



# AGENDA

## BOARD OF DIRECTORS MEETING

### SAN MATEO COUNTY TRANSPORTATION AUTHORITY

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

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

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

Oral public comments will also be accepted during the meeting through Zoom\* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Use the Raise Hand feature to request to speak. For participants calling in, dial \*67 if you do not want your telephone number to appear on the live broadcast. Callers may dial \*9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak for two minutes or less. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

**March 3, 2022 – Thursday**

**5:00 pm**

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

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

5) Consent Calendar

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

- a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person RESOLUTION
  - b) Approval of Minutes of the Board of Directors Meeting of February 3, 2022 MOTION
  - c) Acceptance of Statement of Revenues and Expenditures for the Period Ending January 31, 2022 MOTION
  - d) Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2022 MOTION
  - e) Award of Contracts for On-call Executive Recruitment Services RESOLUTION
- 6) Report of the Chair
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) US 101 Managed Lanes North of I-380 Project Update INFORMATIONAL
- 11) Finance
- a) Program and Allocate \$4,950,000 in Measure A Grade Separation Category Funds for the South Linden Avenue/Scott Street Grade Separation Project RESOLUTION
  - b) Programming and Allocation of Measure A Local Shuttle Program Funds for 28 Shuttles for Fiscal Year 2023 RESOLUTION
- 12) New TA Website Launch INFORMATIONAL
- 13) State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 2197 (Mullin) MOTION
- 14) Requests from the Authority
- 15) Written Communications to the Authority
- 16) Date/Time of Next Regular Meeting: Thursday, April 7, 2022, 5:00 pm via Zoom teleconference (additional location, if any, to be determined)
- 17) Report of Legal Counsel
- 18) Adjourn

## **INFORMATION FOR THE PUBLIC**

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

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

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

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

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

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

### **Location of Meeting**

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

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

### **Public Comment**

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

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

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

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

### **Availability of Public Records**

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: Joan Cassman  
Legal Counsel

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

**ACTION**

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

**SIGNIFICANCE**

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

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



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

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

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

**RESOLUTION NO. 2022 -**

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

**\*\*\***

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regularly passed and adopted this 3rd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070  
MINUTES OF FEBRUARY 3, 2022**

**MEMBERS PRESENT:** E. Beach, C. Groom, D. Horsley, J. Mates, R. Medina (Chair),  
M. Nagales, C. Romero (Vice Chair)  
**Via  
Teleconference**

**MEMBERS ABSENT:** None

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

## **1. CALL TO ORDER**

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

## **2. SWEARING-IN**

### **a) Don Horsley (Board of Supervisors Representative)**

Director Don Horsley was sworn in by Dora Seamans, Authority Secretary, for a two-year term expiring December 2023.

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

Ms. Seamans confirmed that a quorum was present. Chair Medina requested that Director Julia Mates lead the Pledge of Allegiance.

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

There were no comments.

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

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

## **6. CONSENT CALENDAR**

- a) Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-5**
- b) Approval of Minutes of the Board of Directors Meeting of January 6, 2022**
- c) Acceptance of Statement of Revenues and Expenditures for the Period Ending December 31, 2021**
- d) Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook**

Motion/Second: Horsley/Romero

Ayes: Beach, Groom, Horsley, Mates, Medina, Nagales, Romero

Noes: None

Absent: None

## **7. REPORT OF THE CHAIR**

### **a) Resolution of Appreciation for Former Chair Emily Beach – Approved by Resolution No. 2022-6**

Chair Medina thanked Director Beach for keeping projects and meetings on track during her tenure as Chair.

Motion/Second: Romero/Mates

Ayes: Beach, Groom, Horsley, Mates, Medina, Nagales, Romero

Noes: None

Absent: None

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

Director Rico Medina said that the report was posted on the website and provided a brief summary of Board actions. He thanked staff and SamTrans Directors Stone, Gee, and Pine for their efforts at the recent Caltrain Board meeting.

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

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

He said the Joint Powers (Caltrain) Board (JPB) approved the sale of \$140 million in bonds backed by Measure RR. He noted that he presented the Pathway Forward proposal to the JPB as part of the JPB governance discussion. He added that the Pathway Forward proposal had been presented to the SamTrans Board on February 2, where they approved it for presentation at the February 3 JPB meeting.

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

Mr. Mau said that his report was in the packet. He noted the success of the TA-sponsored Complete Streets webinar with over 70 attendees. He noted that the TA participated in a press event on infrastructure investment with Congresswoman Jackie Speier on January 14.

## **11. PROGRAM**

### **a) Program Report: Peninsula Corridor Electrification Project Update**

April Chan, Chief Officer, Planning, Grants/Transportation Authority, introduced the report. Michelle Bouchard, Acting Executive Director, Caltrain, provided a brief background of the project and introduced her team. Pranaya Shrestha, Chief Officer, CalMod, provided the presentation with Casey Fromson, Chief Communications Officer.

Director Julia Mates asked if there was consideration in using PCE (Peninsula Clean Energy) for electrification instead of PG&E (Pacific Gas and Electric). Mr. Shrestha acknowledged Caltrain's long-term relationship with PG&E and said they had hired a

consultant to help them identify 100 percent clean energy for the program. Ms. Bouchard said Ms. Chan's planning/sustainability team had conducted a draft energy study for Caltrain and the team was exploring ways to incorporate clean energy policies. She said that Caltrain will be looking at the near- and medium-term needs for energy and will determine who best to provide that. She said that more information will follow in future presentations and updates on PCEP (Peninsula Corridor Electrification Project).

Director Emily Beach asked about the state budget timeline as it relates to securing potential grants for the funding gap for the project. Ms. Fromson said the Governor was due to sign the budget in June.

Director Don Horsley questioned why Caltrain had brought in a new group of experts since the beginning of the project, which is \$400 million over budget. He said he thought that the required experts to manage the project should have been brought in at the beginning. Ms. Bouchard clarified that Mr. Shrestha was brought in for the electrification project just recently and that Robert Barnard, who joined Caltrain in 2021 as the Deputy Chief for Rail Development, was brought in to help oversee the delivery of the Caltrain capital program that is outside of PCEP.

Director Beach asked for clarification on the \$200 million super-contingency and funding sources to support this. Ms. Chan noted that the purpose of the super-contingency, outside of the \$1.9 billion original price tag for the project, was to help Caltrain secure the \$647 million FTA (Federal Transit Administration) Core Capacity grant. She added that the TA is one of four funding partners for the \$200 million super-contingency.

Vice Chair Carlos Romero asked what amount the TA is responsible for. Ms. Chan said that \$50 million was the initial contribution required by each of the four funding partners, and that Caltrain needs to seek out other sources to fund cost overruns. Joan Cassman, Legal Counsel, said the TA has no contractual commitment with FTA. Mr. Mau emphasized that the lack of resolution to the governance discussion is hampering the ability to secure the additional funding to complete the Caltrain electrification project.

Vice Chair Romero asked if the \$108 million in contingency noted on Slide 8 of the presentation would be available for potential overruns. Mr. Shrestha said that amount is aggregated into a contingency that would be available for overruns. Vice Chair Romero asked how much below-grade work is left and Mr. Shrestha said it is mainly at the crossings. He said he would get back to the Board with a dollar figure.

Director Beach asked if there was an identified source of additional funding. Ms. Chan said it was mainly from Measure A Caltrain category. She said Ms. Bouchard's and Ms. Fromson's teams would be providing the Board with regular updates of funding availability.

#### **b) San Mateo 101 Express Lanes Quarterly Project Update**

Ms. Chan introduced Leo Scott, Co-Project Manager, Gray-Bowen-Scott, who provided the presentation.

Director Mark Nagales said he appreciated the community outreach being in different languages. Mr. Scott explained details about the contingency, which he said could be



used for whatever is needed although it was originally earmarked for specific things such as additional electrical work or traffic handling or increased asphalt prices.

Vice Chair Romero asked about the risk exposure figures. Mr. Scott said it may be 25 percent time related.

Chair Medina said he had heard feedback from constituents about construction debris on the roads. Mr. Scott said the Caltrans has a claims process for windshield damage, and added that there had not been an increase in claims due to the Express Lanes project.

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

Casey Fromson, Chief Communications Officer, introduced the TA's state advocate Gus Khouri, Principal, Khouri Consulting LLC, who provided an update on state legislation.

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

There were no requests.

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

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

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

Chair Medina announced that the next meeting would be on Thursday, March 3, 2022, 5:00 pm via Zoom teleconference.

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

Joan Cassman, Legal Counsel, said that there was nothing to report.

## **17. ADJOURN**

The meeting adjourned at 7:01 pm.

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

# Report of the TA Citizens Advisory Committee

Meeting of February 1, 2022

## Committee Action

- Approved the Minutes of the CAC Meeting of January 4, 2022

## Committee Motions Regarding TA Board Items for February 3, 2022

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person
- Accepted the Statement of Revenues and Expenditures for the Period Ending December 31, 2021
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook

## Discussion Highlights

### Program Report: Peninsula Corridor Electrification Project Update

Joe Hurley, TA Director, introduced Pranaya Shrestha, Chief Officer, CalMod, who provided the presentation with Jadie Wasilco, Manager, Government and Community Affairs.

Dave Reed asked about the contingencies. Mr. Shrestha said that there is a contingency of \$40 million that is directly tied to the project and that contingency will be used for anything unforeseen or for items that are out of contract scope. He said they had done a complete budget scrub and risk assessment.

Sandra Lang asked about the effect of PG&E's (Pacific Gas and Electric) Public Safety Power Shutoff (PSPS) program on outages. Mr. Shrestha said to mitigate the effect of PSPS on outages, each substation has two separate feeds.

Vice Chair John Fox asked if there was a publicity program that communicates to the public about the electrification project. Mr. Shrestha said the Communications team is keeping the public well informed. Ms. Wasilco said they work closely with city staff about the best ways to reach the residents of individual communities, including social media, press releases, and city council meetings.

### San Mateo 101 Express Lanes Quarterly Project Update

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation.

Mr. Hurley commented that they have and continue work with a very lean contingency for the project.

Diana Bautista noted that the merge lane going southbound on US 101 from I-380 was gone but the signage still refers to the lane drop.

An Chen said she was pleased that the contingency had not been raised when so many other projects that she is familiar with have had significant cost increases. She asked if drivers would need to purchase new transponders. Mr. Scott said they could use their current non-switchable transponder but would be charged as a single-occupant vehicle. He provided information on how drivers can exchange their old tag or order a new switchable tag. April Chan, Chief Officer, Planning, Grants/Transportation Authority, added that SMCEL-JPA (San Mateo County Express Lanes Joint Powers Authority) will also have all the FasTrak information on their website.

### State and Federal Legislative Update

Amy Linehan, Public Affairs Specialist, provided a summary of federal and state legislation. She said the state legislature began their 2022 legislative session and the Governor recently released his budget, which includes significant new funding for various projects including transportation infrastructure. She noted that there was \$2 billion in the Governor's budget for priority transit and rail projects and \$500 million for grade separations and grade processing improvement projects.

On the federal side, Ms. Linehan said the government is still operating under a continuing resolution that expires February 18. She said they will need another continuing resolution to continue beyond this date.

### **Report of the Chair**

Chair Barbara Arietta gave a report on Caltrain governance. She said that the JPB (Peninsula Corridor Joint Powers Board) will be presenting a new report at their February 3 Board meeting.

### **Report from Staff**

Mr. Hurley noted the recent TA-sponsored Complete Streets webinar that took place on January 25. He said that the TA updated the South San Francisco City Council on January 12 on the state of the environmental process and technical studies regarding managed lanes north of I-380 to the San Francisco County line. He said the ribbon-cutting ceremony for the opening of the Express Lanes would be on February 10 at 10:00 am and that the CAC members would be invited to participate virtually.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING  
JANUARY 31, 2022**

**ACTION**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of January 2022 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 year-to-date, the Total Revenue (Page 1, line 8) is \$92.4 million less than prior year actuals. This is primarily due to the issuance of the 2020 Series A & B Sales Tax Revenue Bonds included in Other Sources – 101 EL Project (page 1, line 6) in prior year. The decreases are partially offset by the increases in Measure A Sales Tax (Page 1, line 2) and Measure W Sales Tax (Page 1, line 3) in current year.

**Year to Date Expenditures:** As of January year-to-date, the Total Expenditures (Page 1, line 28) are \$24.9 million less than prior year actuals. This is primarily due to less expenditures in Other Uses – 101 Express Lanes Project (Page 1, line 14), and a fluctuation in expenditures associated with other various capital projects.

**Budget Amendment:**

At the January 6<sup>th</sup>, 2022 board meeting, as per resolution no. 2022-2, the Board approved an amendment increase of \$8.6 million to Measure A Categories and \$5.3 million to Measure W Categories. The overall impact to the FY22 Budget is an increase in total expenditures from \$148.9 million to \$162.8 million.

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

650-508-7947  
650-622-7890

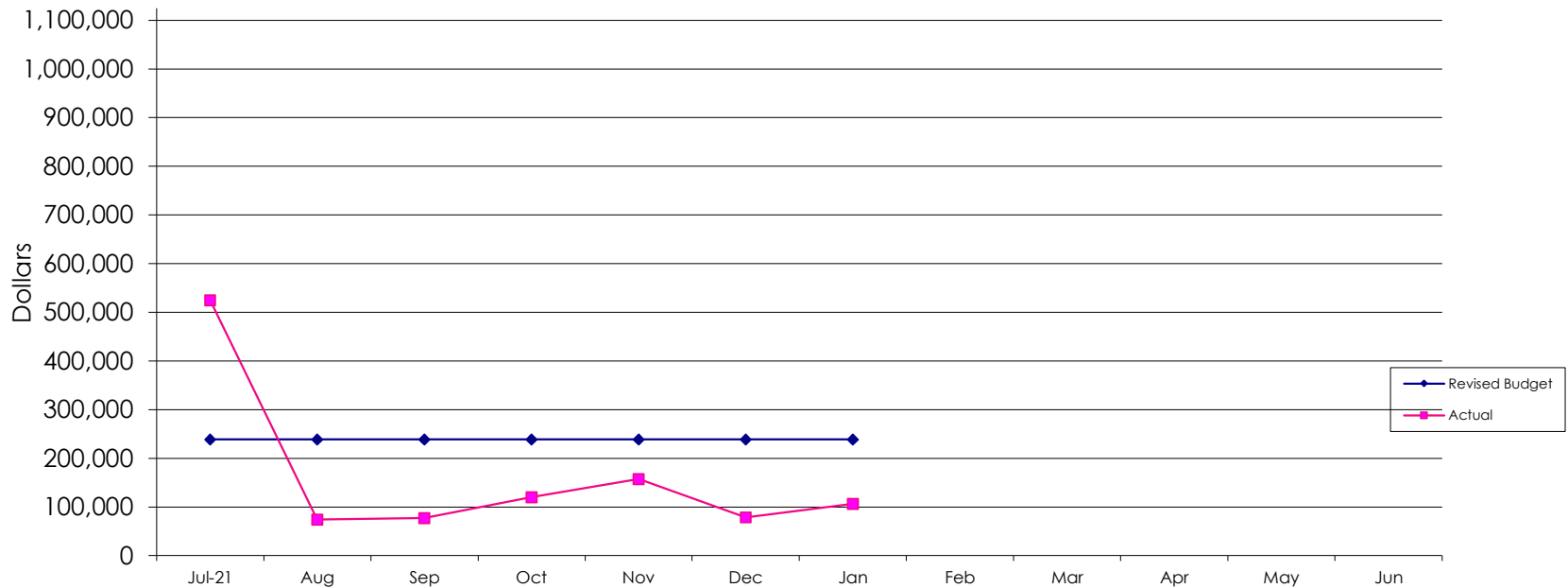
**SAN MATEO COUNTY TRANSPORTATION AUTHORITY**  
**STATEMENT OF REVENUES AND EXPENDITURES**  
**Fiscal Year 2022**  
**January 2022**

% OF YEAR ELAPSED: **58.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
<b>REVENUES:</b>					
Measure A Sales Tax	54,568,243	59,712,681	5,144,438	9.4%	96,495,540
Measure W Sales Tax	27,152,602	29,790,675	2,638,073	9.7%	48,247,770
Interest Income	2,997,137	2,705,567	(291,570)	(9.7%)	4,898,970
Rental Income	595,608	660,322	64,714	10.9%	1,170,938
Other Sources-101 EL Project	100,000,000	-	(100,000,000)	(100.0%)	400,000
<b>TOTAL REVENUE</b>	<b>185,313,590</b>	<b>92,869,245</b>	<b>(92,444,345)</b>	<b>(49.9%)</b>	<b>151,213,218</b>
<b>EXPENDITURES:</b>					
Measure A Annual Allocations	19,917,410	21,795,129	1,877,719	9.4%	35,220,872
Measure A Categories	14,259,153	21,717,677	7,458,524	52.3%	68,954,919
Other Uses-101 EL Project	43,168,887	8,956,050	(34,212,837)	(79.3%)	-
Measure W Annual Allocations	5,430,518	5,958,156	527,638	9.7%	9,649,554
Measure W Categories	1,485	344,620	343,135	23,106.7%	43,894,518
Oversight	717,016	549,708	(167,308)	(23.3%)	2,250,000
Administrative					
Staff Support	486,079	470,566	(15,513)	(3.2%)	1,421,054
Measure A Info.- Others	-	-	-	0.0%	5,000
Other Admin Expenses	1,384,660	669,148	(715,512)	(51.7%)	1,438,895
Total Administrative	1,870,739	1,139,714	(731,025)	(39.1%)	2,864,949
<b>TOTAL EXPENDITURES</b>	<b>85,365,208</b>	<b>60,461,054</b>	<b>(24,904,154)</b>	<b>(29.2%)</b>	<b>162,834,813</b>
<b>EXCESS (DEFICIT)</b>	<b>99,948,382</b>	<b>32,408,191</b>	<b>(67,540,191)</b>	<b>(67.6%)</b>	<b>(11,621,595)</b>
<b>BEGINNING FUND BALANCE</b>	<b>397,385,766</b>	<b>506,922,667</b>	<b>(1)</b>		<b>472,440,349</b>
<b>ENDING FUND BALANCE</b>	<b>497,334,148</b>	<b>539,330,858</b>			<b>460,818,754</b>

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

## SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



**Current Year Data**

	Jul '21	Aug '21	Sep '21	Oct '21	Nov '21	Dec '21	Jan '22	Feb '22	Mar 22	Apr 22	May 22	Jun 22
<b>MONTHLY EXPENSES</b>												
<b>Revised Budget</b>	238,746	238,746	238,745	238,746	238,746	238,746	238,746					
<b>Actual</b>	525,159*	74,377	77,471	119,877	157,093	78,975	106,762					
<b>CUMULATIVE EXPENSES</b>												
<b>Staff Projections</b>	238,746	477,492	716,237	954,983	1,193,729	1,432,475	1,671,220					
<b>Actual</b>	525,159*	599,536	677,007	796,884	953,977	1,032,952	1,139,714					
<b>Variance-F(U)</b>	(286,413)	(122,044)	39,230	158,099	239,752	399,523	531,506					
<b>Variance %</b>	-119.97%	-25.56%	5.48%	16.56%	20.08%	27.89%	31.80%					

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CASH AND INVESTMENTS AS OF JANUARY 31, 2022**

1/31/2022

**LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF**

Bank of America Checking	8,112,537.09
JP Morgan Bank Checking	46,559,476.90
LAIF	65,787,267.26

**INVESTMENT FUNDS**

Investment Portfolio (Market Values)*	211,710,942.86
MMF - US Bank Custodian Account	283,430.91
Cash	34,236.23
County Pool	158,688,023.01

**Total**

	\$ <b>491,175,914.26</b>
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\* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot  
 Account: PTA-San Mateo Co. Trans. Agg (257430)  
 As of: 1/31/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
14313FAD1	CARMX 2018-3 A3	42,916.18	06/15/2023	42,910.33	59.70	42,990.22	43,049.92
36255JAD6	GMCAR 2018-3 A3	26,038.66	05/16/2023	26,032.59	32.77	26,071.53	26,104.30
65479CAD0	NAROT 2020-B A3	513,903.62	07/15/2024	513,889.53	125.62	513,361.60	513,487.22
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	804,312.24	804,764.46
		<b>1,382,858.46</b>		<b>1,382,738.77</b>	<b>670.31</b>	<b>1,386,735.59</b>	<b>1,387,405.90</b>
AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	7,482.47	3,313,076.98	3,320,559.45
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,377.78	1,553,580.16	1,555,957.94
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	3,552.08	3,237,315.61	3,240,867.69
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,560,579.74	1,563,329.74
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,551,332.16	1,552,309.94
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	6,175.00	3,651,023.36	3,657,198.36
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	2,073.33	4,592,025.17	4,594,098.51
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	985.42	1,092,776.40	1,093,761.82
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	388.89	1,582,193.84	1,582,582.73
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,646,422.20	3,651,488.87
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,421.88	3,837,377.31	3,838,799.19
		<b>30,240,000.00</b>		<b>30,351,283.65</b>	<b>33,251.28</b>	<b>29,617,702.94</b>	<b>29,650,954.22</b>
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Cash	34,236.23	01/31/2022	34,236.23	0.00	34,236.23	34,236.23
		<b>34,236.23</b>		<b>34,236.23</b>	<b>0.00</b>	<b>34,236.23</b>	<b>34,236.23</b>
CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
22535CDV0	Credit Agricole Corporate And Investment Bank, New	1,500,000.00	04/01/2022	1,500,000.00	35,610.83	1,506,304.50	1,541,915.33
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	5,530.67	1,618,363.20	1,623,893.87
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	13,073.33	1,614,627.20	1,627,700.53
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	13,144.00	1,613,670.40	1,626,814.40
		<b>6,300,000.00</b>		<b>6,300,000.00</b>	<b>67,358.83</b>	<b>6,352,965.30</b>	<b>6,420,324.13</b>
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	6,183.33	514,999.73	521,183.06
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,197.19	2,174,454.88	2,176,652.06
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	12,015.10	1,540,158.45	1,552,173.55
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	8,958.33	767,347.15	776,305.48



037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,570,328.37	1,574,328.37
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,578,687.00	1,598,062.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	657,530.30	661,208.22
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,838.08	784,591.08	786,429.16
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	1,745.63	3,125,135.85	3,126,881.48
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	263.23	471,250.64	471,513.87
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	16,035.00	1,504,964.09	1,520,999.09
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,606,858.76	1,608,064.31
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	6,768.75	571,112.68	577,881.43
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	944.13	446,773.29	447,717.41
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	1,070.14	517,819.27	518,889.40
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	751,133.33	757,433.33
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	225,340.00	227,230.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	225,340.00	227,230.00
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,988.54	808,101.25	810,089.79
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	2,146.00	2,938,436.28	2,940,582.28
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	494,241.74	495,832.71
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	13,612.50	1,554,337.23	1,567,949.73
		<b>24,745,000.00</b>		<b>25,139,980.55</b>	<b>115,695.40</b>	<b>24,828,941.33</b>	<b>24,944,636.72</b>

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,096,149.64	1,098,841.65
3137BM6P6	FHMS K-721 A2	644,206.16	08/25/2022	649,691.98	1,658.83	648,318.32	649,977.15
3137FKK39	FHMS K-P05 A	22,122.45	07/25/2023	22,122.39	59.05	22,238.51	22,297.56
3137FQ3V3	FHMS K-J27 A1	142,113.56	07/25/2024	142,110.15	247.75	143,088.08	143,335.83
		<b>1,863,442.17</b>		<b>1,921,179.98</b>	<b>4,657.64</b>	<b>1,909,794.55</b>	<b>1,914,452.19</b>

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	379,642.50	383,581.88
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,516.81	484,010.00	485,526.81
		<b>875,000.00</b>		<b>875,000.00</b>	<b>5,456.18</b>	<b>863,652.50</b>	<b>869,108.68</b>

