



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting / Strategic Plan Workshop

March 7, 2024, 5:00 – 7:00 pm

San Mateo County Transportation Authority

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

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/85358540271?pwd=cHNQdFNpd1Y5S3NUZWtteFkxVDFUT09> or by entering Webinar ID: **853 5854 0271**, Passcode: **049847** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

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

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

Thursday, March 7, 2024

5:00 – 7:00 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 Informational
5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Minutes of the Board of Directors Meeting of February 1, 2024 Motion
 - 5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2024 Motion
 - 5.c. Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2024 Motion
 - 5.d. State and Federal Legislative Update Informational
6. Report of the Chair Informational
7. San Mateo County Transit District Liaison Report
 - 7.a. Meeting of February 7, 2024 Informational
 - 7.b. Meeting of March 6, 2024 Informational
8. Joint Powers Board Liaison Report Informational

- | | |
|---|---------------|
| 9. Report of the Executive Director | Informational |
| 10. Strategic Plan Workshop | Informational |
| 11. Requests from the Authority | |
| 12. Written Communications to the Authority | |
| 13. Date/Time of Next Regular Meeting - Thursday, April 4, 2024, at 5:00 pm | |
| <i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 14. Report of Legal Counsel | |
| 16. Adjourn | |

Information for the Public

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transportation Authority
1250 San Carlos Avenue, San Carlos, California
Minutes of Board of Directors Meeting**

February 1, 2024

Members Present: J. Mates (Vice Chair), R. Medina, R. Mueller (left at 6:27 pm), M. Nagales
(In Person) (arrived at 5:16 pm), C. Romero (Chair)

Members Present: E. Beach
(Via Teleconference)

Members Absent: N. Corzo

Staff Present: A. Chan, J. Cassman, S. van Hoften, P. Skinner, P. Gilster, J. Epstein,
A. Linehan, J. Manzi, K. Jordan Steiner, J. Brook, D. Seamans

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Romero requested that Vice Chair Julia Mates lead the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

Giuliano Carlini announced that the California Bicycle Coalition has an online petition promoting people-oriented transit over car-oriented transit. He said that adding road capacity increases VMT (vehicle miles traveled), which does not reduce congestion and said he supported repairing and making other changes to roadways that will improve both mass transit and active transit.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of January 11, 2024

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

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

5.d. Amending the Fiscal Year 2024 Budget to Increase Total Expenditures from \$180,605,687 to \$191,064,010 – Approved by Resolution No. 2024-1

Motion/Second: Medina/Mates

Ayes: Beach, Mates, Medina, Mueller, Romero

Noes: None

Absent: Corzo, Nagales

6. Report of the Chair

6.a. Resolution of Appreciation for Rico E. Medina – Approved by Resolution No. 2024-2

Chair Romero summarized the resolution.

Director Rico Medina thanked Chair Romero for his support in the role of Vice Chair over the previous two years. He commended the Board members for their kindness and professionalism, which he said was critical to the TA's success.

Vice Chair Mates offered her thanks for Director Medina.

Motion/Second: Romero/Mates

Ayes: Beach, Mates, Medina, Mueller, Romero

Noes: None

Absent: Corzo, Nagales

Chair Romero requested a roll call vote to allow Director Emily Beach to participate remotely per AB 2449.

Motion/Second: Mates/Medina

Ayes: Beach, Mates, Medina, Mueller, Romero

Noes: None

Absent: Corzo, Nagales

7. Joint Powers Board Liaison Report

April Chan, Executive Director, said that the report was posted on the website. She said the JPB Board received an update on the Caltrain Electrification Program, and that there would be a public event on the new trains in the spring to be hosted in San Mateo County. She said the Board also heard about a financial plan for Caltrain going forward towards 2033.

8. Report of the Executive Director

Ms. Chan said the report was in the packet. She noted that Mary Ellen Cassman, the mother of Joan Cassman, Legal Counsel, had passed away on January 19 at the age of 100.

Director Mark Nagales arrived at 5:16 pm.

Ms. Chan gave some highlights of Mrs. Cassman's life and achievements and requested that the meeting adjourn in her memory. Ms. Cassman noted that the Los Angeles City Council, where Mrs. Cassman had served as campaign manager in 1969 for the fourth woman councilmember to be elected, had adjourned their January 31 meeting in her mother's honor.

9. Program

9.a. Regional Transit Connections Plan Update

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

Amy Linehan, Government and Community Affairs Officer, presented on community and stakeholder engagement, and the schedule and next steps.

Vice Chair Mates asked if the plan would mesh with existing programs and does it potentially duplicate efforts from other programs. Mr. Gilster said they would look at how different types of projects overlap with their eligibility.

Chair Romero said he felt the Regional Transit Connections Plan will clarify what is needed in the Strategic Plan. Director Beach asked if there was some kind of incentive to attract people to community outreach meetings. She suggested asking drivers what the advantages of using their cars as opposed to trying transit. She asked if some of the eligible projects could be based on community needs, such as fare incentives, transit passes, Clipper cards, or discounted fares. Mr. Gilster said they trying to define "operations." He said the survey is asking what obstacles people have with taking transit. Director Beach said that category could explore ways to educate people about transit options.

Vice Chair Mates said it is difficult to individualize the transportation piece, since many users do not use transit on a consistent schedule. She asked in addition to the collected data if there is something else to ask about people's behaviors. Mr. Gilster said they could ask their consultant if the data source could reveal other data such as travel times and major corridors that affect transit users' behaviors.

Chair Romero asked how the outcome of the study would mesh with the Strategic Plan. Mr. Gilster said their goal was to have the plan approved by the Board by September so that the policy recommendations could be incorporated into the Strategic Plan.

Public Comment:

Adina Levin, Seamless Bay Area and TEAMC (Transportation Equity Allied Movement Coalition), said she supported the project moving forward. She said a joint letter was sent out on meritorious things of this category which can be spent on, including bus service that connects San Mateo County and Alameda County. She noted that there has been no bus service on the San Mateo-Hayward Bridge since the pandemic. She suggested soliciting feedback from the Belle Haven and East Palo Alto communities for that project.

10. Finance

10.a. US 101 Express Lanes: Quarterly Update on Variable Rate Bond and Operations

Kate Jordan Steiner, Chief Financial Officer, provided the initial part of the presentation on variable rate bond.

Chair Romero thanked Ms. Jordan Steiner for including information in the presentation regarding the TA's exit options in relation to the bonds. He asked if March would be the final month that the TA pays for the bonds out of its capitalized interest, which Ms. Jordan Steiner

confirmed. Peter Skinner, Executive Officer, Transportation Authority, said the civil portion of the project is in the close-out phase and Leo Scott, co-project manager for the Express Lanes project, is working to finalize all remaining project expenses to come up with a final number the TA can put toward the principal on the bonds.

Lacy Vong, Policy Program Manager, SMCEL-JPA (San Mateo County Express Lanes Joint Powers Authority) provided the presentation on the Express Lanes Operations, which included highlights from the quarterly performance period. She said they are starting to see some consistent trends.

Director Mark Nagales asked if it were possible to adjust dynamic pricing to encourage more usage of the express lanes. Ms. Vong said the pricing adjusts according to current traffic conditions. She said that many users report going in and out of the express lanes according to traffic.

Vice Chair Mates asked if it were possible to use the information from the express lanes update for the Regional Transit Connections Plan outreach, asking people traveling to adjacent counties about their use of managed lanes in San Mateo County, which Mr. Gilster confirmed.

Chair Romero said there was a significant jump in revenue between August and September. Ms. Vong clarified that that number was for the quarter. She said they were confident that they would be seeing revenues at the projected level of \$20-plus million. Chair Romero said they would likely see seasonal variations, which Ms. Vong confirmed. He said that expenses are going up every month. Ms. Vong said the expenses are under what they had estimated for Fiscal Year 2024. Chair Romero asked what the difference was between a violation and an IBT (image-based toll). Ms. Vong explained that an IBT is when the FasTrak office matches a license plate image taken by the system and attempts to match it with an existing FasTrak account and if it does, the account owner is billed at the full toll rate. She said if the IBT does not match an existing FasTrak account, it generates a violation notice.

Director Beach noted that with a big spike in revenue that the administrative costs would increase. Ms. Vong noted that there are variable costs associated with the volume of transactions.

Public Comment:

Mike Swire, asked the board to take a deeper, more holistic review of the recently completed project to see if it has achieved its non-financial goals. He said that converting a lane would have provided the same benefit but at a much lower price tag than the ultimate \$581 million that we spent here. He said in addition to congestion relief, it would also be helpful to see data on the project's impact on VMT and greenhouse gas emissions as well as the impact on air pollution and traffic violence in MTC (Metropolitan Transportation Commission) equity-priority neighborhoods adjacent to the highway.

Director Beach noted that anyone joining a three-person carpool can enjoy the benefits of the express lanes for free.

Chair Romero acknowledged that traffic patterns should be explored and compared to VMT and the reduction of greenhouse gases.

11. State and Federal Legislative Update

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

On the federal side, Congress passed on January 18 another continuing resolution (CR).

Director Ray Mueller left the meeting at 6:27 pm.

On the state side, she said the Legislature has been acting to pass bills from 2023. She said the bills need to pass out of the first house by January 31 or else they die. She said Governor Newsom introduced his budget on January 10, and estimated a \$38 billion deficit preserving the \$5.1 billion state commitment to public transit. She noted state leadership changes and said that there are many bills on the legislative matrix that the TA is watching but that the language is likely to change as the bills move from house to house. She said they like to watch how a bill evolves before making any recommendation for taking a position.

Ms. Epstein said that Senate Bill (SB) 925 (Weiner) would allow MTC to place a measure on the ballot for transportation funding and noted that it was a spot bill.

She said that Assembly Bill (AB) 817 (Pacheco) had passed the Assembly and moved onto the Senate and is the only Brown Act bill to actively move forward at this time.

12. Requests from the Authority

There were no requests.

13. Written Communications to the Authority

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

14. Date/Time of Next Regular Meeting

Chair Romero announced the next meeting would be on Thursday, March 7, 2024, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

15. Report of Legal Counsel

Ms. Cassman said she had nothing to report.

16. Adjourn

The meeting adjourned at 6:34 pm in memory of Mary Ellen Cassman.

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period
Ending January 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending January 2024 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 January 2024, the Total Revenues (page 1, line 10) are \$12.1 million more than prior year actuals. This is primarily due to increase in Interest Income (page 1, line 4), Measure A Sales Tax (page 1, line 2) and Measure W Sales Tax (page 1, line 3). Interest Income increased as a result of new investments and rising interest rates.

Year-to-Date Expenditures: As of January 2024, the Total Expenditures (page 1, line 36) are \$4.2 million more than prior year actuals. This is primarily due to increases in Measure A Categories (page 1, line 15), Measure W Categories (page1, line 19), and a fluctuation in expenditures associated with various capital projects.

Budget Impact

There is no budget impact for the month of January 2024.

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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

STATEMENT OF REVENUES AND EXPENDITURES

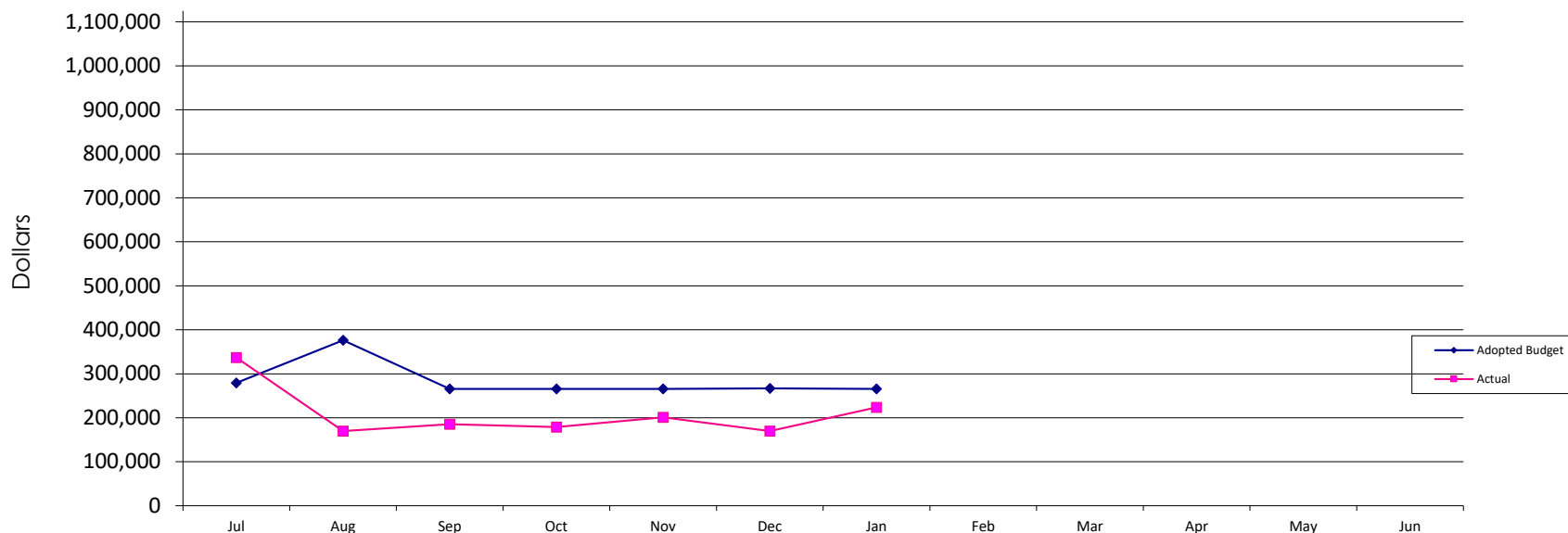
Fiscal Year 2024

January 2024

% OF YEAR ELAPSED: 58.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
REVENUES:					
Measure A Sales Tax	67,103,301	68,764,554	1,661,252	2.5%	116,264,000
Measure W Sales Tax	33,494,225	34,372,721	878,496	2.6%	58,132,000
Interest Income	5,108,845	14,570,610	9,461,765	185.2%	12,607,415
Rental Income	687,061	663,651	(23,410)	(3.4%)	1,261,242
Credit Enhancement Fee - SMCEL-JPA	67,945	233,331	165,386	243.4%	400,000
Due from SMCEL-JPA - Bond Interest	-	-	-	-	1,000,000
Due from SMCEL-JPA - Bond Related Debt fees	-	-	-	-	520,000
TOTAL REVENUES	106,461,378	118,604,867	12,143,489	11.4%	190,184,657
EXPENDITURES:					
Measure A Annual Allocations	19,124,442	19,597,898	473,456	2.5%	33,135,240
Measure A Categories	10,788,887	12,501,755	1,712,869	15.9%	81,966,120
Other Uses - 101 Express Lanes project	1,713,331	1,993,054	279,723	16.3%	-
Measure W Annual Allocations	6,698,845	6,874,544	175,699	2.6%	11,626,400
Measure W Categories	842,311	1,864,878	1,022,567	121.4%	45,808,016
Measure A - Oversight	682,491	1,051,712	369,221	54.1%	2,500,000
Measure W Categories - Oversight and Staff Support	-	72,364	72,364	100.0%	697,584
SMCEL-JPA Bond Interest	-	-	-	-	1,000,000
SMCEL-JPA Bond Related Debt Fees	-	-	-	-	520,000
Administrative:					
Staff Support	580,354	777,789	197,436	34.0%	1,610,562
Professional Services	205,644	211,838	6,194	3.0%	566,297
Insurance Premium	243,270	147,922	(95,349)	(39.2%)	384,321
Bank and Investment Fees	71,166	97,246	26,080	36.6%	247,700
Other Misc. Admin Expenses	227,995	230,673	2,677	1.2%	543,447
Total Administrative	1,328,429	1,465,467	137,038	10.3%	3,352,327
TOTAL EXPENDITURES	41,178,736	45,421,672	4,242,936	10.3%	180,605,687
EXCESS (DEFICIT)	65,282,642	73,183,195	7,900,553	12.1%	9,578,970

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '23	Aug '23	Sep '23	Oct '23	Nov '23	Dec '23	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24
MONTHLY EXPENSES												
Adopted Budget	279,361	376,186	265,578	265,578	265,578	266,600	265,578					
Actual	336,826	169,771	185,395	178,942	201,268	169,857	223,407					
CUMULATIVE EXPENSES												
Staff Projections	279,361	655,547	921,125	1,186,703	1,452,281	1,718,881	1,984,459					
Actual	336,826	506,597	691,992	870,934	1,072,203	1,242,060	1,465,467					
Variance-F(U)	(57,465)	148,950	229,133	315,769	380,078	476,821	518,992					
Variance %	-20.57%	22.72%	24.88%	26.61%	26.17%	27.74%	26.15%					

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD January 24 including Other Misc. Admin Expenses \$214k, Staff Support \$95k, Bank and Investment Fees \$76k, Insurance Premium \$47k, and Professional Services \$87k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JANUARY 31, 2024**

1/31/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	1,184,131.68
CAMP Pool		235,868,856.67
JP Morgan Bank Checking		127,404,286.24
LAIF		5,352,480.89

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		207,030,993.69
MMF - US Bank Custodian Account		6,054,380.25
Cash		15,465.54
County Pool**		140,178,660.27

Total

\$ 723,089,255.23

* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 1/31/2024

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,525,072.00	1,527,822.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,516,032.00	1,517,009.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	6,175.00	3,571,354.00	3,577,529.00
3137EAXE3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,560,144.00	3,565,210.67
		10,800,000.00		10,767,476.00	14,969.44	10,172,602.00	10,187,571.44
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	12,110.04	01/31/2024	12,110.04	0.00	12,110.04	12,110.04
CCYUSD	Receivable	3,355.50	01/31/2024	3,355.50	0.00	3,355.50	3,355.50
		15,465.54		15,465.54	0.00	15,465.54	15,465.54
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	37,755.00	4,110,009.30	4,147,764.30
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	12,645.00	1,376,534.70	1,389,179.70
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	8,958.33	732,877.50	741,835.83
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,532,016.00	1,536,016.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,526,858.50	1,546,233.50
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	635,849.50	639,527.42
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,851.50	782,363.40	784,214.90
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	9,362.86	642,162.00	651,524.86
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	2,787.42	191,178.00	193,965.42
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	7,035.75	865,078.65	872,114.40
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,106.75	259,034.85	261,141.60
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	6,505.13	839,960.00	846,465.13
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	1,959.38	253,000.00	254,959.38
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	2,395.83	692,601.30	694,997.13
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	729.17	210,791.70	211,520.87
637639AG0	NATIONAL SECURITIES CLEARING CORP	4,650,000.00	11/21/2024	4,648,930.50	45,660.42	4,645,443.00	4,691,103.42
637639AG0	NATIONAL SECURITIES CLEARING CORP	1,400,000.00	11/21/2024	1,399,678.00	13,747.22	1,398,628.00	1,412,375.22
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	944.13	440,571.95	441,516.08
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	63,702.78	3,742,620.00	3,806,322.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	14,836.04	871,636.50	886,472.54
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	11,300.63	998,286.80	1,009,587.43
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	3,401.72	300,504.70	303,906.42
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	726,682.50	732,982.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	218,004.75	219,894.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	218,004.75	219,894.75
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,988.54	807,341.00	809,329.54
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	2,146.00	2,862,527.20	2,864,673.20
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	478,475.00	480,065.97
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	7,076.33	455,873.80	462,950.13
		33,350,000.00		33,402,725.35	297,619.80	32,814,915.35	33,112,535.15

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,038,104.82	12/25/2024	1,089,523.45	2,648.90	1,018,702.64	1,021,351.54
		1,038,104.82		1,089,523.45	2,648.90	1,018,702.64	1,021,351.54
MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA ST	1,715,000.00	03/01/2027	1,715,000.00	34,628.71	1,736,420.35	1,771,049.06
13063D3N6	CALIFORNIA ST	515,000.00	03/01/2027	515,000.00	10,398.71	521,432.35	531,831.06
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	369,918.75	373,858.13
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	9,221.86	886,555.80	895,777.66
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	2,771.89	266,479.20	269,251.09
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	1,316.27	236,003.45	237,319.72
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	392.08	70,298.90	70,690.98
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	1,070.53	201,366.00	202,436.53
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	321.16	60,409.80	60,730.96
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	787.50	138,612.60	139,400.10
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	233.33	41,070.40	41,303.73
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	2,304.17	408,307.55	410,611.72
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	700.00	124,042.80	124,742.80
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,675.00	471,905.00	473,580.00
		5,485,000.00		5,520,056.40	69,760.59	5,532,822.95	5,602,583.54
MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	4,984,206.41	01/31/2024	4,984,206.41	0.00	4,984,206.41	4,984,206.41
31846V534	FIRST AMER:US TRS MM Y	1,070,173.84	01/31/2024	1,070,173.84	0.00	1,070,173.84	1,070,173.84
SM-CAMP	CAMP Pool	235,868,856.67	01/31/2024	235,868,856.67	0.00	235,868,856.67	235,868,856.67
SM - CP N/M A	County Pool New Measure A	130,350,579.28	01/31/2024	130,350,579.28	0.00	130,350,579.28	130,350,579.28
SM - CP O/M A	County Pool Old Measure A	9,828,080.99	01/31/2024	9,828,080.99	0.00	9,828,080.99	9,828,080.99
SM - LAIF	Local Agency Investment Fund	5,352,480.89	01/31/2024	5,352,480.89	0.00	5,352,480.89	5,352,480.89
902656602	UBS SL ESG PRIME PFD	1,055,063.64	02/05/2024	1,055,202.70	0.00	1,055,274.65	1,055,274.65
		388,509,441.72		388,509,580.78	0.00	388,509,652.73	388,509,652.73
SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INT'L BANK FOR RECONSTRUCTION & DEVELOPM	750,000.00	04/22/2025	750,900.00	1,291.13	714,652.50	715,943.63
		750,000.00		750,900.00	1,291.13	714,652.50	715,943.63
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	31,218.75	2,937,587.25	2,968,806.00
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	15,187.50	1,429,096.50	1,444,284.00
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	63,143.68	5,736,379.50	5,799,523.18
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	17,669.84	1,605,242.00	1,622,911.84
912828U24	UNITED STATES TREASURY	900,000.00	11/15/2026	832,218.75	3,857.14	852,156.00	856,013.14
912828U24	UNITED STATES TREASURY	1,825,000.00	11/15/2026	1,700,244.15	7,821.43	1,727,983.00	1,735,804.43
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	12,472.83	1,140,420.00	1,152,892.83
912828V98	UNITED STATES TREASURY	750,000.00	02/15/2027	698,701.17	7,795.52	712,762.50	720,558.02
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	23.18	426,658.50	426,681.68
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	2,638.46	1,610,024.85	1,612,663.31
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	1,107.69	675,928.80	677,036.49
912828ZF0	UNITED STATES TREASURY	700,000.00	03/31/2025	698,468.75	1,185.79	667,814.00	668,999.79
912828ZL7	UNITED STATES TREASURY	300,000.00	04/30/2025	298,957.03	287.43	284,919.00	285,206.43
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	494.51	2,121,772.50	2,122,267.01

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91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	16.86	2,307,896.40	2,307,913.26
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	13.91	1,903,662.00	1,903,675.91
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,639.42	1,452,939.00	1,454,578.42
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	7,622.95	5,277,660.00	5,285,282.95
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	2,350.41	1,627,278.50	1,629,628.91
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,085.85	1,584,978.00	1,586,063.85
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	351.30	512,787.00	513,138.30
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,290.98	1,864,060.00	1,865,350.98
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	677.77	978,631.50	979,309.27
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	2,733.52	4,384,417.75	4,387,151.27
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	818.68	1,313,122.10	1,313,940.78
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	1,228.02	3,463,393.25	3,464,621.27
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	510.99	1,441,143.50	1,441,654.49
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	30.13	2,711,562.75	2,711,592.88
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	3.86	347,636.25	347,640.11
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	10,259.62	4,496,095.50	4,506,355.12
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	3,426.92	1,501,788.60	1,505,215.52
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	14,398.91	3,055,478.00	3,069,876.91
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	4,234.97	898,670.00	902,904.97
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	7,686.48	2,814,792.75	2,822,479.23
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,270.49	465,255.00	466,525.49
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,503.09	2,180,635.50	2,185,138.59
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	3,113.84	1,507,886.25	1,511,000.09
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	3,736.61	1,809,463.50	1,813,200.11
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	2,323.77	966,816.00	969,139.77
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	7,638.32	3,177,960.00	3,185,598.32
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	731.56	304,368.00	305,099.56
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	2,205.43	917,580.00	919,785.43
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,098.87	2,939,478.50	2,943,577.37
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	2,097.85	1,504,457.50	1,506,555.35
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	3,956.04	3,216,816.00	3,220,772.04
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	1,263.74	1,027,594.00	1,028,857.74
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	43.78	2,342,608.50	2,342,652.28
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	43.78	2,342,608.50	2,342,652.28
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.32	1,033,503.75	1,033,523.07
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.59	780,869.50	780,884.09
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	13,326.92	2,477,776.00	2,491,102.92
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	5,235.58	973,412.00	978,647.58
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	3,807.69	707,936.00	711,743.69
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	2,141.83	398,214.00	400,355.83
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	11,752.05	2,464,866.00	2,476,618.05
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	3,493.85	732,798.00	736,291.85
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,756.22	4,896,656.35	4,912,412.57
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,336.07	1,658,322.00	1,663,658.07
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	33,317.31	3,944,220.00	3,977,537.31
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	11,700.72	1,385,172.50	1,396,873.22
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	13,255.46	1,497,016.40	1,510,271.86
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	2,540.98	286,968.00	289,508.98
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	20,902.64	2,864,716.75	2,885,619.39
91282CEN7	UNITED STATES TREASURY	500,000.00	04/30/2027	481,718.75	3,513.05	481,465.00	484,978.05
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	17,847.85	3,785,364.00	3,803,211.85
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	5,422.13	1,149,984.00	1,155,406.13
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	3,071.43	1,050,984.50	1,054,055.93
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	1,142.86	391,064.00	392,206.86
91282CEY3	UNITED STATES TREASURY	1,200,000.00	07/15/2025	1,171,500.00	1,681.32	1,176,048.00	1,177,729.32
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	36,336.07	2,615,834.00	2,652,170.07
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	16,001.84	1,151,973.05	1,167,974.89
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	32,592.04	2,571,781.25	2,604,373.29

