1,635,112.05	1,635,895.35
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,706.86	3,618,342.08	3,623,048.94
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,958.56	1,505,618.85	1,507,577.41
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	129.59	346,513.65	346,643.24
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,771.99	2,837,364.08	2,840,136.07
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	355.38	363,764.63	364,120.01
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	555.06	2,072,985.74	2,073,540.80
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,153.31	4,726,286.20	4,730,439.51
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,387.29	1,578,677.04	1,580,064.33
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,994.51	2,976,433.63	2,978,428.13
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	329.67	491,972.50	492,302.17
91282CBU4	UNITED STATES TREASURY	2,225,000.00	03/31/2023	2,221,610.35	244.51	2,218,743.30	2,218,987.81
91282CBU4	UNITED STATES TREASURY	1,835,000.00	03/31/2023	1,832,132.81	201.65	1,829,839.98	1,830,041.63
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	302.11	1,713,207.90	1,713,510.01
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	48.69	2,310,343.75	2,310,392.44
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.67	1,597,578.13	1,597,611.79
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	40.40	1,917,093.75	1,917,134.15
91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	6.34	1,828,619.71	1,828,626.04

91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	965.13	1,827,689.36	1,828,654.49
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	10,019.47	3,119,437.50	3,129,456.97
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,128.07	1,596,562.50	1,601,690.57
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	1,637.81	1,705,122.83	1,706,760.63
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	2,105.98	4,977,540.00	4,979,645.98
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	431.73	1,020,395.70	1,020,827.43
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	916.36	817,652.55	818,568.91
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	1,579.48	4,973,045.00	4,974,624.48
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	4,027.68	2,486,051.10	2,490,078.78
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	4,027.68	2,486,051.10	2,490,078.78
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,776.92	1,096,787.25	1,098,564.17
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,342.56	828,683.70	830,026.26
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	4,088.46	5,238,182.31	5,242,270.77
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,384.62	1,773,984.60	1,775,369.22
		<b>153,530,000.00</b>		<b>153,703,207.80</b>	<b>341,937.47</b>	<b>153,041,405.38</b>	<b>153,383,342.85</b>

# Base Risk Summary - Fixed Income

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

10/01/2021 - 10/31/2021

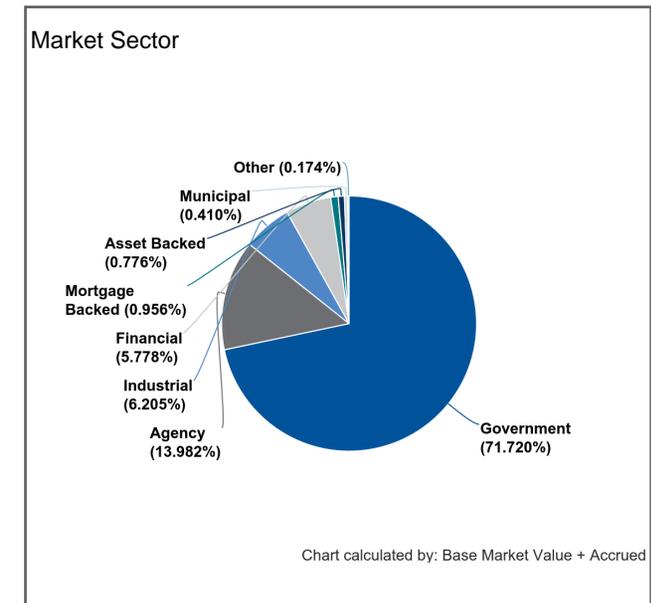
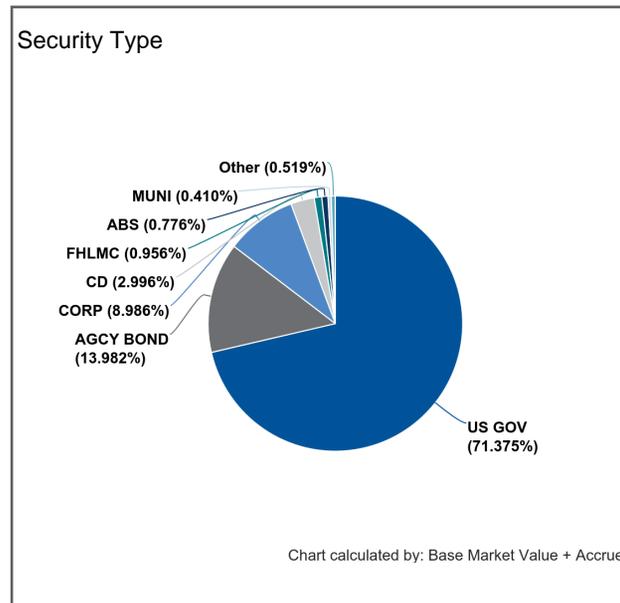
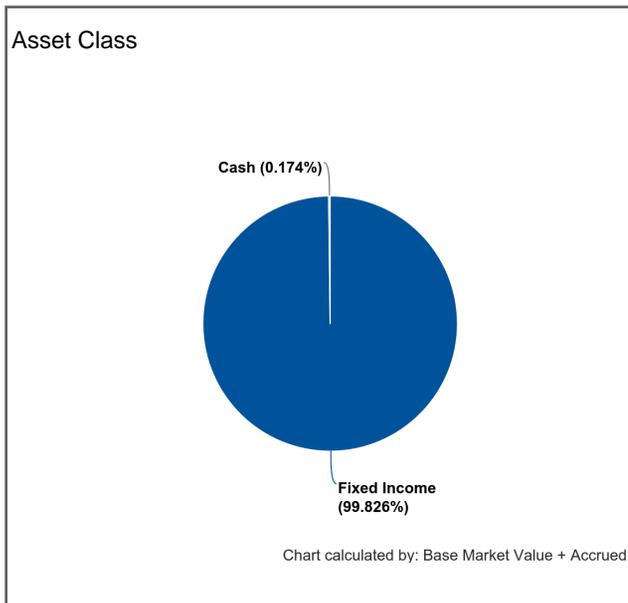
Dated: 11/16/2021

Balance Sheet	
Book Value + Accrued	215,543,285.15
Net Unrealized Gain/Loss	-644,125.99
Market Value + Accrued	214,899,159.16

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	373,787.75
Fixed Income	214,525,371.41
Duration	2.826
Convexity	0.108
WAL	2.873
Years to Final Maturity	2.899
Years to Effective Maturity	2.871
Yield	0.757
Book Yield	0.831
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	71.375%
Other	10.555%
Federal Home Loan Mortgage Corporation	5.741%
Federal National Mortgage Association	5.362%
Federal Home Loan Banks	2.310%
Apple Inc.	1.857%
Farm Credit System	1.525%
Amazon.com, Inc.	1.276%
---	100.000%

Footnotes: 1,2

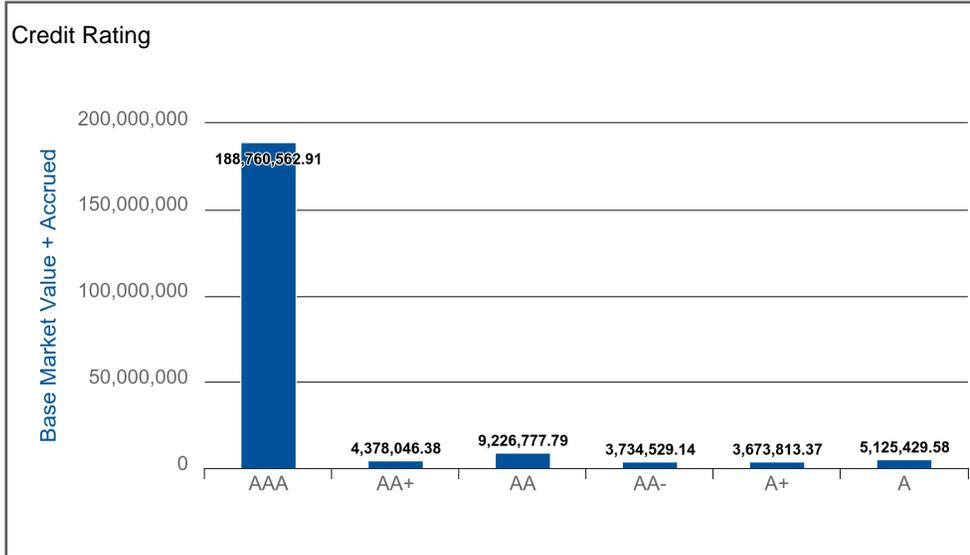


# Base Risk Summary - Fixed Income

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

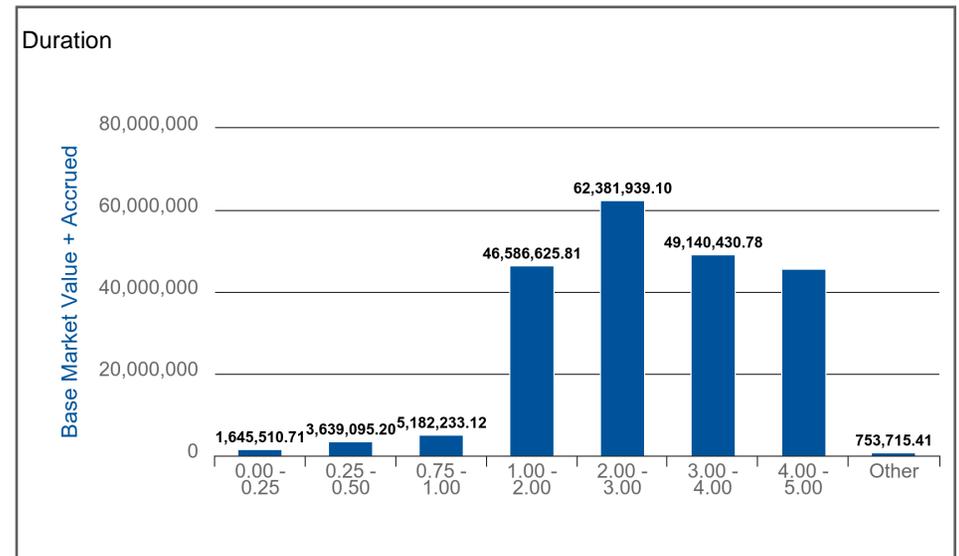
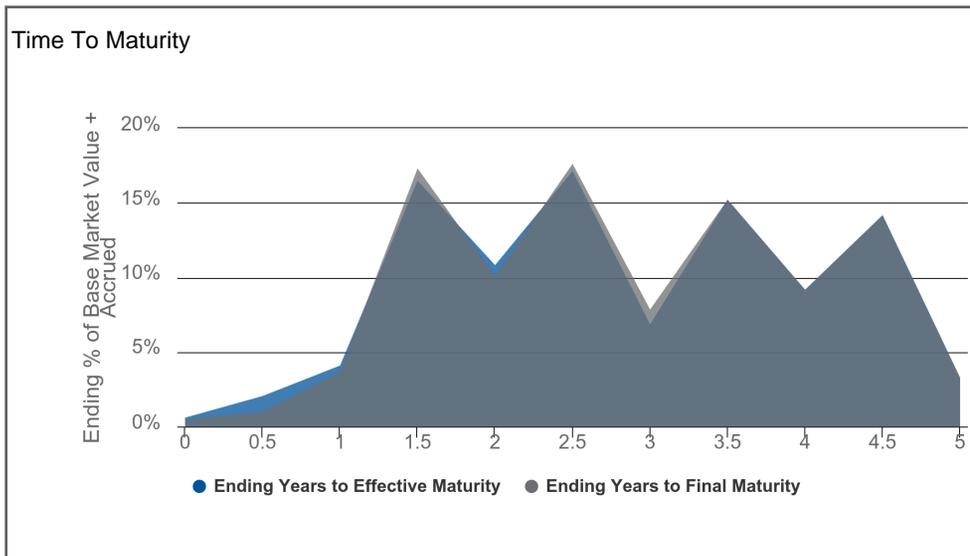
10/01/2021 - 10/31/2021

Dated: 11/16/2021



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.524%	20.915%	23.250%	20.943%	21.205%	0.000%	0.000%	0.000%	0.000%
AA	2.940%	0.764%	3.250%	1.115%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.757%	0.000%	2.529%	0.809%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

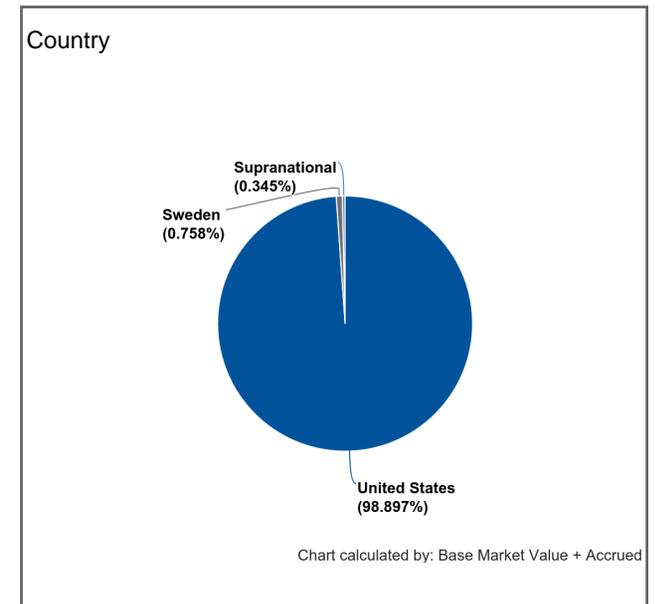
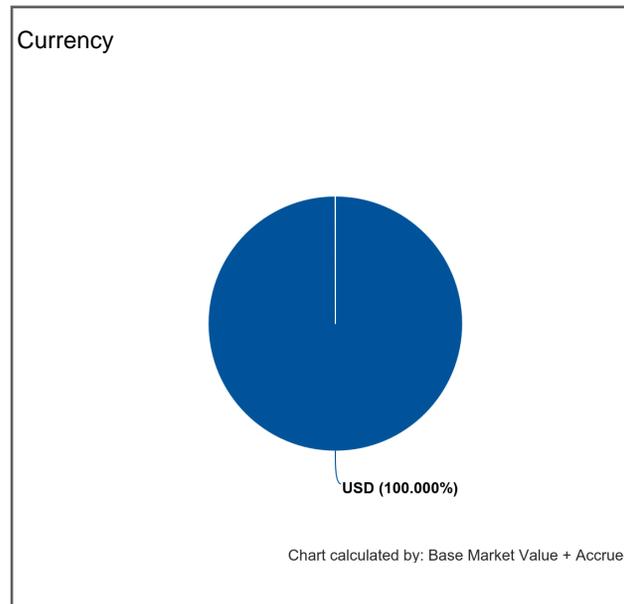
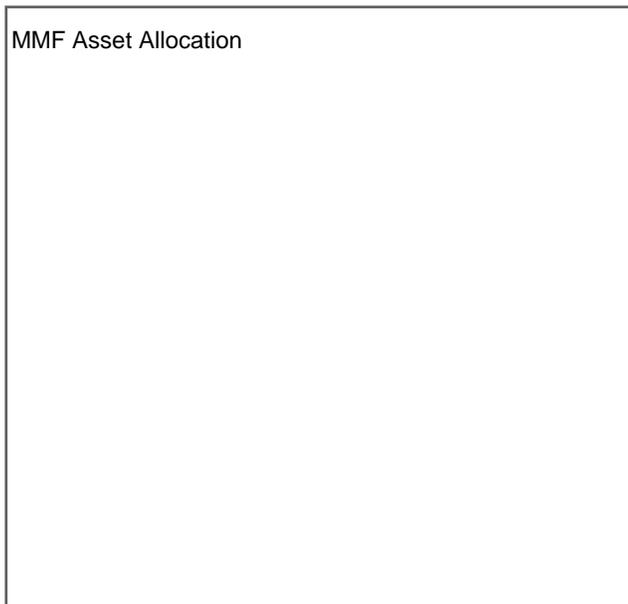
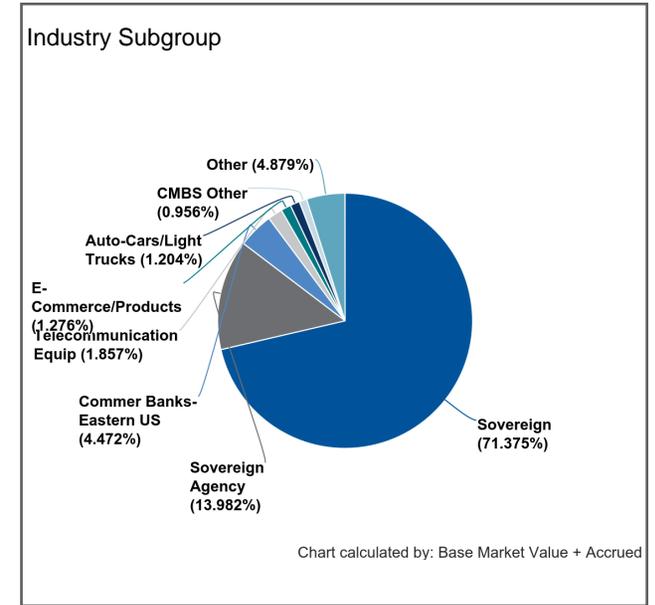
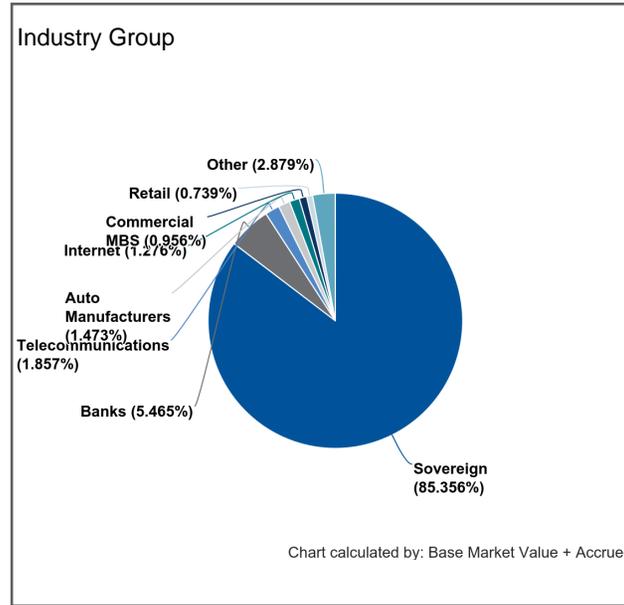
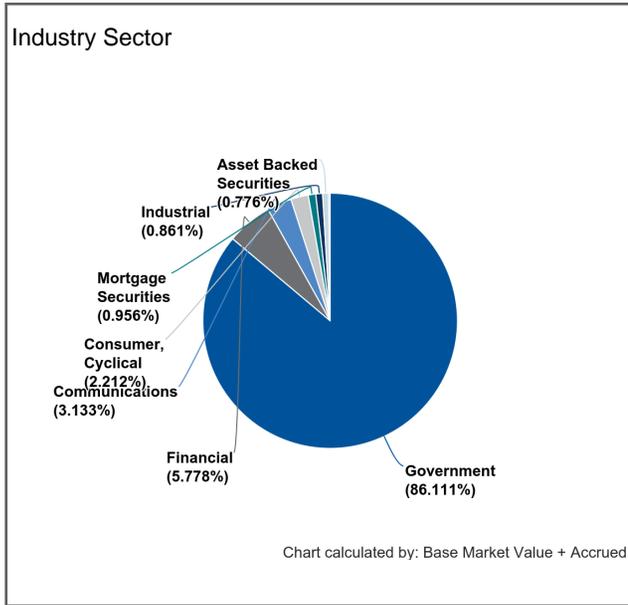


# Base Risk Summary - Fixed Income

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

10/01/2021 - 10/31/2021

Dated: 11/16/2021



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## Base Risk Summary - Fixed Income

10/01/2021 - 10/31/2021

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

Dated: 11/16/2021

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



Report: GAAP Trading Activity

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

Date: 10/01/2021 - 10/31/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
14313FAD1	CARMX 2018-3 A3	0.00	(29,883.03)	Principal Paydown	10/15/2021	10/15/2021	06/15/2023	(29,883.03)	0.00	29,883.03
3137BM6P6	FHMS K-721 A2	0.00	(19,754.86)	Principal Paydown	10/01/2021	10/01/2021	08/25/2022	(19,754.85)	0.00	19,754.85
3137FKK39	FHMS K-P05 A	0.00	(39,739.23)	Principal Paydown	10/01/2021	10/01/2021	07/25/2023	(39,739.23)	0.00	39,739.23
3137FQ3V3	FHMS K-J27 A1	0.00	(188,735.83)	Principal Paydown	10/01/2021	10/01/2021	07/25/2024	(188,735.83)	0.00	188,735.83
31846V534	FIRST AMER:US TRS MM Y	380,256.06	380,256.06	Buy	---	---	10/31/2021	380,256.06	0.00	(380,256.06)
31846V534	FIRST AMER:US TRS MM Y	(616,760.90)	(616,760.90)	Sell	---	---	10/31/2021	(616,760.90)	0.00	616,760.90
36255JAD6	GMCAR 2018-3 A3	0.00	(23,307.67)	Principal Paydown	10/16/2021	10/16/2021	05/16/2023	(23,307.67)	0.00	23,307.67
912828N30	UNITED STATES TREASURY	(19,150,000.00)	(19,150,000.00)	Sell	10/04/2021	10/06/2021	12/31/2022	(19,618,277.44)	(108,369.23)	19,726,646.67
912828Z52	UNITED STATES TREASURY	375,000.00	375,000.00	Buy	10/04/2021	10/06/2021	01/31/2025	384,755.86	938.77	(385,694.63)
912828ZD5	UNITED STATES TREASURY	7,275,000.00	7,275,000.00	Buy	10/04/2021	10/06/2021	03/15/2023	7,310,238.28	2,110.15	(7,312,348.43)
912828ZD5	UNITED STATES TREASURY	(7,275,000.00)	(7,275,000.00)	Sell	10/28/2021	10/29/2021	03/15/2023	(7,294,608.38)	(4,421.27)	7,299,029.65
91282CAB7	UNITED STATES TREASURY	2,455,000.00	2,455,000.00	Buy	10/28/2021	10/29/2021	07/31/2025	2,389,884.95	1,501.02	(2,391,385.97)
91282CAB7	UNITED STATES TREASURY	2,025,000.00	2,025,000.00	Buy	10/28/2021	10/29/2021	07/31/2025	1,971,290.03	1,238.11	(1,972,528.14)
91282CAC5	UNITED STATES TREASURY	(750,000.00)	(750,000.00)	Sell	10/04/2021	10/06/2021	07/31/2022	(750,292.97)	(170.69)	750,463.66
91282CAG6	UNITED STATES TREASURY	(1,450,000.00)	(1,450,000.00)	Sell	10/28/2021	10/29/2021	08/31/2022	(1,450,226.56)	(295.40)	1,450,521.96
91282CAN1	UNITED STATES TREASURY	(1,300,000.00)	(1,300,000.00)	Sell	10/28/2021	10/29/2021	09/30/2022	(1,300,000.00)	(129.46)	1,300,129.46
91282CAR2	UNITED STATES TREASURY	(1,450,000.00)	(1,450,000.00)	Sell	10/28/2021	10/29/2021	10/31/2022	(1,449,886.73)	(896.40)	1,450,783.13
91282CBH3	UNITED STATES TREASURY	375,000.00	375,000.00	Buy	10/04/2021	10/06/2021	01/31/2026	367,617.19	256.03	(367,873.22)
91282CBT7	UNITED STATES TREASURY	3,025,000.00	3,025,000.00	Buy	10/28/2021	10/29/2021	03/31/2026	2,977,379.88	1,807.52	(2,979,187.40)
91282CBT7	UNITED STATES TREASURY	500,000.00	500,000.00	Buy	10/28/2021	10/29/2021	03/31/2026	492,128.91	298.76	(492,427.67)
91282CBU4	UNITED STATES TREASURY	(3,100,000.00)	(3,100,000.00)	Sell	10/28/2021	10/29/2021	03/31/2023	(3,092,007.83)	(308.72)	3,092,316.55
91282CCK5	UNITED STATES TREASURY	5,000,000.00	5,000,000.00	Buy	10/04/2021	10/06/2021	06/30/2023	4,992,187.50	1,664.40	(4,993,851.90)
91282CCN9	UNITED STATES TREASURY	5,000,000.00	5,000,000.00	Buy	10/04/2021	10/06/2021	07/31/2023	4,990,234.40	1,137.91	(4,991,372.31)
91282CCP4	UNITED STATES TREASURY	2,550,000.00	2,550,000.00	Buy	10/04/2021	10/06/2021	07/31/2026	2,514,439.45	2,901.66	(2,517,341.11)
91282CCP4	UNITED STATES TREASURY	850,000.00	850,000.00	Buy	10/04/2021	10/06/2021	07/31/2026	838,146.48	967.22	(839,113.70)
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	5,315,000.00	Buy	10/28/2021	10/29/2021	09/30/2026	5,238,804.49	3,705.17	(5,242,509.66)
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	1,800,000.00	Buy	10/28/2021	10/29/2021	09/30/2026	1,774,195.31	1,254.81	(1,775,450.12)
<b>San Mateo County TA</b>		<b>1,833,495.16</b>	<b>1,532,074.55</b>					<b>748,077.37</b>	<b>(94,809.64)</b>	<b>(653,267.73)</b>

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

\* Weighted by: Absolute Value of Principal

\* MMF transactions are collapsed

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

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

## SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

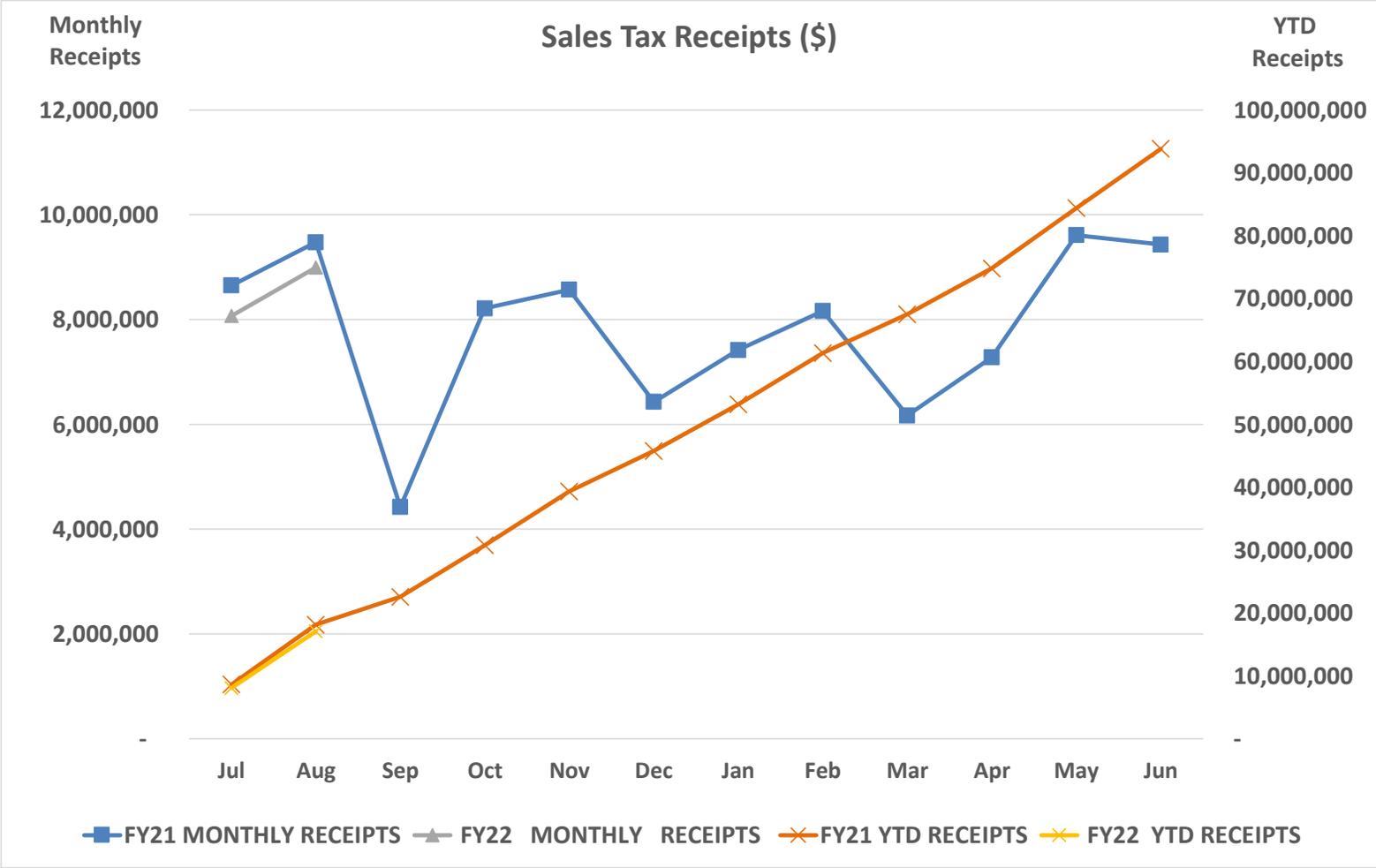
**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
 FY2022  
 Measure A Sales Tax  
 October 2021**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
OCTOBER 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000074	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000075	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000313	PUBLIC TRUST ADVISORS	8,749.06	CHK	Operating Expense
SMCTA	000328	PUBLIC TRUST ADVISORS	18,080.53	CHK	Operating Expense
SMCTA	000070	BELMONT, CITY OF	12,834.69	ACH	Capital Programs (1)
SMCTA	000071	MARK THOMAS & COMPANY AND AECOM JV	349,270.83	ACH	Capital Programs (2)
SMCTA	000078	MARK THOMAS & COMPANY AND AECOM JV	285,050.79	ACH	Capital Programs (2)
SMCTA	000072	MARK THOMAS & COMPANY AND AECOM JV	6,106.98	ACH	Capital Programs (3)
SMCTA	000073	GRAY-BOWEN-SCOTT	54,052.98	ACH	Capital Programs (4)
SMCTA	000102	DEPARTMENT OF TRANSPORTATION	5,674,553.57	WIR	Capital Programs (4)
SMCTA	000314	PACIFIC GAS & ELECTRIC COMPANY	261.44	CHK	Capital Programs (4)
SMCTA	000315	PACIFIC GAS & ELECTRIC COMPANY	115.23	CHK	Capital Programs (4)
SMCTA	000316	PACIFIC GAS & ELECTRIC COMPANY	172.39	CHK	Capital Programs (4)
SMCTA	000317	PACIFIC GAS & ELECTRIC COMPANY	199.58	CHK	Capital Programs (4)
SMCTA	000318	PACIFIC GAS & ELECTRIC COMPANY	64.60	CHK	Capital Programs (4)
SMCTA	000319	PACIFIC GAS & ELECTRIC COMPANY	205.47	CHK	Capital Programs (4)
SMCTA	000320	PACIFIC GAS & ELECTRIC COMPANY	74.43	CHK	Capital Programs (4)
SMCTA	000323	PACIFIC GAS & ELECTRIC COMPANY	184.85	CHK	Capital Programs (4)
SMCTA	000324	PALO ALTO, CITY OF	431.06	CHK	Capital Programs (4)
SMCTA	000076	MARK THOMAS & COMPANY AND AECOM JV	48,715.98	ACH	Capital Programs (5)
SMCTA	000077	GRAY-BOWEN-SCOTT	16,900.73	ACH	Capital Programs (6)
SMCTA	000098	HANSON BRIDGETT LLP	18,925.50	WIR	Capital Programs (7)
SMCTA	000099	PENINSULA CORRIDOR JOINT POWERS BOARD	4,022,747.08	WIR	Capital Programs (8)
SMCTA	000100	HANSON BRIDGETT LLP	139.50	WIR	Capital Programs (9)
SMCTA	000101	PENINSULA CORRIDOR JOINT POWERS BOARD	8,358,049.20	WIR	Capital Programs (10)
SMCTA	000310	DALY CITY, CITY OF	38,528.13	CHK	Capital Programs (11)
SMCTA	000311	MENLO PARK, CITY OF	22,473.48	CHK	Capital Programs (11)
SMCTA	000312	PORT OF REDWOOD CITY	10,177.00	CHK	Capital Programs (12)
SMCTA	000327	PORT OF REDWOOD CITY	7,045.41	CHK	Capital Programs (12)
SMCTA	000321	WSP USA INC.	645.19	CHK	Capital Programs (13)
SMCTA	000322	MENLO PARK, CITY OF	39,054.43	CHK	Capital Programs (14)
SMCTA	000325	SOUTH SAN FRANCISCO, CITY OF	40,787.68	CHK	Capital Programs (15)
SMCTA	000326	PENINSULA TRAFFIC CONGESTION RELIEF	286,267.50	CHK	Capital Programs (16)
SMCTA	000329	SAN MATEO COUNTY TAX COLLECTOR	2,245.48	CHK	Capital Programs (17)
			<u>19,333,210.77</u>		

- (1) 2020 Bike Ped Call for Project
- (2) 101 Managed Lanes (Nof I-380)
- (3) 101 Interchange to Broadway
- (4) 101 HOV Ln Whipple - San Bruno
- (5) 101 Peninsula Ave/Poplar I/C
- (6) Express Lane Operations
  
- (7)
 

\$7,347.00	Highway Oversight
<u>11,578.50</u>	SMCTA Operating Administration
<u>\$18,925.50</u>	
  
- (8)
 

\$1,970,259.42	SSF Caltrain Station
<u>2,052,487.66</u>	25th Ave Grade Separation
<u>\$4,022,747.08</u>	
  
- (9) Pedestrian & Bicycle Oversight
- (10) SSF Caltrain Station
- (11) Shuttles FY21-22 Funding
- (12) RWC Ferry - Business Plan
- (13) Highway Oversight
- (14) 2017 Bike/Ped Call for project
- (15) SSF Ferry - 2nd Terminal
- (16) ACR Countywide TDM Prgm
  
- (17)
 

\$1,509.00	101 Interchange to Broadway
<u>736.48</u>	SMCTA Operating Administration
<u>\$2,245.48</u>	

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT FOR 1ST QUARTER FISCAL  
YEAR 2022**

**ACTION**

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

**SIGNIFICANCE**

The Capital Projects Quarterly Status Report (QSR) is submitted to keep the Board informed as to the scope, budget, and progress of ongoing capital projects funded by Measure A and W funds. Earlier this year, the Board recommended more reporting on Measure A funded Caltrain projects that would provide greater transparency and updated project information.

In response to the Board's recommendation, the attached Quarterly Status Report includes a revised format for TA funded Caltrain Grade Separation and Station projects that includes enhanced reporting with important details, such as, notable risks and issues that can be used to better monitor the projects status and help develop future forecasts, budget planning, and improve decision-making.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget, and progress of capital projects. It is being presented to the Board for informational purposes. To address comments received from the Board, staff has been evaluating opportunities to provide up-to-date information and better inform the Board of the status of capital projects.

# Capital Projects

# Quarterly Status Report

**First Quarter FY2022: July 01-September 30, 2021**

**Report prepared for the December 2, 2021 TA Board Meeting**





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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	O4 FY21	O1 FY22	O4 FY21	O1 FY22	O4 FY21	O1 FY22	O4 FY21	O1 FY22	
<b>Highways</b>									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report ( PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	G	G	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	Y	Y	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	Y	Y	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	23
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31
<b>Caltrain - Grade Separation &amp; Station Improvements</b>									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	G	G	Y	Y	Y	Y	G	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	Y	R	Y	R	G	G	38
00824- South San Francisco Station Improvement Project (South San Francisco)	G	G	G	G	G	G	G	G	42
00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street)	N/A	G	N/A	G	N/A	G	N/A	G	47
100277 – Grade Separation Study Project - Whipple Avenue (Redwood City)	N/A	G	N/A	G	N/A	G	N/A	G	49
100579 – Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	N/A	G	N/A	G	N/A	G	N/A	G	52



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

# **Level 2 Projects** **Highways**

# 000621 - U.S. 101 / BROADWAY INTERCHANGE PROJECT

**TA Role:** Funding Agency and Highway Planting Design  
**Sponsor:** City of Burlingame

**Scope:** The project reconstructed the existing US 101/Broadway Interchange, including a new Broadway Overcrossing with a wider structure and new ramp connections to US 101 to address traffic congestion and safety concerns. TA was responsible for completing the Project Initiation Document (PID), Project Report, Environmental Documents (PA&ED), and Plan, Specifications and Estimate (PS&E). TA also developed the Right-of-Way Certification for the project. Caltrans was the implementation agency for the construction phase, and was responsible for utility relocation oversight. Construction phase includes right-of-way and utility relocation activities, and one-year plant establishment period for planting on City's right-of-way (R/W). Highway planting on Caltrans' right-of-way is part of a subsequent contract following completion of the roadway construction contract.

**Project Status Summary:** Interchange construction was completed in October 2017 and the one-year plant establishment period for City's planting continued through October 2018. Caltrans signed and accepted the roadway construction contract on October 28, 2018. The project submitted 95% highway planting design to Caltrans.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (09/18)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	08/31/2022*	05/06/19	TBD

- Progress This Quarter:**
- (1) Continued addressing Caltrans' comments on right-of-way record maps
  - (2) Continued coordination with US 101 Express Lanes Project
  - (3) Prepared draft environmental revalidation report
  - (4) Prepared preliminary project description for landscaping task
  - (5) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame
  - (6) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers

- Future Activities:**
- (1) Obtain Caltrans approval on final right-of-way record maps
  - (2) City to obtain approval on Section 83 Quitclaim deed package
  - (4) City to execute Maintenance Agreement with Caltrans
  - (5) Continue work on environmental review documentation

**Issues:** \*The US 101 Express Lanes Project is utilizing the project area for staging until Summer 2022. Based on discussion with Caltrans, the construction of the highway planting will begin after the staging work for the Express Lanes Project is completed in July 2022. There are on-going maintenance responsibilities discussions for highway planting. TA is evaluating schedule impact based on Express Lanes Project schedule and required permit requirements. Schedule will be updated once concurrences from Caltrans and City are received.

**Funding :**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$59,187,000	63%	\$57,329,572	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$90,970,287</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>

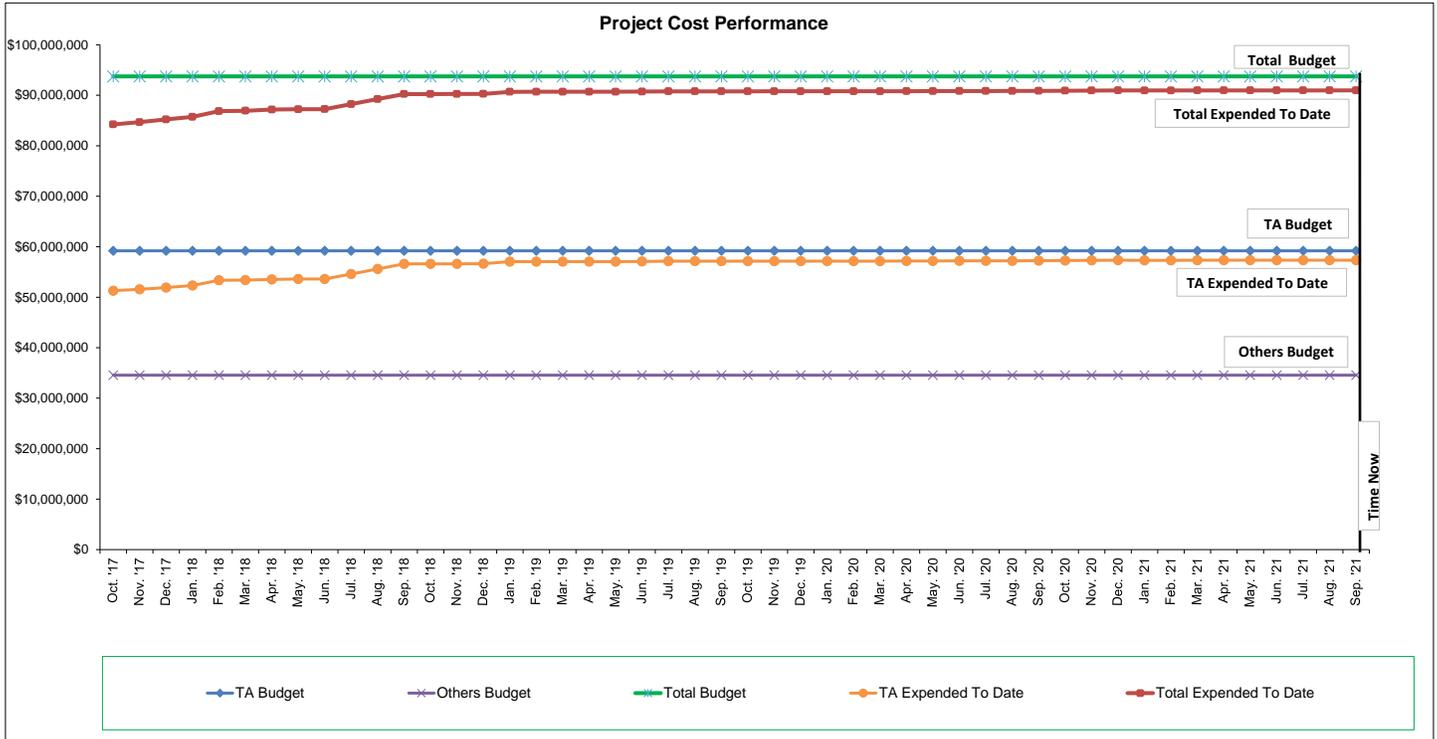
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,329,572	\$1,857,428	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$90,970,287</b>	<b>\$2,767,713</b>	<b>\$93,738,000</b>	<b>\$0</b>

Note: The current budget includes the cost for subsequent highway planting work.



\* Cost incurred from the beginning of roadway construction and current highway planting phases.

**Issues:** None

# 000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

**Scope:**



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

**Project Status Summary:**

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (08/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/07	01/02/09	01/02/14	12/01/15	01/02/14	02/25/16
Right of Way	07/01/07	03/02/09	01/02/14	12/23/15	01/02/14	04/30/16
Construction	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19

**Progress**

- (1) City was not awarded Urban Greening Grants.
- (2) City began design development for basic landscape option.
- (3) Caltrans settled claims with contractors.
- (4) Continued to closeout construction phase with Caltrans and City.
- (5) Caltrans, City and TA to finalize the amendment to Coop. Agreement.
- (6) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (7) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.
- (8) City conducted a public meeting to discuss proposed landscaping concepts on September 26, 2021
- (9) TA received \$8.3 million reimbursement for the earlier loan agreement

**This Quarter:**

**Future**

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and City of EPA.

**Activities:**

**Issues:**

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
<b>Others</b>						
<b>State</b>	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
<b>Total</b>	<b>\$66,800,000</b>	<b>100%</b>	<b>\$63,712,027</b>	<b>95%</b>	<b>\$66,800,000</b>	<b>100%</b>

**Issues:**

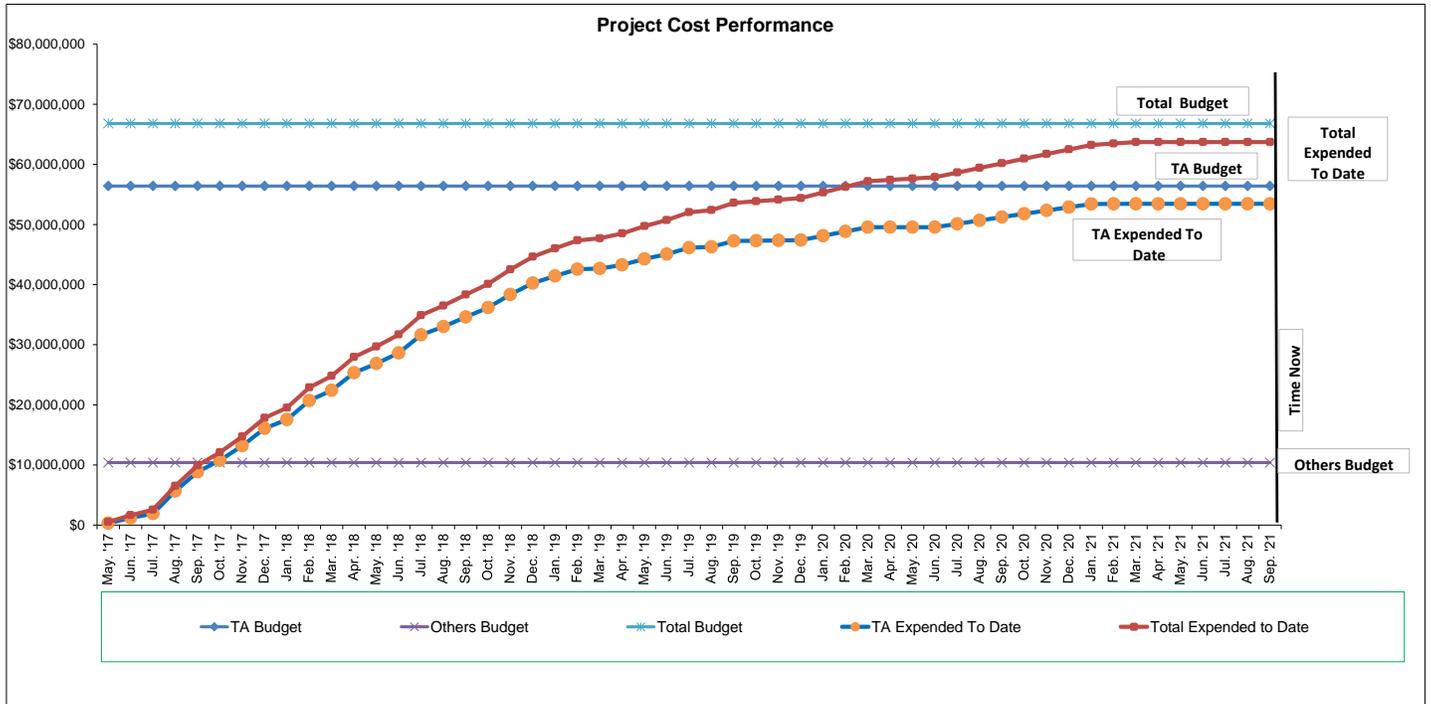
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$56,400,000	\$53,443,809	\$2,956,191	\$56,400,000	\$0
State	\$10,400,000	\$10,268,218	\$131,782	\$10,400,000	\$0
<b>Total Project</b>	<b>\$66,800,000</b>	<b>\$63,712,027</b>	<b>\$3,087,973</b>	<b>\$66,800,000</b>	<b>\$0</b>

Note: Budget is for construction phase only. Construction cost saving may be made available to fund standard landscaping construction. The City is funding the highway planting design work and is not included in this table.



\* Cost incurred from the beginning of current construction phase.

**Issues:** None

# 000768 - U.S. 101/ WOODSIDE ROAD INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

**Scope:**



The project will improve the operation of US 101/ Woodside Road (State Route 84) Interchange by widening Woodside Road and realignment of freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

**Project**

**Status**

**Summary:**

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The draft right-of-way appraisal preparation will continue to December 2021. The City is working to develop a full funding plan for the right-of-way capital and construction phases. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (07/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	09/01/13	09/01/15	10/10/13	10/01/15	10/24/13	12/19/16
PS&E	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD
Right-of-way Support	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	TBD

**Progress**

**This Quarter:**

- (1) City continued capital funding pursuit planning and activities, including selecting a consultant for Funding Plan Development
- (2) City selected a consultant for funding plan development
- (3) City worked with the TA staff to develop a strategy for the Call for Projects funding application
- (4) City secured approval of base mapping and continued work on appraisal mapping
- (5) City worked with Caltrans to establish schedule for approval of appraisal mapping
- (6) City continued work on updating Project phasing concept.

**Future**

**Activities:**

- (1) City to seek approval of appraisal maps by Caltrans
- (2) City to continue capital funding pursuit and initiate development of formal Funding Plan
- (3) City to continue work on updating Project phasing concept

**Issues:**

\*In consultation with Caltrans and TA, the City decided to suspend (or pause) design activities at the completion of the 95% design task due to lack of full funding for construction phase. Design activities will be paused and draft right-of-way appraisal preparation will continue to December 2021. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$8,140,000	79%	\$6,820,267	84%	\$8,140,000	79%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$2,110,000	21%	\$1,564,269	74%	\$2,110,000	21%
<b>Total</b>	<b>\$10,250,000</b>	<b>100%</b>	<b>\$8,384,536</b>	<b>82%</b>	<b>\$10,250,000</b>	<b>100%</b>

**Issues:**

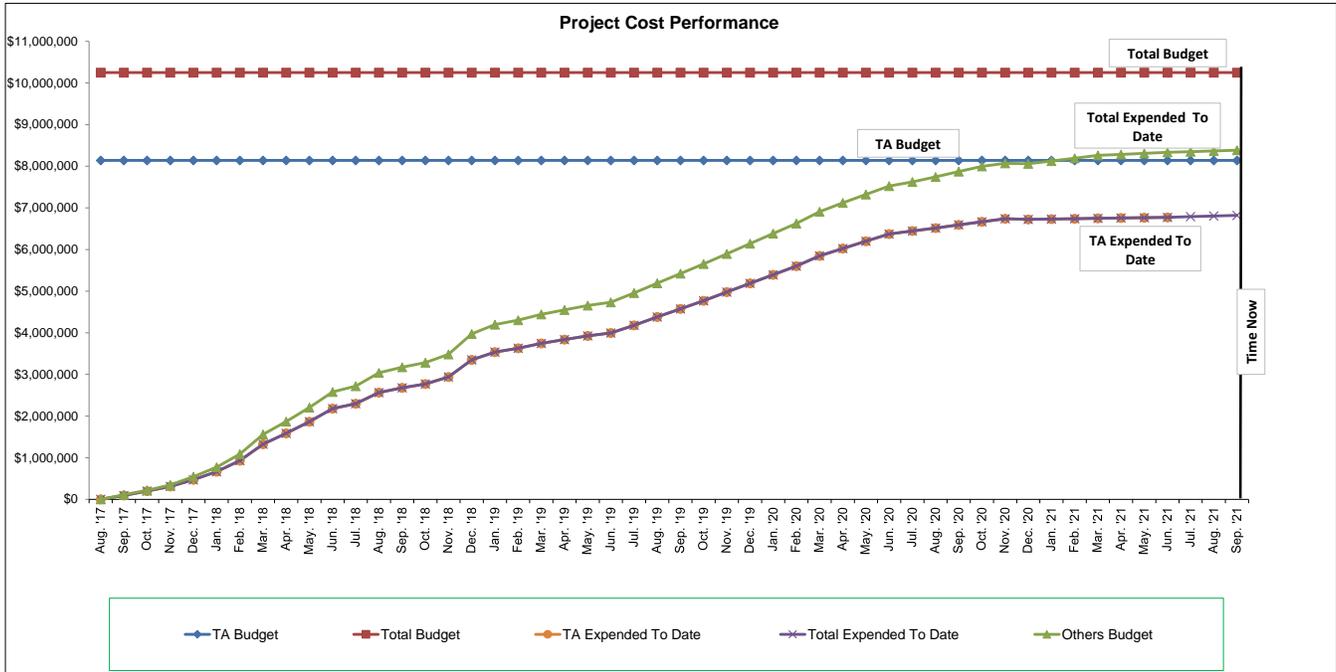
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,820,267	\$1,319,733	\$8,140,000	\$0
City	\$2,110,000	\$1,564,269	\$545,731	\$2,110,000	\$0
<b>Total Project</b>	<b>\$10,250,000</b>	<b>\$8,384,536</b>	<b>\$1,865,464</b>	<b>\$10,250,000</b>	<b>\$0</b>

Note: Budget is for PS&E and right-of-way support phases only.



\* Cost incurred from the beginning of current PS&E and right-of-way phases.

**Issues:** None

## 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT

**TA Role:** Funding Agency and technical support during construction

**Sponsor:** City of Pacifica

**Scope:**



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

**Project Status Summary:**

The construction phase was administrated by Caltrans and offsite mitigation was completed in August 2016. Project is currently in Phase II biological monitoring. Environmental permits issued for the project require an additional 3-year monitoring period after the completion of plant establishment. The additional monitoring is being performed under a separate contract with Caltrans. The 2019 and 2020 Annual Monitoring Reports show that the overall survivorship, vigor, and percent cover of seeded areas exceeded success criteria, and remained stable.