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	283,430.91	01/31/2022	283,430.91	0.00	283,430.91	283,430.91
SM - CP N/M A	County Pool New Measure A	134,899,690.55	01/31/2022	134,899,690.55	0.00	134,899,690.55	134,899,690.55
SM - CP O/M A	County Pool Old Measure A	23,788,332.46	01/31/2022	23,788,332.46	0.00	23,788,332.46	23,788,332.46
SM - LAIF	Local Agency Investment Fund	65,787,267.26	01/31/2022	65,787,267.26	0.00	65,787,267.26	65,787,267.26
		<b>224,758,721.18</b>		<b>224,758,721.18</b>		<b>224,758,721.18</b>	<b>224,758,721.18</b>

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INT'L BANK FOR RECONSTRUCTION & DEVELPMNT	750,000.00	04/22/2025	750,900.00	1,289.06	729,724.24	731,013.30
		<b>750,000.00</b>		<b>750,900.00</b>	<b>1,289.06</b>	<b>729,724.24</b>	<b>731,013.30</b>

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	6,160.46	1,710,724.40	1,716,884.86
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	24,890.63	8,930,897.85	8,955,788.48
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	8,015.63	2,876,051.85	2,884,067.48
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	3,977.62	448,507.84	452,485.46
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	8,220.99	4,731,375.00	4,739,595.99
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	11,491.71	6,613,750.00	6,625,241.71
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	2,651.93	1,526,250.00	1,528,901.93
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	707.18	407,000.00	407,707.18
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	4,596.69	2,645,500.00	2,650,096.69
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	7,562.64	1,487,111.40	1,494,674.04
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	8,670.58	2,259,843.75	2,268,514.33
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	4,950.28	3,235,126.40	3,240,076.68
912828YY0	UNITED STATES TREASURY	1,480,000.00	12/31/2024	1,543,246.88	2,289.50	1,496,245.96	1,498,535.46
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	121.55	3,199,251.20	3,199,372.75
912828Z52	UNITED STATES TREASURY	375,000.00	01/31/2025	384,755.86	14.24	374,912.25	374,926.49
912828ZC7	UNITED STATES TREASURY	250,000.00	02/28/2025	259,423.83	1,196.48	247,978.50	249,174.98
912828ZD5	UNITED STATES TREASURY	2,030,000.00	03/15/2023	2,041,260.17	3,897.38	2,022,308.33	2,026,205.71
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	3,832.42	2,186,982.00	2,190,814.42
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	3,636.54	2,075,202.92	2,078,839.46
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,541.44	1,547,000.00	1,548,541.44
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	670.67	1,490,239.75	1,490,910.42
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	519.23	1,153,734.00	1,154,253.23
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	465.14	1,033,553.38	1,034,018.52
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	497.24	2,160,087.75	2,160,584.99
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	16.95	2,353,156.78	2,353,173.73
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	13.98	1,940,994.90	1,941,008.88
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	1,186.65	2,026,663.61	2,027,850.26
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,648.48	1,483,095.80	1,484,744.28
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	617.62	1,623,316.20	1,623,933.82
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,091.85	1,622,371.20	1,623,463.05
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	353.25	524,884.80	525,238.05
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	2,868.44	5,244,294.30	5,247,162.74
91282CAX9	UNITED STATES TREASURY	780,000.00	11/30/2022	779,939.07	168.75	776,343.36	776,512.11
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,298.08	1,914,610.00	1,915,908.08
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	681.49	1,005,170.25	1,005,851.74
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	203.57	1,212,036.41	1,212,239.98
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	1,234.81	3,562,176.53	3,563,411.33
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	513.81	1,482,247.95	1,482,761.76
91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	20.55	343,027.30	343,047.85
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	30.30	2,792,117.25	2,792,147.55
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	3.88	357,963.75	357,967.63
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	1,209.75	2,051,218.69	2,052,428.44
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	10,316.30	4,647,852.00	4,658,168.30
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	3,445.86	1,552,478.40	1,555,924.26
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	7,728.71	2,926,097.63	2,933,826.33
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,277.47	483,652.50	484,929.97
91282CBU4	UNITED STATES TREASURY	2,225,000.00	03/31/2023	2,221,610.35	947.46	2,205,531.25	2,206,478.71
91282CBU4	UNITED STATES TREASURY	1,835,000.00	03/31/2023	1,832,132.81	781.39	1,818,943.75	1,819,725.14
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	1,937.07	1,693,465.28	1,695,402.35
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,527.97	2,270,595.85	2,275,123.82
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	3,131.04	1,570,092.88	1,573,223.92
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	3,757.25	1,884,111.45	1,887,868.70

91282CBX8	UNITED STATES TREASURY	1,835,000.00	04/30/2023	1,831,559.38	589.28	1,817,582.18	1,818,171.46
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	397.00	1,815,145.30	1,815,542.30
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,121.39	3,064,741.78	3,068,863.17
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	2,109.38	1,568,568.63	1,570,678.00
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	568.68	1,684,434.90	1,685,003.58
91282CCK5	UNITED STATES TREASURY	5,000,000.00	06/30/2023	4,992,187.50	552.49	4,940,235.00	4,940,787.49
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	113.26	1,012,748.18	1,012,861.43
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	145.29	807,178.35	807,323.64
91282CCN9	UNITED STATES TREASURY	5,000,000.00	07/31/2023	4,990,234.40	17.27	4,933,400.00	4,933,417.27
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	44.03	2,443,119.30	2,443,163.33
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	44.03	2,443,119.30	2,443,163.33
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.42	1,077,846.75	1,077,866.17
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.68	814,373.10	814,387.78
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,842.79	5,141,018.79	5,156,861.58
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,365.38	1,741,078.80	1,746,444.18
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	994.48	1,488,691.50	1,489,685.98
		<b>148,625,000.00</b>		<b>148,592,074.40</b>	<b>192,529.71</b>	<b>146,021,426.42</b>	<b>146,213,956.12</b>

# Base Risk Summary - Fixed Income

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

01/01/2022 - 01/31/2022

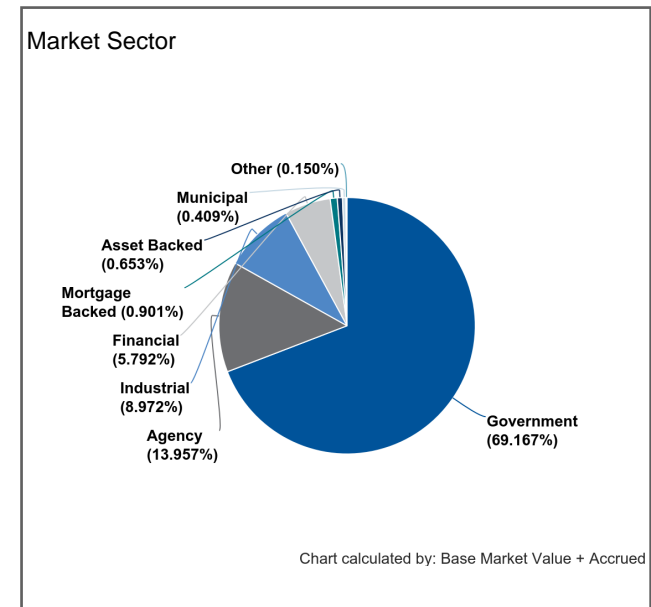
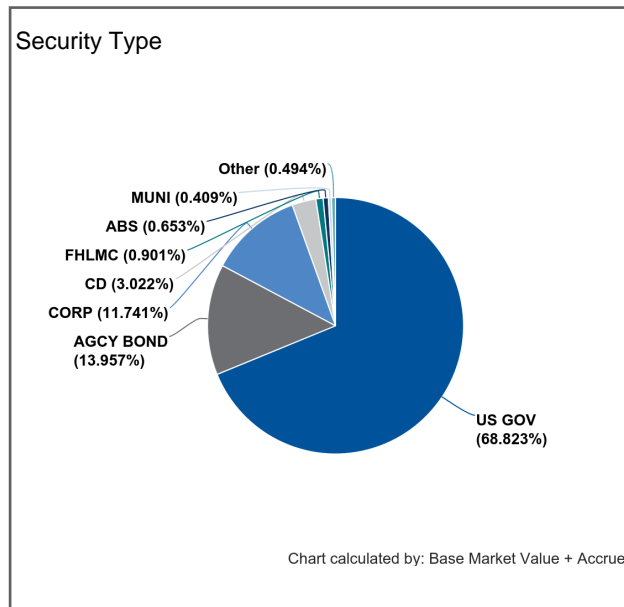
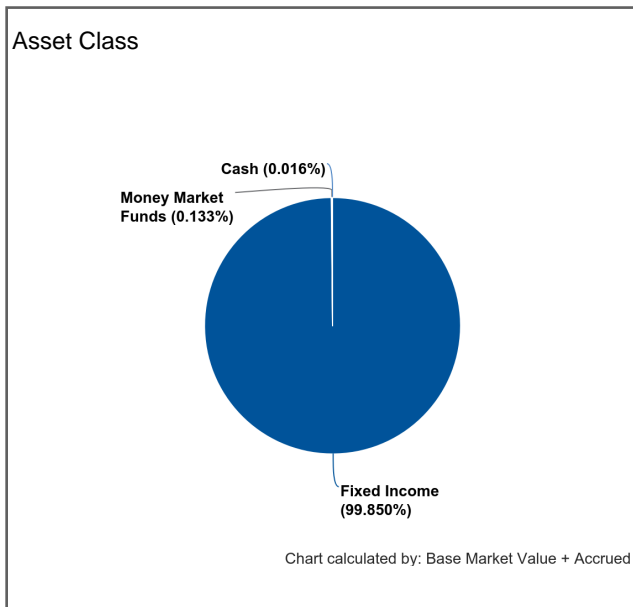
Dated: 02/08/2022

Balance Sheet	
Book Value + Accrued	215,873,369.97
Net Unrealized Gain/Loss	-3,423,851.56
Market Value + Accrued	212,449,518.41

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	34,236.23
MMFund	283,430.91
Fixed Income	212,131,851.27
Duration	2.585
Convexity	0.092
WAL	2.635
Years to Final Maturity	2.658
Years to Effective Maturity	2.633
Yield	1.290
Book Yield	0.850
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	68.823%
Other	11.364%
Federal Home Loan Mortgage Corporation	5.687%
Federal National Mortgage Association	5.350%
Toyota Motor Corporation	2.580%
Federal Home Loan Banks	2.295%
Caterpillar Inc.	2.064%
Apple Inc.	1.837%
---	100.000%

Footnotes: 1,2

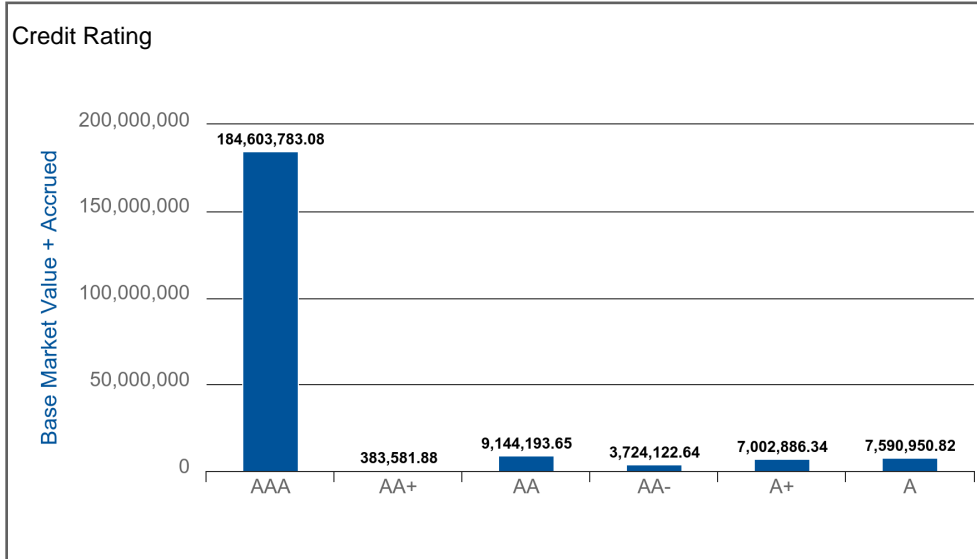


# Base Risk Summary - Fixed Income

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

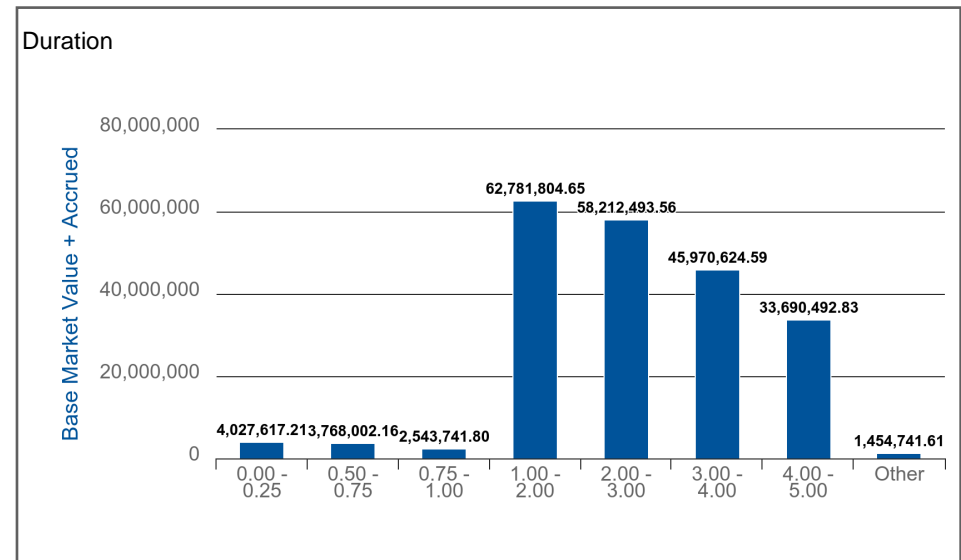
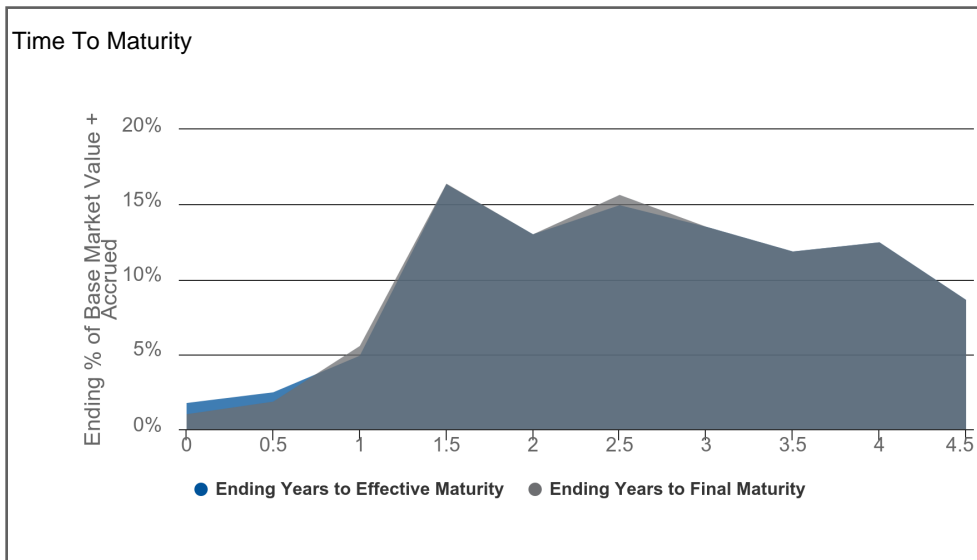
01/01/2022 - 01/31/2022

Dated: 02/08/2022



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	1.541%	26.118%	21.970%	21.405%	15.858%	0.000%	0.000%	0.000%	0.000%
AA	3.738%	0.738%	1.762%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.272%	2.695%	3.669%	0.233%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

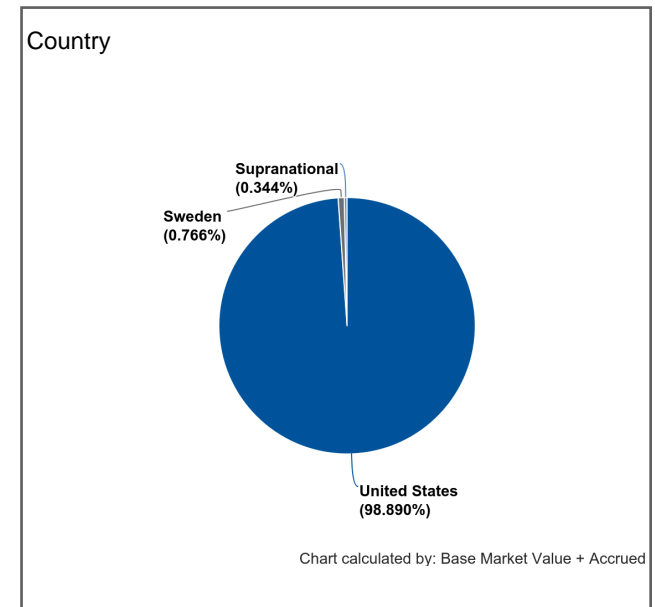
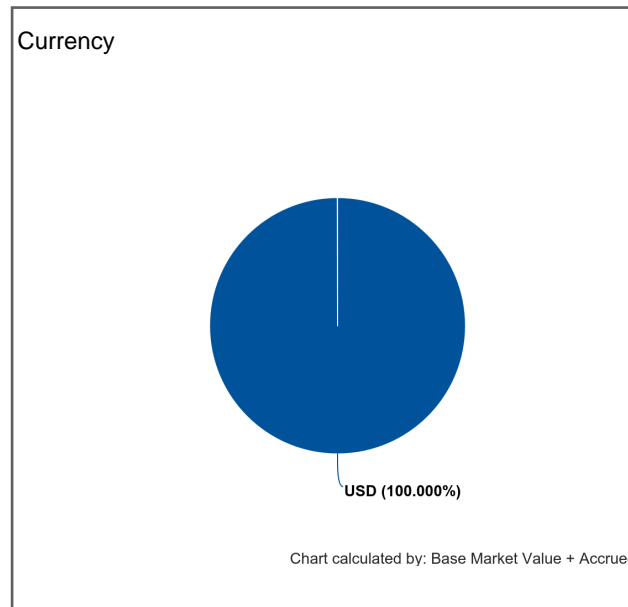
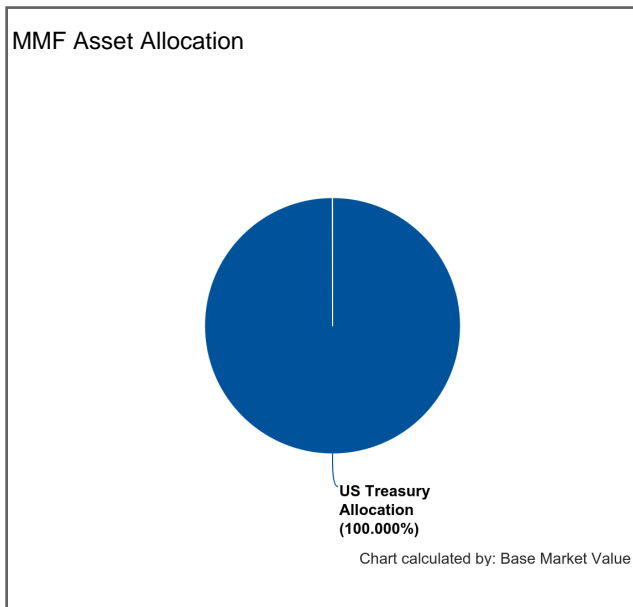
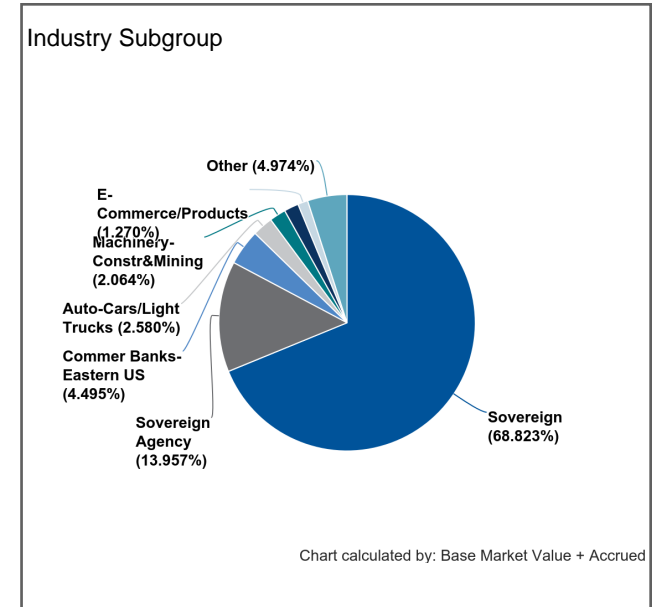
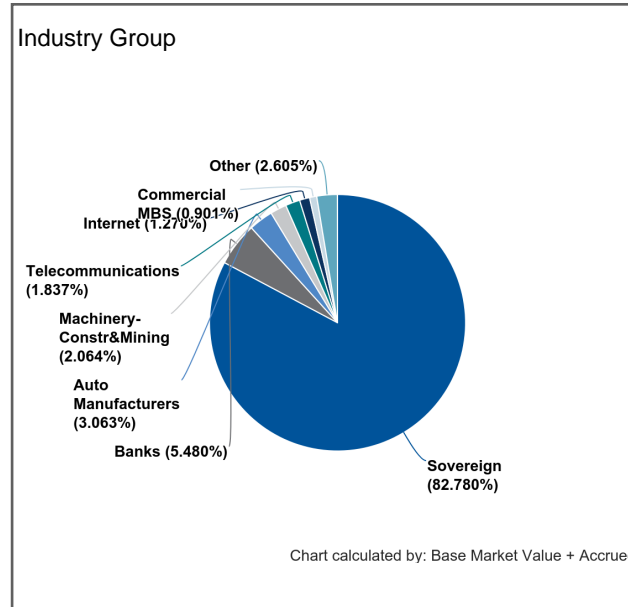
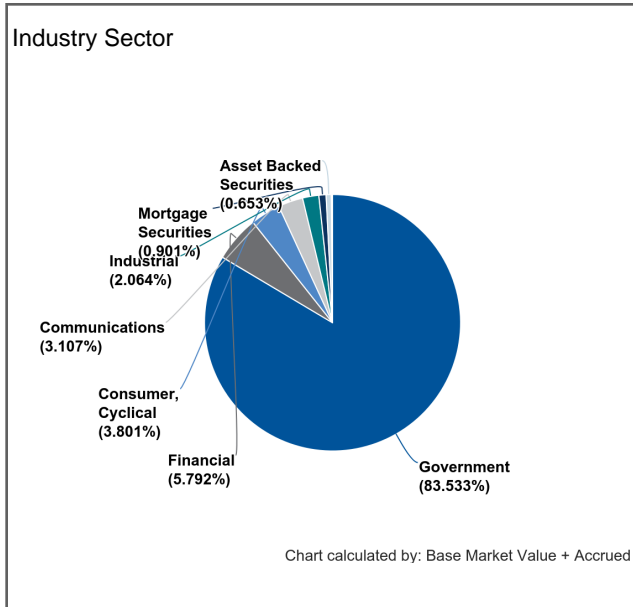


# Base Risk Summary - Fixed Income

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

01/01/2022 - 01/31/2022

Dated: 02/08/2022



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## Base Risk Summary - Fixed Income

01/01/2022 - 01/31/2022

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

Dated: 02/08/2022

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

Additional Disclosure:

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

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

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

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

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

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

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

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





Report: GAAP Trading Activity

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

Date: 01/01/2022 - 01/31/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
14313FAD1	CARMX 2018-3 A3	0.00	(28,251.23)	Principal Paydown	01/15/2022	01/15/2022	06/15/2023	(28,251.23)	0.00	28,251.23
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	3,150,000.00	Buy	01/03/2022	01/10/2022	01/10/2024	3,149,496.00	0.00	(3,149,496.00)
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	475,000.00	Buy	01/03/2022	01/10/2022	01/10/2024	474,924.00	0.00	(474,924.00)
24422ETL3	JOHN DEERE CAPITAL CORP	(685,000.00)	(685,000.00)	Maturity	01/06/2022	01/06/2022	01/06/2022	(685,000.00)	0.00	685,000.00
24422EUQ0	JOHN DEERE CAPITAL CORP	(350,000.00)	(350,000.00)	Maturity	01/10/2022	01/10/2022	01/10/2022	(350,000.00)	0.00	350,000.00
3137BM6P6	FHMS K-721 A2	0.00	(39,879.19)	Principal Paydown	01/01/2022	01/01/2022	08/25/2022	(39,879.19)	0.00	39,879.19
3137FKK39	FHMS K-P05 A	0.00	(56.31)	Principal Paydown	01/01/2022	01/01/2022	07/25/2023	(56.31)	0.00	56.31
3137FQ3V3	FHMS K-J27 A1	0.00	(12,809.81)	Principal Paydown	01/01/2022	01/01/2022	07/25/2024	(12,809.81)	0.00	12,809.81
31846V534	FIRST AMER:US TRS MM Y	5,002,087.84	5,002,087.84	Buy	---	---	01/31/2022	5,002,087.84	0.00	(5,002,087.84)
31846V534	FIRST AMER:US TRS MM Y	(5,755,529.60)	(5,755,529.60)	Sell	---	---	01/31/2022	(5,755,529.60)	0.00	5,755,529.60
36255JAD6	GMCAR 2018-3 A3	0.00	(21,431.81)	Principal Paydown	01/16/2022	01/16/2022	05/16/2023	(21,431.81)	0.00	21,431.81
65479CAD0	NAROT 2020-B A3	0.00	(43,512.94)	Principal Paydown	01/15/2022	01/15/2022	07/15/2024	(43,512.94)	0.00	43,512.94
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	2,960,000.00	Buy	01/10/2022	01/13/2022	01/13/2025	2,956,033.60	0.00	(2,956,033.60)
912828W48	UNITED STATES TREASURY	(1,085,000.00)	(1,085,000.00)	Sell	01/05/2022	01/06/2022	02/29/2024	(1,115,007.03)	(8,152.49)	1,123,159.52
912828ZC7	UNITED STATES TREASURY	(2,950,000.00)	(2,950,000.00)	Sell	01/11/2022	01/12/2022	02/28/2025	(2,937,324.23)	(12,284.88)	2,949,609.11
91282CAN1	UNITED STATES TREASURY	(480,000.00)	(480,000.00)	Sell	01/27/2022	01/28/2022	09/30/2022	(478,725.00)	(197.80)	478,922.80
91282CAX9	UNITED STATES TREASURY	(1,000,000.00)	(1,000,000.00)	Sell	01/27/2022	01/28/2022	11/30/2022	(995,703.13)	(202.61)	995,905.74
91282CBA8	UNITED STATES TREASURY	(415,000.00)	(415,000.00)	Sell	01/05/2022	01/06/2022	12/15/2023	(409,909.77)	(31.35)	409,941.12
91282CDR9	UNITED STATES TREASURY	1,500,000.00	1,500,000.00	Buy	01/27/2022	01/28/2022	12/31/2023	1,488,750.00	870.17	(1,489,620.17)
<b>San Mateo County TA</b>		<b>366,558.24</b>	<b>220,616.94</b>					<b>198,151.39</b>	<b>(19,998.96)</b>	<b>(178,152.43)</b>

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

\* Weighted by: Absolute Value of Principal

\* MMF transactions are collapsed

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

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

## SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

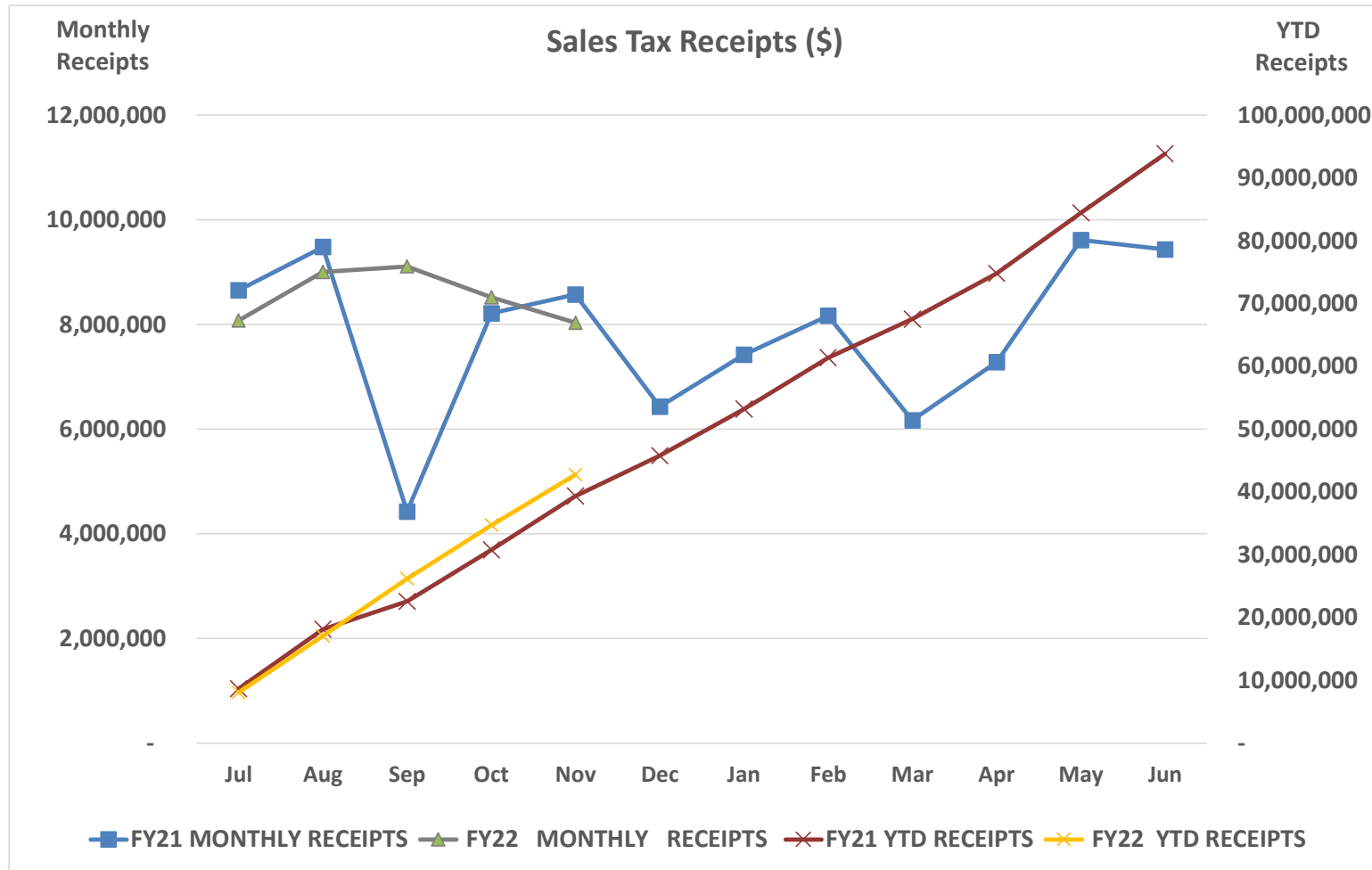
**Yield to Maturity at Cost (YTM @ Cost)** - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
FY2022  
Measure A Sales Tax  
January 2022**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
CHECKS WRITTEN  
JANUARY 2022

Unit	Ref	Name	Amount	Method	Description
SMCTA	000097	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000098	KHOURI CONSULTING LLC	5,500.00	ACH	Operating Expense
SMCTA	000120	SAN MATEO COUNTY TRANSIT DISTRICT	3,912,491.00	WIR	Operating Expense
SMCTA	000384	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,328.75	CHK	Operating Expense
SMCTA	000405	PUBLIC TRUST ADVISORS	9,106.38	CHK	Operating Expense
SMCTA	000093	GRAY-BOWEN-SCOTT	11,589.18	ACH	Capital Programs (1)
SMCTA	000096	GRAY-BOWEN-SCOTT	5,518.32	ACH	Capital Programs (1)
SMCTA	000094	GRAY-BOWEN-SCOTT	67,294.08	ACH	Capital Programs (2)
SMCTA	000095	GRAY-BOWEN-SCOTT	42,733.14	ACH	Capital Programs (2)
SMCTA	000119	DEPARTMENT OF TRANSPORTATION	2,850,130.25	WIR	Capital Programs (2)
SMCTA	000383	EYEKICK VISUAL, LLC	491.63	CHK	Capital Programs (2)
SMCTA	000385	PACIFIC GAS & ELECTRIC COMPANY	121.79	CHK	Capital Programs (2)
SMCTA	000386	PACIFIC GAS & ELECTRIC COMPANY	248.58	CHK	Capital Programs (2)
SMCTA	000387	PACIFIC GAS & ELECTRIC COMPANY	2.63	CHK	Capital Programs (2)
SMCTA	000388	PACIFIC GAS & ELECTRIC COMPANY	405.48	CHK	Capital Programs (2)
SMCTA	000389	PACIFIC GAS & ELECTRIC COMPANY	224.08	CHK	Capital Programs (2)
SMCTA	000390	PACIFIC GAS & ELECTRIC COMPANY	311.10	CHK	Capital Programs (2)
SMCTA	000391	PACIFIC GAS & ELECTRIC COMPANY	198.36	CHK	Capital Programs (2)
SMCTA	000392	PACIFIC GAS & ELECTRIC COMPANY	203.84	CHK	Capital Programs (2)
SMCTA	000393	PACIFIC GAS & ELECTRIC COMPANY	342.94	CHK	Capital Programs (2)
SMCTA	000394	PACIFIC GAS & ELECTRIC COMPANY	108.31	CHK	Capital Programs (2)
SMCTA	000395	PACIFIC GAS & ELECTRIC COMPANY	63.09	CHK	Capital Programs (2)
SMCTA	000397	PACIFIC GAS & ELECTRIC COMPANY	329.38	CHK	Capital Programs (2)
SMCTA	000398	PACIFIC GAS & ELECTRIC COMPANY	82.02	CHK	Capital Programs (2)
SMCTA	000400	CLEAR CHANNEL OUTDOOR, INC.	21,201.75	CHK	Capital Programs (2)
SMCTA	000402	PACIFIC GAS & ELECTRIC COMPANY	68.90	CHK	Capital Programs (2)
SMCTA	000403	PACIFIC GAS & ELECTRIC COMPANY	302.27	ACH	Capital Programs (2)
SMCTA	000404	PALO ALTO, CITY OF	284.64	WIR	Capital Programs (2)
SMCTA	000408	OUTFRONT MEDIA LLC	40,200.00	CHK	Capital Programs (2)
SMCTA	000409	SAN FRANCISCO CHRONICLE	8,000.00	CHK	Capital Programs (2)
SMCTA	000117	HANSON BRIDGETT LLP	11,671.50	WIR	Capital Programs (3)
SMCTA	000118	HANSON BRIDGETT LLP	32,875.50	WIR	Capital Programs (4)
SMCTA	000399	REDWOOD CITY, CITY OF	35,625.00	CHK	Capital Programs (5)
SMCTA	000396	EYEKICK VISUAL, LLC	163.88	CHK	Capital Programs (6)
SMCTA	000401	EYEKICK VISUAL, LLC	491.64	CHK	Capital Programs (6)
SMCTA	000406	WSP USA INC.	278.22	CHK	Capital Programs (6)
SMCTA	000407	CITY OF PACIFICA	4,976.09	CHK	Capital Programs (7)
SMCTA	000410	SOUTH SAN FRANCISCO, CITY OF	98,502.94	CHK	Capital Programs (8)
			<u>7,169,066.66</u>		

- (1) Express Lane Operations
- (2) 101 HOV Ln Whipple - San Bruno
- (3)
 

\$8,370.00	Highway Oversight
1,627.50	Pedestrian & Bicycle Oversight
604.50	Railroad Grade Sep Oversight
<u>1,069.50</u>	TA-Caltrain Project Oversight
<u>\$11,671.50</u>	
- (4)
 

\$4,371.00	Highway Oversight
26,505.00	Operating Expense
<u>1,999.50</u>	TA-Caltrain Project Oversight
<u>\$32,875.50</u>	
- (5) 84/101 Interchange
- (6) SMCTA Capital Administration
- (7) San Pedro Creek/Rte 1 Bridge R
- (8) 101 Produce Ave Interchange

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

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

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT FOR 2ND QUARTER FISCAL YEAR 2022**

**ACTION**

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

**SIGNIFICANCE**

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

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

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

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

# Capital Projects

## Quarterly Status Report

**Second Quarter FY2022: October 01-December 31, 2021**

**Report prepared for the March 3, 2022 TA Board Meeting**





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Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22	
<b>Highways</b>									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
00622 - U.S. 101 / Willow Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	5
00768 - U.S. 101 / Woodside Interchange Project Phase - PS&E / ROW	G	G	G	G	G	G	G	G	7
00782 - San Pedro Creek Bridge Replacement Project Phase - Biological Monitoring	G	G	G	G	G	G	G	G	9
00791 - U.S. 101 Express Lanes Project Phase - Construction	G	G	G	G	G	G	G	G	11
00793 - Highway 1 Safety & Operational Improvements Project (Gray Whale Cove) Phase - Permit Engineering Evaluation Report ( PEER)	G	G	G	G	G	G	G	G	13
00795 - U.S. 101 / Holly Street Interchange Project Phase - PS&E	G	G	R	R	R	R	R	R	15
00801 - U.S. 101 / Peninsula Ave Interchange Project Phase - PA&ED	G	G	Y	Y	G	G	G	G	17
00803 – U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	G	G	G	19
00805 – Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	Y	Y	G	G	21
00822 – Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	G	G	G	23
00823 – Route 1 Safety & Operational Improvements Project (Main Street to Kehoe Ave) Phase - Final Design	G	G	G	G	G	G	G	G	25
100302 – U.S. 101 Managed Lanes North Project Phase - PID	G	G	G	G	G	G	G	G	27
100318 – U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
100319 – U.S. 101 / SR 92 Direct Connector Project Phase - PID	G	G	G	G	G	G	G	G	31
<b>Caltrain - Grade Separation &amp; Station Improvements</b>									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	G	Y	Y	R	G	G	G	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	R	R	G	G	G	G	38
00824- South San Francisco Station Improvement Project (South San Francisco)	G	G	G	Y	G	G	G	G	42
00814 – Grade Separation Study Report – (South Linden Avenue/Scott Street)	N/A	G	N/A	G	N/A	G	N/A	G	47
100277 – Grade Separation Study Project - Whipple Avenue (Redwood City)	N/A	G	N/A	G	N/A	G	N/A	G	49
100579 – Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	N/A	G	N/A	G	N/A	G	N/A	G	52



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues



# Level 2 Projects Highways

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

**TA Role:** Funding Agency and Highway Planting Design

**Sponsor:** City of Burlingame

**Scope:**



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

**Project Status Summary:**

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

**Issues:** None

**Schedule:**



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

**Progress This Quarter:**

- (1) Received approval from PG&E Legal Council on the Joint Use Agreement Language
- (2) Reached an agreement with Caltrans and PG&E on the Joint Use Agreement procedures for signing and recording
- (3) Continued coordination with US 101 Express Lanes Project
- (4) Caltrans continued to finalize maintenance responsibilities/ agreement with City of Burlingame
- (5) Continued coordination with City on Section 83 Quitclaim deed package for right-of-way transfers
- (6) Submitted final relinquishment documents (originals) to Caltrans

**Future Activities:**

- (1) Obtain Caltrans approval on final right-of-way record maps
- (2) City to obtain approval on Section 83 Quitclaim deed package
- (4) City to execute Maintenance Agreement with Caltrans
- (5) Resolve 95% comments on landscape design documents and prepare 100%

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$59,187,000	63%	\$57,332,904	97%	\$59,187,000	63%
<b>Others</b>						
<b>Federal</b>	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
<b>State</b>	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
<b>City</b>	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
<b>Total</b>	<b>\$93,738,000</b>	<b>100%</b>	<b>\$90,973,620</b>	<b>97%</b>	<b>\$93,738,000</b>	<b>100%</b>

Note: EAC - Estimate at Completion

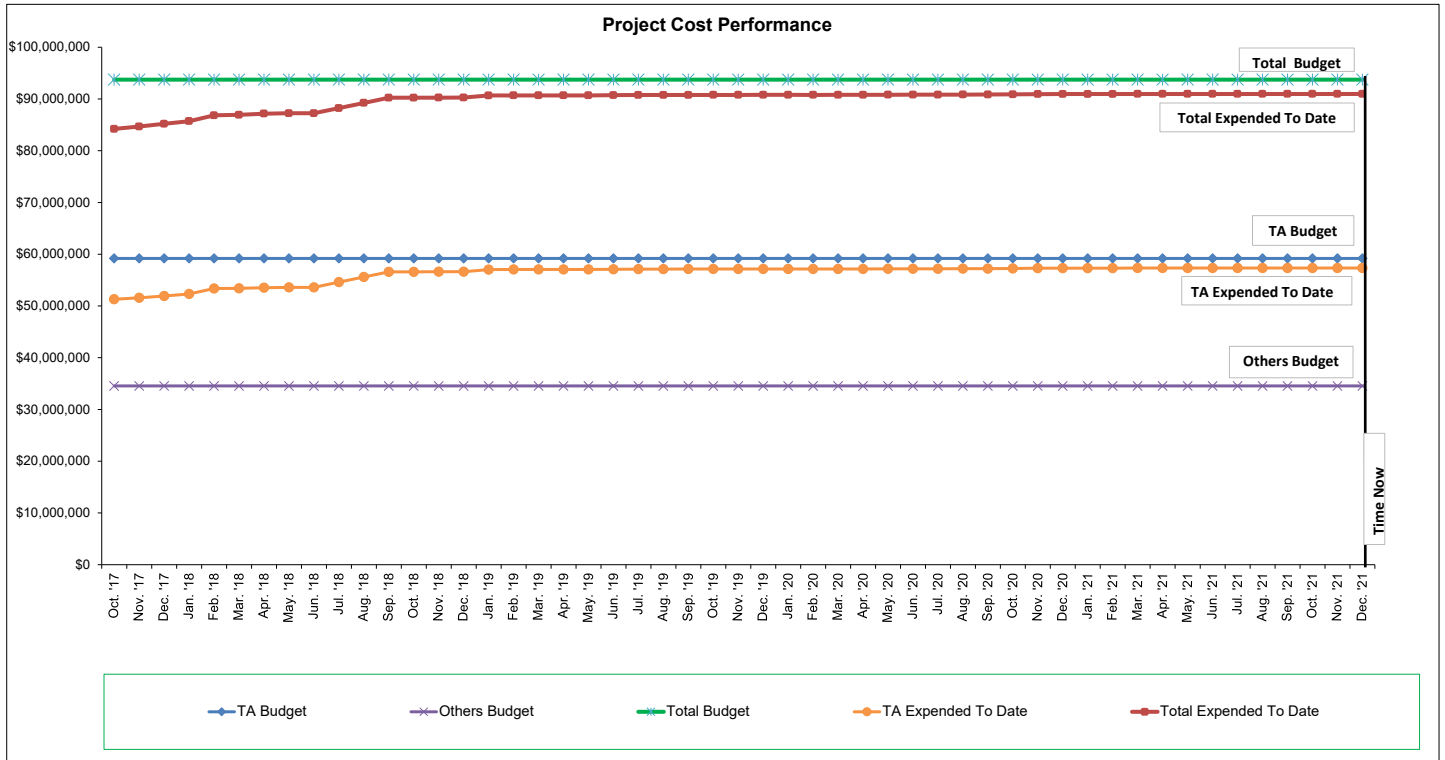
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,332,904	\$1,854,096	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
<b>Total Project</b>	<b>\$93,738,000</b>	<b>\$90,973,620</b>	<b>\$2,764,380</b>	<b>\$93,738,000</b>	<b>\$0</b>

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of Menlo Park

**Scope:**



This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with 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.

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



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

**Progress**

(1) City was not awarded Urban Greening Grants.

**This Quarter:**

- (2) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (3) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.
- (4) City hired a design firm to prepare the landscape design for the interchange area

**Future**

- (1) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and the EPA
- (2) City to continue to develop the landscape design

**Activities:**

**Issues:**

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

**Funding :**



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

**Issues/Notes:**

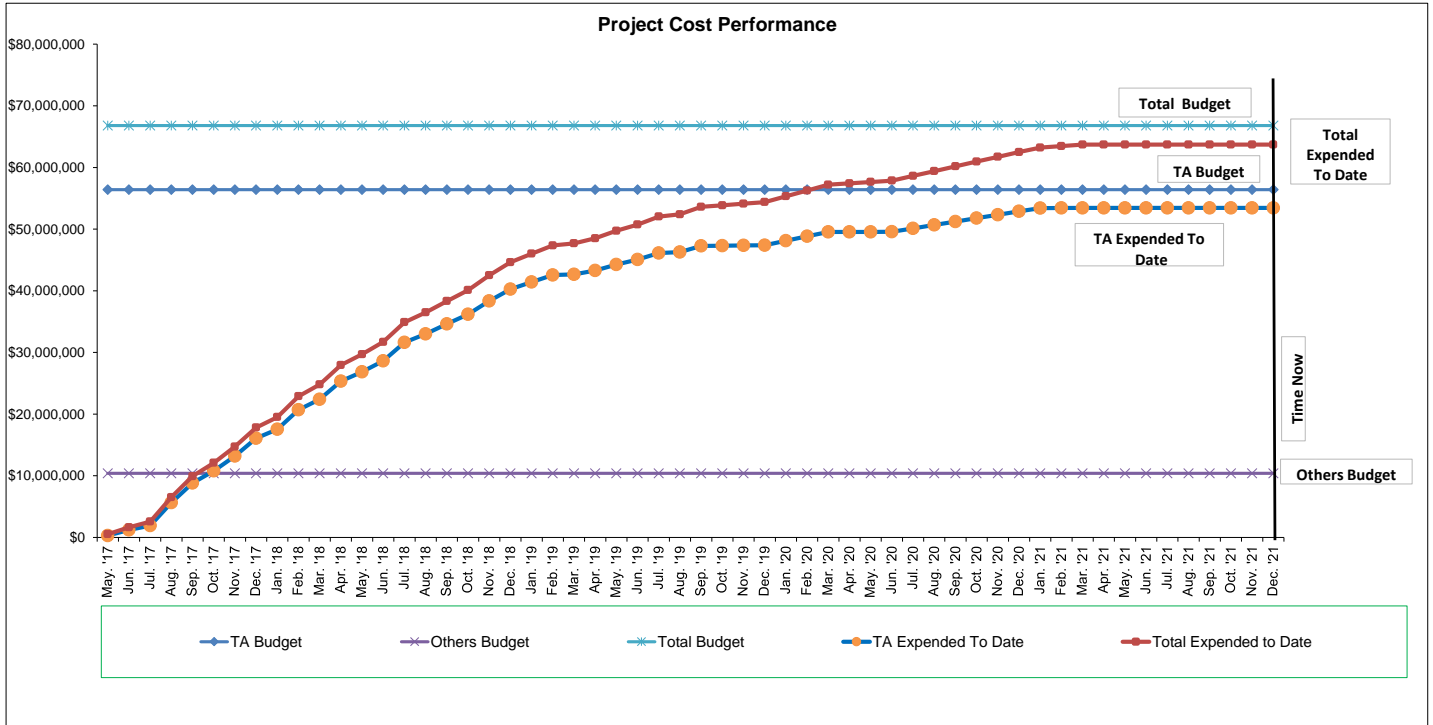
The construction cost saving may be made available to fund standard landscaping construction after the completion of the land scaping design. The City is funding the highway planting design work and is not included in this table.