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91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	28,681.35	4,289,766.00	4,318,447.35
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	13,140.06	1,965,311.40	1,978,451.46
91282CGR6	UNITED STATES TREASURY	800,000.00	03/15/2026	795,281.25	14,129.12	806,904.00	821,033.12
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	31,931.69	2,571,556.00	2,603,487.69
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	5,219.60	420,350.50	425,570.10
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	15,425.48	1,697,313.75	1,712,739.23
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	4,918.27	541,172.50	546,090.77
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	13,399.55	1,706,128.50	1,719,528.05
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	21,750.00	2,769,368.00	2,791,118.00
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	36,190.57	5,736,548.00	5,772,738.57
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	6,333.35	1,003,895.90	1,010,229.25
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	3,532.28	202,734.00	206,266.28
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	13,085.21	963,765.50	976,850.71
		165,755,000.00		158,515,298.17	730,258.86	155,722,023.60	156,452,282.46

Base Risk Summary - Fixed Income

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

01/01/2024 - 01/31/2024

Dated: 02/06/2024

Balance Sheet

Book Value + Accrued	218,610,232.85
Net Unrealized Gain/Loss	-5,448,119.30
Market Value + Accrued	213,162,113.55

Cash and Fixed Income Summary

Risk Metric	Value
Cash	15,465.54
MMFund	6,054,380.25
Fixed Income	207,092,267.75
Duration	2.497
Convexity	0.090
WAL	2.642
Years to Final Maturity	2.640
Years to Effective Maturity	2.639
Yield	4.233
Book Yield	2.778
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration

Issuer Concentration	% of Base Market Value + Accrued
United States	73.396%
Other	10.289%
Federal National Mortgage Association	3.107%
U.S. Bancorp	3.065%
The Depository Trust and Clearing Corporation	2.863%
Amazon.com, Inc.	2.598%
PACCAR Inc	2.409%
Toyota Motor Corporation	2.274%

--- 100.000%

Footnotes: 1,2

Asset Class

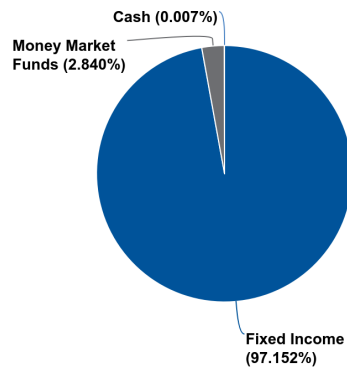


Chart calculated by: Base Market Value + Accrued

Security Type

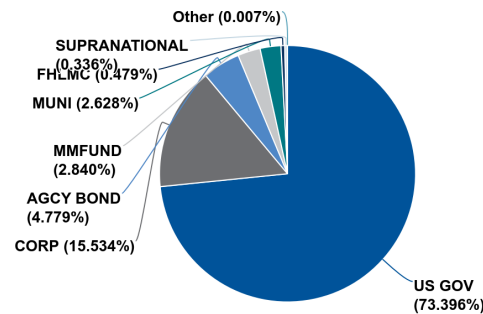


Chart calculated by: Base Market Value + Accrued

Market Sector

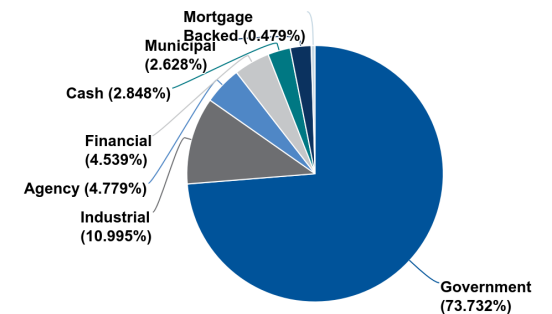


Chart calculated by: Base Market Value + Accrued

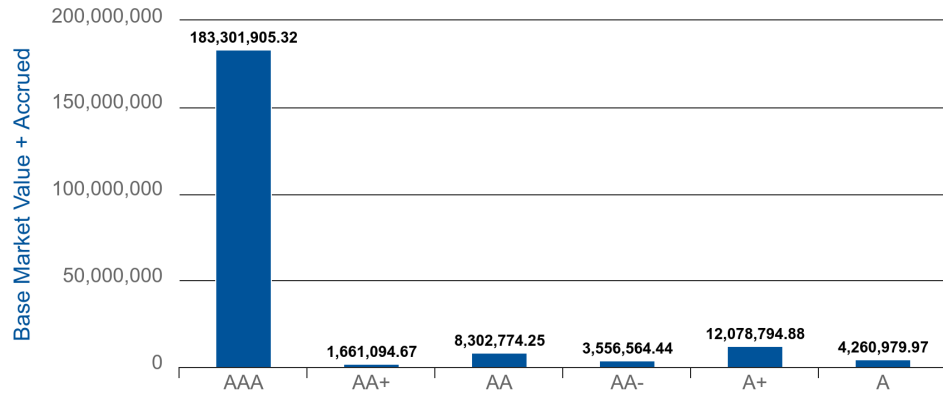
Base Risk Summary - Fixed Income

01/01/2024 - 01/31/2024

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

Dated: 02/06/2024

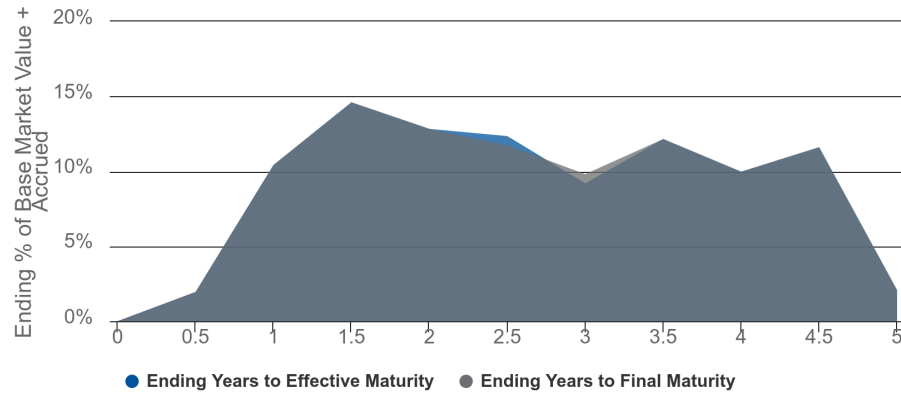
Credit Rating



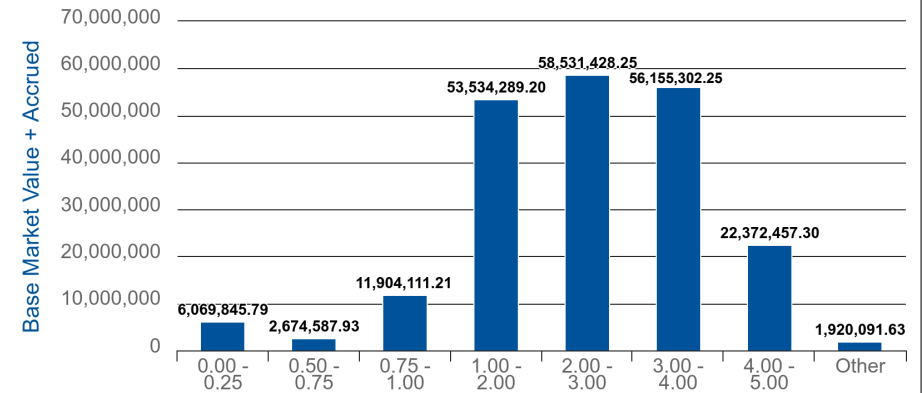
Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	6.538%	18.375%	24.575%	26.259%	10.244%	0.000%	0.000%	0.000%	0.000%
AA	0.475%	3.781%	1.750%	0.085%	0.251%	0.000%	0.000%	0.000%	0.000%
A	3.574%	2.958%	1.133%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

Time To Maturity



Duration



Base Risk Summary - Fixed Income

01/01/2024 - 01/31/2024

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

Dated: 02/06/2024

Industry Sector

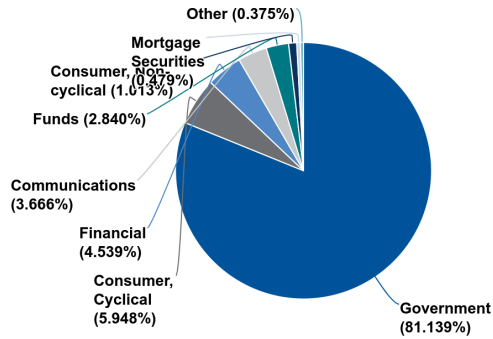


Chart calculated by: Base Market Value + Accrued

Industry Group

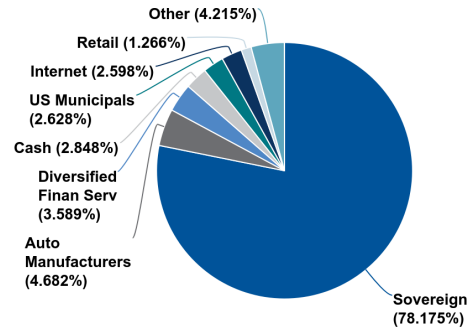


Chart calculated by: Base Market Value + Accrued

Industry Subgroup

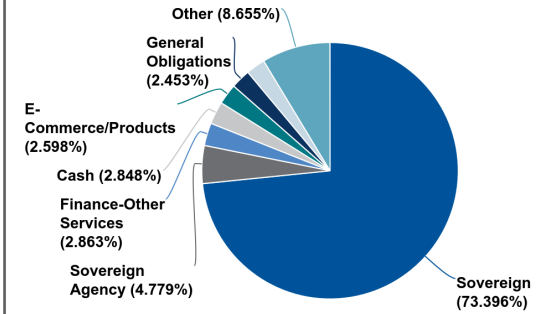


Chart calculated by: Base Market Value + Accrued

MMF Asset Allocation

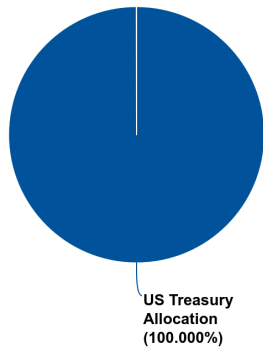


Chart calculated by: Base Market Value

Currency

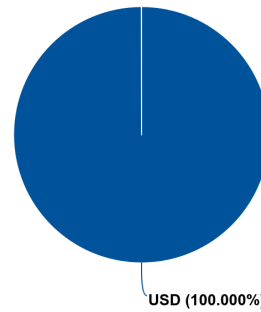


Chart calculated by: Base Market Value + Accrued

Country

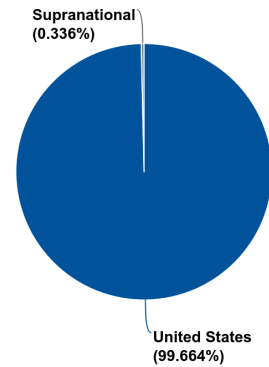


Chart calculated by: Base Market Value + Accrued

Base Risk Summary - Fixed Income

01/01/2024 - 01/31/2024

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

Dated: 02/06/2024

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

Additional Disclosure:

Item #5.b.
3/7/2024

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

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

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

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

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

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

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



Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 1/1/2024 - 1/31/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	(3,150,000.00)	(3,150,000.00)	Maturity	01/10/2024	01/10/2024	01/10/2024	(3,150,000.00)	-	3,150,000.00
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	(475,000.00)	(475,000.00)	Maturity	01/10/2024	01/10/2024	01/10/2024	(475,000.00)	-	475,000.00
3137BGK24	FHMS K-043 A2	-	(1,716.85)	Principal Paydown	01/01/2024	01/01/2024	12/25/2024	(1,716.85)	-	1,716.85
31846V534	FIRST AMER:US TRS MM Y	4,909,940.63	4,909,940.63	Buy	---	---	01/31/2024	4,909,940.63	-	(4,909,940.63)
31846V534	FIRST AMER:US TRS MM Y	(781.07)	(781.07)	Sell	01/29/2024	01/29/2024	01/31/2024	(781.07)	-	781.07
31846V534	FIRST AMER:US TRS MM Y	1,032,496.87	1,032,496.87	Buy	---	---	01/31/2024	1,032,496.87	-	(1,032,496.87)
31846V534	FIRST AMER:US TRS MM Y	(291.60)	(291.60)	Sell	01/29/2024	01/29/2024	01/31/2024	(291.60)	-	291.60
693475AV7	PNC FINANCIAL SERVICES GROUP INC	(1,550,000.00)	(1,550,000.00)	Maturity	01/23/2024	01/23/2024	01/23/2024	(1,550,000.00)	-	1,550,000.00
89236TFS9	TOYOTA MOTOR CREDIT CORP	(500,000.00)	(500,000.00)	Maturity	01/08/2024	01/08/2024	01/08/2024	(500,000.00)	-	500,000.00
San Mateo County TA		266,364.83	264,647.98					264,647.98		(264,647.98)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

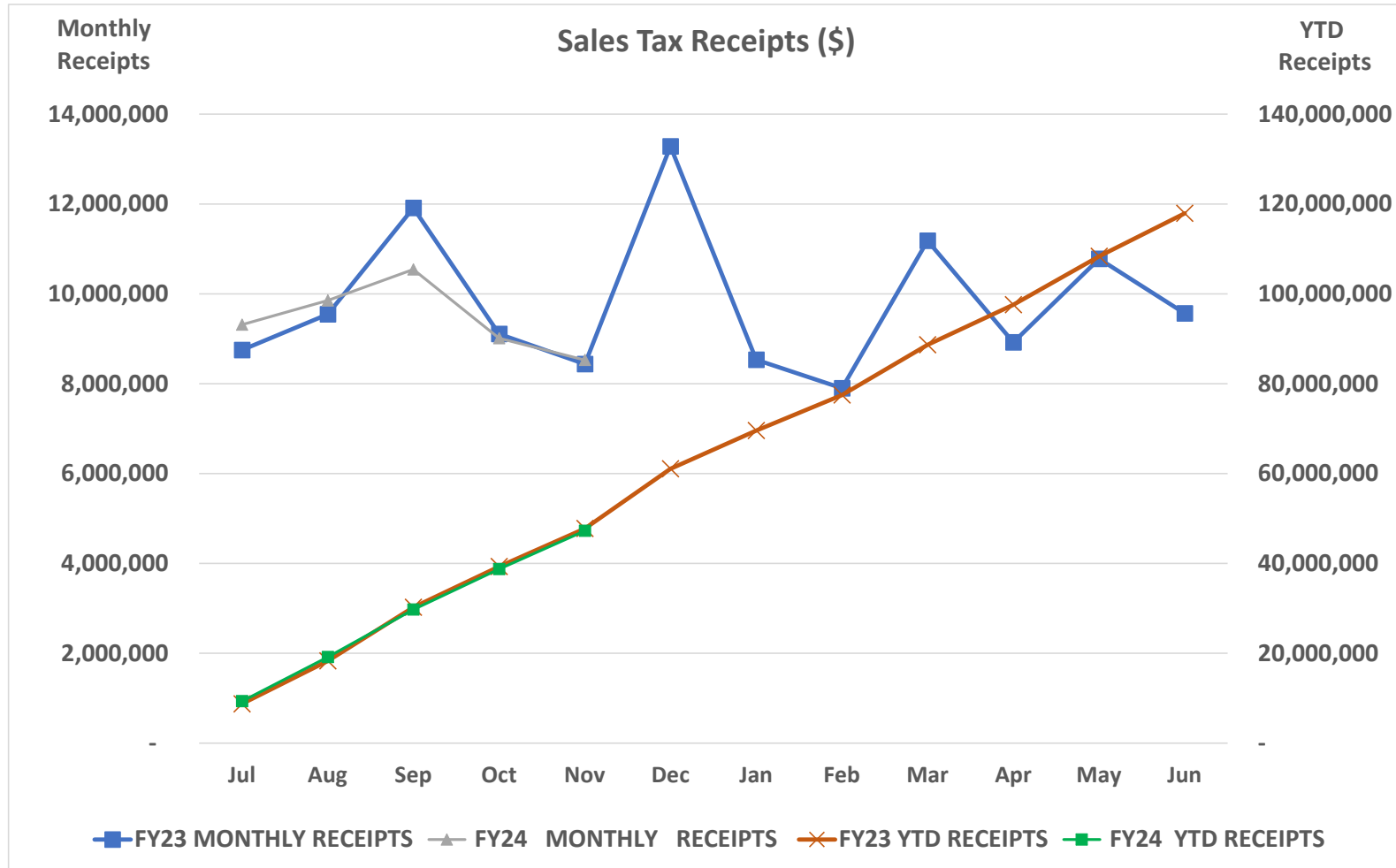
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2024
Measure A Sales Tax
January 2024



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
MONTHLY PAYMENTS
January 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000237	USI INSURANCE SERVICES LLC	\$ 875.00	WIR	Operating Expenses
SMCTA	000317	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expenses
SMCTA	000318	KHOURI CONSULTING LLC	5,750.00	ACH	Operating Expenses
SMCTA	000320	22ND CENTURY TECHNOLOGIES, INC.	18,484.07	ACH	Operating Expenses
SMCTA	000322	PUBLIC TRUST ADVISORS	8,965.13	ACH	Operating Expenses
SMCTA	000929	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,720.60	CHK	Operating Expenses
SMCTA	000931	BANK OF NEW YORK MELLON, THE	2,110.00	CHK	Operating Expenses
SMCTA	000313	AECOM TECHNICAL SERVICES, INC.	130,397.55	ACH	Capital Programs (1)
SMCTA	000314	WSP USA INC.	38,948.90	ACH	Capital Programs (2)
SMCTA	000315	AECOM TECHNICAL SERVICES, INC.	160,812.70	ACH	Capital Programs (3)
SMCTA	000316	WSP USA INC.	24,578.01	ACH	Capital Programs (4)
SMCTA	000319	E-BUILDER, INC.	45,607.50	ACH	Capital Programs (5)
SMCTA	000321	KIMLEY-HORN AND ASSOCIATES, INC.	201,843.35	ACH	Capital Programs (6)
SMCTA	000323	WSP USA INC.	11,765.37	ACH	Capital Programs (7)
SMCTA	000928	MILLBRAE, CITY OF	26,514.10	CHK	Capital Programs (8)
SMCTA	000930	WFG NATIONAL TITLE INSURANCE COMPANY	1,008.00	CHK	Capital Programs (9)
SMCTA	000932	PALO ALTO, CITY OF	336.69	CHK	Capital Programs (10)
SMCTA	000933	REDWOOD CITY, CITY OF	28,224.93	CHK	Capital Programs (11)
SMCTA	000934	HALF MOON BAY, CITY OF	23,436.89	CHK	Capital Programs (12)
SMCTA	000935	PACIFIC GAS & ELECTRIC COMPANY	563.91	CHK	Capital Programs (13)
SMCTA	000936	TOWN OF ATHERTON	219,210.07	CHK	Capital Programs (14)
			<u>\$ 956,752.77</u>		

(1)	\$ 127,602.17	101 Managed Lanes (Nof I-380)	(6)	US 101/SR 92 Direct Connector
	\$ 2,795.38	101 Interchange to Broadway	(7)	ACR/TDM FY23 & FY24 Cycle
	<u>\$ 130,397.55</u>			
(2)	\$ 3,593.05	Highway Oversight	(8)	ACR/TDM FY23 & FY24 Cycle
	\$ 35,355.85	Regional Transit Connections	(9)	101 Interchange to Broadway
	<u>\$ 38,948.90</u>			
(3)	\$ 26,814.94	101 HOV Ln Whipple - San Bruno	(10)	101 HOV Ln Whipple - San Bruno
	\$ 133,997.76	101 Managed Lanes (Nof I-380)	(11)	84/101 Interchange
	<u>\$ 160,812.70</u>			
(4)	\$ 8,055.29	US 101/SR 92 Direct Connector	(12)	ACR/TDM FY23 & FY24 Cycle
	\$ 16,522.72	ACR/TDM FY23 & FY24 Cycle	(13)	101 HOV Ln Whipple - San Bruno
	<u>\$ 24,578.01</u>			
(5)	101 HOV Ln Whipple - San Bruno		(14)	2017 Bike/Ped Call for project

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of January 31, 2024

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$15,472,025
San Mateo County/SFO BART Extension	1,375,291
Accessible Services	2,750,582
Total	\$19,597,898

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$2,754,912
<i>Local Shuttle</i>	1,080,345
<i>Ferry Service</i>	39,823
<i>Dumbarton</i>	0
Highways	2,172,467
Grade Separations	5,048,008
Pedestrian and Bicycle	1,838,912
Alternative Congestion Relief	164,102
Administrative Overhead	454,899
Total	\$13,553,468

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$6,874,544
Total	\$6,874,544

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$745,470
Transportation Demand Management	267,325
Grade Separation	0
Pedestrian and Bicycle	519,694
Regional Transit Connections	74,290
Administrative Overhead	330,462
Total	\$1,937,241

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$1,993,054
Total	\$1,993,054

Note:

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2024**

Action

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

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

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



CAPITAL PROJECTS Quarterly Status Report

FY2024 Q2: October 1, 2023 - December 31, 2023

Report prepared for the March 7, 2024 Board Meeting



Top-Left: US 101/SR 92 Interchange

Top Right: Ralston Ave/US 101 Pedestrian Overcrossing Bridge

Bottom-Left: Gateway at Millbrae Station - New SMCTD Headquarters

Bottom-Right: South San Francisco Ferry Terminal



TABLE OF CONTENTS

FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

Program Category	Page #
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Caltrain - Grade Separation and Special Projects	41
Bicycle & Pedestrian	53
Ferry	56
Alternative Congestion Relief/Transportation Demand Management	57






HIGHWAY PROGRAM SUMMARY TABLE

FY 2024 Q1 - Quarterly Status Report - July 1, 2023 - September 30, 2023

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	7	●	●	●	●	●	●
000622	US 101/Willow Interchange	9	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	11	●	●	●	●	●	●
000791	US 101/Express Lanes	13	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	16	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	18	●	●	●	●	●	●
000803	US 101/Produce Avenue Interchange	20	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	22	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	24	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	26	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	29	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	31	●	●	●	●	●	●
100321	SR 1/Manor Avenue Overcrossing	33	●	●	●	●	●	●
100662	Dumbarton Roadway Improvements	35	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	37	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	39	●	●	●	●	●	●



**HIGHWAY PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

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

Notes:

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



FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

Sponsor: City of Burlingame
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PS&E Landscaping and ROW Close-Out (Activity 16)
Future Funded Phases: Construction Landscaping (Activity 16)

PHASE OVERVIEW:

Right of Way (ROW) close-out for 101/Broadway Interchange and Plans, Estimates and Specifications (PS&E) for the interchange landscaping.

STATUS OVERVIEW:

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

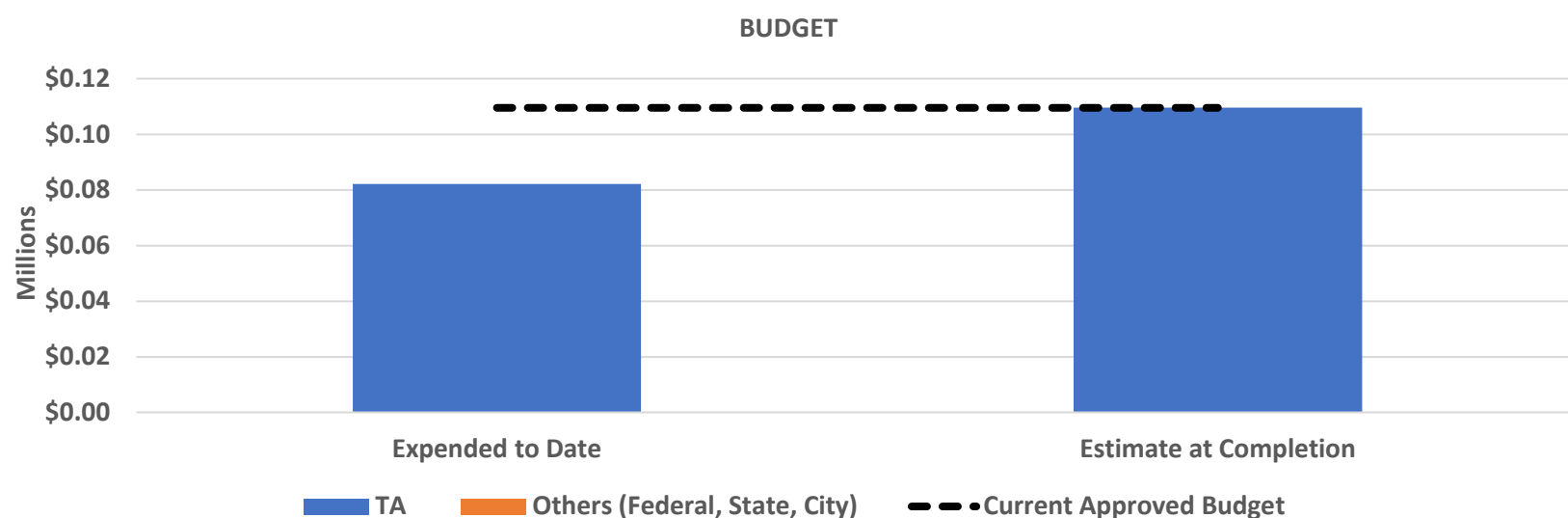
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW close-out were put on hold until the completion of the US 101 Express Lanes project. With the express lanes project complete, TA staff re-started work for the completion of the ROW close-out and the Plans, Specifications and Estimates (PS&E) of the landscaping component. TA staff are also working with Caltrans on the installation of the landscaping and the required 3-year plant establishment period. Currently, the consultant surveyor is coordinating with Caltrans for the final submittal of the ROW record maps and records of survey.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$109,513	\$82,091	\$27,422	75%	\$109,513	\$0
Others (Federal, State, City)	\$0	\$0	\$0	0%	\$0	\$0
Total Project	\$109,513	\$82,091	\$27,422	75%	\$109,513	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Plant Establishment (City ROW)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/30/20	05/06/19	08/31/22	05/06/19	07/30/24
City ROW close out	09/11/17	05/04/20	09/11/17	05/04/20	09/11/17	10/30/23

PROGRESS THIS QUARTER:

1. Continued working on the ROW close-out.
2. Continued working on the Landscaping PS&E.
3. Recorded deeds were received from the title company regarding the transfer of TA properties to Caltrans.
4. The construction coop agreement was obtained from Caltrans.