**Issues:** None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/17)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment/ Bio. Monitoring (Phase I)	10/15/15	11/30/17	10/15/15	11/30/17	10/15/15	12/31/17
Bio. Monitoring (Phase II)	11/30/17	11/30/20	01/01/18	12/31/22	01/01/18	12/31/22

**Progress This Quarter:** (1) Ciity incorporating and continue to monitor creek revegetation based on Caltrans' comments.  
(2) City Continued to revise Monitoring Report

**Future Activities:** (1) City to continue creek monitoring work and coordinate with Caltrans to closeout of the project.

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$10,054,000	56%	\$7,740,299	94.6%	\$8,185,075	52%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,437,498</b>	<b>97.2%</b>	<b>\$15,882,273</b>	<b>100%</b>

**Issues:** Svings to be returned and made available to other highway projects upon final project closeout  
Corps of engineers have requested that the creek profile be determined to assess any silting on the creek bed

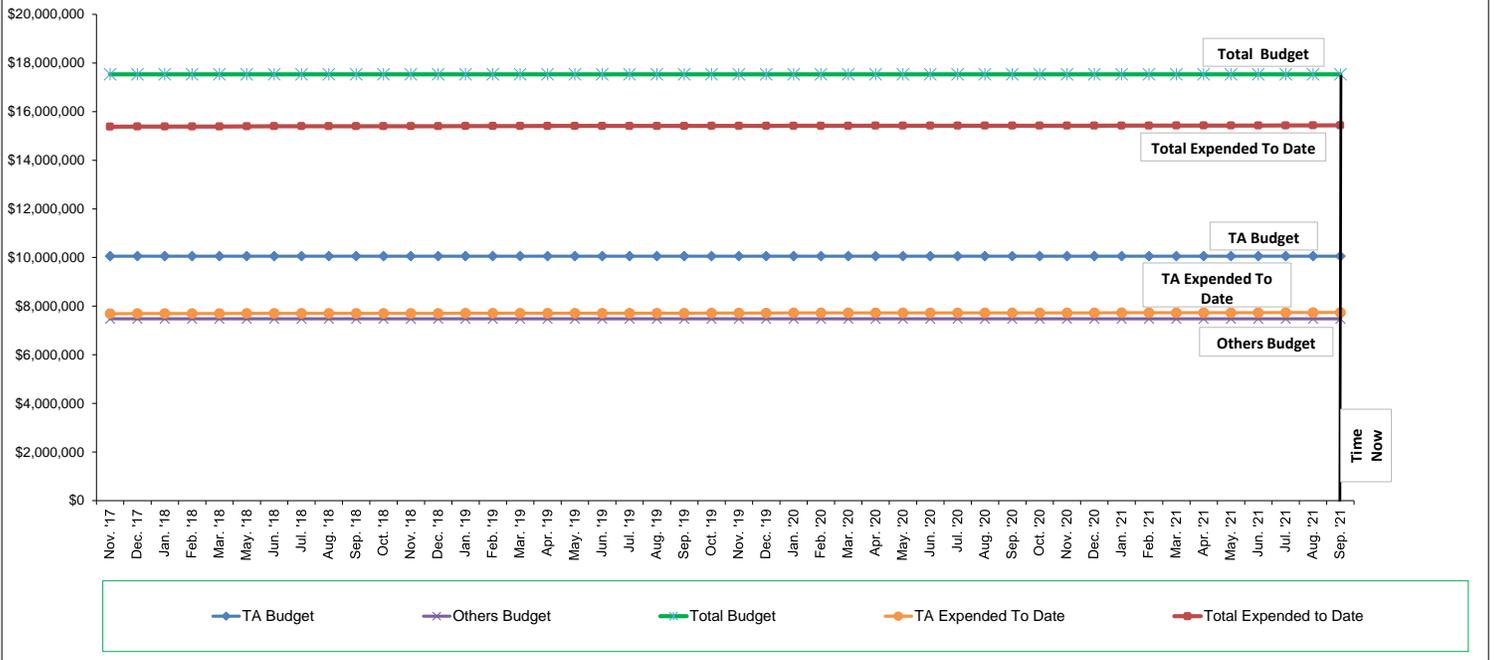
**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,740,299	\$444,776	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,437,498</b>	<b>\$444,776</b>	<b>\$15,882,273</b>	<b>\$1,962,108</b>

Note: Budget for PS&E, construction, plant establishment and a 3-year biological monitoring period.

**Project Cost Performance**



\* Cost incurred from the beginning of current biological monitoring phase.

**Issues:** None

# 000791 - U.S. 101 EXPRESS LANES PROJECT

TA Role: Funding Agency / Co-Implementer / Co-Sponsor

Sponsors: C/CAG and TA

**Scope:**



This project will provide Express Lanes in both northbound and southbound directions of US 101 from the proposed Express Lanes in Santa Clara County to I-380 in San Mateo County.

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
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	06/30/22

Southern Segment (Santa Clara County Line – Whipple)

1. Completed installation of tolling equipment

**Progress**

Northern Segment (Whipple- I-380)

**This Quarter:**

1. Continue to review and issue change orders
2. Completed sign foundations in Blocks 1, 2, and 3
3. Completed installation of lights and sign structures in Blocks 1 and 4
4. Capital Preventative Maintenance (CAPM) (roadway rehabilitation) paving complete (in Block 4)
5. Completed restriping in Block 1 in preparation for final layer of paving
6. Removed 2,000 linear feet of temporary barrier (in Blocks 1 and 4)
7. Constructed approximately 15 miles of new median concrete barrier
8. Future Draft and negotiate Operations and Maintenance Agreements.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

**Future Activities:**

Southern segment (Santa Clara County Line – Whipple)

1. Testing tolling equipment and system
2. Restriping freeway to final express lanes configuration
3. Installing variable toll message sign overlays and other median signage

Northern Segment (Whipple – I-380)

1. Final layer of paving – finishing in Block 1
2. Constructing, texturing, and painting median barrier
3. Installing sign structures and variable toll message signs in all Blocks
4. Installing tolling equipment in Block 4 (TransCore)
5. Completing fiber optic cable connections to Millbrae BART Station

**Issues:**

None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA **</b>	\$30,500,000	5%	\$28,652,753	94%	\$30,500,000	5%
<b>Others</b>						
<b>Regional</b>	\$95,000,000	16%	\$51,685,186	54%	\$95,000,000	16%
<b>Loan/Future Toll</b>	\$86,500,000	15%	\$70,083,165	81%	\$86,500,000	15%
<b>Federal</b>	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
<b>State</b>	\$306,670,000	53%	\$243,927,072	80%	\$306,670,000	53%
<b>Private*</b>	\$53,000,000	9%	\$36,543,406	69%	\$53,000,000	9%
<b>Total</b>	<b>\$581,170,000</b>	<b>100%</b>	<b>\$440,391,582</b>	<b>76%</b>	<b>\$581,170,000</b>	<b>100%</b>

\* \$8M from SAMCEDA and \$45M from Facebook Funding Agreements.

\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million, the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

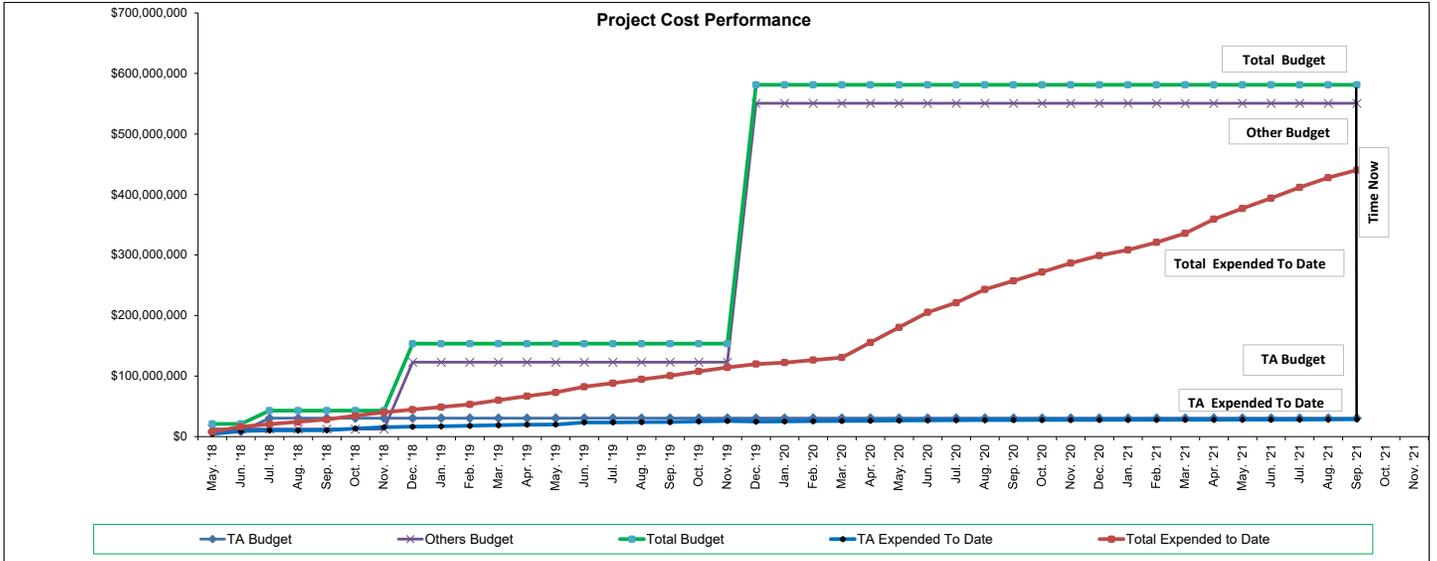
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated by CTC and was added in the funding table. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$28,652,753	\$1,847,247	\$30,500,000	\$0
Others	\$550,670,000	\$411,738,830	\$138,931,170	\$550,670,000	\$0
<b>Total Project</b>	<b>\$581,170,000</b>	<b>\$440,391,582</b>	<b>\$140,778,418</b>	<b>\$581,170,000</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, ROW and construction phases for both southern and northern segment.



\*\* For tracking purposes going forward consistent with the reported project cost of \$581 million the total does not include the \$2 million earlier allocation from the TA for the PID phase.

**Issues:**

An additional \$9.5 M of federal funds were added to the project budget in October 2017 for preliminary engineering work. An additional \$22M of Measure A funds were added to the project budget in July 2018. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was added to the project budget in December 2018. \$36.03M of design funding for Cooperative Agreement was added to the project budget. A combination of SB-1 SCCP (\$125.19M), SB-1 LPP (\$20M), STIP (\$26M), Local/Toll (\$133.35M) and private funding (\$50M) was also added to fund the construction of the northern segment.

# 000793 - HIGHWAY 1 SAFETY & OPERATIONAL PROJECT (GRAY WHALE COVE)

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

**Scope:**



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

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PPS	03/03/14	06/30/15	03/03/14	12/31/15	03/03/14	08/31/15
PEER	09/27/17	09/30/18	09/27/17	4/30/2020*	09/27/17	TBD

**Progress This Quarter:**

- (1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.
- (2) County continued to pursue funding sources for construction phase.

**Future Activities:**

- (1) Complete 100% PS&E and Environmental Review
- (2) Resolve long term maintenance responsibility and negotiate maintenance agreement with Caltrans
- (3) Continue to pursue construction funding

**Issues:**

\*The project is on hold. Schedule will be updated once County of San Mateo has staff available to prepare and attend the Planning Commission Meeting. The Planning Commission Meeting date is to be determined. Hazardous materials field work is postponed and shall begin when the project resume.

**Funding:**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$1,500,000</b>	<b>100%</b>	<b>\$783,078</b>	<b>52%</b>	<b>\$1,500,000</b>	<b>100%</b>

**Issues:**

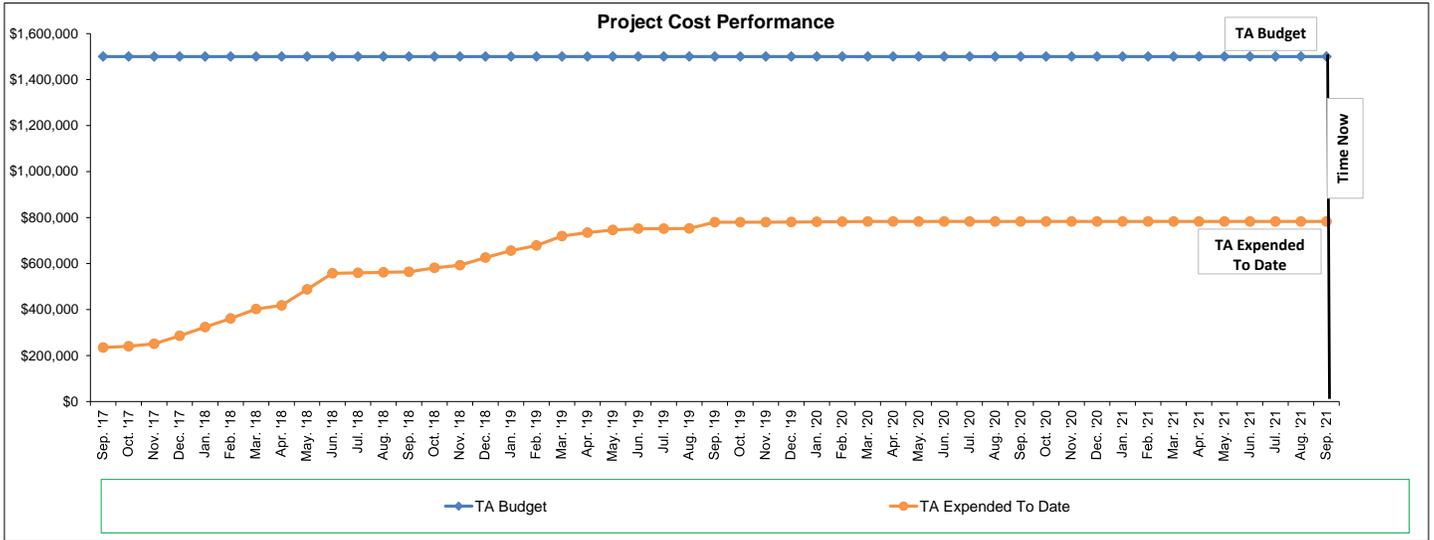
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$1,500,000</b>	<b>\$783,078</b>	<b>\$716,922</b>	<b>\$1,500,000</b>	<b>\$0</b>

Note: Budget is for PPS, PEER and construction phases. Any cost saving from PEER phase will be made available for subsequent construction phase.



\* Cost incurred from the beginning of current PEER phase.

**Issues:** None

# 000795 - U.S. 101/ HOLLY STREET INTERCHANGE PROJECT

**TA Role:** Funding Agency

**Sponsor:** City of San Carlos (Also Implementing Agency)

**Scope:**



This project will convert the existing interchange to a partial cloverleaf interchange, realign on- and off-ramps, add signalized intersections, and add new and widened sidewalks with the addition of bike lanes.

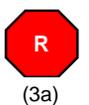
**Project Status Summary:**

The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project with a one-year construction delay clause and which includes some scope of work shifted from the U.S. 101 Express Lanes Project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. 8 bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the Pedestrian Overcrossing (POC) element of the Project. The City stopped all engineering work in March.

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	TBD*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	TBD*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	TBD*	TBD*

**Progress This Quarter:**

- (1) City was not awarded ATP grants.
- (2) City stopped all engineering work.
- (3) City has applied for funding from the TA 2021 Highway Program Call for Project

**Future Activities:**

- (1) City has opted to suspend work until a clear funding plan can be developed
- (2) Coordinate with the US 101 Express Lane project

**Issues:**

\*The City stopped all engineering work in March. The project was not recommended for Local Partnership Program (LPP) and ATP grants. The work that was proposed to be shifted to the project will remain and be completed as part of the Express Lanes Project.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,000,000	80%	\$2,858,776	95%	\$3,000,000	80%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$763,063	20%	\$710,117	93%	\$763,063	20%
<b>Total</b>	<b>\$3,763,063</b>	<b>100%</b>	<b>\$3,568,892</b>	<b>95%</b>	<b>\$3,763,063</b>	<b>100%</b>

**Issues:**

The current funding table does not include funding for construction phase. A total of \$14.59 M of Measure A funds were allocated for construction and right-of-way phases which included \$10.72 M funding allocation through the 2015 Highway Call-For-Project, and \$3.87 M allocation through a special circumstance request by the City of San Carlos. Allocation of Measure A funds for construction was conditioned upon the completion of design. City of San Carlos also committed \$4.53 M of matching funds for construction, construction support and right-of-way. Measure A funds will not contribute to the decorative lighting components of the project.

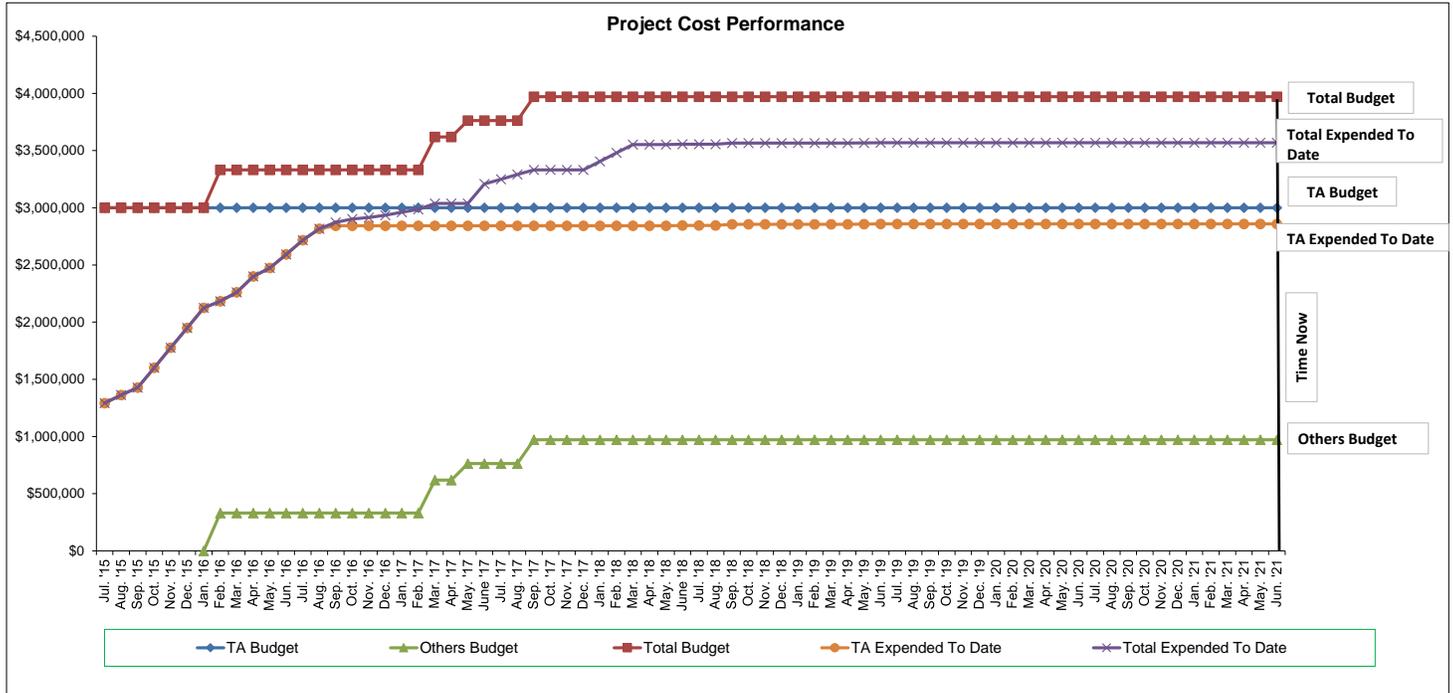
**Budget:**



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,000,000	\$2,858,776	\$141,224	\$3,000,000	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
<b>Total Project</b>	<b>\$3,763,063</b>	<b>\$3,568,892</b>	<b>\$194,171</b>	<b>\$3,763,063</b>	<b>\$0</b>

Note: Budget is for PA&ED and PS&E phases only. Budget does not include the \$100,000 fund provided by TA's Pedestrian and Bicycle Program for the Pedestrian Overcrossing Study and the \$1,000,000 fund provided for the construction of the Pedestrian Overcrossing.



\* Cost inception from the beginning of current phase.

**Issues:**

In September 2017, City allocated additional \$208,233 to cover the increased costs and scope associated with utility relocation, retaining wall design, and decorative arches and lighting features. In December 2017, TA Board allocated an additional \$3.87 M for the construction phase, which includes \$2.38 M of additional construction funds and \$1.49 M of supplemental contingency funds. In November 2019, TA Board programmed and allocated an additional \$2.6 M to accommodate one-year construction delay and scope shifting from the Express Lanes Project to the Holly Project. Since work will remain with Express Lanes Project, TA to seek Board authorization to reallocate the associated fund back to Express Lanes Project.

# 000801 - U.S. 101/ PENINSULA AVE INTERCHANGE PROJECT

**TA Role:** Funding Agency and Technical Support

**Sponsor:** City of San Mateo

**Scope:** The project will modify the existing US 101/Peninsula Avenue interchange to relieve traffic congestion and improve safety. The current project scope includes Project Initiation Document (PID), and Project Approval and Environmental Document (PA&ED) phases.



**Project Status Summary:** The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of City of San Mateo (City) as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized. No response to comments will be provided at this time. They will be considered during the environmental review process. Required environmental and technical studies have begun.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	10/31/22



**Progress This Quarter:**

- (1) Held meeting with Caltrans and City of San Mateo on Sept. 2, 2021
- (2) Continued to work with Caltrans on traffic studies
- (3) Continue environmental technical studies (air, noise, etc.)

**Future Activities:**

- (1) Submit various environmental technical studies to Caltrans
- (2) Hold monthly PDT meetings with Caltrans
- (3) Coordinate with Caltrans and finalize various draft and final environmental and technical studies to obtain final approval
- (4) Execute revised MOU with the City of San Mateo which adds \$600,000 of City funding to the project

**Issues:** None

**Funding :**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,500,000	100%	\$2,381,296	68%	\$3,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$3,500,000</b>	<b>100%</b>	<b>\$2,381,296</b>	<b>68%</b>	<b>\$3,500,000</b>	<b>100%</b>

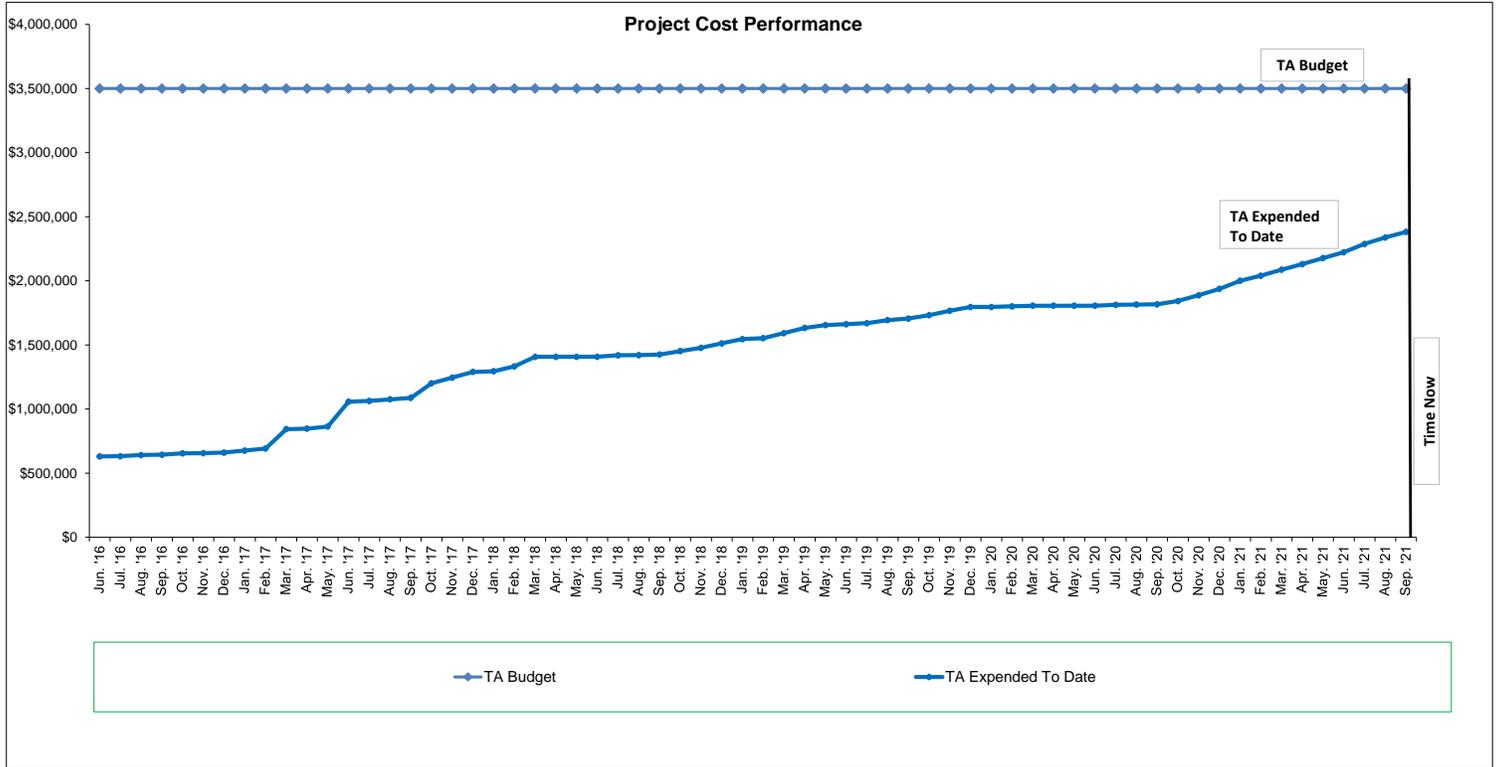


**Issues:** Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach. Based on initial analysis, there is enough funding for TA staff to issue a Limited Notice to Proceed to consultant to continue work until November 2021. The City agreed to provide \$600,000 to continue consultant work while working to finalize the additional cost and resources needed.



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$2,381,296	\$1,118,704	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$3,500,000</b>	<b>\$2,381,296</b>	<b>\$1,118,704</b>	<b>\$3,500,000</b>	<b>\$0</b>

Note: Budget is for PID & PA&ED phases. Budget table will be updated after agreement is executed.



\* Cost inception from the beginning of current PA&ED phase.

**Issues:** Additional funding will be needed to complete the PA&ED phase as a result of the additional traffic studies and public outreach.

# 000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

Sponsor: City of South San Francisco (Also Implementing Agency)

**Scope:**



Project scope is to study alternatives for a new interchange and street that connect from Utah Street on the east side of US 101 to San Mateo Avenue on the west side of US 101. The project will study alternatives to enhance safety, improve traffic operations, provide a new local east-west connection across US 101, and improve bicycle and pedestrian facilities.

**Project Status**

**Summary:**

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the Project Approval and Environmental Document (PA&ED) phase of the project, in addition to the PSR-PDS design alternatives, two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities began in October 2018; an environmental scoping meeting was conducted in August 2021. The properties impacted by the design alternatives have been identified. The City and Caltrans will soon decide on a preferred alternative(s).

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PSR-PDS	04/01/14	11/01/14	07/01/14	07/01/15	07/31/14	08/31/15
PA&ED	05/15/17	09/15/19	07/20/17	12/31/21	07/20/17	06/30/22

**Progress**

**This Quarter:**

- (1) City Conducted an Environmental Scoping Meeting
- (2) City attended a Traffic Focused meeting with Caltrans
- (3) City updated the draft GeD
- (4) City responded to Caltrans' comments and updated the Fact Sheets
- (5) City continued working on the environmental studies and the project report

**Future**

**Activities:**

- (1) City to coordinate with Caltrans on the Design Support Decision Document.
- (2) City to coordinate with Caltrans on environmental studies
- (3) City to begin the first administrative draft of the environmental document

**Issues:**

PA/ED Completion was delayed due to revisions to the traffic studies

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,550,000	92%	\$2,239,270	63%	\$3,550,000	92%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$300,000	8%	\$222,707	74%	\$300,000	8%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$2,461,977</b>	<b>64%</b>	<b>\$3,850,000</b>	<b>100%</b>

Note: Budget is for PSR-PDS and PA&ED phases.

**Issues:**

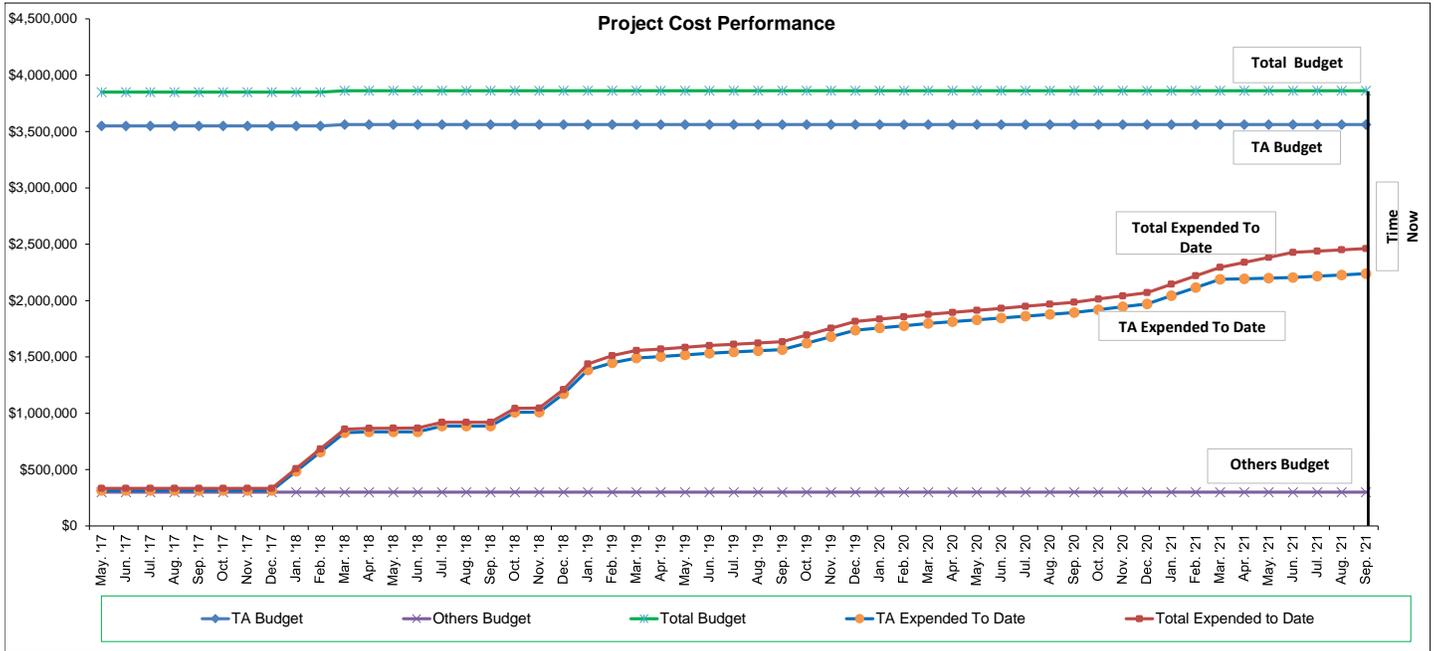
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,239,270	\$1,310,730	\$3,550,000	\$0
Others	\$300,000	\$222,707	\$77,293	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$2,461,977</b>	<b>\$1,388,023</b>	<b>\$3,850,000</b>	<b>\$0</b>

Note: Budget is for PSR-PDS and PA&ED phases.



\* Cost inception from the beginning of current PA&ED phase.

**Issues:** None

# 000805 - HIGHWAY 92 / SR 82 (EL CAMINO REAL) INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of San Mateo

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

**Project Status Summary:** Caltrans HQ approved the package for Ready-To-List package. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway landscaping final design.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (1/30/21)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Highway Planting Design	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	01/30/21

**Progress This Quarter:**

- (1) City completed 95% PS&E Review.
- (2) City completed/received revalidation for environmental clearance for landscape work.
- (3) City received SMCTA approval for project funding.
- (4) City Performing on-going coordination with Caltrans for 82-92 Project Maintenance Agreement.

**Future Activities:**

- (1) Complete 100% landscaping PS&E.
- (2) Caltrans review and issue encroachment permit.
- (3) Review and execution of 82-92 Project Maintenance Agreement.
- (4) Review and execution of 82-92 Project Funding Agreement.

**Issues:** None

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$18,400,000	69%	\$17,260,554	94%	\$18,400,000	69%
<b>Others</b>						
<b>Federal</b>	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
<b>State</b>	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
<b>City</b>	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
<b>Total</b>	<b>\$26,611,535</b>	<b>100%</b>	<b>\$25,464,915</b>	<b>96%</b>	<b>\$26,611,535</b>	<b>100%</b>

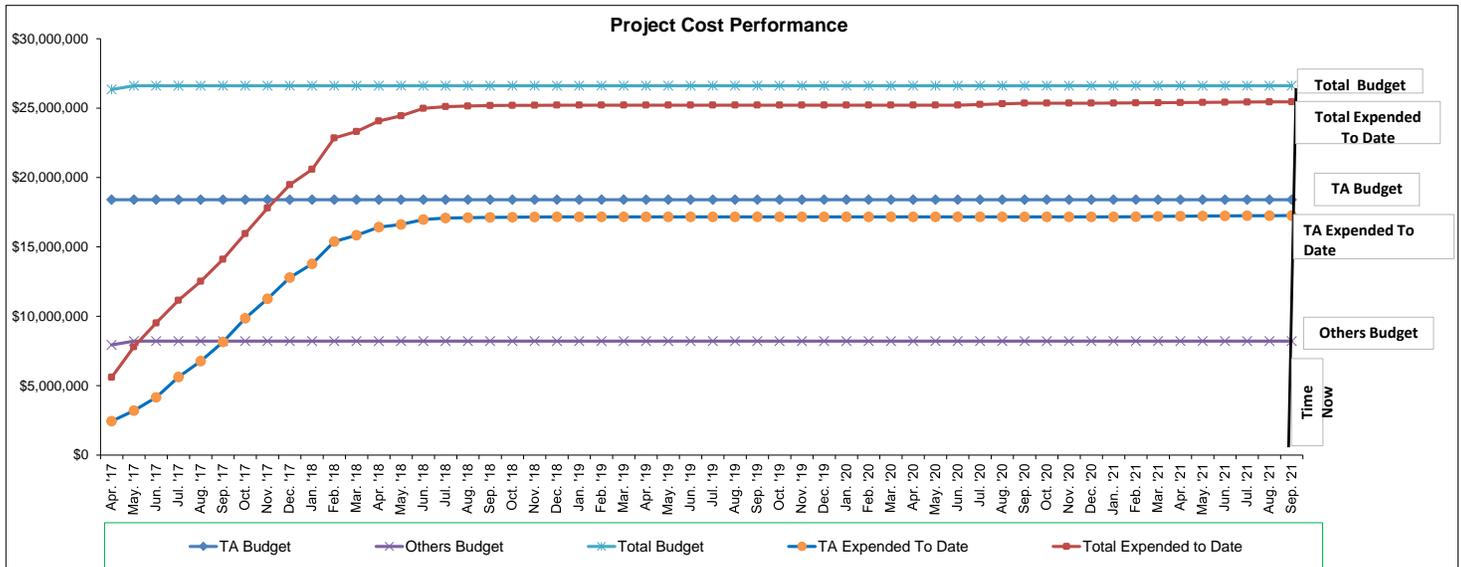
**Issues:** Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,260,554	\$1,139,446	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,452,249</b>	<b>\$1,159,286</b>	<b>\$26,611,535</b>	<b>\$0</b>

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases. Construction cost saving may be made available to fund standard landscaping construction.



\* Cost inception from the beginning of construction phase.

**Issues:** None

# 000822 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT WAVECREST ROAD TO POPLAR STREET

**TA Role:** Funding Agency

**Sponsor:** City of Half Moon Bay (Implementing Agency)

**Scope:**  This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound travel lanes to the intersection of SR 1 and Wavecrest Road and lengthen the existing southbound left-turn lane at Main Street. The project will also signalize the intersection of Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

**Project Status Summary:** The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction completion is expected by the end of 2021.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction	07/01/20	09/30/21	07/01/20	09/30/21	09/15/20	12/31/21

**Progress This Quarter:** (1) City completed the PG&E undergrounding work  
(2) City installed traffic signal and associated lighting  
(3) City completed the entry structure and landscaping work

**Future Activities:** (1) City to complete remaining paving  
(2) City to test and activate traffic signals  
(3) City to conduct a ribbon cutting ceremony in October, 2021

**Issues:** None.

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,940,000	78%	\$2,769,461	70%	\$3,940,000	78%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$1,095,000	22%	\$828,000	76%	\$1,095,000	22%
<b>Total</b>	<b>\$5,035,000</b>	<b>100%</b>	<b>\$3,597,461</b>	<b>71%</b>	<b>\$5,035,000</b>	<b>100%</b>

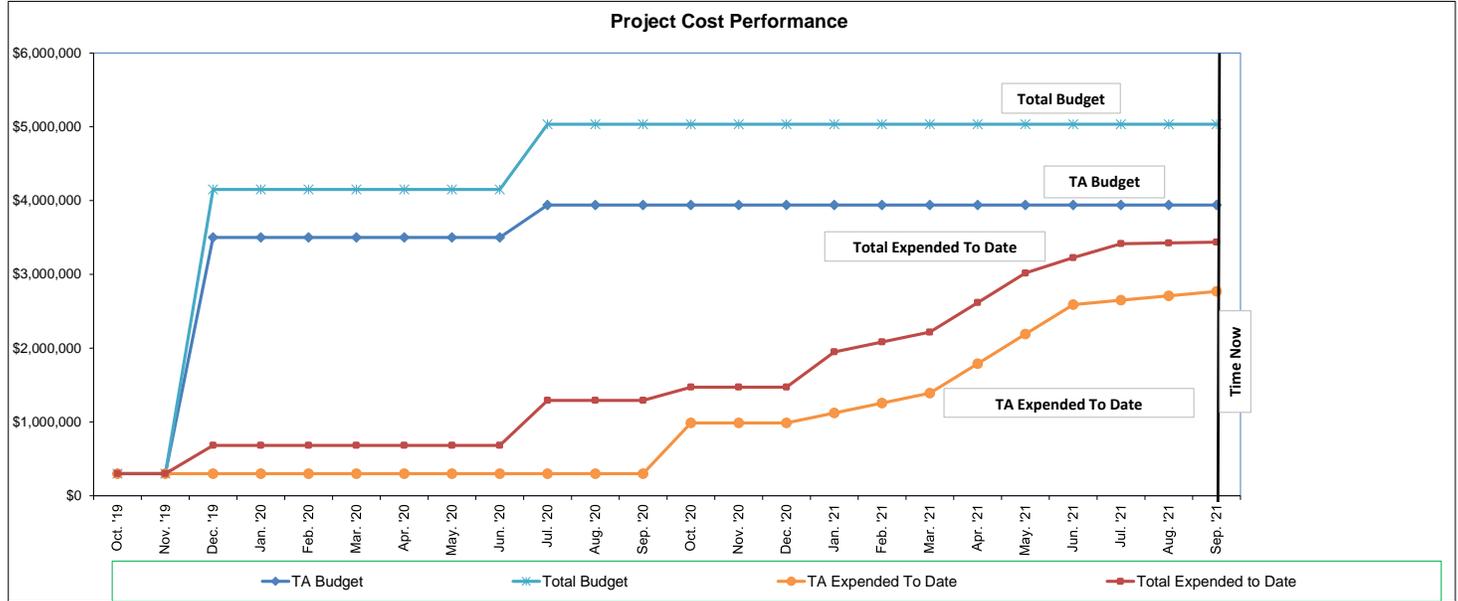
Note: Funding is \$300,000 for design and \$3,640,000 for construction

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$2,769,461	\$1,170,539	\$3,940,000	\$0
Others	\$1,095,000	\$828,000	\$267,000	\$1,095,000	\$0
<b>Total Project</b>	<b>\$5,035,000</b>	<b>\$3,597,461</b>	<b>\$1,437,539</b>	<b>\$5,035,000</b>	<b>\$0</b>



**Issues:**

# 000823 - ROUTE 1 SAFETY AND OPERATIONAL IMPROVEMENTS PROJECT MAIN STREET TO KEHOE AVENUE

**TA Role:** Funding Agency

**Sponsor:** City of Half Moon Bay

**Scope:**



This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Main Street to Kehoe Avenue. The project will widen SR 1 to add left- and right-turn lanes at intersections, install a new traffic signal at Terrace Avenue, extend the existing Frontage Road further south, and consolidate the SR 1 intersections at Grand Boulevard and Frontage Road into a single intersection at Terrace Avenue. The existing Frontage Road will be extended south to connect with Grand Boulevard. SR 1 access to and from Grand Boulevard and Frontage Road will be replaced by a four-legged intersection at SR 1/Terrace Avenue. The SR 1/Terrace Avenue intersection will be signalized, and crosswalks will be installed. The extension of the Frontage Road requires a retaining wall west of SR 1. Several segments of the existing Naomi Patridge Trail on the west side of SR 1 will be realigned and reconstructed.

**Project Status Summary:**

Submitted 100% PS&E to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

**Issues:**

Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/21	06/15/20	12/31/21

**Progress This Quarter:**

- (1) City coordinated utility relocation with PG&E
- (2) City performed constructibility evaluation
- (3) City coordinated final PS&E review with Caltrans

**Future Activities:**

- (1) City to obtain approval of revised PS&E submittal from Caltrans
- (2) City to continue to work with PG&E to relocate gas and electric lines impacted by the project
- (3) City to obtain Caltrans' final encroachment permit

**Issues:**

Due to Covid-19 issues, the schedule has been delayed by about three months.

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$438,500	41%	\$335,894	77%	\$438,500	41%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$634,500	59%	\$604,627	95%	\$634,500	59%
<b>Total</b>	<b>\$1,073,000</b>	<b>100%</b>	<b>\$940,521</b>	<b>88%</b>	<b>\$1,073,000</b>	<b>100%</b>

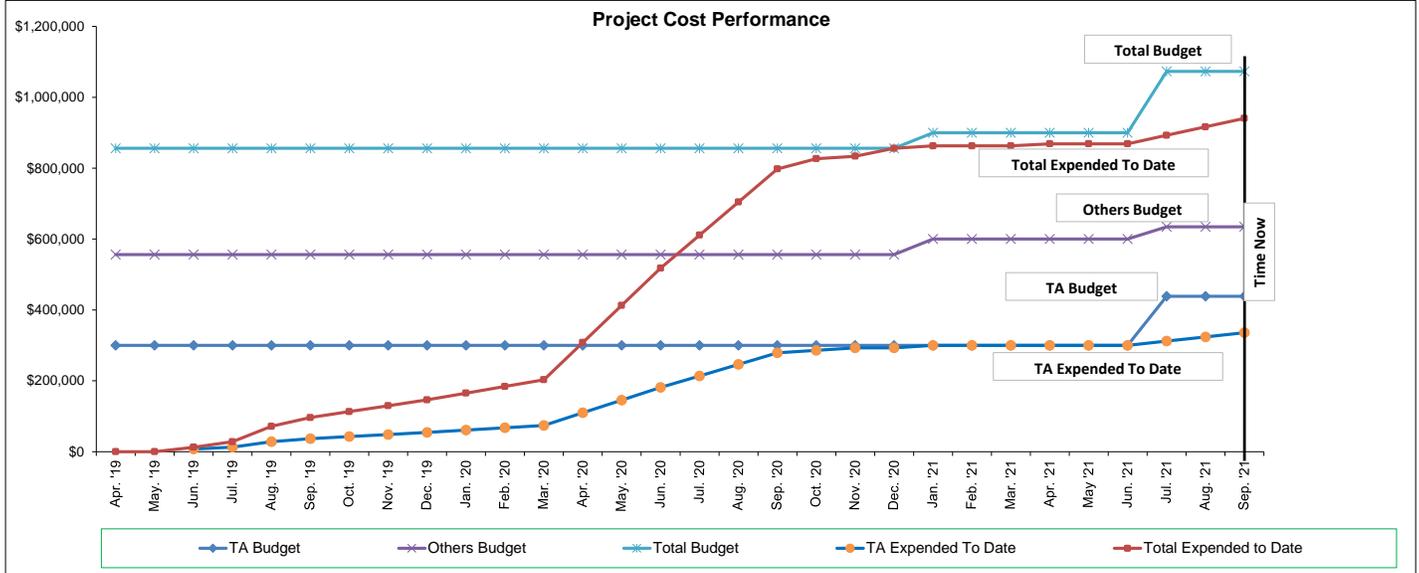
**Issues:**

Approximately additional \$4.5 Million will be required during construction phase.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$335,894	\$102,606	\$438,500	\$0
Others	\$634,500	\$604,627	\$29,873	\$634,500	\$0
<b>Total Project</b>	<b>\$1,073,000</b>	<b>\$940,521</b>	<b>\$132,479</b>	<b>\$1,073,000</b>	<b>\$0</b>



**Issues:** None

# 100302 - U.S. 101 MANAGED LANES NORTH PROJECT

**TA Role:** Funding Agency / Co-Implementer/ Co-Sponsor

**Sponsor:** C/CAG and TA (In Coordination With SFCTA)

**Scope:**  This project will provide Managed Lanes on US 101 and I 280 from the terminus of US 101 Managed Lanes project in San Mateo County near the I-380 interchange to the San Mateo/San Francisco County Line. This project will complete managed lanes gap along US 101 in San Mateo County. The Project Approval/Environmental Document phase of the project will study the project alternatives and obtain approval of the environmental document.

**Project Status Summary:** A Notice-to-proceed was issued for PID scope of work in March 2018. The Project Study Report- Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Caltrans, SFCTA, TA and C/CAG have formally agreed that the TA and C/CAG will be the sponsoring, funding and implementing agencies for the Project Approval & Environmental Document (PA&ED) phase of the corridor within San Mateo County (from I-380 to the San Mateo- San Francisco County line) and SFCTA will be the sponsoring, funding and implementing agency for the environmental phase north of the County line. A Work Directive has been provided to the consultants to perform the PA/ED phase. Various tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (08/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PID (PSR-PDS)	08/01/18	08/31/19	08/01/18	12/31/19	08/01/18	10/18/19
PA/ED	12/16/19	01/31/22	11/02/20	12/31/22	11/02/20	12/31/22

**Progress This Quarter:**

- (1) Held Water Quality and Traffic related focus group meeting with Caltrans' functional groups
- (2) Incorporated Caltrans comments on the Geometrical Approval Drawings
- (3) Conducted community outreach meetings with the cities of Brisbane, South San Francisco as well as San Francisco County TA
- (4) Conducted an environmental scoping meeting
- (5) Conducted Project Development Team meeting with Caltrans and C/CAG
- (6) Continued to prepare draft project report and the environmental document
- (7) Prepared draft critical habitat maps and draft map of Area of Potential Effects

**Future Activities:**

- (1) Submit the revised Geometrical Approval Drawings
- (2) Submit draft Water Quality and Storm Water Data Report
- (3) Submit traffic forecast report
- (4) Submit draft Initial Site Assessment Report (Hazardous Materials Review report)
- (5) Prepare draft design exception document

**Issues:** None

**Funding :** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$9,000,000	92%	\$3,713,657	41%	\$9,000,000	94%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	8%	\$560,705	100%	\$560,705	6%
<b>Total</b>	<b>\$9,750,000</b>	<b>100%</b>	<b>\$4,274,362</b>	<b>45%</b>	<b>\$9,560,705</b>	<b>100%</b>

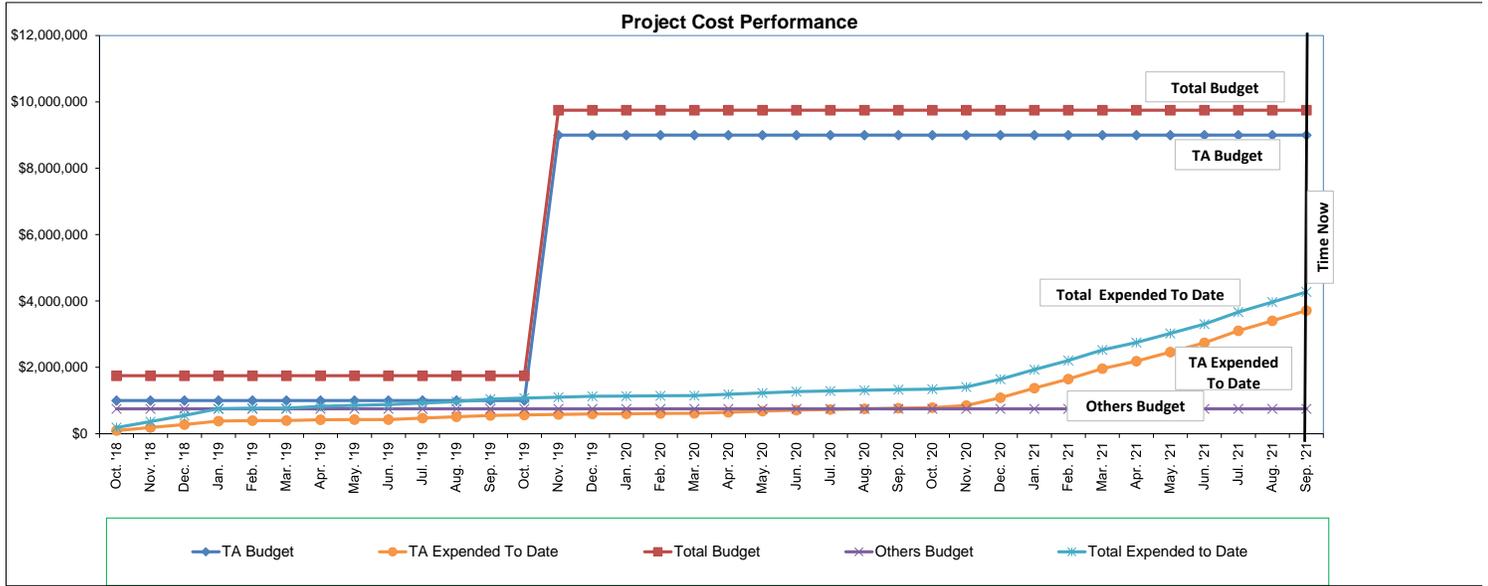
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$3,713,657	\$5,286,343	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$9,750,000</b>	<b>\$4,274,362</b>	<b>\$5,286,343</b>	<b>\$9,560,705</b>	<b>\$189,295</b>

Note: Budget is for PID and PA/ED phase only.



**Issues:** None

# 100318 - U.S. 101 / SR 92 INTERCHANGE AREA IMPROVEMENTS PROJECT

TA Role: Co-Sponsor with C/CAG

Co-Sponsors: TA and C/CAG

**Scope:**  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 to 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 widening of US 101 Hillsdale Boulevard exit ramp.