**Budget:**



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

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

**Scope:**



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

**Project Status Summary:**

**Project Status Summary:**

Caltrans approved the Environmental Document and Final Project Report. In January 2017, the TA Board of Directors allocated additional Measure A funds to support the Plans, Specifications & Estimate (PS&E) and right-of-way support phases and the City of Redwood City has committed additional matching funds. The project is in the PS&E and right-of-way support phases. In July 2017, City increased its funding contribution to cover the increased costs associated with PS&E, right-of-way and utility verification work. TA entered into a Funding Agreement with City in August 2017 for the PS&E phase of work, and a Notice-to-proceed was issued to the design consultant. In October 2017, City entered a Cooperative Agreement with Caltrans for PS&E review and support. In February 2018, the TA Board programmed \$20,145,000 for right-of-way capital cost with allocation contingent on final right-of-way maps approved by Caltrans, cost update for right-of-way acquisitions and securing the balance of construction funds. The City completed responding to comments and documenting discussions with Caltrans. The City decided to shelve (or pause) design activities at the completion of the 95% design task due to lack of full capital funding for construction phase. The City is working to develop a full funding plan for the right-of-way capital and construction phases. Design activities and remaining right-of-way support work will resume after a full funding plan for construction and right-of-way is secured, which is estimated in early 2023. In December 2021, the TA Board approved \$50 million in New Measure A funds in response to the Call for Project application from the City.

**Issues:**

None

**Schedule:**



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

**Progress**

(1) City continued capital funding pursuit planning and activities, including initiating Funding Plan Development

**This Quarter:**

(2) City continued work on updating Project phasing concept.

**Future Activities:**

- (1) City to submit plats and legal descriptions to Caltrans
- (2) City to continue capital funding pursuit, continue development of formal Funding Plan, and prepare application inputs for Caltrans/ City Co-application for TCEP and application for INFRA
- (3) City to continue work on updating Project phasing concept

**Issues:**

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$8,140,000	79%	\$6,900,089	85%	\$8,140,000	79%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$2,110,000	21%	\$1,575,152	75%	\$2,110,000	21%
<b>Total</b>	<b>\$10,250,000</b>	<b>100%</b>	<b>\$8,475,241</b>	<b>83%</b>	<b>\$10,250,000</b>	<b>100%</b>

**Issues:**

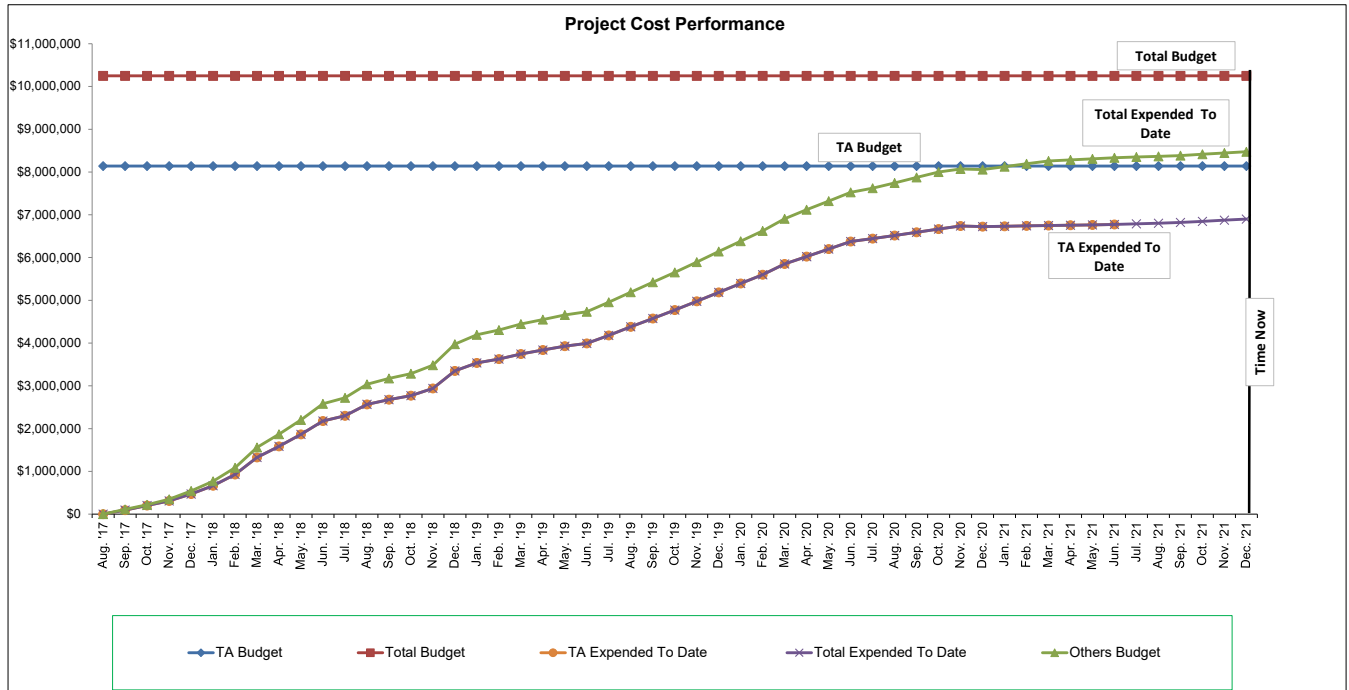
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,900,089	\$1,239,911	\$8,140,000	\$0
City	\$2,110,000	\$1,575,152	\$534,848	\$2,110,000	\$0
<b>Total Project</b>	<b>\$10,250,000</b>	<b>\$8,475,241</b>	<b>\$1,774,759</b>	<b>\$10,250,000</b>	<b>\$0</b>

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




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

**Issues:** None

# 000782 - SAN PEDRO CREEK BRIDGE REPLACEMENT PROJECT


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

**Sponsor:** City of Pacifica

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

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

**Issues:** None


**Schedule:** 

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

**Progress This Quarter:** (1) City continue to monitor creek revegetation in coordination with Caltrans.  
(2) City is preparing the creek-bed profile at the request of Regional Water Quality Control Board

**Future Activities:** (1) City to continue creek monitoring work and coordinate with Caltrans till closeout the project.  
(2) Complete the creek-bed profile

**Issues:** None

**Funding :** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$10,054,000	56%	\$7,745,275	94.6%	\$8,185,075	52%
<b>Others</b>						
<b>Federal</b>	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
<b>State</b>	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
<b>City</b>	\$150,000	1%	\$150,000	100%	\$150,000	1%
<b>Total</b>	<b>\$17,844,381</b>	<b>100%</b>	<b>\$15,442,474</b>	<b>97.2%</b>	<b>\$15,882,273</b>	<b>100%</b>

**Issues:** None



**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,745,275	\$439,799	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
<b>Total Project</b>	<b>\$17,844,381</b>	<b>\$15,442,474</b>	<b>\$439,799</b>	<b>\$15,882,273</b>	<b>\$1,962,108</b>

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



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

**Issues:** None

# 000791 - U.S. 101 EXPRESS LANES PROJECT

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

Sponsors: C/CAG and TA

**Scope:**

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



**Project Status**

**Summary:**

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

**Issues:**

None

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (3/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PS&E	05/01/18	05/31/19	05/01/18	12/31/19	05/01/18	12/31/19
Construction (Southern Segment)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern Segment)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	06/30/22

Southern Segment (Santa Clara County Line – Whipple)

1. Completed installation of tolling equipment
2. Testing power and communication of toll facility equipment

**Progress**

**This Quarter:**

Northern Segment (Whipple- I-380)

1. Continue to review and issue change orders
2. 70% of pavement tonnage complete, with 30% of open graded asphalt concrete (final layer) laid down
3. Completed installation of tolling equipment in Block 1
4. Erected lights and sign structures in Blocks 2 and 3
5. Completed general purpose lane restriping in Block 1 in preparation for final layer of paving
6. Removed the majority of temporary concrete barrier – 30% remaining
7. Applied paint and textural "Binary Hyperdrive" treatment to median barrier

**Future Activities:**

Southern segment (Santa Clara County Line – Whipple)

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

Northern Segment (Whipple – I-380)

1. Final layer of paving – finishing in Block 4
2. Constructing, texturing, and painting median barrier
3. Installing sign structures and variable toll message signs in all Blocks
4. Installing tolling equipment in Block 4 (TransCore)

**Issues:**

None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA **</b>	\$30,500,000	5%	\$28,848,245	95%	\$30,500,000	5%
<b>Others</b>						
<b>Regional</b>	\$95,000,000	16%	\$62,368,647	66%	\$95,000,000	16%
<b>Loan/Future Toll</b>	\$86,500,000	15%	\$73,003,759	84%	\$86,500,000	15%
<b>Federal</b>	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
<b>State</b>	\$306,670,000	53%	\$259,959,868	85%	\$306,670,000	53%
<b>Private*</b>	\$53,000,000	9%	\$41,157,944	78%	\$53,000,000	9%
<b>Total</b>	<b>\$581,170,000</b>	<b>100%</b>	<b>\$474,838,463</b>	<b>82%</b>	<b>\$581,170,000</b>	<b>100%</b>

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

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

**Issues:**

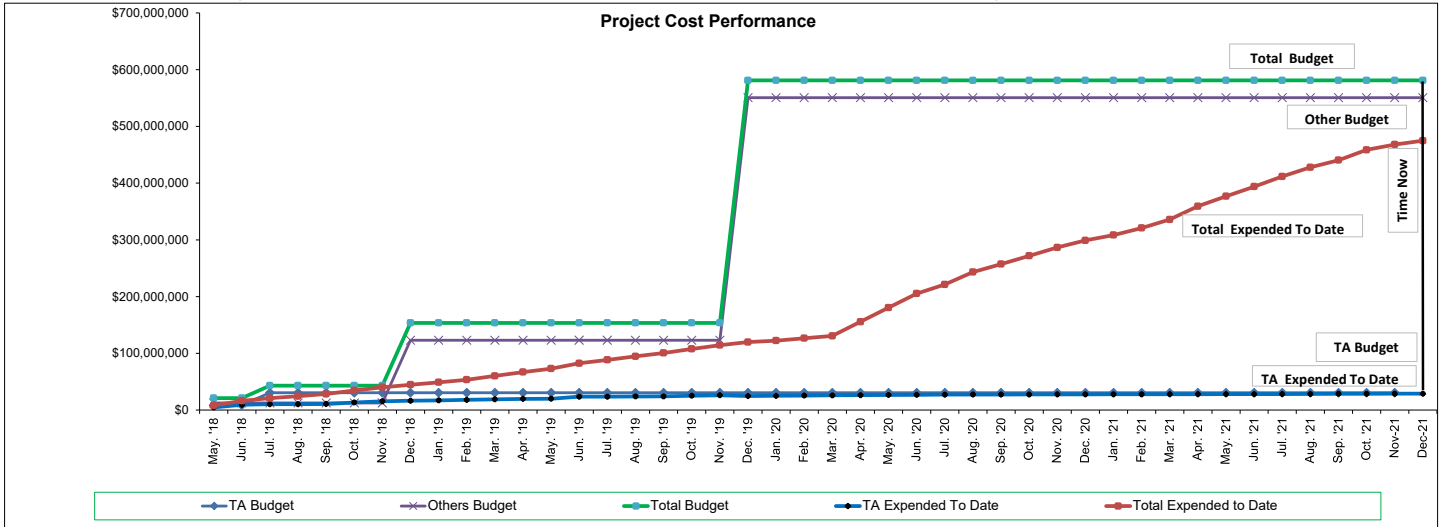
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated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

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA **	\$30,500,000	\$28,848,245	\$1,651,755	\$30,500,000	\$0
Others	\$550,670,000	\$445,990,219	\$104,679,781	\$550,670,000	\$0
<b>Total Project</b>	<b>\$581,170,000</b>	<b>\$474,838,463</b>	<b>\$106,331,537</b>	<b>\$581,170,000</b>	<b>\$0</b>

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



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

**Issues:**

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

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

TA Role: Implementing and Funding Agency

Sponsor: County of San Mateo

**Scope:**



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

**Project Status Summary:**

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

**Issues:**

None

**Schedule:**



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

**Progress This Quarter:**

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

**Future Activities:**

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

**Issues:**

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

**Funding:**



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

**Issues:**

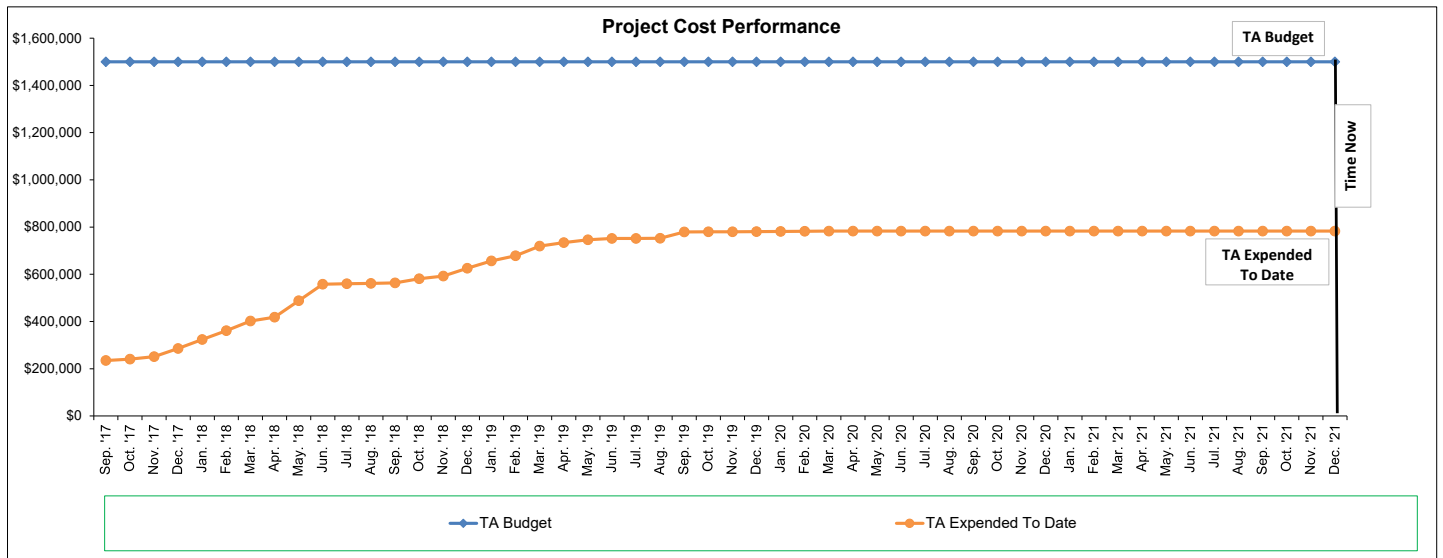
None

**Budget:**



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

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



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

**Issues:** None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

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



**Project Status Summary:** The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit is about \$6.5 million with the additional \$2.6 million from TA. The City did not have enough funding to award the contract before December 2019 and therefore did not fulfill the requirement for the \$4.2 million Active Transportation Program (ATP) funding that was allocated for the Pedestrian Overcrossing (POC) element of the Project. The City stopped all engineering work in March. In December 2021, the TA Board approved \$10.25 million in Measure A funds towards construction in response to the Call for Project application from the City.

**Issues:** None

**Schedule:**



(3a)

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

**Progress This Quarter:**

- (1) City was not awarded ATP grants.
- (2) City stopped all engineering work.
- (3) City applied for funding from the TA 2021 Highway Program Call for Project and received an allocation of \$10.25 million of New Measure A Supplemental Roadway funds

**Future Activities:**

- (1) City has opted to suspend work and is pursuing additional funds to fully fund the project
- (2) Coordinate with the US 101 Express Lane project

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

**Funding :**



(4b)

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,971,296	84%	\$2,858,776	72%	\$3,971,296	84%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$763,063	16%	\$710,117	93%	\$763,063	16%
<b>Total</b>	<b>\$4,734,359</b>	<b>100%</b>	<b>\$3,568,892</b>	<b>75%</b>	<b>\$4,734,359</b>	<b>100%</b>

**Issues:** The current funding table does not include funding for construction phase. The funding table will be revised to include the most recent Measure A fund allocation in the next quarter status report.

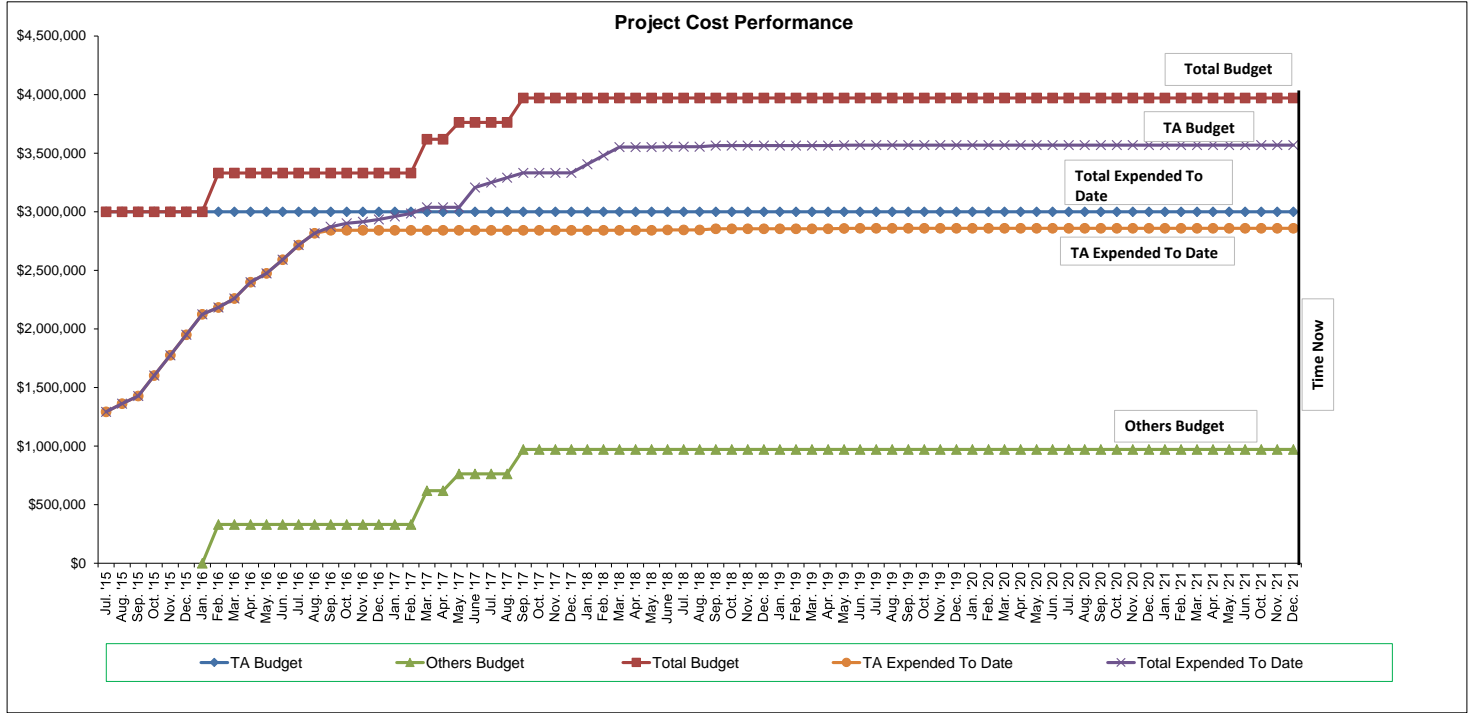
**Budget:**



(2a)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,971,296	\$2,858,776	\$1,112,520	\$3,971,296	\$0
Others	\$763,063	\$710,117	\$52,946	\$763,063	\$0
<b>Total Project</b>	<b>\$4,734,359</b>	<b>\$3,568,892</b>	<b>\$1,165,467</b>	<b>\$4,734,359</b>	<b>\$0</b>

Note: Budget is for PA&ED and PS&E phases only. A revised funding table that includes the most recent Measure A allocation will be provided in the next status update.



\* Cost inception from the beginning of current phase.

**Issues:**

The TA Board approved \$10.25 million of Measure A funds in December 2021. A revised funding table showing the current funding situation will be provided in the next status update.

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

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

**Sponsor:** City of San Mateo

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



**Project Status Summary:** The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of the City of San Mateo (City) as the project sponsor to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized. No response to comments will be provided at this time. They will be considered during the environmental review process. Required environmental and technical studies have begun. The TA Board approved \$6 million of Measure A funds in December 2021 in response to the Call for Project application from the City.

**Issues:** None

**Schedule:**



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

**Progress This Quarter:**

- (1) Continued the development of Geometric Engineering Drawings
- (2) Continued to work with Caltrans on traffic studies
- (3) Continue with the environmental technical studies (air, noise, etc.)
- (4) Continued to develop draft design exception report

**Future Activities:**

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

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,500,000	100%	\$2,592,203	74%	\$3,500,000	100%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$3,500,000</b>	<b>100%</b>	<b>\$2,592,203</b>	<b>74%</b>	<b>\$3,500,000</b>	<b>100%</b>

**Issues:** None



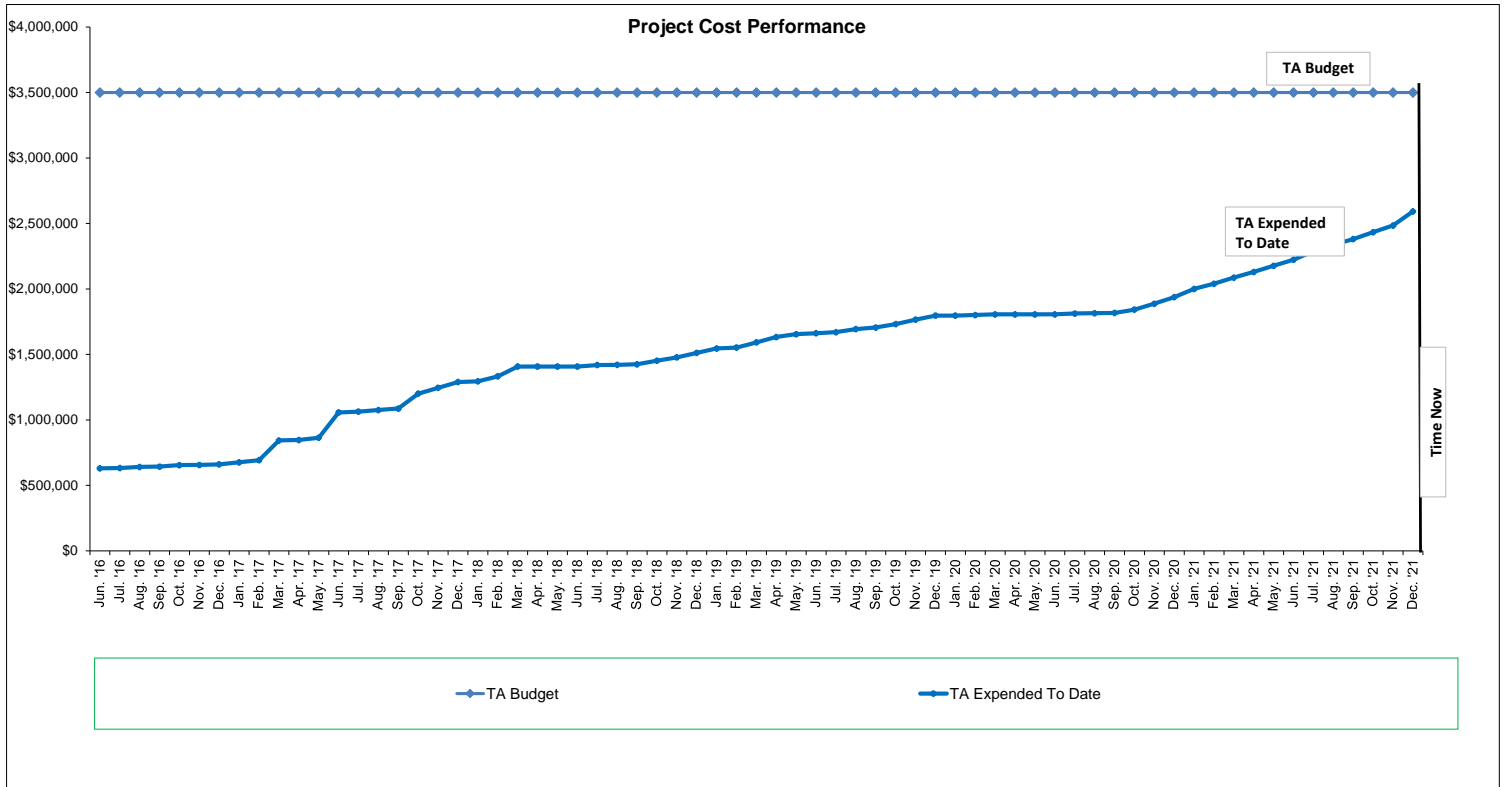
TA QUARTERLY STATUS REPORT

October 1, 2021-December 31, 2021



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$2,592,203	\$907,797	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
<b>Total Project</b>	<b>\$3,500,000</b>	<b>\$2,592,203</b>	<b>\$907,797</b>	<b>\$3,500,000</b>	<b>\$0</b>

Note: Budget is for PID & PA&ED phases. Budget table will be updated in the next status report.