FUTURE ACTIVITIES:

1. Obtain Caltrans cursory review on Record of Survey.
2. Obtain Caltrans approval on Final Right of Way Record Maps.
3. Provide 100% PS&E Landscape submittal and get comments.
4. Begin work on the Work Directive Proposal Request (WDPR) to amend the existing Work Directive (WD) to include Design Support During Landscaping Construction.

KEY ISSUES:

1. Recorded deeds were received from the title company regarding the transfer of TA properties to Caltrans.
2. The construction coop agreement was obtained from Caltrans.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2746 (PS&E, ROW)	2/21/20	N/A	N/A	Establishes TA as sponsor and implementing agency for PS&E and ROW for landscaping component
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping.



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PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E + CON (Activity 16)
Future Funded Phases: None

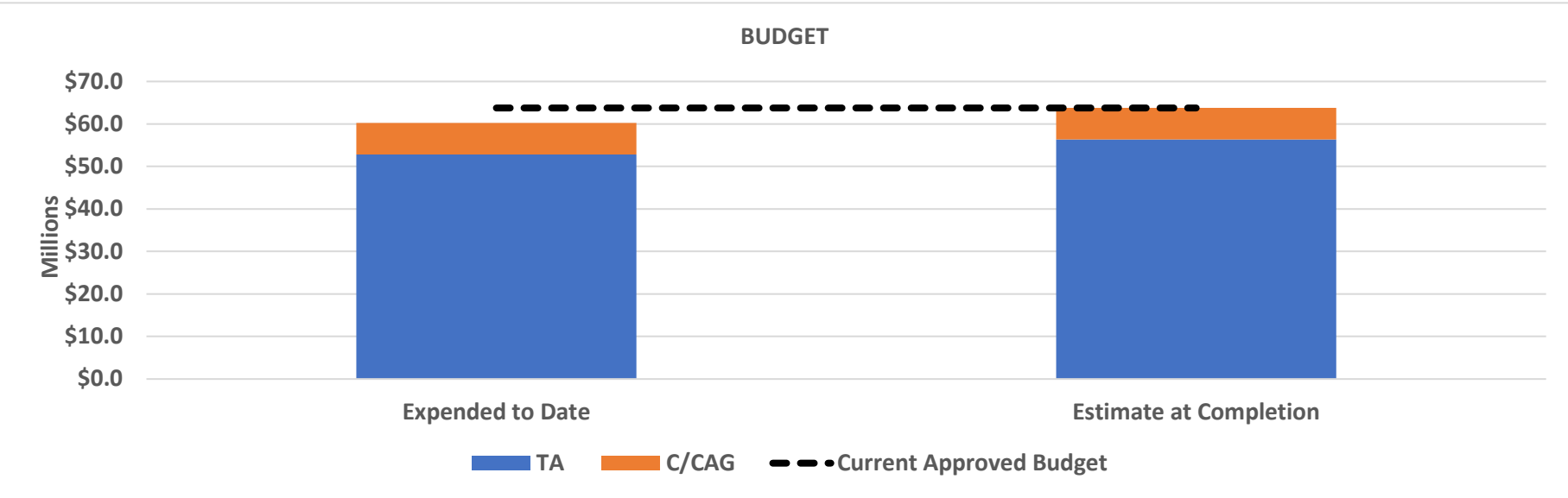
PHASE OVERVIEW:
Design and construction of US 101/ Willow Road interchange landscaping improvements

STATUS OVERVIEW:			
Percent Complete:		95%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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

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

STATUS SUMMARY:
Construction of the interchange improvements were completed in 2019, and the highway landscaping was subsequently on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping, including gathering community and stakeholder feedback. The City, TA, and Caltrans are now under agreement to finalize the design and construct the project landscaping. The City is currently leading development of the landscaping plans, specifications, and estimates. The TA will serve as the implementing agency for landscaping construction.



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction (Interchange only)	05/08/17	07/26/18	05/08/17	10/31/19	05/08/17	10/31/19
Construction (Landscaping Activities)	10/10/23	10/09/25	10/10/23	10/09/25	10/10/23	10/09/25

PROGRESS THIS QUARTER:

1. Executed the Memorandum of Understanding (MOU) for final design and construction of the project landscaping.
2. Executed the Cooperative Agreement for final design and construction of the project landscaping.
3. Held a project team kickoff meeting to coordinate data collection and establish processes.

FUTURE ACTIVITIES:

1. Conduct topographic survey.
2. Prepare the 60% plans package.

KEY ISSUES:

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/08/28	Establishes City as the implementing agency for landscaping PS&E; and TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities
RESO Funding (CON)	10/01/15	N/A	N/A	Board Resolution No. 2015-19, Construction Funding
RESO Funding (CON)	08/04/16	N/A	N/A	Board Resolution No. 2016-18, Additional Construction Funding



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

Project ID: 000768

Sponsor: City of Redwood City
Implementing Agency: City of Redwood City
SMCTA Role: Funding Agency
Current Phases: PS&E, ROW Support (Activities 13, 14)
Future Funded Phases: Construction (Activity 16)

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

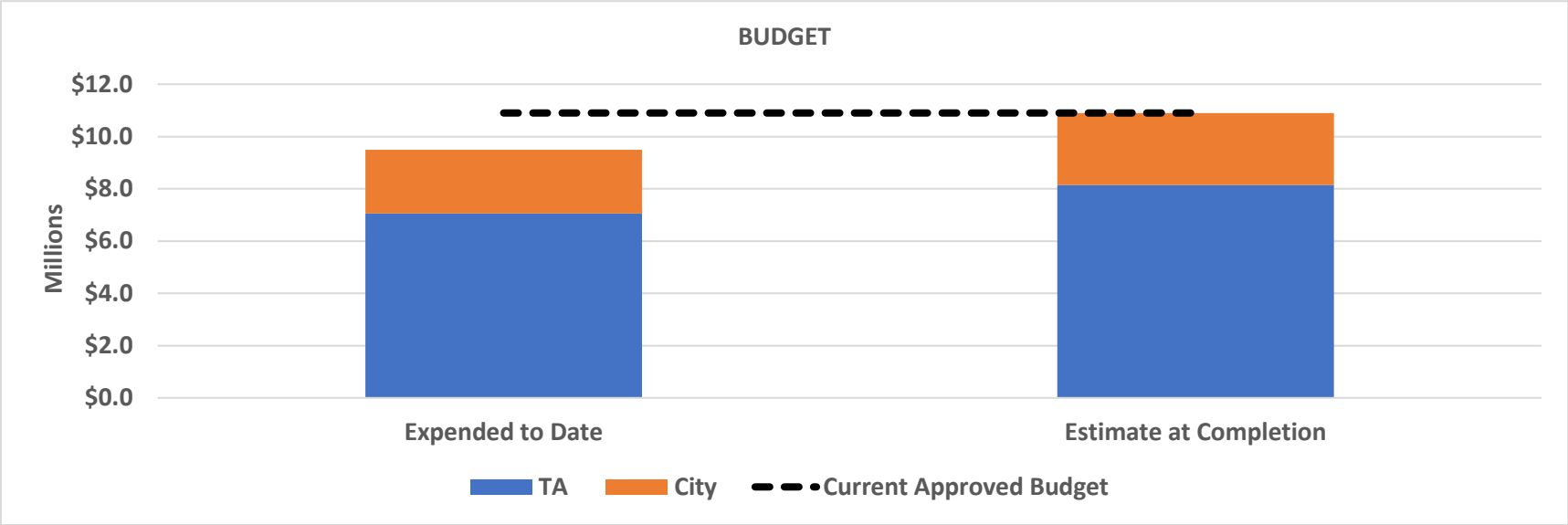
STATUS OVERVIEW:			
Percent Complete:		80%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

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

STATUS SUMMARY:
Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and right-of-way support phase. The City decided to shelve (or pause) design activities at the completion of the 95% design task and to secure funding for the construction phase. The City completed its review of ROW acquisition requirements in February 2023 and the City Council accepted and approved the process and commencement of the ROW acquisition and has restarted final design.

The project team has focused on continued stakeholder engagement, initiated the establishment of an Executive Steering Committee structure with Caltrans and project sponsors, engaged in the development of an alternative funding plan, developed a summary project schedule, and continued oversight of PS&E and R/W support work by AECOM and AR/WS.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,140,000	\$7,049,630	\$1,090,370	87%	\$8,140,000	\$0
City	\$2,760,000	\$2,437,391	\$322,609	88%	\$2,760,000	\$0
Total Project	\$10,900,000	\$9,487,021	\$1,412,979	87%	\$10,900,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Prepared and conducted multiple City Council Ad Hoc Committee meetings.
2. Presented the project to the Redwood City Chamber and San Mateo County Economic Development Association (SAMCEDA).
3. Conducted multiple design meetings with the Harbor View development around bicycle facilities and the UPRR crossing of Blomquist.
4. Coordinated additional PS&E services, including updating the scope of services and budget to support Caltrans advertisement, awarding, and administering of the capital construction contract.
5. Continued meetings with AECOM on design status, utility relocations progress, and UPRR progress.
6. Met with Caltrans to review the draft charter for the Executive Steering Committee.
7. Completed property appraisals and Caltrans is conducting quality assurance review.
8. Contacted utility companies to determine the status of relocation work.

FUTURE ACTIVITIES:

1. Approval of additional PS&E scope and budget.
2. Meet with utility providers as needed.
3. Conduct stakeholder outreach (e.g., school, medical care facilities, the Port).
4. Revise the Project Charter to address comments.
5. Finalize and distribute the Project Communications Plan and the PMP.
6. Initiate the process to amend the AECOM contract with the City.
7. Initiate the process to secure the SMCTA's funding agreement for R/W capital.
8. Resolve the Harbor View design interface questions.
9. Develop a viable alternative funding plan.

KEY ISSUES:

1. Securing full funding for construction.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement No. 04-2614	10/11/17	N/A	N/A	Agreement establishes Redwood City as sponsor and implementing agency for PS&E, ROW Support, and ROW Capital.
FA - City/TA	08/01/17	12/31/20	09/30/20	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	12/06/19	06/30/21	12/31/20	Schedule extension due to Project Management changes.
Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension requested for ROW Support.
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds addition by Sponsor.



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PROJECT: US 101 EXPRESS LANES

Project ID: 000791

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

PHASE OVERVIEW:

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

STATUS OVERVIEW:

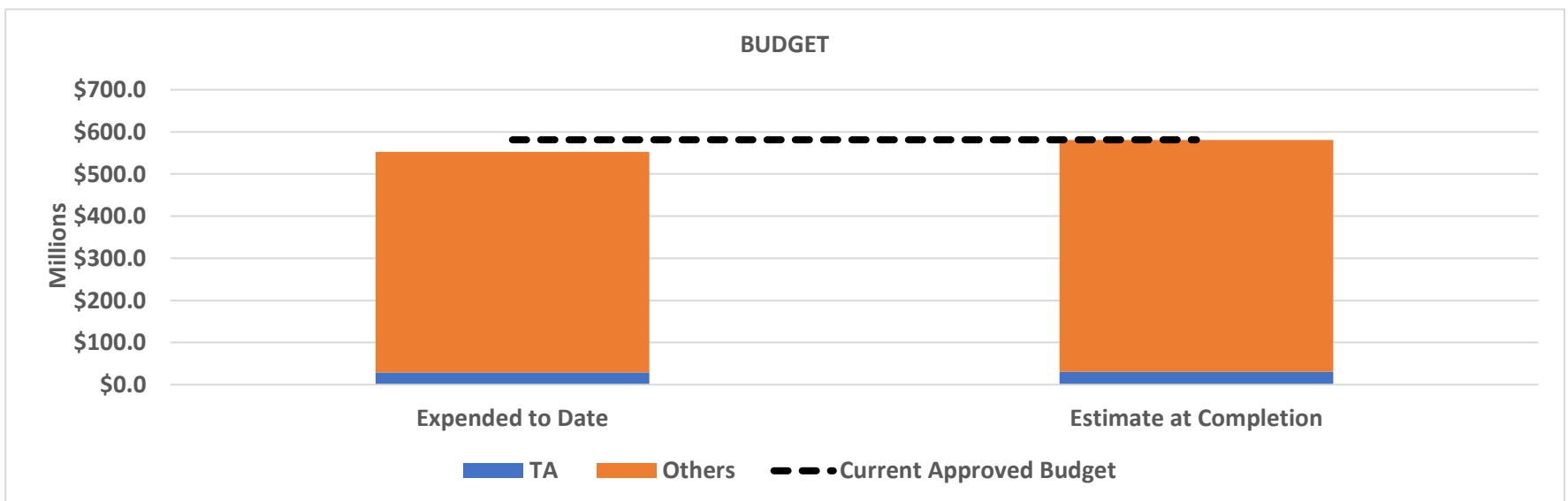
Percent Complete:		98%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019 and in March 2020 for the northern segment. Both the southern and northern segments are now complete and operational. The remaining punch list items are pending and the project landscaping has also been initiated.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion (EAC)	Variance at Completion	% Expended of EAC
TA	\$30,500,000	\$28,857,572	\$1,642,428	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$80,083,250	\$14,916,750	\$95,000,000	\$0	84%
Loan/Future Toll	\$86,500,000	\$84,996,893	\$1,503,107	\$86,500,000	\$0	98%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$296,352,042	\$10,317,958	\$306,670,000	\$0	97%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$552,789,756	\$28,380,244	\$581,170,000	\$0	95%

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued closeout and development of as-builts for the construction of the northern and southern segments.

Project Landscaping:

- Caltrans received bids and selected a contractor, Marina Landscape, Inc.
- Caltrans conducted a pre-construction meeting.

FUTURE ACTIVITIES:

- Complete closeout activities.

Landscape Phase

- Commence construction activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement - Facebook/TA	03/20/19	03/19/22	03/19/22	Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18
Cooperative Agreement 04-2733 - Caltrans/CCAG/TA	06/06/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the South Segment
Cooperative Agreement 04-2726 - Caltrans/CCAG/TA	11/12/19	N/A	N/A	Establishes Caltrans as the implementing agency for Construction of the North Segment
Funding Agreement - BAIFA/TA	11/20/19	N/A	N/A	Establishes BAIFA as a funding partner for Civil Project expenses
Cooperative Agreement 04-2767 - Caltrans/CCAG/TA	07/16/20	N/A	N/A	Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work
Cooperative Agreement 04-2767 - Amendment 1	07/16/20	N/A	N/A	Adjustment of Construction Support and Construction Capital funding
Cooperative Agreement 04-2726 Amendment 1	11/02/21	N/A	N/A	Adjustment of Construction Support and ROW Support funding
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping



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PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

Sponsor: City of East Palo Alto
Implementing Agency: City of East Palo Alto
SMCTA Role: Funding Agency
Current Phase: Construction (Activities 16)
Future Funded Phases: None

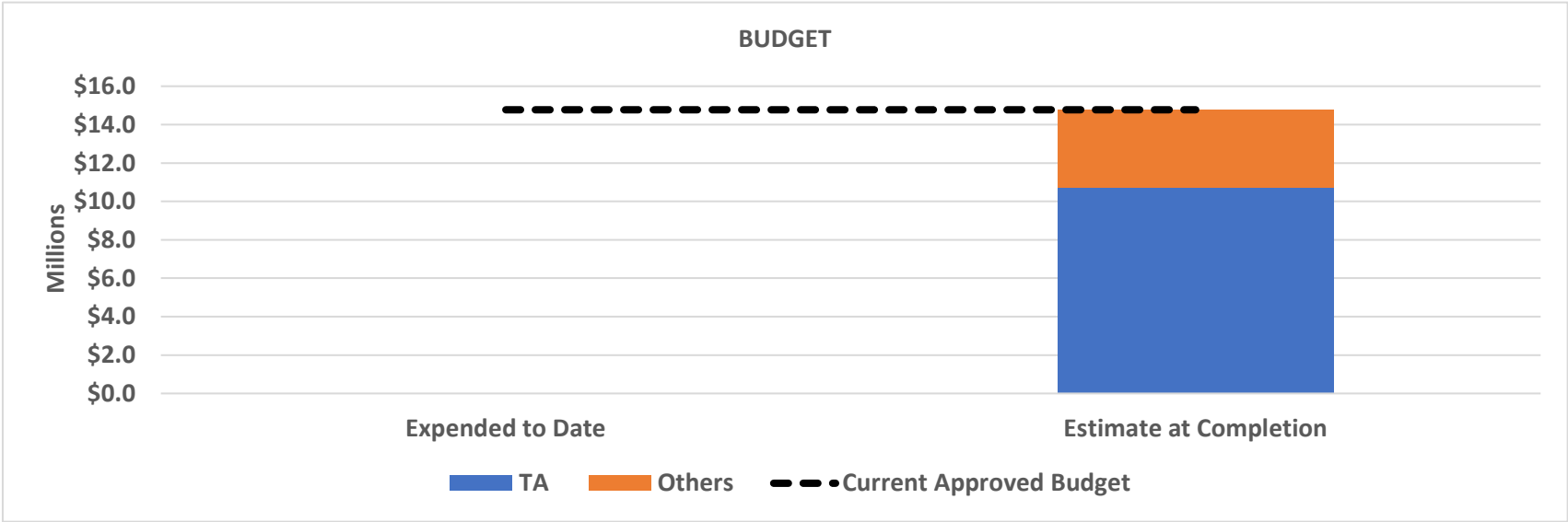
PHASE OVERVIEW:
Construction of US 101/ University Avenue interchange improvements inclusive of bicycle and pedestrian improvements.

STATUS OVERVIEW:			
Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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

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

STATUS SUMMARY:
A Project Study Report was approved for the Route 101/University Avenue interchange modification in December 1990. Due to the economy, the project did not progress until 1998 when it was reactivated as part of a Master Developer Agreement for the City's University Circle Redevelopment project. Since then, the project has been through several review processes and approvals with Caltrans. The project was environmentally cleared in November 2017. Caltrans approved the project in January 2020 based on the Project Report, dated October 2019. The project completed Final Project Specifications & Estimate and Right of Way in December 2022. The Funding Agreement was executed in February 2023 to initiate the construction phase. The City awarded a contract to MCM Construction, with Ghirardelli Associates to handle construction management. Construction activities began in July 2023.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,700,000	\$0	\$10,700,000	0%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$0	\$771,000	0%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$14,773,200	\$0	\$14,773,200	0%	\$11,700,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The contractor began building of the soil embankment for the bridge.
2. Installed Storm Water Protection.
3. Performed soil sediment monitoring.
4. Began drilling, excavation, and constructing of bridge piers and foundations.

FUTURE ACTIVITIES:

1. Realigning US 101 lanes to accommodate construction activities.
2. Coordinate nighttime lane closures.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

Sponsor: City of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

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

STATUS OVERVIEW:

Percent Complete:		80%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

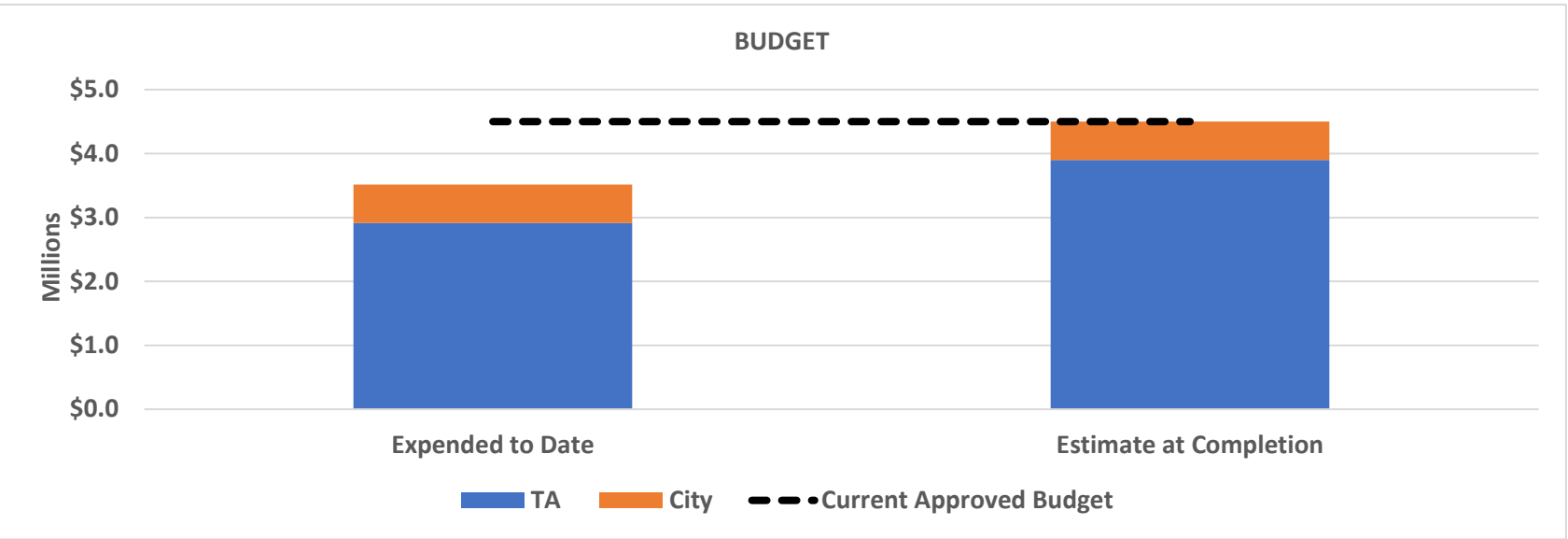
Project Approval and Environmental Document (PAED), Plans Specifications and Estimates (PS&E), and Right of Way (ROW) support to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and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

The Project will provide enhanced bicycle and pedestrian improvements on Peninsula Avenue from 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 increase safety in the vicinity of four schools.

STATUS SUMMARY:

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

The Right-of-Way (ROW) Data Sheet was completed for the project in December 2022 and the revised ROW acquisition costs are much higher than the initial estimates from 2015. In light of the increased costs, the City is exploring alternatives that do not require extensive ROW while providing similar congestion relief benefits.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,900,000	\$2,915,193	\$984,807	75%	\$3,900,000	\$0
City	\$600,000	\$600,000	\$0	100%	\$600,000	\$0
Total Project	\$4,500,000	\$3,515,193	\$984,807	78%	\$4,500,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City is exploring alternatives to minimize ROW acquisition.
2. The City started coordination for an alternatives development workshop with subject matter experts to minimize ROW acquisitions to take place next quarter.

FUTURE ACTIVITIES:

1. Alternatives development workshop with subject matter experts to develop cost effective solutions.

KEY ISSUES:

1. The updated ROW costs could add considerable delay in securing project funds. Without a viable alternative, funds for future phases will be deprogrammed.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - TA/City of San Mateo	03/18/16	06/30/18	12/31/17	Identifies TA as implementing agency and scope of work as PAED
Cooperative Agreement	01/12/17	N/A	N/A	Identifies TA as implementing agency and scope of work as PAED
MOU Amendment 1	07/11/18	06/30/20	12/31/19	Extended term of MOU
RESO (Funding)	10/01/15	N/A	N/A	Board Resolution 2015-19, programmed and allocated \$2.5M for the PAED phase
MOU - TA/City of San Mateo (PAED)	11/01/21	12/31/22	06/30/22	Identifies scope of work as PAED, funding commitments from TA and San Mateo
RESO (Funding)	12/02/21	N/A	N/A	Board Resolution 2021-33, programming and allocating \$6M in funding for PAED, PS&E, ROW Phases



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PROJECT: US 101/PRODUCE AVENUE INTERCHANGE

Project ID: 000803

Sponsor: City of South San Francisco
Implementing Agency: City of South San Francisco
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:
Complete the Project Study Report and Project Development Support (PSR-PDS) and Project Approval and Environmental Documents (PAED) phases for the redesign of the 101/Produce Interchange.

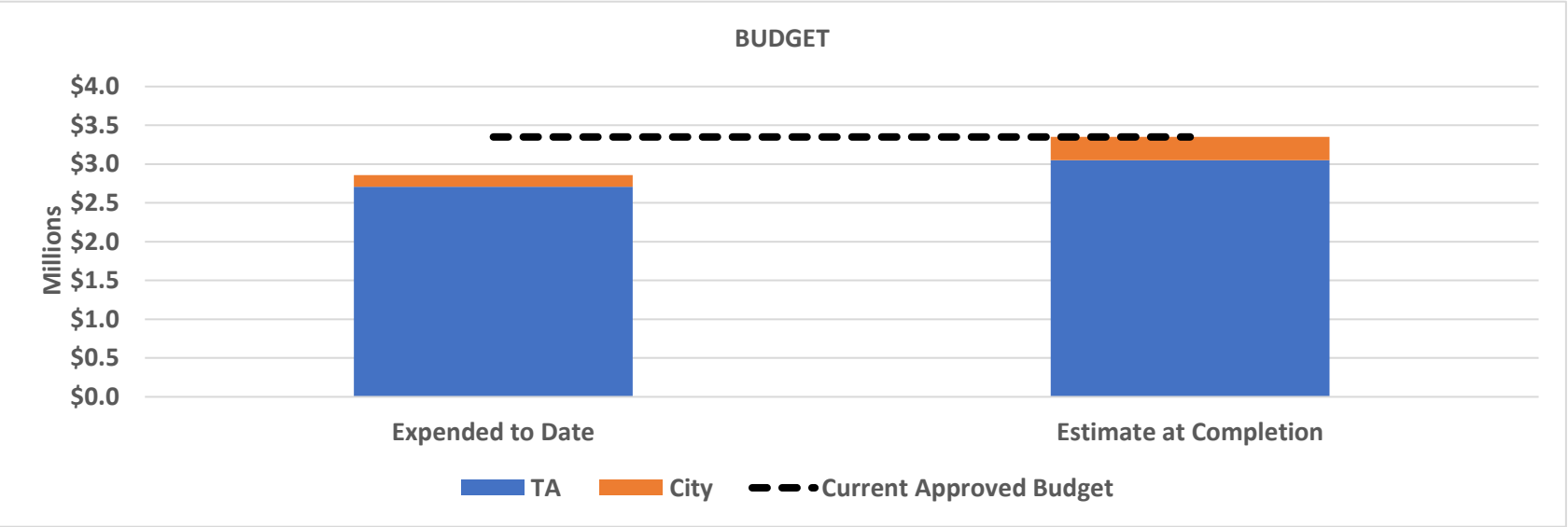
STATUS OVERVIEW:			
Percent Complete:		100%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:
Project scope is to provide the Project Approval and Environmental Document (PAED) for the construction of a new US 101 overcrossing extending from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue (referred to as the Utah Avenue extension). The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

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

STATUS SUMMARY:
The PA&ED phase was completed in February 2023. The project has since received federal, state, and TA funding.