**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase. A Project Information Meeting is scheduled in May to provide an update to the communities.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21

**Progress This Quarter:** (1) Project Approval and Environmental Document was completed and executed on September 6, 2021

**Future Activities:** (1) Prepare PS&E Cooperative Agreement (Caltrans, C/CAG and SMCTA)

**Issues:** None

**Funding:** 

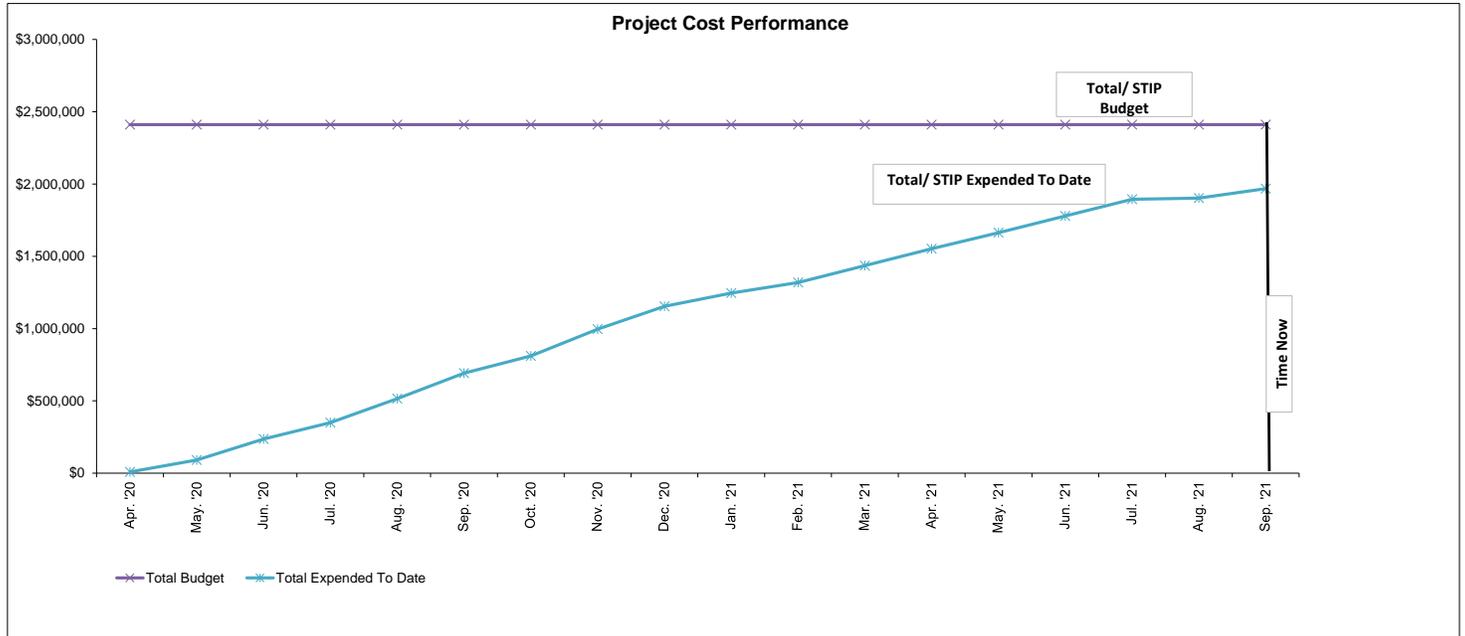
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$1,968,007	82%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$2,411,000</b>	<b>100%</b>	<b>\$1,968,007</b>	<b>82%</b>	<b>\$2,411,000</b>	<b>100%</b>

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$1,968,007	\$442,993	\$2,411,000	\$0
<b>Total Project</b>	<b>\$2,411,000</b>	<b>\$1,968,007</b>	<b>\$442,993</b>	<b>\$2,411,000</b>	<b>\$0</b>



**Issues:** None

# 100319 - U.S. 101 / SR 92 DIRECT CONNECTOR PROJECT

**TA Role:** Implementing and Funding Agency

**Sponsor:** City of Foster City, City of San Mateo

**Scope:**  The project will identify the long-term improvements to address traffic congestion and increase mobility at the US 101/ SR 92 interchange. Project will study a high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 Bridge over Seal Slough.

**Project Status Summary:** Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document (PID) and enabled the project to be advanced to the Project Approval/Environmental Document (PA/ED) phase. Board approved the transfer of the remaining funds from the PSR-PDS phase to the PA/ED phase for critical path technical studies. Traffic engineering studies and topographic survey work are underway.

**Issues:** None

**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (9/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21

**Progress This Quarter:** (1) Obtained approval of B2 Topographic Survey Report from Caltrans  
 (2) Submitted revised traffic methodology and data memo for Caltrans' final approval  
 (3) Submitted Topographic Survey package C for Caltrans' approval  
 (4) Submitted TSAS (accident data report) report to Caltrans for review and approval

**Future Activities:** (1) Complete the topographic ABC process  
 (2) Complete traffic data validation and obtain approval from Caltrans

**Issues:** None

**Funding:** 

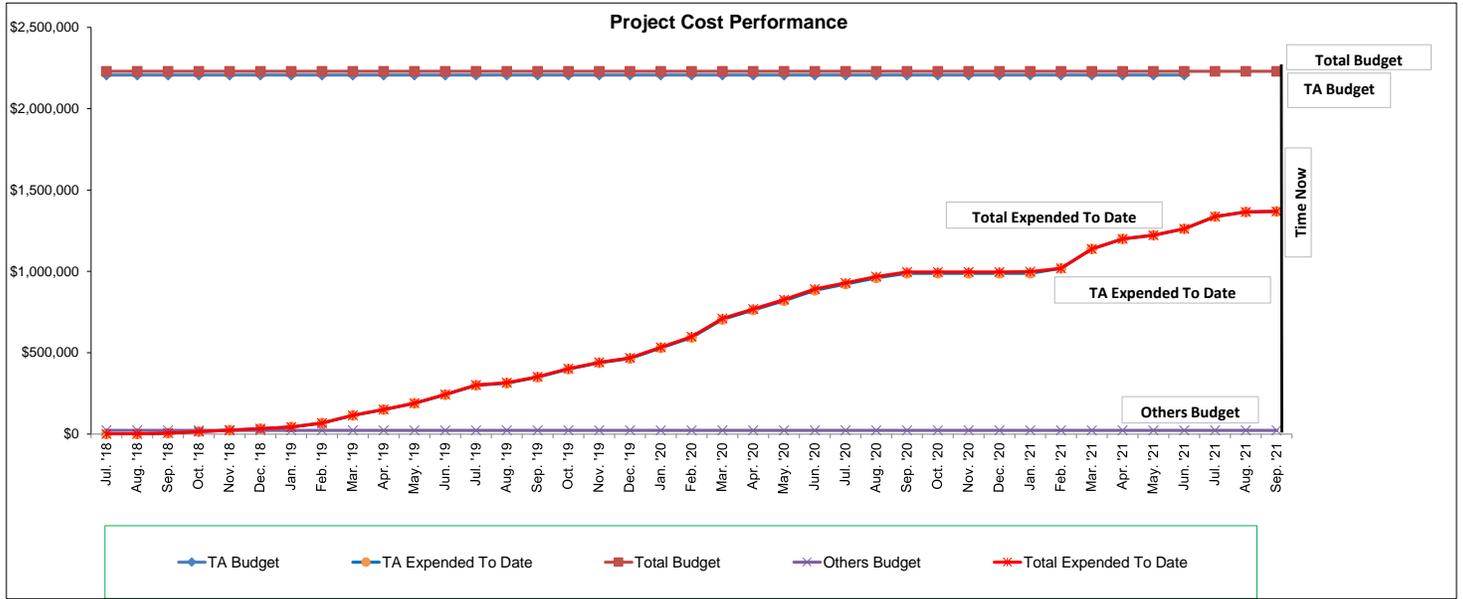
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$2,207,000	99%	\$1,369,038	64%	\$2,140,691	99%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	1%	\$8,202	37%	\$22,309	1%
<b>Total</b>	<b>\$2,230,000</b>	<b>100%</b>	<b>\$1,377,241</b>	<b>64%</b>	<b>\$2,163,000</b>	<b>100%</b>

**Issues:** Full funding for the Environmental phase will not be available until after the Short Range Highway Plan is finalized and the next Highway Program call for projects.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$1,369,038	\$771,653	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
<b>Total Project</b>	<b>\$2,230,000</b>	<b>\$1,377,241</b>	<b>\$785,759</b>	<b>\$2,163,000</b>	<b>\$67,000</b>



**Issues:** None

# Level 2 Projects Caltrain-Grade Separation

25th Avenue Grade Separation

JPB Proj No. 002088

TA Proj No. 00812

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

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>98.8%</b>	N/A	100%

1. The schedule had slipped due to continued design issues and the lack of labor available to the contractor to perform the work. Additionally, materials for extra work were delayed. Further, the contractor has not completed some base contract work.

**SCOPE Summary**

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

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

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

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

**Table 2. SAFETY INCIDENTS**

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

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	09/10/21	11/30/21	-81	-81
Project Finish	11/01/21	01/31/22	-91	-91

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,296	0	0%
Construction	0	122,668	122,668	122,668	0	0%
CM & DSDC	0	17,885	17,885	18,201	-316	-2%
Administration	1,676	11,324	13,000	13,000	0	0%
Procurement	0	24	24	24	0	0%
Oper. Support	45	8,075	8,120	8,120	0	0%
<b>Subtotals</b>	<b>4,131</b>	<b>201,132</b>	<b>205,263</b>	<b>205,579</b>	<b>-316</b>	<b>0%</b>
Unallocated Contingency	372	265	637	322	316	50%
<b>Grand Totals</b>	<b>4,503</b>	<b>201,397</b>	<b>205,900</b>	<b>205,900</b>	<b>0</b>	<b>0%</b>

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

Fund Source	Type	Board Approved			Activated Funding (D)	Unactivated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	3,700	94,100	97,800	97,800	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	13,100	14,100	14,100	0
<b>Totals</b>		<b>4,700</b>	<b>201,200</b>	<b>205,900</b>	<b>205,900</b>	<b>0</b>

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Extend time to complete changes.	SDJV/JPB Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design.	JPB is limiting scope where possible.	\$ 100	Med
Additional Changes (Design Related)	JPB/HDR Continuing to find design issues requiring changes.	Working with HDR to resolve and looking for ways to not have SDJV do the work.	\$ 750	Med
Extent of Changes/Covid 19	JPB Rejected the RFC.	Need to negotiate with Contractor a global settlement	\$ 3,700	Med

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

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV JPB is tracking issues that are potentially the result of errors/omissions.	HDR is working on design solutions; SDJV is attempting to add more crews.	10/30/2021
Covid 19/Number of Changes.	SDJV JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim.	SDJV will need to respond.	10/30/2021

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Completed drainage and irrigation north of 25th Ave.
2. Power for pump station at 31st Ave.
3. Completed various punch list items, access from Curiosity Way at Hillsdale Station.
4. Conducted Ribbon Cutting Ceremony on September 17, 2021.
5. Working on remaining work items such as grading and landscaping of the slopes of the MSE walls north of 25<sup>th</sup> Avenue to Borel Creek and miscellaneous drainage and ramp modifications.

**NEXT KEY ACTIVITIES (top 5)**

1. Complete punchlist items.
2. JPB will meet with the Executive Management of the Shimmick/Disney JV by the end of October to discuss negotiating a consolidated resolution to all outstanding commercial issues required to close out the contract.
3. Work on closing out issues.
4. Complete the construction phase.

**PROJECT NOTES**

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Although currently \$4.1M is allocated for the Parking Track construction, this scope will eventually be removed from the project and delivered under separate project.
3. The remaining \$2.3M of unactivated funds from the City of San Mateo was activated in this quarter.

25th Avenue Grade Separation

JPB Proj No.

002088

TA Proj No.

00812

PROJECT PHOTOS



Photo 1 - 31st Ave. Looking East



Photo 2 - Pump Station Testing



Photo 3 - New Driveway for Bike Path



Photo 4 - 25th Ave. Opening

**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

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

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>2.7%</b>	N/A	100%

1. The City of Burlingame is questioning JPB's decision to use the Center Boarding Platform alternative related to the Value Engineering Option 3.

**SCOPE Summary**

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

Currently the project is funded up to "Final Design" phase. The Estimate at Completion (EAC) is for up to "Final Design" phase only. Project is evaluating Value Engineering Options.

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

**Table 2. SAFETY INCIDENTS**

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

**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Finish Value Engineering Work	08/30/21	10/31/21	-62	-62
65% Design	01/03/22	01/03/22	0	0
95% Design	01/02/23	01/02/23	0	0
All Permits Received	07/25/23	07/25/23	0	0
Final Design IFB	09/30/23	09/30/23	0	0
Utility Relocation Complete	12/31/23	12/31/23	0	0
Construction Award	03/31/24	03/31/24	0	0
Construction NTP	04/01/24	04/01/24	0	0
Construction Complete	07/31/27	07/31/27	0	0
Project Finish	10/31/27	10/31/27	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,975	14,300	17,275	17,275	0	0%
ROW/Utilities	80	20	100	100	0	0%
Construction		0	0	0	0	
CM & DSDC		100	100	100	0	0%
Administration	901	2,899	3,800	3,800	0	0%
Procurement		0	0	0	0	
Oper. Support	164	401	565	565	0	0%
<b>Subtotals</b>	<b>4,120</b>	<b>17,720</b>	<b>21,840</b>	<b>21,840</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	230	2,318	2,548	2,548	0	0%
<b>Grand Totals</b>	<b>4,350</b>	<b>20,038</b>	<b>24,388</b>	<b>24,388</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

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

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- On 9/29/21, City of Burlingame responded to Caltrain's 8/2/21 email that responded to PW Asst. Dir. Art Morimoto's 6/8/21 email outlining City's concern re impacts of center boarding platform design.	A meeting with the SMCTA, Burlingame and JPB is scheduled on 10/15/21 to discuss next steps toward resolving this issue.	TBD

**KEY ACTIVITIES - Current Reporting Quarter** (top 5)

1. Met with the City and the TA to resolve the issue of VE Option #3.
2. Agreed upon VE Options 1, 2 4 & 5 with City of Burlingame and proceed to 65% design.
3. Consider engineering design alternatives to preclude impacting Easton Creek while allowing for a center boarding platform.
4. Finalized bus stop locations at Broadway station.
5. Continued geotechnical investigation, analysis of Easton Creek and Sanchez Creek hydraulics and design development on those elements of the project that are not impacted by VE Options.

**NEXT KEY ACTIVITIES** (top 5)

1. Proceed to 65% design.
2. Revise the baseline schedule to allow succeeding milestones to be completed on time.

**PROJECT NOTES**

None.

Burlingame Broadway Grade Separation

JPB Proj No. 100244

TA Proj No. 00813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)

South San Francisco Station Improvement Project

JPB Proj No. **002146**

TA Proj No. **00824**

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

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>96.8%</b>	N/A	91%

**SCOPE Summary**

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

Key elements of the project include:

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

Project Manager: Hubert Chan  
 Principal Designer: RSE  
 Const. Contractor: ProVen Management, Inc.

**Table 2. SAFETY INCIDENTS**

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

South San Francisco Station Improvement Project

JPB Proj No. **002146**

TA Proj No. **00824**

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTF	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Construction Complete	11/30/21	11/30/21	0	0
Station Opening	01/10/22	01/10/22	0	5
Closeout	03/31/22	03/31/22	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(D)	(E=C-D)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
<b>Subtotals</b>	<b>49,533</b>	<b>46,242</b>	<b>95,775</b>	<b>87,465</b>	<b>8,310</b>	<b>9%</b>
Unallocated Contingency	6,767	-5,942	825	910	-85	-10%
<b>Grand Totals</b>	<b>56,300</b>	<b>40,300</b>	<b>96,600</b>	<b>88,375</b>	<b>8,225</b>	<b>9%</b>

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

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

Fund Source	Type	Board Approved			Activated Funding (D)	Un-activated Amount (E=C-D)
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
Capital fund from operations source	Other		1,300	1,300	1,300	-
SMCTA Cap Contr to JPB/SAMTR	Other	49,100	(5,028)	44,072	44,572	(500)
CA-2017-057-01	Federal		38,828	38,828	38,828	-
CSSF MOU-SSF Caltrain Station	Local	5,900	6,500	12,400	9,900	2,500
<b>Totals</b>		<b>55,000</b>	<b>41,600</b>	<b>96,600</b>	<b>94,600</b>	<b>2,000</b>

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Construction sequence and methods for Ramps 3, 2, 1 and Underpass.	Hubert Chan	Claim has been negotiated with PMI	\$ 10,000	Med
	Resolved			
PG&E Permanent Power	Hubert Chan	101 off ramp to Poletti Way will remain closed until power is provided to the traffic light	\$ 40	Med
	PG&E has provided permanent power to the new station (Resolved). Traffic light on Poletti Way still needs permanent power			
Calwater Permanent Connection	Hubert Chan	Calwater provided water for landscaping to the new station	\$ -	Med
	Resolved			

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

Issue Title	Responsibility Status	Action	Resolution Date
1. West Plaza flat-work finish	Hubert Chan	Re-finish mockup constructed and approved - Re-finish flat work	11/12/2021
	Re-finish underway		
2. West Plaza flat-work missing expansion joints	Hubert Chan	Provide Extended Warranty from the contractor to the City of South San Francisco	TBD
	Extended Warranty for flatwork under negotiation		
3. Underpass roof water leaks	Hubert Chan	Patch roof leaks	11/29/2021
	Awaiting proposal from contractor on repair		
4. Ramp 1 ADA slope issue	Hubert Chan	Re-build Ramp 1 if out of compliance	TBD
	Remeasuring slopes to ensure compliance to ADA standards		

**South San Francisco Station Improvement Project**JPB Proj No. **002146**TA Proj No. **00824****KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Ramp 3: Completed tile installation, began installation of guard rails and continued landscaping at West Plaza
2. Ramp 2/Stair 2: Completed tile installation, applying anti-graffiti coating and placing rebar for topping slab. began installation of guard rails.
3. Ramp 1/Stair 1: Completed Ramp 1 wall form, poured Stair 1, installed hand rails, applied anti-graffiti coating, completed dewatering and installed tiles.
4. Poletti Way: Completed side walk and bus pad, graded curb and gutter and installed of pedestrian traffic light.
5. Pedestrian Underpass: Continued resolving water leak.

**NEXT KEY ACTIVITIES (top 5)**

1. Ramp 3: Complete installation of guard rails and continue landscaping at West Plaza.
2. Ramp 2/Stair 2: Complete guard rails installation at Ramp 2.
3. Poletti Way: Wait for PG&E to provide power to pedestrian traffic light.
4. Pedestrian Underpass: Resolve water leak.

**PROJECT NOTES**

1. In July, the TA Board provided additional funding which was approved by the JPB Board for \$25M to cover the project cost overruns.
2. Train stops were relocated to the new station platform on September 20, 2021.
3. EAC was revised this quarter.

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

PROJECT PHOTOS



Photo 1 - New platform looking south

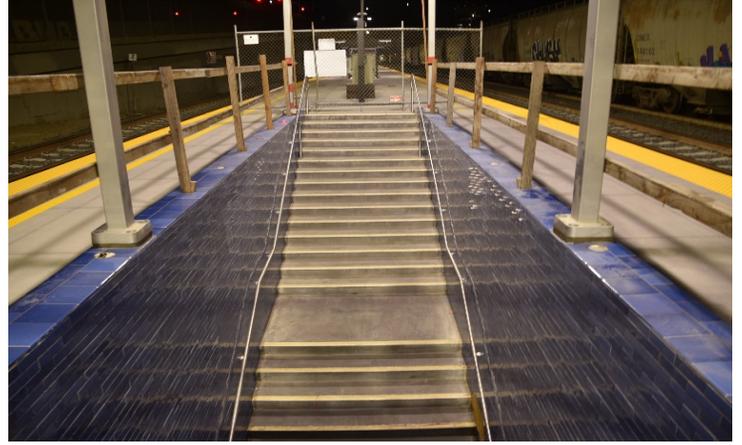


Photo 2 - Stair 2 looking north

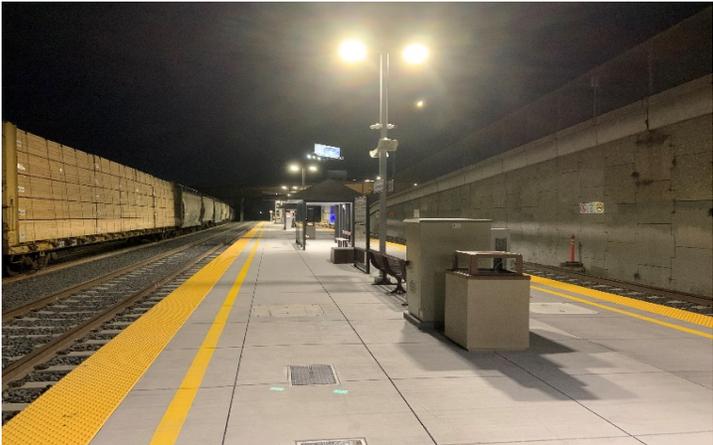


Photo 3 - Station Platform



Photo 4 - Station Platform South End incl Box Covering PCEP Foundation

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

JPB Proj No. **002152**

TA Proj No. **00814**

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

Project Phase: **Planning**

Quarter	Schedule	Budget	Funding
Current	G 	G 	G 
Previous	N/A	N/A	N/A

**PROJECT SCOPE Summary**

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

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

**PLANNING SCOPE Summary**

Staff of the two cities will provide input on alternatives as well as existing data on infrastructure maintained by the cities. City staff will also facilitate and participate in public outreach efforts. The JPB will be the implementing agency and will contract with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue.

The Project Study Report for the South Linden Avenue grade separation shall build upon previously completed studies, updating them with current data and revised project alternatives accounting for current site conditions. The previously-completed studies proposed to grade separate South Linden Avenue and Scott Street as part of larger projects and site conditions have since changed.

The scope of work will explore alternatives for the grade separation of two tracks per the JPB adopted Service Vision, while not precluding the feasibility of an eventual four-track grade separation, per the High Growth Scenario examined by the Business Plan. At least one alternative will be a two-track alternative that preserves Scott Street as a through street for motor vehicles, something that was not explored in the previous studies.

Project Manager: Melissa Reggiardo  
 Study Consultant: AECOM  
 Sponsors: Cities of South San Francisco and San Bruno

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	10/31/30	10/31/30	0	0
Complete Construction	09/01/33	09/01/33	0	0

South Linden Avenue and Scott Street Grade Separation

JPB Proj No. 002152

TA Proj No. 00814

**Table 3. PROJECT BUDGET, COST, and EAC (thousands of \$)**

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>750</b>	<b>60</b>	<b>810</b>	<b>810</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	650		650	650	0
City of San Bruno	Local	60		60	60	0
City of South San Francisco	Local	100		100	100	0
<b>Totals</b>		<b>810</b>	<b>0</b>	<b>810</b>	<b>810</b>	<b>0</b>

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

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue	Melissa Reggiardo ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Complete financial close-out of the planning study.
2. Schedule meetings with the cities and TA to clarify roles and responsibilities and the process and timing to establish agreements. The Cities also need to plan for a monetary request to the TA for PE/Environmental.
3. Discuss with C&P to clarify procurement strategy.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue to meet with the Cities to establish roles and responsibilities that will be rolled into a four-party agreement.

**PROJECT NOTES**

**Whipple Avenue Grade Separation**

JPB Proj No. **100410**

TA Proj No. **100277**

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

Project Phase: **Planning**

Quarter	Schedule	Budget	Funding
Current	G 	G 	G 
Previous	N/A	N/A	N/A

The overarching schedule has been delayed due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule is currently being adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in communities of concern. The JPB is expected to approve the additional budget at the October Board meeting. Details of the amended MOU are being discussed, including timeline.

**PROJECT SCOPE Summary**

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

**PLANNING SCOPE Summary**

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

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

Project Manager: Melissa Reggiardo

Study Consultant: AECOM

Sponsors: City of Redwood City

## Whipple Avenue Grade Separation

JPB Proj No. 100410

TA Proj No. 100277

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	12/31/19	12/31/19	0	0
Alternative Analysis and Recommendation	03/31/20	03/31/20	0	0
Draft Report Production	06/30/20	06/30/20	0	0
Final Report Production	08/31/20	08/31/20	0	0

**Table 3. PROJECT BUDGET, COST, and EAC (in thousands of \$)**

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>850</b>	<b>0</b>	<b>850</b>	<b>850</b>	<b>0</b>	<b>0%</b>

**Table 4. FUNDING (in thousands of \$)**

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	0	750	750	0
City of Redwood City	Local	100	0	100	100	0
<b>Totals</b>		<b>850</b>	<b>0</b>	<b>850</b>	<b>850</b>	<b>0</b>

**Whipple Avenue Grade Separation**

JPB Proj No. **100410**

TA Proj No. **100277**

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

ID – Issue Title	Responsibility Status	Action	Resolution Date
Difficult to obtain feedback from the communities around the southern at-grade crossings	Jessica Manzi (Redwood City) Redwood City has requested and received additional funding from SMCTA for additional, more targeted outreach in these communities of concern.	The consultant scope of work and budget will be updated with additional outreach activities with JPB approval of the capital budget amendment in October.	10/7/2021

**KEY ACTIVITIES - Current Reporting Quarter (top 5)**

1. Prepared to ask for a capital budget amendment for the additional funding at the Oct 2021 JPB Board meeting.
2. Coordinated with the City and consultant to identify scope and budget for additional targeted outreach work.
3. Assisted Redwood City as needed in preparing the request for additional funding from SMCTA.

**NEXT KEY ACTIVITIES (top 5)**

1. Amend the consultant's work directive to reflect the additional scope & budget if approved by the SMCTA.
2. Kick off additional outreach work with targeted community outreach scheduled for the fall timeframe.
3. Request for additional funding at the Oct 2021 JPB Board meeting.

**PROJECT NOTES**

**Watkins Ave Grade Crossing Safety Improvements**  
**(formerly Atherton Station Closure)**

JPB Proj No. **100522**

TA Proj No. **100579**

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

Project Phase: **Final Design**

Month	Safety	Schedule	Budget	Funding
Current	G	G	G	G
Previous	N/A	N/A	N/A	N/A

Progress (%)		Δ Prev	SPI	CPI	EAC/Budget
<b>Earned Value</b>	<b>0.0%</b>	0.00%	1.00	1.00	100%
Planned Value	0.0%	0.00%			

(SPI=EV/PV, CPI=EV/Cost to Date, for both higher is better, 1.0 is neutral)

**SCOPE Summary**

This project will design and implement safety improvements to the Watkins Ave grade crossing. Safety improvements will include installing quad gates, railings, pavement markings and markers.

Project Manager: Rbert Tam  
 PC Specialist: Asad Ziaei  
 Principal Designer: HNTB  
 Const. Contractor: TBD

**Table 2. SAFETY INCIDENTS**

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

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	02/01/22	0	0
100% Design Complete	06/30/22	06/30/22	0	0
IFB	09/22/22	09/22/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Substantial Completion	12/31/23	12/31/23	0	0
Construction Complete	02/01/24	02/01/24	0	0
Close Project	05/01/24	05/01/24	0	0

**Watkins Ave Grade Crossing Safety Improvements**  
**(formerly Atherton Station Closure)**

JPB Proj No. **100522**

TA Proj No. **100579**

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

Type of Work	Budget			Estimate at Completion (D)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)		(E=C-D)	(F=E/C)
Engineering	630		630	630	0	0%
ROW/Utilities			0		0	
Construction	2,000		2,000	2,000	0	0%
CM & DSDC	350		350	350	0	0%
Administration	385		385	385	0	0%
Procurement	25		25	25	0	0%
Oper. Support	100		100	100	0	0%
<b>Subtotals</b>	<b>3,490</b>	<b>0</b>	<b>3,490</b>	<b>3,490</b>	<b>0</b>	<b>0%</b>
Unallocated Contingency	635		635	635	0	0%
<b>Grand Totals</b>	<b>4,125</b>	<b>0</b>	<b>4,125</b>	<b>4,125</b>	<b>0</b>	<b>0%</b>

Estimate at Completion in this table applies only to scope that has approved budget.

**Table 5. PROJECT COSTS (in thousands of \$)**

Type of Work	Current Budget *	Committed to Date (B)	Expended + Accruals			Remaining Committed	
			Prev. Periods (C)	This Period (D)	To Date (E=C+D)	Amount (F=B-E)	Percentage (G=F/B)
			(A)	(C)	(D)	(E=C+D)	(F=B-E)
Engineering	630	507		30	30	477	94.08%
ROW/Utilities	0				0	0	
Construction	2,000				0	0	
CM & DSDC	350	13	13	0	13	0	0.00%
Administration	385	76	17	0	17	58	76.93%
Procurement	25				0	0	
Oper. Support	100				0	0	
<b>Totals</b>	<b>3,490</b>	<b>596</b>	<b>30</b>	<b>30</b>	<b>60</b>	<b>536</b>	
Percentages	100.00%	17.08%	0.86%	0.87%	1.73%	15%	

(\*) Current Budget does not include unallocated contingency

**Table 6. PROJECT CONTINGENCY DRAWDOWN (in thousands of \$)**

Contingency	Contingency Budget			Executed Changes (D)	Current Available Contingency (E=C-D)	Potential & In-Process Changes (F)	High Likelihood Risks (G)	Remaining Contingency	
	Original	Changes	Current					Amount	Percentage
	(A)	(B)	(C=A+B)					(H=E-F-G)	(I=H/C)
Allocated	0	0	0	0	0	0	0	0	
Unallocated	635	0	635	0	635	0	0	635	100.00%
<b>Totals</b>	<b>635</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>635</b>	<b>0</b>	<b>0</b>	<b>635</b>	<b>100.00%</b>
Percentages	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	100.00%	

**Watkins Ave Grade Crossing Safety Improvements**  
**(formerly Atherton Station Closure)**

JPB Proj No. **100522**

TA Proj No. **100579**

**Table 7. MAJOR CONTRACTS – BUDGET/COST** (in thousands of \$)

Contract Title	Board Authorized	Current Contract Amount	Expended + Accruals	Finish Date (A= Actual)	Board Action Req.	Board Action Description
Watkins Avenue Grade Crossing Improvements Project Design Support	481	481	0	7/31/2022	no	
<b>Totals</b>	<b>481</b>	<b>481</b>	<b>0</b>			

**Table 8. MAJOR CONTRACTS – CONTINGENCY & CONTRACT CHANGE ORDERS (CCO)** (in thousands of \$)

Contract Title	Contract Contingency Budget			Executed CCOs	Current Available Contg.	Potential & In-Process Changes	High Likelihood Risks	Remaining Contingency	
	Original	Changes	Current					Amount	Percentage
	(A)	(B)	(C=A+B)					(D)	(E=C-D)
Watkins Avenue Grade Crossing Improvements Project Design Support	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Table 9. FUNDING** (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)		
SMCTA	Local	4,125		4,125	4,125	0
VTA	Other	50		50	50	0
<b>Totals</b>		<b>4,175</b>	<b>0</b>	<b>4,175</b>	<b>4,175</b>	<b>0</b>

**Table 10. NOTABLE RISKS** (Top 5 in order of priority) (Budget Impact in thousands of \$, Schedule Impact in days)

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

**Table 11. NOTABLE ISSUES** (Top 5 in order of priority)

ID – Issue Title	Responsibility Status	Action	Resolution Date
None.			

**Watkins Ave Grade Crossing Safety Improvements  
(formerly Atherton Station Closure)**

JPB Proj No. **100522**

TA Proj No. **100579**

**Table 12. INTERFACES**

ID – Interface Title	Responsibility Status	Action	Due Date
Town of Atherton	Robert Tam ----- Having regular meetings.	Conduct monthly meetings for status updates.	on-going

**KEY ACTIVITIES - Current Reporting Month (top 5)**

1. Distributed the 35% design to internal reviewers and to the Town of Atherton for review.
2. Coordinating a diagnostic meeting with the CPUC and FRA.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive comments for the 35% design.
2. Begin working on the 65% design.
3. Conduct the field diagnostic meeting.

**PROJECT NOTES**

None.

# **Ferry** **Program Project**

**TA - : San Mateo County Ferry Service**

<b>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p>Scope: This next phase will prepare a Redwood City Ferry Service Business Plan. The plan will be prepared under the direction of the Port of Redwood City, in coordination with the City of Redwood City, the Water Emergency Transportation Authority (WETA) and SMCTA. Many of the information items and analyses required for the business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study &amp; Cost-Benefit and Economic Impact Analyses (Feasibility Study) project, which was completed by CDM Smith in January 2021. The plan will provide project development in order to implement a ferry terminal in Redwood City. The business plan is scheduled to finish by January 2022.</p> <p>Phase: Planning</p> <p><b>Status:</b> Project team initiated work on the purpose of the business plan; organization, governance, roles, ferry service operations, equity analysis and first-last mile plan. The original ferry feasibility study completed early this year had an extensive outreach program that was focused on engaging the general public, the recreational users of the port and the surrounding waterways, and the major employers. For this business plan effort the Port, the City, and WETA asked that there be an additional outreach effort that would focus primarily on getting input from the minority and low income residents located within the capture area of the ferry service.</p>	\$160,000	\$17,222	\$142,778

<b>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p><b>Scope:</b> Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by March 2022.</p> <p><b>Phase:</b> Planning.</p> <p><b>Status:</b> Project team continued to work on Sea Level Rise (SLR) design alternatives and developed an interim site grading concept/cost estimate for performing Phase I maintenance to address current tidal inundation issues. Project team completed a Geotechnical Engineering Study and Structural Engineering Conceptual Design for containment walls needed for SLR design alternatives. Lastly, project team prepared memorandum, describing the environmental impact mitigation options available for the prosed project as needed for Aquatic Resources Regulatory Permit Approvals.</p>	\$350,000	\$40,787	\$309,213

# **Pedestrian and Bicycle** **Program Project**

San Mateo County Transportation Authority

**New Measure A Pedestrian and Bicycle Program Project Status Update**

<i>Sponsor</i>	<i>Project Name</i>	<i>Funded Phase(s)</i>	<i>Project Status</i>	<i>Expected Completion Date</i>	<i>Award Date</i>	<i>Scope of Work Agreement Expiration Date</i>	<i>Measure A Funds</i>	<i>Measure W Funds</i>	<i>Expended Funds</i>	<i>Remaining Funds</i>
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	Construction work continued on the project, which included removing and replacing sidewalk along Ralston Ave. New ADA curb ramps and rapid flashing beacons were installed.	Nov 2021	Dec 2020	Jun 2024	\$0	\$840,000	\$0	\$840,000
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	City Council and community approved design concept. Project team prepared to move forward with design and cost estimate.	Sep 2022	Dec 2020	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	Project team obtained community and City Council feedback on preferred design alternative, which includes Class IV cycle track along east side of California Drive, including a road diet.	Jul 2022	Dec 2020	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	Due to City staff shortage, the design phase has been delayed until early 2022. However, the City recently hired new engineers, which will allow the project team to eventually begin the design phase.	Dec 2023	Dec 2020	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	Project team prepared Request for Proposal (RFP) for street light design.	Jun 2022	Mar 2018	Jul 2023	\$810,000	\$0	\$76,158	\$733,842
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	Project team prepared draft RFP to retain consultant to assist with creating branding materials.	Sep 2022	Dec 2020	May 2023	\$0	\$50,000	\$0	\$50,000
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Project team is awaiting confirmation of final Notice of Completion.	Nov 2021	Mar 2018	Oct 2023	\$300,000	\$0	\$282,094	\$17,906
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team was preparing Bridge Selection Reports as requested by Caltrans for all water crossings. Project meetings were held with Caltrans staff for guidance.	Jun 2023	Mar 2018	Sep 2023	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project team coordinated acquiring a Heritage Tree Removal Permit, updated landscape plan and requested additional funds from the State Office of Grants and Local Services to construct project improvements.	Sep 2022	Apr 2014	Original: 4/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team prepared and advertised Rectangular Rapid Flashing Beacon (RRFB) bid package.	Dec 2022	Mar 2018	Jul 2023	\$805,600	\$0	\$237,440	\$568,160
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022.	Sep 2022	Dec 2020	May 2023	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022.	Sep 2022	Dec 2020	Mar 2023	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed. Contractor continued to complete preliminary punch-list items and prepare for final inspection.	Dec 2021	Mar 2016	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	Final design was at 65% completion.	Sep 2022	Dec 2020	Jul 2024	\$0	\$360,000	\$0	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction completed in September 2021. Signal activation will occur after PG&E electrical work.	Dec 2021	Mar 2018	Jul 2023	\$375,000	\$0	\$313,857	\$61,143
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design, right-of-way and construction	City staff evaluated consultant proposals for design services and was moving forward with a contract agreement.	Dec 2023	Dec 2020	Oct 2026	\$1,401,000	\$0	\$0	\$1,401,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project is on hold until further funding is identified. Project must secure funding and request an extension by 2/2022 to retain TA funding.	Jun 2024	Mar 2016	Feb 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	Project consultant prepared topographical survey and 30% design for County review.	Oct 2022	Dec 2020	Jun 2023	\$0	\$700,000	\$26,551	\$673,449
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	City staff drafted RFP for consultant services.	Nov 2021	Dec 2020	Dec 2023	\$153,000	\$0	\$0	\$153,000
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction completed. Coordinated project close-out.	Nov 2021	Mar 2016	Jun 2022	\$200,000	\$0	\$83,348	\$116,652

Notes:  
1. City of San Mateo completed the "28th Avenue Bike Boulevard Implementation Project", which included final design and construction phases, funded by Measure A.



## Definition of Terms

**Active Capital Projects** - Engineering and Construction Projects currently being executed or funded by SMCTA including the PSR (Project Study Report) phase, the PA/ED (Project Approval and Environmental Document) phase, the PS&E (Plan, Specification and Estimate) phase, the Construction phase, and the Closeout phase.

**Current Approved Budget** – Originally Board approved budget for the current phase of the project or for the total project + additional budget subsequently approved.

**Current Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project + additional funding subsequently approved.

**Estimate at Completion (EAC)** – The forecasted cost at completion of the current phase or the forecasted cost at completion of the total project. The estimate at completion cost can be different from the current approved budget. This difference reflects a cost variance at completion (underrun or overrun).

**Expended to Date** – The cumulative project costs that have been recorded through the current reporting period in the Agency’s accounting system + accrual costs of the work performed that have not been recorded in the accounting system; and costs incurred by other agencies as reported.

**Issues** - Identify major issues and problems (i.e. outside influences, procurement, property acquisitions, etc.) that may impact the project; quantify possible impacts and identify corrective actions.

**On-hold Projects** – Projects not currently active due to (a) lack of funding, (b) lack of environmental permits, (c) projects funded but yet to be initiated, (d) projects being closed-out, and (e) schedule impacted by other related projects.

**Original Contribution** – Funding originally approved by the appropriate governing board for the current phase of the project or for the total project.

**Variance at Completion** – Difference between the Current Approved Budget and the EAC. Positive variance at completion reflects potential project underrun.



## Abbreviations

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

**EIR/EIS** – Environmental Impact Report / Environmental Impact Study

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

**PA/ED** – Project Approval/ Environmental Document – Project documents reflecting approval of environmental impact assessments to the project.

**PDT** – Policy Development Team / Project Development Team

**PS&E** – Plan, Specifications and Estimates – Perform Engineering Plans, Specifications, and Estimating tasks from 35% Design to Final Design.

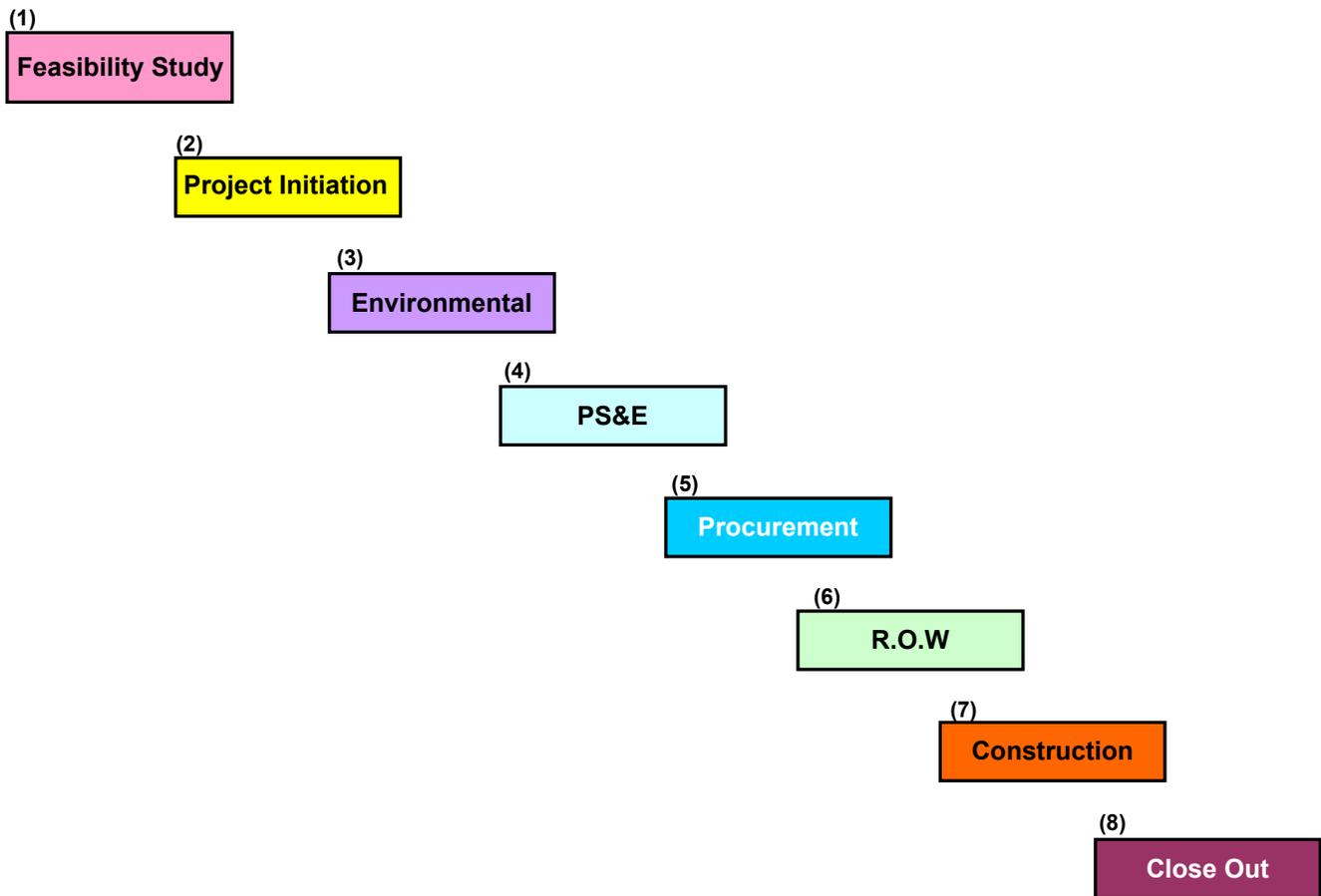
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

**ROW** – Right-of-Way – Land, property, or interest acquired for or devoted to transportation purpose.

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

# Project Phases



**Note:** Phase sequence is as shown; however some phases may overlap.



## Performance Status (Traffic Light) Criteria Highway Program

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
<b>1. SCOPE</b>	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p>
<b>2. BUDGET</b>	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
<b>3. SCHEDULE</b>	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
<b>4. FUNDING</b>	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

## Performance Status (Traffic Light) Criteria Caltrain Program

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

### Schedule Legend



**Completed**



**Critical path**



**Baseline/target schedule**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

April Chan  
Chief Officer, Planning, Grants/  
Transportation Authority

SUBJECT: **AWARD OF CONTRACT TO PROVIDE FINANCIAL AUDIT SERVICES**

**ACTION**

Staff recommends the Board:

1. Award a contract to Eide Bailly, LLP (Eide Bailly) of Menlo Park, California to provide Financial Audit Services (Services) for a not-to-exceed amount of \$195,030 for a five-year term.
2. Authorize the Acting Executive Director, or designee, to approve additional financial auditing services provided at the hourly rates quoted in Eide Bailly's proposal, up to an additional not-to-exceed amount of \$50,000, if it is in the best interest of the San Mateo County Transportation Authority (TA).
3. Authorize the Acting Executive Director, or designee, to execute a contract with Eide Bailly in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

**SIGNIFICANCE**

Approval of the above actions will ensure the continuation of professional, independent financial audit services as required by the TA's enabling legislation, the United States Office of Management and Budget, and the Federal Transit Administration.

**BUDGET IMPACT**

Funding for the Services is included in the Fiscal Year 2022 Budget, and will be included in future budgets.

**BACKGROUND**

The TA and the San Mateo County Transit District (District) issued a joint Request for Proposals (RFP 21-S-T-P-076) to provide the Services on July 16, 2021. The solicitation was advertised on the TA's and District's websites. Solicitation notices were sent to interested firms. The TA received two proposals:

- Eide Bailly, LLP, Menlo Park, California
- Maze & Associates Accountancy Corporation, Pleasant Hill, California

A Selection Committee (Committee), comprised of qualified staff representing the TA and District, reviewed and scored the proposals in accordance with the following weighted criteria:

- Approach to Providing Services 15 points
- Company Qualifications, Experience & References 25 points
- Qualifications & Experience of Key Personnel 35 points
- Reasonableness of Cost 25 points

Following the initial proposal review, the Committee found both firms were responsive and within the competitive range and invited the two firms to proceed in the evaluation and selection process, including interviews. Upon completion of interviews, and reviewing and rescoreing of the two proposals, the Committee determined that Eide Bailly is best-positioned to meet the TA's needs, as detailed in the RFP Scope of Work and identified Eide Bailly as the highest-ranked proposer. Staff subsequently conducted a price analysis and determined Eide Bailly's negotiated cost proposal to be fair and reasonable. Therefore, staff recommends award of this contract to Eide Bailly.

Eide Bailly is the TA's incumbent for financial audit services and has demonstrated its in-depth knowledge of public transit audit requirements and procedures and extensive experience preparing comprehensive financial statements and reports for public transit and other government clients.

Procurement Administrator: Linda Tamtum, PA II 650-508-7933  
Project Manager: Jennifer Ye, Acting Director, Accounting 650-622-7890

**RESOLUTION NO. 2021 –**

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

\* \* \*

**AWARDING A CONTRACT TO EIDE BAILLY, LLP  
TO PROVIDE FINANCIAL AUDIT SERVICES  
FOR A NOT-TO-EXCEED AMOUNT OF \$245,030 FOR A FIVE-YEAR TERM**

**WHEREAS**, the San Mateo County Transportation Authority (TA) and the San Mateo County Transit District (District) jointly issued Request for Proposals (RFP) 21-S-T-P-076 to provide Financial Audit Services (Services); and

**WHEREAS**, in response to the RFP, the TA received two proposals; and

**WHEREAS**, a Selection Committee (Committee) comprised of qualified District and TA staff reviewed and scored the proposals according to the evaluation criteria set forth in the RFP, conducted interviews with both firms, and determined Eide Bailly, LLP (Eide Bailly) of Menlo Park, California to be the highest consensus ranking firm; and

**WHEREAS**, staff conducted successful negotiations with Eide Bailly and determined Eide Bailly will perform the Services at fair and reasonable prices; and

**WHEREAS**, staff and legal counsel reviewed Eide Bailly's proposal and determined that it complies with the requirements of the solicitation documents; and

**WHEREAS**, the Acting Executive Director recommends that the Board of Directors award a contract to Eide Bailly for provision of Services for a five-year term for a total not-to-exceed amount of \$245,030, which includes \$50,000 for supplemental audit services.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority (Board) hereby awards a contract to provide Financial

Audit Services to Eide Bailly LLP for a five-year term for a not-to-exceed amount of \$195,030; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting Executive Director, or designee, to approve additional financial auditing services provided at the hourly rates quoted in Eide Bailly's proposal, up to an additional not-to-exceed amount of \$50,000, if it is in the best interest of the San Mateo County Transportation Authority; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting Executive Director, or designee, to execute a contract on behalf of the TA with Eide Bailly in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 2<sup>nd</sup> day of December, 2021, by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

---

Authority Secretary



**BOARD OF DIRECTORS 2021**

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CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #9  
DECEMBER 2, 2021**

**MEMORANDUM**

**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report – December 2, 2021

**San Mateo County Express Lanes Joint Powers Authority Update**

Staff anticipates that San Mateo County will be opening the 101 Express Lanes end of January 2022, becoming part of a regional network of express lanes in the Bay Area. Express lanes have proven to be an important and effective transportation facility toward efforts to reduce congestion, improve mobility, encourage mode shift to high occupancy vehicles, transit and shuttles.

In addition, for the past several years, San Mateo County has been coordinating and collaborating with the other express lane operators and other partners in the Region.

As part of the MTC's Express Lanes Network 2021 Strategic Plan, it was recommended the creation of an Executive Steering Committee (ESC) to provide a formal forum for express lane operators and their partners to deliberate on matters such as operational policy and seamless user experience, to be guided by the following strategic goals:

- *Manage congestion and bring reliability to the traveling public;*
- *Increase person throughput by creating a seamless network that incentivizes the use of transit, vanpools, and carpools;*
- *Minimize greenhouse gas emissions;*
- *Focus on equity to improve transportation access and affordability, especially for Equity Priority Communities;*
- *Deliver the Network in a timely manner; and,*
- *Be responsible in the use of public funds*

At the November SMCEL-JPA Board meeting, the Board authorized the agency to sign the Bay Area Express Lanes Network Executive Steering Committee Memorandum of Understanding (MOU). This MOU formalizes the ESC structure and its cooperative effort to support the goals of the Network, as well as formalizes the process to develop recommendations consistent across the Bay Area Express Lanes Network.

### **Toward an Autonomous Future in San Mateo County Workshop**

The TA and SamTrans held a joint virtual workshop on November 17<sup>th</sup>, 2021 to better understanding how autonomous technologies may impact travel and mobility in San Mateo County. Progress toward autonomous personal and shared autonomous transit vehicles (AV/SAV) has been steadily increasing over the past decade but local jurisdictions are often not sure about how they should preparing for the transition to a driverless future that may include autonomous transit and driverless cars.

The TA Board Chair, Emily Beach, and the SamTrans Board Chair, Charles Stone, welcomed over 75 participants to the event which included elected officials from jurisdictions across San Mateo County, local agency staff, and members of the public. The event featured two panels which covered Autonomous Vehicles/Shared Autonomous Vehicles(AV/SAV) deployments and lessons learned for San Mateo County agencies to consider as they look toward how AV/SAVs may be integrated into the fabric of our local communities.

The first panel featured private companies including Zoox, Via, Nuro, and Cruise while the second panel featured public agencies with pilot projects including the Santa Clara Valley Transportation Authority, Utah Transit Authority, Connecticut Department of Transportation, and Contra Costa Transportation Authority. The workshop culminated with small group breakout session and prioritization activity to better understand what participants considered potential next steps for San Mateo County agencies to be taking toward considering AV/SAV policies, funding, and potential pilots.

The three-hour workshop was recorded and is available to watch here:  
[https://samtrans.granicus.com/player/clip/786?view\\_id=2&redirect=true](https://samtrans.granicus.com/player/clip/786?view_id=2&redirect=true)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **ALTERNATIVE CONGESTION RELIEF AND TRANSPORTATION DEMAND  
MANAGEMENT (ACR/TDM) PLAN UPDATE**

**ACTION**

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

**SIGNIFICANCE**

At the January 2021 TA Board meeting, the Board programmed and allocated \$350,000 for the development of the ACR/TDM Plan (Plan) to guide the investment decisions and allocation of funds for the Measure A Alternative Congestion Relief (ACR) program and the Measure W Transportation Demand Management (TDM) subcategory of the Countywide Highway Congestion Improvements program.

The Plan is envisioned to provide policy direction for the use of ACR/TDM program funding and to develop a suite of projects and program recommendations based on these projects and programs' ability to reduce reliance on automobiles. Unlike many of the TA's other program categories, the Strategic Plan 2020-2024 did not establish evaluation metrics for the ACR/TDM category. Rather, this planning effort developed a set of evaluation guidelines meeting both the goals of Measure A and the core principles of Measure W.

The study began in January 2021, and the development of the Plan includes input from a stakeholder advisory group consisting of advocacy, nonprofit, business, city and agency staff. The plan was also guided by input from a TA Board Ad-Hoc Committee. Three Ad-Hoc meetings have occurred which focused on: (1) defining the vision for the ACR/TDM program; (2) developing program guidelines; and (3) establishing the evaluation criteria. Regular presentations at key milestones were also made to the City/County Association of Governments of San Mateo County (C/CAG) Technical Advisory Committee (TAC) and the Commute.org board of directors.