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

**Issues/Notes:** The TA Board allocated \$6 million of Measure A funds in December 2021. Funding table will be updated in the next status report.

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

TA Role: Funding Agency

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

**Scope:**



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

**Project Status**

**Summary:**

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

**Issues:**

None

**Schedule:**



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

**Progress**

**This Quarter:**

- (1) City updated the cost estimate for build alternative
- (2) City updated the Design Standard Decision Document/Fact Sheets
- (3) City attended an environmental focus meeting
- (4) City submitted environmental technical reports to Caltrans
- (5) City submitted the first administrative draft environmental and project reports

**Future**

**Activities:**

- (1) City to coordinate with Caltrans on the Design Support Decision Document.
- (2) City to coordinate with Caltrans on environmental studies review
- (3) City to coordinate with Caltrans on the project report review

**Issues:**

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,550,000	92%	\$2,534,608	71%	\$3,550,000	92%
<b>Others</b>						
<b>Federal</b>		0%		0%		0%
<b>State</b>		0%		0%		0%
<b>City</b>	\$300,000	8%	\$128,834	43%	\$300,000	8%
<b>Total</b>	<b>\$3,850,000</b>	<b>100%</b>	<b>\$2,663,442</b>	<b>69%</b>	<b>\$3,850,000</b>	<b>100%</b>

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

**Issues:**

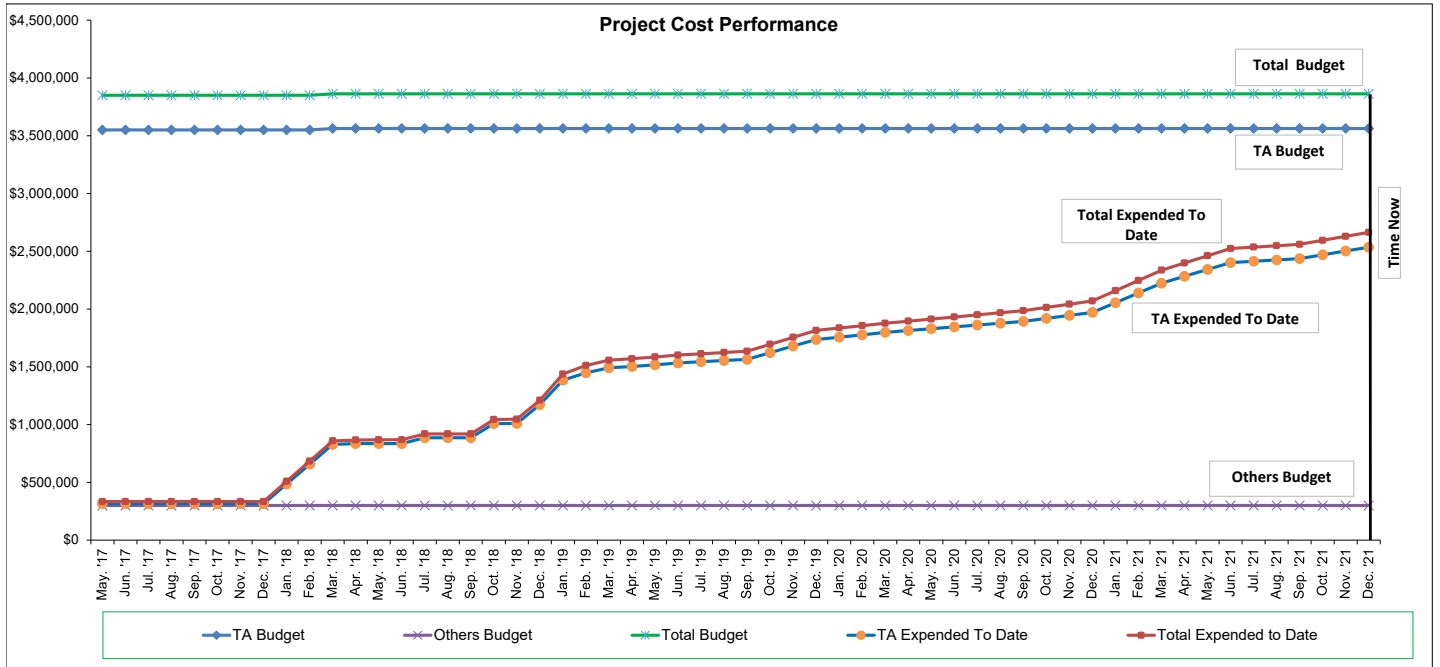
None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,534,608	\$1,015,392	\$3,550,000	\$0
Others	\$300,000	\$128,834	\$171,166	\$300,000	\$0
<b>Total Project</b>	<b>\$3,850,000</b>	<b>\$2,663,442</b>	<b>\$1,186,558</b>	<b>\$3,850,000</b>	<b>\$0</b>

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




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

**Issues:** None

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


TA Role: Funding Agency

Sponsor: City of San Mateo

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

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

**Issues:** None

**Schedule:** 

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


**Progress This Quarter:**

- (1) City completed 100% PS&E
- (2) City completed Caltrans' constructibility review
- (3) City received SMCTA approval for project funding.
- (4) City continued coordination with Caltrans for 82-92 Project Maintenance Agreement.

**Future Activities:**

- (1) City to advertise the project
- (2) Caltrans review and issue encroachment permit.
- (3) Review and execute of 82-92 Project Maintenance Agreement.
- (4) Review and execute of 82-92 Project Funding Agreement.

**Issues:** None

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$18,400,000	69%	\$17,291,220	94%	\$18,400,000	69%
<b>Others</b>						
<b>Federal</b>	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
<b>State</b>	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
<b>City</b>	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
<b>Total</b>	<b>\$26,611,535</b>	<b>100%</b>	<b>\$25,495,582</b>	<b>96%</b>	<b>\$26,611,535</b>	<b>100%</b>

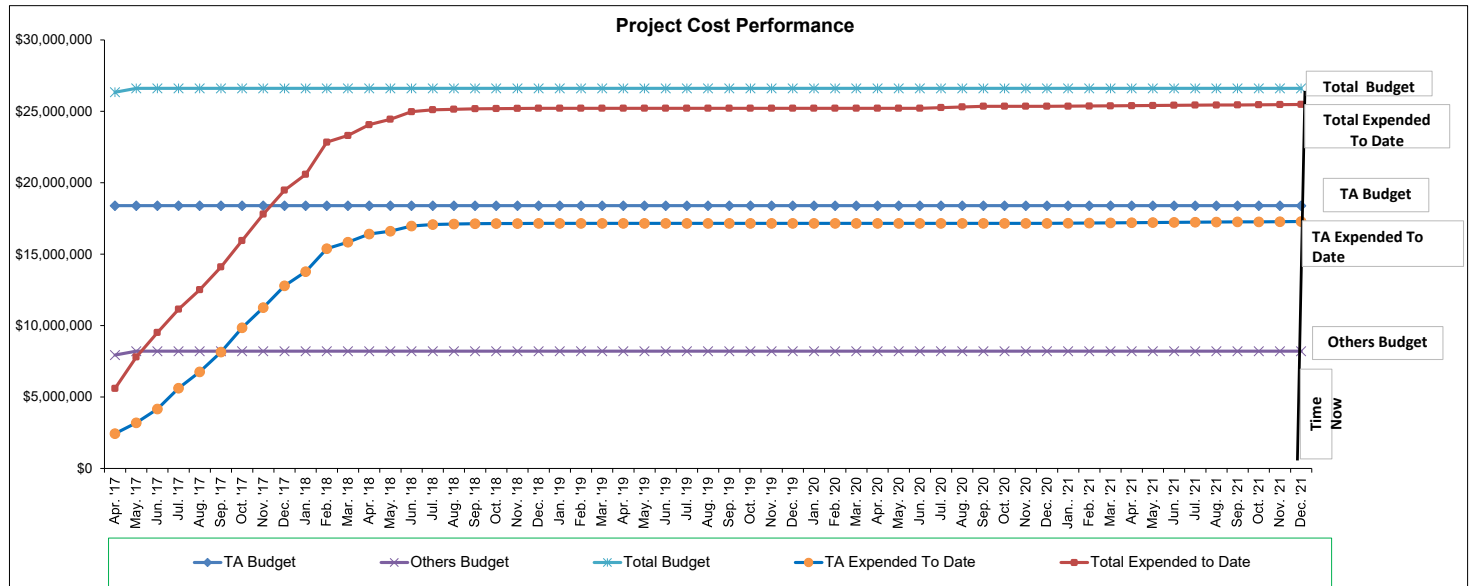
**Issues:** Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,291,220	\$1,108,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
<b>Total Project</b>	<b>\$26,611,535</b>	<b>\$25,482,916</b>	<b>\$1,128,619</b>	<b>\$26,611,535</b>	<b>\$0</b>

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




\* Cost inception from the beginning of construction phase.

**Issues:** None

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


TA Role: Funding Agency

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

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

**Project Status Summary:** The City completed the design and advertised the project for construction. City awarded the construction contract to Redgwick Construction company. The contractor was given Notice to Proceed on September 23, 2020. The construction was substantially completed in October 2021.

**Issues:** None


**Schedule:** 

Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction/Closeout	07/01/20	09/30/21	07/01/20	12/31/21	09/15/20	03/31/22

**Progress This Quarter:** (1) City completed construction and opened roadway to traffic  
(2) City facilitated a ribbon-cutting ceremony on October 13, 2021

**Future Activities:** (1) City to repair damaged pavement on the detour routes  
(2) City to implement safety inspection recommendations in coordination with Caltrans

**Issues:** None.

**Funding:** 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$3,940,000	78%	\$3,513,790	89%	\$3,940,000	78%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$1,095,000	22%	\$669,536	61%	\$1,095,000	22%
<b>Total</b>	<b>\$5,035,000</b>	<b>100%</b>	<b>\$4,183,326</b>	<b>83%</b>	<b>\$5,035,000</b>	<b>100%</b>

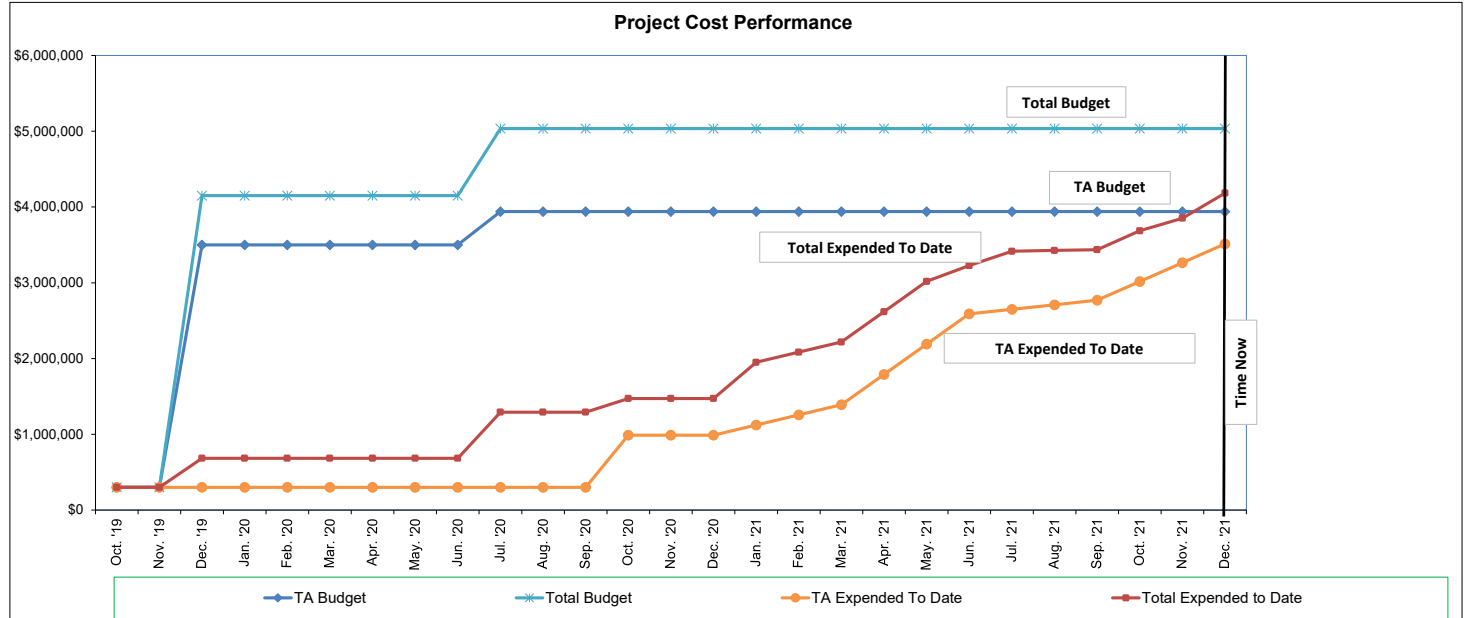
Note: Funding is \$300,000 for design and \$3,640,000 for construction

**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,940,000	\$3,513,790	\$426,210	\$3,940,000	\$0
Others	\$1,095,000	\$669,536	\$425,464	\$1,095,000	\$0
<b>Total Project</b>	<b>\$5,035,000</b>	<b>\$4,183,326</b>	<b>\$851,674</b>	<b>\$5,035,000</b>	<b>\$0</b>



**Issues:**

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

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

**Scope:**



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

**Project Status Summary:**

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

**Issues:**

Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications. The TA Board approved \$5.275 million of Measure A funds in December 2021.

**Schedule:**



Major Milestones:	Original Baseline		Current Baseline (04/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
65% Design	08/01/19	02/08/19	12/01/19	04/30/20	12/01/19	06/15/20
Final Design	11/01/19	05/30/20	05/01/20	12/31/22	06/15/20	12/31/22

**Progress This Quarter:**

- (1) City continued coordination of utility relocation with PG&E
- (2) City continued constructability evaluation

**Future Activities:**

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

**Issues:**

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

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$438,500	41%	\$370,160	84%	\$438,500	41%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>City</b>	\$634,500	59%	\$580,155	91%	\$634,500	59%
<b>Total</b>	<b>\$1,073,000</b>	<b>100%</b>	<b>\$950,315</b>	<b>89%</b>	<b>\$1,073,000</b>	<b>100%</b>

**Issues:**

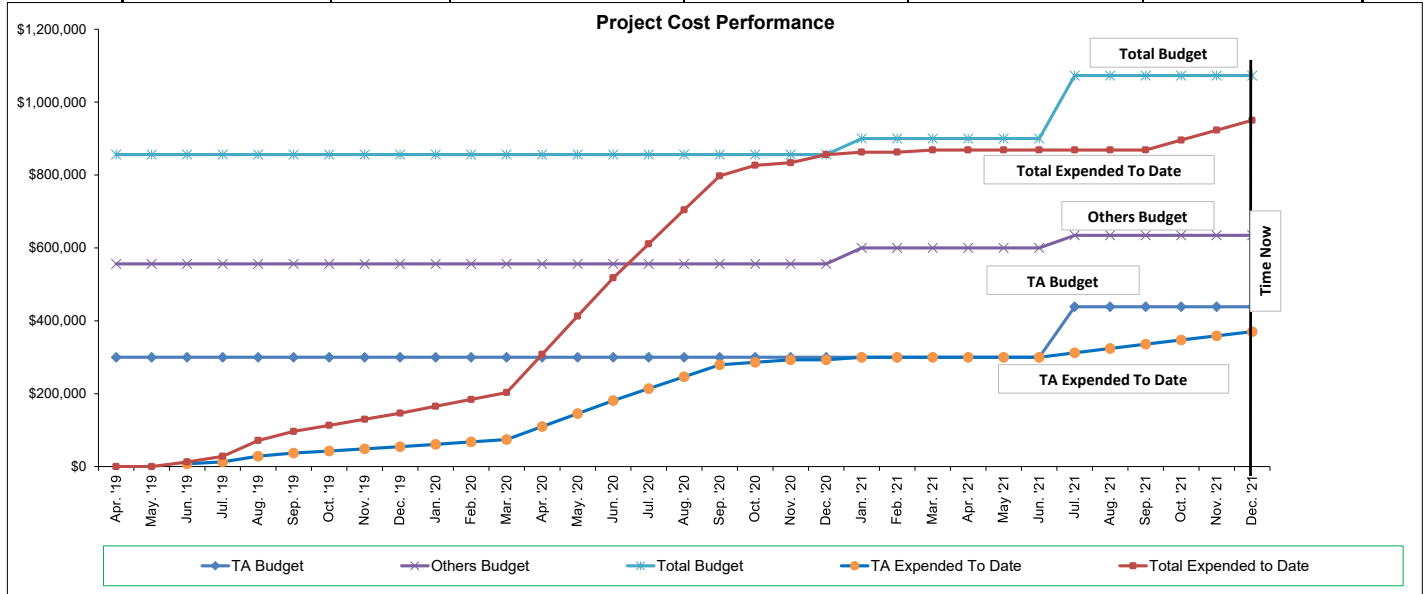
Approximately additional \$4.5 Million will be required during construction phase.



**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$370,160	\$68,340	\$438,500	\$0
Others	\$634,500	\$580,155	\$54,345	\$634,500	\$0
<b>Total Project</b>	<b>\$1,073,000</b>	<b>\$950,315</b>	<b>\$122,685</b>	<b>\$1,073,000</b>	<b>\$0</b>



**Issues:** None

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

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

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

**Scope:**



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

**Project Status Summary:**

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

**Issues:** None

**Schedule:**



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

**Progress**

**This Quarter:**

- (1) Met with the City of San Francisco staff to discuss the project and presentation to the City Council meeting
- (2) Submitted the revised Geometrial Approval Drawings to Caltrans
- (3) Submitted the Toll-zone sign exhibits to Caltrans
- (4) Submitted environmental study technical reports to Caltrans
- (5) Met with the City of Brisbane to discuss possible mitigation measures for Bayshore off-ramp bike crossing
- (6) Continued to prepare Design Standards Decision Document
- (6) Continued to prepare draft project report and the environmental document with updates to Advance Planning Studies for the Structures

**Future**

**Activities:**

- (1) Present the project overview to the City of South San Francisco City Council
- (2) Submit traffic forecast report
- (4) Evaluate the potential impact to the railroad crossings for bridge widening including constructability
- (5) Submit draft design standard decision report
- (6) Finalize technical studies

**Issues:** None

**Funding :**



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$9,000,000	92%	\$4,356,439	48%	\$9,000,000	94%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>SFCTA &amp; CMA</b>	\$750,000	8%	\$560,705	100%	\$560,705	6%
<b>Total</b>	<b>\$9,750,000</b>	<b>100%</b>	<b>\$4,917,144</b>	<b>51%</b>	<b>\$9,560,705</b>	<b>100%</b>

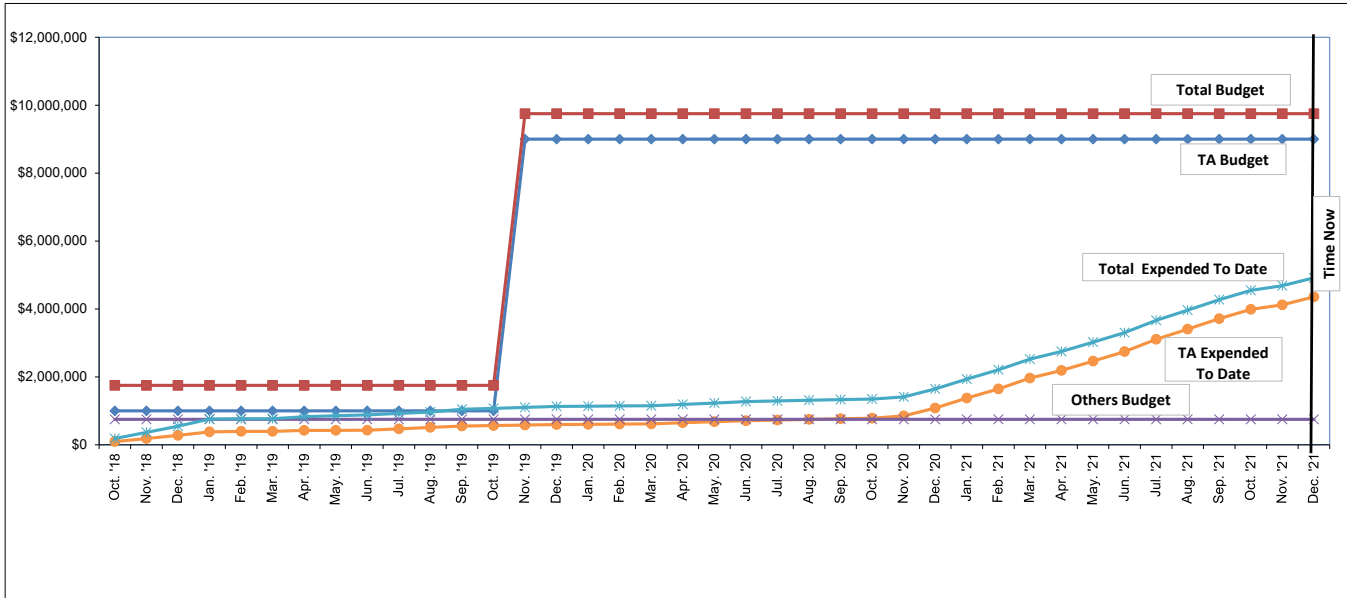
**Issues:** None

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$4,356,439	\$4,643,561	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
<b>Total Project</b>	<b>\$9,750,000</b>	<b>\$4,917,144</b>	<b>\$4,643,561</b>	<b>\$9,560,705</b>	<b>\$189,295</b>

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



**Issues:** None

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

**TA Role:** Co-Sponsor with C/CAG

**Co-Sponsors:** TA and C/CAG

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

**Project Status Summary:** The Project Study Report - Project Development Support (PSR-PDS) was approved by Caltrans on October 29, 2019. Caltrans (CT) is the implementing agency for the Project Approval-Environmental Document (PAED) phase. The PA/ED phase was completed in September of 2021. The Design phase is expected to start in March 2022.