The Plans, Specifications, and Estimates (PS&E) Phase will start once a new funding agreement has been executed to reflect the current scope of work, schedule and funding.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,050,000	\$2,708,037	\$341,963	89%	\$3,050,000	\$0
City	\$300,000	\$149,122	\$150,878	50%	\$300,000	\$0
Total Project	\$3,350,000	\$2,857,159	\$492,841	85%	\$3,350,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

None.

FUTURE ACTIVITIES:

1. Execute funding agreement for PS&E Phase.
2. Update QSR to reflect current project description and future phase of work.

KEY ISSUES:

Revised project no longer has regional significance. Project development will largely focus on local-benefits.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original Funding Agreement	07/11/16	N/A	N/A	Board Resolution 2015-19 dated October 1, 2015
Amendment 1	09/10/18	06/30/20	12/31/19	Schedule extension due to Project Management changes
Amendment 2	12/30/19	06/30/21	12/31/20	Schedule extension requested for ROW Support
Amendment 3	12/08/20	06/30/22	04/30/22	Schedule extension and funds addition by Sponsor
Amendment 4	12/23/22	06/30/23	04/30/23	Schedule extension and funds addition by Sponsor



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

Project ID: 000805

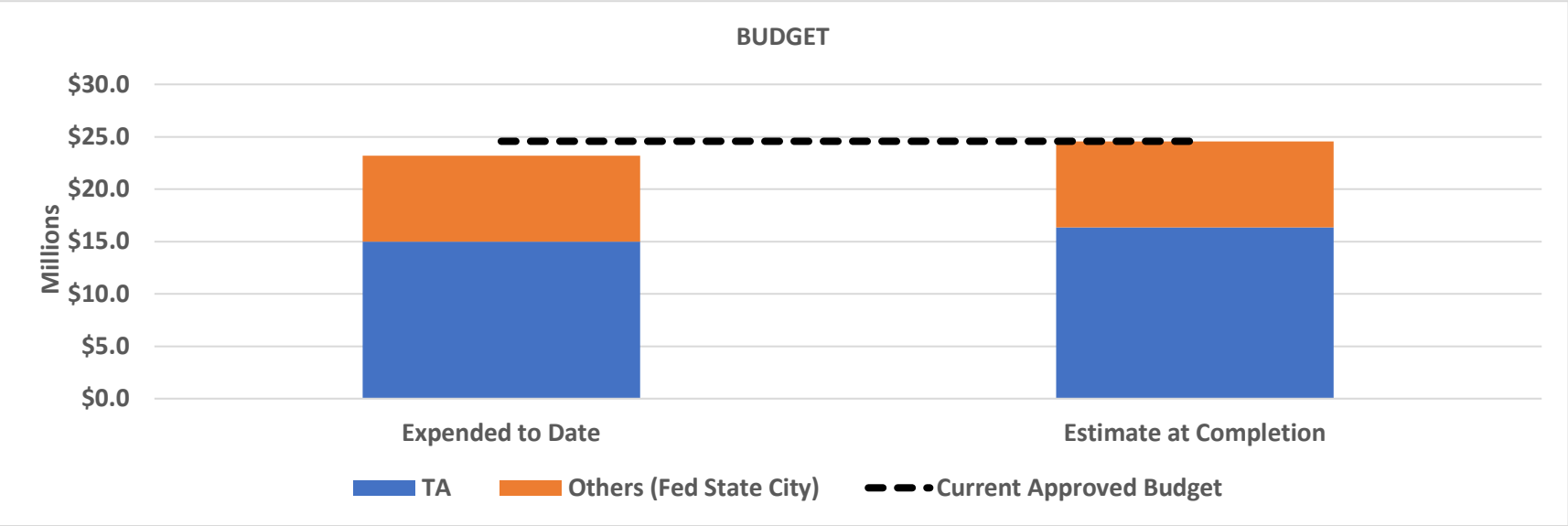
Sponsor: City of San Mateo
Implementing Agency: City of San Mateo, Caltrans
SMCTA Role: Funding Agency
Current Phase: Landscaping Construction (Activity 16)
Future Funded Phases: None

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

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

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

STATUS SUMMARY:
Caltrans Headquarters approved the Project Approval and Environmental Document and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans Right-of-Way. City of San Mateo has completed the design for highway landscaping and irrigation improvements and is expected to advertise for construction in spring 2024 with estimated construction starting in summer 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$16,356,650	\$14,973,103	\$1,383,547	92%	\$16,356,650	\$0
Federal	\$1,980,000	\$1,980,000	\$0	100%	\$1,980,000	\$0
State	\$5,050,000	\$5,047,826	\$2,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,182,464	\$1,385,721	94%	\$17,538,185	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	07/01/14	07/01/15	07/01/14	01/30/16	07/01/14	05/16/16
Construction	04/17/17	12/05/17	04/17/17	08/31/18	04/17/17	08/31/18
Construction (Landscaping)	09/01/19	07/30/20	09/01/19	06/30/21	09/01/19	08/31/24

PROGRESS THIS QUARTER:

1. Right-of-Way Certification for highway landscaping and irrigation improvements complete and submitted to Caltrans.

FUTURE ACTIVITIES:

1. Caltrans to review and issue encroachment permit by February 2024.
2. City to advertise highway landscaping for construction by Spring 2024.
3. Construct highway landscaping in Summer 2024 (est.).

KEY ISSUES:

None

AGREEMENT HISTORY:

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



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

Project ID: 000823

Sponsor: City of Half Moon Bay
Implementing Agency: City of Half Moon Bay
SMCTA Role: Funding Agency
Current Phase: Construction (Activity 16)
Future Funded Phases: None

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

STATUS OVERVIEW:			
Percent Complete:		20%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

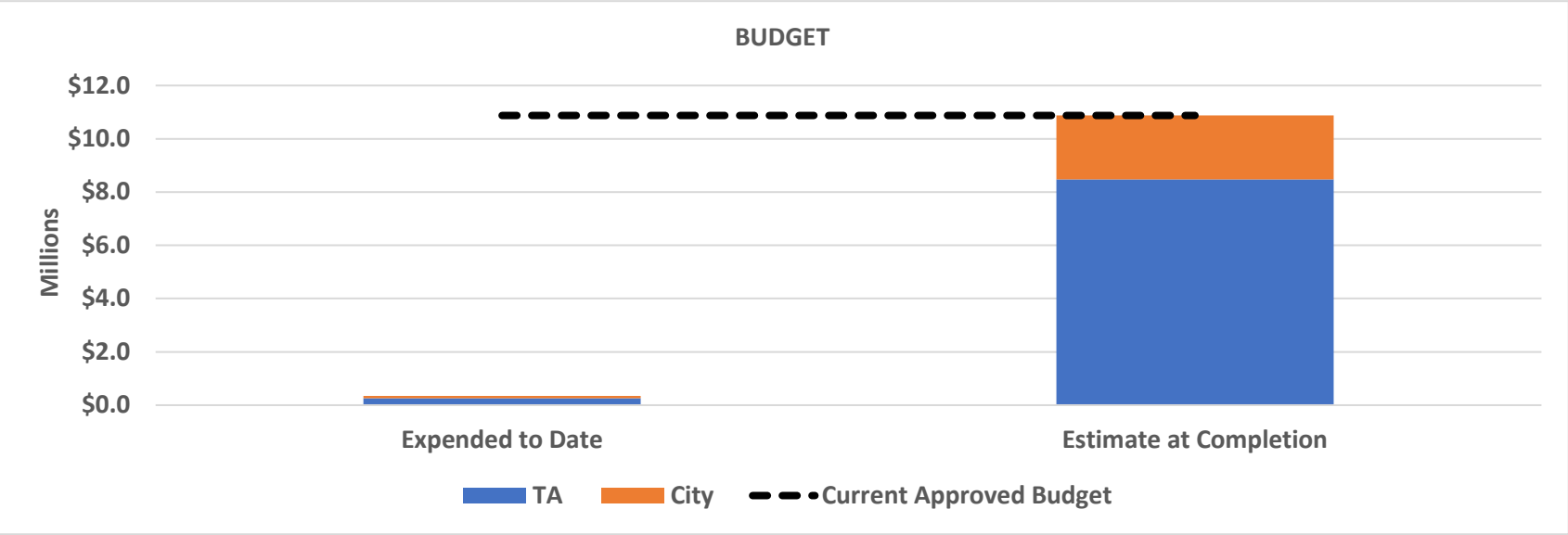
PROJECT DESCRIPTION:
Project will widen Highway 1 (SR 1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will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

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

STATUS SUMMARY:
The City is re-designing the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence on an aerial easement at Beachwood property. The City is applying for design exception to move the Class I path closer to the Highway 1 to avoid relocating 4 out of 7 utility poles which carry electric power lines and communication lines. All other utilities including the main gas lines, the water lines and hydrants have been relocated. The temporary construction easement at Andreotti farms has been executed for a period of 3 years. Riparian plans as mitigation for the biological impacts (willows) have been completed and submitted to the City’s Planning Department. The Water Quality Control Board was contacted and informed of the project in the event any additional permit is required.

The City has paid for and executed the temporary construction easement needed for the Terrace Avenue interchange construction. The City has also completed the construction for the relocation of two fire hydrants. AT&T has submitted a proposed relocation plan for their utility box location on Frontage Rd. The City’s biological consultant (SWCA) has completed the plans for the riparian mitigation sites at the City’s Corporation Yard adjacent to Pilarcitos Creek.

The City presented the project update to the Planning Commission per the Coast Development Permit as required by the conditions of the CDP and received positive feedback to proceed. Once the utility relocations are completed, Caltrans will issue the final encroachment permit and the City will be able to advertise the project for construction.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,475,000	\$264,316	\$8,210,684	3%	\$8,475,000	\$0
City	\$2,400,000	\$82,826	\$2,317,174	3%	\$2,400,000	\$0
Total Project	\$10,875,000	\$347,142	\$10,527,858	3%	\$10,875,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Utility Relocations	08/01/22	06/30/23	09/01/22	06/30/23	09/01/22	12/30/23
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	12/30/23
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	05/01/20	12/30/23
Advertise/Award Construction	07/01/23	07/30/23	09/01/23	09/30/23	04/01/24	06/30/24
Construction	09/01/23	09/30/25	11/01/23	11/30/25	08/01/24	06/30/26

PROGRESS THIS QUARTER:

1. Presented the project update to the Planning Commission per the Coast Development Permit and received positive feedback to proceed.
2. Redesigning the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence for aerial easement at Beachwood property. The City is applying for design exception to move the Class I ath closer to the Highway 1 to avoid relocation of 4 out of 7 utility poles which carry electric power lines and communication lines.
3. Coordinating with the upcoming Caltrans SHOPP project for Highway 1 to avoid duplicate efforts. The City provided its plans and met with the Caltrans representative to review improvements and schedule for coordination.
4. Coordinating with California Water Quality Control Board for a Water Discharge permit.
5. Prepared a new landscape plan to incorporate ultra-low water needing native plants and increase decomposed granite areas as hardscape.

FUTURE ACTIVITIES:

1. Complete redesign the Class 1 path on the east side of Highway 1 to avoid four utility poles and get Caltrans approval.
2. Work with PG&E to redesign the poles relocation and relocate the three remaining pole.
3. Obtain Caltrans encroachment permit.
4. Obtain Wastewater Discharge Permit from CA Water Quality Control Board.
5. Complete utility relocations and notify Caltrans.
6. Obtain Caltrans approval of final construction plans.

KEY ISSUES:

None

AGREEMENT HISTORY:

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



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PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

Sponsor: C/CAG, SMCTA, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: PS&E (Activity 13)

PHASE OVERVIEW:

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

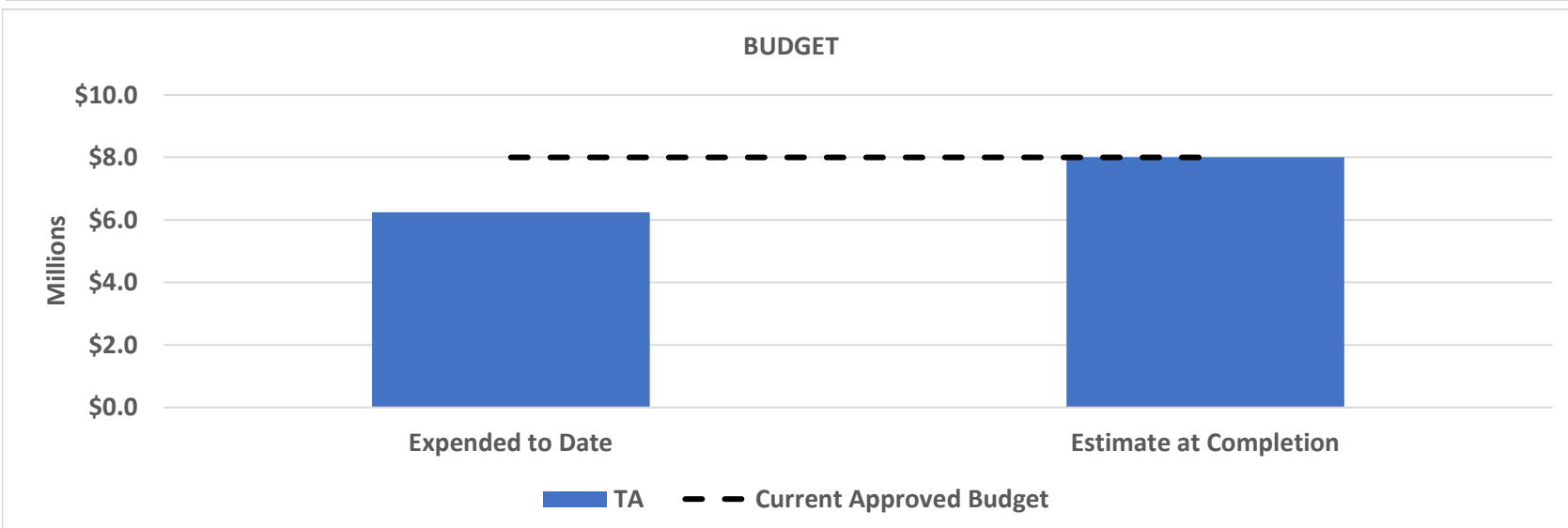
The Project Approval and Environmental Document phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange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

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

STATUS SUMMARY:

The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have been finalized or are awaiting Caltrans final approval. Tasks such as topographic surveying, traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. Caltrans also recently added further traffic analysis, and a new requirement of safety assessment of the corridor.

The project team recently completed the value engineering analysis with subject matter experts and is reviewing a draft report. Currently evaluating traffic data for each of the on-ramps along the study corridor to document any nonstandard design features. The team is continuing coordination with the City of South San Francisco regarding proposed project improvements within the City limits as well as any potential modifications to development projects along Dubuque Ave. The project team had two focus meetings with Union Pacific Railroad potential modifications to overhead crossings at two locations.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$8,000,000	\$6,242,267	\$1,757,733	78%	\$8,000,000	\$0
Total Project	\$8,000,000	\$6,242,267	\$1,757,733	78%	\$8,000,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Completed a 5-day Value Analysis workshop in December.
2. Finalized the geometric approval drawing (GAD) and signage tolling exhibits with Caltrans.
3. Prepared the draft Bayshore off ramp analysis memo for project team review.
4. Updated the Advance Planning Study (APS) structure plans for the SSF OH and Sierra Point OH as part of ongoing coordination with UPRR and Caltrain.
5. Submitted the draft VMT memo for project team review and input.
6. Continued the Highway Safety Manual (HSM) qualitative analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert.
7. Continued to update the tolling concepts based on the revised GADs for Alt 1 – Lane Add and Alt 2 – Lane Convert.
8. Continued coordination with developers in City of SSF along Dubuque Avenue. Began to evaluate right of way needs from private properties along Dubuque Avenue.
9. Received 2030 and 2050 traffic forecast comments from Caltrans and continue to work on responses.
10. Submitted 2030 and 2050 VISSIM models to Caltrans for their review.
11. Summarized HOV data for opening year 2030 and 2050 conditions.
12. Completed local intersections analysis for existing conditions and 2030.
13. Continued to update the visual simulations that will be part of the Visual Impact Assessment (VIA) Report.

FUTURE ACTIVITIES:

1. Prepare the Design Exception Matrix for the Draft Project Report.
2. Final Caltrans approval of the Noise Report, Air Quality Analysis Report and Energy Reports.
3. Submit Vehicle Miles Traveled (VMT) Project Analysis Memo to Caltrans.
4. Submit the Visual Impact Assessment (VIA) Report.
5. Refine the Traffic Operational Analysis Report.
6. Obtain Union Pacific Railroad (UPRR) input on the proposed bridge widenings.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: PS&E and ROW (Activity 13 & 14)
Future Funded Phases: Construction (Activity 16)

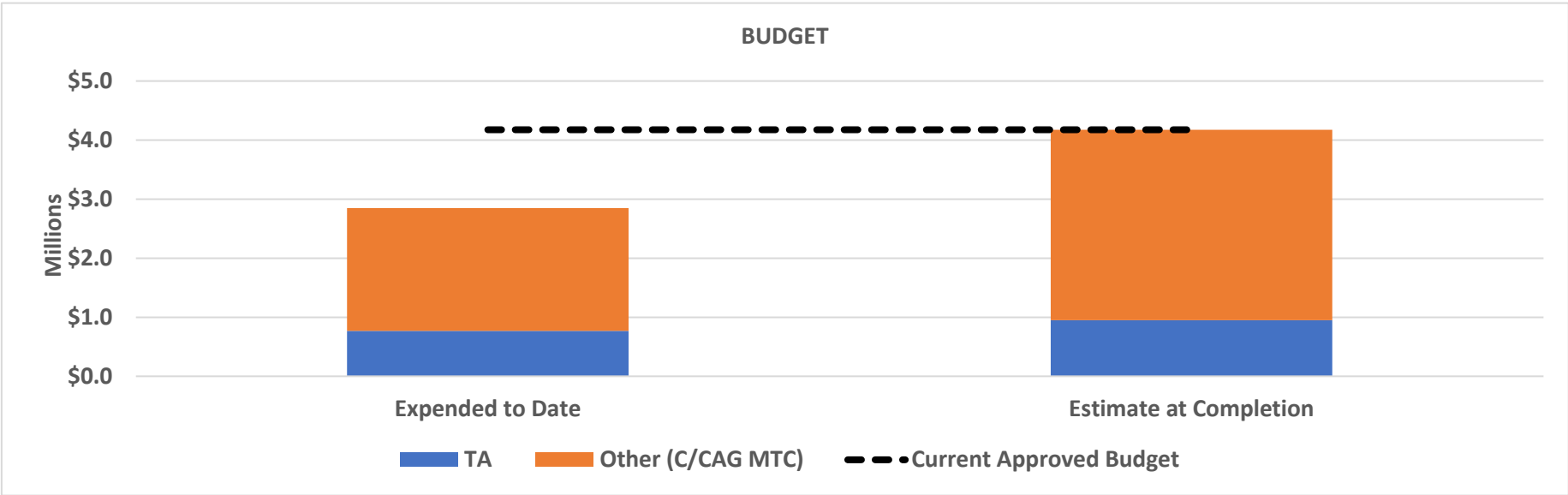
PHASE OVERVIEW:
Plans, Estimates and Specifications (PS&E) and Right of Way (ROW) for US 101/State Route 92 Interchange Area Improvements

STATUS OVERVIEW:			
Percent Complete:		62%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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

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

STATUS SUMMARY:
The Project Study Report - Project Development Support was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021; the Plans, Specifications & Estimates phase in December 2023; and will serve as implementing agency for the construction phase. Construction activities are anticipated to begin in summer 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$950,000	\$771,376	\$178,625	81%	\$950,000	\$0
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$2,076,964	\$1,123,036	65%	\$3,200,000	\$0
MTC (Regional Measure 3)	\$25,000	\$0	\$25,000	0%	\$25,000	\$0
Total Project	\$4,175,000	\$2,848,340	\$1,326,661	68%	\$4,175,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	12/15/23
ROW	05/01/22	05/01/24	05/01/22	05/01/24	05/01/22	05/01/24

PROGRESS THIS QUARTER:

1. Finalized the 100% PS&E package.
2. Circulated the cooperative agreement for the construction phase.
3. Programmed and allocated ~\$22 million TA Measure A funds for the construction phase.

FUTURE ACTIVITIES:

1. Achieve Ready to List status.
2. Finalize ROW Certification.
3. Submit allocation request to MTC for Regional Measure 3 funding for construction.
4. Update and amend the MOU with C/CAG to reflect the latest funding details for construction.

KEY ISSUES:

1. There are potential cost and schedule impacts due to design needed for new advanced signage related to the proposed ramp metering. The PS&E package for this component is anticipated to be ready by the end of Spring 2024 so that it can be included with the project advertisement as an addendum.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency per TA Resolution No. 2021-33 dated 12/02/21 for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds



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PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

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

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

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

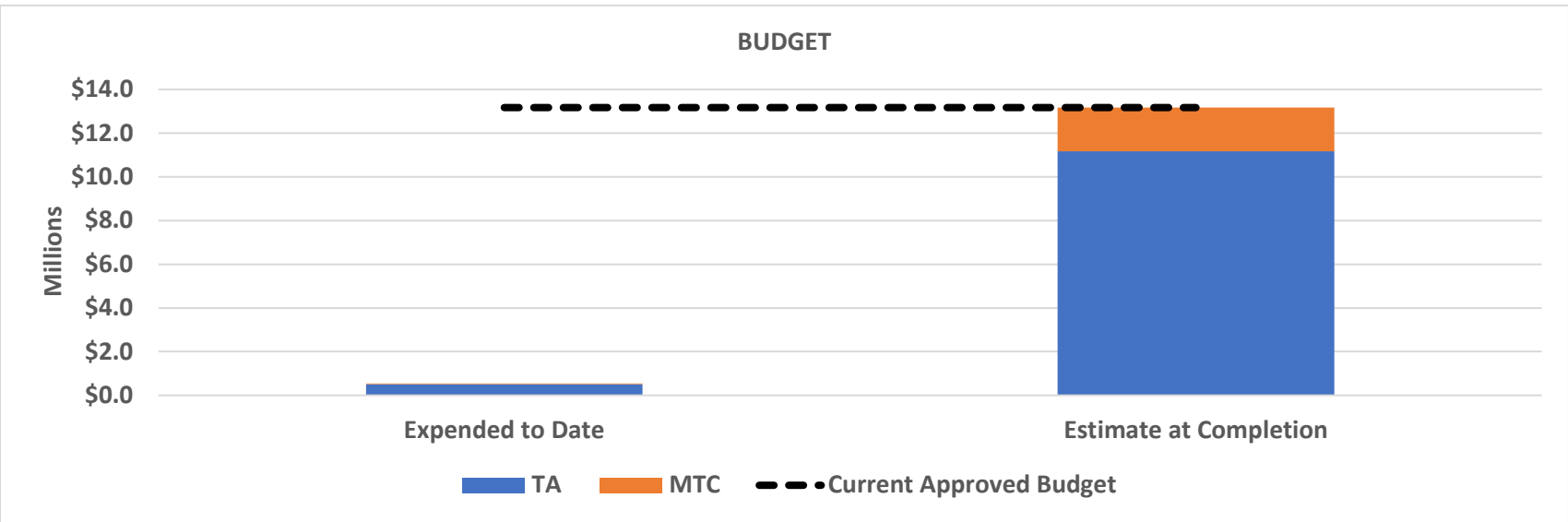
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. The TA Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work. These advanced PAED studies were completed in 2021. The PAED phase commenced in August 2023 with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The project team are conducting data collection and preparing for the environmental scoping period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$512,780	\$10,657,996	5%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$32,295	\$1,967,705	2%	\$2,000,000	\$0
Total Project	\$13,170,776	\$545,074	\$12,625,702	4%	\$13,170,776	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Conducted field traffic data collection.
2. Developed design basemap for geometric refinement.
3. Initiated development of traffic model.
4. Drafted the public participation plan.