Key program and policy recommendations featured in the Draft ACR/TDM Plan will be provided via PowerPoint. The Draft ACR/TDM Plan will be released for public review following the Board of Directors meeting. The Final ACR/TDM Plan is planned for

adoption by the TA Board at the January 2022 meeting. A Call for Projects will be issued after the ACR/TDM Plan is completed, likely in spring 2022.

The Public Review ACR/TDM Plan Comment Survey will be available following the December TA Board of Directors meeting and will close on December 16, 20. The survey and a link to the ACR/TDM Plan can be accessed using the link below.

[https://samtranscore.sjc1.qualtrics.com/jfe/form/SV\\_73a4gtbHCvotu7Q](https://samtranscore.sjc1.qualtrics.com/jfe/form/SV_73a4gtbHCvotu7Q)

### **BUDGET IMPACT**

There is no budget impact.

### **BACKGROUND**

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires on December 31, 2033. Contained within the Measure A Transportation Expenditure Plan is a program category that allocates one percent of the generated funds to Alternative Congestion Relief, which is aimed at commute alternatives and planning work to support Intelligent Transportation Systems. Historically, this funding category has been used to primarily support Commute.org's ongoing annual TDM work programs. This historical allocation is expected to continue with the adoption of the Plan.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. The Measure W Congestion Relief Program includes the Countywide Highway Congestion Improvements program category. Through the 2020-2024 TA Strategic Plan, the TA developed a competitive TDM subcategory to encourage programs and projects that reduce highway congestion including, but not limited to, non-Single Occupant Vehicle trips and off-peak trip demand. Unlike the ACR category in Measure A, projects that qualify for Measure W TDM funds must show a nexus to the highway system. Measure W commits one percent of total annual Measure W funds for TDM projects.

Prepared by: Patrick Gilster, Manager of Programming and Monitoring 650-622-7853



**Draft**  
**ALTERNATIVE CONGESTION RELIEF (ACR)**  
**TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN**

---



SAN MATEO COUNTY  
**Transportation  
Authority**

# ACKNOWLEDGEMENTS

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Chair Cities at Large

**Rico E. Medina**

Vice Chair San Mateo County Transit District

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Acting General Manager / CEO

**April Chan**

Chief Officer, Planning, Grants/ Transportation Authority

**Derek Hansel**

Chief Financial Officer

**Casey Fromson**

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General Counsel

## STAFF/CONSULTANT SUPPORT

Joe Hurley, Director

Peter Skinner, Director, Grants and Fund Management

Patrick Gilster, Manager, Programming and Monitoring

Jessica Epstein, Manager, Government and Community Affairs

Lori Low, Government and Community Affairs Officer

Jennifer Williams, Administrative Analyst II

Lauren Tsoi, WSP

Naomi Batzer, WSP

Jeremy Halpern, WSP

Brady Nadell, WSP

\* TA staff would like to extend an extra thank you to Directors Beach, Groom, and Romero for participating in a TA Board Ad-Hoc Committee to help shape the development of the ACR/TDM Plan.

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# INTRODUCTION

The San Mateo County Transportation Authority (TA) is an independent agency that plans, funds and delivers transportation programs and projects throughout San Mateo County. The role of the TA is to administer proceeds from the county's two transportation sales tax measures, Measure A and Measure W. The TA Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Plan (Plan) is a guide for initiating and selecting projects and programs for the plan-based Measure A ACR category and the competitive Measure W TDM subcategory. These funds will support projects and programs that aim to reduce reliance on automobiles for travel and work and to increase the efficient use of the transportation network in San Mateo County. The Plan follows the recommendation set out by the TA Strategic Plan 2020-2024 which guides funded transportation programs in San Mateo County. The Plan integrates recommendations from other relevant plans, such as the US-101 Mobility Action Plan; peer research on TDM; and stakeholder input to assess current TDM needs in San Mateo County and provides the basis for the Plan's recommendations.

The TA Strategic Plan 2020-2024 recommended the creation of the Plan to provide a structure for the new TDM funding program. Until this Plan, Measure A funds were primarily used to support Commute.org, a joint powers authority in San Mateo County comprised of 17 cities and towns as well as the County of San Mateo. Commute.org is the county's transportation demand management agency and operates shuttle services throughout San Mateo County, as well as other non-automobile resources and incentive programs. Along with Measure W, the new funding sources available for ACR/TDM projects and programs dictate a need to reassess the scope and structure of the TDM program.

The ACR/TDM Plan development relies heavily on stakeholder engagement and feedback. TA staff assembled a project Advisory Group, consisting of staff from local jurisdictions and stakeholder organizations, and an Ad-Hoc Committee of the TA Board. Each group met

with the project team three times over the course of the Plan development. Separately, the project team presented to Commute.org Board of Directors and the City/County Association of Governments of San Mateo County's (C/CAG's) Technical Advisory Group project updates. Lastly, a project landing page on the TA website and Plan fact sheet were prepared as a means to communicate information with the general public.

The Plan will act as a guide to organize the first and future TDM call-for-projects (CFP) cycles. Applicants will be able to determine if their projects and programs are eligible for funding by referring to the program inventory. The program guidelines and funding split directly address countywide gaps, such as countywide TDM monitoring, that were brought up during the stakeholder interview process. Finally, the evaluation criteria, with both quantitative and qualitative measures, will provide the flexibility needed to evaluate a wide range of TDM projects. The Plan also recommends future work, including a vehicle miles traveled (VMT) reduction model that is specifically calibrated to local conditions and TDM strategies eligible under the TDM program.

## The Plan includes:

- Section 2: Measure A and W background, including TDM Definition and Plan Goals
- Section 3: Relevant Plans Review
- Section 4: Local TDM Conditions based on the stakeholder interview process
- Section 5: Program Inventory
- Section 6: Program Guidelines and Selection

The ACR/TDM Plan development project team (project team) includes TA Programming and Monitoring staff, SMCTD Government Affairs and Communication staff, and staff from WSP (the consultant for the project).

# 2 | MEASURE A AND MEASURE W BACKGROUND

## 2.1 MEASURE A

Measure A is a half-cent sales tax passed in 1988 to fund transportation construction projects, such as highway improvements, grade separations, and Caltrain commuter rail projects through the TA for a period of 20 years. In 2004, County voters reauthorized the TA's mission and a new Transportation Expenditure Plan (TEP) for an additional 25 years beginning in 2009 and running until 2033.

### Measure A has four key goals:

- Reduce congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs

Within the Measure A TEP is a program category that allocates one percent of the generated funds to Alternative Congestion Relief, which aims to provide commute alternatives and Intelligent Transportation Systems (ITS) (see Figure 2-1).

FIGURE 2-1: MEASURE A FUNDING

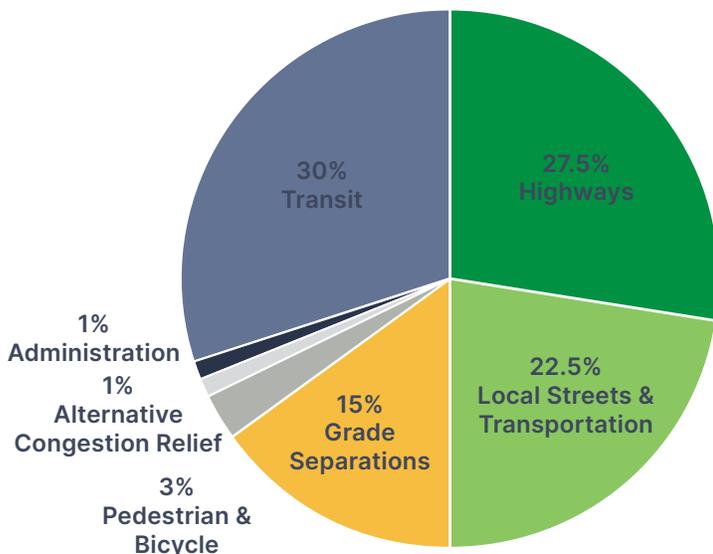


Photo: US-101 Express Lanes Construction

The one percent sales tax is expected to accrue \$15 million over the 25-year time horizon, or approximately \$910,000 annually. The Measure A TEP governs the funding allocations for this category and requires that 0.8% (of the one percent) must be used for the “efficient use of the transportation network through ride sharing, flexible work hours, and other commute alternatives” and 0.2% must be used for the “planning and design of ITS systems for improved highway/transit capacity”.<sup>1</sup> The distribution method is plan-based which provides the opportunity to create direct funding or competitive programs. Historically, the TA has used this funding category to provide direct support to Commute.org’s ongoing annual TDM work programs, but the rest has not been allocated to specific projects or programs.

Measure A funds can continue to support Commute.org’s annual work program through direct allocation while maintaining flexibility for other projects and programs through additional direct allocation, first-come-first-serve selection, or competitive selection.

<sup>1</sup> ITS includes innovative ways of transport and traffic management that enable users to be better informed and make safer, more coordinated, and smarter uses of transportation networks. See: <https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/systems-optimization-section/ny-moves/what-is-its>

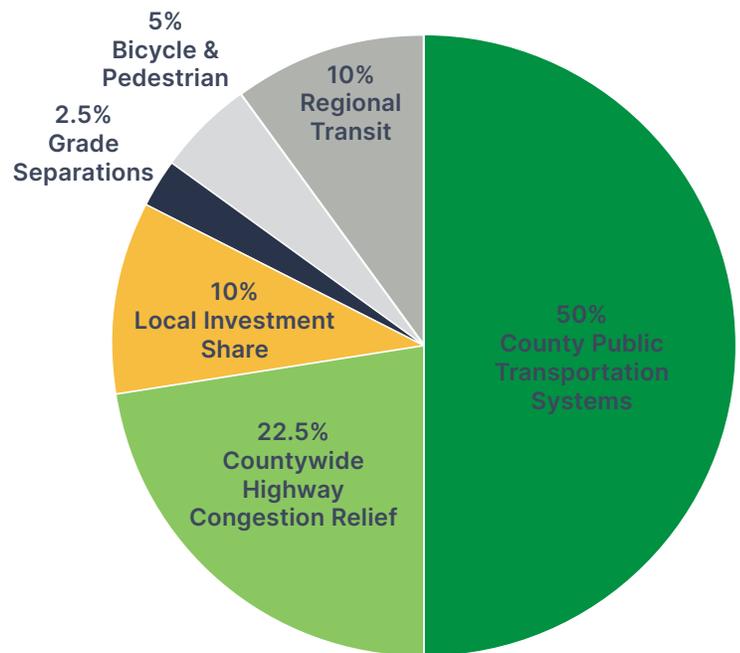
## 2.2 MEASURE W

Measure W is a half-cent sales tax that voters approved in 2018 to fund the implementation of the San Mateo County Congestion Relief Plan, along with other transportation services in the County. Fifty percent of the sales tax is administered by SamTrans and the other fifty percent is administered by the TA (see Figure 2-2). The measure is set to run from 2018 through 2038.

### Measure W is guided by 11 core principles:

- Relieve traffic congestion countywide
- Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes
- Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change
- Promote economic vitality, economic development, and the creation of quality jobs
- Maximize opportunities to leverage investment and services from public and private partners
- Enhance safety and public health
- Invest in repair and maintenance of existing and future infrastructure
- Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions
- Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel
- Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone
- Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors

FIGURE 2-2: MEASURE W FUNDING BREAKDOWN



Through the TA Strategic Plan 2020-2024, the TA developed a competitive TDM subcategory under the Highway Category aimed to encourage programs and projects that reduce highway congestion, including, but not limited to non-single occupant vehicle trips (SOV) and off-peak trip demand. The only constraint under Measure W is that projects must show a nexus to the highway system to qualify for Measure W TDM funds.<sup>2</sup> Approximately four percent of the Countywide Highway Congestion Relief program (or one percent of annual Measure W funds) is set aside for the TDM subcategory. This amounts to approximately \$24 million over 30 years, or \$819,000 annually. Measure W's TDM subcategory provides a significant new source of revenue that allows for more projects selected through a competitive process.

<sup>2</sup> Nexus includes any project that can demonstrate highway Vehicle Miles Traveled (VMT) reductions.

## 2.3 MEASURE A AND MEASURE W

Table 2-1 provides a summary of the two Measures.

TABLE 2-1: MEASURE A AND W SUMMARY

	Measure A ACR Category	Measure W TDM Category
History	Half-cent sales tax running from 2009-2033	Half-cent sales tax running from 2019-2038
Dollar Amount for ACR/TDM	\$15M over 15 years	\$24M over 30 years
Funding Distribution Method Requirements	Plan-based	Competitive (with guidelines set by this Plan)
Additional Funding Restrictions	<p>80% of ACR money must go towards “efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives”</p> <p>20% for planning and design of ITS systems for improved highway/transit capacity</p>	Projects must have a nexus with highway congestion relief



Photo: Protected Bicycle Lane



Photo: Bicycle Route

## 2.4 TDM DEFINITION

A first step to developing the ACR/TDM Plan is to create a definition for ACR/TDM. The definition establishes a baseline understanding future projects and programs must meet to qualify for funding under the ACR/TDM program. A draft definition was presented to the ACR/TDM Advisory Group, the TA Board Ad-Hoc Committee, Commute.org Board, and C/CAG Technical Advisory Committee for comment and feedback and revised accordingly.

The Plan definition is:

*Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) are strategies that encourage the use of sustainable transportation options and enhance mobility. ACR/TDM initiatives work toward ensuring that people's trips are safe, reliable, and convenient while discouraging driving, managing congestion, and reducing Vehicle Miles Traveled (VMT).*

The definition was used to derive the Plan's goals and assist with developing the Plan's program inventory, guidelines, and evaluation criteria.

## 2.5 PLAN GOALS

Developing ACR/TDM goals are an important component of the Plan because they help frame the TDM outcomes that the TA is striving to achieve. The TA will use the goals to guide local cities and towns as they develop projects and plans that are eligible for Measure A or W funding.



Photo: SamTrans Bus

The Plan's goals were developed from a peer agency literature review and the goals and principles of Measure A and W. TDM themes from the TA Strategic Plan and US-101 Mobility Action Plan were also extracted to inform the draft goals. The draft goals were presented to the Advisory Group and Board Ad-Hoc Committee for feedback and were revised accordingly.

**TABLE 2-2: ACR/TDM PLAN GOALS**

Goal	Sub-goal (Source)
Provide Congestion Relief	<ul style="list-style-type: none"> <li>▶ Offer reliable travel times for all   US-101 MAP</li> <li>▶ Reduce commute corridor congestion   Measure A</li> <li>▶ Relieve traffic congestion countywide   Measure W</li> <li>▶ Maximize potential traffic reduction potential associated with the creation of housing in high-quality transit corridors   Measure W</li> </ul>
Increase Sustainable Transportation Options	<ul style="list-style-type: none"> <li>▶ Prioritize high capacity mobility options for all   US-101 MAP</li> <li>▶ Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes   Measure W</li> <li>▶ Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone   Measure W</li> </ul>
Promote Sustainability & Health	<ul style="list-style-type: none"> <li>▶ Foster healthy and sustainable communities   US-101 MAP</li> <li>▶ Enhance Safety   Measure A</li> <li>▶ Implement environmentally friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change   Measure W</li> <li>▶ Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel   Measure W</li> <li>▶ Enhance safety and public health   Measure W</li> <li>▶ Facilitate the reduction of vehicle miles traveled, travel times, and greenhouse gas emissions   Measure W</li> </ul>
Encourage Economic Development Opportunities	<ul style="list-style-type: none"> <li>▶ Promote economic vitality, economic development, and the creation of quality jobs   Measure W</li> <li>▶ Maximize opportunities to leverage investment and services from public and private partners   Measure W</li> </ul>

Each sub-goal is used only to ensure that potentially eligible projects align with at least one of the guiding documents used to develop the higher-level goals.

## 2.6 PLAN OUTCOMES

The outcome of the Plan is two fold: first to identify and set program guidelines for project and program eligibility and second to craft the pathway for the first Call for Projects (CFP) process for the Measure A and Measure W ACR/TDM funding cycle. The program guidelines development process included engaging with local stakeholders through a survey and interview, conducting a TDM best practices and agency peer review, and then framing a program inventory that identifies and classifies eligible projects. Lastly, the CFP process will be supplemented by a evaluation criteria framework that includes both quantitative and qualitative criteria.

The Plan is a guide to organize the ACR/TDM call-for-projects cycles. Applicants will be able to determine if their projects and programs are eligible for funding by using the program inventory. The program guidelines and funding split will directly address countywide gaps, such as countywide TDM monitoring, that were brought up during the stakeholder interview process. Finally, the evaluation criteria, with both quantitative and qualitative measures, will provide the flexibility needed to evaluate a wide range of TDM projects. The Plan also recommends future work tasks, including developing a quantitative tool for local jurisdictions to utilize for their applications to assist with calculating metrics required for the application process.



Photo: Scooter Share

# 3 | RELEVANT PLANS

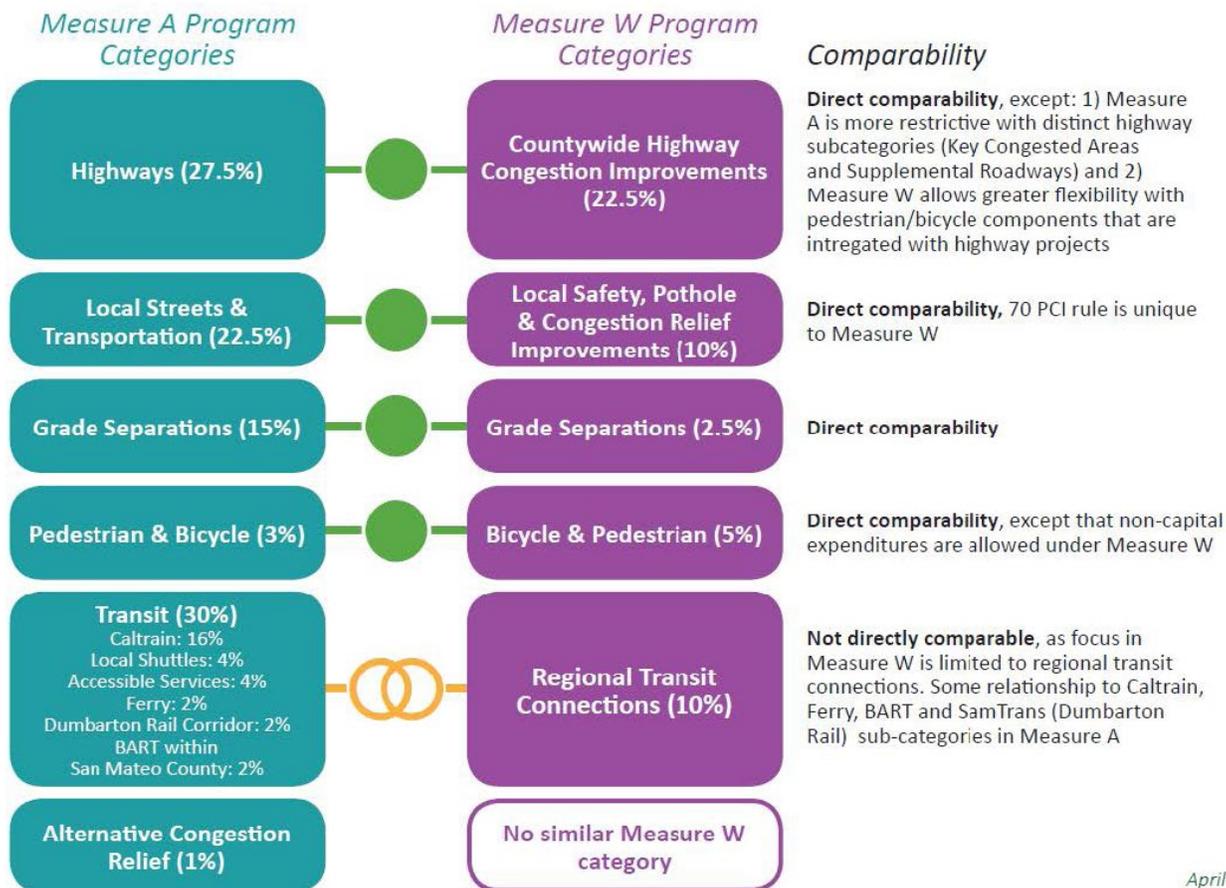
This section reviews regionally relevant plans for the ACR/TDM Plan. The plans provide context and background information on TDM activities within the county and the greater Bay Area. The section begins with the TA Strategic Plan 2020-2024, followed by a summary of countywide plans, regional plans and peer TDM plans.

## 3.1 SMCTA STRATEGIC PLAN 2020-2024 (2019)

The TA Strategic Plan 2020-2024 sets a vision for Measure A and Measure W funds. The Strategic Plan takes the four goals outlined in Measure A, the eleven core principles outlined in Measure W, and recommends criteria for the competitive funding programs. A chart comparing the two Measures' funding categories are shown in Figure 3-1. The Strategic Plan recommends adding a TDM subcategory to the Measure W highway program that would use four percent of the Measure W Highway Congestion Improvements funds for TDM projects and programs.

The Strategic Plan recommends the development of this report, an ACR/TDM Plan to establish the project selection process and evaluation criteria for the TDM subcategory funds.

FIGURE 3-1: SUMMARY OF SAN MATEO COUNTY BASED PLANS



April 2019

## 3.2 SUMMARY OF APPLICABLE PLANS

Table 3-1 summarizes regionally relevant plans for the ACR/TDM Plan including regionally applicable examples from the Bay Area. Further detailed description on these plans can be found in [Appendix A](#).

**TABLE 3-1: SUMMARY OF SAN MATEO COUNTY BASED PLANS**

Plan	Agency	Key takeaways for the ACR/TDM Plan
Strategic Plan (2020-2024)	SMCTA	The Strategic Plan took the four goals of Measure A, the eleven core principles of Measure W, and set recommended criteria for the competitive funding programs. The Strategic Plan recommended adding a TDM subcategory to the Measure W highway program which would use four percent of the Measure W Highway Congestion Improvements funds towards TDM projects and programs.
Short Range Highway Plan (2021-2030)	SMCTA	The Short Range Highway Plan (SRHP) outlines an evaluation framework that weights project scoring based on project phase with earlier planning work focused on need and construction and engineering prioritizing effectiveness. The SRHP identifies 4 percent of the Measure W Highway Program must be dedicated to funding TDM projects and programs.
US-101 Mobility Action Plan	SMCTA	The US-101 Mobility Action Plan (MAP) recognizes that infrastructure improvements alone along US-101 will not solve congestion along the corridor. It identifies almost 60 actions public, private, and non-profit sector leaders could take over the next five years to fully leverage the upcoming infrastructure investment to offer reliable travel times for all, prioritize high-capacity mobility options for all, and foster healthy and sustainable communities.
Short Range Transit Plan (2019-2028)	SamTrans	The SamTrans Short Range Transit Plan (SRTP) documents the District's assets, capital and operating costs, ridership and programs for the last three fiscal years and provides forecasts for the next ten years (FY 2019 - 2028). The goals of the SRTP are focused on enhancing service for the transit-dependent, expanding innovative mobility services and promoting programs that relieve traffic congestion. Initiatives suggested that overlap with ACR/TDM include Transportation Network Company (TNC) Service Delivery and Microtransit Pilots.

Plan	Agency	Key takeaways for the ACR/TDM Plan
San Mateo Countywide Transportation Plan	C/CAG	The countywide transportation plan provides a coordinated, comprehensive transportation framework for the county. Several of the key vision and goals support the TDM Strategic Plan including ITS, demand-side and land-use measures for TDM and innovative parking policy and programs. The plan emphasizes the goal of VMT and GHG reductions supports over focusing on traffic delay.
Plan Bay Area 2050	MTC	Plan Bay Area 2050 is the region's long range strategic plan focused on housing, economic, transportation and the environment. Plan Bay Area 2050 forecasts a large household growth in San Mateo County with less job growth. This emphasizes the county's interest in utilizing TDM measures to enhance first/last mile opportunities.
Mobility Hubs Implementation Playbook	MTC	The Mobility Hubs Implementation Playbook proposes several mobility hubs in San Mateo County. These have a potential to increase accessibility and touch on TDM-related solutions including bicycle and pedestrian facilities, bikeshare systems and other new mobility. MTC and the TA have avenues to collaborate particularly in funding and technical assistance to support local jurisdictions. Mobility hub planning, design, and construction could be incorporated as eligible project categories for ACR/TDM.
Caltrain 2040 Business Plan	Caltrain	The Business Plan sets a vision for the growth of the railroad and its evolution from a traditional-commuter rail system with service stacked in the AM and PM commute times to a rail system with expanded midday and off peak service. First/last mile strategies, many of which are also TDM strategies, are emphasized such as bike parking, wayfinding, and access strategies. Caltrain provides a useful equity framework for the peninsula including looking at historic injustices in San Mateo County's transportation and land use practices, considering social, racial and geographic equity as a significant factor in analyses and improved engagement. Therefore, a specific equity focused goal in the ACR/TDM Plan would align well with other countywide planning efforts.
Rethinking Mobility: A Transportation Strategic Plan for the City of Walnut Creek	Walnut Creek	The transportation strategic plan provides a comprehensive example of city-led TDM to promote reductions in SOVs. It provides a template for San Mateo County jurisdictions' TDM plans.
Transportation Choices Plan: Transit and Transportation Demand Management	City of Alameda	The transportation choices plan provides another example of how a city implemented transit and TDM projects and programs in a targeted and strategic way.

# 4 | CURRENT TDM CONDITIONS IN SAN MATEO COUNTY

This section reviews existing countywide and local TDM programs and stakeholder outreach to assess TDM gaps, barriers and desired outcomes.

## 4.1 LOCAL TDM PROGRAMS

The City/County Association of Governments of San Mateo County (C/CAG) has traditionally led the development of TDM policy in San Mateo County. C/CAG is the designated Congestion Management Agency (CMA) for the county, which is responsible for updating the Congestion Management Plan (CMP) biennially. Since 2000, C/CAG has had an adopted TDM policy with guidelines for analyzing the impact of land use decisions made by local jurisdictions. The previous policy required all projects with over 100 peak hour trips to create a TDM plan which would include measures to reduce new trips from a menu of TDM options. All C/CAG members, which include all jurisdictions in San Mateo County, are subject to the countywide TDM policy unless they have their own, more stringent, TDM requirements. Over time, TDM projects in the county have been mainly developer-led as these larger projects are the ones that must conform with C/CAG's requirements.

C/CAG adopted a major update to their TDM policy in September 2021<sup>3</sup>. Table 4-1 summarizes the changes between the previous policy and the new policy. The first is lowering the requirement from 100 peak hour trips to 100 average daily trips (ADTs). The second is a greater focus on VMT reduction with adoption of vehicle trip reduction targets and mode share targets. Another area for update is related to monitoring and reporting. As part of the update, C/CAG proposed to collaborate with Commute.org to administer monitoring and reporting post-occupancy. However, it should be noted that no additional funding was identified for Commute.org to take on that monitoring role or to develop a consolidated monitoring platform to track if developments are implementing the strategies they agreed to.

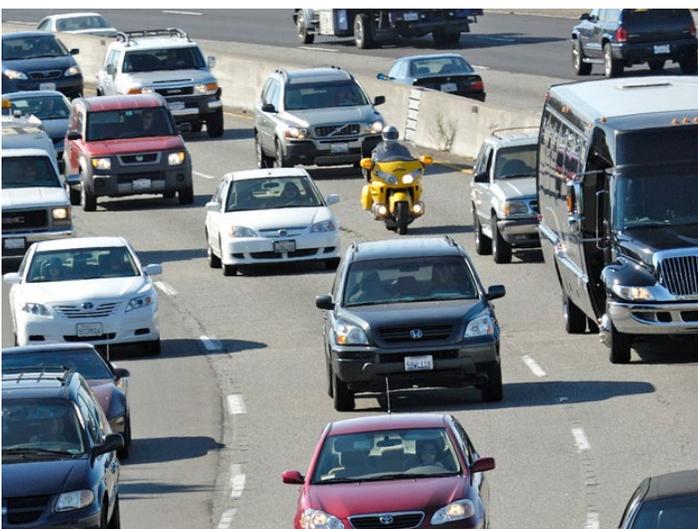


Photo: US-101 Highway



Photo: Zoox Automated Vehicle

<sup>3</sup> [https://ccag.ca.gov/wp-content/uploads/2021/09/6.3-A5-CCAG\\_TDM-Policy-Update-Approach-June-2021\\_Final-w-redlines.pdf](https://ccag.ca.gov/wp-content/uploads/2021/09/6.3-A5-CCAG_TDM-Policy-Update-Approach-June-2021_Final-w-redlines.pdf)

**TABLE 4-1: MAJOR CHANGES UNDER C/CAG TDM POLICY UPDATE**

TDM Policy Area	Previous Policy	Updated Policy
Threshold for TDM Application	100 Peak Hour Trips	100 Average Daily Trips (ADTs) small projects/500 ADT large projects
Vehicle trip reduction and mode share targets	No quantifiable targets	Vehicle Trip Reduction target between 25%-35% depending on project type and size  SOV mode share target between 67%-73% depending on project size
Monitoring & Reporting	No systematic post-occupancy monitoring requirement. Local jurisdictions are supposed to report project applications but inconsistently delivered.	Require periodic post-occupancy reporting. C/CAG partner with Commute.org for administering monitoring & reporting process across the county. Set up a process to help project owners struggling to achieve TDM targets

Only three of the 22 jurisdictions in San Mateo County have either a TDM Plan or ordinance separate from the C/CAG TDM Policy, with two cities currently in the process of codifying TDM (see Table 4-2). The local TDM ordinances are generally similar to C/CAG's in their provision of a menu of TDM measures to mitigate developer/ employer trips such as bicycle parking, shuttles or transit passes. However, most of these plans do not provide direction for jurisdiction-wide TDM-related programs or projects where the local jurisdiction could lead efforts. A common avenue for TDM implementation is through the General Plan and Transportation Impact Assessment Guidelines.



Photo: Facebook Campus

**TABLE 4-2: JURISDICTIONS WITH TDM PLANS OR ORDINANCES**

Jurisdiction	TDM Plan or Ordinance
East Palo Alto	East Palo Alto is in the process of amending their Code of Ordinances to require a TDM plan for all projects that generate 100 or more net new weekday (AM or PM peak hour) or weekend peak hour trips.
South San Francisco	South San Francisco has an ordinance within their Municipal Code where all projects generating one hundred or more trips shall prepare and submit a preliminary TDM plan that includes all required measures and additional measures necessary to achieve a minimum 28% alternative mode use.
Redwood City	Redwood City has a TDM plan called “Redwood City Moves” which builds off of the General Plan to promote the best travel experience possible for everyone in Redwood City by creating and maintaining a safe, multimodal, and accessible transportation network. The plan separates projects into tiers and provides developers with a menu of options to choose from to support TDM and reach their required number of TDM points. It includes specific goals such as 50% of trips will be non-automobile trips by 2040.
Belmont	Belmont’s TDM Plan requires projects to provide features and amenities that will foster a better pedestrian/bicycle environment, support transit, and make it easier and more appealing for residents, employees, and visitors to use alternatives to driving alone. They use a points-based system to evaluate projects based on their type and size. The TDM menu options include things such as bike parking, bike amenities, pedestrian amenities, carpool/vanpool, shuttles, transit passes, and telecommuting.
Menlo Park	Menlo Park’s TDM program aims to encourage creative ways to mitigate the traffic impact of new development projects. Their development requirements are stricter than C/CAG’s and the Municipal Code calls for at least a 20% reduction of trips in certain new zoning districts.

<sup>4</sup> Chapter 10.32 Transportation System Management Plan

The ACR/TDM Plan was supported by an Advisory Group with representatives from local jurisdictions and community-based organizations from across San Mateo County including:

Atherton	Millbrae
BART	Pacific Climate Committee
Belmont	Pacifica
Brisbane	Palo Alto
C/CAG San Mateo	Redwood City
Caltrain	Safe Routes to School – County Office of Education
Colma	SAMCEDA
Commute.org	San Bruno
Daly City	San Carlos
East Palo Alto	SFO
Eden Housing	San Mateo Area Chamber
Facebook	San Mateo Central Labor Council
Foster City	San Mateo County
Foster City Chamber of Commerce	San Mateo County Aging and Adult Services
Friends of Caltrain	San Mateo County Housing
Google	Santa Clara Valley Transportation Authority (VTA)
Greenbelt Alliance	Senior Coastsiders
Half Moon Bay	Silicon Valley Bike Coalition
Half Moon Bay Chamber of Commerce	South San Francisco
Joint Venture Silicon Valley	Office of Supervisor Slocum
League of Women Voters – North and Central San Mateo County	Office of Supervisor Horsley
Menlo Park	
Metropolitan Transportation Commission	

## 4.2 STAKEHOLDER OUTREACH

Stakeholder input is a foundational part of the ACR/TDM Plan’s development. It provides insight on the County’s stakeholder’s TDM priorities and inform the plan’s development on the program’s goals and objectives as well as evaluating and recommending project applications through the Call for Projects process. The project team developed a robust stakeholder outreach plan, using a two-step approach to engagement. The first step focused on organizing project stakeholders to present materials and gather feedback and the second step focused on specific outreach with individual cities to gather first-person insights.

### 4.2.1 Stakeholder Group Engagement

Project stakeholders were organized into two groups, Group 1 – Plan Development and Group 2 – Information Sharing. Group 1 received more detailed project progress information and be used to gather focused, project-specific feedback. Group 2 received project updates and provided high-level feedback to TA staff and the project team.

The participants are:

#### Group 1:

- ACR/TDM Advisory Group
- SMCTA Ad-Hoc Committee

#### Group 2:

- SMCTA Board
- SMCTA Citizens Advisory Committee (CAC)
- Commute.org Board of Directors
- C/CAG Technical Advisory Committee (TAC)

Separate meetings for the Advisory Group and Ad-Hoc Committee were scheduled to present new project material, and feedback from the Advisory Group was used to inform project information presented to the Ad-Hoc Committee. The project team met with the Advisory Group and Ad-Hoc Committee each three times during the course of the project. In the first meeting the project team introduced ACR/TDM to the groups, including a draft project definition and

project goals, and discussed the current status of TDM policy in the county. The second meeting focused on the draft ACR/TDM framework and the draft Measure A and W funding categories. The final meeting discussed the draft evaluation criteria and Call for Projects requirements and process. Group 2 project stakeholders received project updates of the same materials.

#### 4.2.2 Information Gathering Engagement

The second element of the stakeholder outreach plan consisted of meeting with San Mateo County city staff individually and releasing an online survey to them to collect information about current TDM policies in place, barriers each city faces, and what the city would be interested in implementing moving forward if funding were available. The full survey can be found in [Appendix B-1](#) with the survey results in [Appendix B-2](#).

#### ONLINE SURVEY

The project team received 16 responses from local jurisdiction planning or engineering staff to the online survey which covered topics such as local TDM initiatives, projects, and barriers.

When asked about both projects the constituents like and projects their local City Council or Board of Directors likes, the highest rated for both groups according to staff were shuttles and bicycle infrastructure (both at 80 percent for constituents and 93 percent for governing Boards respectively). The lowest rated TDM projects were real time traveler information and micromobility and share programs at under 50 percent. The largest gap between constituents and boards was for carpool and vanpool programs where 73 percent of governing Boards supports versus 53 percent of constituents according to staff.

Jurisdiction staff indicated implementation challenges were primarily due to having limited or no staff availability to implement and monitor project and funding availability. Some surveys identified a lack of guidance from municipal policy or code (33 percent) or a lack of a TDM plan or policy (20 percent) as a limitation. While

some local jurisdictions may have municipal code requirements for development, almost all jurisdictions do not have a TDM Plan for strategies that the local jurisdiction itself could lead which aligns with the findings of the existing plans review. Additionally, 40 percent of jurisdictions who responded had not submitted any TDM-related grant opportunities in the past and 30 percent of those who submitted did not have their project funded. The most common reason for not submitting for grant funding was staff availability. See [Appendix B-2](#) for the full survey results.

#### STAKEHOLDER INTERVIEWS

The project team held individual interviews with 21 different stakeholder groups between April 2021 and June 2021, including cities and towns in San Mateo County, county agencies, business/economic development organizations, representatives from Safe Routes to School, affordable housing groups, and active transportation advocacy organizations.<sup>5</sup>

The main themes that emerged from the stakeholder interview process were that TDM in San Mateo County is primarily market-led and reactionary. Many cities follow C/CAG's current 100 peak hour trip requirements for developers, but do not have their own TDM requirements. This leads to a lack of coordinated, city-wide TDM planning. The second is that cities with their own TDM plans or ordinances typically place more stringent TDM requirements on developers as CEQA mitigations during individual project development review. This leads to ad hoc TDM strategies that developers include in site-specific TDM plans which are not coordinated with other developments or projects.

The project team also asked what cities' main barriers were to implement TDM during stakeholder outreach. Jurisdictions cited limited staff availability, particularly in smaller jurisdictions, to monitor or enforce C/CAG trip requirements. There is also limited staff availability for TDM planning and minimal funding available to implement city TDM projects and programs. Without local TDM plans, jurisdictions

<sup>5</sup> The 21 stakeholder groups included: Menlo Park, Atherton, Belmont, Brisbane, Foster City, Colma, Daly City, South San Francisco, Millbrae, San Mateo, East Palo Alto, Redwood City, Pacifica, San Carlos, Burlingame, C/CAG, San Mateo County, SAMCEDA, Mid-Pen Housing, Safe Routes to Schools, and the Silicon Valley Bicycle Coalition.

do not have guidance on what citywide TDM projects or programs to plan for or to implement. Finally, there is a lack of technical knowledge and education on TDM – particularly how to set up Transportation Management Associations (TMAs), which TDM measures are the most effective, and how to codify TDM in ordinances and other policies.

The project team also asked about priority projects. The most cited projects included:

- Shuttles
- Bike and pedestrian spot treatments (examples: pedestrian stairs, crosswalks, bike lane network gaps, etc.)
- TMAs
- TDM plans
- Subsidized transit passes
- Bike or scooter share
- Technical assistance
- Countywide monitoring
- Safe Routes to School

Finally, the project team asked about desired outcomes from the ACR/TDM Plan. Stakeholders noted countywide monitoring; funding for TDM plans or ordinances; parking management plans; trip reductions through first/last mile improvements; technical assistance with TDM; and equity-based programs. Many stakeholder also indicated that countywide monitoring for C/CAG's TDM requirements will allow consistent reporting in a centralized location and will help

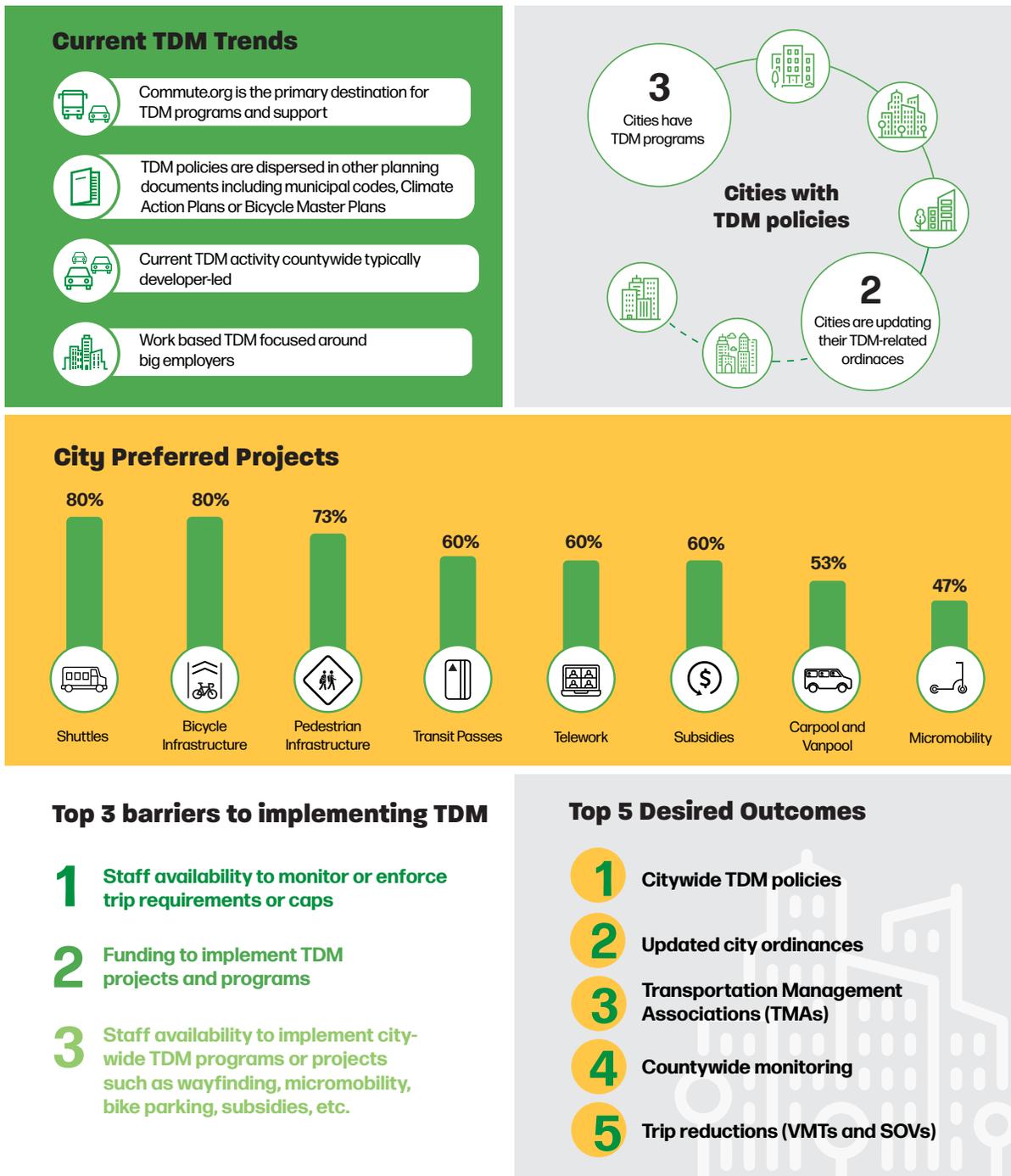
free up local jurisdiction staff time. This will also help with regional coordination efforts. Funding for TDM plans, ordinances, and parking management plans for cities will help cities create coordinated, citywide TDM plans and decrease reliance on the implementation of ad hoc TDM strategies by individual developments. Stakeholders noted the need for first/last mile VMT reductions and suggested spot treatments for bike and pedestrian facilities to encourage means of transportation other than personal vehicles, especially for the first/last mile of a trip.

To help local jurisdictions increase their knowledge of TDM best practices and strategies, educational resources or workshops could be organized in partnership with C/CAG and Commute.org. Topics could include how to start TMAs, best practices for TDM plans and ordinances, and the most effective TDM measures. Many stakeholders wanted to know more about TMAs and their ability to help with on-going funding of TDM strategies at the local level, especially for potential first/last mile shuttles. TMAs could also be helpful in shifting the current focus from solely large employers to area-wide districts like downtowns or business parks to incorporate small and medium businesses. Stakeholders believed that equity in TDM in San Mateo County included shifting focus from large, professional employers to programs that focus on alternative shift workers and students (or non-peak trips). A heavy focus was placed on subsidized transit passes.

### 4.3 STAKEHOLDER OUTREACH SUMMARY

The local plans review and stakeholder outreach provided insight into the TDM environment in the county. Stakeholder outreach indicated that the top barriers to implementing TDM include limited staff availability to monitor or enforce C/CAG’s requirements; minimal funding to implement smaller TDM projects and programs that don’t typically compete well in other, larger categories such as the bicycle and pedestrian program; and a lack of coordinated TDM policy in local jurisdictions that leads to a disjointed approach to TDM. By highlighting these challenges, the Plan will include targeted solutions to address these issues, in addition to helping reinforce the definition and goals of the Plan. Figure 4-1 presents a summary of the stakeholder outreach process.

FIGURE 4-1: STAKEHOLDER OUTREACH SUMMARY



# 5 | PROGRAM INVENTORY

The project team reviewed four peer agencies based on their TDM policies and best practices, including Alameda County Transportation Commission (Alameda CTC), San Diego Association of Governments (SANDAG), North Carolina Triangle (NCT), and Capital Area Metropolitan Planning Organization (CAMPO). The purpose of the peer review is to understand what programs and projects could be implemented in San Mateo County to identify what types of best practice strategies should be eligible for ACR/TDM funds. Each of the peers has a large focus on regional coordination, technical or planning assistance for local jurisdictions, and monitoring/performance measurements. A summary of each agency’s focus is in [Table 5-1](#).

**TABLE 5-1: PEER AGENCY PROGRAM FOCUS**

Agency	Program Focus
Alameda CTC	Supporting local jurisdictions through technical assistance programs and planning grants, such as their Sustainable Communities Technical Assistance Program, TMA feasibility studies, and parking studies. <sup>6</sup> Require local governments to undertake TDM actions such as 1) adopting design guidelines to enhance transit, pedestrian, and bicycle access and 2) implementing capital improvements that contribute to congestion management and GHG reductions.
CAMPO	Developing data collection, sharing programs, and procedures to advance the planning and implementation efforts of member agencies to address TDM priorities. <sup>7</sup> Establishing a TDM subcommittee within CAMPO’s Technical Advisory Committee to advance TDM in the region across the full spectrum of applications and processes. <sup>8</sup>
Triangle J	Estimating the impacts of TDM strategies with sketch planning and modeling. Triangle J publishes an annual report, the “Triangle TDM Program Impact Report” that calculates the reduction of vehicle trips, VMT, and vehicle emissions from programs funded by the Triangle TDM Grant Program. <sup>9</sup>
SANDAG	Providing planning assistance, coordination assistance, and iCommute (similar to Commute.org) as part of their TDM strategies. The Mobility Management Toolbox provides tools such as a mobility management guidebook, VMT reduction calculator tool, implementation guidance, etc. to jurisdictions and developers to evaluate the benefits of TDM projects. Working with local stakeholders on best practices for effective micromobility operations and data sharing at a regional scale. <sup>10,11</sup>

<sup>6</sup> Alameda CTC (2017) “Congestion Management Program”, Chapter 5: Travel Demand Management Element. [https://www.alamedactc.org/wp-content/uploads/2018/11/CMP\\_05\\_TDM\\_Elements\\_2017.pdf](https://www.alamedactc.org/wp-content/uploads/2018/11/CMP_05_TDM_Elements_2017.pdf)

<sup>7</sup> CAMPO (2019). “Regional Transportation Demand Management Plan”, pg. 6. <https://47kzwj6dn1447gy9z7do16an-wpengine.netdna-ssl.com/wp-content/uploads/2019/09/FINAL-Regional-TDM-Plan.pdf>

<sup>8</sup> Ibid, pg. 9

<sup>9</sup> TJCOG. “Annual Impact Report FY 2019-20” [https://www.tjcog.org/sites/default/files/uploads/TDM/fy20\\_annual\\_impact\\_report.pdf](https://www.tjcog.org/sites/default/files/uploads/TDM/fy20_annual_impact_report.pdf)

<sup>10</sup> SANDAG. “TDM Planning Resources”. <https://www.sandag.org/index.asp?classid=13&subclassid=97&projectid=592&fuseaction=projects.detail>

<sup>11</sup> SANDAG (2019). “Transportation Demand Management Factsheet”. [https://www.sandag.org/uploads/publicationid/publicationid\\_1549\\_12578.pdf](https://www.sandag.org/uploads/publicationid/publicationid_1549_12578.pdf)

Alameda CTC, Triangle J, and CAMPO provide free or reduced transit passes. CAMPO utilizes a Transit Empowerment Fund to distribute passes to low income individuals.

Compared with the peer agencies, San Mateo County jurisdictions are doing well at working with developers to create site specific TDM programs, providing incentives at the county-level through Commute.org, and providing education and outreach for TDM and Safe Routes to School. Opportunities for new focus include citywide TDM planning and local TDM requirement implementation, as well as estimating and providing impacts of TDM strategies. The list below highlights areas of focus for policies and projects in San Mateo County.

**Key Policy Takeaways for the ACR/TDM Plan Development:**

- Host a technical advisory committee (CAMPO)
- Estimate and publish impacts of implementing TDM strategies, including monitoring and quantification of VMTs and GHG emissions (Triangle J)
- Provide technical assistance to local jurisdictions (Alameda CTC)

- Provide planning grants to local jurisdictions, especially for TMAs (Alameda CTC)
- Provide education and outreach for TDM (CAMPO)
- Create CMP requirements for local jurisdictions (Alameda CTC)
- Create a collaborative, regional plan for TDM (CAMPO, SANDAG)

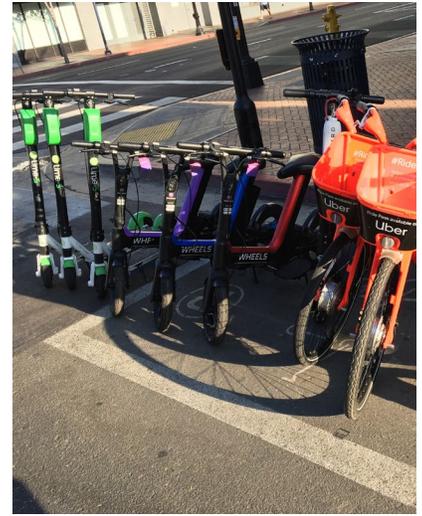
**Key Project Opportunities to Include in the ACR/TDM Plan:**

- Subsidized or free transit passes (Alameda CTC, Triangle J, CAMPO)
- Safe Routes to School access projects (Alameda CTC, SANDAG)
- Carpool and vanpool programs (SANDAG, Triangle J)
- Shared mobility projects (CAMPO)
- A Mobility Management Toolbox (SANDAG)

The full peer review can be found in [Appendix C](#).



Photo: San Diego Association of Governments (SANDAG) iCommute Program



Photos clockwise: Transit Signal Priority (TSP) Project, Bikeshare and Scootershare Options, Safe Routes to School, Real Time Transit Updates

## 5.1 PROGRAM INVENTORY

**This section documents the development of the program inventory, which is a living document of eligible ACR and TDM programs and projects.**

A program inventory is a list a eligible projects and programs to help agencies determine whether their desired project is appropriate for the ACR/TDM funds. Given the wide range of potential eligible projects and the rapidly developing nature of TDM strategies, future projects and programs that align with the intent of the ACR/TDM Plan goals and project categories could be eligible for funding. The list below is not intended to be a complete inventory of all eligible projects and future project or program sponsors should consult with TA staff to determine eligibility.

The program inventory development process includes input from the local jurisdictions and community-based organizations described in this Plan. Additionally, a peer review of relevant agencies with similar tech industries populations, and funding processes was conducted to better understand best TDM practices. [Table 5-2](#) describes the full program inventory. This inventory outlines which potential projects are eligible for Measure A and W funding under the Plan.