**Issues:** None

**Schedule:**

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PAED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	03/01/22	08/01/23

**Progress This Quarter:** (1) Caltrans preparing the PS&E cooperative agreement

**Future Activities:** (1) Execute the PS&E Cooperative Agreement (Caltrans, C/CAG and SMCTA)  
(2) Start the PS&E phase

**Issues:** None

**Funding:**

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$2,411,000	100%	\$2,372,898	98%	\$2,411,000	100%
<b>Cities</b>	\$0	0%	\$0	0%	\$0	0%
<b>Total</b>	<b>\$2,411,000</b>	<b>100%</b>	<b>\$2,372,898</b>	<b>98%</b>	<b>\$2,411,000</b>	<b>100%</b>

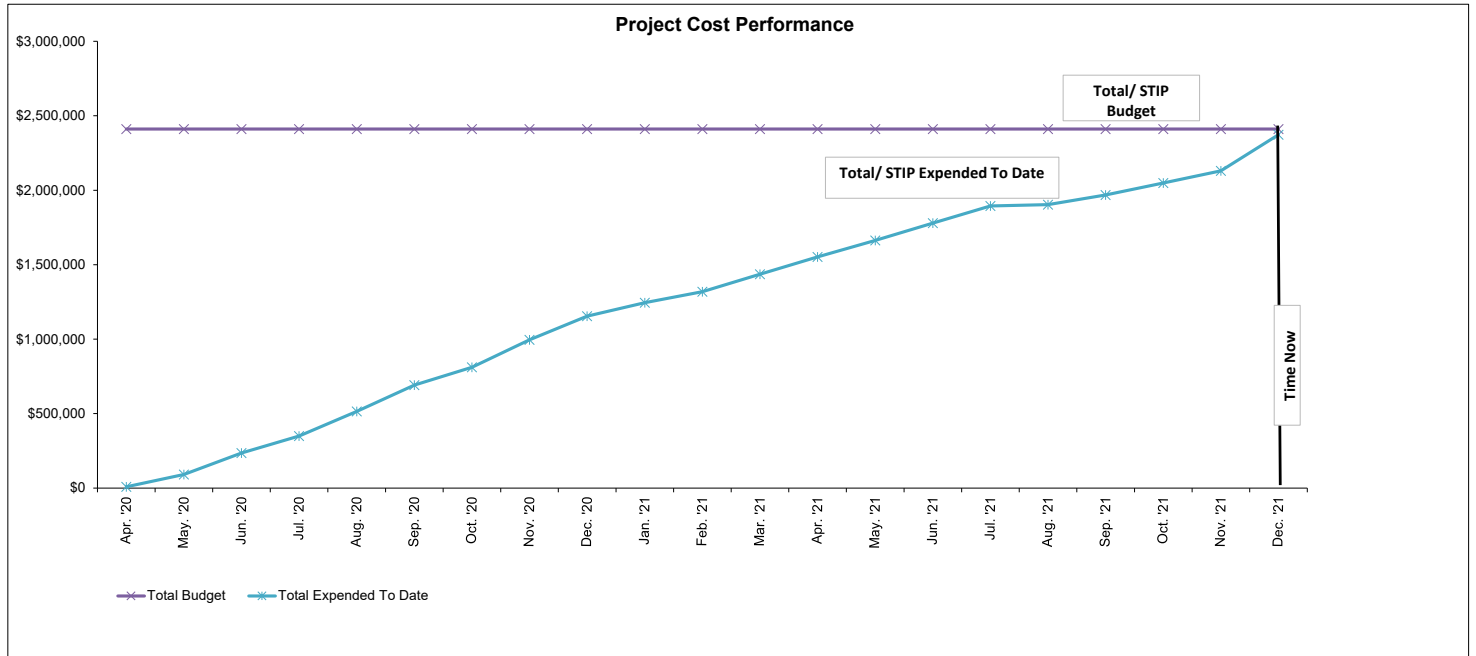
Funding shown is for the PA/ED phase. Funding table will be updated in the next status report including the TA Board allocation of \$5.075 million of Measure W funds in December 2021.

**Issues:** None

**Budget:**




Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$2,372,898	\$38,102	\$2,411,000	\$0
<b>Total Project</b>	<b>\$2,411,000</b>	<b>\$2,372,898</b>	<b>\$38,102</b>	<b>\$2,411,000</b>	<b>\$0</b>



**Issues:** None


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

**TA Role:** Implementing and Funding Agency  
**Sponsor:** City of Foster City, City of San Mateo

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

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

**Issues:** None


**Schedule:** 

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

**Progress This Quarter:** (1) Topographic ABC process was completed  
 (2) Obtained approval of traffic methodology and data memo

**Future Activities:** (1) PA/ED phase will be initiated

**Issues:** None

**Funding:** 

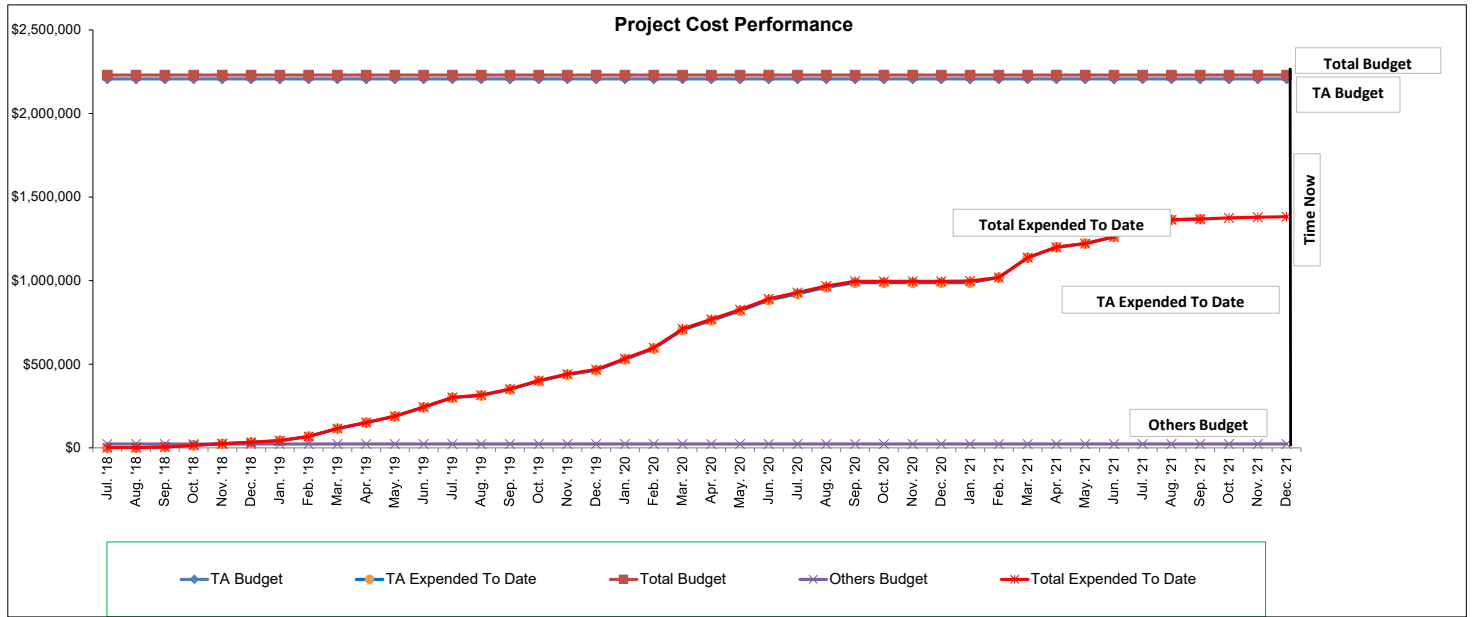
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
<b>SMCTA</b>	\$2,207,000	99%	\$1,382,635	65%	\$2,140,691	99%
<b>Others</b>						
<b>Federal</b>	\$0	0%	\$0	0%	\$0	0%
<b>State</b>	\$0	0%	\$0	0%	\$0	0%
<b>Cities</b>	\$23,000	1%	\$8,202	37%	\$22,309	1%
<b>Total</b>	<b>\$2,230,000</b>	<b>100%</b>	<b>\$1,390,837</b>	<b>64%</b>	<b>\$2,163,000</b>	<b>100%</b>

**Issues:** TA Board allocated \$10.2 million of Measure A funds towards the environmental phase in December 2021. The funding table will be revised in the next status report to show the new funding status.

**Budget:**



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$1,382,635	\$758,056	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
<b>Total Project</b>	<b>\$2,230,000</b>	<b>\$1,390,837</b>	<b>\$772,163</b>	<b>\$2,163,000</b>	<b>\$67,000</b>



**Issues:** None

**Level 2 Projects**  
**Caltrain-Grade**  
**Separation**



25th Avenue Grade Separation

JPB Project No. **002088**  
 TA Proj No. **00812**

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

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>97.76%</b>	<b>-1.00%</b>	100%

1. The schedule had slipped due to continued design issues and the lack of labor available to the contractor to perform the work. Additionally, materials for extra work were delayed. Further, the contractor has not completed some base contract work. Meeting with Executive Management from Shimmick/Disney JV to mitigate delays.
2. Increased cost due to extension of work and added scope. Project team will meet with management to discuss measures.

**SCOPE Summary**

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

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

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

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

**Table 2. SAFETY INCIDENTS**

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

25th Avenue Grade Separation

JPB Project No.

002088

TA Proj No.

00812

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTF	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	09/10/21	01/31/22	-143	-62
Project Finish	01/31/22	04/30/22	-89	-89

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	2,410	5,860	8,270	8,270	0	0%
ROW/Utilities	0	35,296	35,296	35,386	-90	-0%
Construction	0	122,668	122,668	121,317	1,351	1%
CM & DSDC	0	17,885	17,885	18,918	-1,033	-6%
Administration	1,676	11,323	12,999	14,297	-1,298	-10%
Procurement	0	24	24	24	0	0%
Oper. Support	45	8,075	8,120	8,000	120	1%
<b>Subtotals</b>	<b>4,131</b>	<b>201,131</b>	<b>205,262</b>	<b>206,212</b>	<b>-950</b>	<b>-0%</b>
Unknown Risks	NA	NA	NA			
Unallocated Contingency	372	266	638	NA	638	100%
<b>Grand Totals</b>	<b>4,503</b>	<b>201,397</b>	<b>205,900</b>	<b>206,212</b>	<b>-312</b>	<b>-0%</b>

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

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

25th Avenue Grade Separation

JPB Project No. 002088

TA Proj No. 00812

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
Extend time to complete changes.	SDJV/JPB	JPB is limiting scope where possible.	\$ 100	Med
	Contractor is scheduling work, JPB is limiting scope wherever possible, and JPB is completing design. Now increasing overhead costs.			
Additional Changes (Design Related)	JPB/HDR	Working with HDR to resolve and looking for ways to not have SDJV do the work.	\$ 400	Med
	Continuing to find design issues requiring changes.			
Extent of Changes/Covid 19	JPB	Reviewed Contractors request. Not finding much factual information in the request.	\$ 3,700	Med
	Rejected the RFC.			
Excess soil at CP Lick	SDJV/JPB	Exploring options to control costs.	\$ 500	High
	Developing cost proposals.			
No ROW fencing at old Hillsdale Station	JPB/HDR	Exploring options to control costs.	\$ 100	High
	Procurement/Budgeting			

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

Issue Title	Responsibility Status	Action	Resolution Date
Delays due to design issues and labor availability.	HDR & SDJV	HDR is working on design solutions; SDJV is attempting to add more crews. Meeting with Executive Management from Shimmick/Disney	2/15/2022
	JPB is tracking issues that are potentially the result of errors/omissions.		
Covid 19/Number of Changes.	SDJV	SDJV will need to respond. Meanwhile, JPB is continuing our review.	2/15/2022
	JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim.		
Increased cost due to extension of work and added scope.	Latest project financial evaluation resulted in a higher Estimate at Completion	Project team will meet with management to discuss measures.	TBD

25th Avenue Grade Separation

JPB Project No.

002088

TA Proj No.

00812

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Completed planting, grading and drainage north of 25th Ave.
2. Started work on slope at old Hillsdale Station east side access.
3. Completed various punch list items, access from Curiosity Way at Hillsdale Station.
4. Continued to meet with the Executive Management of the Shimmick/Disney JV to discuss negotiating a consolidated resolution to all outstanding commercial issues required to close out the contract.
5. Complete Grounding.

NEXT KEY ACTIVITIES (top 5)

1. Complete punch list items.
2. JPB will meet again with the Executive Management of the Shimmick/Disney JV this month to discuss negotiating a consolidated resolution to all outstanding commercial issues required to close out the contract.
3. Work on closing out issues.

PROJECT NOTES

1. Budget remains extremely tight. The contractor submitted a change request for \$3.7M for impacts from Covid and excessive change orders. The substantiation is extremely vague and based on theory only.
2. Although currently \$4.1M is allocated for the Parking Track construction, this scope will eventually be removed from the project and delivered under separate project.
3. Construction Management costs are accruing due to the extension of work both from added scope and prolonging of the closeout and punch list completion. This has increased the total project estimate.
4. The schedule had slipped due to continued design issues and the lack of labor available to the contractor to perform the work causing a decrease in the progress percentage. Additionally, materials for extra work were delayed.

PROJECT PHOTOS



Photo 1 - 31st Ave. Looking East



Photo 2 - Pump Station Testing



Photo 3 - New Driveway for Bike Path



Photo 4 - 25th Ave. Opening









**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

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

Project Phase: **Final Design**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>3.3%</b>	0.6%	100%

1. Continue to evaluate Value Engineering Option 3 with the City of Burlingame to revise center boarding platform to side boarding. Meeting set with executive leadership in early January 2022 to reach consensus.

**SCOPE Summary**

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

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

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

**Table 2. SAFETY INCIDENTS**

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

**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Preliminary Design 35%	06/28/19	06/28/19	0	0
DCE application to FTA for NEPA clearance	01/31/20	01/31/20	0	0
Environmental Clearance	03/31/20	03/31/20	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Finish Value Engineering Work	08/30/21	01/31/22	-154	-92
65% Design	01/03/22	05/31/22	-148	-148
95% Design	01/02/23	05/31/23	-149	-149
All Permits Received	07/25/23	12/25/23	-153	-153
Final Design IFB	09/30/23	01/31/24	-123	-123
Utility Relocation Complete	12/31/23	03/31/24	-91	-91
Construction Award	03/31/24	06/30/24	-91	-91
Construction NTP	04/01/24	07/01/24	-91	-91
Construction Complete	07/31/27	07/31/27	0	0
Project Finish	10/31/27	10/31/27	0	0

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

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

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

**Burlingame Broadway Grade Separation**

JPB Proj No. **100244**

TA Proj No. **00813**

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

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
1. VE Option #3: Center vs side boarding platform	Alex A, Caltrain PM ----- As agreed upon at the 11/16/21 meeting, JPB will provide the City a pros/cons matrix and updated cost estimates.	Develop a pros and cons matrix, perform independent review of cost estimates by 3rd party consultant, review schedule implications of re-doing NEPA clearance.	1/7/2022

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

1. JPB is preparing a pros and cons matrix, performing an independent cost review and determining the schedule implications of having to re-do environmental clearance.
2. Meetings with the City and the TA continued to be held to resolve the issue re VE Option #3.
3. Geotechnical investigation, analysis of Easton Creek and Sanchez Creek hydraulics and design development on those elements of the project that are not impacted by VE Options.

**NEXT KEY ACTIVITIES** (top 5)

1. JPB to meet with the City and the TA to resolve VE Option #3 issue.

**PROJECT NOTES**

1. VE Option #3 issue has been resolved in January 2022.



Burlingame Broadway Grade Separation

JPB Proj No. 100244

TA Proj No. 00813

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)











**South San Francisco Station Improvement Project**

JPB Proj No. **002146**

TA Proj No. **00824**

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

Project Phase: **Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
<b>91.5%</b>	-5.34%	91%

1. Schedule delayed as selected portions of ramp 1 and ramp 2 had to be rebuilt to meet ADA compliance. On schedule for 1/12/22 completion.

**SCOPE Summary**

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

Key elements of the project include:

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

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

**Table 2. SAFETY INCIDENTS**

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

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

**Table 3. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTF	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Construction Complete	11/30/21	02/10/22	-72	-72
Station Opening	01/10/22	01/13/22	-3	-3
Closeout	05/31/22	05/31/22	0	0

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	3,227	-457	2,770	2,770	0	0%
ROW/Utilities	200	6,240	6,440	6,440	0	0%
Construction	37,000	23,210	60,210	51,900	8,310	14%
CM & DSDC	4,432	9,358	13,790	13,790	0	0%
Administration	3,018	5,282	8,300	8,300	0	0%
Procurement	0	155	155	155	0	0%
Oper. Support	1,656	2,454	4,110	4,110	0	0%
<b>Subtotals</b>	<b>49,533</b>	<b>46,242</b>	<b>95,775</b>	<b>87,465</b>	<b>8,310</b>	<b>9%</b>
Unknown Risks	NA	NA	NA		825	100%
Unallocated Contingency	6,767	-5,942	825	NA		
<b>Grand Totals</b>	<b>56,300</b>	<b>40,300</b>	<b>96,600</b>	<b>87,465</b>	<b>9,135</b>	<b>9%</b>

South San Francisco Station Improvement Project

JPB Proj No. **002146**

TA Proj No. **00824**

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

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

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
PG&E Permanent Power	Hubert Chan	PG&E has provided permanent power to the new station and Poletti Way still needs permanent power.	\$ 40	Med
	Resolved.			

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

Issue Title	Responsibility Status	Action	Resolution Date
1. West Plaza flat-work finish	Hubert Chan ----- Resolved.	Re-finish mockup constructed and approved - Re-finish flat work.	11/12/2021
2. West Plaza flat-work missing expansion joints	Hubert Chan ----- Extended Warranty for flatwork under negotiation with PMI.	Provide Extended Warranty from the contractor to the City of South San Francisco.	TBD
3. Underpass roof water leaks	Hubert Chan ----- Resolved.	Patch roof leaks.	11/29/2021
4. Ramps 1 & 2 ADA slope issue	Hubert Chan ----- Resolved.	Re-built Ramps 1 & 2 that were out of compliance.	1/6/2022

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

1. Ramp 3/West Plaza: Completed landscaping and installation of guard rails . Continued with negotiation to extend warranty for flatwork.
2. Ramp 2/Stair 2: Rebuilt selected portions of Ramp 2 to meet ADA compliance.
3. Ramp 1/Stair 1: Continued to rebuild selected portions of Ramp 1 to meet ADA compliance. Continued guard rails installation.
4. Poletti Way: PG&E provided power to ped traffic light.
5. Pedestrian Underpass: Repaired water leaks.
6. Completed re-finishing flat work at Ramp 3/West Plaza, Ramp 2/Stair 2, Ramp 1/Stair 1, Polletti Way and Pedestrian Underpass.

**NEXT KEY ACTIVITIES (top 5)**

1. Ramp 3/West Plaza: Complete negotiation to extend warranty for flatwork.
2. Ramp 2/Stair 2: Complete guard rails installation.
3. Ramp 1/Stair 1: Complete rebuilding Ramp 1 to meet ADA compliance. Complete guard rails installation.
4. Poletti Way: Work with the City to program the ped traffic light.
5. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

**PROJECT NOTES**

1. Schedule delayed to rebuilt selected portions of ramp 1 and ramp 2 causing progress percentage to decrease.

South San Francisco Station Improvement Project

JPB Proj No. 002146

TA Proj No. 00824

PROJECT PHOTOS

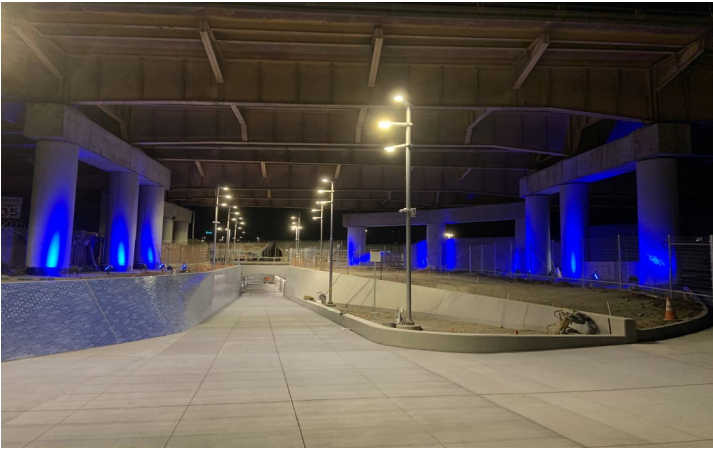


Photo 1 - West Plaza



Photo 2 - New platform signage

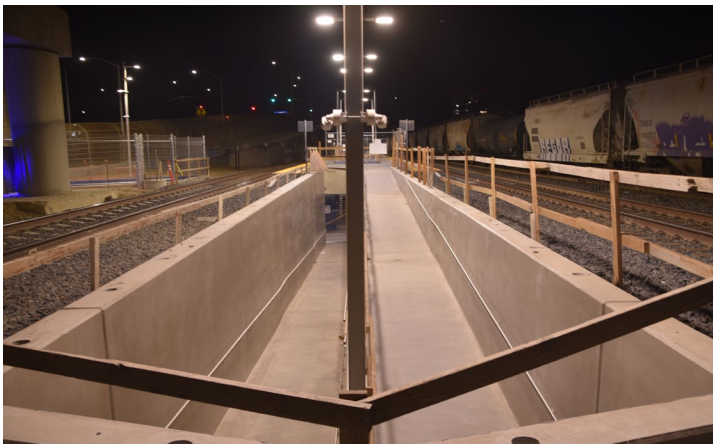


Photo 3 - Ramp 2



Photo 4 - Poletti way looking towards East Plaza







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

JPB Proj No. **002152**

TA Proj No. **00814**

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

Project Phase: **Planning**

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

**PROJECT SCOPE Summary**

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

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

**PLANNING SCOPE Summary**

Staff of the two cities provided input on alternatives as well as existing data on infrastructure maintained by the cities. City staff also facilitated and participated in public outreach efforts. The JPB is the implementing agency and contracted with a consultant (AECOM) to prepare the planning and Project Study Report with alternatives for the Scott Street and South Linden Avenue. The Project Study Report for the South Linden Avenue grade separation was completed in April, 2021. The PSR evaluated four build alternatives. Multiple City Council meetings and public meetings were held to present the project and receive feedback from elected officials, residents and business owners from both cities. Outreach included three community workshops, three South San Francisco City Council meetings, and five San Bruno City Council meetings.

In November 2019, the City of San Bruno decided that closure of Scott Street to motor vehicles and construction of a pedestrian/bicycle-only grade separated crossing is preferred. In August/September 2020, both Cities selected Alternative 1 (rail elevated approximately 15.5 feet at South Linden Avenue and 2.5 feet at Scott Street) as the preferred alternative. Additionally, in November 2020, the San Bruno City Council provided direction to City staff that a pedestrian/bicycle undercrossing, versus an overcrossing, is the preferred option at Scott Street.

Project Manager: Dennis Kearney  
 Study Consultant: AECOM  
 Sponsors: Cities of South San Francisco and San Bruno

**Table 2. MILESTONE SCHEDULE**

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Project Approval & Environmental Document (PA&ED)	10/31/24	10/31/24	0	0
Plans, Specs & Estimate (PS&E) (Final Design)	04/30/28	04/30/28	0	0
Utility Relocations	10/31/29	10/31/29	0	0
ROW/Easements	04/30/30	04/30/30	0	0
Begin Construction	05/01/30	05/01/30	0	0
Complete Construction	03/31/33	03/31/33	0	0

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

JPB Proj No. **002152**  
 TA Proj No. **00814**

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

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

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

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

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

Issue Title	Responsibility Status	Action	Resolution Date
Varying design standards between Caltrain and California High Speed Rail on the curve between Colma Creek and South Linden Avenue.	Melissa Reggiardo/Dennis Kearney ----- Caltrain standards for 110 mph operations would cause significant impacts to adjacent property. High Speed Rail assumes no track changes in this area but assumes speeds could reach up to 110 mph.	The design in the PSR was modified to allow for reduced speeds. Caltrain versus High Speed Rail curve design and speed assumptions must be revisited during the next phase of project development to determine what standards should be used in more detailed design phases.	TBD
Internal project budget has been exhausted and additional funds are required to complete the current phase of work and develop and RFP for the next phase of work.	Dennis Kearney  Resolved.	Additional budget for interim work was approved by the Management Committee (12/9/21).	(12/9/2021)

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

1. Held monthly meeting with the cities to clarify roles and responsibilities and the process and timing to establish agreements.
2. Internal Caltrain Planning and Engineering discussions regarding project agreements and project funding.
3. Presented Interim budget request and workplan at December 9, 2021 Management Committee. Interim budget approved; workplan approved with revisions.
3. Reviewed various Caltrain MOU examples for use in developing the project's MOU.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue to meet with the cities to establish roles and responsibilities that will be rolled into a four-party agreement.
2. Discuss with C&P to clarify procurement strategy.
3. Coordinate with Cities to submit formal funding request to the TA for PE/Environmental.
4. Continue to work with cities to agree to language for the MOU and legal review process.

**PROJECT NOTES**

1. Project milestones and budget will be updated based on project workplan approved at December 2021 Management Committee meeting in the next quarterly report.