FUTURE ACTIVITIES:

1. Refine alternatives to identify impacts and nonstandard features.
2. Finalize the public participation plan.
3. Complete the traffic data collection effort.
4. Prepare for public scoping meeting.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

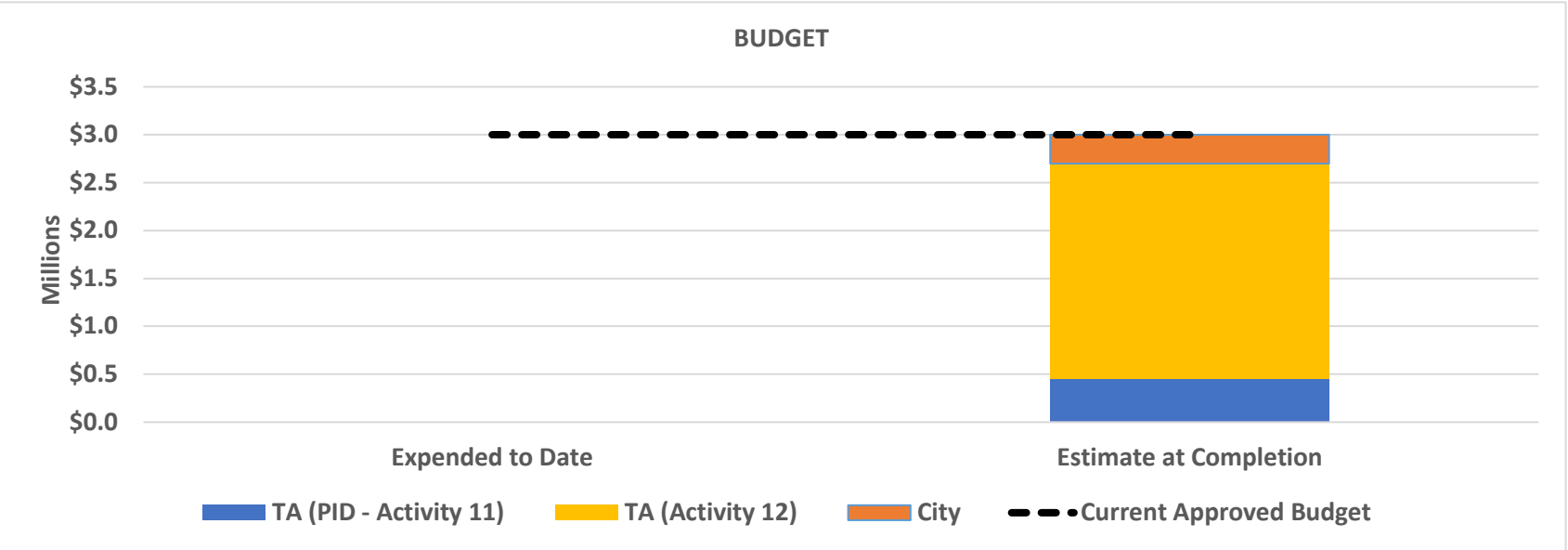
Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PAED (Activity 12)
Future Funding Phases:

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

STATUS OVERVIEW:			
Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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

STATUS SUMMARY:
The project kickoff for the PID phase was held on 8/19/2022 and the PID phase was approved in July 2023.
The PAED phase of the project has begun and will be completed by July 2025. The kick-off meeting for the PAED phase was held on 8/21/23. Two build alternatives have been identified. Additional public meetings will be scheduled as part of the environmental process.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA (PID - Activity 11)	\$450,000	\$0	\$450,000	0%	\$450,000	\$0
TA (PAED - Activity 12)	\$2,250,000	\$0	\$2,250,000	0%	\$2,250,000	\$0
City	\$300,000	\$0	\$300,000	0%	\$300,000	\$0
Total Project	\$3,000,000	\$0	\$3,000,000	0%	\$3,000,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	04/15/23
PAED	12/31/22	06/30/24	04/01/23	08/30/24	03/01/23	05/30/26

PROGRESS THIS QUARTER:

1. Analyzed the traffic counts.
2. Continued working on the design alternatives, including effects on parking and the bridge width.
3. Continued work on environmental studies.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Update the PAED Schedule.
3. Continue working on the environmental studies.
4. Schedule a PDT meeting with Caltrans.
5. Conduct traffic counts and refine traffic studies.
6. Begin the engineering studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: DUMBARTON ROADWAY IMPROVEMENTS

Project ID: 100662

Sponsors: C/CAG & County of San Mateo

Implementing Agency: C/CAG

SMCTA Role: Funding Agency

Current Phase: Pre-PID (Activity 11)

Future Funded Phases: PID (Activity 11)

PHASE OVERVIEW:

Technical analysis to inform the Project Initiation Document (PID) for improved connectivity between the US 101 Express Lanes and the Dumbarton Bridge.

STATUS OVERVIEW:			
Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

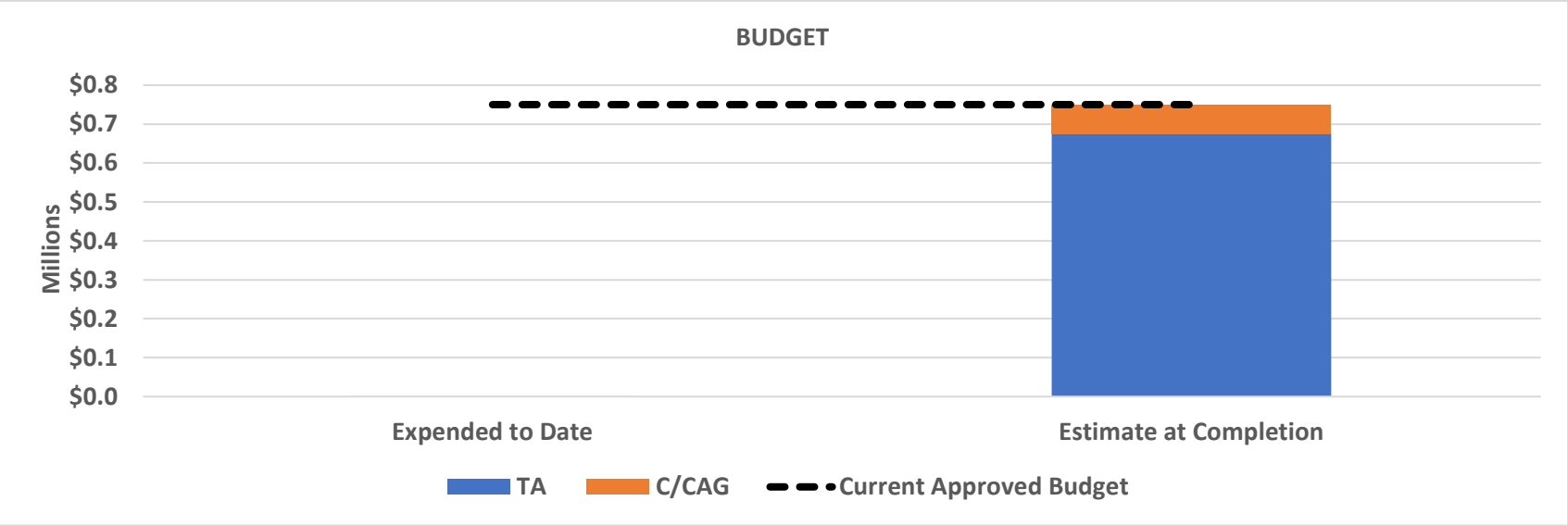
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG is proceeding with work towards the pre-Project Initiation Document (PID) phase. This phase will involve convening a project stakeholder group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. The project will also conduct public outreach as needed/appropriate. Progress towards the pre-PID phase is delayed due to ongoing coordination needed amongst the various stakeholders. This delay has pushed the anticipated schedule for PID phase work beyond the timely use of funds guidelines, rendering the budget and funding at risk. In December 2024, the TA Board deprogrammed and deallocated \$3.825 million of funding that was relinquished by C/CAG for the PID phase due to untimely use of funds. If no further progress is made with the pre-PID phase, the remainder of funds may also be deprogrammed and TA staff will coordinate with the San Mateo County Economic Development Association (SAMCEDA) to ensure local match funds will be reappropriated to other work in the City.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$675,000	\$306	\$674,694	0%	\$675,000	\$0
C/CAG	\$75,000	\$0	\$75,000	0%	\$75,000	0%
Total Project	\$750,000	\$306	\$749,694	0%	\$750,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Pre-PID	09/01/22	02/01/24	04/01/23	01/01/24	11/01/23	12/31/24

PROGRESS THIS QUARTER:

1. Continued preparation of Request for Proposals (RFP).
2. The TA Board approved the deprogramming of \$3.825 million in funds relinquished by C/CAG for the Project Initiation phase.

FUTURE ACTIVITIES:

1. Assess Project schedule to determine whether it can meet programming requirements and Project scope relative to MTC's Dumbarton Forward improvements. Consider deprogramming until the improvements have been completed and corridor performance reassessed.

KEY ISSUES:

Coordination among the stakeholders and staff capacity continues to be a constraint for project delivery.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA - CCAG/TA	05/16/22	06/30/24	02/28/24	Board Resolution No. 2021-33 dated 12/02/21 - Establishes C/CAG as the implementing agency
Request for Extension	10/10/22	N/A	02/28/24	Extension of the project commencement to April 2023 due to extensive interagency coordination efforts needed



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PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo, Caltrans
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PID (Activity 11)
Future Funded Phases: PAED (Activity 12)

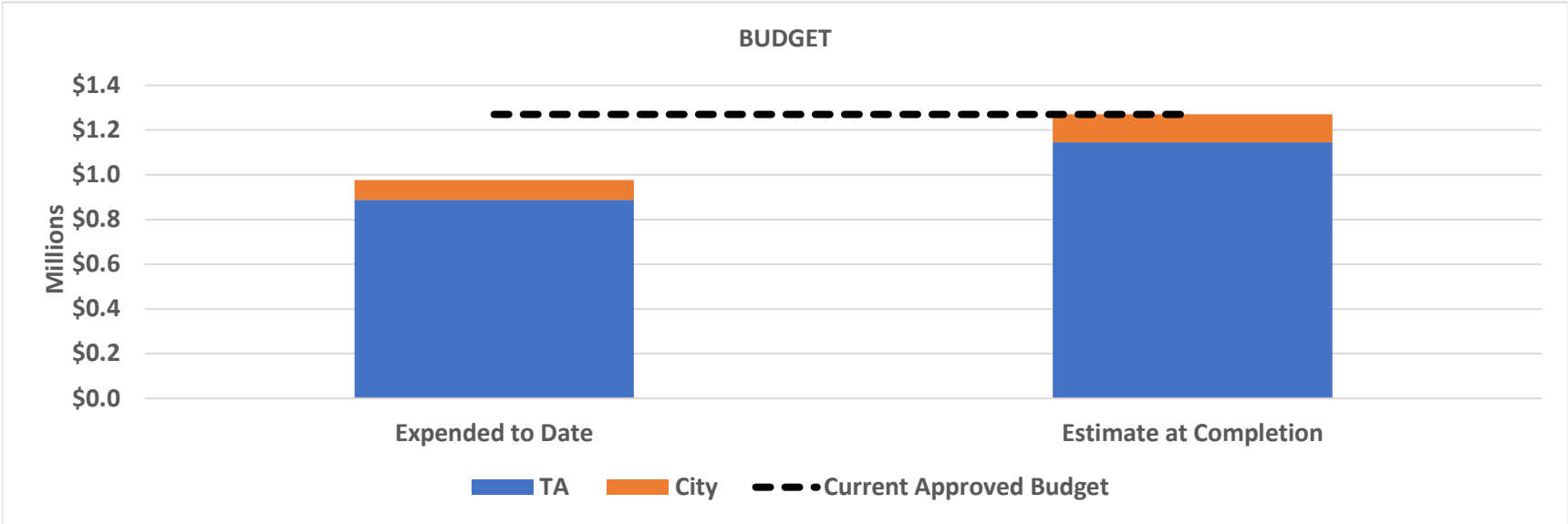
PHASE OVERVIEW:
Project Initiation Document (PID) phase of congestion and safety improvements on SR 1 between 16th Street and Cypress Avenue.

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

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

STATUS SUMMARY:
The project is being coordinated with the County of San Mateo and Caltrans with the TA serving as the implementing agency. The final Preliminary Project Study (PPS) report was completed. The PID phase of the project was initiated in August 2022 and is anticipated to complete by the end of March 2024. Three build alternatives were identified and the PSR-PDS identifies the types of environmental documents needed to advance the project to the environmental study phase. A community meeting was held on September 19, 2023 to review concept alternatives and obtain feedback on the study and recommendations. In addition to direct interaction with the public at the community meeting, the project team developed a website to post announcements for the public meeting, provide all materials shown at the meeting (power point presentations, information panels, and videos), and post the project deliverables. The project team presented the summary of comments obtained at the community meeting to the Midcoast Community Council on October 11, 2023.

The first draft of the PSR-PDS was submitted to Caltrans in June 2023 and comments were received in August 2023. The second and third drafts of the PSR-PDS were submitted to Caltrans during fall of 2023. The fourth PSR-PDS draft has been prepared and submitted to Caltrans.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,145,000	\$887,238	\$257,762	77%	\$1,144,999	\$0
City	\$125,000	\$88,565	\$36,435	71%	\$124,999	\$0
Total Project	\$1,270,000	\$975,803	\$294,197	77%	\$1,269,999	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	01/28/23	08/22/22	11/28/23	08/22/22	03/31/24

PROGRESS THIS QUARTER:

1. Continued draft utility maps and right of way mapping.
2. Coordinated and attended meetings with the team and stakeholders.
3. Addressed Caltrans comments/resubmitted the TEPA memo.
4. Continued the alternatives development.

FUTURE ACTIVITIES:

1. Continue working on the PSR-PDS and addressing Caltrans comments.
2. Continue working on the TEPA and addressing Caltrans comments.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO (PID funding)	12/02/21			Board Resolution 2021-33
Cooperative Agreement	06/28/22	N/A	N/A	Establishes TA as sponsor and implementing agency for PID
MOU TA/County of San Mateo	06/22/22	06/30/24	03/31/24	Provide project initiation document (PID)
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension requested from sponsor
RESO (PAED funding)	12/07/23			Board Resolution 2023-33



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PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma, City of South San Francisco, Caltrans
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phases: PID (Activity 11)
Future Funded Phases: PAED (Activity 12)

PHASE OVERVIEW:

Project Study Report-Project Development Support (PSR-PDS) for bicycle and pedestrian improvements along El Camino Real (ECR).

STATUS OVERVIEW:

Percent Complete:		20%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

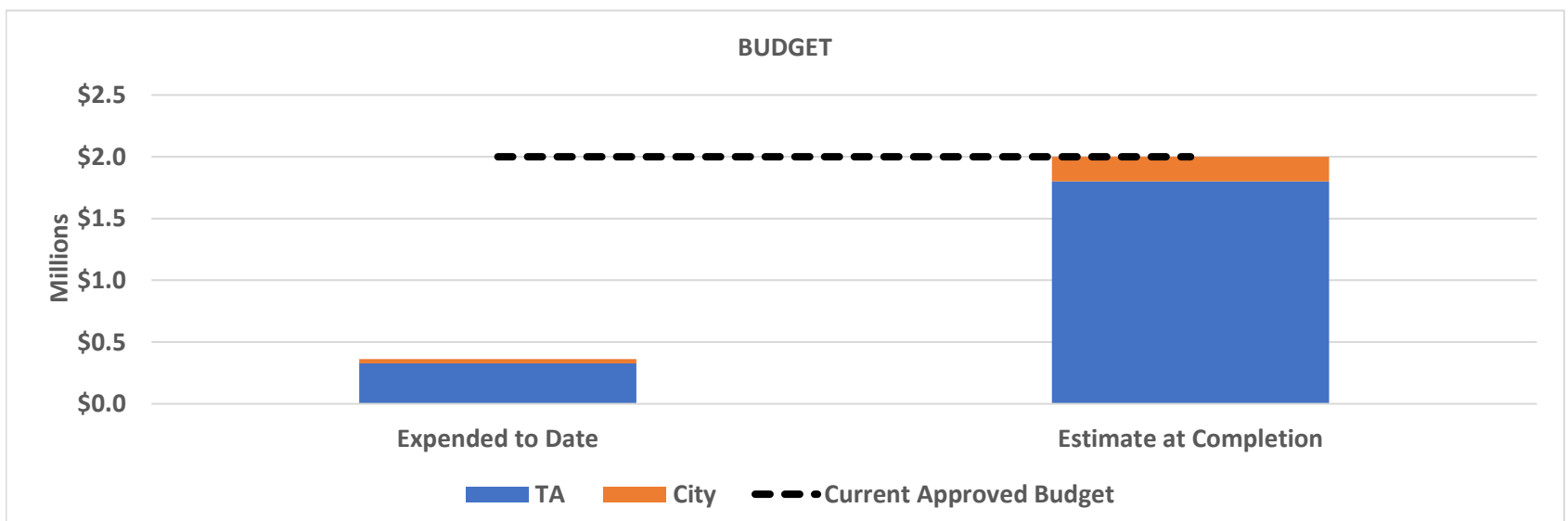
PROJECT DESCRIPTION:

The Project is to develop a Project Study Report-Project Development Support (PSR-PDS) for El Camino Real within the Town of Colma between Albert M Teglia Boulevard at the northerly end, and Arlington Drive at the southerly end. The PSR-PDS will serve as the Project Initiation Document (PID) for this Project. The PID identifies the Project need and purpose, stakeholder inputs, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, and potential funding sources. The PSR-PDS will also identify the type of environmental documents to be prepared to move into the Project Approval and Environmental Document (PAED) phase.

STATUS SUMMARY:

On February 1, 2023, the Town of Colma released a Request for Proposals (RFP) and procured a consultant to start the project work. The professional services agreement was executed between the Town and the consultant on March 30, 2023. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA has approved extending the project limits in the PSR-PDS phase.

The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment "C", the project schedule has been adjusted, setting the new completion date for the PSR-PDS phase in September 2023. The project team developed an Alternative 2 to explore the feasibility of keeping the existing three travel lanes in Segment A by narrowing the existing 28'-wide median. Both alternatives were submitted to project stakeholders for input.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,800,000	\$326,579	\$1,473,421	18%	\$1,800,000	\$0
City	\$200,000	\$35,080	\$164,920	18%	\$200,000	\$0
Total Project	\$2,000,000	\$361,659	\$1,638,341	18%	\$2,000,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The project limits and Purpose & Need have been updated to include the new Segment C.
2. Continued utility base mapping and data collection for all three segments.
3. Developed geometrics (Alt 1 & Alt 2) for the project.
4. Continued preparing the Preliminary Environmental Analysis Report (PEAR) and the Traffic Engineering Performance Assessment (TEPA).
5. Incorporated Town's comments into Independent Cost Estimate (ICE) report.

FUTURE ACTIVITIES:

1. Complete utility base mapping and data collection including Segment C.
2. Complete draft alternative geometrics for both the alternatives.
3. Complete PEAR and TEPA reports and submit for stakeholder reviews.

KEY ISSUES:

None

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Funding Agreement	TBD	TBD	TBD	Board Resolution 2023-26 dated December 7, 2023



CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

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Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	Grade Separation - 25th Avenue (San Mateo)	43	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	45	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	47	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	49	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	51	●	●	●	●	●	●



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (was 25TH AVE GS) Project ID: 000812

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

PHASE OVERVIEW:
The project is in the Construction phase (Activity 16)

STATUS OVERVIEW:			
Percent Complete:		12%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located between 10th and 14th avenues, accessed from 9th Ave., approximately 1,000 feet in length and have a single switch. The project will also involve the construction of an access road from 9th Ave. to 14th Ave., a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new electrical and water service.

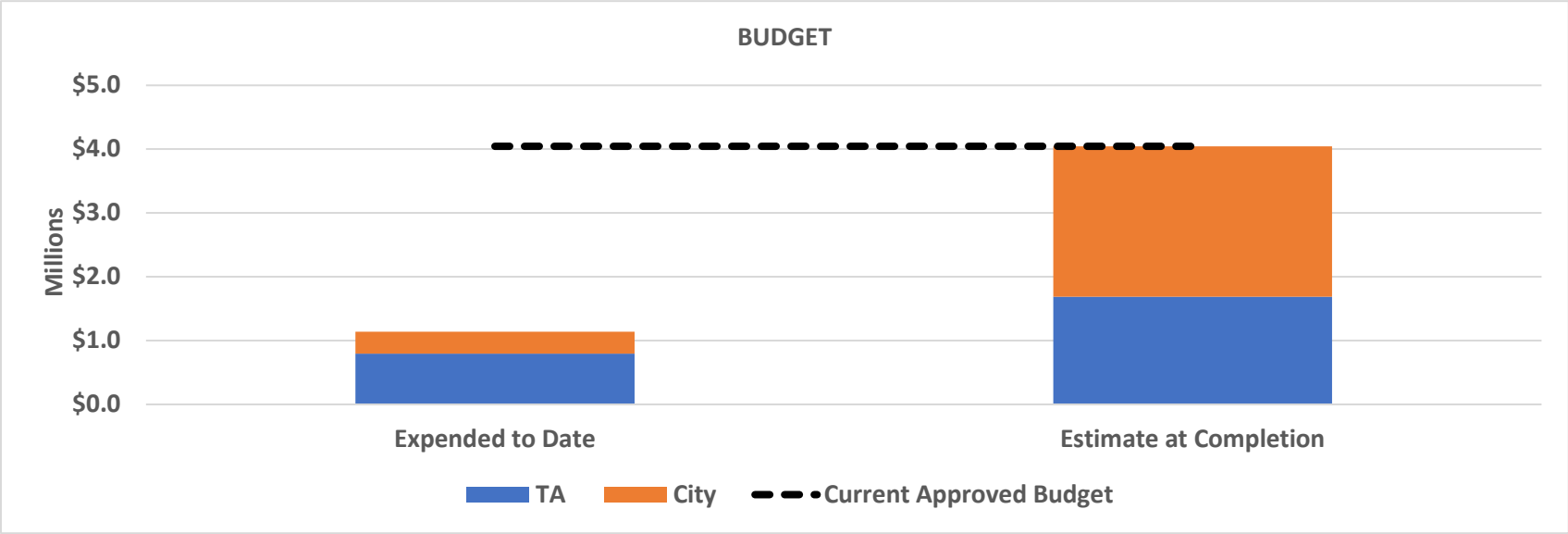
Electrification and Rail Signal scope are not part of the base funding plan. Supplemental funding will be needed to implement these systems on the replacement parking track.

STATUS SUMMARY:
The construction contract has been awarded by the JPB Board to Stacy and Witbeck, Inc. Anticipating issuing a limited notice to proceed (LNTP) to begin the contractual administrative period activities in January 2024 with full NTP in March 2024. Construction is scheduled to be substantially complete by March 2025. Contract contains incentives to complete the work up to 90 days early.

Coordination with the City of San Mateo to acquire tree removal permits prior to the bird nesting season is ongoing. If trees cannot be removed prior to bird nesting season, a biologist will be engaged to survey trees for nests prior to any tree removal. JPB will continue to work with the City of San Mateo on replacement trees or to fund trees to be placed elsewhere in the City.

Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The project went to the Management Committee in November 2023 to discuss the transfer of \$1.5M in remaining 25th Ave project funds to this project. Caltrain requested an amendment of the SMCTA to the grant term for the funds and to approve use of the funds.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,690,478	\$795,332	\$895,146	47%	\$1,690,478	\$0
City	\$2,354,522	\$344,694	\$2,009,828	15%	\$2,354,522	\$0
Total	\$4,045,000	\$1,140,025	\$2,904,975	28%	\$4,045,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	03/01/24	03/31/25	03/01/24	03/31/25

PROGRESS THIS QUARTER:

1. Received bids, performed reference checks and determined lowest responsible bidder for Construction to be Stacy and Witbeck, Inc.
2. Developed and finalized board documents and acquired JPB Board approval to award of Construction Contract to Stacy and Witbeck, Inc.
3. Worked with SMCTA to request transfer of \$1.5M in remaining funds from the 25th Ave Grade Separation project to the Parking Track project.
4. Held multiple site meetings to survey trees in order to submit tree removal permit to City of San Mateo. Site meetings included HDR, City of SM Staff and City Arborist.
5. Worked to amend HDR's contract to include additional design efforts, support during bidding and Design Support During Construction.
6. Coordinated with the City and Caltrain Gov't and Community Affairs to develop strategy for public outreach and to update the City Council and the community about start of construction.

FUTURE ACTIVITIES:

1. Execute Contract, arrange RRPL insurance and issue NTP for Construction.
2. Coordinate with environmental staff to understand requirements and complete required activities prior to start of construction.
3. Work with staff on applications for PG&E and Calwater services needed for project.
4. Continue to work with community outreach to prepare notices for construction activities.
5. Execute work directive for Construction Management Services.
6. Execute work directive for TASI RWP support during construction.

KEY ISSUES:

1. Potential impact to schedule if heritage trees cannot be removed prior to bird nesting period.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021



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PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

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

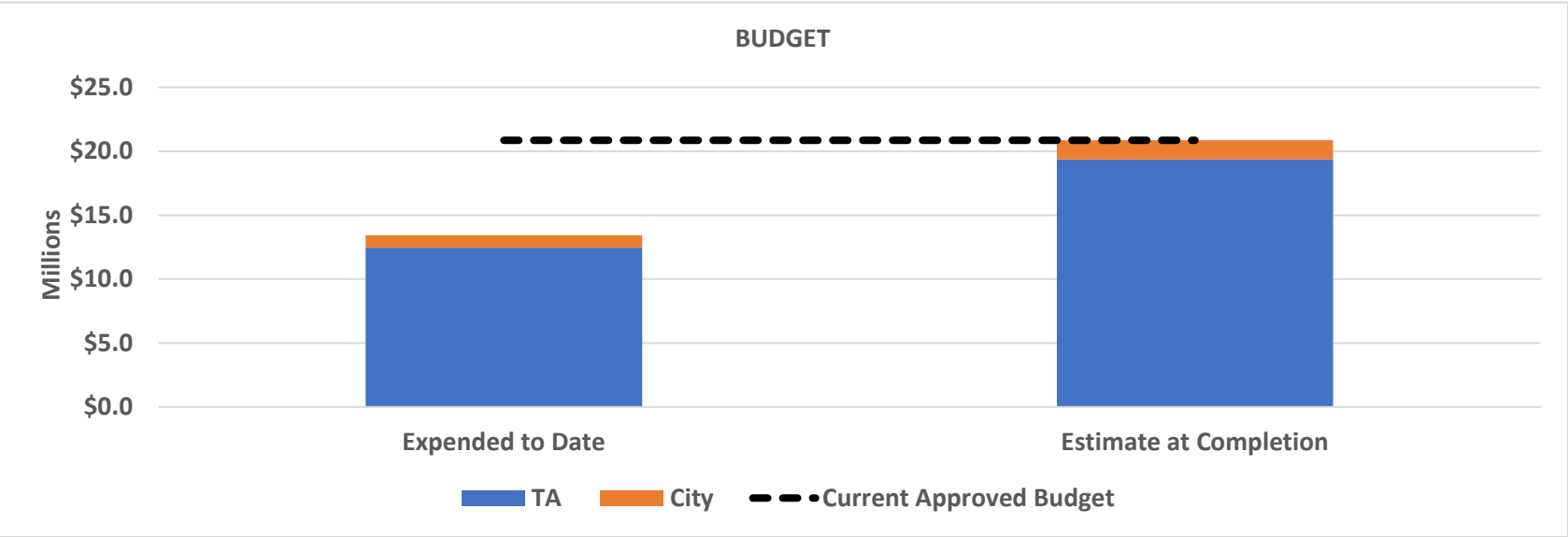
PHASE OVERVIEW:
 The project is currently in the Plans, Specifications, and Estimates (PS&E) phase (Activity 13).