**TABLE 5-2: FULL ACR/TDM PROGRAM & PROJECT INVENTORY FOCUS**

	<b>Measure A</b>	<b>Measure W</b>
<b>Network Efficiency</b> (ITS and transit)	<p><b>ITS Sub-category Planning &amp; Design Eligible Projects:</b></p> <ul style="list-style-type: none"> <li>▶ Mobility Hub Plan</li> <li>▶ Transit Signal Improvements</li> <li>▶ Data Purchasing</li> <li>▶ Real Time Information</li> <li>▶ Dynamic Parking Signs</li> <li>▶ AV and Shared AV (pilot programs)</li> </ul> <p><b>Competitive Funds:</b></p> <ul style="list-style-type: none"> <li>▶ Transit Passes</li> <li>▶ Charging stations (infrastructure as part of mobility hubs)</li> <li>▶ Transit Signal Improvements (Infrastructure)</li> <li>▶ Transit Stop &amp; Access Improvements</li> </ul>	<ul style="list-style-type: none"> <li>▶ Transit Passes</li> <li>▶ Charging stations (infrastructure as part of mobility hubs)</li> <li>▶ Transit Signal Improvements (Infrastructure)</li> <li>▶ Transit Stop &amp; Access Improvements</li> </ul>
<b>Congestion Demand &amp; Relief</b> (Plans and other behavior shifts)	<ul style="list-style-type: none"> <li>▶ Technical Assistance</li> <li>▶ Planning Bench</li> <li>▶ Countywide Taskforce and/or Workshops</li> <li>▶ Monitoring (through Commute.org) and TDM Clearinghouse</li> <li>▶ Lifeline/Equity-focused On-Demand Rideshare Subsidies</li> <li>▶ Safe Routes to School (crossing &amp; safety improvements)*</li> <li>▶ Carpool or Vanpool Programs</li> <li>▶ Affordable Housing Carshare</li> <li>▶ Telework Incentives</li> </ul>	<ul style="list-style-type: none"> <li>▶ Climate Action Plans (with transportation elements)</li> <li>▶ Safe Routes to School (crossing &amp; safety improvements)*</li> <li>▶ Carpool or Vanpool Programs</li> <li>▶ Affordable Housing Carshare</li> <li>▶ Telework Incentives</li> <li>▶ Planning Work (includes City TDM Plans &amp; Requirements, TMA Feasibility Studies, Curbside/Parking Management Plans or Reduction Requirements)</li> </ul>
<b>Sustainable Transportation Modes</b> (Bikes and pedestrians)	<ul style="list-style-type: none"> <li>▶ E-Bike/Scootershare programs</li> <li>▶ E-Bike &amp; E-Scooter subsidies</li> <li>▶ Bike Charging Station</li> <li>▶ Bike and Pedestrian Crossings*</li> <li>▶ Bike and Pedestrian Access &amp; Wayfinding*</li> <li>▶ Bike Parking &amp; Repair*</li> <li>▶ Countywide Bikeshare</li> </ul>	<ul style="list-style-type: none"> <li>▶ E-Bike/Scootershare programs</li> <li>▶ E-Bike &amp; E-Scooter subsidies</li> <li>▶ Bike Charging Station</li> <li>▶ Bike and Pedestrian Crossings*</li> <li>▶ Bike and Pedestrian Access &amp; Wayfinding*</li> <li>▶ Bike Parking &amp; Repair*</li> <li>▶ Countywide Bikeshare</li> <li>▶ Bike Parking Plan</li> <li>▶ Wayfinding Plan</li> </ul>

\* denotes spot treatments that wouldn't compete in the Bike/Pedestrian CFP

# 6 | PROGRAM GUIDELINES AND SELECTION

This section outlines how programs and projects are anticipated to be funded under Measure A and Measure W.

The program guidelines account for the local TDM environment in the county, best practices based on peer reviews, and feedback from stakeholder outreach. The program guidelines define the funding categories and funding allocations. This section estimates the amount of funding per measure and funding category for a typical two-year CFP cycle and identifies how accrued plan-based Measure A funds will be allocated.

Lastly, this section outlines the CFP process which includes project evaluation and selection. It includes qualitative and quantitative evaluation criteria that is based on equity, need, effectiveness, readiness and funding leverage.

## 6.1 PROGRAM FUNDING CATEGORIES

Table 6-1 shows the recommended funding categories for Measure A and Measure W.

TABLE 6-1: MEASURE A AND MEASURE W FUNDING CATEGORIES

Measure A Funding Category	Measure W Funding Categories
Intelligent Transportation Systems	Not Applicable to Measure W
Commute.org Operations	Not Applicable to Measure W
Not Applicable to Measure A	ACR/TDM Planning and Policy Funds
TDM Competitive Project Funds	TDM Competitive Project Funds

The two measures overlap under the TDM competitive project funds, where funds will be programmed through the Call for Projects process. The other funding categories are unique to Measure A or Measure W. Detailed description of the funding categories are provided in the following sections.

## 6.2 MEASURE A

The Measure A TEP approved by the voters indicates that funding is plan-based. The creation of this ACR/TDM Plan fulfills that requirement and provides opportunities to provide direct allocations to certain programs or create additional competitive categories. This flexibility enables TA staff to organize the funding categories to cover a broad range of project or programs. This spectrum is highlighted in the proposed funding categories described in [Table 6-2](#), which shows the proposed Measure A funding category and its definition.

**TABLE 6-2: MEASURE A FUNDING CATEGORIES AND DEFINITIONS**

	Measure A Funding Category	Definition
1.	Intelligent Transportation Systems (ITS)	Provides funds for the planning and design of ITS systems for improved highway/transit capacity.
2.	Commute.org Operations	Continue to fund Commute.org’s operations and programs.
3.	Countywide TDM Monitoring Program	Create a Countywide TDM Monitoring Program through Commute.org to assist with monitoring of C/CAG’s TDM requirements for developers.
4.	TDM Competitive Funds	Set aside to be distributed on a competitive basis for TDM projects that will use a joint CFP process with Measure W funds.

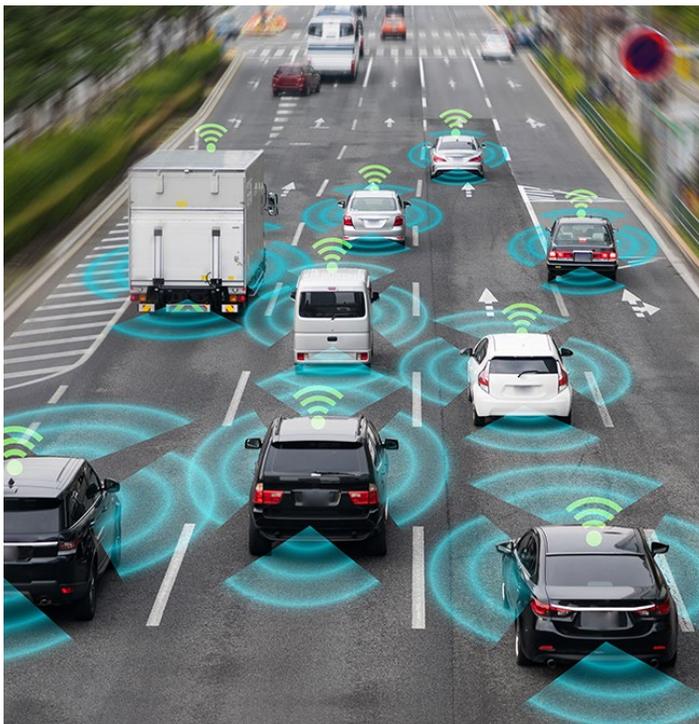


Photo: Autonomous Technology

### 6.2.1 Program inventory

Measure A specifically identifies ITS as a funding distribution requirement. Twenty percent of Measure A funding must go towards the planning and design of ITS systems for improved highway/transit capacity. Example projects and programs include:

- Mobility Hub Plans
- Data Purchasing
- Real Time Information Plans
- Dynamic Parking Signs Plans
- AV and Shared AV (pilot programs)

ITS includes innovative ways of transport and traffic management that enable users to be better informed and make safer, more coordinated, and smarter uses of transportation networks.



### 6.2.2 Commute.org Operations

Currently, a portion of Measure A funding (approximately \$500,000 per year) goes towards Commute.org’s operations and shuttle administration. The new funding cycle will continue to support and finance Commute.org’s operations. The Plan’s proposed Measure A funding distribution calls for continued funding to Commute.org with the intent to encourage additional educational and training opportunities for jurisdictions. This would fill a need that many stakeholders identified during their stakeholder interviews. Workshops could be held in partnership with C/CAG and the TA to cover topics such as setting up TMAs, best practices for TDM programs and ordinances, effective monitoring, etc.



### 6.2.3 Countywide TDM Monitoring Program

A countywide TDM monitoring program would support local jurisdictions with monitoring of C/CAG’s TDM requirements for developers. Many smaller jurisdictions and those with limited staff availability have a difficult time monitoring and enforcing TDM requirements for developers. This would streamline the process for businesses by creating a centralized place to show their compliance and would free up limited staff time in local jurisdictions. These funds are intended to create an on-going funding source allocated directly to Commute.org to enable the creation and management of such a program.



### 6.2.4 TDM Competitive Funds

Measure A funding can be plan-based or competitive. Funds have accrued from Measure A over the past few years, which means that there is a bigger pot of funding for the upcoming CFP cycle. The remaining funds will be released on a competitive basis similar to Measure W. Example projects that could be funded include:

- Bikeshare or Scooter Shares
- Bike Parking
- Safe Routes to School
- Transit Passes
- Wayfinding
- Bike & Pedestrian Spot Treatments



### 6.2.5 Funding Breakdown

The TA Strategic Plan 2020-2024 estimates that Measure A accrues approximately \$910,000 per year. [Table 6-3](#) shows the proposed breakdown for the annual allocation to each of the funding categories and the two-year fund projection amount that would correlate to the typical two-year CFP cycle.

*Photos clockwise: Shuttle Service, Cycling Infrastructure, Lyft Bikeshare, Facebook Campus Rendering*

**TABLE 6-3: MEASURE A FUNDING SUBCATEGORY BREAKDOWN**

Measure A Funding Category	Administration	Annual Allocation Percentage	Typical Two-Year CFP Fund Projection
1. Intelligent Transportation Systems (ITS)	Competitive - Call for Projects	20%	\$364,000
2. Commute.org Operations & Shuttle Administration	Direct Annual Allocation	60%	\$1,092,000
3. Countywide TDM Monitoring Program	Direct Annual Allocation	10%	\$182,000
4. TDM Competitive Funds	Competitive - Call for Projects	10%	\$182,000
<b>Total</b>		<b>100%</b>	<b>\$1,820,000</b>

Since the onset of Measure A ACR funding category, the TA has been collecting monies that now total approximately \$3.8 million in addition to the on-going support provided to Commute.org. Using the “plan-based” directive from the Measure A TEP, three additional one-time allocations of existing funds are included as seed money to help jumpstart important countywide TDM-related initiatives.

The first one-time allocation will be to help Commute.org plan for the Countywide TDM Monitoring Program and purchase or develop a platform to coordinate monitoring of development TDM requirements. The second one-time allocation will be for TDM Planning Funds to help jumpstart much needed planning efforts identified by stakeholders to identify strategies that local agencies could lead rather than developers. The TDM Planning Funds will be open for all jurisdictions to apply for and be competitively distributed in the joint CFP with Measure W funds. The third category will be to support jumpstarting the US 101 Express Lanes Equity Program to bolster the program’s aim of developing equity-focused projects. [Table 6-4](#) shows the breakdown of existing funds from Measure A.

**TABLE 6-4: MEASURE A EXISTING FUND USE**

	<b>Measure A Funding Category</b>	<b>Administration</b>	<b>Typical Two-Year CFP Fund Projection</b>
1.	Intelligent Transportation Systems (ITS)	Competitive - Call for Projects	\$760,200
2.	Commute.org Operations & Shuttle Administration	Direct Annual Allocation	\$572,353
3.	Countywide TDM Monitoring Program	Direct Annual Allocation	\$500,000
4.	TDM Planning Funds	Competitive - Call for Projects	\$500,000
5.	TDM Competitive Funds	Competitive - Call for Projects	\$1,068,447
6.	Express Lanes Equity Program Jumpstart Funds	Direct One-time Allocation	\$400,000
<b>Total</b>			<b>\$3,801,000</b>

Note: The table reflects accrued Measure A funds as of December 2020. Any funds accrued after that date will be distributed based on the percentages in Table 6-3.

### 6.3 MEASURE W

The Measure W TEP approved by voters indicates that funding will be distributed through a competitive-based process. The eligible projects must have a nexus to highway congestion relief since the program is a sub-category of the Countywide Highway Congestion Relief category. Measure W is split into two main categories – ACR/TDM planning funds and competitive funds. [Table 6-5](#) presents each funding category within Measure W and its definition.

**TABLE 6-5: MEASURE W FUNDING CATEGORIES AND DEFINITIONS<sup>12</sup>**

	<b>Measure W Funding Category</b>	<b>Definition</b>
1.	ACR/TDM Planning Funds	Provides funding for developing TDM plans and policies at the local jurisdiction level.
2.	TDM Competitive Funds	Set aside to be distributed on a competitive basis for TDM projects that will use a joint CFP process with Measure A TDM competitive funds.

<sup>12</sup> This table represents the use of Measure A accrued funds as of December 2020. Funds collected after this period will be distributed based on the formula provided in Table 6-3.

### 6.3.1 ACR/TDM Planning Funds

ACR/TDM planning funds provide funding to local jurisdictions to develop TDM plans. This would support local jurisdictions who lack funding for the creation of citywide TDM plans that provide guidance on possible jurisdiction-led actions as opposed to the historical site-specific, ad-hoc developer led efforts. The planning funds are intended to help identify and prioritize projects or programs at the local level that would be eligible to apply for future TDM competitive funding from the TA. Example projects or programs include:

- TDM Plans
- TMA Feasibility Studies
- City TDM Requirements (ordinances)
- Curbside/Parking Management Plans or Reduction Requirements
- Climate Action Plans with transportation elements

### 6.3.2 TDM Competitive Funds

The TDM competitive funds make up the remaining Measure W funding category.

These funds include a set aside to be distributed on a competitive basis for TDM projects that will use a joint CFP process with Measure A TDM competitive funds. Sample projects that are eligible for funding are located in the project inventory. Projects that receive competitive funds from Measure W must demonstrate a highway nexus for congestion relief.

### 6.3.3 Funding Breakdown

The TA Strategic Plan 2020-2024 estimates that Measure W accrues approximately \$819,000 per year. Measure W requires funding to be distributed on a competitive basis and that all proposed projects or programs have a nexus to reducing highway congestion. Prior to the development of this ACR/TDM Plan, no Measure W funds have been released in a competitive Call for Projects. Any accrued Measure W funds will be released in accordance with the percentage breakdowns presented in the ACR/TDM Plan. [Table 6-6](#) shows the proposed funding breakdown. Measure W is a half-cent sales tax, revenue will be variable from year to year, but the percentage for allocation will remain stable.

**TABLE 6-6: MEASURE W ANNUAL ALLOCATION AND TWO-YEAR CFP FUND PROJECTION**

	<b>Measure W Funding Category</b>	<b>Administration</b>	<b>Annual Allocation of New Funds</b>	<b>Typical Two-Year CFP Fund Projection</b>
1.	ACR/TDM Planning and Policy Funds	Competitive - Call for Projects	10%	\$162,000
2.	TDM Competitive Funds	Competitive - Call for Projects	90%	\$1,458,000
<b>Total</b>			<b>100%</b>	<b>\$1,620,000</b>

## 6.4 GENERAL PROGRAM GUIDELINES

Each funding measure identifies eligible sponsors. Measure A eligible sponsors are the San Mateo County cities and the County, which also include joint powers authorities such as Commute.org who operate on behalf of local jurisdictions. For Measure W, the eligible sponsors are set by the Strategic Plan and for the Countywide TDM program, Commute.org was added as an eligible sponsor.

Finally, [Table 6-7](#) shows the general funding requirements that were developed based on input from the Advisory Group and TA Board Ad Hoc Committee, including minimum matches, maximum project funding, timeline for fund use, and number of applications per cycle.

The program guidelines section outlines how programs and projects are funded under Measure A and W, including funding breakdowns by subcategory, how to distribute accrued Measure A funds versus funds moving forward, and other requirements such as matching, timely use of funds, and maximum funding available per project. The Advisory Group and the TA Board Ad-Hoc Committee also recommended that any prior accrued sales tax money to be used in the TDM Competitive Funds be spread out over multiple CFP cycles. This will help to distribute additional funding in future CFPs once more TDM planning has occurred across San Mateo County in hopes that local jurisdictions will continue to develop and identify more competitive TDM projects.

After each CFP, any remaining funds in the subcategories will go back into the overall pot of ACR/TDM funding. This will allow all ACR/TDM funding to be re-distributed into the subcategories prior to each CFP cycle. Therefore, funds will not rollover in the subcategories except for the Measure A ITS category which is required by the TEP.

**TABLE 6-7: GENERAL PROGRAM GUIDELINES**

Program Guideline Category	Guideline Requirement
Matching Funds: Standard	Require a 10% minimum match for project/program applications in all sub-categories.
Matching Funds: Equity Priority Locations	Reduce the minimum match to 5 percent for project/program applications located in MTC Equity Priority Communities and/or Re-Imagine SamTrans and/or SamTrans Equity Priority Areas.
Maximum Project Award	For the planning and policy funding sub-category, requests for funding are capped at a maximum of \$100,000.  For the ITS and competitive funding sub-categories, requests for funding are capped at a maximum of \$200,000.
Number of Applications	Jurisdictions are limited to sponsoring and submitting up to three applications per Call for Projects cycle.
Timely Use of Funds	Projects or programs must complete a funding agreement and begin work within one-year of an award and expend all funds within two years of the executed funding agreement date.

## 6.5 CALL FOR PROJECTS PROCESS

The majority of the ACR/TDM funds will be awarded through a competitive CFP. This includes the ITS, Planning, and TDM Competitive Funds categories. Applications for the TDM Competitive Funds category will be separated into two categories – small/coastal jurisdictions and mid/large jurisdictions. The TA will plan to release CFPs on a two-year cycle which is consistent with a majority of other TA programs.

The goal for the CFP is to make the process as simple and accessible as possible for local jurisdictions to encourage participation. The ACR/TDM funding source is a smaller pot of funds compared to the Highway and Bicycle and Pedestrian funding sources, and the TA recognizes that adding another funding application process can strain already limited staff resources. The sample CFP presented in the Plan, reflects this background. The sample application can be found in [Appendix E](#) but will be updated prior to each CFP cycle to reflect new tools or information as they become available.

In addition to an application, the applicant will be required to have a mandatory pre-submittal meeting with the TA staff. The broadness of the ACR/TDM category dictates that TA staff be able to make a determination which funding category is the most appropriate for the jurisdiction to apply under, prior to receiving the formal application. Applicants will also be able to request the use of the Equity-based reduced match during the pre-submittal meetings (see Table 6-7).

### 6.5.1 TDM Competitive Funds Split

During the stakeholder interviews, the project team received many comments regarding geographic equity and fair distribution of sales tax dollars. Most comments focused on how smaller jurisdictions and coastal communities do not typically compete well in TA competitive programs against larger jurisdictions with larger populations and regional transit access. To address this concern, the project team created the TDM Competitive Funds split to ensure that small and coastal jurisdictions had a guaranteed source of funds. The split was calculated using a comparison of population sizes of communities across San Mateo County and was adjusted with input from the Advisory Group and Ad-Hoc Committee. Any funds not used in a sub-category will be made available to other sub-categories.

**TABLE 6-8: TDM COMPETITIVE FUNDS SPLIT**

<b>Measure A and W Funding Category</b>	<b>Administration</b>	<b>Annual Allocation of New Funds</b>
Small and Coastal Jurisdictions	Competitive – Call for Projects	30%
Mid/Large Jurisdictions	Competitive – Call for Projects	70%

## SMALL AND COASTAL JURISDICTIONS

This category will group the small and coastal jurisdictions together in an effort to incentivize them to apply for TDM project funding. Table 6-9 below shows communities that are eligible to apply for funding through the Small or Coastal Jurisdiction category.

TABLE 6-9: SMALL AND COASTAL JURISDICTIONS

Jurisdiction	Population
Colma	1,302
Portola Valley	4,592
Brisbane	4,697
Woodside	5,542
Atherton	7,168
Hillsborough	11,447
Half Moon Bay	12,834
Pacifica	38,984
<b>Total</b>	<b>86,566</b>

Unincorporated San Mateo County will be considered on a case-by-case basis as different locations within unincorporated San Mateo County have different contexts. Therefore, projects or programs proposed in unincorporated communities of less than 20,000 people are eligible to apply under this category.

## MID/LARGE JURISDICTIONS

Mid/Large jurisdictions include those jurisdictions with populations greater than 20,000 and that are not centrally bounded along Highway 1. Table 6-10 shows eligible communities which funding category to apply under. For Unincorporated San Mateo County, programs or projects proposed for the entire County or all unincorporated areas will be considered under this category.

TABLE 6-10: MID/LARGE JURISDICTION

Jurisdiction	Population
Millbrae	22,625
Belmont	27,097
East Palo Alto	29,593
San Carlos	30,154
Burlingame	30,576
Foster City	33,997
Menlo Park	34,138
San Bruno	43,083
South San Francisco	67,408
Redwood City	85,784
San Mateo	104,333
Daly City	106,677
<b>Total</b>	<b>615,465</b>

## 6.5.3 Project Evaluation and Selection FRAMEWORK

The CFP application evaluation criteria sets the procedure for TA staff to evaluate funding applications for consistency and applicability with the program's requirements. The project team developed the ACR/TDM evaluation criteria by considering several factors: 1) the criteria from the TA's other funding programs (Highway, Bicycle and Pedestrian and Shuttle) to identify which criteria may be appropriate for the ACR/TDM program, 2) the Plan's definition and goals, and 3) stakeholder feedback. This input was used to determine what evaluation may look like before identifying the criteria themselves.

The Plan considered questions on how much the criteria should include qualitative versus quantitative metrics. While the evaluation criteria is not binary, accounting for the amount of information the TA will ask of applicants underscores where the evaluation criteria sits on the spectrum between fully qualitative and fully quantitative (as shown in [Figure 6-1](#)).

Qualitative questions allow for a holistic approach where applicants can highlight the benefits of the project or program. This can be especially useful with a program as broad as TDM, where several project or program types may be difficult to quantify. A disadvantage of qualitative criteria is that the process would rely heavily on the subjectivity of the panel, potentially losing credibility.

Quantitative questions allow for comparison across a common denominator, whether it be in travel time savings, VMT reductions, or cost per unit benefit. This allows for an apple-to-apple comparison of improvements. The main disadvantage is that for many planning type projects, the benefits are difficult to assess. Additionally, for a program of this scale, applicants may have trouble accessing the necessary data. While many other TA funding programs have tools to calculate the effectiveness of proposed projects, not all TDM strategies have effectiveness metrics or are calculated in the same manner. Therefore, quantitative metrics may be used to understand needs but applicants will work with TA staff to propose appropriate monitoring metrics during the application process.

The ACR/TDM program attempts to balance both, by including quantitative requirements with qualitative questions to allow applicants to highlight strengths that might not otherwise be captured.

**FIGURE 6-1: ILLUSTRATION OF QUALITATIVE-QUANTITATIVE CRITERIA SPECTRUM**



**PROJECT EVALUATION AND PRIORITIZATION**

The TA will assemble a ACR/TDM Evaluation Committee to evaluate project applications and proposals. The makeup of the evaluation committee is important to ensure diverse voices are heard during the selection process. The ACR/TDM Evaluation will be made up of impartial members who are not directly eligible for or are not a sub-recipient of potential ACR/TDM funding. This may include representatives from peer agencies like the San Francisco County Transportation Authority or Santa Clara Valley Transportation Authority and other representatives from agencies that operate in San Mateo County such as SamTrans, Caltrain, or Caltrans. The committee’s review will be based on criteria outlined in the CFP. The three general categories of criteria within project evaluation and selection are: need, effectiveness, and equity. These three categories are discussed below and also included in [Appendix D-1](#).

### 6.5.4 Evaluation Criteria

The detailed discussion of the evaluation criteria can be found in [Appendix D-1](#). The criteria for each of the competitive funding programs may be modified, subject to Board approval, to maintain flexibility and account for new policy directives, initiatives, and legislation that further promote ACR/TDM goals.

#### CRITERIA DEVELOPMENT

The evaluation criteria for the Plan is based on the criteria identified in the 2020-2024 TA Strategic Plan. The Strategic Plan identified typical evaluation categories, including:

- Need
- Effectiveness
- Sustainability
- Readiness
- Funding Leverage

**TABLE 6-11: PROPOSED EVALUATION CRITERIA WEIGHTING**

Criteria	Definition	Criteria Weight
Need	Addresses how well the project addresses the goals of the ACR/TDM program	40%
Effectiveness	Addresses how the project will show success and plans to track them	25%
Equity	Addresses how the project will contribute to advancing equitable outcomes	25%
Readiness	Addresses how ready the project/program is ready to begin study or implementation	5%
Funding Leverage	Addresses if the necessary funding has been allocated or identified	5%
<b>Total</b>		<b>100%</b>

**Need:** The Project Review Committee will establish during the evaluation if the project meets the need identified in the ACR/TDM goals.

- Is the project consistent with the goals of the Plan?
- Does it support the policies of the sponsoring city's TDM goals?
- What is the mobility issue that needs to be addressed?
- How does this project contribute to a larger public goal?

However, based on the input from the Advisory Group and TA Board Ad-Hoc Committee, the Sustainability criteria was placed under the Need category. This allowed for Equity to be elevated in the weighting as a standalone criteria.

#### CONNECTION TO GOALS

The evaluation criteria maintain a direct connection to the TDM Plan goals discussed in Section 2. The five TDM goals are informed by the four goals of Measure A and 11 priorities of Measure W, as well as the Strategic Plan and US-101 MAP.

The Need section connects a quantitative and qualitative metric to each TDM goal, shown in [Table 6-12](#).

The TA will develop a tool to help applicants calculate the potential proxy metrics in order to streamline the application process. The proxy metrics will help compare needs across communities in an apples to apples manner.

**TABLE 6-12: NEED CRITERIA**

Goal	Qualitative Narrative Question	Potential Quantitative Proxy Metrics
Provide Congestion relief	How will the project or plan provide congestion relief or reduce VMT?	Vehicles Miles Traveled: Calculate total VMT of all census blocks or tracts a project boundary impacts
Increase Sustainable Transportation Options	How will the project or plan create incentives for transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone?	Walkability: Calculate the average intersection density for all census blocks or tracts a project boundary impacts
Promote Sustainability & Health	How will the project or plan enhance health or safety?	Pollution Exposure: Calculate the average Pollution Burden Percentile scores of all census blocks a project boundary impacts
Invest Funding Equitably	How will the project or plan would address the needs of historically underserved populations?	Equity Priority Areas: Calculate the proportion a project boundary overlaps with SamTrans EPAs or MTC EPCs

**Effectiveness:** The Effectiveness category measures how the project or program will demonstrate success and plans to track them.

- How will the program or project be monitored over time?
- How will the program or project measure success?
- How will the program or project be sustained after a two-year award?

Given the broad spectrum of eligible projects, the applicant will be responsible for identifying the proposed monitoring strategy for each program or project.

**Equity:** The Equity category will determine if a project meets countywide equity goals, including geographic, socioeconomic, and historically disadvantaged communities. Applicants will identify if their project or program utilizes one of three equity approaches:

- Progressive with respect to income
- Benefits transportation disadvantaged
- Improves basic access

Evaluating a program or project’s equity will be through a mix of qualitative and a quantitative metrics, including:

- **Location:** Is the program or project located in either a MTC Equity Priority Community (region-wide assessment) and/or SamTrans Equity Priority Areas (countywide assessment)
- **User:** Will the program or project provide benefits for low income users, people with disabilities, older adults, non-traditional shift workers or other vulnerable populations
- **Mode:** Will the program or project create incentives for or encourages taking transit, riding bicycle, walking, carpooling, or using other first/last mile options over driving alone

For further discussion of equity framings and SamTrans and MTC equity tools see [Appendix D-1](#) and [D-2](#).

## 7 | CONCLUSION

The TA ACR/TDM Plan is a framework for identifying and selecting eligible projects and programs for the plan-based Measure A ACR category and the competitive Measure W TDM subcategory. It describes the current TDM environment in San Mateo County and reflects the views and concerns of local jurisdictions and stakeholders. The Plan combines this information into a program inventory, program guidelines, and evaluation criteria to be used during the CFPs cycle.

This plan supports reducing reliance on automobile travel and making the county's transportation network more efficient by encouraging sustainable transportation options and enhancing mobility through safe, reliable, and convenient trips. Projects and programs funded through the Plan will provide congestion relief, increase sustainable transportation options, promote sustainability and health, encourage economic development opportunities, and invest funding equitably.

# APPENDIX A

## RELEVANT PLANS

Appendix A provides more detail on the relevant plans to the ACR/TDM Plan. The Strategic Plan 2020-2024 is covered in the main body of the report in Chapter 3.

## 1.1 SMCTA SHORT RANGE HIGHWAY PLAN 2021-2030 (2021)

The TA Short Range Highway Plan (SRHP) establishes a strategy for directing the Agency’s Measure A and Measure W revenues towards highway improvements in San Mateo County over the next ten years. Based on guidance from the SMCTA 2020-2024 Strategic Plan, the SRHP establishes criteria and evaluates 30 potential highway projects. The SRHP also discusses funding challenges for eligible projects and potential funding sources to offset that shortfall.

A major contribution of this plan to the TA’s framework is the separation of criteria weighting by project phase. As shown in Figure A-1, projects in the planning and feasibility study or environmental review stages are evaluated primarily based on need, while later phases include other factors such as effectiveness. This provides an opportunity for the TA to collaborate with unsuccessful project sponsors to improve their applications before the next CFP.

FIGURE A-1: SRHP EVALUATION CRITERIA

Project Phase	Example from Inventory	Criteria Groupings					
		Need	Effectiveness	Sustainability	Readiness	Funding Leverage	
1	Planning & Feasibility Studies	Kelly Avenue & Highway 1 Safety Improvement Project	●				
		SR 92 from U.S. 101 to I-280	●				
		Geneva Avenue Extension	●				
		US 101/Candlestick Point Interchange Environmental Studies	●				
		US 101/Sierra Point Pkwy Interchange replacement	●				
2	Environmental Review	US 101/Peninsula Ave. Interchange Project	●				
3	Engineering Design	SR 1 (Mid Coast) Congestion, Throughput & Safety Improvements	●	●	●	●	●
		US 101/ Woodside Road (SR 84) Interchange Project	●	●	●	●	●
4	Right of Way & Construction	SR 1 - Gray Whale Cove	●	●	●	●	●
		US 101/Holly Street Interchange Project	●	●	●	●	●
		US 101/University Avenue Interchange Project	●	●	●	●	●
		US 101 Express Lanes Project (SC/SM Co. Line to I-380)	●	●	●	●	●
5	Landscape/ Closeout	US 101/Holly Street Interchange Project	Not Applicable (Projects not evaluated)				
		US 101/Willow Road Interchange Project - Landscaping	Not Applicable (Projects not evaluated)				
		US 101/Broadway Interchange Project	Not Applicable (Projects not evaluated)				

● Applicable to CFP Evaluation

Key: Pkwy = Parkway; SC/SM Co. = Santa Clara/San Mateo County; SR = State Route; U.S. = United States

Source: SMCTA SRHP 2021-2030

## 1.2 US-101 MOBILITY ACTION PLAN (US-101 MAP) (2021)

The US-101 Mobility Action Plan (MAP) identifies 60 actions that public, private, and non-profit sector leaders can take over the next five years to fully leverage upcoming infrastructure investments. It acknowledges that infrastructure updates along US-101 alone would not solve congestion or its impact on adjacent communities. MAP's goals include:

1. Offer reliable travel times for all
2. Prioritize high capacity mobility options for all
3. Foster healthy and sustainable communities

## 1.3 SAMTRANS SHORT RANGE TRANSIT PLAN (2019-2028) (2019)

The SamTrans Short Range Transit Plan (SRTP) addresses the Agency's operating and service plan for the next ten years. The SRTP documents the district's assets, capital and operating costs, ridership, and programs for the last three fiscal years and provides forecasts for the next ten years (FY 2019 through FY 2028). Operating highlights include:

- Systemwide ridership decreased one percent annually on average (prior to COVID-19)
- Express bus service is expected to grow as additional express bus service is added
  - Paratransit ridership (and cost) are expected to rise four percent annually
  - Shuttle service is expected to grow by one percent per year, however, there is currently enough capacity for the additional ridership

The SRTP also provides important countywide demographic information as it relates to SamTrans services. Currently, the eastern shore of the peninsula and the county's northern border have the highest population and employment densities. Results from the SamTrans Triennial Customer Survey in 2018 found that the majority of SamTrans passengers tend to have low incomes and identify as non-white. The average passenger income is approximately \$50,000 per year – half the countywide median household income – and most passengers identify as Hispanic/Latino (32%), Filipino (25%) or White (21%). The survey found that between 2015 and 2018 fewer riders had access to a car, saw an increase in senior and youth riders, and saw that more people paid for Clipper in cash.

## 1.4 SAN MATEO COUNTYWIDE TRANSPORTATION PLAN (2017)

The San Mateo Countywide Transportation Plan (SMCTP) from the City/County Association of Governments of San Mateo County (C/CAG) provides a coordinated, comprehensive transportation planning framework for the county. The central vision is to “provide an economically, environmentally, and socially sustainable transportation system that offers practical travel choices, enhances public health through changes in the built environment, and fosters inter-jurisdictional cooperation.” There are several specific visions and goals are related to TDM in the plan. These relevant visions and goals are shown in [Table A-1](#).

**TABLE A-1: TDM-RELATED VISIONS AND GOALS**

Category	Vision	Goal
Transportation System Management and Intelligent Transportation System (ITS)	A San Mateo County in which the transportation system is safe, efficient, cost effective, and environmentally responsible.	Manage travel efficiently through supply-side measures, including low-cost traffic operations improvements and use of technologies that reduce or eliminate the need for increases in physical capacity.
Transportation Demand Management (TDM)	A San Mateo County in which reliance on solo occupant motor vehicle travel is minimized.	Reduce and manage travel efficiently through demand-side measures, including land use planning and transportation demand management efforts at work sites.
Parking	Parking in San Mateo County that is a “rightsized” balance of supply and demand, supportive of Transit Oriented Development and Sustainable Communities Strategies, intuitive to use, and environmentally responsible.	Encourage innovations in parking policy and programs, including incentives for reduced parking requirements, and a comprehensive approach to parking management and pricing.

The plan assesses both challenges and opportunities to improving the overall transportation system in San Mateo County. The plan identifies potential strategies, including close coordination with surrounding counties San Francisco, Santa Clara and Alameda, and an increased emphasis on reducing VMT and Greenhouse Gases (GHG) rather than reducing traffic delay. The four approaches to address these challenges are identified as:

- Enhancing transit capacity/frequency/connectivity,
- Intelligent Transportation Systems (ITS) & Transportation System Management (TSM),
- Employer-based trip reduction programs/parking policy, and
- Improving safety for pedestrians and bicyclists.

All of these elements, ITS/TSM, employer-based programs and policies, and active transportation projects in particular, are potential elements of a TDM program.

## **1.5 METROPOLITAN TRANSPORTATION COMMISSION (MTC) PLAN BAY AREA 2050**

The Metropolitan Transportation Commission (MTC) prepares a regional transportation plan/sustainable communities strategy (RTP/SCS) every four years. The most recent iteration is Plan Bay Area 2050 – the final draft was adopted in October. Forecasting out to 2050, the RTP/SCS projects population and economic growth trends, including where people in the Bay Area will live, work and how they will travel. Plan Bay Area 2050 doesn't address TDM specifically, but its 35 Strategies to reach the GHG reduction targets are related, primarily through VMT reduction, including

- Support Community-led Transportation Enhancements in Equity Priority Communities (formerly Communities of Concern)
- Build a Complete Streets network
- Allow a greater mix of housing densities and types of Growth Geographies comprised of Priority Development Areas (PDAs), select Transit-Rich Areas (TRAs) and select High-Resource Areas (HRAs)
- Expand TDM initiatives
- Expand commute trip reduction programs at major employers

The strategies aim to concentrate growth in a combination of PDAs, TRAs and HRAs and to reduce VMT. For San Mateo County, the 2050 housing growth forecasts estimates 70 percent of household growth in North San Mateo County, 39 percent in Central San Mateo County, and 32 percent in South San Mateo County. This is paired with a modeled three to four percent growth in jobs. As one of the major job centers of the region, the increased household growth in the county would indicate a greater ability for people to live near their place of work. The significant household growth combined with effective TDM policies applied to new residential development has the potential to significantly contribute to the county's VMT reduction goals.

## **1.6 MTC MOBILITY HUBS IMPLEMENTATION PLAYBOOK (2021)**

In April 2021, MTC released the Mobility Hubs Implementation Playbook to assist agencies and community organizations with planning for mobility hubs and aligning with regional objectives including: Coordinated Mobility, Climate Action, Equitable Mobility, Exceptional Experience, Safety, and Value. Mobility hubs are defined as central community places – centered around frequent high-capacity transit – that seamlessly bring together various modes of public transit, bike share, car share and micro-mobility. MTC believes their role for mobility hubs is to fund them, ensure consistency, and provide technical assistance. These three components are all potential areas of collaboration between the TA and MTC. Another programming collaboration includes MTC's regional wayfinding programs that could be applied at mobility hubs. MTC has identified several potential mobility hub locations in the nine-county Bay Area, including several in San Mateo County.

## **1.7 CALTRAIN 2040 BUSINESS PLAN (ONGOING)**

Caltrain's Long Range Service Vision (adopted in Fall 2019) aims to turn Caltrain into a regional rail service with frequent (15-minute headway) and all-day service. Key considerations of the plan include

how the service can be more affordable and equitable, as well as how it will integrate with other Bay Area transit services including SamTrans, VTA, BART, ACE, future HSR. First/last mile strategies and land uses around stations will also be key to implementing the Service Vision. The Caltrain Business Plan was meant to follow this service vision but has since had several key activities paused due to the COVID-19 pandemic with a focus instead on recovery planning. One of these efforts was the Equity, Connectivity, Recovery, and Growth Policy Framework, which was adopted by the Board on September 3, 2020. While the future conditions are uncertain, Caltrain is focusing on recovery and service growth, as well as a focus on equity.

## 1.8 RETHINKING MOBILITY: A TRANSPORTATION STRATEGIC PLAN FOR THE CITY OF WALNUT CREEK (2020)

The Rethinking Mobility Plan (2020) is a city led TDM program and provides an example of how jurisdictions can create a comprehensive, citywide TDM plan.

The Walnut Creek 2006 General Plan recommended developing and adopting a comprehensive TDM program to promote further reductions in SOV trips. The City has worked on parking programs, adopting a Bicycle and Pedestrian Master Plan, offering reduced-cost transit passes to City employees, reducing parking requirements in BART-accessible areas, and subsidizing two bus routes that serve the downtown area. In 2017, the Contra Costa Transportation Authority (CCTA) provided a grant to the City to prepare a citywide Transportation Strategic Plan (TSP) to reduce SOV trips and peak-period traffic congestion. The strategy also manages parking demand and enhances access for those walking, biking, and using public transit<sup>1</sup>.

- The TSP highlighted programs and strategies to meet their TDM goals. These include:
- Collecting data for school, bicycle, and pedestrian trips
- Providing access and connection to transit (includes free student passes, mobility and TNC pilots for underserved transit areas)
- Requesting annual or bi-annual TDM program reporting from Walnut Creek's largest employers
- Improving walking and biking conditions (includes spot treatments, especially around BART)
- Enhancing the transportation experience
- Pursuing innovative partnerships to address first/last mile and gap coverage challenges
- Promoting Safe Routes to School
- Managing parking, including reviewing and modifying parking requirements for new developments, extending or eliminating time restrictions for on-street meters and price parking by zone, and increasing the hourly rates and cost of monthly parking permits in municipal garages
- Providing specific, time-targeted strategies to meet their TDM goals (includes near-term, mid-term, and long-term actions and measuring TDM project and program impacts)<sup>2,3</sup>

The City of Walnut Creek is on the path to meet its goals. Despite challenges from the COVID-19 pandemic, Walnut Creek was still able to implement free transit for students through their Pass2Class two-month pilot program.

<sup>1</sup> A Resolution of the City Council of the City of Walnut Creek Adopting 'Rethinking Mobility: A Transportation Strategic Plan'. [https://walnutcreek.granicus.com/MapView.php?view\\_id=12&clip\\_id=4159&meta\\_id=231917](https://walnutcreek.granicus.com/MapView.php?view_id=12&clip_id=4159&meta_id=231917)

<sup>2</sup> Rethinking Mobility: A Transportation Strategic Plan for the City of Walnut Creek (2020). [http://www.rethinkingmobilitywc.com/wp-content/uploads/2020/12/RethinkingMobility\\_Final\\_Nov2020\\_red.pdf](http://www.rethinkingmobilitywc.com/wp-content/uploads/2020/12/RethinkingMobility_Final_Nov2020_red.pdf)

<sup>3</sup> <https://www.walnut-creek.org/departments/community-and-economic-development/transportation-strategic-plan>

## 1.9 CITY OF ALAMEDA: TRANSPORTATION CHOICES PLAN: TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT (2018)

The Transportation Choices Plan (2018) highlights current goals and objectives that allow the City of Alameda to measure its performance in providing effective travel choices and reducing SOV trips and quantifies existing and expected future travel characteristics. The plan includes potential projects and programs in a program inventory that is sorted by implementation time (near-term, mid-term, and long-term) that move the city towards achieving its performance goals. Notable projects include bicycle master plans, parking management, pedestrian master plans, bikeshare, transit signal priority, Safe Routes to School project, a citywide TMA, and TDM ordinance updates.

The priority strategies include:

- Expand transit, bicycling, and walking to/from Oakland and BART
- Expand transit and carpools to/from San Francisco
- Expand transit and achieve a low-cost or “free” rider experience within Alameda
- Improve bicycle and pedestrian safety within Alameda
- Improve mobility for all modes within Alameda<sup>4</sup>

Alameda plans to measure their progress through:

- Mode shift: measures shift from drive alone to other modes
- Climate change: assess the impact on GHG emissions
- Equity: assess the impact on ADA compliance, low income, and minority populations
- Safety: assess the impact on safety for all street users
- Cost: assess planning-level operating and capital costs<sup>5</sup>
- Alameda CTC is making progress on its priority strategies. They are the project sponsor for the East Bay Greenway, which proposes to construct a bicycle and pedestrian facility that will follow the BART alignment (between Lake Merritt BART and South Hayward BART) for 16 miles between Oakland, San Leandro, and Hayward. It will connect seven BART stations as well as downtown areas, schools, and other major destinations.<sup>6</sup> Alameda CTC also runs the Student Transit Pass Program, which provides free youth Clipper cards to eligible middle and high school students in Alameda County. These cards allow unlimited free bus rides in their area as well as a 50 percent discount on BART trips and youth discounts on other transit systems.<sup>7</sup>

<sup>4</sup> City of Alameda (2018). Transportation Choices Plan: Transit and Transportation Demand Management. [https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/tcp/part-1\\_tcp.pdf](https://www.alamedaca.gov/files/assets/public/departments/alameda/transportation/tcp/part-1_tcp.pdf)

<sup>5</sup> Ibid.

<sup>6</sup> <https://www.alamedactc.org/programs-projects/bicycle-and-pedestrian/eastbaygreenway/>

<sup>7</sup> <https://www.alamedactc.org/programs-projects/studentpass/>

# APPENDIX B

# SURVEY

# APPENDIX B-1

# SURVEY

## B-1 | SURVEY INSTRUMENT

1. Does your jurisdiction have TDM requirements?
  - a. Yes
  - b. No
2. If yes, what do you have? (select all that apply)
  - a. City-led TDM (e.g. TDM Plan, Municipal Code, Climate Action Plan, etc.)
  - b. Developer-led TDM (Trip reduction requirements in development agreements, etc.)
  - c. Employer-led TDM (Trip reduction requirements in use permits, etc.)
  - d. C/CAG Countywide CMP TDM Policy Only
  - e. Other \_\_\_\_\_
3. What plans document these requirements? If available, please provide a link to the applicable document.
  - a. Short answer
4. What types of TDM programs, policies, or projects do you currently have?
5. What projects do your constituents like? (select all that apply)
  - a. Shuttles
  - b. Pedestrian infrastructure (including secured crossings and prioritization)
  - c. Bicycle infrastructure (including lockers, parking, etc.)
  - d. Micromobility and share programs
  - e. Transit fare reductions and subsidies
  - f. Real-time traveler information
  - g. Carpool and vanpool programs
  - h. Employer flexible work hours & virtual work
  - i. Incentive or subsidy program (including e-bike subsidies, parking cash-outs, etc.)
  - j. Other \_\_\_\_\_
6. What projects does your board like? (select all that apply)

- a. Shuttles
  - b. Pedestrian infrastructure (including secured crossings and prioritization)
  - c. Bicycle infrastructure (including lockers, parking, etc.)
  - d. Micromobility and share programs
  - e. Transit fare reductions and subsidies
  - f. Real-time traveler information
  - g. Carpool and vanpool programs
7. Do you have any TDM-related priorities or goals? If so, what are they?
  8. What are the promising new and innovative approaches that the region should test and pilot?
  9. What are your jurisdictions' limitations to implementing TDM programs or projects? (select all that apply)
    - a. No adopted TDM Plan or Policy
    - b. Municipal Code or Transportation Impact Guidelines do not provide guidance on trip reduction requirements or trip caps
    - c. Staff availability to monitor or enforce trip requirements or caps
    - d. Staff availability to implement citywide TDM programs or projects such as wayfinding, micromobility, bike parking, subsidy, etc.
    - e. Funding to implement TDM projects and programs
    - f. Other\_\_\_\_\_
  10. What are your upcoming agency-led programs and projects that have potential TDM elements included? If there aren't any, is there a specific type of program you would be interested in?
  11. Are these programs or projects fully-funded, partially-funded, or not funded?
    - a. Fully funded
    - b. Partially funded
    - c. Not funded
  12. Would you look to the TA for funding?
    - a. Yes
    - b. No
  13. If you wouldn't look to the TA for funding, why?
  14. Has your jurisdiction submitted any TDM-related grant opportunities in the past?

- 15.** If so, which ones? (select all that apply)
- a.** One Bay Area Grant (OBAG)
  - b.** Active Transportation Program (ATP)
  - c.** Transportation Fund for Clear Air (TFCA)
  - d.** Transformative Climate Communities (TCC)
  - e.** Other \_\_\_\_\_
- 16.** Were those projects funded?
- a.** Yes
  - b.** No
- 17.** If the project wasn't funded, what type of project was it and why?
- 18.** What are your lessons learned from the grant application process?
- 19.** Is there anything that prevents you from submitting for grant funding?

## **APPENDIX B-2**

# **SURVEY RESULTS**

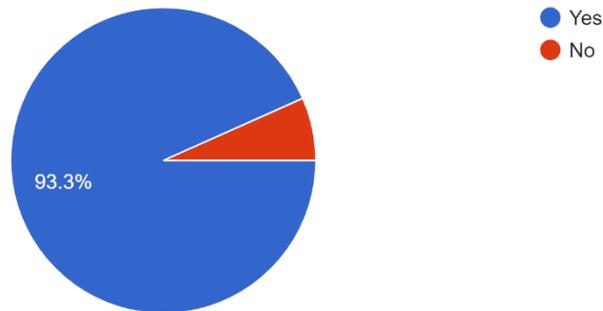
# B-2 SURVEY RESULTS

1. Does your jurisdiction have TDM requirements?

- a. Yes
- b. No

1. Does your jurisdiction have TDM requirements?

15 responses

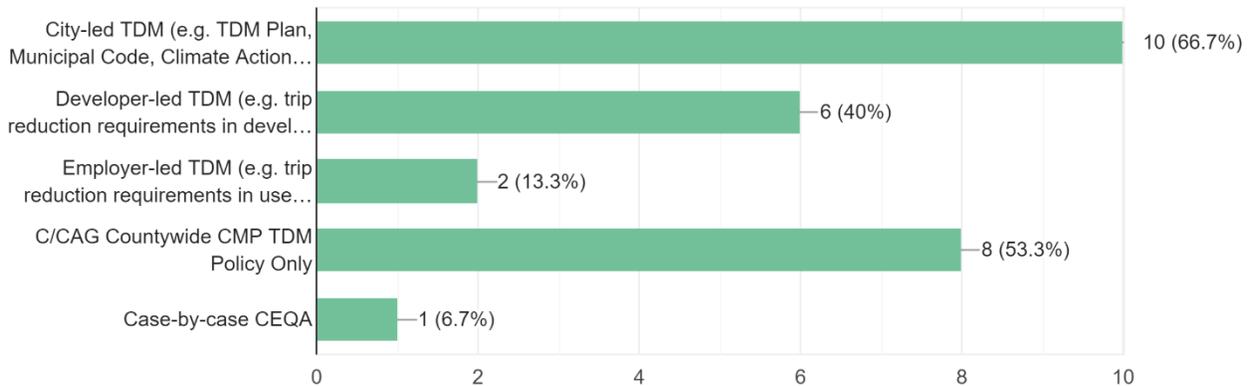


2. If yes, what do you have? (select all that apply)

- a. City-led TDM (e.g. TDM Plan, Municipal Code, Climate Action Plan, etc.)
- b. Developer-led TDM (Trip reduction requirements in development agreements, etc.)
- c. Employer-led TDM (Trip reduction requirements in use permits, etc.)
- d. C/CAG Countywide CMP TDM Policy Only
- e. Other \_\_\_\_\_

2. If yes, what do you have? (select all that apply)

15 responses



3. What plans document these requirements? If available, please provide a link to the applicable document.

a. Short answer, withheld for confidentiality

4. What types of TDM programs, policies, or projects do you currently have?

- TDM requirements for developers, Transportation Master Plan (2020), Bicycle Master Plan (2005), shuttles, safe routes to school, transportation management association feasibility study, bike wayfinding/lanes, Middle Ave Caltrain undercrossing
- City is in process of updating the TDM ordinance
- We do not have a program in place, only relates to project base
- Citywide TDM, Council-adopted policy
- For SMC employees, cash incentives for walking, biking, or carpooling to work; subsidy for transit pass, pre-tax allowance for parking at transit stations, emergency ride home, bike lockers, flexible schedules. Unincorporated areas, actively pursuing funding to support bicycle and pedestrian infrastructure, “smart” corridors
- We have required a robust TDM program by Gilead Sciences, one of the City’s major employers. Gilead Sciences has instituted a robust Transportation Demand Management program, including the launch of the Gilead Commuter Bus Program on December 1, 2016. Gilead is permitted to generate up to 2,110 new AM peak hour trips and up to 2,230 new PM peak hour trips. In the TDM Annual Report Submittal for 2019, the Gilead Commuter Program and other TDM measures have resulted in up to 1,013 new AM peak hour trips and 822 new PM peak hour trips, well below the maximum that would be allowed. Approximately 1,100 employees current participate in the commuter program. Another large employer, Illumina, also has a TDM program. Before occupancy in May 2017, Illumina established an East Bay BART shuttle program, an intercampus shuttle, a private last-mile shuttle service to BART and Caltrain, joined the Commute.org consortium, enhanced employee commuter benefits, and conducted significant, pre-occupancy employee outreach and marketing. Multiple pre-move commuter events were hosted to educate employees about the new and enhanced transportation benefits. Follow-up surveys were postponed due to COVID. The City has required TDM programs for six other smaller developments, including annual reporting.
- We have a TDM Plan and in-progress TDM ordinance. Currently, all new projects are subject to the 2018 TDM Plan.
- TSM Program
- Measures apply to projects projected to generate 100+ new peak hour trips
- Shuttles, Bike Lockers/other facilities
- Requirements for TDM plans for any commercial projects generating more than 100 daily trips, seeking a FAR bonus, or for residential projects seeking a parking reduction.
- TDM plans are required as part of most private development projects. Rail Corridor TOD Plan has specific trip reduction targets and short/long-term goals and required establishment of Rail Corridor TMA.
- Employee incentives through Commute.org
- C/CAG TDM requirements

- None that I know of

5. What projects do your constituents like? (select all that apply)

- Shuttles
- Pedestrian infrastructure (including secured crossings and prioritization)
- Bicycle infrastructure (including lockers, parking, etc.)
- Micromobility and share programs
- Transit fare reductions and subsidies
- Real-time traveler information
- Carpool and vanpool programs
- Employer flexible work hours & virtual work
- Incentive or subsidy program (including e-bike subsidies, parking cash-outs, etc.)
- Other \_\_\_\_\_

5. What projects do your constituents like? (select all that apply)

15 responses

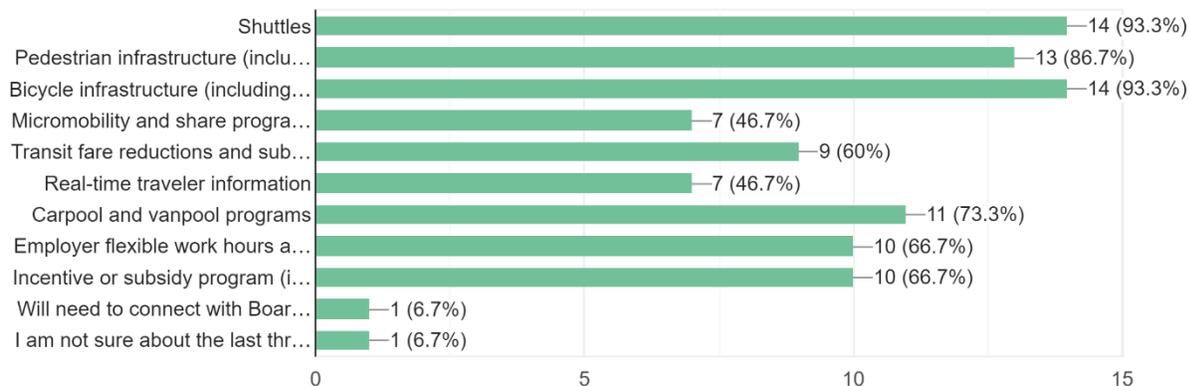


6. What projects does your board like? (select all that apply)

- Shuttles
- Pedestrian infrastructure (including secured crossings and prioritization)
- Bicycle infrastructure (including lockers, parking, etc.)
- Micromobility and share programs
- Transit fare reductions and subsidies
- Real-time traveler information
- Carpool and vanpool programs
- Employer flexible work hours & virtual work
- Incentive or subsidy program (including e-bike subsidies, parking cash-outs, etc.)
- Other \_\_\_\_\_

6. What projects does your board like? (select all that apply)

15 responses



7. Do you have any TDM-related priorities or goals? If so, what are they?

- Transportation management association feasibility study to help smaller businesses with TDM, and how that may mesh with regional efforts
- Updated TDM ordinance to require 40% reduction of trips
- to reduce cut through traffic and provide alternative means of transportation
- decrease SOV trips
- Implementing the Unincorporated San Mateo County Active Transportation Plan and Connect the Coast side, which include recommended active transportation infrastructure, policies, and programs; transit service and microtransit; and real-time traveler information. Similarly, the County intends to address implementation of C/CAG's TDM policy and SB 743 VMT requirements, and in developing these, will need to revisit policies related to parking, providing of bike/ped infrastructure, and management strategies. Priorities for Shift include parking management and paid parking strategies and hoteling/teleworking. Further, ISD is advancing smart mobility solutions for data collection/analysis (including related to parking management), transit stop improvements (charging benches, real-time information), pedestrian smart lighting, among others.
- Land Use/Circulation Policy LUC-F-3: Employer-based Trip Reduction. The City will work with employers to implement employer-based trip reduction programs that get people to high-boarding destinations on the Peninsula and, if applicable, in the East Bay, such as employment centers and regional destinations, including: a. Coordinating with regional and local ridesharing organizations; b. Encouraging Caltrain/bus passes; c. Employer-based shuttles.
- Yes, included in TDM plan. Reduce drive alone mode share to 50% by 2040.
- Updating the C/CAG TDM program to reflect current best practices, provide updated performance targets, and standardize annual survey, monitoring and reporting requirements.
- Trip reduction especially peak hour
- Reduction of peak time traffic, reduction of GHGs, increased mode share for AMS.