**Whipple Avenue Grade Separation**

JPB Proj No. **100410**

TA Proj No. **100277**

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

Project Phase: **Planning**

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

The overarching schedule has been extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID also required a more extensive and time-intensive public outreach strategy than initially envisioned. The schedule was adjusted as Redwood City requested and received additional funding from the TA to account for the considerations above as well as the need to perform additional outreach in equity priority communities. The JPB approved the additional budget at the October 2021 Board meeting and an amended MOU followed. The consultants work directive amendment was executed in November 2021 to reflect additional scope and budget. Work has commenced around targeted community outreach anticipated in the winter timeframe.

**PROJECT SCOPE Summary**

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

**PLANNING SCOPE Summary**

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

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

Project Manager: David Pape

Study Consultant: AECOM

Sponsors: City of Redwood City



Whipple Avenue Grade Separation

JPB Proj No. 100410

TA Proj No. 100277

**Table 2. MILESTONE SCHEDULE**

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

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

	Budget			Estimate at Completion (EAC)	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
<b>Totals</b>	<b>850</b>	<b>301</b>	<b>1,151</b>	<b>1,151</b>	<b>0</b>	<b>0%</b>

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

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100	50	150	150	0
<b>Totals</b>		<b>850</b>	<b>351</b>	<b>1,201</b>	<b>1,201</b>	<b>0</b>

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

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

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**Whipple Avenue Grade Separation**

JPB Proj No. **100410**

TA Proj No. **100277**

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

1. Executed consultant's work directive amendment to reflect the additional scope & budget as approved by the SMCTA.
2. Continued outreach work with targeted community outreach scheduled for the winter timeframe.
3. Received capital budget amendment for the additional funding at the Oct 2021 JPB Board meeting.

**NEXT KEY ACTIVITIES (top 5)**

1. Continue and conduct additional outreach work with targeted community outreach scheduled for the winter timeframe.
- 

**PROJECT NOTES**





Watkins Ave Grade Crossing Safety Improvements

JPB Proj No. 100522

TA Proj No. 100579

Table 1. Status Summary and Total Project Performance

Project Phase: Final Design

Month	Safety	Schedule	Budget	Funding
Current	G 	G 	G 	G 
Previous	NA	NA	NA	NA

Progress (%)	Change Prev. Qtr.	EAC/Budget
6.96%	NA	100%

SCOPE Summary

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

Project Manager: Robert Tam  
 Principal Designer: HNTB  
 Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

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

Watkins Ave Grade Crossing Safety Improvements

JPB Proj No. 100522

TA Proj No. 100579

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

Type of Work	Budget			Estimate at Completion	Variation	
	Original	Changes	Current		Amount	Percentage
	(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Engineering	630		630	630	0	0%
ROW/Utilities			0		0	
Construction	2,000		2,000	2,000	0	0%
CM & DSDC	350		350	350	0	0%
Administration	385		385	385	0	0%
Procurement	25		25	25	0	0%
Oper. Support	100		100	100	0	0%
<b>Subtotals</b>	<b>3,490</b>	<b>0</b>	<b>3,490</b>	<b>3,490</b>	<b>0</b>	<b>0%</b>
Unknown Risks	NA	NA	NA	685		
Unallocated Contingency	685		685	NA	0	0%
<b>Grand Totals</b>	<b>4,175</b>	<b>0</b>	<b>4,175</b>	<b>4,175</b>	<b>0</b>	<b>0%</b>

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

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

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

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

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

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

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**Watkins Ave Grade Crossing Safety Improvements**

JPB Proj No. **100522**

TA Proj No. **100579**

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

1. Received comments for the 35% design and provided comments to the designer HNTB.
2. Conducted a field diagnostic meeting with the Town of Atherton, CPUC and FRA.
3. HNTB worked on the 65% design package.
4. HNTB presented some street lighting scenarios for the crossing to JPB and the Town of Atherton.

**NEXT KEY ACTIVITIES (top 5)**

1. Receive the 65% design package from HNTB.
2. Project team seeks funding from MTC from Local Partnership Program to support a spring 2022 construction contract award date.

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**PROJECT NOTES**

None.

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

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

<b>100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p>Scope: This next phase will prepare a Redwood City Ferry Service Business Plan. The plan will be prepared under the direction of the Port of Redwood City, in coordination with the City of Redwood City, the Water Emergency Transportation Authority (WETA) and SMCTA. Many of the information items and analyses required for the business plan were already prepared as part of the Redwood City Ferry Financial Feasibility Study &amp; Cost-Benefit and Economic Impact Analyses (Feasibility Study) project, which was completed by CDM Smith in January 2021. The plan will provide project development in order to implement a ferry terminal in Redwood City. The business plan is scheduled to finish by January 2022.</p> <p><b>Phase:</b> Business Plan.</p> <p><b>Status:</b> Project team continued work on the purpose of the business plan, organization, governance, roles, ferry service operations, equity analysis and first-last mile plan. Equity Analysis outreach plan was developed and outreach events completed. Governance Plan and Ridership Analysis was reviewed by the project management team and completed. A draft of the First-Last Mile Plan was submitted and reviewed by the project management team.</p>	\$160,000	\$44,769	\$115,231

<b>100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)</b>	<b>SMCTA Budget</b>	<b>Expended</b>	<b>Remaining</b>
<p><b>Scope:</b> Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by March 2022.</p> <p><b>Phase:</b> Planning.</p> <p><b>Status:</b> Project team prepared a Basis of Design Memorandum summarizing all design effort to date. Project team prepared and City Council approved First Amendment to consultant agreement with Wilsey Ham Inc. for planning, environmental permitting and engineering services needed for design of interim Phase I grading and site improvements at Harbor Master Spit Project. The project was awarded a Federal American Rescue Plan Act (ARPA) allocation as matching funds for the First Amendment, Scope of Services.</p>	\$350,000	\$40,787	\$309,213

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



Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	Construction work continued, which included new sidewalks, curb ramps, driveway conforms, drainage work and Rectangular Rapid Flashing Beacon (RRFB) installation.	Dec 2020	May 2022	Jun 2024	\$0	\$840,000	\$337,628	\$502,372
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	Final design was nearing 65% completion.	Dec 2020	Dec 2022	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	Final design was nearing 65% completion.	Dec 2020	Dec 2022	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	Due to City staff shortage, the design phase has been delayed until early 2022. However, the City recently hired new engineers, which will allow the project team to eventually begin the design phase.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	Project team continued work on Request for Proposal (RFP) for street light design.	Mar 2018	Jun 2022	Jul 2023	\$810,000	\$0	\$76,158	\$733,842
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	Project team released Request for Proposal (RFP) to retain consultant to assist with creating branding materials and reviewed three (3) proposals.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Notice of Completion recorded with the County. Final retention was released and project close-out documentation began.	Mar 2018	Mar 2022	Oct 2023	\$300,000	\$0	\$282,094	\$17,906
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team started PEER review process, per Caltrans request. Project team met with Caltrans to determine which water crossings are considered a "bridge" to prepare Bridge Type Selection.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$114,577	\$200,423
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project received \$600,000 grant from the California Department of Parks and Recreation to construct project improvements.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team continued project coordination.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$237,440	\$568,160
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022.	Dec 2020	Jun 2023	May 2023	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	Due to COVID, City projects and resources have created a backlog. Project slated to begin approximately Fall 2022.	Dec 2020	Jun 2023	Mar 2023	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued to complete punch-list items and the pathway was opened to the public on November 10, 2021.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	Final design was at 95% completion.	Dec 2020	Sep 2022	Jul 2024	\$0	\$360,000	\$0	\$0
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design, right-of-way and construction	Project team had a kickoff meeting to initiate the design phase.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$1,000	\$1,400,000
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project is on hold until further funding is identified. Project must secure funding and request an extension by 2/2022 to retain TA funding.	Mar 2016	Jun 2024	Feb 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	Consultant completed topographical survey, CCTV of the storm drains and 30% final design.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$46,523	\$653,477
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	Project team finalized Request for Proposals (RFP) for design and environmental phases of the project.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000

## Notes:

1. City of Redwood City completed the "Jefferson/Cleveland SRTS and Peninsula Bikeway Project", which included final design and construction phases, funded by Measure A.
2. City of San Mateo completed the "North San Mateo Pedestrian and Bicycle Improvement Project, which included construction phase, funded by Measure A.



## Definition of Terms

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

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

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

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

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

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

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

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

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



## Abbreviations

**CAP** – Citizen Advisory Panel

**CAC** – Citizen Advisory Committee

**CEQA** – California Environmental Quality Act

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

**ERM** – Environmental Resource Management

**EMU** – Electric Multiple Unit trainset

**MTC** – Metropolitan Transportation Commission

**NEPA** – National Environmental Policy Act

**PAC** – Policy Advisory Committee

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

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

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

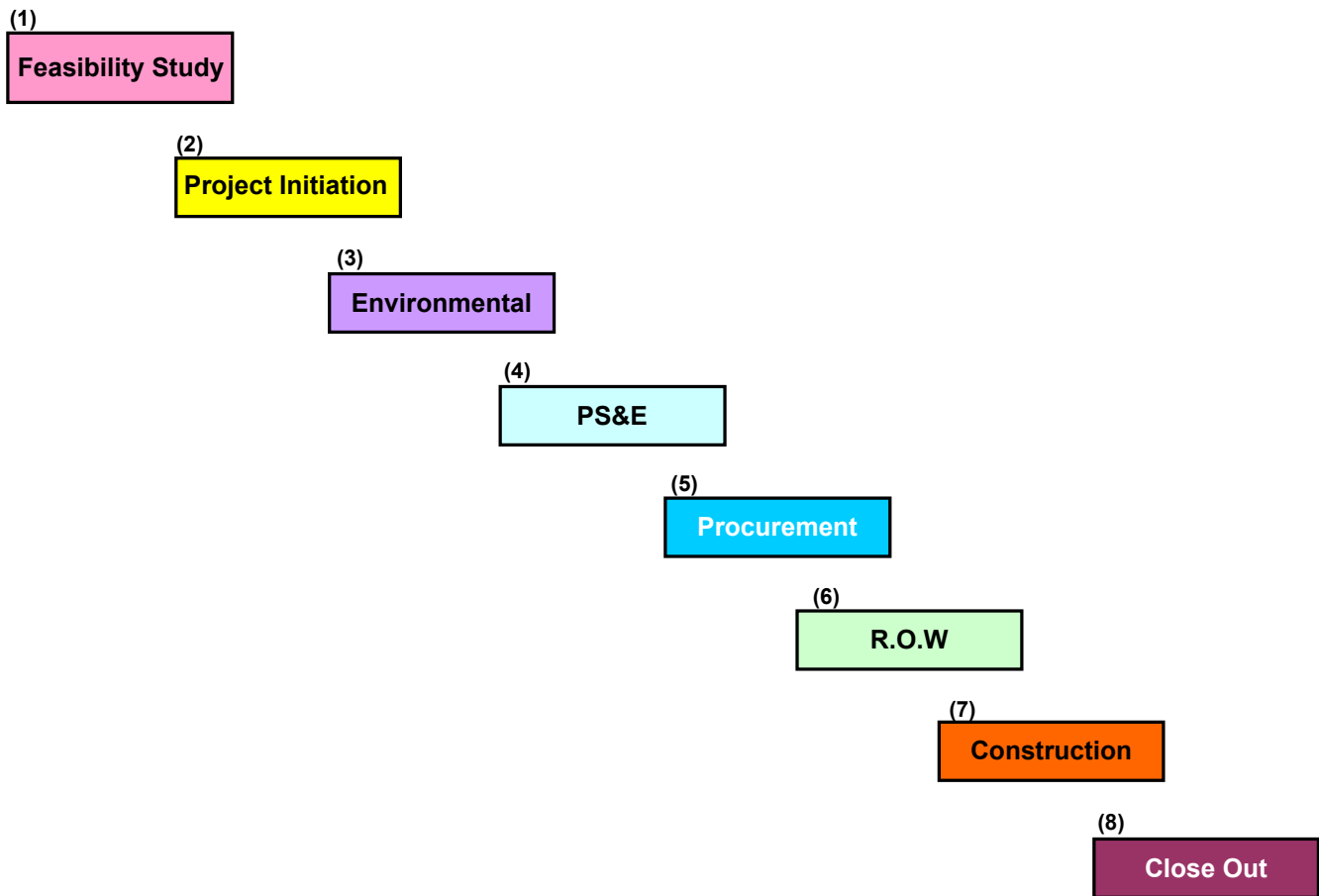
**PSR** – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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

**RTIP** – Regional Transportation Improvement Program

**UPRR** – Union Pacific Railroad

# Project Phases



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



## Performance Status (Traffic Light) Criteria Highway Program

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

## Performance Status (Traffic Light) Criteria Caltrain Program

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

### Schedule Legend

	<b>Completed</b>
	<b>Critical path</b>
	<b>Baseline/target schedule</b>

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: Derek Hansel  
Chief Financial Officer

SUBJECT: **AWARD OF CONTRACTS FOR ON-CALL EXECUTIVE RECRUITMENT SERVICES**

**ACTION**

Staff recommend the Board:

1. Award contracts for on-call executive recruitment services (Services) for an aggregate not-to-exceed amount of \$568,944 for a three-year base term to:
  - Alliance Resource Consulting LLC of La Palma, California
  - CPS HR Consulting of Sacramento, California
  - Koff & Associates of Berkeley, California
  - Krauthamer & Associates of Bethesda, Maryland
2. Authorize the Acting Executive Director or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements in a form approved by legal counsel.
3. Authorize the Acting Executive Director or designee to exercise up to two additional one-year option terms with the above firms for up to \$132,754 for each option term, to be shared in aggregate between the four firms if deemed in the best interest of the San Mateo County Transportation Authority (TA).

**SIGNIFICANCE**

Approval of the above actions will benefit the TA by securing multiple qualified firms to provide the Services and fill executive management positions on a timely basis. Establishing a qualified bench of recruitment firms will provide a wider pool of qualified candidates to the TA and will reduce the time to fill vacant management positions.

**BUDGET IMPACT**

Funds for these contracts are included in the TA's Fiscal Year 2022 budget and will be included in future years' TA budgets.

**BACKGROUND**

The TA has an ongoing need for qualified executive recruitment services firms to recruit highly-qualified and experienced management professionals. In the past, executive recruitment services were procured on an as-needed basis. Human Resources and Contracts and Procurement made a joint decision to establish bench contracts for on-call executive recruitment services to be used on an as-needed basis to increase efficiency and leverage economies of scale.

A joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide On-Call Executive Recruitment Services (Services) was issued by the TA, the San Mateo County Transit District (District), and the Peninsula Corridor Joint Powers Board (JPB). The solicitation was advertised on the TA's, District's, and JPB's websites. The TA received 10 proposals.

An Evaluation Committee (Committee) composed of qualified staff from Human Resources and Finance reviewed and scored these proposals in accordance with the following weighted criteria:

- Approach to Scope of Services 0-25 Points
- Qualifications and Experience of Firm 0-30 Points
- Qualifications and Experience of Management Team and Key Personnel 0-30 Points
- Cost Proposal 0-15 Points

After review, evaluation and ranking of proposals, the Committee determined that the aforementioned firms are qualified for contract award. Negotiations were conducted successfully with these firms, each of which possesses the requisite depth of experience, has the required qualifications to perform the scope of services successfully and is capable of providing the specified services at fair and reasonable prices. There is no guarantee of the amount of work that will be awarded to any of the selected firms.

Prepared By: Linda Tamtum, Procurement Administrator II 650-508-7933  
Project Manager: Juliet Nogales-Deguzman, Director, Human Resources 650-508-6236



**RESOLUTION NO. 2022-**

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

\* \* \*

**AWARDING CONTRACTS TO ALLIANCE RESOURCE CONSULTING LLC, CPS HR CONSULTING, KOFF & ASSOCIATES, AND KRAUTHAMER & ASSOCIATES FOR ON-CALL EXECUTIVE RECRUITMENT SERVICES FOR AN AGGREGATE NOT-TO-EXCEED AMOUNT OF \$568,944 FOR A THREE-YEAR TERM**

**WHEREAS**, the San Mateo County Transportation Authority (TA), San Mateo County Transit District and Peninsula Corridor Joint Powers Board issued a joint Request for Proposals (RFP) 22-S-J-T-S-004 to provide on-call executive recruitment services (Services); and

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

**WHEREAS**, an Evaluation Committee (Committee) reviewed, evaluated, scored, and ranked these proposals according to the evaluation criteria set forth in the RFP, and determined that four firms were in the competitive range; and

**WHEREAS**, the Committee completed its evaluation process and determined that the following four firms possess the necessary qualifications and requisite experience to successfully perform the scope of services defined in the solicitation documents at fair and reasonable prices:

- Alliance Resource Consulting LLC of La Palma, California
- CPS HR Consulting of Sacramento, California
- Koff & Associates of Berkeley, California
- Krauthamer & Associates of Bethesda, Maryland; and

**WHEREAS**, staff and legal counsel have reviewed these firms' proposals and have determined they comply with the requirements of the solicitation documents; and

**WHEREAS**, the Acting Executive Director recommends that the Board of Directors (Board) award contracts for the Services to the aforementioned four firms for a shared aggregate not-to-exceed amount of \$568,944 for a three-year base term, and authorize the Acting Executive Director to exercise up to two additional, one-year option terms for a shared aggregate not-to-exceed amount of \$132,754, per option year, if in the best interest of the TA.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby awards contracts for on-call executive recruitment services to Alliance Resource Consulting LLC, CPS HR Consulting, Koff & Associates, and Krauthamer & Associates for a three-year base term for an aggregate not-to-exceed amount of \$568,944; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting Executive Director or designee to execute contracts with the aforementioned firms in full conformity with all of the terms and conditions of the RFP and negotiated agreements, and in a form approved by legal counsel; and

**BE IT FURTHER RESOLVED** that the Board authorizes the Acting Executive Director or designee to exercise up to two, one-year option terms for a shared aggregate not-to-exceed amount of up to \$132,754, per option year, if in the best interest of the TA.

Regularly passed and adopted this 3<sup>rd</sup> day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

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

ATTEST:

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



**BOARD OF DIRECTORS 2021**

RICO E. MEDINA, CHAIR  
CARLOS ROMERO, VICE CHAIR  
EMILY BEACH  
CAROLE GROOM  
DON HORSLEY  
JULIA MATES  
MARK NAGALES

CARTER MAU  
ACTING EXECUTIVE DIRECTOR

**AGENDA ITEM #9  
MARCH 3, 2022**

**MEMORANDUM**

**To:** TA Board of Directors  
**From:** Carter Mau, Acting Executive Director  
**Subject:** Executive Director's Report – February 24, 2022

**101 Express Lanes Opening**

At a celebration event organized primarily by Caltrans with input from VTA and a number of San Mateo County transportation agencies including the TA, State and local officials from San Mateo and Santa Clara counties gathered on February 10 to celebrate the opening of the newest stretch of express lanes on the US101 corridor between route SR 85 in Mountain View and Whipple Avenue in Redwood City.

The speakers, including our own TA Chair Rico Medina, acknowledged all the funding partners that made this project a reality. The project teams from both San Mateo and Santa Clara counties, as well as the consultants and contractors, were recognized; the recognition highlighted the successful coordination between the two counties.

At 5:00 am on February 11, the toll facility equipment was activated commencing the operations of the first express lanes in San Mateo County. Staff is closely monitoring the performance of the express lanes through daily briefings. Travel time savings in the express lanes over the general-purpose lanes as projected is being observed in the field. During some periods of the day, the express lanes are underutilized but that is to be expected during this ramp-up period. Staff will provide the Board a more comprehensive report when operations stabilize, and once more data is available.

**Ribbon-cutting for South San Francisco Caltrain Station**

The ribbon-cutting ceremony to celebrate the completion of the new South San Francisco Caltrain Station has now been rescheduled for April 5. Construction of this project began in late 2017 and was substantially completed in late 2021. The new station is located directly south of its previous location, accessible from Downtown and Poletti Way in South San Francisco. The station features a 700-foot center-boarding platform, pedestrian underpass, and a station area plaza.

The project has an approved budget of \$96.6 million, and is funded through a combination of fund sources that included close to \$84 million in funds from the TA (Part of the \$84 million included funds that were involved in a Federal Transportation Commission (FTA)-approved fund exchange with the Caltrain Electrification project, where the South Francisco Caltrain station project took on some federal funds and in exchange provided an equivalent amount of Measure A funds to Caltrain Electrification.)

### **Complete Streets Technical Trainings**

The TA recently kicked off an effort to promote projects that support all users of our transportation system that are funded by the Measure A/W Pedestrian and Bicycle, Highway, and Local Streets categories by hosting a Complete Streets webinar in January 2022.

Following the larger webinar, County and city managers and directors were asked to nominate planning and engineering staff to participate in the two half-day virtual pedestrian and bicycle technical trainings. The nominated staff helped to fill out a survey about what types of planning and design treatments they would like to learn more about. The TA is hoping these trainings will promote the submission of projects in the next Pedestrian and Bicycle Program Call for Project in Fall 2022 that represent the best practices in the industry.

The dates and times of the trainings are provided below, and any technical staff interested in attending should contact Patrick Gilster, Manager of Programming and Monitoring at [gilsterp@samtrans.com](mailto:gilsterp@samtrans.com) to sign up.

- Pedestrian Training: March 10, 2022 from 9:00 am to 12:00 pm
- Bicycle Training: April 21, 2022 from 9:00 am to 12:00 pm

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

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

SUBJECT: **US 101 MANAGED LANES NORTH OF I-380 PROJECT UPDATE**

**ACTION**

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

**SIGNIFICANCE**

This presentation is part of a series of program reports presented to the Board. Each of the San Mateo County Transportation Authority's program areas – Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs – are featured individually throughout the year. This month features a presentation that provides an update on the US 101 North of I-380 Managed Lanes Project (Project), which is currently in the environmental phase of work which considers an array of alternatives to best inform future decisions on which alternative to advance to the design phase of the project.

The environmental phase explores, develops, and assesses alternatives that extend the managed lanes on US101 north of I-380 to the San Mateo and San Francisco county-line. Alternatives under consideration include High Occupancy Vehicles (HOV) and Highway Occupancy Toll (HOT) also referred to as express lanes. The latter is similar to what is currently under construction on US101 between I-380 and Whipple in Redwood City and in operations from Whipple to the San Mateo/Santa Clara county line. The implementation of an HOV or HOT lane is being analyzed either by conversion of a general-purpose lane or the addition of a new lane. Also included in the environmental review as an alternative is No build.

Because of the high community interest, the project team is currently developing an enhanced public outreach plan to spur community engagement during the environmental review process.

**BUDGET IMPACT**

There is no impact on the budget.

**BACKGROUND**

At the request of C/CAG and as part of the 2012 Highway Program Call for Projects, the TA funded and prepared a Project Initiation Document (PID) for a project that would add auxiliary lanes to the US 101 between Oyster Point and the San Francisco County

Line. This PID, which included range of project alternatives, was approved by Caltrans on June 9, 2015.

In October 2015, the TA Board of Directors authorized funding for the environmental phase of 101 Auxiliary Lanes (Oyster Point to San Francisco County Line). Further work on the auxiliary lanes did not advance because proposed project concepts developed for the managed lanes south of I-380 could influence and potentially change direction on the project approach; project concepts may need to include managed lanes within the limits of the proposed auxiliary lanes project.

To appropriately respond to this potential change of direction and help make the best investment of Measure A funding, the TA Board of Directors authorized in January 2018 the reallocation of \$1 million to complete an updated PID that would allow staff to work with Caltrans and San Francisco County Transportation Authority (SFCTA) to develop and evaluate the extension of managed lanes. The PID was then completed in October 2019. It was agreed then that while the agencies worked together to complete the updated PID, it was decided amongst Caltrans, San Francisco and the San Mateo County agencies that the two counties would proceed coordinated but separately in the environmental phase for projects north and south of the San Mateo/San Francisco county line.

The formal environmental review process for the current Project began with the issuance of a Notice of Preparation on July 20, 2021. A Notice of Preparation is a brief notice sent by the lead agency Caltrans to notify the responsible agencies and involved federal agencies that the lead agency plans to prepare an Environmental Impact Review (EIR) for the project. The TA has since met with the Cities of Brisbane and South San Francisco as well as SFCTA about the scope of the current Project, and to provide a general overview of the environmental process. Staff reached out to these cities because they are in close proximity to the Project.