STATUS OVERVIEW:

Percent Complete:		50%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

STATUS SUMMARY:
 The project has completed 65% design and has initiated 95% design for limited technical disciplines. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method. The project is currently procuring a CMGC contractor to support the advancement of the design through 95% and development of final construction documents.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$19,363,000	\$12,470,917	\$6,892,083	64%	\$19,363,000	\$0
City	\$1,500,000	\$960,212	\$539,788	64%	\$1,500,000	\$0
Total	\$20,863,000	\$13,431,130	\$7,431,870	64%	\$20,863,000	\$0

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Final Design	N/A	N/A	01/31/20	09/30/24	01/31/20	01/17/25

PROGRESS THIS QUARTER:

Received proposals for CMGC pre-construction services. Finalized review of the proposals. Received Contract Change Committee (CCC) approval for Mark Thomas request for additional services. Presented to the TA CAC and TA Board to request \$2.3 allocation for CMGC preconstruction services. PCJPB commenced negotiations for CMGC pre-construction services, continued work on property acquisitions and utility coordination, and prepared appraisal maps and preliminary title reports.

Kicked off recurring meeting with Real Estate and agreed that since project isn't fully funded at this time, JPB will hold off on talking to City and County of SF regarding acquiring parcels along California Dr. and to the TA regarding their parcels at Mike Harvey and along Carolan Ave.

FUTURE ACTIVITIES:

JPB staff anticipates concluding negotiations for CMGC pre-construction services and will seek Board approval for an award.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	N/A	N/A	TA and City of Burlingame for Project Study Phase
MOU	01/12/18	N/A	N/A	MOU between TA, City of Burlingame and PCJPB for PE/Environmental Phase
MOU	12/22/20	N/A	N/A	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU	04/15/22	N/A	N/A	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification



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PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

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

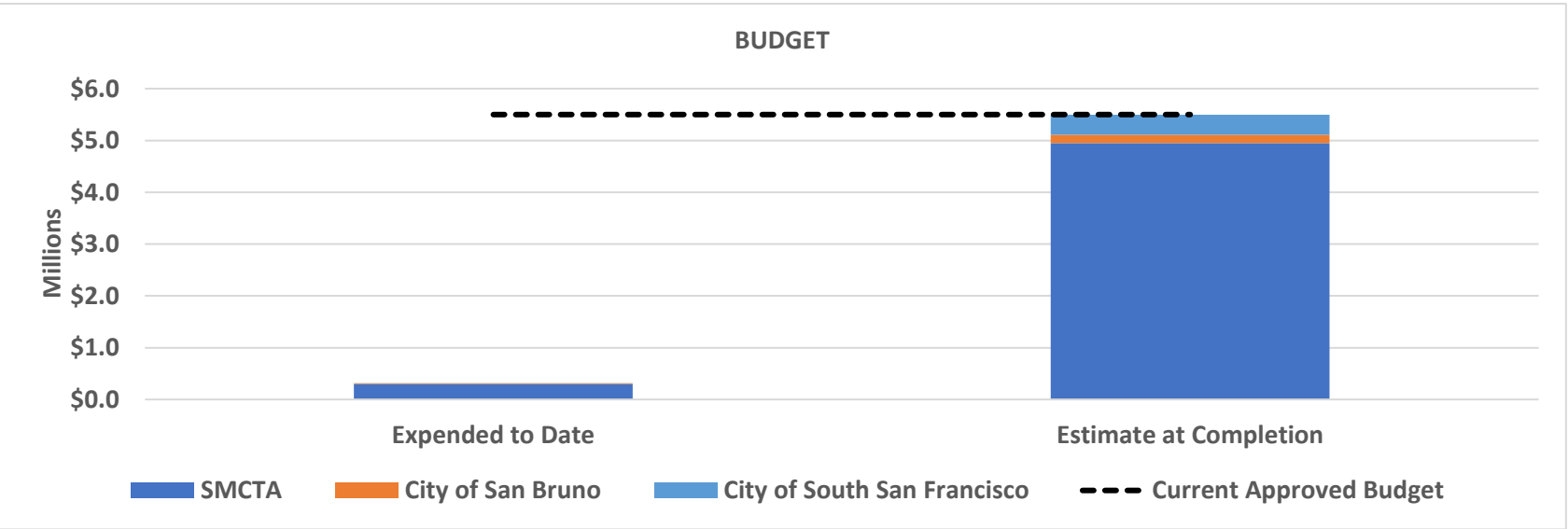
PHASE OVERVIEW:
The project is currently in the Project Approval & Environmental Document phase (Activity 12).

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

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

STATUS SUMMARY:
The project is currently conducting a value engineering (VE) phase to optimize both design and construction with the locally approved alternative (LPA). The current LPA, shows an electrified shoofly, but new proposed construction means and methods suggest using a box jacking tunnel method instead. Further engineering analysis is required to ensure that the project is not changing the LPA’s overall footprint of the project. Next, Caltrain internal staff will need to agree on construction means and methods. Staff is on track to review the draft technical documents at the beginning of February in order to obtain a final consensus recommendation from both Caltrain and City staff and to proceed to 35% design phase with the approved construction method.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$291,373	\$4,658,627	6%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$18,037	\$144,963	11%	\$163,000	\$0
City of South San Francisco	\$387,000	\$7,610	\$379,390	2%	\$387,000	\$0
Total	\$5,500,000	\$317,020	\$5,182,980	6%	\$5,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PE/Env	05/04/23	05/31/25	05/04/23	05/31/25	05/04/23	05/31/25

PROGRESS THIS QUARTER:

Continue with value engineering (VE). Discussion of the preferred PSR design alternative, referred to as the "Jacked Box, No Shoofly (JBNS)" option, continues. Continue to develop strategy for public outreach to inform the two cities and their constituents about the JBNS option and to compare it to the LPA in terms of cost, construction duration, impacts to traffic and required property acquisitions. Continue to work with RSE, which added a public outreach subconsultant to help on this effort. Continue to work with the Project team and coordinate internally with Rail Ops, Rail Planning, Safety, Environmental and Govt & Comm Affairs, prior to approaching the cities and elevating the discussion to the respective city managers and councils.

FUTURE ACTIVITIES:

Vet the JBNS option. Discuss public outreach approach with the cities. Coordinate with Southline Development project and UPRR/Granite Rock. Prepare for Alternate Project Delivery Method Analysis and Independent Cost Estimate exercise.

KEY ISSUES:

1. Close coordination with Southline Development required.
2. Close coordination with UPRR/Granite Rock Project required.

AGREEMENT HISTORY:

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



FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

Sponsor: Caltrain, City of South San Francisco

Implementing Agency: Caltrain

SMCTA Role: Funding Agency

Current Phase: Closeout (Activity 18)

Future Funded Phases: None

PHASE OVERVIEW:

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

STATUS OVERVIEW:			
Percent Complete:		95%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:

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

Key elements of the project include:

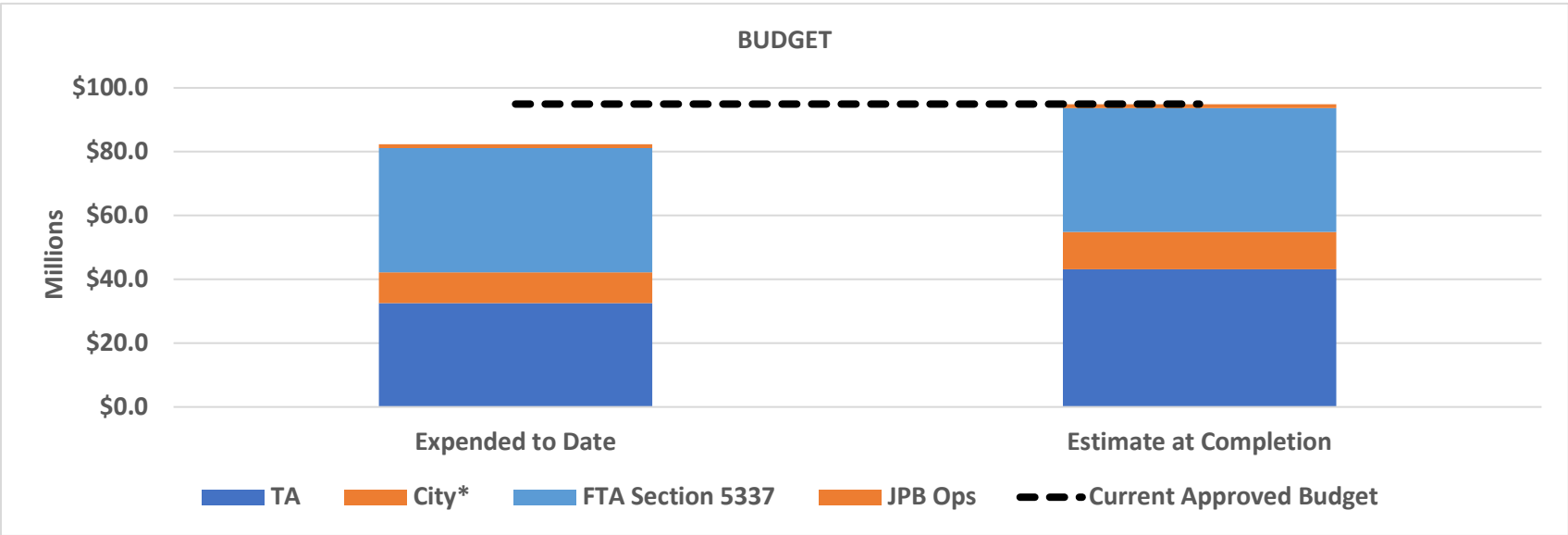
1. New center Platform.
2. New at-grade pedestrian crossing at the north end of station.
3. New pedestrian underpass at the south end of the station.
4. New pedestrian plaza area at west and east end of the pedestrian underpass.
5. Inclusion of CSSF design modifications for the west and east plaza and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

STATUS SUMMARY:

Construction phase was completed in December 2022. Currently the project is in Closeout phase and the only major items remaining are UPRR track replacement and installation of a new fire hydrant to support existing fire suppression system.

Below is the latest update on the UPRR replacement track:

- UPRR does not own the property identified in the Newhall yard track agreement.
- Alternate locations could not be identified.
- UPRR – Caltrain agreed to amend the agreement to provide a cash settlement instead of building the track.
- UPRR's \$5.17M cost estimate is from 25% plans in 2017.
- UPRR sent to JPB for review.
- JPB to review and negotiate a resolution.
- Draft amendment received from UPRR, reviewed by Caltrain Legal, sent to UPRR on 12/29/23.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$43,120,451	\$32,592,076	\$10,528,375	76%	\$43,120,451	\$0
City*	\$11,674,180	\$9,644,815	\$2,029,365	83%	\$11,674,180	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
JPB Ops	\$1,300,000	\$1,300,000	\$0	100%	\$1,300,000	\$0
Total	\$94,922,230	\$82,363,419	\$12,558,811	87%	\$94,922,230	\$0

*Includes \$2M that has been approved but not activated in PeopleSoft yet.

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Closeout	01/03/17	04/03/18	12/21/22	06/30/23	12/21/22	06/30/24

PROGRESS THIS QUARTER:

1. Advanced discussion with UPRR on replacement tracks.

FUTURE ACTIVITIES:

1. Caltrain to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to industry recommended construction tolerances.
2. Continue UPRR – Caltrain coordination to reach an agreement on cash settlement instead of building the replacement track.

KEY ISSUES:

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/09/15	NA	NA	Funding Cooperative Agreement between City of SSF and PCJPB
Additional agreements to be added				



FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

PROJECT: WATKINS AVE GRADE CROSSING SAFETY IMPROVEMENTS

Project ID: 100579

Sponsor: Caltrain, Town of Atherton
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: Construction (Activity 16)
Future Funded Phases: None

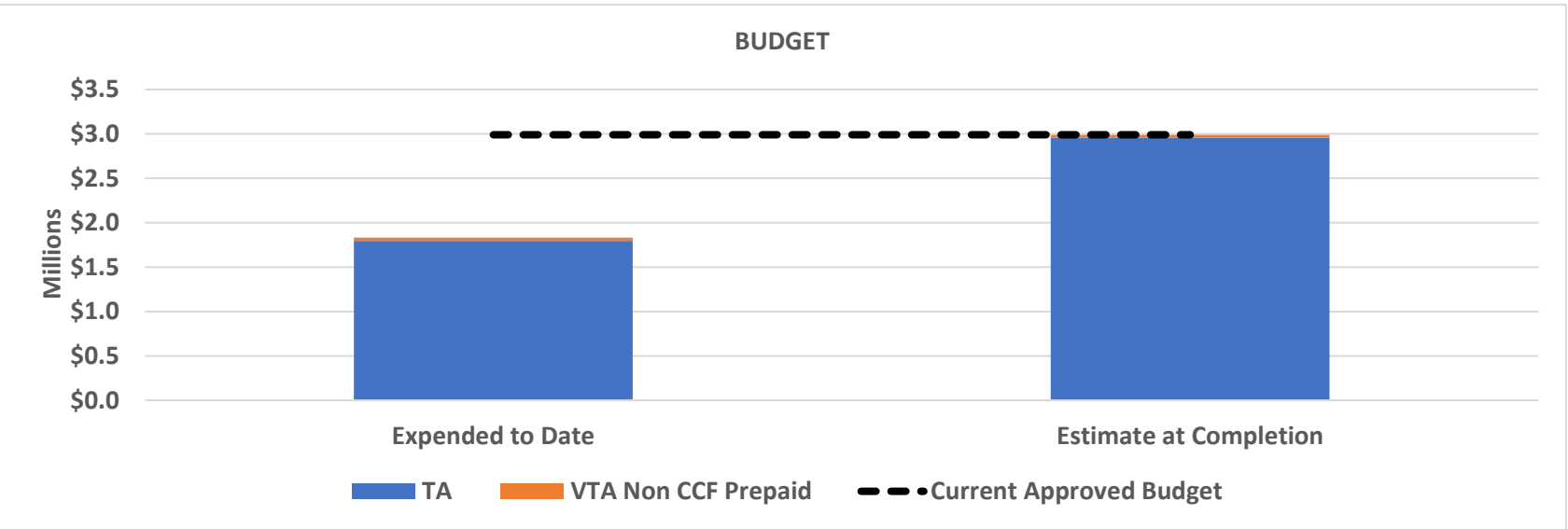
PHASE OVERVIEW:
This Project is currently completing some outstanding tasks in the Construction (Activity 16) phase.

STATUS OVERVIEW:			
Percent Complete:		90%	
Quarter	Schedule	Budget	Funding
Current	<div></div>	<div></div>	<div></div>
Previous	<div></div>	<div></div>	<div></div>

PROJECT DESCRIPTION:
This Project is to improve the safety at the Watkins Avenue Grade Crossing. Safety Improvements would include installation of quad gates, its components, and other roadway modifications (e.g.: pavement markings, etc.) necessary for a fully functional quad gate system. This safety system would deter motorists from driving around a down crossing gate arm. This Project is listed in the executed Memorandum of Understanding (MOU) dated November 11, 2020, between Town of Atherton and Joint Powers Board (JPB) in regards to the Atherton Station Closure, platform removal, fencing and specifically the safety improvements at the Watkins Avenue Grade Crossing located in Atherton, California.

- The scope intended for this Project would include safety improvements at Watkins Ave include the following:
- 1. Installation of quad or exit gates
 - 2. Installation of new pedestrian gates
 - 3. Pavement markers and markings
 - 4. Sidewalk improvements including guard railing and fencing
 - 5. Installation of new sidewalk lighting

STATUS SUMMARY:
The contractor has achieved substantial completion for the safety improvements. The exit gates were installed with the vehicle detector but testing showed that one of the radar detectors was not working properly and had to be returned. Caltrain is currently waiting for another radar detector to be shipped to install and test.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,955,000	\$1,797,246	\$1,157,754	61%	\$2,954,999	\$0
VTA Non CCF Prepaid	\$35,613	\$35,613	\$0	100%	\$35,612	\$0
Total	\$2,990,613	\$1,832,859	\$1,157,754	61%	\$2,990,611	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Preliminary (35%) Design Complete	9/30/2021	9/30/2021	9/30/2021	9/30/2021	9/30/2021	9/30/2021
100% Design Complete	10/1/2021	6/30/2022	10/1/2021	6/30/2022	10/1/2021	6/30/2022
IFB	7/1/2022	12/31/2022	7/1/2022	12/31/2022	7/1/2022	12/31/2022
Construction	1/1/2023	12/31/2023	1/5/2023	3/1/2024	1/5/2023	4/30/2024

PROGRESS THIS QUARTER:

The contractor completed construction and achieved substantial completion. A final walk through was done with the Town of Atherton and a punchlist was developed. Contractor completed all the punchlist items and JPB issued a Final Acceptance to the contractor. TASI completed all the signal work and installed the new exit gates. TASI discovered that one of the radar detectors was not working properly and had to return it for a replacement. PG&E provided power to the new light poles and verified that both lights are working.

FUTURE ACTIVITIES:

Replace the malfunctioning radar detector at the exit gates. Start to close out the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	7/28/2021	NA	4/30/2024	Funding Agreement between TA, PCJPB and the Town of Atherton.



Pedestrian & Bicycle Program
FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	A Work Directive was executed with WSP USA, Inc. on December 21, 2023. Bidding on the WDPR was higher than the original cost estimate, so additional funding is needed to fill the gap. Expected completion has been pushed from September 2024 to March 2025.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$0	\$450,000
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Completed 65% PS&E deliverables on November 3, 2023. Currently in progress for 95% PS&E deliverables with an anticipated completion date of February 8, 2024.	Dec 2022	Dec 2024	Jul 2027	\$300,000	\$0	\$0	\$300,000
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design of Tulare/Santa Clara Street walkway remains at 65% design completion. The two additional walkways require completion of PS&E. Completion of the project is delayed to October 2025.	Dec 2022	Oct 2025	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	Burlingame Station Pedestrian Improvements Project	CON	The project has been completed on October 16, 2023. Final invoice was submitted on January 3, 2024.	Dec 2020	Sep 2023	Nov 2026	\$0	\$600,000	\$575,819	\$24,181
Burlingame	California Drive Bicycle Facility	CON	Construction has been completed in December 2023 and will be going to City Council for acceptance in March 2024.	Dec 2020	Dec 2023	Original: 9/2023 Extension: 6/2024	\$800,000	\$0	\$0	\$800,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The project is currently on hold awaiting SFPUC meeting to resolve potential ROW issues.	Dec 2022	Dec 2025	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The City has conducted a community meeting and received mixed comments. The concept design is currently being updated. An additional community meeting is being planned for March 2024.	Dec 2022	Dec 2024	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	A consultant has been selected to start design in 2024. The concept design is continuing to be developed.	Dec 2022	Dec 2024	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	The design phase has been pushed to start mid-2025 due to the delay in the completion of the PSR-PDS and PA&ED phases. Expected completion has been revised to June 2026 which may result in a request from the Town for an extension of the Funding Agreement with SMCTA.	Dec 2022	Jun 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The 30% PS&E plans have been completed with SMCTA's comments incorporated. Currently progressing to 75% PS&E plans and projected to complete by January 2024. The project will undertake the TA's required Third Party Best Practice Design Review next quarter before PS&E is finalized.	Dec 2022	Jun 2025	Nov 2028	\$1,831,500	\$0	\$93,505	\$1,737,995
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Continuing work on the design of the project.	Dec 2020	Feb 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Construction work continued including intallation of landscaping in the median and photocells for pedestrian streetlights. A Funding Agreement has been executed to secure TDA3 funds. The expected completion has been delayed to February 2024 due to outstanding punch list items and difficulty in coordinating with PG&E on streetlight conditions. Final invoice was submitted to SMCTA on January 25, 2024 expending all Measure A funds.	Mar 2018	Feb 2024	Jan 2024	\$810,000	\$0	\$769,468	\$40,532
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	The Funding Agreement with SMCTA was executed on November 13, 2023.	Dec 2022	Dec 2025	May 2029	\$0	\$498,750	\$0	\$498,750



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Daly City	Daly City Vision Zero Design Standards	PLAN	The project plan development has been delayed to start March 2024 with completion in November 2025 due to the loss of three engineering staff last year. The City is in the process of hiring staff and still expects to meet the Funding Agreement deadline.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	Preliminary survey work was completed and PS&E work has begun. The City is also preparing an RFP package to bring on a consultant to complete the PS&E package.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$0	\$400,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	The Lake and Streambed Alteration agreement has been submitted and have responded to comments from CA Department of Fish and Wildlife. Have responded to numerous comments from Caltrans bridge staff on the bridge design plans. The City and Caltrans executed the Joint Maintenance Agreement. The City plans to complete the Caltrans PEER process and obtain an encroachment permit by Spring 2024 to prepare for construction.	Mar 2018	Apr 2024	Mar 2024	\$315,000	\$0	\$265,540	\$49,460
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Construction work projected to start August 2024.	Dec 2022	Aug 2025	Feb 2027	\$980,000	\$0	\$0	\$980,000
Hillsborough	Eucalyptus Pedestrian Pathway Project	CON	The project has been completed on October 9, 2023. Final invoice was submitted December 26, 2023.	Dec 2022	Oct 2023	Dec 2026	\$389,000	\$0	\$389,000	\$0
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have started sidewalk construction and preparing the site for heavy civil construction. The construction schedule has been impacted by the rain season.	Apr 2014	Dec 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Menlo Park Bike/Ped Enhancement Project	PS&E, CON	The project has been completed on March 2023. Final invoice was submitted on November 29, 2023.	Mar 2018	Mar 2023	Jan 2024	\$805,600	\$0	\$588,266	\$217,334
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	The pilot buffered bike lane installation has been completed. The City has started on the design and analyses.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	Project design is being finalized and projected to be complete early in the next quarter. Construction will go out for bid shortly after the design is complete. The project has yet to complete the required TA Third Party Best Practice Design Review before Construction may begin and has had delays due to grant compliance concerns.	Dec 2022	Jul 2024	Jun 2028	\$0	\$568,504	\$0	\$568,504
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	The Town has progressed with pre-project planning, preliminary engineering, and engineering.	Dec 2020	Jul 2024	Nov 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	The Town has progressed with pre-project planning, preliminary engineering, and engineering.	Dec 2020	May 2024	Sep 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	Expected completion has been pushed to January 2024 to finish outstanding punch list items.	Dec 2020	Jan 2024	Jul 2024	\$0	\$360,000	\$360,000	\$0
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	Currently studying parking occupancy along the corridor. The City hired a transportation consultant to develop the parking and curb utilization analysis and help with design of a buffered bike lane.	Dec 2020	Jun 2024	Mar 2026	\$300,000	\$0	\$0	\$300,000
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	The City Council approved the PS&E contract at their November 27, 2023 meeting.	Dec 2022	Dec 2024	Dec 2025	\$0	\$615,000	\$0	\$615,000



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Construction of curb and gutter improvements are complete. Repaving will start next quarter.	Dec 2022	Dec 2024	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	No new progress updates. The development of traffic safety educational videos will progress in the next quarter.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$3,716	\$96,284
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Obtained authorization from Caltrans for the Construction phase and advertised for bid in December 2023 with a bid opening date in January 2024.	Dec 2020	Dec 2024	Apr 2027	\$1,401,000	\$0	\$98,028	\$1,302,972
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	The County has incorporated and addressed concerns raised by the community and has progressed to draft 100% PS&E with a target to advertise in late spring of 2024. The County submitted a request to SMCTA for a time extension through the end of March 2024 to complete PS&E and currently working on amendment of agreement.	Dec 2020	Mar 2024	Dec 2023	\$0	\$700,000	\$289,053	\$410,947
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Continued work on the WDPR and the Request for Cooperative Agreement (RCA).	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$0	\$890,000
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	The City has developed concept alternatives for the design and shared the redesign with the public at the November 2023 Community meeting. Due to the expansion of the geographic scope of the project, the schedule is expected to extend beyond the end date of the agreement with SMCTA, and the City will request an extension for project completion.	Dec 2020	Jun 2024	Dec 2023	\$153,000	\$0	\$0	\$153,000
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Final Existing and Future No Build Analysis Technical Memorandum (Memorandum #4) has been completed and submitted. Draft concept alternatives at the I-280/Westborough/Junipero Serra interchange and along Westborough Boulevard have been submitted.	Dec 2022	May 2024	Dec 2025	\$450,000	\$0	\$0	\$450,000
<p>Notes:</p> <p>1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.</p> <p>2. The Daly City Vision Zero Community Outreach Program was completed and has been removed.</p>										



Ferry Program
FY 2024 Q1 - Quarterly Status Report

Sponsor	Project Name	Fund Phase(s)	Project Scope	Project Status	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by January 2026.	Additional services relating to the programmatic review of potential uses of the remaining site property was authorized by the Board on October 11, 2023. Have reviewed draft site plan and project description, and had discussions with adjacent property owners regarding site access.	\$3,499,200	\$0	\$3,499,200
South San Francisco	South San Francisco Second Ferry Terminal Project	Planning (Feasibility Study)	Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2025.	Continued work on the Environmental Clearance Documents.	\$350,000	\$155,117	\$194,883



ACR/TDM Program
FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

Sponsor	Project Name	Fund Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	No new progress updates. Expected completion has been pushed to May 2024.	Aug 2022	May 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	The Cities are promoting ridership by reducing the cost to ride and improving operations by adding more bike racks and geofencing in specific locations.	Aug 2022	Sep 2025	Feb 2025	\$0	\$400,000	\$50,506	\$349,494
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Continuing work in the design phase. Anticipating to advertise project for construction in the next quarter.	Aug 2022	Jul 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Plans have been submitted for a Caltrans encroachment permit and working to respond to Caltrans' comments.	Aug 2022	Dec 2024	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	The plans and specifications are currently at 70% complete. Construction is expected in May 2024.	Aug 2022	Jul 2024	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	The design phase has been pushed to start mid-2025 due to the delay in the completion of the PSR-PDS and PA&ED phases. Expected completion has been revised to February 2026 which may result in a request from the Town for an extension of the Funding Agreement with SMCTA.	Aug 2022	Feb 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	Continued marketing for the Rideshare Voucher Program and distributed Rideshare Voucher application to Colma residents in the Town’s November Livewire.	Aug 2022	Jan 2025	Aug 2025	\$0	\$67,500	\$3,024	\$64,476
Commute.org	Jefferson Union High School District (JUHSD) Workforce Housing TDM	PLAN	Commute.org held a bike repair and maintenance workshop at the workforce housing site on November 4, 2023. No new bicycle rebates were processed this quarter, but prior recipients continue to report on their bike commutes through the STAR platform.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$8,535	\$74,465
Town of Hillsborough	Eucalyptus Pedestrian Pathway Project	CON	The project has been completed on October 9, 2023. Final invoice was submitted December 26, 2023.	Aug 2022	Oct 2023	Sep 2025	\$0	\$200,000	\$200,000	\$0
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	Thirteen e-bikes have been distributed to qualified recipients with roughly twenty more to be distributed.	Aug 2022	Sep 2025	Aug 2025	\$0	\$200,000	\$23,437	\$176,563
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Began work on first draft of alternative concept designs.	Aug 2022	Jul 2024	Jun 2025	\$200,000	\$0	\$95,708	\$104,292
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have completed the Existing Conditions Report and drafted the initial strategies for the final AV Strategic Plan. Will begin the outline and draft of the Plan.	Aug 2022	Jun 2024	Sep 2025	\$200,000	\$0	\$114,455	\$85,545
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	The project has not been initiated yet due to staff constraints primarily related to the ongoing Housing Element Update. Staff is contracting with a consultant to prepare an RFP to be issued in January 2024. Due to the delay in commencing the project, the expected completion has been delayed to April 2025.	Aug 2022	Apr 2025	Sep 2025	\$0	\$100,000	\$0	\$100,000



ACR/TDM Program
FY 2024 Q2 - Quarterly Status Report - October 1, 2023 - December 31, 2023

Sponsor	Project Name	Fund Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	Distributed the final draft of the guidelines to the City’s planning staff and Transportation Advisory Committee members in December 2023 for review and comment.	Aug 2022	Mar 2024	Dec 2025	\$0	\$72,000	\$0	\$72,000
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	A consultant has been selected and the City is currently processing the contract. Negotiations on contract terms took longer than anticipated.	Aug 2022	Aug 2024	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed the Existing Conditions/Baseline Report and prepared a draft and final “State of the Practice” (SOTP) memorandum. Both were used to prepare a draft “gaps analysis” to inform potential strategies that could be considered as part of the TDM Plan.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$27,126	\$172,874
Notes: 1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.										