- Development of Citywide TDM policy/goals.
- Reduce vehicle miles traveled and manage traffic on SR-1.

8. What are the promising new and innovative approaches that the region should test and pilot?

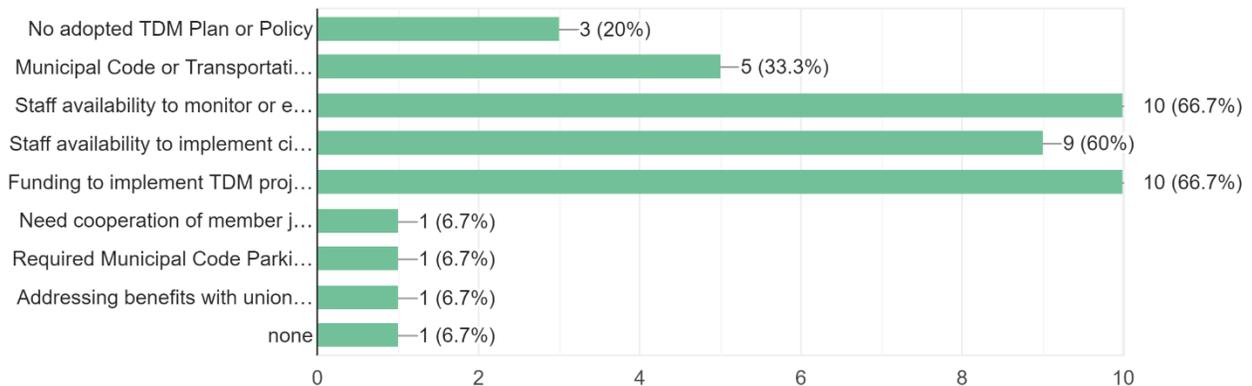
- Regional coordination/efforts where transit agencies are lacking, first/last mile gap solutions
- Regional/countywide cooperation
- Telework to the max
- Regional VMT mitigation banks, congestion pricing, quick-build/pilot projects for traffic calming and bike/ped infrastructure, pooled private/public partnership-led hoteling offsite options for teleworkers, regional approach to parking requirements and pricing
- More shuttles; subsidize on-demand “last mile” connections
- shuttles, micromobility, integrated fare
- EV Charging Stations, reduced parking requirements, transit oriented development, car share, transit pass subsidies, bicycle improvements, SOV trip reduction strategies.
- e-bikes, fare integration
- Parking maximums, aggressive housing production proximate to transit, microtransit
- Integrated approach to micromobility, first/last-mile connections, VMT banking
- Remote work requirements for certain employers; increased transit and bike/ped infrastructure funding.

9. What are your jurisdictions' limitations to implementing TDM programs or projects? (select all that apply)

- No adopted TDM Plan or Policy
- Municipal Code or Transportation Impact Guidelines do not provide guidance on trip reduction requirements or trip caps
- Staff availability to monitor or enforce trip requirements or caps
- Staff availability to implement citywide TDM programs or projects such as wayfinding, micromobility, bike parking, subsidy, etc.
- Funding to implement TDM projects and programs
- Other\_\_\_\_\_

9. What are your jurisdictions' limitations to implementing TDM programs or projects? (select all that apply)

15 responses



10. What are your upcoming agency-led programs and projects that have potential TDM elements included? If there aren't any, is there a specific type of program you would be interested in?

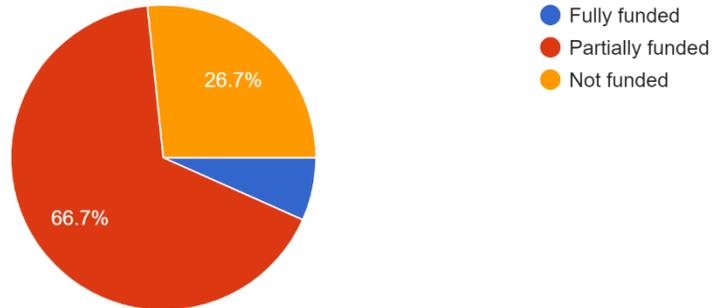
- Safe Routes to School, TMA feasibility study, shuttles, Transportation Master Plan
- TDM ordinance update and Ravenswood Specific Plan Update
- developer led TDM
- Ongoing work with the County's Shift program & implementation of bicycle and pedestrian improvements, programs and policies in the County's Active Transportation Plan
- City Staff continues to implement the 92 Corridor Alliance Work Plan by implementing "right-sized" transit solutions around high capacity / fixed routes, last mile shuttles, water based transit, carpooling, and bicycles. New projects are reviewed for progress in meeting the goals of Transportation Demand Management (TDM) programs currently in place; new development project applications (such as a proposed new hotel), are reviewed for their capacity to incorporate new TDM programs.
- The City continues to promote alternative transportation through its "Connect Foster City" website
- We are in the process of amending the city ordinance to add TDM requirements.
- There aren't any. Funding for TDM implementation, monitoring and management program for large development projects
- County-wide CMP TDM Program update
- Various capital projects that include bike/pedestrian/transit improvements
- Interested in more robust and innovative shuttle service (first/last mile)
- General Plan Update - we will be updating our TDM ordinance
- Citywide TDM policy development, developer guidelines
- Rockaway Quarry Specific Plan

11. Are these programs or projects fully-funded, partially-funded, or not funded?

- a. Fully funded
- b. Partially funded
- c. Not funded

11. Are these programs or projects fully-funded, partially-funded, or not funded?

15 responses

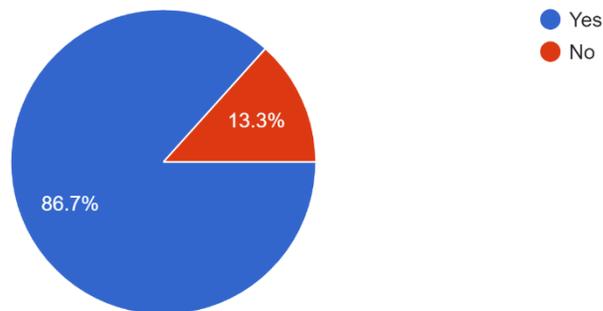


12. Would you look to the TA for funding?

- a. Yes
- b. No

12. Would you look to the TA for funding?

15 responses



13. If you wouldn't look to the TA for funding, why?

- This is the answer we're looking for with this project, but we wouldn't look to the TA if we knew a project wasn't eligible. Either defining specific categories/items, or ironically leaving it broad may allow a jurisdiction to think outside the box for potentially novel solutions that haven't been tested. Related sidenote: we looked to CCAG for Lifeline funding for some of our shuttles. We run traditional shuttles (scheduled services) and a hybrid paratransit one ("Shoppers Shuttle"), both in typical 20 passenger vehicles. The latter is geared for seniors and less mobile patrons, but it is not necessarily efficient. We looked at possibly offering subsidized Lyft credits (similar to what Little House/Sequoia Health District does) as a way to supplement the Shoppers Shuttle to better utilize funds. But because TNCs don't qualify with the grant money, we're not able to pursue 'novel' ideas

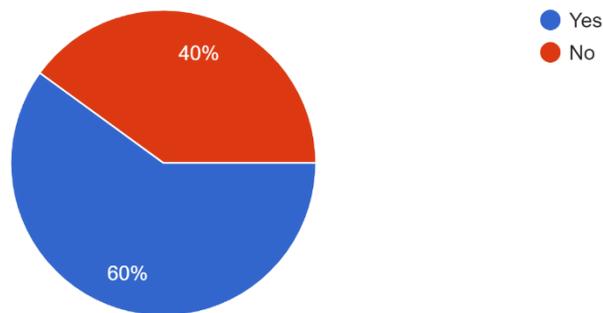
and are relegated to more costly means of providing service. Neither is a perfect solution, but having the flexibility to choose the best options might make it easier and more enticing for jurisdictions to apply for funding.

- to help with program administration as well as starting new TDM measures such as citywide shuttle.
- Size of town and staffing
- Developer funded.

14. Has your jurisdiction submitted any TDM-related grant opportunities in the past?

14. Has your jurisdiction submitted any TDM-related grant opportunities in the past?

15 responses

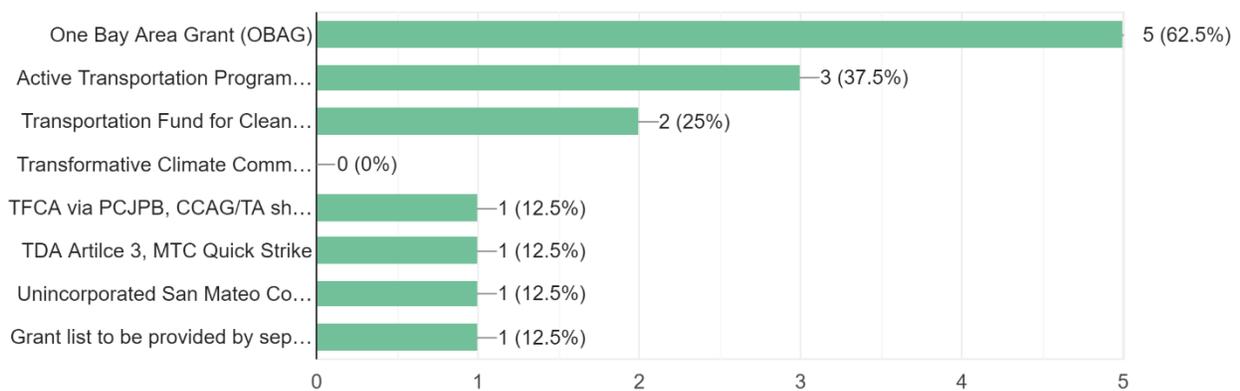


15. If so, which ones? (select all that apply)

- One Bay Area Grant (OBAG)
- Active Transportation Program (ATP)
- Transportation Fund for Clear Air (TFCA)
- Transformative Climate Communities (TCC)
- Other \_\_\_\_\_

15. If so, which ones? (select all that apply)

8 responses

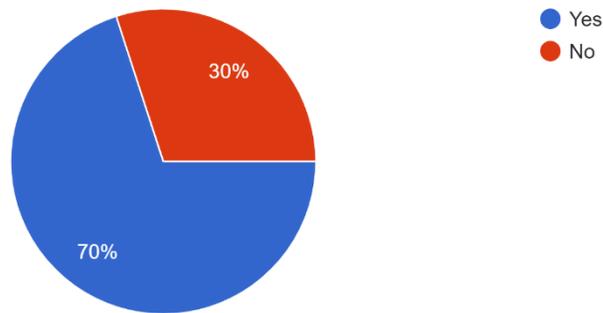


16. Were those projects funded?

- a. Yes
- b. No

16. Were those projects funded?

10 responses



17. If the project wasn't funded, what type of project was it and why?

- All of the listed projects have been funded except for the Caltrans STP grant application in North Fair Oaks, which is pending
- OBAG was funded, ATP, TDA Article 3 was not, MTC Quick Strike is TBD.
- ATP- Safe Routes to Schools did not receive points for being a community of concern location.
- TDA Article 3 - walkway project did not have enough projected pedestrian use to be competitive.

18. What are your lessons learned from the grant application process?

- Not sure. Would be good to get feedback if project was say asking for too much money, wasn't competitive enough, there were just better projects, what made the project 'weak' in the eyes of the judges, etc. Sometimes grants feel like you're shooting in the dark, not too sure what's the appropriate amount to ask for or how competitive you'll be.
- Strong community engagement and documented feedback supporting the application is critical. Early and often leadership discussions about the need for the project. Starting off with easy wins.
- Very restrictive and complicated process. Requirements on what the funding can be used for and the timelines on when funding must be spent are restrictive. Also, the tracking and monitoring of the funds is cumbersome and complicated and approval process is complex.
- Robust supporting data is critical to ensure competitiveness
- They take time to administer

19. Is there anything that prevents you from submitting for grant funding?

- Similar to what I wrote above. If there is not enough staff time, or not knowing if you'll have a real chance or not of getting full (or even partial funding to make the effort worth it) grant is hard to determine if it's worth the effort to go through the process.
- Staffing and funding limitations
- Jurisdiction does not fit the criteria for these grants
- Costs for future operations and maintenance and enforcement (e.g., monitoring of a program), “divisive” projects for community and/or elected leadership, staff time to oversee a grant if awarded and to engage in requisite reporting requirements, lack of pipeline projects (e.g., little funding to prepare us for grants that are construction/implementation-ready)
- Probably lack of awareness that funds are available to support TDM plans and programs; City does not have a Priority Development Area, so availability of grants is more limited
- Not clear what type of TDM measure may work especially after COVID impacts.
- Jurisdiction is a small city and often its projects are not as competitive with other larger cities in the SF Bay Area. Also, grant application process is a very restrictive and complicated process. Requirements on what the funding can be used for and the timelines on when funding must be spent are restrictive. Also, the tracking and monitoring of the funds is cumbersome and complicated and approval process is complex.
- No, unless it requires the applicant be a local jurisdiction
- Sometimes they require additional outside support for grant application writing and data collection/projection, do not have a wide variety of proposed projects eligible for every available grant.
- Staff availability / time
- Staff time and no current projects
- Awareness of TDM grant opportunities

# APPENDIX C

# PEER REVIEW

TABLE C-1 ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC)

Agency TDM Definition	Goals	TDM Focus Area	TDM Programs
<p>TDM and parking management seek to address transportation challenges, such as congestion and the need for adequate parking, with programs that manage travel demand. TDM measures seek to reduce demands on existing roadway and parking capacity using incentives and disincentives designed to influence travel choice.</p> <p><b>Travel demand management (TDM)</b> measures seek to reduce pressure on existing roadway and parking capacity by using incentives and disincentives to influence travel choice. They reduce peak-period vehicle trips and total vehicle miles traveled. Related benefits include reducing congestion and carbon emissions, improving public health, and increasing transportation options.</p>	<p>The goal of the Alameda County Transportation Demand Management (TDM) Program is to accommodate growing travel demand by increasing the number of trips people take using alternative modes to driving a single-occupancy vehicle (SOV).</p> <p>Other goals:</p> <ul style="list-style-type: none"> <li>▶ Reduce congestion and vehicle trips</li> <li>▶ Increase transit use and reduce drive alone rates</li> <li>▶ Reduce emissions</li> <li>▶ Produce quick results and longer-term impacts</li> <li>▶ Are cost effective</li> <li>▶ Are politically viable</li> <li>▶ Region-wide applicability and flexibility</li> <li>▶ Pro-market<sup>27</sup></li> </ul>	<p>Parking management, financial incentives, shared vehicle services, safety net, alternative commute scheduling, promotional activities, urban form and land use, trip reduction mandates, multimodal infrastructure</p>	<p><b>Express lanes and congestion pricing strategies:</b> toll-free use for carpools and transit to encourage commuters to share their ride. 38% of users travel toll free through carpools, transit, or eligible clean air vehicles</p> <p><b>Guaranteed Ride Home</b></p> <p><b>Technical Support:</b> support creation of new <b>TMA</b>s in the county and strengthen existing <b>TMA</b>s through technical assistance. Ex: Emeryville TMA (all commercial and industrial property owners in the city) includes shuttles for community members to BART, information and referral services. Alameda CTC also provides TOD technical assistance through the <b>Sustainable Communities Technical Assistance Program</b>. This includes funding TDM and parking studies to assist local jurisdictions. <b>Provide 1) technical resources and 2) planning grants</b></p> <p><b>Information &amp; Education: Commute Choices</b> provides information on the full range of TDM programs in Alameda County. Alameda CTC funds and promote green transportation modes through public outreach, earned and paid media, and advertising. Ex: I Bike Advertising Campaign. Also have, <b>Bicycle Safety Education classes</b></p> <p><b>Safe Routes to School:</b> intended to reduce traffic congestion and promote health by working with educators, parents, and students to increase walking, biking, and carpooling to school</p> <p><b>Transit Passes:</b> pilot program to offer free or reduced transit passes to middle/high schools</p> <p><b>CMP Requirements:</b> requires local governments to undertake TDM actions. Must 1) adopt design guidelines or comparable policies that enhance transit and pedestrian and bicycle access; and 2) implement capital improvements that contribute to congestion management and greenhouse gas reduction</p>

TABLE C-1 ALAMEDA COUNTY TRANSPORTATION COMMISSION (ALAMEDA CTC)

Agency TDM Definition	Goals	TDM Focus Area	TDM Programs
<p><b>Transportation Demand Management (TDM)</b>                      Programs and strategies that manage and reduce traffic congestion by encouraging the use of transportation alternatives.</p>	<p>The goal of the iCommute program is to reduce traffic congestion in order to cut greenhouse gas emissions and other environmental pollutants that result from driving alone.</p>	<p>Ridesharing, alternative work schedules and teleworking, transit use, biking, and walking</p>	<p><b>Planning Assistance:</b> Mobility Management Toolbox<sup>31</sup>: helps jurisdictions and developers evaluate the benefits of TDM and TSM on reducing VMT. Includes a mobility management guidebook, VMT reduction calculator tool, implementation guidance, etc.</p> <p>Park &amp; Ride Strategy: interregional strategy to improve planning and management of park and ride facilities. Includes GIS data center, identifies tools for improving existing and future facilities, and proposes regional recommendations for public agencies to consider.</p> <p>Regional Parking Management Toolbox: framework for evaluating, implementing, and managing parking management strategies</p> <p><b>Local Agency Collaboration:</b> Regional Micromobility Coordination &amp; Mobility Hub Planning: coordinate with local stakeholders on best practices for effective micromobility operations and data sharing. Currently working on a Mobility Hub Pilot projects</p> <p><b>iCommute:</b> Employer Services Program<sup>32</sup>: Free assistance to local businesses, helping them develop and implement customized employee commuter benefit programs that lower costs, increase productivity, and help the environment</p> <p>SANDAG Vanpool Program: contracts with vanpool vendors that provide vehicles, maintenance, and insurance. Provides up to \$400 in a monthly subsidy to qualified vanpools (5 or more people)</p> <p>Guaranteed Ride Home (GRH): provides a free ride home up to three times per year in the event of an emergency to commuters using alternative transportation modes</p> <p>Bike Encouragement Program: hosts Bike to Work Day events, funding mini-grants in support of Bike Month events, and manage 750 bike lockers at more than 60 transit stations and park and ride lots.</p> <p>Walk, Ride, and Roll to School: education and outreach program to increase number of children who walk bike, skate, or scooter to school. Offers free education and safety classes and events for schools.</p> <p>Promotions and Campaigns: iCommute organizes annual, nationally celebrated events to encourage participation in TDM programs, including Bike to Work Day and Rideshare Week.</p> <p>iCommute Partnership Program: relies on support from business and agency partners to fund programs and services. This includes customized levels of support including cash donations, in-kind contributions and in return, partners receive marketing benefits and exposure to regional decision makers, employers, the public, and iCommute participants.</p>

TABLE C-3 NORTH CAROLINA TRIANGLE J COUNCIL OF GOVERNMENTS

Agency TDM Definition	Goals	TDM Focus Area	TDM Programs
<p><b>Transportation Demand Management (TDM)</b> is the application of strategies and policies to reduce reliance on single occupancy vehicles (SOV) for travel by encouraging options such as carpooling, vanpooling, public transit, biking, walking, teleworking, and flexible work weeks.</p>	<p><b>Previous goal from 7-Year Long Range Triangle TDM Plan (2007):</b> Reduce annual commute VMT (vehicle miles traveled) growth by 25%</p> <p><b>New Goals (2019):</b></p> <ul style="list-style-type: none"> <li>Refine and enhance program evaluation methods</li> <li>Align funding cycles with performance</li> <li>Expand program marketing and outreach</li> <li>Get innovative</li> <li>Integrate with local and regional planning efforts</li> </ul>	<p>Carpooling, vanpooling, taking transit, telecommuting, walking or bicycling</p>	<p><b>Transit Passes: GoPass</b> allows employees or students to ride on all transit systems across the Triangle for free when employers, universities or property managers pay a discounted fare. GoPass use rose by 2.6% to 848,653 boardings on GoTriangle buses in FY2019.</p> <p><b>Information: GoLive</b> provides real-time bus route information. The Triangle also provides bicycle use and safety trainings.</p> <p><b>Share the Ride NC</b> helps form carpools and vanpools, houses Emergency Ride Home program, Single Trip Matching Tool, and GoPerks incentive program (incentives to start a smart commute or for loyal smart commuters). 23% increase in participation from FY2018</p> <p><b>TMA: GoRTP</b> is the TMA for the Research Triangle Park (includes 300 member companies and 55,000 employees). Services include employee vanpools, telework, compressed work weeks, transit, Emergency Ride Home (ERH), carpools, and bicycle facilities</p> <p><b>Best Workplace for Commuters:</b> membership program which provides qualified employers with national recognition and an elite designation for offering high quality commuter benefits, such as a free or low cost bus pass, vanpool fares and strong telework programs. The program provides public recognition and promotion of exemplary workplaces, as well as technical assistance, training, web-based tools, and forums for information exchange.</p> <p><b>University Programs:</b> shuttles for students (Duke), bike and scooter shares (UNC bikeshare program – Tarheel Bikes has over 6,500 members)</p> <p><b>Vanpools:</b> enables employees to pay one monthly fare and share an Enterprise vehicle with 6 – 14 other passengers. GoTriangle provides each vehicle a \$400 monthly subsidy.</p>

TABLE C-4 CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

Agency TDM Definition	Goals	TDM Focus Area	TDM Programs
<p><b>Transportation Demand Management (TDM)</b> is a collection of strategies designed to reduce automobile trips, roadway congestion, and parking demand by redirecting travel towards other modes, times, and routes. TDM programs, plans, and policies address traffic congestion, safety, mobility, and travel time reliability issues by considering operational strategies, implementing mobility solutions, air quality maintenance, and providing choices for travelers.</p>	<p><b>Regional Coordination:</b> Document a collaborative plan where all TDM stakeholders have ownership and contribute to developing and maintaining a regional TDM system that benefits the entire CAMPO region;</p> <p><b>Incorporate TDM into the transportation planning process:</b> Develop CAMPO polices with its partner agencies that promote and prioritize both programmatic and infrastructure investments in TDM projects and strategies;</p> <p><b>Provide Education and Outreach:</b> Expand outreach and education to travelers, providing the transportation options available to them for getting from point A to point B;</p> <p><b>Improve the Transportation System:</b> Enhance the performance of the region's multimodal transportation system, especially during peak periods; and</p> <p><b>Increase Mobility Choices for Travelers:</b> Provide a range of transportation options throughout the region.</p>	<p>Ridesharing, flexible work schedule, multimodal, realtime information, land use</p>	<p><b>Bus Express Lanes:</b> Toll-free access for transit vehicles led to a 73% increase in Express Bus ridership on MoPac route due to higher speeds and commutes that are up to 50% faster</p> <p><b>Park and Ride:</b> dedicated to transit stations or other lots that are not normally used during work hours such as those of churches, theaters, or shopping malls. Ex: Austin's New Life Church parking lot is used as a Park-and-Ride facility for Capital Metro's Express Bus Service.</p> <p><b>Guaranteed Ride Home</b></p> <p><b>Commute Planning:</b> Smart Trips Austin offers personalized transportation information for commuters. Includes informational events on riding the bus, carpooling, biking, etc. Commute Solutions offers a one stop trip planning tool.</p> <p><b>Transit Passes:</b> MetroWorks provides organizations a purchasing plan to offer employees and students transit passes at a discounted price. Offers employees free or discounted transit passes and reduced or reimbursed costs for shared mobility programs such as carpools or vanpools. Transit Empowerment Fund distributes transit passes to low-income individuals.</p> <p><b>Shared Mobility:</b> community-based carpooling solutions, bicycle share (B-cycle use is very high), scootershare (Lime and Bird), caeshare (ZipCar and Car2Go)</p> <p><b>Parking Policies:</b> Managing parking supply, either through cost, time or availability is a powerful, market-based incentive to influence traveler behavior. Focus on Austin CBD and San Marcos for managing parking. Recommend region-wide parking study be conducted to gather more data on other regional nodes</p>

# APPENDIX D

# EVALUATION CRITERIA

# APPENDIX D-1

# EVALUATION CRITERIA

# D-1 EVALUATION CRITERIA

A review of other SMCTA funding programs and peer agencies were reviewed to find best practices for both the evaluation criteria and call for projects process. The table below presents some key takeaways, though not all takeaways will be necessarily appropriate for the ACR/TDM program they are helpful in framing.

**Table D1-1 Summary of Evaluation Criteria Peer Programs**

<b>Program</b>	<b>Agency</b>	<b>Key Takeaways</b>
Highway Program	SMCTA	An early submittal can be helpful to applicants
Bicycle-Pedestrian Program	SMCTA	Be conscious and transparent about who will sit on the scoring panel. Online tools to provide data can aid in quantitative scoring. A separate infrastructure and non-infrastructure application can make sure appropriate questions are asked of each type of project
Peninsula Shuttle Study	SMCTA and C/CAG	A key goal after the study is to streamline the application process. Online tools to provide data can aid in quantitative scoring.
Transportation Demand Management	Capital Area Metropolitan Planning Organization (CAMPO)	Uses “communities of concern” to target funds. Framing questions as "provide detail and documentation/analysis" while not being overly prescriptive on sources or what level of detail. TDM can be difficult to measure and show results immediately. For this reason CAMPO deferred performance measures data collection 2 years.
Transportation Demand Management	Triangle J Council of Governments (TJCOG)	Measuring and weighting areas of high job concentration (work clusters) in addition to “communities of concern”

Each category serves an important function in evaluating the project. *Need* addresses how well the project addresses the goals of the ACR/TDM program. *Effectiveness* addresses how the project will show success and plans to track them. *Equity* addresses how the project will contribute to advancing equitable outcomes. *Readiness* addresses how ready the project/program is ready to begin study or implementation. *Funding Leverage* addresses if the necessary funding has been allocated or identified

# APPENDIX

## EQUITY

One area of interest to both the Board and Advisory group was how to assess equity in the evaluation criteria. Equity can be complicated first by how to define it as well as who is included and who is not.

Transportation equity can be measured one of three ways: location-based, user-based or mode-based. Location-based estimates focus on populations, benefits and costs by geography, typically using concentration approach at the census tract level. If a project overlaps a tract/area with a high concentration of the target population, it is assumed to benefit them. One advantage to this method is that it tends to be easy to assess in GIS. A user-based approach starts with the recognition that not everyone can use the system the same way. Target groups using this type of analysis may include older adults and people with disabilities or low-income households (who may or may not live in an area of high concentration of low-income households). Mode-based equity metrics derives from the basis that users of certain modes of transportation are inherently disadvantaged. This type of metric would focus on transit riders or pedestrians as needing special consideration. The ACR/TDM program in some ways is inherently structured to address mode-based equity in its desire to improve options beyond single occupancy driving.

Most conceptions of equity fall into one of two categories: horizontal equity and vertical equity. Horizontal equity is concerned with the distribution between individuals or groups with the same ability and need. In contrast vertical equity is concerned with the distribution of costs and benefits between groups of different need and ability such as income. Based on feedback from the Advisory group, vertical equity seems to be the primary goal. Three possible framings for vertical transportation equity are presented in Table D1-2. Applicants are encouraged to describe how their project increases equity under these framings.

**Table D1-2: Transportation Equity Criteria and Definitions**

Criteria	Definition	Type of Equity
Progressive with respect to income.	This reflects whether a strategy increases Transportation Affordability and makes lower income households better or worse off.	Vertical
Benefits transportation disadvantaged.	This reflects whether a strategy makes people who are transportation disadvantaged better off by increasing their travel options or providing financial savings.	Vertical
Improves basic access	This reflects whether a strategy favors more important transport (emergency response, commuting, essential shopping) over less important transport.	Vertical

Source: Litman, Todd. "Evaluating Transportation Equity." Victoria Transportation Policy Institute 2021

## NEED

The **NEED** section contain looks at the five goals of the ACR/TDM program. For each of the goals there are two parts, a qualitative narrative provided by the applicant and a quantitative proxy metric. See Table D1-3 for a full accounting

**Table D1-3 Need Criteria by Goal**

Goal	Narrative Question	Proxy Metrics	Source
Provide Congestion relief	Please explain how your project or plan provides congestion relief or reduces VMT	Initial: If possible, select strategy VMT reduction potential  Future: Calculate total VMT of all census blocks or tracts a project boundary impacts	Initial: CAPCOA GHG Mitigation Guide Future: Streetlight data or travel demand model runs
Increase Sustainable Transportation Options	Please explain how your project or plan will create incentives for transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone?	Calculate the average intersection density for all census blocks or tracts a project boundary impacts	OpenStreetMaps
Promote Sustainability & Health	Please explain how your project or plan will enhance health or safety	Calculate the average Pollution Burden Percentile scores of all census blocks a project boundary impacts	CalEnviroScreen 4.0
Encourage Economic Development Opportunities	Please explain how your project or plan improve access to employment, job centers, business districts or retail opportunities	Calculate total number of jobs within ½-mile of a project boundary	US Census OntheMap tool
Invest Funding Equitably	Please explain how your project or plan would address the needs of historically underserved populations	Calculate the proportion a project boundary overlaps with SamTrans EPAs or MTC EPCs	SamTrans, MTC

## EFFECTIVENESS

Effectiveness is meant to measure how the project will show success and plan to track that. In an ideal world a common metric could be used to track all projects by the same baseline. However, given the breadth of eligible projects, the proper metrics for success vary widely. The TA will ask applicants to provide their own metrics for monitoring to judge success based on the goals of the project or plan.

# APPENDIX

## READINESS

Readiness is a measure of how ready the project or program is to begin study or implementation. Questions about readiness are most appropriate for projects near the design and construction phase.

## FUNDING LEVERAGE

Funding leverage will assess if the necessary funding for the project or program has been identified or allocated. The standard funding match the TA has required for other programs is 10%. However, for projects associated with disadvantaged communities, a reduced match of 5% will be required instead. This will be assessed by overlap with either MTC's Equity Priority Communities (EPCs) or SamTrans' Equity Priority Areas (EPAs) described in further detail in Appendix D-2. TA staff will have a pre-submittal meeting with all applicants and will approve a project to use the reduced match prior to submission.

## **APPENDIX D-2**

# **EVALUATION CRITERIA TOOLS**

# D-2 EVALUATION CRITERIA TOOLS

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## 1.1 VMT REDUCTION CALCULATION TOOLS

A VMT reduction calculator is a tool used to assess the effectiveness of ACR/TDM strategies. VMT reduction is a key goal identified for ACR/TDM, reducing VMT is identified in the ACR/TDM definition. However it is difficult to estimate both the VMT generated by a new project and associated reductions of mitigations for a variety of reasons. The science is still developing on providing those values, the field of modeling VMT and potential reduction strategies at a project level is an assumption-filled endeavor. At the moment there are several possible tools with different approaches to assessing VMT reduction. For this program in particular, having a comprehensive tool would be challenging given the broad range of project-types eligible under the ACR/TDM program.

In the best case scenario, a VMT reduction calculator would need to account for local conditions (ex: transit mode share, job/population density, average commute time). Such a model does not currently exist calibrated to San Mateo County conditions but could be considered in future. Recognizing the need for interim VMT reduction assessment for the upcoming Call-for-Projects, several sources for VMT reduction information are discussed below.

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### *ALAMEDA COUNTY TRANSPORTATION COMMISSION (ACTC) VMT REDUCTION CALCULATOR TOOL*

In the near term, a realistic VMT estimation tool that could be used by project applicants is Alameda County Transportation Commission's (ACTC) VMT Reduction Calculator tool. Adapted from San Diego Association of Governments (SANDAG), the spreadsheet-based tool assesses the percent reduction to VMT for 29 TDM strategies (example shown in Figure D2-1).

# APPENDIX

Figure D2-1 Sample ACTC VMT Reduction Strategy

**1E. Employer Vanpool Program**

Level of application: **Project/Site** [Return to Main](#)  
 Type of VMT affected: **Employee commute trips** [Results Summary](#)  
 Max VMT reduction: **10.4%**

This strategy will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions. When implementing a vanpool service, best practice is to subsidize the cost for employees that have a similar origin and destination and provide priority parking for employees that vanpool.

Does employer sponsor a vanpool program?	<input type="checkbox"/>	user input	The user may override the above default vanpool participation rate in this cell. Leave blank otherwise.
Default % of employees that participate in vanpool program	<input type="text" value="2.7%"/>	constant, source (2)	The user may override the above average auto commute trip length in this cell. Leave blank otherwise.
User override of % of employees that participate	<input type="text"/>	user input, optional	
Vanpool participation rate used for calculation	<input type="text" value="2.7%"/>	calculated	The user may override the above default long (vanpool) commute trip length in this cell. Leave blank otherwise.
Default average length of one-way vehicle commute trip in region (miles)	<input type="text" value="#N/A"/>	Alameda CTC model	
User override of length of one-way vehicle commute trip in region	<input type="text"/>	user input, optional	
Length of one-way vehicle commute trip in region used for calculation	<input type="text"/>	calculated	
Default average length of one-way vanpool commute trip (miles)	<input type="text" value="42.0"/>	constant, source (2)	
User override of length of one-way vanpool commute trip	<input type="text"/>	user input, optional	
Length of one-way vanpool commute trip used for calculation	<input type="text" value="42.0"/>	calculated	
Average vanpool occupancy (including driver)	<input type="text" value="6.25"/>	constant, source (2)	
Change in VMT	<input type="text"/>	<input type="checkbox"/> Exclude from Results Not Active	

Formula: % Change in VMT = (((1- Vanpool participation rate ) \* Length of one-way vehicle commute trip in region + Vanpool participation rate \* ( Length of one-way vanpool commute trip / Average vanpool occupancy (including driver) ))/((1- Vanpool participation rate ) \* Length of one-way vehicle commute trip in region + Vanpool participation rate \* Length of one-way vanpool commute trip ))-1)

If the user override of vanpool participation rate exceeds maximum of 15%, the default value will be used, source (1, 2)

Sources:

Conflict Info | 1A VCTR program | 1B CTR program | 1C carpool | 1D1 transit subsidy (employees) | 1

The tool is primarily intended to address VMT reduction for various projects and programs. The tool is calibrated to Alameda County conditions and locations and meant to assist local jurisdictions. Transportation Analysis Zones (TAZs) can be selected, as shown in Figure D2-2, which automatically inputs various values into the spreadsheet such as population and employment densities, commute distances, VMT per employee and transit mode share. While TAZs assist with data input, the spreadsheet also typically has the possibility of a manual override for inputs. SMCTA would need to provide applicants with a spreadsheet to assist in filling in the necessary cells potentially calculating values to the city-level as needed. Step by step guidance would be necessary for all 29 spreadsheets.



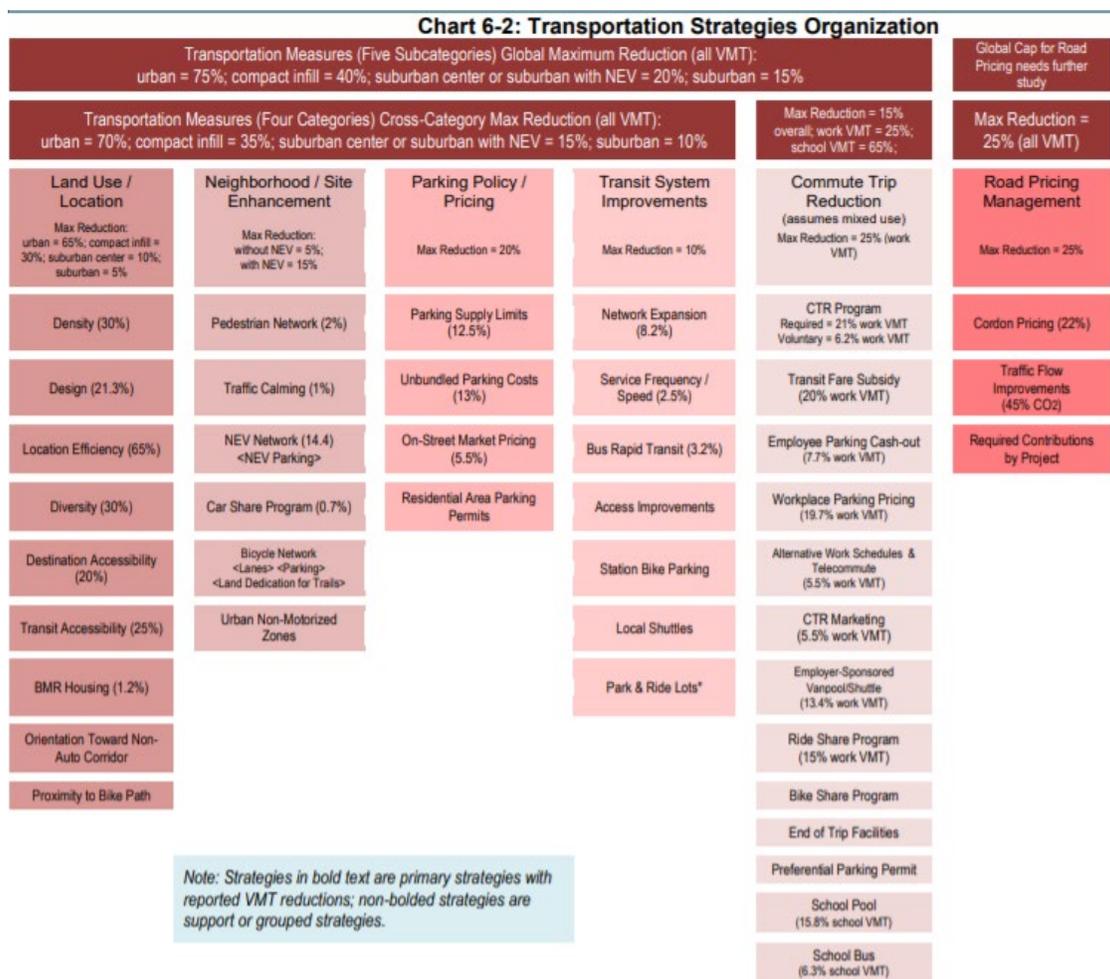
# APPENDIX

For these reasons, the SGC tool was not recommended for further consideration.

## CAPCOA QUANTIFYING GHG MITIGATION MEASURES (2010)

The California Air Pollution Control Officers Association (CAPCOA) produced a 2010 report on quantifying GHG mitigation measures so that local governments could assess emission reductions. In the report, a long list of VMT reducing strategies are provided based on best knowledge. As shown in Figure D2-4, a reduction range is still provided for various strategies but there is less customization to local circumstances

Figure D2-4 CAPCOA Transportation VMT reduction strategies



This report could be used by applicants to confirm that the program or plan has proven VMT reduction potential. A public draft for an update was released in August 2021 but is still under development

## OPR SB743 TECHNICAL ADVISORY (2018)

Jurisdictions and agencies around the state have recently changed the way they evaluate transportation impacts of projects primarily due to state-level changes to the California Environmental Quality Act (CEQA) through Senate Bill

743 (SB743) which passed in 2013. These changes are meant to focus evaluation on measuring relevant impacts to greenhouse gas (GHG) emissions rather than impacts to vehicular traffic. As of June 2020, all jurisdictions were required to change their transportation impact measurement for the purpose of CEQA from Level of Service (LOS) to Vehicle Miles Traveled (VMT). The VMT determined to be generated from a project could be mitigated through TDM measures. LOS analysis is still requested by every jurisdiction in San Mateo County as part of the local impact analysis even if it is no longer an impact per CEQA.

California's Office of Planning and Research (OPR) develops technical advice on issues that affect CEQA and land use planning. Following the passage of Senate Bill 743 (2013), OPR prepared a technical advisory on evaluating transportation impacts in CEQA for the shift to evaluating VMT. This included recommendations regarding methodology, how to assess significance thresholds, and estimating VMT impacts for both land use and transportation projects. One part of CEQA is the estimation not only of a project's impact but providing mitigations as needed. OPR presents a list of VMT mitigations and alternatives to address these.

Similar to the CAPCOA guidance, the inclusion of the project type in this list of measures could be used by project applicants to prove the project or programs VMT reduction potential.

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### ***FUTURE VMT CALCULATION TOOLS***

All the VMT calculation tools described above are already prepared. However, none are calibrated to local conditions. This requires either extra work by TA staff to prepare necessary data inputs, such as for the ACTC VMT reduction calculator. Alternatively, a simple method is used to identify whether the general project type has VMT reducing potential but does not consider the specifics of the project or strongly differentiate between projects.

In the long term, C/CAG is in the process of updating its TDM policy. One element under development is a VMT estimation tool. It is currently focused on development-related TDM strategies. If the model were expanded to accommodate more project types, the tool has the benefit of a calculator calibrated to local San Mateo county conditions. At this time the tool is not available and its capabilities and shortcomings are unknown.

Another potential program that could incorporate VMT reduction calculations is a VMT Mitigation bank or exchange. As SB743 has been implemented, local agencies have found that individual projects can only provide so much mitigation. A bike lane along the road in front of a new development is not as impactful if it does not connect into a network. MPOs across California are beginning to research, develop and pilot VMT mitigation banks and exchanges. In this scheme, developers would pay into a regional bank or trade VMT credit on an exchange. In this way, a program approach would contribute to a larger pool of targeted funds for VMT reduction.

In order to implement such system, a nexus study would need to be used to assess VMT generated by projects and VMT reductions from mitigation measures, including from the types of projects funded under the ACR/TDM program. These reduction values, calibrated to local conditions, could be used as part of future assessment of project applications

**Recommendation: coordinate with C/CAG to understand the tool's purpose and potential application**

# APPENDIX

## 1.2 LOCATION-BASED EQUITY ASSESSMENT

If using a demographic concentration-based approach (aka location-based), there are two primary datasets for San Mateo County. First, is Metropolitan Transportation Commission (MTC's) Equity Priority Communities (formerly Communities of Concern) whose framework is meant to identify communities with significant concentrations of historically underserved populations, primarily people of color and people with low incomes. The EPC framework is used widely at MTC/ABAG as well as county and city agencies throughout the Bay Area. Eight demographic factors are considered (pictured in Table D2-5): people of color, low income (less than 200% of the federal poverty level), limited English proficiency, zero-vehicle household, older adults (age 75 and over), people with disabilities, single-parent families and severely rent-burdened households (pay more than 50% of their income on rent). The concentration threshold is set at half a standard deviation over the regional mean. In order for a census tract to qualify as an EPC tract, the tract must have a high concentration of both people of color and low-income OR low income and at least three of the other six factors.

**Table D2-5: Concentration Thresholds for Equity Priority Community Demographic Factors in Plan Bay Area 2050**

DEMOGRAPHIC FACTOR	% REGIONAL POPULATION	CONCENTRATION THRESHOLD
1. People of Color	58%	70%
2. Low-Income (<200% Federal Poverty Level)	21%	28%
3. Limited English Proficiency	8%	12%
4. Zero-Vehicle Household	9%	15%
5. Seniors 75 Years and Over	6%	8%
6. People with Disability	10%	12%
7. Single Parent Families	13%	18%
8. Severely Rent-Burdened	10%	14%
<i>Definition</i> – Census tracts that have a concentration of BOTH people of color AND low-income households, OR that have a concentration of 3 or more of the remaining 6 factors (#3 to #8) but only IF they also have a concentration of low income households.		

One shortcoming for the use of EPCs for SMCTA's process is that San Mateo County is significantly more affluent and white than the region as a whole. Thus there are relatively few EPCs in the county (shown in Figure D2-6) and a concentration based framework that was calibrated to county demographics might capture other nuance and relative need within the county. The Reimagine SamTrans Transit Equity Index and Equity Priority Areas (EPAs) helps address this need. Reimagine SamTrans uses fewer demographic factors - low-income, people of color and zero-vehicle households – and uses an index approach where each of the demographic factors are characterized by an index score of 1 to 5. The sum of the three factors form the Transit Equity Index. SamTrans has designated the census tracts in the highest third of the equity index as Equity Priority Areas (EPAs) . Due to different methodologies a tract may be an EPC, an EPA, both or neither.

Figure D2-6 Equity Priority Communities Map (MTC)



# Equity Priority Communities

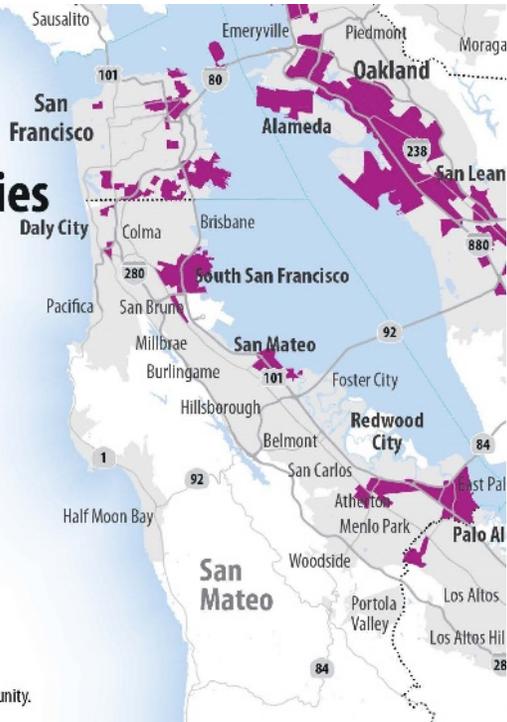
American Community Survey 2014 - 2018

## Equity Priority Communities

The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares OR exceeds the threshold value for Low-Income AND also exceeds the threshold values for three or more variables (#3 to #8), it is an Equity Priority Community.



# **APPENDIX E**

# **SAMPLE CALL FOR PROJECTS APPLICATION**

# SAMPLE CFP APPLICATION

For the purposes of this application, any submission will be referred to as a 'project' throughout this application regardless of the intent of the request. However, please provide further description of the proposed project in this section.

## GENERAL INFORMATION

**Project Title:** \_\_\_\_\_

**Project Type:**

- Plan (e.g. TDM Plan, Climate Action Plan, Municipal code update etc)
- Program (e.g. subsidies, educational promotion etc)
- Project (e.g. network gap closure, wayfinding, charging stations etc)

**Project Scale:** Please identify the geographic extent of the project \_\_\_\_\_

- Countywide/Multijurisdictional
- Citywide
- Neighborhood
- Singular site/Spot treatment

**Project Location:** Please describe the geographic extent of the project

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**Project Cost:** Amount Requested \_\_\_\_\_  
Total Matching Funds \_\_\_\_\_  
Unfunded Amount \_\_\_\_\_

**Project Scope:** Please describe the elements of the project

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**Project Schedule:** Start Date \_\_\_\_\_ End Date \_\_\_\_\_

**Sponsoring Agency:** \_\_\_\_\_

**Implementing Agency (if different than Sponsor):** \_\_\_\_\_

**Program Location:** Please identify the geographic extent of the project \_\_\_\_\_

**Funding Leverage:** Does the project meet the minimum funding match (insert % value)?

*Please attach support letter*

# APPENDIX

## ACR/TDM ELIGIBILITY

**Program Classification:** Please select as many as apply (at least one).

- Network Efficiency – projects and programs that are intelligent transportation systems (ITS) and transit related
- Congestion and Demand Relief – projects and programs that are planning related or encourage behavior shifts
- Sustainable Transportation Modes – projects and programs that are bicycle and pedestrian related (separate from projects that qualify under the Bicycle and Pedestrian Program).

**Pre-submittal meeting with TA staff:** Meeting occurred on \_\_\_\_\_ (MM/DD/YYYY)

**Highway Nexus:** Please indicate how your project has a highway nexus. This could include if your project has a VMT reduction potential. If your project was is not listed in Exhibit XX, please also provide an alternative source and explanation that support consideration for reducing highway congestion or VMT.

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**Funding Leverage:** Please select match amount needed and percent match provided. Note that equity match must be pre-approved in consultation with TA staff.

- Standard Match (10%)
- Reduced Equity Match (5%)

**Match sources:** Please identify sources for match funds. Note: additional credit is given to applications with a private match

Local \_\_\_\_\_  
 Private \_\_\_\_\_  
 Other \_\_\_\_\_

## ACR/TDM EVALUATION CRITERIA

### NEED

Check the goals your project addresses. Each goal has an associated qualitative question and quantitative metric. If your project allows analysis with that metric it is recommended to include. Projects should meet a minimum of 3 goals.

- Provide Congestion Relief**

*Depending on your project, you may choose to use the Alameda County Transportation Commission (ACTC) VMT Reduction calculator to provide a quantitative assessment of VMT reduction benefits. The tool is based on work for SANDAG and tailored to Alameda County characteristics. San Mateo County has its own characteristics but maintains enough similarity that the tool will suffice. NOTE: Only certain strategies are covered with the calculator. Additionally, the research literature on which the tool is based covers urban and suburban land uses. Low-density areas (rural) would not apply.*

Step 1: Download ACTC VMT Calculator found on their website [here](#). Select “Alameda County Vehicle Miles Traveled Reduction Calculator Tool” then the hyperlinked “Alameda County VMT Reduction Calculator Tool” which should download the excel spreadsheet tool

Step 2: Download the VMT Tool Design Document to have additional FAQ answered

Step 3: Review the 28 strategies from the five Mobility Management Strategies. Please see the TA's data spreadsheet to assist you to input the manual override values.