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Jessica Epstein, Director, Government and Community Affairs

Subject: **State and Federal Legislative Update**

Action

Staff proposes the Board receive the attached Federal and State legislative updates.

Significance

The 2024 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specifies those bills on which staff proposes that the TA take a formal position.

Prepared By: Amy Linehan Government and Community Affairs 650-418-0095
Officer

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
February 21, 2024

Appropriations Update

Congress continues to struggle to complete the FY 2024 appropriations bills. While an overall topline number and individual subcommittee allocations have been agreed to, the bills have not yet come together as quickly as anticipated. Given this tight timing, another Continuing Resolution is likely but there has been no work on that so far. Also, in the mix are stalled – and competing – Ukraine aid bills and House Freedom Caucus demands for spending cuts, coupled with what they consider to be “culture war wins” regarding abortion and gender affirming care.

The path forward will likely require any spending package to have democratic votes to pass in the House which, in turn, gives House democrats leverage in the negotiations. The path forward for FY 2024 spending is very unclear.

Congress returns from recess the week of February 26 - the Senate returns on February 26 and the House on February 28 - and funding for the first four appropriations bills expires on March 1. Recall, the first tranche of funding bills contains: Transportation, Housing and Urban Development (THUD), Energy & Water, Agriculture and Military Construction. The second package - deadline is March 8 - contains the balance of the spending bills, including defense and Labor, Health and Human Services.

Other important dates include:

- March 5: Super Tuesday
- March 7: State of the Union
- March 11: FY 2025 budget release

While less than ideal, the timing of the budget release has no bearing on finishing the FY 2024 bills.

As Congress continues to navigate completing the FY 2024 appropriations process, the House THUD bill still has a \$500,000 earmark sponsored by Rep. Mullin for the 19th Avenue/Fashion Island Blvd bikeway project. We will continue to monitor this funding through the process.

Additionally, Senator Butler has released her FY 2025 earmark solicitation; requests are due March 12. Neither Senator Padilla nor Representative Mullin have released their forms yet, but we expect those shortly. We will continue working with TA staff to stay on top of our earmark requests.

Potential Funding Opportunities

At DOT, the 2024 RAISE NOFO is currently open with applications due on February 28. We anticipate the Safe Streets for All program and MEGA/INFRA program NOFOs to be released sometime in February. The Railroad Crossing Elimination program NOFO is still on track to be released in June.

We will keep the Board posted on new developments.



February 23, 2024

TO: Board Members, San Mateo County Transportation Authority
FROM: Gus Khouri, President
Khoury Consulting LLC

RE: STATE LEGISLATIVE UPDATE – MARCH

General Outlook

February 16 marked the bill introduction deadline for new bills. The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. The legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget. Items will remain open without action until the May Revise is released on or by May 14. The State Budget must be enacted by the legislature on June 15 and signed by the Governor by June 30. Governor Newsom will have until September 30 to sign or veto legislation.

New Senate President pro Tempore

On February 5, Senator Mike McGuire (D-Marin) was sworn in as the 52nd President pro Tempore of the California State Senate. He succeeds Toni Atkins (D-San Diego), who served as pro Temp since 2018 but will be termed out of office this year. She intends to run for Governor in 2026 when Governor Newsom is termed out. McGuire will be termed out in 2026.

Delegation Committee Assignments

Senator McGuire has announced his leadership team and committee assignments. Senator Scott Wiener was selected as Budget Chair and will serve on the Local Government and Public Safety Committees. Senator Josh Becker will Chair the Budget Subcommittee #2 on Natural Resources and serve on the Appropriations and Transportation Committees. Senator Wiener will also Chair the Senate Select Committee on Bay Area Public Transit, with Senator Becker as a member.

For our Assembly delegation, Assembly Member Diane Papan serves on the Committees on Governmental Organization, Transportation, Environmental Safety and Toxics and Water, Parks & Wildlife. Assembly Members Marc Berman and Phil Ting also serve on the Transportation Committee.

New California Transportation Commissioner

On February 1, Assembly Speaker Rivas appointed Robert Tiffany, former San Benito County Supervisor, to the California Transportation Commission. Mr. Tiffany succeeds Joseph Lyou, Executive Director for the Coalition for Clean Air, previously appointed by former Speaker Anthony Rendon. It is the first time a member from the California coast has been selected. The CTC consists of 11 members, including nine gubernatorial appointees, and one each by the Senate President pro Tempore (Clarissa Falcon of San Diego) and the Assembly Speaker. Mr. Tiffany will attend his first Commission meeting in San Jose on March 21-22.

Bills of Interest

AB 2535 (Bonta) would require 50% of all Trade Corridor Enhancement Program (TCEP) funds to be dedicated to zero-emission vehicle infrastructure. It also prohibits funding for capacity projects or general-purpose lanes. Per statute, the TCEP is currently intended to improve congestion and reduce goods movement congestion on the state highway system. It is a supplemental program to the Solutions for Congested Corridors Program and the competitive portion of the Local Partnership Program for those purposes.

AB 3005 (Wallis) would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (flexible funding for county priorities), State Highway Operations and Protection Program (highway maintenance), and local streets and roads. In 2017, SB 1 was approved to provide an inflationary adjustment to the gas tax, which had not seen an increase since 1994. The lack of an adjustment prior to SB 1 resulted in less purchasing power to keep up with the demand of addressing the state highway system and multi-modal capital needs.

SB 768 (Caballero) would require the State Air Resources Board (ARB) to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects. This bill could impact project planning, state competitive grant guidelines, and funding decisions based on understanding how vehicle miles traveled are applied. VMT has been used as a metric by ARB for approving sustainable communities strategies, which is necessary to qualify to receive funding.

SB 960 (Wiener) would require Caltrans to use State Highway Operations and Protection programs funds to address complete street assets and develop transit priority projects, which are defined as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.

Statewide Competitive Grant Programs

Below is a list of major reoccurring SB 1 competitive grant programs administered by the State. Caltrans District 4 is evaluating which projects they will recommend to Caltrans Headquarters for consideration of sponsorship for Cycle 4. Initial intake forms were due by November 21, a second round due by February 21, and decisions on which projects Caltrans will nominate are expected in June.

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to leverage resources better to provide multi-modal options. The Cycle 7 process is underway, with the California Transportation Commission sharing draft guidelines on October 31. The call for projects begins on March 22, and the application deadline is June 17.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects implementing specific transportation performance improvements. 2018, SMCTA received \$233.2 million for the US 101 managed Lanes project. The next workshop is on March 1.

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. The CTC adopted the program on June 22, 2023, for Cycle 3, which included \$20 million for the SamTrans Emission Zero Project. 2018, the US Managed Lanes project received \$20 million in Cycle 1. The CTC is hosting a workshop on March 4.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors with a high volume of freight movement. The competitive program typically provides approximately \$300 million per year (programmed in 2-year increments). The CTC is hosting a workshop on March 6.

State Formulaic Programs

State Transportation Improvement Program (STIP)

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state and supports grade separations. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years. The 2024 STIP added \$1.64 billion in new funding over five years. Given the prevalence of zero-emission vehicles and telecommuting, the CTC predicts that gas tax revenue could dip by more than 25%, which would have a pronounced impact on San Mateo's STIP share.

Grade Separation Funding

Funding sources for grade separations 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.

The PUC Section 190 Grade Separation Program is the state program for 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. Assembly Bill 180, Chapter 44, Statutes of 2022, provided a one-time, \$350 million augmentation through CalSTA. In 2023, SMCTA applied for and received \$70 million from CalSTA through the High-Priority and Grade Crossing and Separation Projects Program for the Broadway Grade separation project, listed as the highest priority project on the PUC Section 190 list.

SMCTA Bill Matrix – February 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 Friedman (D) Transportation Planning: local sales tax measures	6/14/23 Senate Transportation Two-year bill	This bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for an MPO to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state's greenhouse gas emission reduction targets.	Watch
AB 7 Friedman (D) Transportation: funding: capacity projects	9/11/23 Senate Floor Two-year bill	As amended on June 28, this bill would codify Presidential and Gubernatorial Executive Orders pertaining to the Infrastructure Investment and Jobs Act and Climate Action Plan for Transportation Infrastructure to address equity, and climate-friendly investments.	Watch
AB 9 Murasutchi (D) California Global Warming Solutions Act of 2006: emissions limit	4/25/23 Assembly Floor Two-year Bill	As amended on April 17, this bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB's most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB's environmental justice advisory committee.	Watch
AB 817 Pacheco (D) Local government: open meetings	1/25/24 Senate Rules Two-year bill	As amended on March 16, this bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	Supported April 2023

SMCTA Bill Matrix – February 2024

Measure	Status	Bill Summary	Recommended Position
AB 1379 Papan (D) Open meetings: local agencies: teleconferences	1/16/24 Assembly Local Government Two-year bill Failed Passage	This bill would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, to establish a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or both the designated physical meeting location and remotely. A legislative body would be required to have at least two meetings per year in which the legislative body's members are in person at a singular designated physical meeting location.	Watch
AB 1837 Papan (D) San Francisco Bay area: public transportation	1/16/2024 Introduced	This bill would state the intent of the Legislature to enact subsequent legislation to encourage coordination and collaboration among transit agencies in the San Francisco Bay area.	Watch
AB 2535 Bonta (D) Trade Corridor Enhancement Program	2/13/24 Introduced	This bill would require 50% of all Trade Corridor Enhancement Program funds to be dedicated to zero-emission vehicle infrastructure. It also prohibits funding for capacity projects or general-purpose lanes.	Watch
AB 3005 Wallis (R) Motor Vehicle Fuel Tax Law: adjustment suspension	2/16/24 Introduced	This bill would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (flexible funding for county priorities), State Highway Operations and Protection Program (highway maintenance), and local streets and roads.	Watch

SMCTA Bill Matrix – February 2024

Measure	Status	Bill Summary	Recommended Position
AB 3055 Carillo (D) Vehicles: high-occupancy vehicle lanes: veterans	2/16/24 Introduced	This bill would provide an exemption for disabled veterans to use single-occupant vehicles in high-occupancy vehicle lanes.	Watch
SB 532 Wiener (D) San Francisco Bay area toll bridges: tolls: transit operating expenses	8/23/23 Assembly Appropriations Two-year bill	This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.	Watch
SB 537 Becker (D) Open meetings: local agencies: teleconferences	9/14/23 Assembly Floor Two-year bill	As amended on April 24, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define “legislative body” for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. The bill would define “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the location of the inperson meeting.	Watch
SB 768 Caballero (D) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	2/16/24 Assembly Desk	This bill would require the State Air Resources Board to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects. This bill could impact project planning, state competitive grant guidelines, and funding decisions based on understanding how vehicle miles traveled are applied. VMT has been used as a metric by ARB for approving sustainable communities strategies, which is necessary to qualify to receive funding.	Watch

SMCTA Bill Matrix – February 2024

Measure	Status	Bill Summary	Recommended Position
SB 915 Cortese (D) Local government: autonomous vehicles	2/21/2024 Assembly Local Government	This bill would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction.	Watch
SB 925 Wiener (D) San Francisco Bay area: local revenue measure: transportation improvements	2/14/2024 Senate Rules	This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area's public transportation system, as well as other transportation improvements.	Watch
SB 926 Wahab (D) San Francisco Bay area; public transportation	2/14/2024 Senate Transportation	This bill would require the California State Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.	Watch
SB 947 Seyarto (R) Department of Transportation: state highway projects: agreements with public entities: project design changes.	2/14/24 Senate Transportation	This bill would require Caltrans in an agreement with a local entity for the contribution of funds for the acquisition, construction, or improvement of any portion of the state highway system to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.	Watch

SMCTA Bill Matrix – February 2024

Measure	Status	Bill Summary	Recommended Position
SB 960 Wiener (D) Transportation: planning: transit priority projects: multimodal	2/14/24 Senate Transportation	This bill would require Caltrans to use State Highway Operations and Protection programs funds to address complete streets assets and develop transit priority projects, which are defined as as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.	Watch

SamTrans Board Liaison Report

Meeting of February 7, 2024

Board Received/Actions

- Approved Minutes of the Board of Directors Meeting of January 10, 2024
- Accepted the Statement of Revenues and Expenses for the Period Ending December 31, 2023
- Accepted the Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2024
- Approved a Proclamation Declaring February as African American History Month
- Approved a Resolution of Appreciation for Josh Powell
- Authorized an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increasing the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook
- Approved a Proclamation Declaring February as African American History Month
- Approved a Resolution of Appreciation for (former Chair) Josh Powell
- Approved an amendment to April Chan's General Manager/CEO employment agreement to grant a 3.5 percent salary adjustment as of November 1, 2023, reenact a \$25,000 stipend for her services as Executive Director of the San Mateo County Transportation Authority, and add language going forward that would permit the Board to consider in the future performance pay up to a maximum of \$25,000 following her performance evaluations

Board Highlights

Ms. Chan reported on the storm on Sunday, February 4, where some southern routes needed to be rerouted due to fallen trees. She said Operations was able to continue delivering service by using generators and having detours. Ms. Chan, Tasha Bartholomew, Randol White, and other members of the Communications team went to the Dominique Hoskins Black History Museum and Education Center in Redwood City to show one of the new battery electric buses and showcase the museum's partnership with SamTrans. She said the museum works with schools to educate students about African American history. Ms. Chan announced that the EPX launch event would be on Friday, February 9, at 10:00 am in East Palo Alto and that Sunday, February 11, would be the start of the newest runbook. She also reported that fares will start to be collected for the Ride Plus microtransit service now that the Clipper readers are available. She said that Redwood City would be hosting its 13th annual Lunar New Year celebration on Saturday, February 24, from 11:00 am to 4:00 pm at Courthouse Square, and there would be an opportunity to see the new bus wrap. She said the MTC (Metropolitan Transportation Commission) took action on enabling legislation for a regional measure in 2026 at its January commission meeting. She said the Regional Network Management Council, of which she is a member, will continue to work on a prototype for region-wide transit wayfinding and signage. Ms. Chan said they would be adjourning the meeting in memory of the following individuals: Richard Guilbault, husband of former SamTrans Board member Rose Guilbault, who passed away on December 3, 2023; John T. Ficarra, a former Sam Trans Chief Operating Officer when

he retired in 2002, who passed away on January 20, 202; and, Mary Ellen Cassman, mother of Legal Counsel Joan Cassman, who passed away on January 19, 2024 at the age of 100.

Director Brooks Esser asked about collecting ridership data on Ride Plus. Ms. Chan said they have already been collecting data and would be able to see how fare collection affects ridership. Director David Canepa said Veterans Village in Colma, with 100 veterans residing there, has not had access to public transit and recognized Ms. Chan, Charlsie Chang, Community Affairs Officer, and Jessica Epstein, Director, Government and Community Affairs, for working with the Town of Colma and the City of South San Francisco to provide shuttle connections to Veterans Village.

Community Relations Committee

Monthly Performance Report / December 2023 - Ana Rivas, Director of Bus Transportation, provided the latest performance statistics, which included the following: Average Weekday Ridership increased to over 17 percent; post-pandemic recovery is just shy of 90 percent; there were zero DNOs (Did Not Operate) for the second month in a row; and, she acknowledged the employees of the month. Chair Fraser congratulated the team on having no DNOs. Vice Chair Jeff Gee observed that public driving skills have declined post-pandemic, and he asked how the District conveys that to the operators. Ms. Rivas said they include observing traffic or parking violations in their operator training. Director Gee suggested partnering with other agencies for good driver campaigns, and Director Canepa noted he would bring that idea back to MTC.

Finance Committee

Authorize an Amendment to Include Drive Motor Retrofits for the 17 Buses Purchased Under Contract No. 21-S-M-050 with New Flyer of America, Inc., and Increase the Contract Value by \$1,570,802 for a Not-to-exceed Amount of \$23,405,148 - Kevin Yin, Director, Contracts and Procurement, provided a summary of the staff report. Vice Chair Gee asked why the District wants to continue purchasing BEBs (battery electric buses) that cost half a million dollars more per bus than hydrogen fuel cell buses. David Olmeda, Chief Operating Officer, Bus, said the cost of fuel cell buses is similarly high. He added that fuel cell buses will have the same electric motors but they will have the drive motor retrofits done before they are to be delivered. Vice Chair Gee asked if the buses have the same torque. Mr. Olmeda said both systems will have the same technology and allow operational flexibility for years to come. Director Marie Chuang asked about new buses being able to climb hills. Mr. Olmeda said prior technologies had no problem climbing the hills, and once the new technology was available, they were able to test and confirm the vehicles will be able to climb hills. Director Chuang asked if the retrofit would affect the warranty, and Mr. Olmeda said it would not.

Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook - Connie Mobley-Ritter, Director, Treasury, introduced Monique Spyke, Managing Director, PFM Asset Management, who provided the presentation. Director Esser said the over-performance of 25 basis points versus a fee of five basis points is commendable. Director Canepa asked if the team has identified potential opportunities to improve the portfolio. She said they are exploring the real estate and banking sectors. Vice Chair Gee asked if there is the opportunity to get into shorter-term investments with a higher yield. Ms. Mobley-Ritter said the District has already

done so, but as the economy changes and the yield curve flattens, they will turn over more of the liquid assets over to the professionals.

Strategic Planning, Development, and Sustainability Committee

SamTrans 2023 Sustainability Report - Bo Baney, Planning Administrator, provided the presentation. Director Esser asked for a guesstimate of how much the Central office's energy use would be reduced once after moving to the new headquarters, and Mr. Baney said he would check. Director Chuang asked if cleaner diesel would be added later. Mr. Olmeda said they have converted into renewable diesel and this should produce a significant reduction in emissions. Mr. Olmeda clarified further that when using renewable diesel as fuel, the engines have a better after-treatment of what comes out as exhaust, and hence, improved tailpipe emissions. Regarding water usage, Vice Chair Gee asked if the issue of water leaks had been solved. Mr. Baney said they were working on it and investigating the infrastructure. Ms. Chan said they would be implementing an environmental management system to help identify and fix problems much earlier. Vice Chair Gee said this falls under the banner of corporate responsibility (CR), which includes governance and other metrics; he suggested the District consider CR as a strategy. Chair Fraser asked if there were any incentives to get feedback from employees. Mr. Baney said they had an event in November for America Recycles Day, where they had a significant turnout.

1-Year Reimagine SamTrans and 6-Months Ride Plus Evaluation - Jonathan Steketee, Manager, Operations Planning, presented on the first year of the Reimagine SamTrans implementation. Chris Duddy, Principal Planner, presented the methodology used for the evaluation. Vice Chair Gee asked how dependent is Phase 4 implementation on the number of operators. Mr. Steketee said they could not implement Phase 4 without sufficient operators. Mr. Olmeda said they have initiated a number of strategies to attract and train operators, which gives management the confidence that they are able to meet those numbers.

Director Peter Ratto noted that the District's rider recovery rate is higher than that of many transit agencies in the country. Director Ray Mueller said he had spent the last three weeks using only public transit – the buses were clean, the operators were polite, Route 117 was full, including riders with walkers and strollers, and he noted his only concern was the number of loiterers at Sequoia Station in Redwood City. Ms. Chan commended Planning, Operations, Training, Human Resources, and Communications for putting the best service out there and striving to go beyond recovery and attract new riders. She said the District is looking at various points in the system where there are problems with loitering and that they are looking to improve by partnering with cities and other organizations. Director Esser noted that it would be interesting to see the impact of charging for Ride Plus on those riders who have become dependent on the service since its inception. Mr. Steketee said they have included active users in their statistics and are able to track people taking multiple trips.

Chair Fraser asked if they are tracking users that call in or use the web-based service, which Mr. Steketee confirmed and noted that the majority of users use the smartphone app. Chair Fraser suggested expanding the time of the service to capture evening users. Mr. Steketee said the City of Half Moon Bay was applying for a grant to expand the time of the service. Director Chuang asked if the wait time was from the time the call goes in until the shuttle arrives. Mr.

Steketee said yes, and for people who book in advance, there is no wait. He said the service was designed with the app in mind. He said the web-based option is useful for others to book on behalf of users, and the call-in option is for people without a smartphone. Director Josh Powell requested comparisons between Ride Plus and fixed route service in the same service area and metrics on new users versus existing users. He asked how pooled trips worked. Mr. Steketee said they have multiple stops. Vice Chair Gee asked for the cost of providing Ride Plus for the first six months. Ms. Chan said the three-year contract was \$9 million. Vice Chair Gee said it was important to have cost metrics when seeking partnerships with cities. Director Chuang said that along with building more housing, there will be more pressure for cities to get vehicles off the streets. She said there was room for discussion with the cities to support the use of microtransit to fill the transportation gap for people such as seniors and those with disabilities.

Legislative Committee

State and Federal Legislative Update – Ms. Epstein provided a summary of federal and state legislation, which included the following:

- On the federal side, she said that Congress passed its third continuing resolution, which will expire on March 1.
- At the state level, she said all two-year bills need to have passed out of the first house by January 31. She said that Assembly Bill (AB) 817 (Pacheco) had passed out of the Assembly and into the Senate, which is a Brown Act bill that would allow remote participation by advisory committee members. She said that Senate Bill (SB) 925 (Wiener), a bill for funding highway expansion, is still in spot-bill form. She said that Assemblymember Papan introduced SB 926, a counter-bill to SB 926 (Wahab), which seeks to consolidate the Bay Area's 27 transit agencies.

Closed Sessions - There were two closed sessions on matters of existing litigation with no reportable action. There was a closed session on public employee performance evaluation where the Board met to complete the annual performance evaluation of General Manager/CEO Chan.



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

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: February 29, 2024
To: TA Board of Directors
From: April Chan, Executive Director

US 101/SR 92 Direct Connector Environmental Scoping Meeting

The San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG) are co-sponsoring the project that will create a direct connector between SR 92 and the US 101 express lanes. Currently, there is no existing high occupancy vehicle (HOV) connection between the US 101 express lanes and SR 92 to help incentivize carpool across the San Mateo Bridge. This new connection, if constructed, would operate like the express lanes on US 101. The project is currently in the Project Approval & Environmental Document (PA&ED) phase and an environmental scoping meeting is being scheduled for Spring 2024 which will include a presentation and Q&A session for project stakeholders and community members to learn more about the project and to share thoughts about the project alternatives. Additional details for the scoping meeting will be provided to the Board well in advance of the meeting. The PA&ED phase is estimated to complete in late 2026.

Town of Hillsborough Eucalyptus Avenue Pedestrian Pathway Project Completed

The Town of Hillsborough was awarded \$200,000 from the Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) Program in August 2022 to upgrade a pathway along Eucalyptus Avenue. Subsequently, in December 2022, the project was awarded \$329,000 from the Pedestrian and Bicycle Program to fully fund the construction phase of this \$802,900 project. The project includes the construction of a 1,900-foot-long Americans with Disabilities Act (ADA)-accessible pedestrian path with three new ADA ramps and four improved crosswalks. The project design included green stormwater infrastructure features such as permeable concrete to promote stormwater infiltration. The improvements were designed to encourage students within 0.5 miles of Hillsborough schools to walk instead of being driven to alleviate school-related congestion. The project was opened for use in October 2023.

2024 Measure A & W Calls for Projects Rescheduled to June 2024

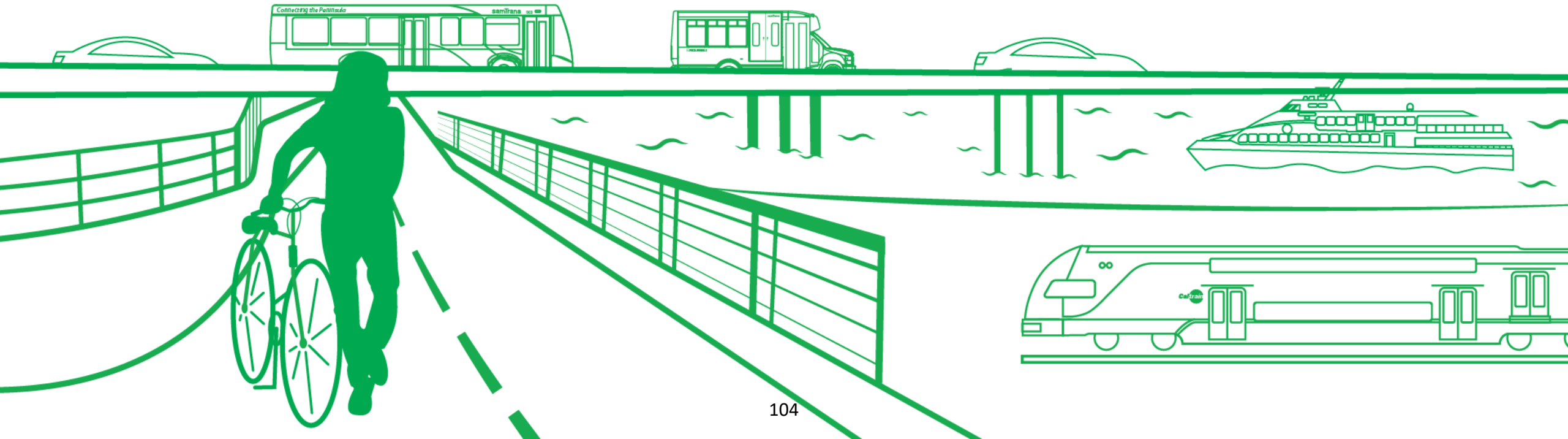
TA staff announced earlier in the year that a joint Call for Projects (CFP) for both the Cycle 7 Pedestrian & Bicycle (Ped/Bike) and Cycle 2 Alternative Congestion Relief/Transportation Demand Management (ACR/TDM) funding programs would be released in March 2024. However, with the Regional Transit Connections and Strategic Plan development in full swing, staff will be rescheduling the release of these two CFPs to June 2024. This change will help to avoid conflicts with the State's Active Transportation Program grant applications, which are due on June 14. To view the updated 2024 Measure A & W CFP Look Ahead and read about project funding availability, please visit the Call for Projects webpage [here](#).



SAN MATEO COUNTY
**Transportation
Authority**

Item #10.
3/7/2024

Strategic Plan 2025-2029 Workshop



AGENDA

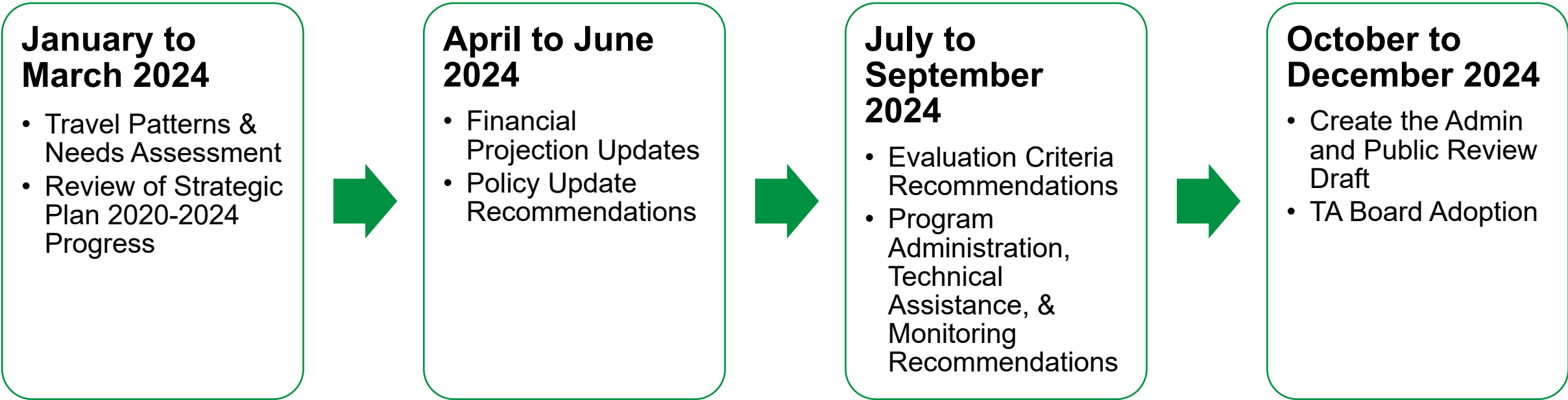
- Overview of Strategic Plan Process & Timeline
- Goal of the Strategic Plan Workshop
- Opportunities & Limitations of the Strategic Plan
- Review of the Past Five Years
- Discussions & Activities by Focus Areas
 - Focus Area 1: Measure A Goals & Measure W Core Principles
 - Focus Area 2: Roles of the TA
 - Focus Area 3: Envisioning the Next Five Years
- Next Steps



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Overview of the Strategic Plan Process & Timeline



Stakeholder and Community Engagement

Stakeholder Activities

- Sponsor Survey
- Stakeholder & CBO Interviews
- Two Technical Advisory Group Meetings
- Two Stakeholder Advisory Group Meetings

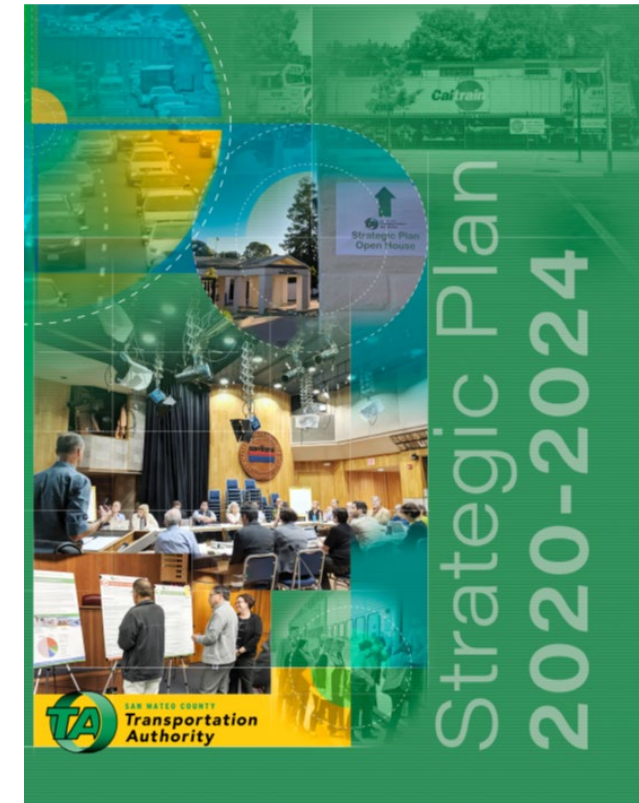
General Public Activities

- Factsheet and webpage
- Strategic Plan Informational Video
- One virtual multilingual workshop to present Draft Plan and new vision



Goal of the Strategic Plan Workshop

- Kick-off the update to the Strategic Plan
- Reflect on the past five years of the TA
- Listen to future priorities and goals for how the TA can adapt
- Help provide the baseline framework to guide what should be modified from the existing Strategic Plan 2020-2024



Opportunities & Limitations of the Strategic Plan

What can be changed?

- Guidelines can be amended such as eligible sponsors, evaluation criteria, sub-categories breakdowns, and matching requirements, etc.
- Roles of the TA such as in project delivery and oversight

What cannot be changed?

- Measure A Goals and Measure W Core Principles
- Program category percentages
- Transfers from one program to another



Review of the Past Five Years

- **Management Team Staffing**

- April Chan promoted to Executive Director
- Peter Skinner promoted to Executive Officer
- Retirement of Joe Hurley
- Reorganized TA departments into Planning & Funding Management and Project Delivery

- **Administrative Highlights**

- Added staff to support expanded technical assistance program
- New TA website and funded projects map
- Updated Quarterly Capital Status Report format
- Communications Department expanded support



Review of the Past Five Years

• Planning & Fund Management Department Highlights

- Procuring grant and award management software (in-progress)
- Streamlined applications for CFPs
- Launch of 101 Corridor Connect
- Led Complete Streets Training Workshops
- Secured \$3.3M in MTC OBAG funding for bikeway at the 101/92 Interchange
- Secured \$400,000 in Caltrans Sustainable Transportation Planning funds for US 101 Crossings Implementation Plan (Active 101)

• Project Delivery Department Highlights

- \$1M earmark for US 101/SR 92 Area Improvements
- Bonded \$100M in funding for US 101 Express Lane Project in 2020
- Delivered US 101 Express Lanes on-time and on-budget
- Completed Final Design for US 101/SR 92 Area Improvements
- Increased Caltrain oversight
- Updating Project Delivery Manual and Program Management Guidelines (in-progress)



Review of the Past Five Years



Pedestrian and Bicycle

- **Program Oversight and Funding Awards**

- Two Calls for Projects (2020 & 2022) – 37 projects awarded \$29.5M
 - \$5M deprogrammed in 2023 for cancelled or alternatively funded projects
- 2024 Call for Projects – Upcoming Summer 2024 with \$19M available
- C/CAG Comprehensive Bicycle & Pedestrian Plan updated (partially TA funded)
- Safe Routes to School
 - Four Calls for Projects – 48 projects awarded \$481,762
 - \$100,000 set aside to conduct walking audits at 8 schools



Review of the Past Five Years



Pedestrian and Bicycle

- **Project Highlights**

- 17 projects constructed by 12/2023 (example highlighted projects shown below)
 - Belmont - Ralston Ave Corridor Improvement Project Segment 3
 - Daly City - Enhanced Pedestrian & Bicycle Visibility Project
 - Redwood City - Highway 101 Pedestrian and Bicycle Undercrossing
 - San Bruno - El Camino Real/Angus Ave Intersection Improvements
 - East Palo Alto - Class II & III Bike Facilities Project
 - San Mateo (City) - 28th Ave Bike Boulevard
 - Burlingame – California Drive Class IV Bikeway
 - Menlo Park – Menlo Park Bike/Ped Enhancement Project
 - Hillsborough – Eucalyptus Ave Streetscape & SRTS Project
- 11 more projected to be constructed in 2024



Review of the Past Five Years



Transportation Demand Management

- **Program Oversight and Funding Awards**

- Alternative Congestion Relief & Transportation Demand Management (ACR/TDM) Plan adopted in 2022 – Received APA CA Transportation Planning Award of Merit
 - Set aside \$500,000 to start jumpstart County TDM Monitoring Program
 - Set aside \$400,000 for Express Lane JPA Equity Program
- Measure A support for on-going Commute.org Operations and Countywide TDM Monitoring Program: \$2.9M in funding for FY 20 - FY 24
- First Call for Projects (2022) – 19 projects awarded \$3.1M
 - Grant assistance provide to five small, local, and coastal jurisdictions
 - Web-based grant evaluation tool created
 - TA technical assistance staff support provided to two projects



Review of the Past Five Years



Highways

- **Program Oversight and Funding Awards**

- Short Range Highway Plan & Capital Improvement Program updated
- Two Calls for Projects (2021 & 2022) – 23 projects awarded \$250M
- Technical Assistance staff support expanded to three new projects



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Review of the Past Five Years



Highways

- **Project Highlights**

- TA co-sponsored two projects of countywide significance and leads implementation
- Substantial Construction completed:
 - US 101 Express Lanes
 - Pacifica's San Pedro Creek Bridge
 - Final Landscaping Phases in-progress: San Mateo SR 82/SR 92, Menlo Park Willow Road, and Burlingame Broadway Interchanges
- Construction started/will start:
 - US 101/University Avenue Interchange & Pedestrian Overcrossing (includes TA Local Partnership Funds)
 - SR 1 Main St to Kehoe Ave Safety & Operation Improvements with Multi-use Path
 - US 101/SR 92 Interchange Area Improvements Safety & Operational Project



Review of the Past Five Years



Grade Separations

- **Program Oversight and Funding Awards**

- Pipeline Projects

- San Mateo 25th Avenue - \$23.8M additional CON funds in 2021 (\$97.8M total TA investment in CON phase)
 - Burlingame Broadway - \$1.025M for Paralleling Station relocation in 2021 and \$2.3M funds for CM/GC costs in 2023 for additional PS&E funds (\$21.7M total TA investment in PS&E phase)
 - South San Francisco/San Bruno Linden Ave/Scott St - \$4.95M for PE/ENV phase in 2022

- Planning Set Aside

- Redwood City Grade Separation Study - \$301,000 additional PLAN funds (\$1.05M total TA investment in PLAN phase)



Review of the Past Five Years



**Grade
Separations**

- **Project Highlights**

- Caltrain started the Corridor Crossings Strategy (TA provided a portion of the funding)
- Construction completed:
 - 25th Avenue Grade Separation & New Hillsdale Station



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Review of the Past Five Years



Transit

- **Caltrain Program**

- Operations: \$15.2M for FY 20 - FY24
- Capital: \$22.7M for FY20 - FY24
- Special San Mateo County Project Requests:
 - Atherton Station Closure - \$4.1M in 2020 to fund fencing and new grade crossing equipment at Watkins Avenue in exchange for closing the station. Construction is expected to be completed in mid-2024.
 - South San Francisco Station - \$23M in additional funding for the CON phase in 2021 (\$44.5M total TA contribution toward CON phase). Construction was completed in December 2022.



Review of the Past Five Years



Transit

- **Accessible Services Program (Paratransit)**
 - \$19.6M for FY20 - FY24
- **Ferry Program**
 - South San Francisco
 - Second Terminal Feasibility Study & PE/ENV was allocated in \$350,000 in July 2020 and is expected be completed in June 2025
 - Redwood City
 - Feasibility Study completed in October 2020
 - Business Plan was allocated \$160,000 in April 2021 and completed in April 2022
 - PE/ENV was allocated \$3.5M in June 2022 and is expected to be completed in June 2025



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Review of the Past Five Years



Transit

- **Local Shuttle**

- FY19/FY20 - \$9M in funding for 33 shuttles (2 additional routes funded by C/CAG)
- FY21/FY22 - \$8.6M in funding for 28 shuttles (2 additional routes funded by C/CAG)
- FY23 - \$1.5M to extend FY21/FY22 awarded shuttles due to COVID and allow additional time to implement Peninsula Shuttle Study recommendations
- TA Strategic Plan was amended in January 2023 to incorporate the Peninsula Shuttle Study recommended changes to TA Evaluation Criteria and Guidelines
- FY 24/FY25 - \$8M in funding for 24 shuttles (2 additional routes funded by C/CAG)

- **Regional Transit Connections**

- Regional Transit Connections Plan started in 2023 to guide funding decisions for this new Measure W program
- Plan completion expected by September 2024



Review of the Past Five Years

TA Funding Awards & Allocations Summary (\$ millions)

Transit	Highways	Local Streets & Roads	ACR/TDM	Bike/Ped	Grade Separations
\$115.71	\$250	\$169.6	\$6.9	\$24.5	\$32.1

\$598.8 million
*Total TA funding awarded or allocated to projects
from Jan 2000 - Dec 2023*



Discussion & Activities

Three focus areas intended to set the framework for the Strategic Plan update

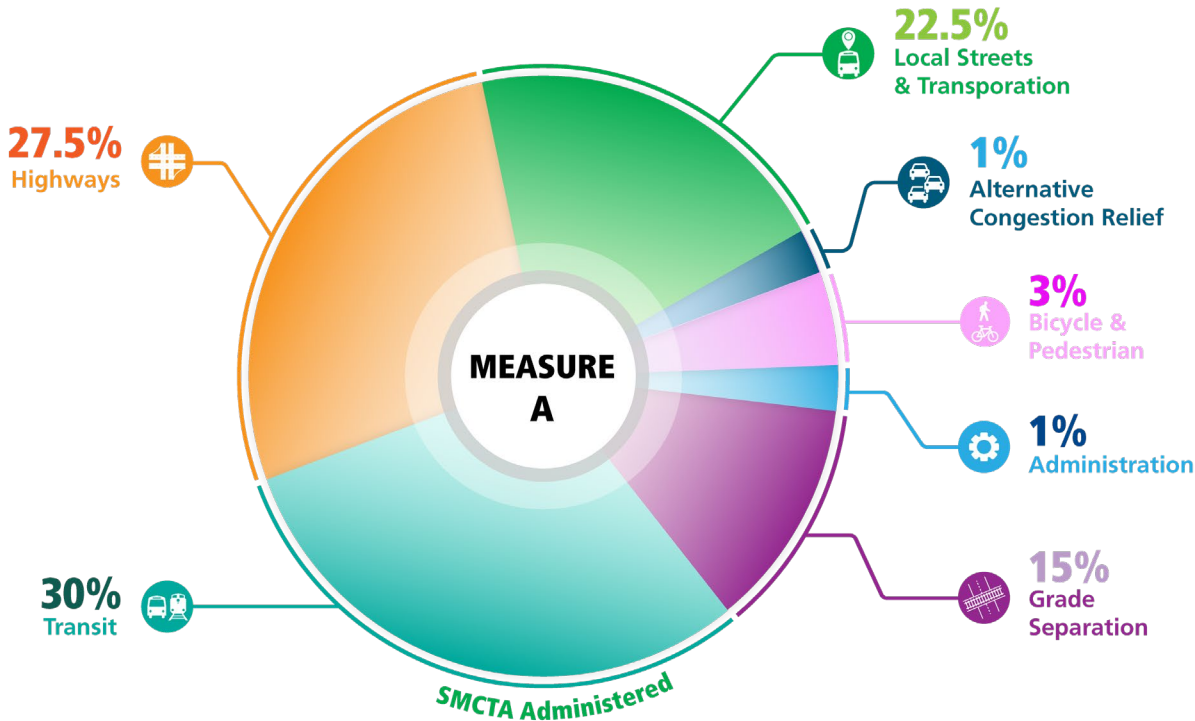
- Focus Area One: Measure A Goals & Measure W Core Principles
- Focus Area Two: Roles of the TA
- Focus Area Three: Envisioning the Next Five Years



Focus Area One: Measure A Goals & Measure W Core Principles

Measure A Goals

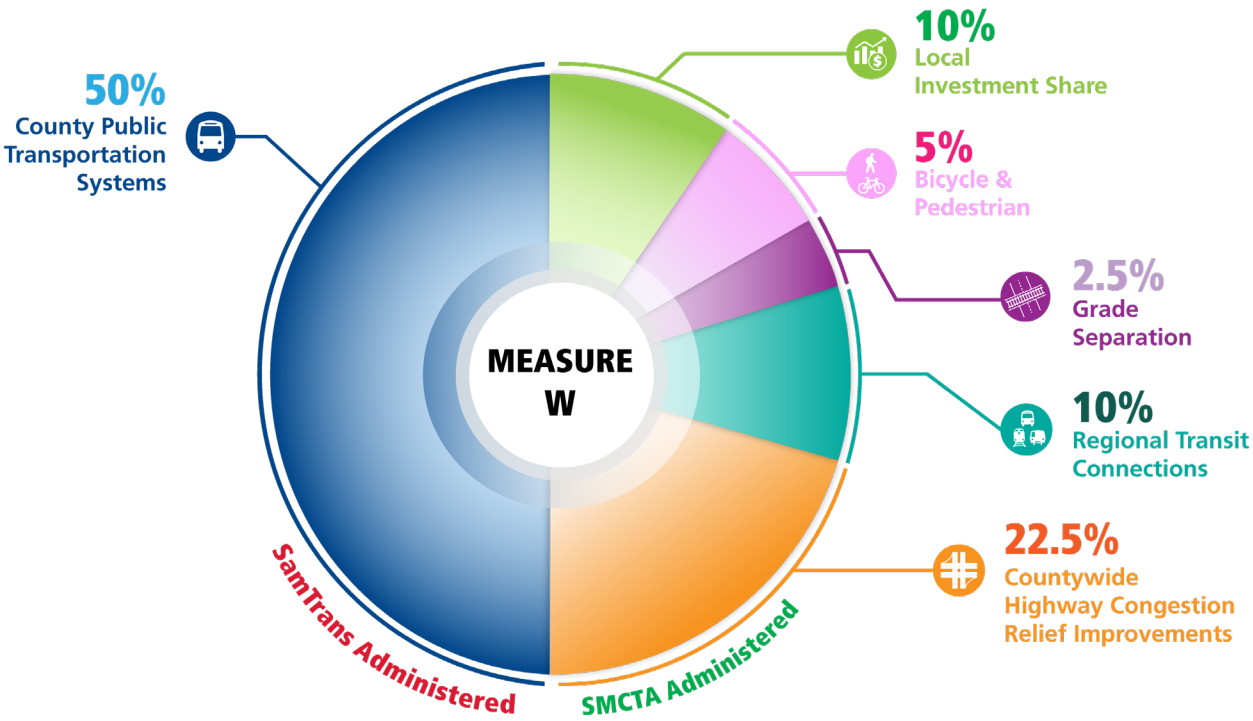
- Reduce commute corridor congestion
- Make regional connections
- Enhance safety
- Meet local mobility needs



Focus Area One: Measure A Goals & Measure W Core Principles

Measure W 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



Focus Area One: Measure A Goals & Measure W Core Principle

Measure W Core Principles (cont.)

- 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 streets policies and other strategies that encourage safe accommodate of all people using the roads, regardless of mode of travel



Focus Area One: Measure A Goals & Measure W Core Principle

Measure W Core Principles (cont.)

- Incentivize transit, bicycle, pedestrian, carpooling, and other shared-ride options over driving alone
- Maximize potential traffic reduction potential associated with creating of housing in high-quality transit corridors



Focus Area One: Measure A Goals & Measure W Core Principle

Activity One (10 minutes)

Using three dots for Measure A and three dots for Measure W, place your stickers on the boards for the goals and core principles that are most important to you.



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Focus Area One: Measure A Goals & Measure W Core Principle

Discussion Question 1 (10 minutes)

What has been the TA's biggest accomplishment in the past five years?



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Focus Area One: Measure A Goals & Measure W Core Principle

Discussion Question 2 (10 minutes)

Where do you see the biggest opportunity for improvement for the TA in the next five years?



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Focus Area One: Measure A Goals & Measure W Core Principles

Equity is not specifically called out for all programs in the Measure A Goals or Measure W Core Principles. However, the TA has been incorporating equity in multiple ways:

- Geographic distribution of funding in program awards
- Additional points given for projects located in historically underserved or disadvantaged communities
- Community engagement now includes community-based organizations with paid participation and multilingual materials



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Focus Area One: Measure A Goals & Measure W Core Principles

Discussion Question 3 (10 minutes)

How should equity continue to be considered or elevated by the TA for the next five years?



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Focus Area Two: Roles of the TA

The TA currently has multiple roles that support funding and projects across San Mateo County:

- Serve as the fund administrator for Measure A & W Programs (Primary Role)
- Sponsor highway projects of countywide significance
- Implement projects on behalf of local jurisdictions (Technical Assistance)
- Assist with the development of grants and funding strategies for local projects



Focus Area Two: Roles of the TA

Discussion Question 4 (10 minutes)

***Are there areas TA Technical Assistance
should be modified or expanded?***



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Focus Area Two: Roles of the TA

The Short-Range Highway Plan established a definition for projects of countywide significance that includes meeting at least two of the following screening criteria:

- Project serves a significant amount of through traffic
- Project significantly improves access to a major activity center
- Project serves a significant amount of inter-county traffic
- Project significantly improves connections between two or more geographic areas of the County

Current Countywide Significant Projects include:

- 101/92 Area Improvements
- 101/92 Direct Connectors
- US 101 Manage Lanes North of I-380
- Dumbarton Access



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Focus Area Two: Roles of the TA

Discussion Question 5 (10 minutes)

Should the definition of countywide significance be updated or expanded?



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Focus Area Three: Envisioning the Next Five Years

Activity Two (10 minutes)

On your handout, mark the top five priority project types you are excited about for the next five years.

See examples on the following slides and handout.



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Focus Area Three: Envisioning the Next Five Years

Pedestrian & Bicycle Program Project Types

- Low-cost quick build/rapid implementation
- Transformative all ages and abilities corridor enhancements
- Safety and spot improvements
- Encouragement and educational programs
- Safe Routes to School
- Active transportation & corridor planning
- Gap closures

Highway Program Project Types

- Interchange safety and operational enhancements
- Multimodal arterial highway corridors
- Managed lanes
- Pedestrian and bicycle freeway crossings
- Intelligent Transportation Systems & communication upgrades
- Corridor safety & operational improvements



Focus Area Three: Envisioning the Next Five Years

ACR/TDM Program Project Types

- Intelligent Transportation Systems/Signal Synchronization
- Shared Autonomous Vehicles Pilots
- Mobility Hubs & Transit Stop Improvements
- Transit passes and subsidies
- Micromobility programs and e-bike subsidies
- Transit access, crossings, and safety improvements

Grade Separations Program Project Types

- Pipeline Project Completion
- Planning for future projects
- Corridor planning



Focus Area Three: Envisioning the Next Five Years

Transit Program Project Types

- Transit Operations Support
- Express Buses
- Ferry Terminals
- Station Upgrades & Mobility Hubs
- Major corridor speed and reliability projects
- Caltrain Capital & Special Projects
- Paratransit
- Local Shuttles

Local Streets & Roads Program Project Types

- Maintenance & Repaving Projects
- ADA Curb Ramps
- Traffic Signal & Sign Maintenance



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Focus Area Three: Envisioning the Next Five Years

Discussion Question 6 (10 minutes)

Are there any other actions or considerations for the next five years we should take into account that we haven't discussed?



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Next Steps

Near-term Staff Action Items

- Begin stakeholder engagement
 - Survey
 - Interviews
- Update travel patterns and needs assessment
- Update financial projections

Board & CAC Future Activities

- Board Ad-Hoc Committee
 - April 2024 – Stakeholder Results & Potential Policy Implications
 - July 2024 – Program Administration & Draft Policy Updates
 - September 2024 – Funding Guidelines & Evaluation Criteria Updates
- Board and CAC Updates
 - June 2024 – Financial Projections & Stakeholder Feedback
 - November 2024 – Policy Highlights & Draft Plan Release