Alternatively, identify if your project could be covered under state guidance having VMT reduction potential. Possible references include [CAPCOA Quantifying Greenhouse Gas Mitigation Measures \(2010\)](#) or [OPR Technical Advisory on Evaluating Transportation Impacts in CEQA \(2018\)](#)

**Please explain how your project provides congestion relief or reduces VMT.**

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**Increase Sustainable Transportation Options**

Calculate the average intersection density for all census blocks or tracts a project boundary impacts. Using OpenStreetMaps is recommended

**Please explain how your project will create incentives for transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone?**

If checked, please explain:

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**Promote Sustainability & Health**

Prepare a report using San Mateo County All Together Better (<http://www.smcalltogetherbetter.org/>) using the socio-needs index of all census blocks a project boundary impacts. If citywide program, using Get Healthy SMC Healthy Cities Reports **Using SMC All Together Better or Get Healthy SMC datasets are recommended**

**Please explain how your project or plan will enhance health or safety**

If checked, please explain:

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**Encourage Economic Development Opportunities**

Calculate total number of jobs within ½-mile of a project boundary  
Using US Census OntheMap is recommended

# APPENDIX

Please explain how your project or plan improve access to employment, job centers, business districts or retail opportunities

If checked, please explain:

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**Invest Funding Equitably**

*Calculate the proportion a project boundary overlaps with SamTrans EPAs or MTC EPCs*

**MTC EPC and SamTrans EPA shapefile links can be found below**

<https://mtc.maps.arcgis.com/home/item.html?id=28a03a46fe9c4df0a29746d6f8c633c8>

**SamTrans link here when active**

**Please explain how your project or plan would address the needs of historically underserved populations including but not limited to low-income communities, people of color, seniors and non-traditional shift workers**

If checked, please explain:

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Please describe any other needs this project meets that have not been covered above? *Some examples: safety, affordability, travel time improvement, mobility, access*

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## EFFECTIVENESS

Effectiveness will address how the project will demonstrate success and track that over time. Recognizing the wide variation of eligible project types, applicants will give a proposal depending on the strategy/project applied.

Is this project identified in a local, countywide or regional planning document? If so please identify which

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If the project would require additional funds to maintain a program after the timeline in the application, how does the applicant intend to be self-sustaining after the ACR/TDM funds have been used?

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What outcomes does the project aim to achieve? What metrics do you propose to deploy to track the project's objectives? Please propose metrics that can be tracked (e.g. number of transit passes distributed in equity communities, construction of the scope of work within schedule, etc.)

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## EQUITY

**Location-based:** Does your project's geographic extent fall within either a MTC Equity Priority Community (EPC) tract or SamTrans Equity Indicators tract? The SamTrans Equity Zone applies to tracts with the lowest two quartiles of the Transit Equity Index.

- Any overlap with a Equity Priority Community (MTC)
- Any overlap with a Equity Priority Area (SamTrans)

MTC EPC data layer: <https://opendata.mtc.ca.gov/datasets/equity-priority-communities-plan-bay-area-2050/explore?location=37.878600%2C-122.370850%2C9.04>

SamTrans Equity Indicator map: [\[link\]](#) NOT PUBLIC

**User-based:** Equity can cover a spectrum of needs and evaluated several ways. Three equity framings are provided below. Please describe how the project/program considers equity under at least one user-based equity framing below:

1. **Progressive with respect to income** - This reflects whether a strategy increases Transportation Affordability and makes lower-income households better or worse off.
2. **Benefits transportation disadvantaged** - This reflects whether a strategy makes people who are transportation disadvantaged (which could include among other low-income households, people with disabilities, older adults, non-traditional shift workers, or other vulnerable populations) better off by increasing their travel options or providing financial savings.
3. **Improves Basic Access** - This reflects whether a strategy favors more important transport (emergency response, commuting, essential shopping) over less important transport.
4. Other

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What are potential negative impacts of the project on historically marginalized communities?

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# APPENDIX

## CRITERIA WEIGHTING

Criteria	Definition	Criteria Weight
<b>Need</b>	Addresses how well the project addresses the goals of the ACR/TDM program	40%
<b>Effectiveness</b>	Addresses how the project will show success and plans to track them	25%
<b>Equity</b>	Addresses how the project will contribute to advancing equitable outcomes	25%
<b>Readiness</b>	Addresses how ready the project/program is ready to begin study or implementation	5%
<b>Funding Leverage</b>	Addresses if the necessary funding has been allocated or identified	5%
	<b>Total</b>	100%

## BONUS

The TA is looking to fund these types of project this cycle. If one of these project types please check below

- TDM Plan
  - Climate Action Plan
  - Municipal TDM ordinance language
  - Mobility Hub planning
-

# *Draft ACR/TDM Plan*

November 2021



December 2, 2021  
Board of Directors

# AGENDA

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- 1. Overview**
- 2. Definition & Goals of the ACR/TDM Plan**
- 3. Recommended Program Structure for Funding**
- 4. Recommended Evaluation Criteria**
- 5. Next Steps**



# MEASURES A & W OVERVIEW

	Measure A	Measure W
History	Half-cent sales tax running from 2009-2033	Half-cent sales tax running from 2019-2038
Funding	1% of Measure A funds	1% of Measure W funds
Funding Distribution Requirements per Expenditure/ Strategic Plan	ACR/TDM Plan	Competitive (with guidelines set by TDM Plan)
Additional funding restrictions	<ul style="list-style-type: none"> <li>• 80% of ACR/TDM money must go towards "efficient use of the transportation network through ride sharing, flexible work hours and other commute alternatives"</li> <li>• 20% for planning and design of ITS systems for improved highway/transit capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Projects must have a nexus with highways; funds for this program come from the Countywide Highway Congestion Relief set-aside</li> </ul>



# TDM PLAN OVERVIEW

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## Purpose

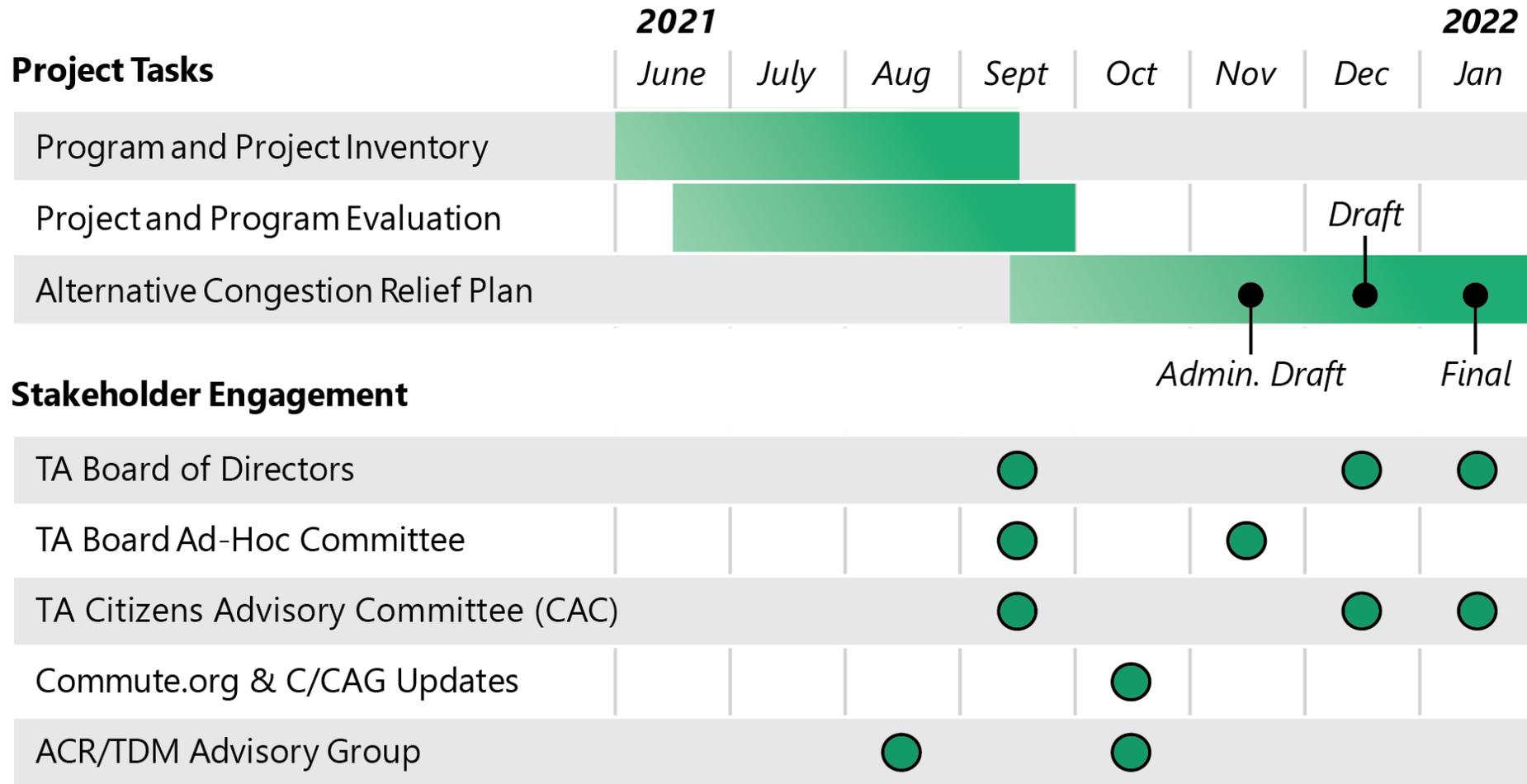
- Develop a plan to guide ACR/TDM project initiation and selection for:
  - Plan-based Measure A
  - Funding competitive Measure W

## Outcome

- Develop prioritization criteria
- Identify & recommend projects that can be funded
- Guide upcoming Call for Projects grant funding opportunities



# TDM PLAN PROCESS



# ACR/TDM PLAN PROCESS

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## ACR/TDM Advisory Group – 40 active participants

- Local jurisdictions
- C/CAG
- Commute.org
- Caltrain
- Eden Housing
- Friends of Caltrain
- Genentech
- Facebook
- League of Women Voters
- Mid-Pen Housing
- Sierra Club
- SAMCEDA
- San Mateo County Aging and Adult Services
- Silicon Valley Bike Coalition
- And more!



# ACR/TDM PLAN PROCESS

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## How did stakeholder input shape the Plan?

### Advisory Group

- Defined the program goals
- Identified need for planning and countywide monitoring
- Established the list of eligible projects
- Vetted the program guidelines and evaluation criteria

### TA Board Ad-Hoc Committee

- Refined the program vision
- Increased the jump-start funding for a countywide monitoring program and for planning funds
- Promoted equity as a larger evaluation criteria for ACR/TDM



# ACR/TDM DEFINITION

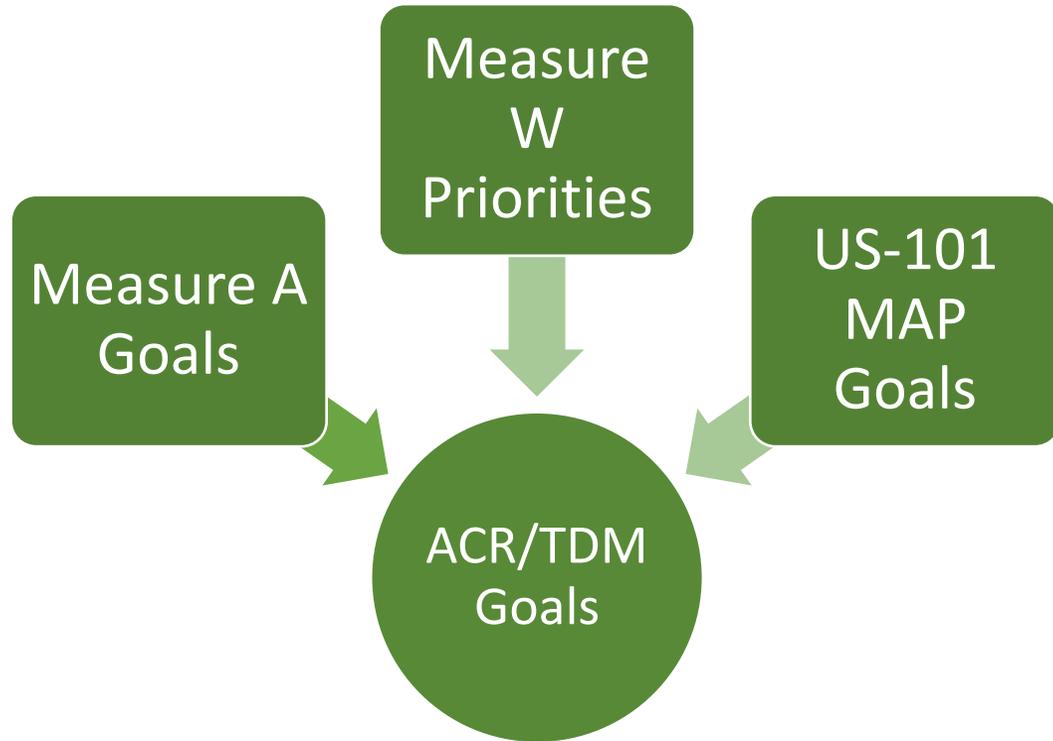
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*Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) are strategies that encourage the use of **sustainable transportation options** and **enhance mobility**. ACR/TDM initiatives work toward **ensuring that people's trips are safe, reliable, and convenient** while discouraging driving, managing congestion, and reducing vehicle miles traveled (VMT).*



# ACR/TDM PLAN GOALS

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1. Provide Congestion relief
2. Increase Sustainable Transportation Options
3. Promote Sustainability & Health
4. Encourage Economic Development Opportunities
5. Invest Funding Equitably

# FUNDING CATEGORIES

	Funding Category	Definition
1.	Intelligent Transportation Systems (ITS)	Provides funds for the planning and design of ITS systems for improved highway/transit capacity
2.	Commute.org Operations	Continue to fund Commute.org's operations and shuttle administration programs.
3.	Countywide TDM Monitoring Program	Create a Countywide TDM Monitoring Program through Commute.org to assist with monitoring of C/CAG's TDM requirements for developers.
4.	ACR/TDM Planning Funds	Provides funding for developing TDM plans and policies at the local jurisdiction level.
5.	TDM Competitive Funds	Set aside to be distributed on a competitive basis for TDM projects and programs



# FUNDING CATEGORY

## 1. Intelligent Transportation System (ITS)

**Definition:** Provides funds for the **planning and design\*** of ITS systems for improved highway/transit capacity.

*\*Funding will be needed for implementation and construction*

### Example projects or programs:

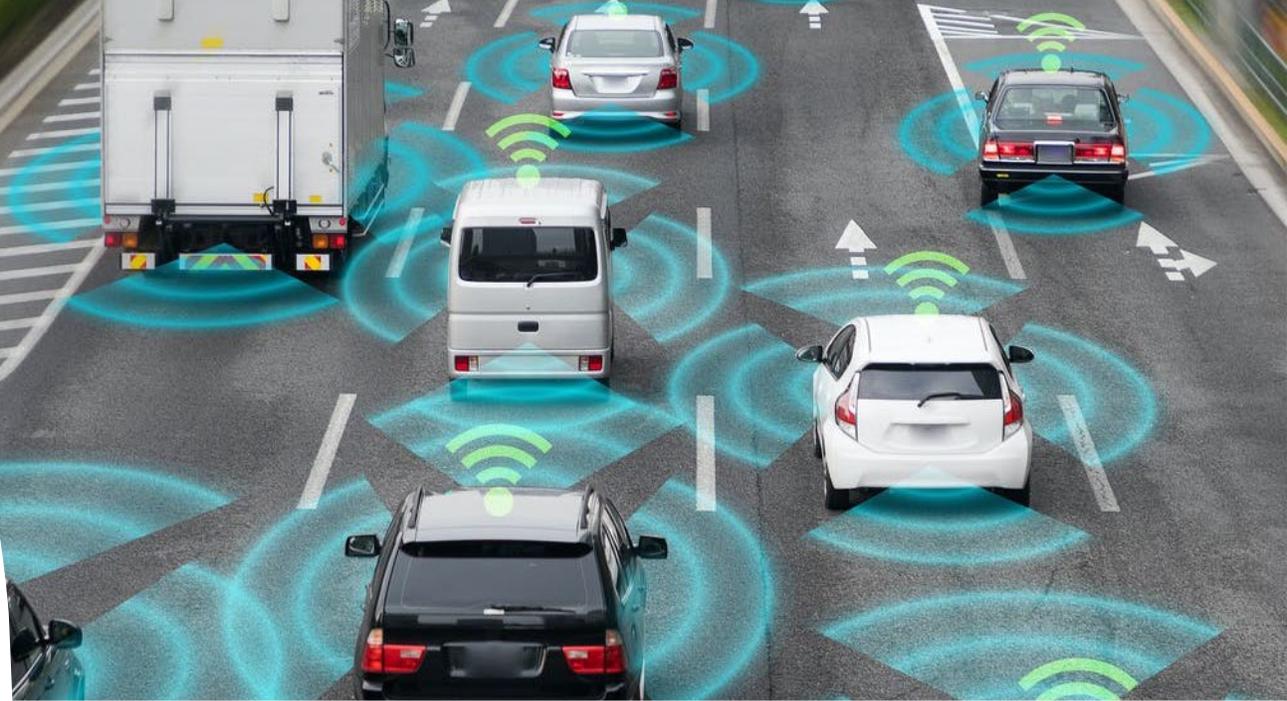
Mobility Hub Plans

Data Purchasing

Real Time Information Plans

Dynamic Parking Signs Plans

AV and Shared AV (pilot programs)



# FUNDING CATEGORY

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## 2. Commute.org Operations

### Definition:

Continue to fund Commute.org's operations and shuttle administration programs. This may also include extra funding to provide TDM education workshops.



# FUNDING CATEGORY

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## 3. Countywide TDM Monitoring Program

### Definition:

Create a Countywide TDM Monitoring Program through Commute.org to assist with monitoring of C/CAG's TDM requirements for developers.



# FUNDING CATEGORY

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## 4. ACR/TDM Planning Funds

### Definition:

Provides funding for developing TDM plans and policies at the local jurisdiction level.

### Example projects or programs:

TDM Plans

TMA Feasibility Studies

City TDM Requirements (ordinances)



# FUNDING CATEGORY

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## 5. TDM Competitive Funds

**Definition:** Set aside to be distributed on a competitive basis for TDM projects.

**Example projects or programs:**

Bikeshare or Scooter Shares

Bike Parking

Safe Routes to School

Transit Passes

Wayfinding

Bike & Pedestrian Spot Treatments



# PROGRAM STRUCTURE

Measure A Funding Breakdown	Measure W Funding Categories
Intelligent Transportation Systems <b>(20%)</b>	Not Applicable to Measure W
Commute.org Operations <b>(60%)</b>	Not Applicable to Measure W
Countywide TDM Monitoring Program <b>(10%)</b>	Not Applicable to Measure W
Not Applicable to Measure A	ACR/TDM Planning <b>(10%)</b>
TDM Competitive Project Funds <b>(10%)</b>	TDM Competitive Project Funds <b>(90%)</b>



# COMPETITIVE SPLIT

Split Categories	Definition	Percent
Small or Coastal Jurisdictions	Small: cities and jurisdictions with less than 20,000 people Coastal: communities centrally bounded around Highway 1 Other: unincorporated San Mateo County	30%
Mid/Large Jurisdictions	Cities/jurisdictions with populations more than 20,000 people	70%

The **TDM Competitive Project Funds** category will have dedicated splits to have similar size communities compete for funding and help with the geographic distribution of Measure A and W funds.



# MEASURE A ACCRUED FUNDS USE

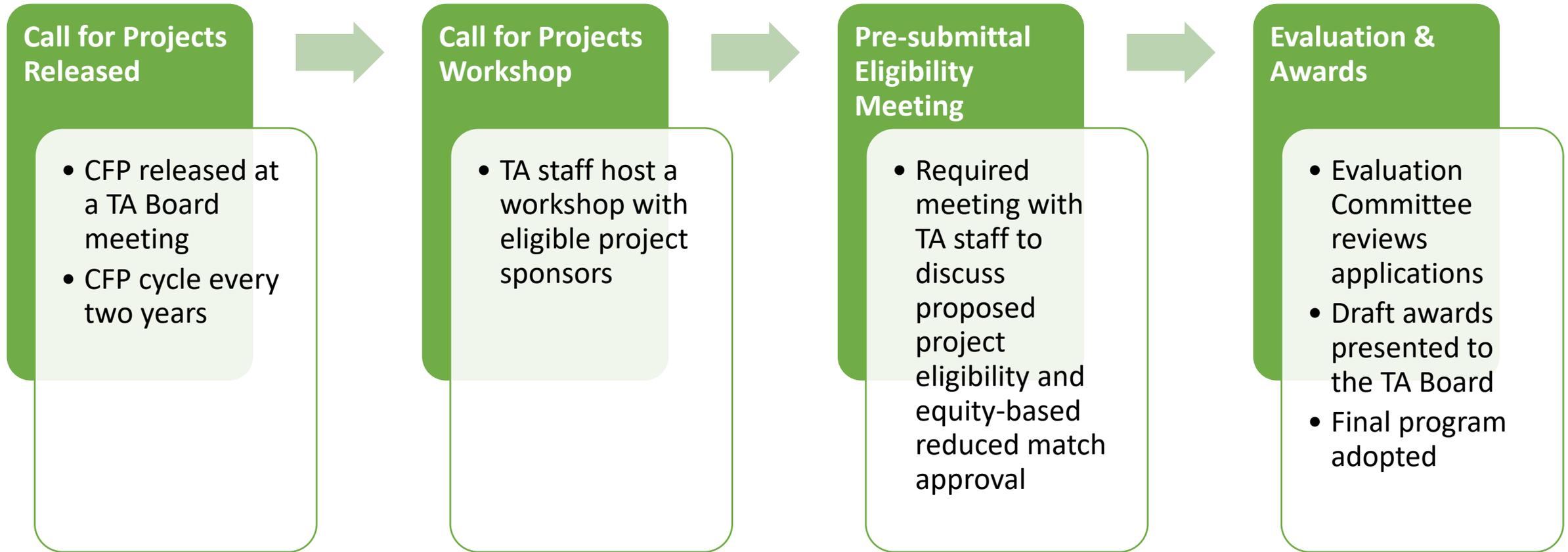
	Measure A Funding Category	Administration	Existing Funds Use
1.	Intelligent Transportation Systems (ITS)	Call for Projects	\$760,200
2.	Commute.org Operations	Direct Annual Allocation	\$572,353
3.	Countywide TDM Monitoring Program	Direct One-time Allocation	\$500,000
4.	Express Lanes Equity Program Jumpstart Funds	Direct One-time Allocation	\$400,000
5.	ACR/TDM Planning Funds	Call for Projects	\$500,000
6.	TDM Competitive Funds	Call for Projects	\$1,068,447
		Total	\$3,801,000

# EVALUATION CRITERIA WEIGHTING

Criteria	Definition	Criteria Weight
Need	Addresses how well the project addresses the goals of the ACR/TDM program	40%
Effectiveness	Addresses how the project will show success and plans to track them	25%
Equity	Addresses how the project will contribute to advancing equitable outcomes	25%
Readiness	Addresses how ready the project/program is ready to begin study or implementation	5%
Funding Leverage	Addresses if the necessary funding has been allocated or identified	5%
Total		100%



# RECOMMENDED CFP PROCESS



# NEXT STEPS

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- Release Public Review Draft ACR/TDM Plan
  - December 2021 TA Board Meeting
  - Public comment period 12/2/21 – 12/16/21
  - [Click Here to Access the Draft Plan and Comment Survey](#)
- Adopt ACR/TDM Plan
  - January 2022 TA Board Meeting
- After the ACR/TDM Plan is Adopted (TA staff)
  - Finalize the guidelines and application for the first Call for Projects
  - Host a workshop to promote the Call for Projects
  - Develop a new project evaluation tool for the “Need” proxies
  - Release the first Call for Projects (currently planned for Spring 2022)



# QUESTIONS AND WRAP-UP



Project Contact:

Patrick Gilster  
SMCTA

[gilsterp@samtrans.com](mailto:gilsterp@samtrans.com)

650-622-7853

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **QUARTERLY INVESTMENT REPORT AND FIXED INCOME MARKET REVIEW AND  
OUTLOOK**

**ACTION**

Staff recommends the Board accept and enter into the record the Quarterly Investment Report and Fixed Income Market Review and Outlook for the quarter ended September 30, 2021.

**SIGNIFICANCE**

The San Mateo County Transportation Authority (TA) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board within 30 days of the end of the quarter. This staff report was forwarded to the Board of Directors under separate cover in order to meet the 30-day requirement.

**BUDGET IMPACT**

As this reports on the Quarterly Market Review and Outlook, there is no budget impact.

**BACKGROUND**

The TA is required by State law to submit quarterly reports within 30 days of the end of the quarter covered by the report to the Board of Directors. The report is required to include the following information:

1. Type of investment, issuer, and date of maturity, par and dollar amount invested in all securities, investments and money held by the local agency.
2. Description of any of the local agency's funds, investments or programs that are under the management of contracted parties, including lending programs;
3. For all securities held by the local agency or under management by any outside party that is not a local agency or the State of California Local Agency Investment Fund (LAIF), a current market value as of the date of the report and the source of this information.
4. Statement that the portfolio complies with the Investment Policy or the way the portfolio is not in compliance; and,
5. Statement that the local agency has the ability to meet its pool's expenditure requirements (cash flow) for the next six months or provide an explanation as to why sufficient money shall or may not be available.

A schedule, which addresses the requirements of 1, 2, and 3 above, is included in this report on pages 9 through 11. The schedule separates the investments into two groups: the Investment Portfolio managed by Public Trust Advisors (PTA), and Liquidity funds, which are managed by TA staff. The Investment Policy governs the management and reporting of the Investment Portfolio and Liquidity funds.

PTA provides the TA a current market valuation of all the assets under its management for each quarter. Generally, PTA's market prices are derived from closing bid prices as of the last business day of the quarter as supplied by Interactive Data, Bloomberg, or Telerate. Where prices are not available from generally recognized sources, the securities are priced using a yield-based matrix system to arrive at an estimated market value. Prices that fall between data points are interpolated. Non-negotiable FDIC-insured bank certificates of deposit are priced at par.

The Liquidity funds managed by TA staff are considered to be cash equivalents and therefore market value is considered to be equal to book value (i.e., cost). The shares of beneficial interest generally establish a nominal value per share. Because the Net Asset Value is fixed at a nominal value per share, book and market value are equal and rate of income is recalculated daily.

The portfolio and this Quarterly Investment Report comply with the Investment Policy and the provisions of Senate Bill 564 (1995). The TA has the ability to meet its expenditure requirements for the next six months.

## **DISCUSSION**

### **Market Conditions**

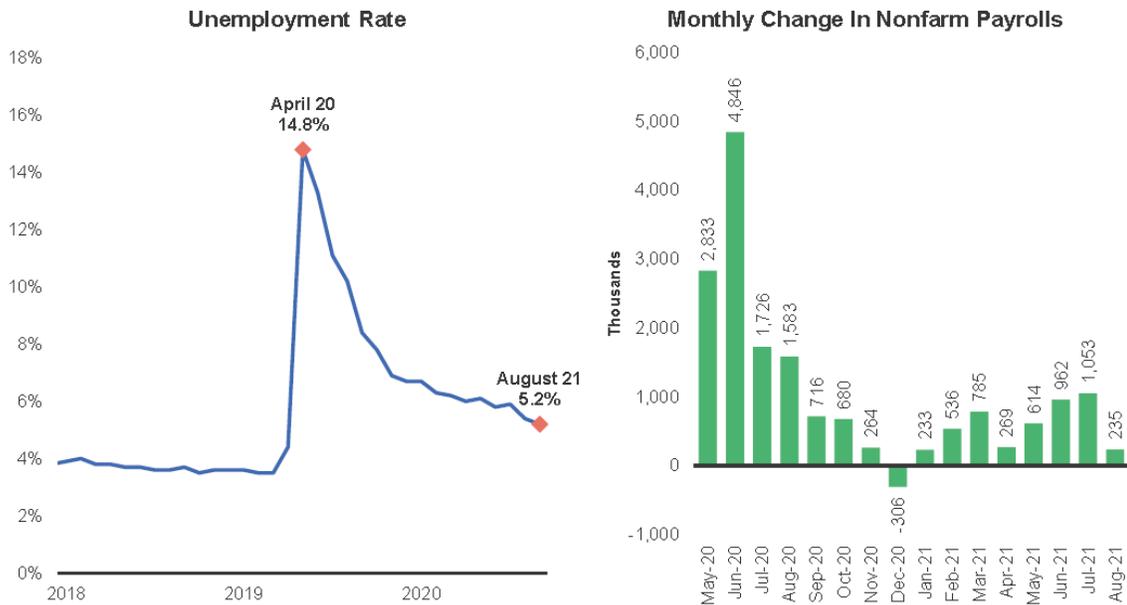
As we wrap up the first quarter of FY 2022, the U.S. economy continues to show signs of recovery and resilience:

- Stocks continued to rally in the second quarter of CY 2021, with the S&P 500 returning +3.04% in August and ending the quarter at an all-time high (which was subsequently surpassed to begin Q3). Numerous positive catalysts helped propel stocks higher, including ongoing accommodative central bank policies, massive fiscal (government) stimulus, and success of the vaccine roll-out, economic reopening momentum, and a very strong corporate profit backdrop. At the same time, still elevated cash levels underpinned robust equity inflows
- All eyes were focused on inflation for much of the second quarter. Many businesses have cited upward pricing pressures from supply chain disruptions, rising commodity costs, and labor shortage. Surveys of purchasing managers for August have signaled slowing manufacturing and services activity, albeit both still expansionary.
- The Fed, for its part, is contemplating the near-term tapering of the asset purchase program. The Fed Funds Rate hike now seems most likely in end 2022 or early 2023. Increased near-term pricing pressures led the Fed to update its "dot plot"

forecasts, which now indicates two fed funds rate hikes in 2023, up from zero in March.

- Regarding monetary policy, at the Jackson Hole symposium the Fed Chair Jerome Powell has stated that the central bank will not be in a hurry to raise interest rates. He also reiterated the Fed's belief that the current spike in inflation to be transitory.

### U.S. Hiring Slowed in August as New Covid-19 Cases Impede Job Gains



### Portfolio Recap

- **Economic Growth:** The U.S. economy continues to expand despite ongoing virus concerns and persistent supply chain bottlenecks and labor shortages. Amidst a surge in COVID-19 cases over the quarter, economists downgraded their forecasts for growth over the remainder of the year as rising public health concerns weigh on consumer confidence and threaten to derail the developing service sector recovery. While the pace of growth is expected to moderate from last quarter's 6.7% annualized rate, it is expected to remain well above trend in coming quarters as the economic reopening continues and then moderate to a more sustainable long-term growth trajectory. The Institute for Supply Management's manufacturing and service sector indices provide a range of important insights into the breadth and vitality of underlying economic momentum. While readings above 50 denote expansion, current index levels are consistent with expectations for continued above-trend near-term growth. Importantly, survey respondents continue to report that persistent supply chain disruptions and labor scarcity continue to impede their ability to meet growing demand and represent significant barriers to more robust growth.

- Labor Markets: The pace of job growth slowed dramatically in the final two months of the quarter as concerns over surging COVID-19 cases likely weighed on hiring. Following job gains of nearly 1.1 million in July, the pace of hiring stalled in August and September with payrolls rising a much less- than-expected 366K and 194K, respectively. While the unemployment rate fell sharply to 4.8% in September from 5.2% the prior month, much of that drop is due to declines in the labor force participation rate which indicates a number of workers displaced during the pandemic remain on the sidelines. Businesses continue to report that hiring challenges continue to represent a significant headwind to meeting customer demand and the recent slowdown in hiring likely reflects, in part, the struggle between businesses striving to meet demand and job candidates seeking better opportunity and remaining slow to re-enter the labor force.
- Inflation: Measures of consumer price inflation have risen sharply in recent months as logistical challenges associated with reviving previously shuttered global supply chains collided with resurgent consumer demand as global economies began to reopen. While the moderating pace of price gains in August is consistent with the Fed's contention that current price flare ups are transitory, mounting wage pressures stemming from persistent labor scarcity and record home price appreciation and related rent increases may prove more enduring and keep core inflation above the Fed's 2% target for some time. Through August, the core consumer price index and personal consumption expenditure index are up 4.0% and 3.6%, respectively.
- Fed Policy: Speaking at the Federal Reserve's August policy summit, Chair Jerome Powell said the U.S. central bank may begin tapering its monthly asset purchases by the end of the year as the economy continues to recover from the pandemic. Striking a cautiously optimistic tone, Powell reiterated that the Fed's framework for raising interest rates includes a "different and substantially more stringent test." This message was clearly received by the market, with a rate hike still not anticipated until the end of 2022. While the median of the Fed's so-called "dot plot" is consistent with current market expectations for the first rate hike next December, pricing of federal funds futures contracts indicate that market participants are less optimistic in the Fed's ability to reach their perceived longer-term neutral rate of 2.50%. As of the September 22<sup>nd</sup> FOMC meeting, fed funds futures markets reflect expectations of the overnight reaching only 1.0% by the end of 2024, well short of the Fed's median dots.
- Interest Rate & Markets: Although Treasury yields were little changed over the quarter, the net change over the period masks the volatility that characterized fixed income markets over the period. In response to the surge in virus cases that took place in August through mid-September, Treasury yields traded lower as rising economic uncertainties resulted in a wave of downgraded third quarter growth forecasts. As new cases crested in mid-September and began to retreat, yields rose dramatically in the final two weeks of the quarter on the improving public health backdrop and on the expectation that the Federal Reserve would commence the balance sheet taper in November. Over the quarter, 2-, 5-, and 10- year Treasury yields traded in ranges of between, 0.13% - 0.30% (2-year), 0.57%

- 1.02% (5-year) and 1.17% - 1.54% (10-year), respectively. While uncertainties to the outlook remain, continued public health progress coupled with persistent fiscal deficits and the likely tapering of the Fed's balance sheet support expectations for higher interest rates and a steeper yield curve in the quarters ahead.

## **Investment Strategy Outlook**

In his remarks at the Kansas City Fed's annual Jackson Hole Symposium, Fed chair Powell all but cemented market expectations for the November tapering of the Fed's large scale asset purchase program. In our view, the reduction in liquidity stemming from the tapering asset purchases has the potential to reawaken volatility in credit markets and exert upward pressure on still extraordinarily narrow credit spreads. As credit markets eventually normalize to reflect less Fed intervention, robust credit analysis and thoughtful issuer selection will remain important drivers of risk-adjusted returns. Against this backdrop, we anticipate maintaining a somewhat defensive posture in the portfolio summarized as follows:

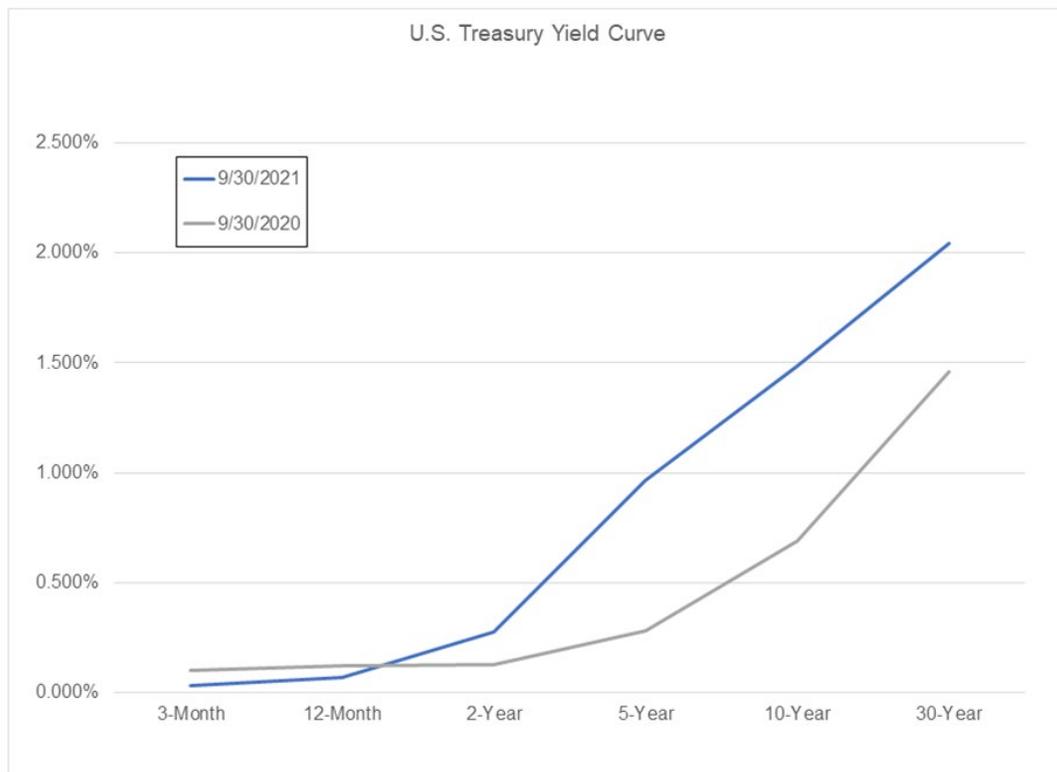
- **Duration:** We anticipate to maintain portfolio duration generally neutral to the portfolio benchmark as market participants and policy makers seek to determine whether recent economic momentum and related inflationary pressures reflect a more enduring improvement in underlying economic fundamentals or the transitory effects of the highly accommodative monetary and fiscal policies. As incoming data alters the perceived likelihood of potential economic and policy outcomes, we may implement certain tactical duration adjustments as bouts of volatility present opportunities to improve risk-adjusted returns.
- **Yield Curve Positioning:** The Federal Reserve has stated tolerance for currently well above-target inflation coupled with still extraordinarily accommodative monetary policy, expectations for persistent federal budget deficits, and an improving public health outlook support expectation for the continued steepening of the yield curve. As incoming data shapes inflation and policy expectations, we will review opportunities to tactically underweight or overweight certain maturity tenors to capitalize on anticipated changes in the slope of the yield curve.
- **Asset Allocation:** Credit spreads available on corporate bonds and other credit-sensitive sectors (e.g., ABS & CD's) remain deeply compressed in response to the Federal Reserve's aggressive actions to support market liquidity and financial conditions more generally. In our view, such credit-sensitive sectors continue to warrant caution as credit spreads remain extraordinarily compressed and provide little protection against modest spread widening. Corporate bond allocation is expected to be maintained in a range of between 10% to 15% with a focus on issuer and maturity selection. Other credit-sensitive sectors, such as CD's and ABS, are expected to be maintained at 10% or less of total portfolio market value given narrow credit spreads and market liquidity considerations.

## **BUDGET IMPACT**

Total return is interest income plus capital gains (or minus losses) on an investment and is the most important measure of performance as it is the actual return on investment during a specific time interval. For the quarter ending September 30 the total return of the portfolio was **-0.003 percent**. This compares to the benchmark return of **0.005 percent**. The Performance graph on page 13 shows the relative performance of the TA over the last 12 months.

The yield at cost represents the yield on a fixed-income security at its current rate (at the time of purchase) of return until maturity equivalent to the annual percentage rate of interest an investor would receive for investing the purchase price of a given security in a bank account that paid interest semiannually. As of the end of the quarter, the portfolio's yield to maturity at cost was **1.12 percent**.

The yield at market is the yield that an investor can expect to receive in the current interest rate environment utilizing a buy-and-hold investment strategy. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending September 30 the portfolio's market yield to maturity was **0.51 percent**.



Prepared by Ashok Deshmukh, Acting Treasury Manager

650-508-6405

## **Investment Glossary:**

**Asset-Backed Securities** - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

**Certificate of Deposit** - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the FDIC up to \$250,000 per individual.

**Collateralized Mortgage Obligation** - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

**Commercial Mortgage-Backed Securities (CMBS)** - Commercial mortgage -backed securities are fixed-income investments backed by mortgages on commercial properties rather than residential real estate.

**Commercial Paper** - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

**Credit Spreads** - The spread between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

**Duration** - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

**Excess Returns** - Excess returns are a finance measure of performance where the portfolio returns are larger than the return of a benchmark index.

**Mortgage-Backed Securities** - Mortgage-backed securities are variations of asset-backed securities that are formed by pooling together mortgages exclusively.

**Net Asset Value** - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

**Roll-down** - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

**Volatility** - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

**Yield Curve** - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

**Yield to Maturity** - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield, but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

**EXHIBIT 1  
SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
REPORT OF INVESTMENTS  
FOR QUARTER ENDED SEPTEMBER 30, 2021**

Identifier	Asset Backed Securities	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
14313FAD1	CARMX 2018-3 A3	159,417.87	06/15/2023	159,396.14	160,378.73	160,600.50
36255JAD6	GMCAR 2018-3 A3	115,033.58	05/16/2023	115,006.76	115,592.50	115,737.25
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	636,517.98	636,673.20
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	810,517.95	810,970.18

Identifier	Agency Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	3,387,951.48	3,404,986.02
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	1,590,824.00	1,594,535.11
3133EMRZ7	FED FARM CREDIT BANKS FUNDING C	3,300,000.00	02/26/2024	3,298,812.00	3,289,407.00	3,290,209.08
3135G03U5	FEDERAL NATL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	1,597,788.80	1,602,205.47
3135G04Z3	FEDERAL NATL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	1,588,041.60	1,590,352.71
3135G05X7	FEDERAL NATL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	3,741,879.00	3,743,304.00
3135G06H1	FEDERAL NATL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	4,657,554.66	4,661,571.74
3137EAER6	FED HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	1,102,549.80	1,104,222.72
3137EAES4	FED HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,600,297.60	1,601,353.16
3137EAEX3	FED HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	3,739,268.40	3,739,585.07
3137EAAY1	FED HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	3,885,772.80	3,888,007.18

Identifier	Certificates of Deposit	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
22535CDV0	Credit Agricole Corporate & Investment Bank	1,500,000.00	04/01/2022	1,500,000.00	1,520,089.50	1,541,196.58
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	1,633,878.40	1,644,849.07
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	1,623,614.40	1,626,574.40
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	1,623,758.40	1,626,734.40

Identifier	Corporate Bonds	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,220,558.90	2,224,424.84
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	1,584,110.18	1,604,606.53
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	1,609,812.80	1,616,812.80
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	1,631,404.45	1,637,862.78
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	675,320.75	681,273.67
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	689,357.29	693,643.29
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	353,005.10	355,525.10
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	1,520,509.50	1,544,562.00
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,648,697.80	1,658,945.02
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	576,149.16	577,502.91
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	769,602.75	771,402.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	230,880.83	231,420.83
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	230,880.83	231,420.83
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,598,437.50	1,620,300.00

Identifier	FHLMC	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	1,127,330.80	1,130,022.81
3137BM6P6	FHMS K-721 A2	761,829.64	08/25/2022	768,317.10	772,998.06	774,959.77
3137FKK39	FHMS K-P05 A	62,033.50	07/25/2023	62,033.31	63,985.07	64,150.65
3137FQ3V3	FHMS K-J27 A1	344,705.19	07/25/2024	344,696.92	352,354.20	352,955.14

Identifier	Municipal Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	387,787.50	389,100.63

Identifier	US Government Debt	Base Current Units	Final Maturity	Base Original Cost	Base Market Value (MV)	Base MV + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	1,756,656.25	1,768,618.08
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	2,510,484.38	2,523,641.47
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	11,271,562.50	11,330,635.19
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	5,840,718.75	5,871,329.14
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	9,056,039.06	9,104,369.49
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	2,916,351.56	2,931,915.60
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	1,588,859.38	1,591,634.50
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	4,844,718.75	4,868,221.47
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	6,772,187.50	6,805,040.76
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	1,562,812.50	1,570,394.02
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	416,750.00	418,771.74
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	2,708,875.00	2,722,016.30
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	2,316,093.75	2,330,217.39
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	3,319,500.00	3,333,652.17
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	3,280,500.00	3,287,913.04
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	3,253,000.00	3,256,082.87
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	2,237,343.75	2,237,374.66
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,582,000.00	1,584,510.87
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,523,601.56	1,524,903.82
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,179,562.50	1,180,570.70
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	2,209,570.31	2,210,991.85
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,660,687.50	1,662,466.03
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	5,317,511.72	5,322,540.08
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,961,250.00	1,963,770.49
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	3,648,753.91	3,652,284.05
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,861,015.63	2,862,863.62
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,766,640.63	4,768,717.28
91282CBU4	UNITED STATES TREASURY	5,325,000.00	03/31/2023	5,316,887.68	5,320,007.81	5,320,026.10
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	2,330,906.25	2,338,281.93
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	1,611,796.88	1,616,897.08
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	3,146,722.66	3,154,725.22
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,610,527.34	1,614,623.14
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	2,508,164.06	2,510,849.18

<b>Identifier</b>	<b>Money Market Funds</b>	<b>Base Current Units</b>	<b>Final Maturity</b>	<b>Base Original Cost</b>	<b>Base Market Value (MV)</b>	<b>Base MV + Accrued</b>
31846V534	FIRST AMER-US TRS MM Y	236,504.84	09/30/2021	236,504.84	236,504.84	236,504.84
SM - CP N/M A	County Pool New Measure A	123,626,580.15	09/30/2021	123,626,580.15	123,626,580.15	123,626,580.15
SM - CP O/M A	County Pool Old Measure A	23,673,389.53	09/30/2021	23,673,389.53	23,673,389.53	23,673,389.53
SM - LAIF	Local Agency Investment Fund	74,203,327.99	09/30/2021	74,203,327.99	74,203,327.99	74,203,327.99

## EXHIBIT 2

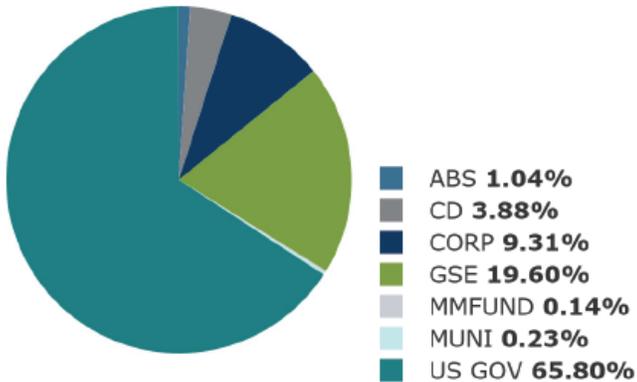
### Portfolio Summary

Summary	06/30/21	09/30/21
Historical Cost	\$163,252,315.99	\$164,197,296.29
Book Value	163,677,471.82	164,298,565.43
Accrued Interest	302,416.22	545,371.19
Net Pending Transactions	0.00	0.00
<b>Book Value Plus Accrued</b>	<b>\$163,979,888.04</b>	<b>\$164,843,936.62</b>
Net Unrealized Gain/Loss	2,036,669.71	1,166,280.32
<b>Market Value Plus Accrued</b>	<b>\$166,016,557.76</b>	<b>\$166,010,216.94</b>

### Income Summary

Period Income	Income
Interest Income	\$532,962.29
Net Amortization/Accretion Income	(59,823.16)
Net Realized Gain/Loss	392,482.11
Other Income/Expenses	0.01
<b>Net Income</b>	<b>\$865,621.25</b>

### Asset Allocation

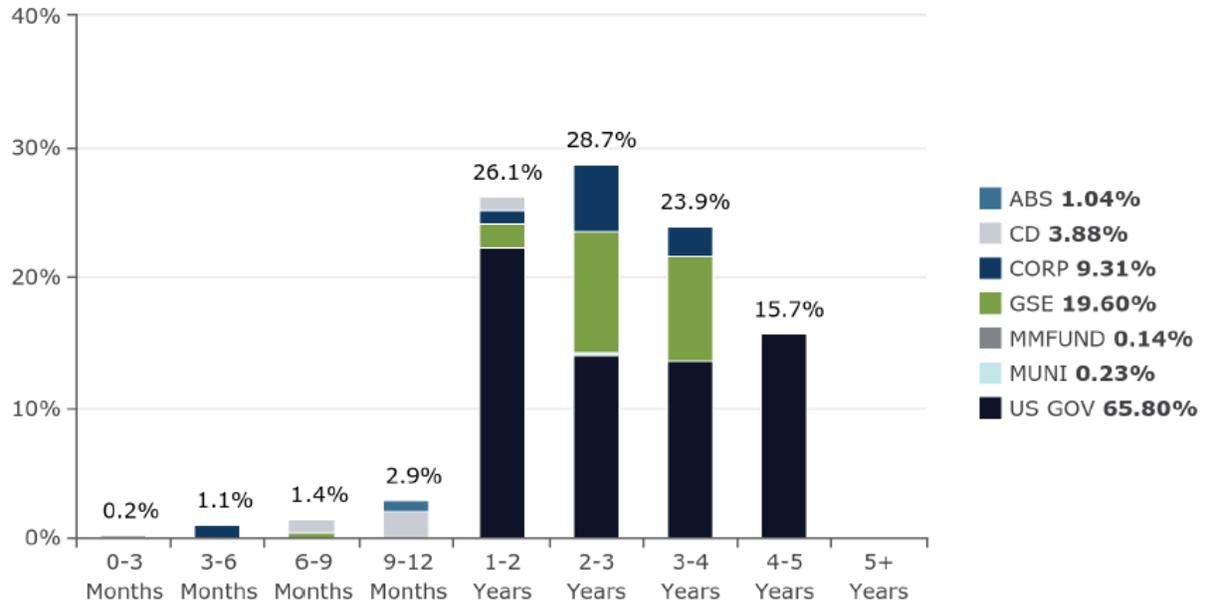


### Portfolio Characteristics

	06/30/21	09/30/21
Duration	2.605	2.612
Years to Effective Maturity	2.651	2.657
Years to Final Maturity	2.692	2.696
Coupon Rate	1.429	1.286
Book Yield	1.273	1.118
Market Yield	0.437	0.502
Benchmark Yield	0.434	0.495

## EXHIBIT 3

### Maturity Distribution by Type



### Top Ten Holdings

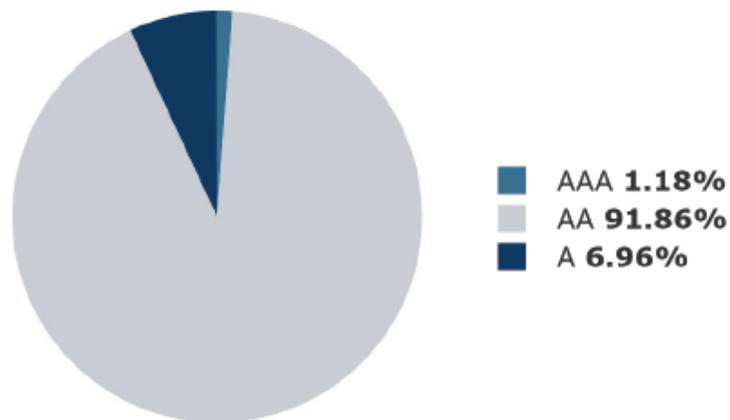
Issuer	Value
United States	65.80%
Federal Home Loan Mortgage Corporation	7.62%
Federal National Mortgage Association	6.98%
Federal Home Loan Banks	3.01%
Farm Credit System	1.98%
Apple Inc.	1.94%
Amazon.com, Inc.	1.34%
The PNC Financial Services Group, Inc.	1.00%
DNB Bank ASA	0.99%
Truist Financial Corporation	0.99%

## EXHIBIT 4

### S&P Rating Distribution

S&P Rating Distribution	Sep 30, 2021 Ending Balance	Portfolio Allocation
<b>Short Term Rating Distribution</b>		
A-1+	\$0.00	0.00%
A-1		
A-2		
<b>Total Short Term Ratings</b>	<b>\$0.00</b>	<b>0.00%</b>
<b>Long Term Rating Distribution</b>		
AAA	\$1,960,492.72	1.18%
AA	\$152,496,307.41	91.86%
A	\$11,553,416.82	6.96%
Below A		
Not Rated		
<b>Total Long Term Ratings</b>	<b>\$166,010,216.94</b>	<b>100.00%</b>
<b>Portfolio Total</b>	<b>\$166,010,216.94</b>	<b>100.00%</b>

### Allocation by Standard and Poor's Rating



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: April Chan  
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **PROGRAMMING AND ALLOCATION OF \$113,968,000 IN MEASURE A AND MEASURE W HIGHWAY PROGRAM FUNDS FOR TWELVE HIGHWAY PROJECTS AND REQUEST PROGRAMMING AND ALLOCATION OF \$2,302,000 IN LOCAL PARTNERSHIP FORMULA FUNDS**

**ACTION**

Staff proposes the Board of Directors (Board):

1. Program and allocate \$113,968,000 in Measure A and Measure W Highway Program funds to projects listed in Exhibit A and described in Exhibit B; and
2. Request the California Transportation Commission (CTC) program and allocate \$2,302,000 of the San Mateo County Transportation Authority's (TA) share of Local Partnership Program funds to the City of East Palo Alto's US 101/University Avenue Interchange and Pedestrian Overcrossing Project; and
3. Authorize the Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

**SIGNIFICANCE**

At the November 4, 2021 TA Board meeting, staff presented the draft program of projects resulting from the 2021 Highway Program Call for Projects (CFP) and three funding options for the Board's consideration. Based on input from the Board, the preferred 2021 Highway Program funding option includes \$102,693,000 in 2004 Measure A and Measure W funding, \$11,275,000 of available 1988 Measure A funds and \$2,302,000 in formula funding from the State Local Partnership Program (LPP), for a combined total of \$116,270,000 in funding for these highway projects.

The proposed allocations would allow all twelve 2021 Highway Program CFP requests to receive funding, as well as providing a limited amount of additional funding, beyond the amounts requested, to fully fund construction-ready projects in Half Moon Bay and East Palo Alto. In awarding the proposed funds to these two projects, the Board would need to make a one-time exception to the TA policy of providing no more than 50 percent of a project's total cost.

The available 1988 Measure A funds are the result of project savings from closed and/or completed projects. However, these funds can only be spent on projects that are listed in the 1988 Measure A Transportation Expenditure Plan, which does include the City of Half Moon Bay's Highway 1 (Main St to Kehoe) and the City of San Mateo's US 101/Peninsula Ave Interchange projects.

Staff recommends that the TA's \$2,302,000 share of LPP funds be provided to the City of East Palo Alto's U.S. 101/University Avenue Interchange and Pedestrian Overcrossing Project because it can meet the stringent schedule and match requirements of the LPP program. This use of LPP funds would reduce the overall potential Measure A and/or Measure W contributions toward the project.

### **BUDGET IMPACT**

There is sufficient budget authority in Fiscal Year 2022 and prior year budgets to support the staff recommendations.

### **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 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 and 10.2 percent for Supplemental Roadways for projects on other highways and 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 dedicates 22.5 percent of Measure W funds to highway congestion improvements.

In 2021, the TA Board adopted the Short Range Highway Plan (SRHP) and Capital Improvement Program (CIP) to support future investment decisions for the Measure A Highway and Measure W Countywide Highway Congestion Program categories. The SRHP incorporates the Measure A goals along with the new Measure W core principles and is the policy foundation for making highway program investment decisions. The SRHP uses the adopted Strategic Plan 2020-2024 evaluation criteria, which was used to score projects during the 2021 Highway Program CFP. To be eligible to compete in the Highway Program CFP, a project must be included in the CIP. The SRHP also allows the TA to sponsor projects of Countywide Significance.

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the LPP. The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements, such as Measure A and Measure W. The LPP funds are distributed through a 40 percent statewide competitive component and a 60 percent formulaic component to the eligible counties, including the TA because of San Mateo County's approved sales tax measures.

The LPP formula funds can be provided to projects at the discretion of the TA, but must be programmed and allocated by the California Transportation Commission.

Prepared by: Patrick Gilster, Manager of Programming and Monitoring 650-622-7853

**RESOLUTION NO. 2021 –**

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STATE OF CALIFORNIA**

**\* \* \***

**PROGRAMMING AND ALLOCATING \$113,968,000 IN MEASURE A AND MEASURE W HIGHWAY FUNDS FOR TWELVE PROJECTS AND REQUESTING PROGRAMMING AND ALLOCATION OF \$2,302,000 IN LOCAL PARTNERSHIP PROGRAM FORMULA FUNDS**

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

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

**WHEREAS**, the 2004 Transportation Expenditure Plan designates 17.3 percent of the New Measure A revenue to fund Highway Program projects in Key Congested Areas and 10.2 percent of the New Measure A revenue to fund Supplemental Roadway projects under the Highway Program; and

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

**WHEREAS**, the Measure W Congestion Relief Plan designates twenty 22.5 percent of Measure W revenues to fund highway projects throughout the County; and

**WHEREAS**, the TA issued a competitive Call for Projects in August 2021 for Highway Program projects ready to start work within one year of receiving a funding award; and

**WHEREAS**, a project selection committee evaluated and scored the projects; and

**WHEREAS**, staff recommends the Board of Directors (Board) program and allocate \$11,275,000 in Original Measure A, \$81,773,000 in New Measure A, and \$20,920,000 in Measure W Highway Program category funds as detailed in Exhibit A and described in Exhibit B, attached hereto; and

**WHEREAS**, the TA has a remaining balance of \$2,302,000 Fiscal Year 2023 Senate Bill 1 Road Repair and Accountability Act Local Partnership (LPP) Formula Funds available to be programmed and allocated at the Board's discretion; and

**WHEREAS**, staff recommends the Board request the California Transportation Commission program and allocate \$2,302,000 of the TA's share of LPP Formula Funds to the City of East Palo Alto's U.S. 101/University Avenue Interchange and Pedestrian Overcrossing Project to close the funding gap on this construction-ready project; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Approves the projects as listed in Exhibit A; and
2. Programs and allocates \$11,275,000 in Original Measure A, \$81,773,000 in New Measure A, and \$20,920,000 in Measure W Highway Program category funds as listed in Exhibit A; and
3. Requests that the California Transportation Commission program and allocate \$2,302,000 of the TA's share of Local Partnership Program Funds to the City of East Palo Alto's U.S. 101/University Avenue Interchange and Pedestrian Overcrossing Project; and

4. Authorizes the Acting Executive Director or designee to execute any necessary documents, and to take any additional actions necessary, to give effect to these actions.

Regularly passed and adopted this 2<sup>nd</sup> day of December, 2021 by the following

vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**EXHIBIT A: 2021 HIGHWAY CALL FOR PROJECT RECOMMENDED FUNDING PROGRAM**

The preferred funding program includes the use available Original Measure A funds, maximizes all advertised New Measure A and Measure W funding, use available Local Partnership Program discretionary formula funding, and fully fund highest scoring construction-ready projects with the smallest remaining funding gaps.

Project Rank	Evaluation Score (Out of 100)	Project Name	Sponsor	Project Phase Request	Sponsor Request Amount	Matching Funds	TA Program Support	2021 Highway CFP Funding Recommendations				Recommended Funding Track (\$ in millions)				Total 2021 CFP Recommendation & Match	Prior Additional Committed Funds	LPP Formula Funds (Discretionary)	Unfunded Phase Amounts	Total Cost of Request Phase(s)
								2021 Highway CFP Funding Recommendations	Original Measure A	New Measure A KCA	New Measure A SR	Measure W	Original Measure A	New Measure A KCA	New Measure A SR					
1	66.6	Highway 1 (Main St to Kehoe)	City of Half Moon Bay	CON	\$2,400,000	\$2,400,000		\$5,275,000	\$5,275,000					\$7,675,000	\$3,200,000		\$0	\$10,875,000		
2	65.6	US 101/SR 92 Area Improvement Project	SMCTA / C/CAG	PS&E, ROW, CON	\$5,075,000	\$31,700,000		\$5,075,000				\$5,075,000		\$36,775,000			\$0	\$36,775,000		
3	64.2	US 101/Woodside Road (SR 84) Interchange Project <sup>1</sup>	City of Redwood City	CON	\$50,000,000	\$5,000,000		\$50,000,000		\$50,000,000				\$55,000,000			\$148,000,000	\$203,000,000		
4	62.4	US 101/University Avenue Interchange Improvements	City of East Palo Alto	CON	\$4,183,665	\$1,771,000		\$5,700,000				\$5,700,000		\$7,471,000	\$4,892,500	\$2,300,000	\$0	\$14,663,500		
5	61.8	US 101/Holly Street Interchange and Pedestrian Overcrossing Project <sup>2</sup>	City of San Carlos	CON	\$10,250,000	\$5,160,000		\$10,250,000				\$10,250,000		\$15,410,000	\$12,440,000		\$16,140,000	\$43,990,000		
6	61.3	Roadway facility improvements between Highway 101 and Dumbarton Bridge	C/CAG San Mateo County	PSR-PDS	\$4,500,000	\$500,000		\$4,500,000				\$4,500,000		\$5,000,000			\$0	\$5,000,000		
7	56.4	US 101 Managed Lanes Project North of I-380	SMCTA / C/CAG	PS&E	\$11,323,000	\$5,477,000		\$11,323,000				\$11,323,000		\$16,800,000			\$0	\$16,800,000		
8	50.6	U.S. 101/Peninsula Ave Interchange Project	City of San Mateo	PAED, PS&E, ROW	\$6,000,000	\$1,200,000		\$6,000,000	\$6,000,000					\$7,200,000			\$0	\$7,200,000		
9	50.3	El Camino Real Bike & Pedestrian Improvement Project	Town of Colma	PSR	\$1,800,000	\$200,000		\$1,800,000				\$1,800,000		\$2,000,000			\$0	\$2,000,000		
10	49.2	US 101/SR 92 Direct Connector Project	SMCTA / C/CAG	PA&ED	\$10,200,000	\$2,000,000		\$10,200,000		\$10,200,000				\$12,200,000			\$0	\$12,200,000		
11	46.7	Moss Beach SR-1 Congestion & Safety Improvements	San Mateo County	PSR-PDS	\$1,070,000	\$125,000	\$75,000	\$1,145,000				\$1,145,000		\$1,270,000			\$0	\$1,270,000		
12	44.8	Highway 1 / Manor Drive Overcrossing Project	City of Pacifica	PID and PAED	\$2,700,000	\$300,000		\$2,700,000				\$2,700,000		\$3,000,000			\$0	\$3,000,000		
<b>Totals</b>					<b>\$109,501,665</b>	<b>\$55,833,000</b>		<b>\$113,968,000</b>	<b>\$11,275,000</b>	<b>\$60,200,000</b>	<b>\$21,573,000</b>	<b>\$20,920,000</b>				<b>\$2,300,000</b>	<b>\$164,140,000</b>	<b>\$356,773,500</b>		

Conditions:

- 1 The \$50 million recommended awarded would be programmed and allocated but executing a funding agreement is conditioned on Redwood City successfully working toward securing additional funding by December 2022 to retain funding.
- 2 The \$10.25 million recommended award would be programmed and allocated but executing a funding agreement is conditioned on San Carlos successfully securing the remaining funding gap by December 2022.

## Exhibit B: 2021 Measure A & Measure W Highway Program Call for Projects Application Submittals Summary List of Projects Descriptions: Ranked List

The information provided below summarizes the requests from eligible sponsors that were submitted as part of the 2021 Highway Call for Projects and includes the recommended funding awards supported by that the TA Board during the November 2021 TA Board meeting. The TA Board will adopt the recommended funding awards at the December 2021 TA Board meeting.

### 1. Highway 1 (Main St to Kehoe)

**Request:** \$2,400,000 (Construction)

**Sponsor:** Half Moon Bay

**Recommended Funding Award:** \$5,275,000

**Remaining Funding Gap:** \$0 (TA Board recommended fully funding the project)

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

**Benefit:** 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.

### 2. US 101 / SR 92 Area Improvements

**Request:** \$5,075,000 (PS&E, ROW, Construction)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$5,075,000

**Remaining Funding Gap:** \$0

**Scope:** Plans, Specifications, and Estimates (PS&E), Right of Way (ROW), and Construction funding for multiple improvements surrounding the US 101 / SR 92 interchange, including the: 1) Widening the existing loop connector from westbound SR 92 to southbound 101 to add an HOV lane, 2) Elimination of lane merges between the north and south bound ramps to eastbound SR 92, 3) Modification of the southbound US 101 exit onto Fashion Island

**2021 Measure A & W Highway Program Call for Projects Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

Boulevard to deter drivers from illegally crossing onto the eastbound SR 92 exit to bypass queuing, and 4) Widening of the northbound US 101 off-ramp to Hillsdale Boulevard from 2 to 3 lanes.

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

### 3. US 101 / Woodside Rd (SR-84) Interchange Project

**Request:** \$50,000,000 (Construction)

**Sponsor:** Redwood City

**Recommended Funding Award:** \$50,000,000

**Remaining Funding Gap:** \$153,000,000 for Construction phase

**Scope:** Construction funding 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.

**Benefit:** The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and SR 84 (Woodside Road). The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized travel and minimizing impacts on nearby businesses. The Project will modify the on- and off-ramp configuration at the interchange and adjacent local intersections to improve traffic flow, increase safety, provide new pedestrian and bicycle access across US 101 (which does not presently exist) and provide new and improved sidewalks and bikeways throughout the Project area.

### 4. US 101 / University Ave Interchange and Pedestrian Overcrossing Project

**Request:** \$4,183,665 (Construction – Pedestrian Overcrossing)

**Sponsor:** East Palo Alto

**Recommended Funding Award:** \$5,700,000

**Remaining Funding Gap:** \$0 (TA Board recommended fully funding the project)

**2021 Measure A & W Highway Program Call for Projects Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

**Scope:** Construction funding for a 12-foot-wide Class I pedestrian and bicycle facility that includes a new pedestrian/bicycle overcrossing along the north side of the US 101/University Avenue overcrossing. The overcrossing would be a 4-span structure approximately 560 feet long. On the east side of the freeway, a Class I facility would be constructed from the south side of the northbound US 101/University Avenue loop off-ramp to the new structure. The overall project will 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.

**Benefit:** 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.

## 5. US 101 / Holly St Interchange & Pedestrian Overcrossing Project

**Request:** \$10,250,000 (Construction – Interchange)

**Sponsor:** San Carlos

**Recommended Funding Award:** \$10,250,000

**Remaining Funding Gap:** \$16,140,000 (Pedestrian Overcrossing - 50% TA contribution limit reached)

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

**Benefit:** The Project will increase on- and off-ramps capacity to prevent spillback of traffic to mainline US 101 and reduce delay by improving intersection operations. The project will improve safety by eliminating weaving issues in the eastbound direction where on- and off-ramps use a singular lane and conflict with the existing bicycle lane. The Phase 2 pedestrian overcrossing will provide a comfortable alternate route for people walking and biking to avoid on- and off-ramp conflicts with motor vehicles.

**2021 Measure A & W Highway Program Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

## 6. Roadway Facility Improvements between Highway 101 and Dumbarton Bridge

**Request:** \$4,500,000 (PSR-PDS)

**Sponsor:** C/CAG

**Recommended Funding Award:** \$4,500,000

**Remaining Funding Gap:** \$0 for PSR-PDS phase

**Scope:** Preparation of a Project Study Report-Project Development Support (PSR-PDS) to evaluate concepts for connecting the existing US 101 Express Lanes to the Dumbarton Bridge. The PSR-PDS will include, at a minimum, Highways 101, 84, 114, and 109. The study will analyze options to provide managed lane roadway facilities for express buses, other transit, shuttles, and high occupancy vehicles to reduce vehicle congestion, greenhouse gas emissions, and increase person throughput in this congested corridor. Additionally, the PSR-PDS will analyze improvements to pedestrian and bike safety, connections to and along the Bayfront for commuting and recreation, and strategies to reduce transportation impacts on the local community.

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

## 7. US 101 Managed Lanes Project North of I-380

**Request:** \$11,323,000 (PS&E)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$11,323,000

**Remaining Funding Gap:** \$0 for PS&E phase

**Scope:** Plans Specifications and Estimates (PS&E) 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 PS&E phase spans from preliminary plans through the submittal of contract documents for advertisement, including the completion of geometric base maps and determining project

**2021 Measure A & W Highway Program Call for Projects Application Submittals**  
**Summary List of Projects Descriptions: Ranked List**

requirements for roadway, structures, tolling, signing, right-of-way, utilities and permits. Final design (65%, 95% & 100% PS&E) adds design details and obtains approvals.

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

### **8. US 101 / Peninsula Ave Interchange Project**

**Request:** \$6,000,000 (PAED, PS&E, ROW)

**Sponsor:** San Mateo

**Recommended Funding Award:** \$6,000,000

**Remaining Funding Gap:** \$0 for PAED, PS&E, ROW phases

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

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

**2021 Measure A & W Highway Program Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

## 9. El Camino Real Bicycle and Pedestrian Improvement Project

**Request:** \$1,800,000 (PSR)

**Sponsor:** Colma

**Recommended Funding Award:** \$1,800,000

**Remaining Funding Gap:** \$0 for PSR phase

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

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

## 10. US 101 / SR 92 Direct Connectors

**Request:** \$10,200,000 (PAED)

**Sponsor:** SMCTA and C/CAG

**Recommended Funding Award:** \$10,200,000

**Remaining Funding Gap:** \$0 for PAED phase

**Scope:** Project Approval and Environmental Document (PAED) for the long-term direct connection improvements within the US 101/SR 92 Interchange. Two alternatives are being considered: 1) US 101 / SR 92 managed lanes direct connector from westbound SR 92 to northbound and southbound US 101; and 2) Reversible US 101 / SR 92 managed lanes direct connector ramps. The anticipated environmental document is an Environmental Impact Report/Environmental Assessment (EIR/EA) to meet the CEQA and NEPA requirements. The PAED phase will include all environmental technical studies, traffic analysis, public outreach, and stakeholder coordination.

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

**2021 Measure A & W Highway Program Call for Projects Application Submittals  
Summary List of Projects Descriptions: Ranked List**

**11. Moss Beach SR-1 Congestion and Safety Improvements**

**Request:** \$1,145,000 (PSR-PDS; includes \$75,000 for TA staff support)

**Sponsor:** San Mateo County

**Recommended Funding Award:** \$1,145,000

**Remaining Funding Gap:** \$0 for PSR-PDS phase

**Scope:** Preparation of a Project Study Report-Project Development Support (PSR-PDS) to implement improvements on State Route (SR)-1 in unincorporated Moss Beach from 16<sup>th</sup> St. to Cypress Ave. which may include: new controlled intersections (either single-/multi-lane roundabouts or traffic signals) at 16<sup>th</sup> St., California Ave., and Cypress Ave.; dedicated turn lanes; high-visibility crosswalks; new sidewalk on the west side of SR-1 from California Ave. to Cypress Ave.; bus stop improvements for SamTrans Route 17; Class 2 bike lanes; and Class 1 multi-use path on the east side of SR-1.

**Benefit:** The Project aims to improve traffic flow, increase intersection safety, and enhance operations for vehicular travel along and across SR-1. Additionally, multimodal improvements will encourage residents and visitors to walk, bike, and use transit. The Project will create multiple new opportunities for pedestrians and cyclists to cross SR-1 where only one marked crossing currently exists in a six-mile stretch of the unincorporated Midcoast area.

**12. Highway 1 / Manor Dr Overcrossing Project**

**Request:** \$2,700,000 (PID, PAED)

**Sponsor:** Pacifica

**Recommended Funding Award:** \$2,700,000

**Remaining Funding Gap:** \$0 for PID, PAED phases

**Scope:** Project Initiation Document (PID) and Project Approval/Environmental Document (PAED) 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 bicyclists. Replacement of the existing four-way stop signs at the Palmetto and Oceana intersections with traffic signals will help improve local traffic flow and enhance pedestrian and bicycle safety through the corridor.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Casey Fromson  
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

**ACTION**

Staff proposes the Board:

1. Receive the attached Federal and State Legislative Updates.

**SIGNIFICANCE**

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the Authority take a formal position.

Prepared By: Amy Linehan, Public Affairs  
Specialist

650-418-0095

# KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
As of November 17, 2021

## **Legislative schedule update and overview**

The House and Senate are both scheduled to be in session two weeks over the remainder of November, with a scheduled break for the week of Thanksgiving, and then just two weeks in December. This plan may not hold, however, given the number of items still on the legislative docket.

## **Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization**

At long last, the Infrastructure Investment and Jobs Act (which includes a surface transportation reauthorization), or IJA, was approved by the House late last week, and delivered to the White House. It is expected to be signed into law by President Biden the week of November 15.

The bill was approved in a bipartisan 228-206 vote, after several procedural hurdles and delays, including intense negotiations involving President Biden and Speaker Pelosi with moderate and progressive Democrats. All in all, the final vote on the bill was held six weeks after the House first debated it, and after two short-term highway and transit extensions in the past two months.

The new law includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, drinking water and clean water, the electric grid, and other programs.

*Grade Separations:* Sec. 11108 of the Act reauthorizes the existing railway-highway crossings program (known Section 130) at \$245M/year, which is level funding. The new law increases the federal share to 100% and removes the requirement that at least half of the funds set aside for the Section 130 program must be for the installation of protective devices at railway-highway crossings. This section also requires the GAO to submit a report on the effectiveness of the Section 130 program as a set-aside within the Highway Safety Improvement Program.

In addition, the IJA includes a new \$500M/year Railroad Crossing Elimination Program (Sec. 22305) that would establish a competitive grant program for projects that make improvements to highway and pathway rail crossings, such as eliminating highway-rail at-grade crossings. This is derived from a Sen. Cantwell bill that was described in earlier reports.

The new law also includes a Reconnecting Communities Pilot Program (Sec. 11509) that includes planning grants for removing, retrofitting, or mitigating facilities that create barriers to access or economic development; addressing grade separations is an eligible use of this program.

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The National Infrastructure Project Assistance program (Sec 21201), funded at \$5 billion over 5 years, also names railway-highway grade separation or elimination projects as an eligible project.

*Transportation alternatives (bike, pedestrian, other active transportation):* The IJA authorizes nearly 70% more money for the Transportation Alternatives Program from \$850 million to an average of \$1.44 billion per year. The bill also creates several new competitive grant programs focused on pedestrian safety and active transportation, including a new Active Transportation Infrastructure Investment Program competitive grant (Sec. 11529), authorized for \$500M/year in General Fund appropriations. Similarly, the Highway Safety Improvement Program is amended to include a number of roadway improvements and non-infrastructure activities that would address the safety of bicyclists, pedestrians, and motor vehicles.

*Express lanes and other congestion relief:* the IJA establishes a competitive grant program to reduce highway congestion and its economic and environmental costs in large urbanized areas (Sec. 11404). This includes integrated congestion management systems and high occupancy vehicle toll lanes. The program is funded at \$50M/year.

*Earmarks:* As a reminder, the IJA does not include any of the surface transportation reauthorization earmarks that the House INVEST Act had included, which is an additional concern for many House members.

## **Appropriations**

Very little has changed on annual appropriations in the last month, unfortunately, and the December 3 deadline to fund federal government operations for fiscal year 2022 is getting closer. The House has approved its versions of most of the annual appropriations bills, and the Senate Appropriations Committee has now published its version of the legislation, but has not considered the bills in committee, and there are no plans to do so.

Broadly speaking, the infrastructure debate has taken up all of the attention and time that will be needed to work through these annual funding bills. Resolving the FY22 funding questions is one of the key reasons we expect Congress to remain in session later into December than currently scheduled.

*Earmarks:* The status of Congressionally Directed Spending requests remains unresolved between the two chambers.

## **Reconciliation**

The House has assembled its version of President Biden's Build Back Better Act, following the committee work over the course of September and October, and submitted it to the Rules Committee for floor consideration.

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The legislation includes a number of climate and social safety net funding programs, including several under the jurisdiction of DOT, such as \$4B to reduce on-road greenhouse gas emissions through FHWA, \$2.37B for competitive FHWA grants to reconnect communities divided by infrastructure barriers, and \$10B for high speed rail corridor assistance.

As a reminder, this bill is being considered under budget reconciliation rules which will allow the bill to move through the Senate with only Democratic votes, by a simple majority vote. This is the same process that the American Rescue Plan went through earlier this year, as well as the tax law changes under the previous administration.

Following the intra-House Democratic debates that led to the passage of the infrastructure bill, the Build Back Better bill has been scheduled for a vote the week of Nov. 15. However, those debates also made clear that several House Democrats will not support the legislation until a Congressional Budget Office score is available, which may take longer. The Senate process for this bill will begin as soon as the House completes its work, and it is likely to include many similar intra-party negotiations, especially with Senators Manchin and Sinema.

*Earmarks:* A reconciliation bill cannot contain earmarks, and it seems increasingly likely that the “placeholder” effort advanced by the House T&I committee will not survive into the final product.

### **Debt ceiling**

Along with FY22 appropriations, the debt limit is the other item that must be resolved before Congress recesses at the end of the year. There is no fixed date by which it must be addressed, but the Treasury Department and other observers have estimated that without Congressional action, the U.S. will start to miss payments to workers, beneficiaries, or bondholders at some point between December and February.

Republicans have asserted that they do not intend to cooperate on, or vote for, a resolution to the debt limit. If Democratic leaders in the House and Senate agreed to do so, a solution to the debt limit could be included in the Build Back Better Act, which would remove one path for Republicans in the Senate to block its passage. However, reopening the budget reconciliation process would trigger days of unlimited amendment votes and other procedural delays on the Senate floor.

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## **TA Earmarks Submitted for Consideration:**

*As of November 17, 2021*

Please note, negotiations on the inclusion of Congressionally Directed Spending (earmarks) in a variety of key federal legislative packages continues to evolve. Earmarks have not be included in the Senate's version of the surface transportation reauthorization package, which was folded into the Senate-led bipartisan infrastructure package, known as the Infrastructure Investment and Jobs Act (IIJA). The IIJA was signed into law on November 15, 2021. On the Appropriations side, negotiations regarding the inclusion of earmarks for the Transportation, Housing and Urban Development and Related Agencies Subcommittee Appropriations Bill (THUD) continue. The House and Senate passed a Continuing Resolution (CR) through December 3, 2021.

### THUD Appropriations

House:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
US/101 SR 92 Area Improvement Project (Speier)	SMCTA	\$1M

### **Additional Earmarks of Note:**

#### THUD Appropriations

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Speier)	Caltrain	\$460,000
ZEB charging infrastructure to run an all-electric route service for East Palo Alto (Feinstein)	SamTrans	\$2.5M
Bike/Ped overcrossing (Padilla)	City of East Palo Alto	\$9.3M

### Surface Transportation Reauthorization (House T&D):

TA funded projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
US 101 North of 380 Managed Lanes (Speier)	C/CAG	\$10M
Half Moon Bay Highway 1 North Bicycle/Pedestrian Improvement (Speier)	City of Half Moon Bay	\$1M
U.S. 101/Woodside Interchange Improvement (Speier)	City of Redwood City	\$2.5M

Other projects:

<b>Project</b>	<b>Submitted By</b>	<b>Amount</b>
Additional Mini-highs (Eshoo)	Caltrain	\$306,000
Additional Mini-highs (Lofgren)	Caltrain	\$550,000
Caltrain Optimization Project (Lofgren)	Caltrain	\$315,000
Middle Avenue Pedestrian/Bicycle Rail Crossing (Eshoo)	City of Menlo Park	\$6.5M



November 17, 2021

TO: Board Members, San Mateo County Transportation Authority  
FROM: Gus Khouri, President  
Khouri Consulting LLC

**RE: STATE LEGISLATIVE UPDATE – DECEMBER**

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**General Update**

The Legislature is in recess and will return to Sacramento on January 3 to begin the second year of the 2021-22 Legislative Session. The Legislature released the [2022 Tentative Legislative Calendar](#) in late-October establishing the deadlines for 2022.

There are two notable deadlines in the calendar: 1) all two-year bills still in the house of origin must move to the other house by January 31 and 2) February 18 marks the bill introduction deadline for new bills. The Calendar also notes which holidays the Legislature will take during the session in 2022 and confirms that August 31 will be the final day of the 2021-22 Legislative Session.

**Bills of Interest**

SMCTA is currently monitoring all bills in advance of the January 31 house of origin deadline (noted above) to move legislation. ACA 1 (Aguiar-Curry) is the main bill we continue to monitor, but it is not subject to the house of origin deadline since it is a constitutional amendment.

This bill proposes to lower the voter threshold, from a two-thirds supermajority to 55 percent, to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. SMCTA is in support.

**FY 2021-22 STATE BUDGET UPDATE**

Legislators and the Governor continue to work on finalizing an agreement on the FY 21-22 transportation budget package. Governor Newsom is in pursuit of exhausting the remaining \$4.2 billion in appropriation authority from the High-speed Rail Bond Act of 2008, also referred to as Proposition 1A.

The State Assembly is advocating for only partial appropriation of the funds (\$2.5B), and for pronounced investments into existing commuter and intercity passenger rail services.

One-time General Fund money proposed for the Transit and Intercity Rail Capital Program (TIRCP) (\$2.6 billion), which includes \$500 million for grade separation projects, Active Transportation Program (ATP) (\$500 million), and State and Local Climate Adaption Program (\$400 million), is at risk. There is also \$1.1

billion available in accrued interest from various transportation account investments. Conversations are expected to be renewed in January with the goal of reaching an agreement before negotiations commence on the 2022-23 State Budget, which will be released on January 10. There may be some carryover conversation and augmentations made, as some legislators are asking for figures beyond the available unencumbered funds provided in the enacted FY 21-22 State Budget (exceeding the \$4.5 billion cited above).

During its October 14 meeting, the California Transportation Commission proposed a \$7 billion package (\$2.5 billion over Governor Newsom's May Revise) that supports the Governor's \$2.5 billion augmentation for TIRCP while also calling for a one-time augmentation of \$1.5 billion for Cycle 5 backlog for ATP, \$500 million for bicycle corridors, and \$2.5 billion for the State Transportation Improvement Program (STIP), but solely for rail.

### **STATEWIDE COMPETITIVE GRANT PROGRAMS**

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. SB 1 Cycle 3 guideline development will be discussed through spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, applications being due fall of 2022, and awards adopted in summer of 2023.

#### *Active Transportation Program (ATP)*

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5.

#### *Solutions for Congested Corridors Program (SCCP)*

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

#### *Local Partnership Program (LPP)*

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually.

#### *Trade Corridor Enhancement Program (TCEP)*

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. There is approximately \$300 million provided per year (programmed in 2-year increments) for the competitive program.

### **Grade Separation Funding**

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies

and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

*PUC Section 190 Grade Separation Program*

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

*State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues. In January, the STIP was estimated to have a shortfall of \$100 million. The May Revise has decreased that deficit to about \$32 million, which should not have an impact on the county's share.

*Proposition 1A*

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau  
Acting Executive Director

FROM: Casey Fromson  
Acting Chief Communications Officer

SUBJECT: **2022 DRAFT LEGISLATIVE PROGRAM**

**ACTION**

This report is for information only. No Board action is required. At the January 6, 2022, meeting, staff will present the final 2022 Legislative Program for Board adoption.

**SIGNIFICANCE**

The 2022 Legislative Program (Program) establishes the principles that will guide the San Mateo County Transportation Authority's (TA) legislative and regulatory advocacy efforts through the 2022 calendar year, including the second half of the 2021-22 State legislative session and the first session of the 118<sup>th</sup> 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 TA to respond swiftly and effectively to unanticipated developments. Adoption of the Program provides our legislative delegation and our transportation partners with a clear statement of the TA's priorities.

*Objectives*

The 2022 Program is organized to guide the TA's actions and positions in support of three primary objectives:

1. Maintain and enhance funding opportunities to support the TA's programs, projects, and services.
2. Seek a regulatory environment that streamlines project delivery and maximizes the TA's ability to meet public transportation service demands.
3. Reinforce and expand programs that build and incentivize public transportation ridership.

The Program is structured to apply these core objectives to a series of issues detailed in the 2022 Legislative Program. Should other issues surface that require the TA'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 of Directors for consideration.

#### *Advocacy Process*

Staff will indicate on each monthly legislative update recommended positions for ending bills. Once the board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition).

In rare circumstances, should a position on a bill be needed in advance of a board meeting, staff will confer with the Board Chair. 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.

The TA and its legislative consultants will employ a variety of engagement tools to support the 2022 Legislative Program, including:

#### 1. Direct Engagement

Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the TA's legislative priorities and positions.

#### 2. Coalition-based Engagement

Engage local and regional 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 2022 Program.

#### 3. Media Engagement

Build public awareness and communicate legislative priorities by issuing press releases, organizing media events, and through the use of social media and other electronic media.

### **BUDGET IMPACT**

There is no impact on the budget.

### **BACKGROUND**

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further the TA's legislative objectives and to provide support for our advocacy efforts.

Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation.

Prepared By: Jessica Epstein, Government and  
Community Affairs Manager

650-400-6451

# San Mateo County Transportation Authority

## 2022 Legislative Program

### Purpose

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 2022 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2022 calendar year, including the second half of the 2022 State legislative session and second session of the 117<sup>th</sup> 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.

### Objectives

The 2022 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 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, improve quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

### Issues

The Legislative Program is structured to apply these core objectives to a series of Regional, State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

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 recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. 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.

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2022 Legislative Program, including:

- Direct Engagement  
Engage policymakers directly and sponsor legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage local and regional 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 2022 Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.

**State and Regional**

**Funding Opportunities and Challenges**

<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b>                      In 2020 and 2021, transit agencies were hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. Additional funding is needed to mitigate the pandemic’s impact for transit agencies.</p> <p style="color: red;">In 2021, Governor Newsom as part of his May Revise, proposed significant new funding for transportation. An agreement between the Governor and State Legislature was not reached in 2021 but the transportation funding conversation will continue in 2022.</p> <p>In 2017, the State enacted SB1, which provides \$5.2 billion to maintain local streets and roads and highways, ease traffic congestion, and provide mobility options through investments in public transportation and bicycle and pedestrian programs.</p> <p>In 2014, the Legislature called for, via SB 1077, a pilot program to study a road charge model as an alternative to the gas tax. The nine-month pilot began in July 2016, with over 5,000 participating vehicles statewide. The California State Transportation Agency (CalSTA) reported its</p>	<ul style="list-style-type: none"> <li>● Direct advocacy for additional resources to secure state funding for transit systems, especially if there is a new state transportation package.</li> <li>● Ensure that COVID relief funding is suballocated through the region is based on revenue losses.</li> <li>● Protect against the elimination or diversion of any State or regional funds that support the agency’s transportation needs.</li> <li>● Support State funding allocation requests for investments that benefit the Agency’s transportation programs and services.</li> <li>● Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency’s transportation priorities.</li> <li>● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.</li> </ul>

<p>findings from the Legislature to the CTC and the Legislature in 2018.</p>	
<p><b>Formula Funding</b> In 2021, transit formula funding suffered due to the COVID-19 pandemic as fuel consumption declined.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community. Still, more revenue is needed in order to meet the demand of increased ridership, reduce highway congestion and adhere to the State’s mandate of reducing greenhouse gas emissions, and creating livable communities.</p> <p>In 2019, the California Transit Association convened a working group, at the request of the Senate and Assembly Transportation Committees to review and provide potential changes to the Transportation Development Act (TDA). The CTA effort resulted in temporary relief in meeting farebox recovery ratio requirements to access LTF, STA, LCTOP and SOGR funds as well as several more significant and permanent changes to TDA such as adding additional exemptions for on-demand service, cost of security, transitioning to zero-emission operations, and more. In 2022, the TDA conversation will continue to assess more</p>	<ul style="list-style-type: none"> <li>● Support the full funding of the STA program at levels called for in the 2011 reenactment of the 2010 gas-tax swap legislation.</li> <li>● Advocate for the regularly scheduled issuance of State infrastructure bonds that support the Agency’s services and programs.</li> <li>● Support full and timely allocation of the Agency’s STIP share.</li> <li>● Participate in the CTA’s TDA taskforce and support CTA efforts to engage the Legislature on TDA reform and the review of performance measures for transit.</li> </ul>

<p>holistic changes to TDA to maximize flexibility for maintaining and expanding service. The Agency is part of the working group.</p>	
<p><b>Cap-and-Trade Revenues</b> In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). Since the program began selling allowances, the program has generated billions of dollars. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> <li>● Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</li> <li>● Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</li> <li>● Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation.</li> <li>● Support efforts to revise the State’s definition on “disadvantaged communities” to encompass a larger proportion of disadvantaged communities on the Peninsula.</li> </ul>
<p><b>Voter Threshold</b> Legislation has been considered in recent years that provide a framework for lowering the thresholds for the State or a city, county, special JPB or regional public agency to impose a special tax.</p>	<ul style="list-style-type: none"> <li>● Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs.</li> </ul>
<p><b>Other State or Local Funding Options</b> Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, and projects that will</p>	<ul style="list-style-type: none"> <li>● Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.</li> <li>● Support innovative local and regional funding options that will provide financial support for the agency.</li> </ul>

<p>support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>In 2020, there was the potential for a regional transportation measure (called FASTER Bay Area), led by the Bay Area Council, Silicon Valley Leadership Group and SPUR. <b>MTC is kicking off a listening tour regarding a potential future regional ballot. Many details about the timing, funding mechanism and expenditure plan are still being discussed.</b></p> <p>In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures. The State of California has been active in addressing this issue.</p>	<ul style="list-style-type: none"> <li>● Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin.</li> <li>● Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.</li> <li>● Support funding for workforce development, retention, and housing to attract and retain quality personnel.</li> <li>● Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.</li> <li>● Work to ensure the agency is at the table and appropriately funded as part of any potential regional funding measure.</li> <li>● Support efforts to ensure sales tax revenues generated from aviation fuel continue to fund planned transportation projects. Support the State of California in its efforts to respond and address FAA’s requests.</li> </ul>
<p><b>Transportation &amp; Housing Connection</b> Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> <li>● Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations.</li> <li>● Advocate for solutions that appropriately match decision making authority with funding (i.e – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency).</li> <li>● Monitor the implementation of the Surplus Lands Act and advocate for clarifying language on the disposition of properties subject to the Act.</li> </ul>

Transportation Projects	
<p><b>General</b> Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains far below pre-pandemic levels, we expect riders to return to public transit once major employers along the corridor bring their employees back to the office. We are already seeing highways, local streets and roads becoming heavily congested. Despite the pandemic, the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> <li>• Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for transportation and mobility in the Bay Area.</li> </ul>
<p><b>101 Managed/Express Lanes</b> There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from San Mateo to I-380 (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange. Construction of Phase 1 (Northern and Southern Sections Express Lanes) is expected to be complete in late 2022. Phase 2 began environmental efforts in 2021. The 101/92 project start environmental efforts in 2022.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> <li>• Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects.</li> <li>• Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.</li> </ul>
<p><b>Transit-Oriented Development / First and Last Mile</b> First and last mile projects, as well as transit-oriented development projects are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> <li>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their final destination.</li> <li>• Support the development of new and innovative first and last mile options.</li> <li>• Support increased funding opportunities for first and last mile projects.</li> <li>• Advocate for policies that promote transit-oriented developments in ways that with compliment transit services.</li> <li>• Support state funding incentives and streamlining processes for transit-oriented development.</li> </ul>
<p><b>Transportation Demand Management (TDM)</b> TDM is the application of strategies and policies to</p>	<ul style="list-style-type: none"> <li>• Support efforts that provide more TDM tools and funding opportunities.</li> </ul>

<p>reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> <li>• Support policies that encourage use of TDM.</li> </ul>
<p><b>Electrification Project</b> In 2012, the State Legislature appropriated Prop 1A high-speed rail funds to modernize the Caltrain corridor and lay the foundation for future high-speed rail service. Under a multi-party regional funding agreement, this investment was matched with a variety of local, regional, state and federal funding sources to electrify the corridor, install an advanced signaling system and replace 75% of Caltrain’s aging diesel trains with electric trains that will dramatically improve service between San Francisco and San Jose. <b>The Project has a funding gap that requires additional financial resources.</b></p> <p>The Electrification Project is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.</p> <p><b>Caltrain 2040 Business Plan</b> In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve the vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. While the Plan is close to final, Caltrain turned its attention to COVID recovery in 2020 and plans to close out the Business Plan in 2022.</p>	<ul style="list-style-type: none"> <li>• <b>Direct advocacy to support allocation of one-time general fund money, TIRCP, cap-and-trade, or other State funding, to fill the funding gap for the Electrification project to ensure timely completion of the project by 2024.</b></li> <li>• Work with state, local and regional partners to advance policies and actions that will help secure funding needed to fulfill local, regional and state commitments to the Electrification Project.</li> <li>• Advocate for the sale and allocation of Proposition 1A bonds to meet the commitments specified in SB 1029 with respect to the Caltrain corridor and work to include funding for Caltrain in any future Proposition 1A appropriations.</li> <li>• Work to address regulatory challenges that limit the implementation of solutions that will maximize Caltrain capacity and service benefits.</li> <li>• Advocate for funding and policies to support grade separation projects.</li> <li>• Support the allocation of cap-and-trade or other state / regional funding to advance implementation of Caltrain projects.</li> <li>• Work to address regulatory actions or policies that negatively impact Caltrain future capacity or service improvements.</li> <li>• Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.</li> <li>• Ensure relevant state and regional agencies incorporate relevant elements of the Caltrain Business Plan in their long-term plans.</li> <li>• Support funding and regulations that are consistent with Caltrain’s equity and growth policy.</li> <li>• Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.</li> </ul>

<p><b>Caltrain Equity and Growth Framework</b> In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.</p> <p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service. <b>In 2022, HSR will likely finalized the EIR for the northern Caltrain corridor and request additional allocation of Prop 1A resources for the Central Valley work.</b></p>	
<b>Legislative, Regulatory and Administrative Issues</b>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>

<p>affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p> <p>The State is providing guidance on COVID related transit measure to protect the public health and reduce virus transmission during the pandemic.</p>	<ul style="list-style-type: none"> <li>• Engage with MTC, the Legislature, and stakeholders on policies stemming from <b>MTC’s Blue Ribbon Transit Recovery Task Force’s Bay Area Transit Transformation Action Plan</b>, and the “Seamless” Bay Area efforts.</li> <li>• Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders.</li> <li>• Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.</li> </ul>
<p><b>Part-Time Transit Lanes</b> In 2021, AB 476 (Mullin) was introduced to allow the state and its transportation agencies to establish part-time transit lanes on highway shoulders where appropriate and only if certain conditions are met, including supporting infrastructure, operating speeds, and driver training. The bill will move forward in 2022.</p>	<ul style="list-style-type: none"> <li>• Support legislation to authorize the use of highway shoulders as part-time transit lanes.</li> <li>• Support legislation that would improve transit throughput in the state and the Bay Area.</li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> Several regional and statewide transportation organizations continue working to modernize CEQA and minimize unnecessary delays during the environmental review process. In 2020, legislation was passed (SB 288) providing a series of statutory exemptions for transit and active transportation projects under CEQA.</p>	<ul style="list-style-type: none"> <li>• Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects.</li> <li>• Monitor the implementation and opportunities related to SB 288 (Wiener), and support the extension of the provisions included in SB 288.</li> </ul>
<p><b>Sustainable Communities Strategies</b> Implementation In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land-use and transportation policies that will accommodate</p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> <li>• Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning.</li> <li>• Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding.</li> </ul>

<p>population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The final Plan Bay Area 2050 was adopted in 2021.</p>	
<p><b>Transit Bus Electrification Zero-Emission Bus:</b> In December 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including ARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> <li>• Advocate for priority funding from the State Legislature, ARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the ICT regulation.</li> <li>• Support legislation to extend the sales tax exemption for zero-emission transit buses previously authorized under AB 784 (Mullin).</li> <li>• Continue to educate State Legislature, ARB, CEC and CPUC on any challenges to implement the ICT regulation.</li> <li>• Continue to monitor implementation of Pacific Gas &amp; Electric’s Commercial Electric Vehicle Rate, determine whether further refinements to the rate are necessary.</li> </ul>
<p><b>Executive Orders Related to GHG Emissions:</b> Since taking office, Governor Newsom has issued two Executive Orders – N-19-19 and N-79-20 – calling for reduced emissions from the transportation sector and larger, coordinated investments in transit, active transportation and land-use. The executive orders highlight the need for expanding clean transportation options.</p> <p><b>Building on the executive orders above, in 2021, CalSTA adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which details how the state recommends investing billions of discretionary transportation dollars annually to</b></p>	<ul style="list-style-type: none"> <li>• Work to ensure state and federal funds are made available to achieve the goals outlined in the orders.</li> <li>• Engage in the State’s effort to address the transit-specific goals outlined in the executive orders.</li> <li>• Protect transit agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects).</li> </ul>

<p>aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	
<p><b>CARB In-use Loco Regulation:</b> To meet Executive Order N-79-20 and achieve 100% zero emissions from off-road vehicles and equipment operations in the state by 2035, CARB anticipates adopting a In-Use Locomotive Regulation. As currently written, it would require all owners, operators, sellers, leasers, renters or manufacturers to create spending accounts (based on emissions level and amount of work performed in California) for zero-emission loco purchases as early as 2023. In 2030, it would ban all locomotives 23 years or older from operating in the state.</p>	<ul style="list-style-type: none"> <li>• Engage in CARB’s effort to reach 100% zero emissions from locomotives.</li> <li>• Support efforts for an alternative pathway with individualized agency plans</li> <li>• Work to ensure funding programs are available to support transition to new technology</li> </ul>

<b>Federal</b>	
<b>Funding Opportunities and Challenges</b>	
<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> In 2021, transit agencies continued to be hit hard by the loss of ridership and revenue due to the COVID-19 pandemic. We expect the same in 2022. While federal emergency relief funding (CARES Act, CRSSA, and the American Rescue Plan) have provided some relief in the near-term, significant additional funding is needed to mitigate the pandemic’s long-term impact.</p>	<ul style="list-style-type: none"> <li>• Advocate directly as well as support broad stakeholders coalition efforts to secure additional federal funding for transit systems through the Infrastructure Investment and Jobs Act (infrastructure package) and the Build Back Better Act.</li> <li>• Seek funding opportunities to fill the Caltrain Electrification Project gap in the infrastructure package and FY 22 Appropriations bill.</li> <li>• Seek funding opportunities for Zero Emission Bus infrastructure the Low or No Emission Vehicle Grant program.</li> <li>• Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency’s transportation services and needs.</li> </ul>

<p>Every year, Congress adopts several appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the authority for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p> <p>In September 2021, Congress passed a continuing resolution (CR) to keep federal agencies funded at the same level as the previous fiscal year, through December 3, 2021. Congress is expected to pass a Continuing Resolution or omnibus appropriations bill to fund the government for Fiscal Year 2022.</p>	<ul style="list-style-type: none"> <li>• Work with local and regional coalitions to support requests for funding from discretionary programs,</li> <li>• Communicate frequently with the Agency’s federal delegation and key appropriators on the needs or concerns of pending appropriation bills.</li> </ul>
<p><b>Tax and Finance</b> Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> <li>• Support efforts to ensure tax provisions that benefit the agency’s priorities are included in any tax or finance proposal.</li> <li>• Protect against the elimination or diversion of any tax policies that support the agency’s transportation needs.</li> </ul>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency’s related transit projects.</p>	<ul style="list-style-type: none"> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and for our partner transit agencies on projects that provide complimentary services for the agency.</li> </ul>
<p><b>Electrification Project</b> The current funding plan includes funding from several federal funding sources including the FTA Capital Investments Grant Core Capacity Program.</p> <p>The Project currently has a funding gap that we are working to close through State and federal funding sources.</p>	<ul style="list-style-type: none"> <li>• <b>Work with federal delegation members, as well as local, regional, and state coalitions to fill the Electrification Project funding gap.</b></li> <li>• Advocate for the Caltrain Electrification Project FTA Core Capacity funding to be included in the President’s budget request and in the annual THUD Appropriations bills.</li> <li>• Advocate for additional PTC funding for operating expenses.</li> <li>• Support efforts to streamline regulatory administrative hurdles to supporting full PTC operations.</li> </ul>

Positive Train Control (PTC) is a federal mandate. The current Caltrain Positive Train Control (PTC) project includes some funding from the Federal Railroad Administration (FRA).

The CalMod program is a transformational first step in the realization of a larger future for Caltrain that will be guided by the Caltrain 2040 Business Plan efforts.

**Caltrain 2040 Business Plan** In October 2019, the Caltrain Board adopted a long-term 2040 Service Vision, defining an ambitious plan for growing service over the next 20-plus years. The service vision outlines the capital and operating needs to achieve this vision and includes projects such as longer EMU fleet, longer platforms, level boarding, passing tracks, grade separations and station upgrades. It also identified needs to prepare the railroad to expand and integrate into a regional rail network. While the Plan is close to final, Caltrain turned it's attention to COVID recovery in 2020 and plans to close out the Business Plan in 2022.

**Caltrain Equity and Growth Framework** In 2020, Caltrain developed a policy to advance equity within the system and neighboring communities. The policy will help address systemic inequality by taking steps to ensure the Caltrain system is accessible and useful to all. The policy also advances efforts to improve Caltrain connections to the regional transit network and provide direction on service priorities during and after the COVID-19 pandemic.

- Support the allocation of federal funding to advance implementation of Caltrain-related projects.
- Advocate for funding and policies to support grade separation projects.
- Work to address regulatory actions or policies that negatively impact future capacity or service improvements.
- Support the implementation of the Caltrain Business Plan associated projects and policies. Continue to educate the Caltrain legislative delegation and key members of the Administration on the Plan.
- Support funding and regulations that are consistent with Caltrain's equity and growth policy.
- Consistent with existing agreements between JPB and CHSRA, support efforts to plan, engage stakeholders, and implement the Blended System project on the Caltrain corridor.

<p><b>High-Speed Rail Blended System</b> In 2016, a new round of HSR Blended System planning, outreach and environmental clearance work kicked-off in the corridor. HSR anticipates releasing a Draft EIR in 2020. While this project is not being led by the JPB, the agency owns the right-of-way and has a significant interest in the process and success of the project that will “blended” with Caltrain service.</p>	
<p><b>101 Managed/Express Lanes</b> There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from San Mateo to I-380 (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 interchange. Construction of Phase 1 (Northern and Southern Sections Express Lanes) is expected to be complete in late 2022. Phase 2 began environmental efforts in 2021. The 101/92 project start environmental efforts in 2022.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>
<p><b>Legislative, Regulatory and Administrative Issues</b></p>	
<p><b>General</b> Every year a variety of legislation or regulatory action is pursued that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, opportunities exist to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the agency.</li> <li>• Oppose efforts to impose unjustified and burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> </ul>

<p><b>Infrastructure Investment and Jobs Act implementation</b> In November 2021, Congress approved and the President signed into law the IIJA, includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$4.5 billion in formula fundings from IIJA.</p>	<ul style="list-style-type: none"> <li>• Support efforts to seek federal funds through IIJA for agency projects and plans.</li> <li>• Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues.</li> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate comments and advocacy efforts that support regulations that maximize benefits for transportation programs, services and users.</li> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate proposals and advocacy efforts for IIJA funding and implementation</li> </ul>
<p><b>Additional Infrastructure Proposals</b> Congress and the Biden Administration are currently deliberating the Build Back Better Act, which if enacted would provide significantly increased funding for climate programs, high speed rail, and active transportation.</p>	<ul style="list-style-type: none"> <li>• Monitor closely and take action as needed during Congressional deliberation of provisions that may have a significant impact on transit / transportation projects and programs.</li> <li>• Advocate for funding for the Agency’s projects and needs if and when the Build Back Better Act is enacted.</li> </ul>
<p><b>FAA Rule</b> In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p> <p>The Senate FY2021 Transportation/HUD Appropriations bill includes report language encouraging the Department of Transportation “to continue working with State and local governments and the FAA to develop a path forward to allow the use of local sales tax revenues generated on the sale of aviation fuel to</p>	<ul style="list-style-type: none"> <li>• Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated.</li> <li>• Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue.</li> <li>• Support the State of California in its efforts to respond and address FAA’s requests</li> </ul>

be used in a manner consistent with their enactment.”

Congress is currently negotiating the FY2021 appropriations bills now and it unclear if this language remains in the final conference report.