On August 4, 2021, the Project team hosted a virtual scoping meeting. Scoping is defined as an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed project. The Project team presented an overview of the Project and solicited questions and comments to help shape the content of the EIR. Because of the high interest in this project, the public was afforded an extended period of 45 days, from July 20<sup>th</sup> through September 3<sup>rd</sup> to provide comments.

The team is currently in the process of preparing the technical studies to evaluate the impacts of each of the alternatives under consideration and best respond to the questions and concerns associated with the project. The environmental review of the Project is expected to last for 18 months, through summer 2023.



# U.S. 101 Managed Lanes Project North of I-380 Update

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SAN MATEO COUNTY TRANSPORTATION AUTHORITY BOARD

MARCH 3, 2022

# Project Partner Roles

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Project Co-Sponsor



Project Co-Sponsor



CEQA/NEPA Lead Agency,  
Project Oversight





# The Problem



- Jobs, housing, and population growth continue
- No incentive to share a ride
- Vehicles using local streets to navigate around congestion on the freeway

# Part of a Larger Solution

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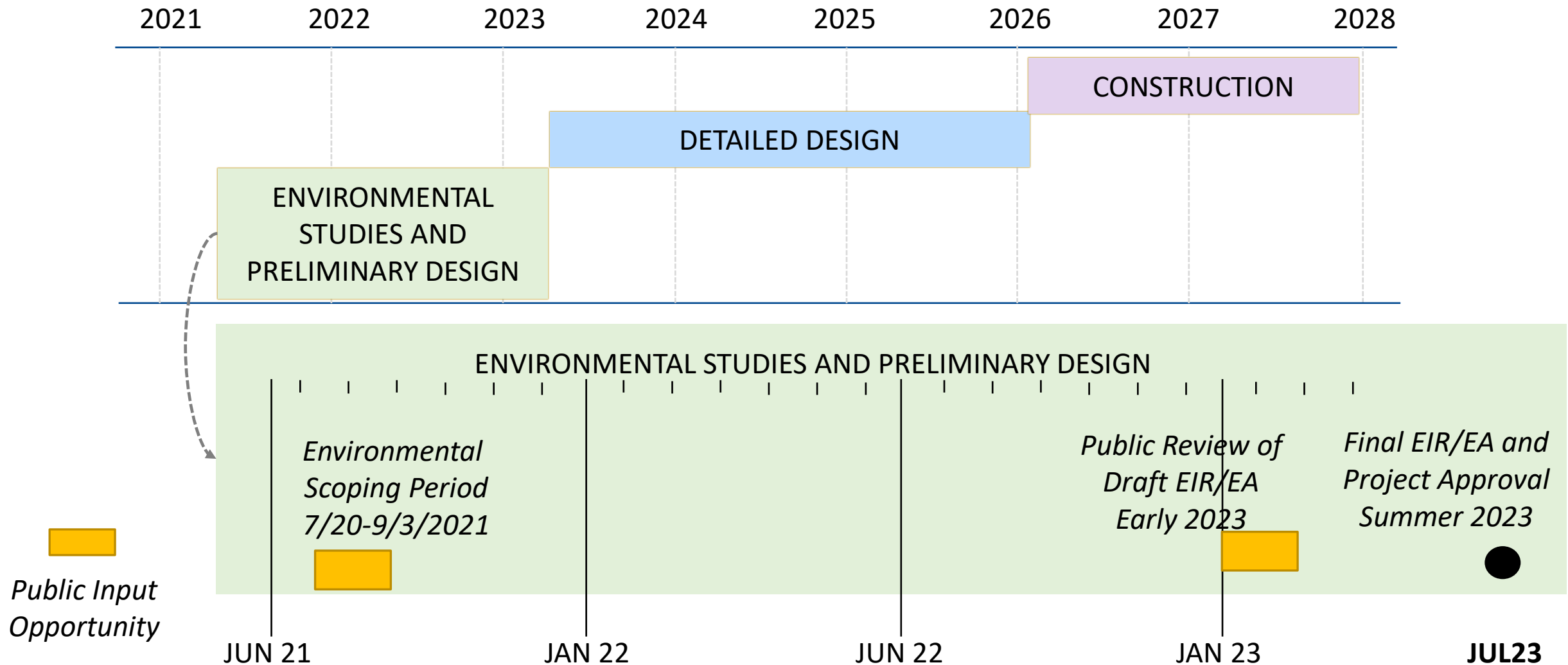
- **The Caltrain Electrification Project will not fully address projected demand**
- **SamTrans is studying express bus service on the 101 corridor**
- **SFCTA is coordinating with San Mateo to study an extension of the 101 managed lanes into SF**
- **MTC is planning to improve and increase park and ride lots**
- **Municipalities implementing TDM measures**

# Part of a Larger Solution



# Project Overview

# Project Timeline





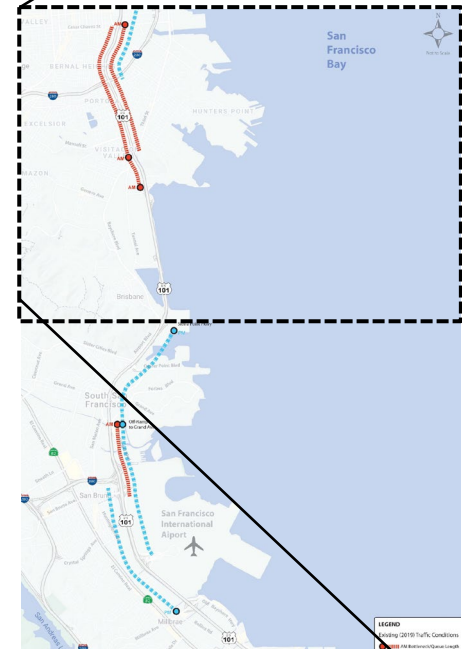
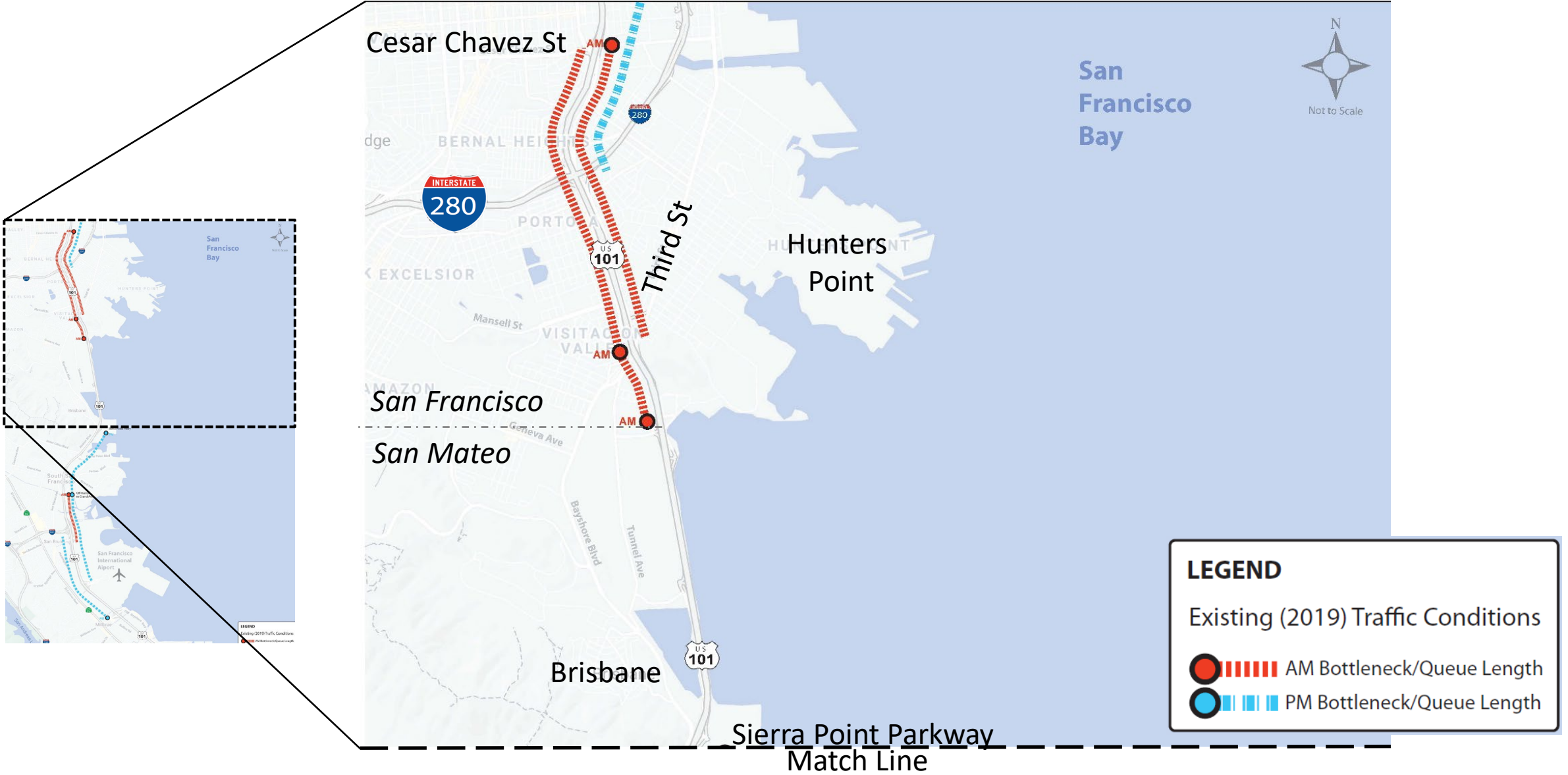
# Project Location



# Existing Traffic Congestion South of Sierra Point Parkway



# Existing Traffic Congestion North of Sierra Point Parkway





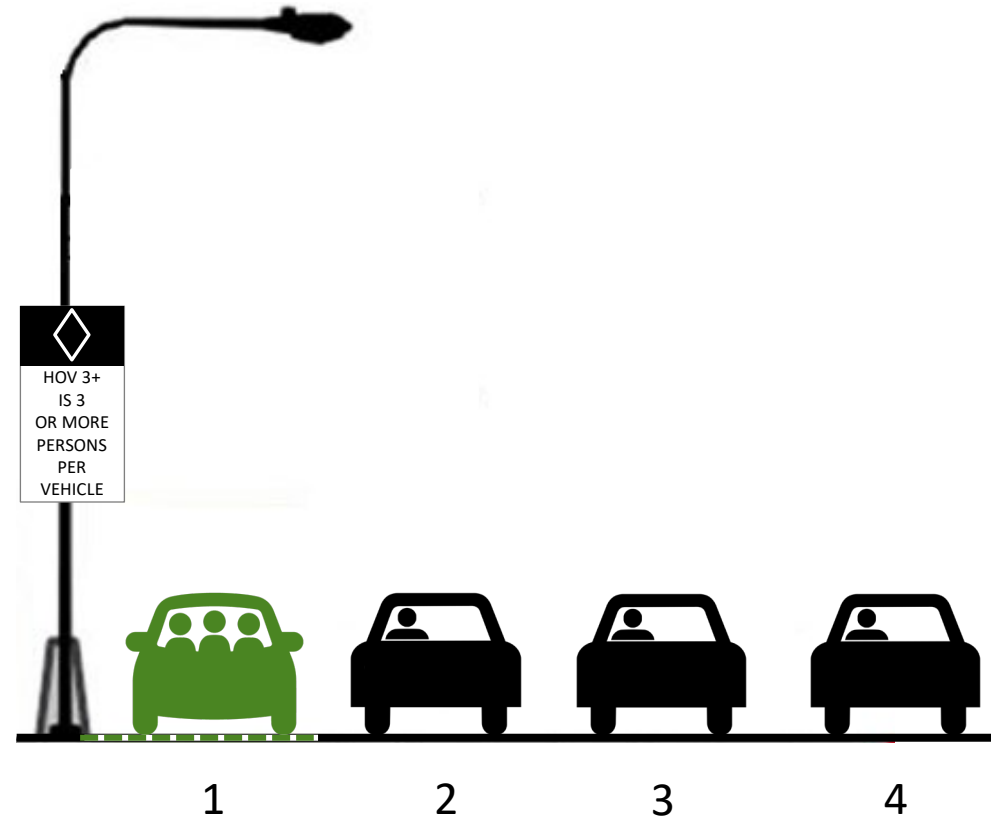
# Project Purpose

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- Improve mobility along the corridor
- Encourage carpooling and transit use
- Improve travel time reliability for managed lane users
- Minimize congestion in the mixed flow lanes
- Provide a connection with the new express lanes south of I-380 (under construction)
- Increase the number of people served by the freeway

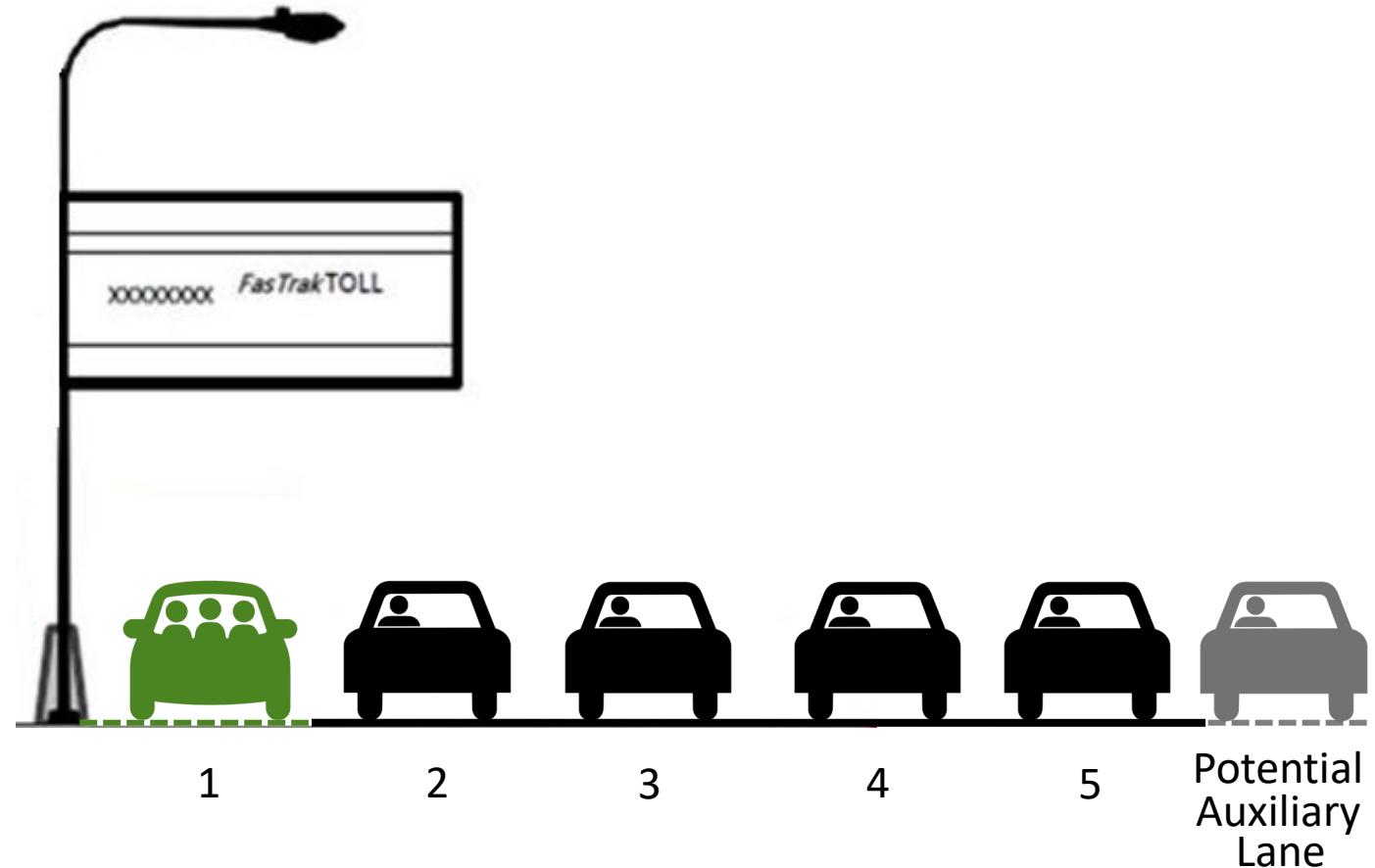
# Alternatives Under Consideration

- Convert a Lane Alternative (HOV or Express)



# Alternatives Under Consideration

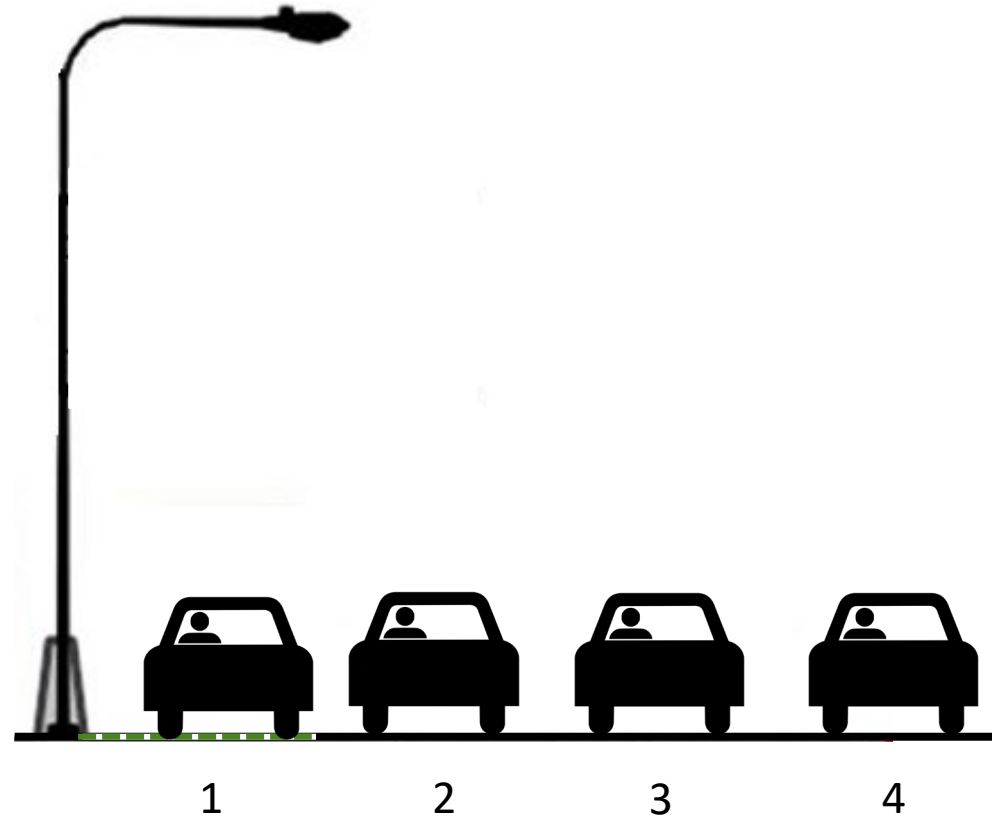
- Add a Lane Alternative (HOV or Express)



# Alternatives Under Consideration

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- No Build Alternative



# Environmental Evaluation

# Proposed Environmental Document

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Environmental Impact Report (EIR)  
California Environmental Quality Act



Environmental Assessment (EA)  
National Environmental Policy Act

# Topics to be Evaluated for the EIR/EA

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- Aesthetics and Visual Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology
- Climate Change
- Greenhouse Gas Emissions/Energy
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Community/Growth
- Environmental Justice
- Noise/Vibration
- Paleontology
- Traffic and Transportation
- Vehicle Miles Traveled
- Tribal Cultural Resources
- Utilities/Service Systems

# Public Outreach



# Enhanced Public Outreach

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- Conduct multi-lingual outreach in the communities adjacent to the 101 Managed Lanes (North of I-380) project area.
- Outreach plan and timeline under development
- Outreach goals:
  - Understand resident needs and concerns
  - Get input from key stakeholder groups
  - Provide input into the decision-making process

Follow the proposed project at:

[101ManagedLanes.com](http://101ManagedLanes.com)



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

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

SUBJECT: **PROGRAM AND ALLOCATE \$4,950,000 IN MEASURE A GRADE SEPARATION  
CATEGORY FUNDS FOR THE SOUTH LINDEN AVENUE/SCOTT STREET GRADE  
SEPARATION PROJECT**

**ACTION**

Staff recommends the Board:

1. Program and allocate \$4,950,000 of Measure A Grade Separation Program Category funds for the preliminary engineering and environmental clearance of the South Linden Avenue/Scott Street Grade Separation Project (Project); and
2. Authorize the Acting Executive Director, or designee, to take any actions necessary to program and allocate the subject funding, including the execution of agreements or amendments with the City of San Bruno, the City of South San Francisco, and the Peninsula Corridor Joint Powers Board (JPB).

**SIGNIFICANCE**

South Linden Avenue in the City of South San Francisco and Scott Street in the City of San Bruno are the only remaining at-grade Caltrain crossings in each of the cities. Due to the proximity of the two at-grade crossings, any proposed grade separation to eliminate the crossings must be designed and built in tandem.

In November 2013, the San Mateo County Transportation Authority (TA) programmed and allocated \$650,000 in Measure A Grade Separation Program funds, along with a contribution of \$210,000 from both cities, to complete a Project Study Report (PSR) to identify a preferred alternative for the Project. The PSR was completed in April 2021 and of the four alternatives considered, the City Councils of both South San Francisco and San Bruno selected Alternative 1, which includes: raising the tracks and lowering South Linden Ave while closing Scott Street to vehicular traffic and constructing a pedestrian/bicycle undercrossing of the elevated Caltrain tracks at Scott Street. Based on the PSR, this alternative has the lowest cost, shortest construction duration and fewest property impacts of the four alternatives considered.

To continue the development of the Project, the cities have been coordinating with JPB staff related to the cost and roles and responsibilities for future phases of work as the JPB will be responsible for designing and constructing the Project on behalf of the cities. The next phase of the Project is Preliminary Engineering and Environmental Review, which is currently estimated at \$5,500,000. The cities have submitted a request for \$4,950,000 in Measure A Grade Separation Program funds, and the cities will match the Measure A funds with \$550,000 of local funds. The next phase is estimated to be complete in October 2024, subject to the Board's consideration of the requested allocation. A copy of the request letter is included as Attachment A.

Additional information on the Project will be provided as part of a PowerPoint Presentation.

**BUDGET IMPACT**

Funding for this request is available in the Fiscal Year 2022 and prior year adopted budgets from the Measure A Grade Separation Program. As of the December 2021 Semi-Annual Report, \$18,953,000 is available in the Grade Separation program.

Should the Board approve the request of \$4,950,000, the Board will have approved a total of \$5,600,000 in Measure A funds for the Project, including the \$650,000 previously approved in 2013. And the cities' total contribution will be a total of \$760,000 for the Project. The table below provides a breakdown of the Project funding for the Preliminary Engineering and Environmental Review phase:

<u>Funding Source</u>	<u>Amount</u>
Proposed Measure A Allocation	\$4,950,000
Local match (South San Francisco)	\$386,650
<u>Local match (San Bruno)</u>	<u>\$163,350</u>
Total	\$5,500,000

**BACKGROUND**

Fifteen percent of the Measure A receipts are available for the Grade Separation Program Category. The goal of the program is to reduce the number of at-grade crossings on the Caltrain right of way. Grade separations improve safety for drivers and pedestrians, relieve traffic congestion, and enhance operational flexibility of the railroad.

Given the limited grade separation funding to be collected through the remaining life of Measure A, the TA Board adopted a set of guiding principles in 2013, which was subsequently amended in 2016, to focus the remaining funds on four pipeline projects, including this Project, on a first-come first-served basis. Under the guiding principles funds are allocated phase-by-phase and sponsors are eligible to receive up to 50% of the total project cost from Measure A.

Prepared By: Peter Skinner, Director, Grants and Fund Management 650-622-7818

**RESOLUTION NO. 2022 –**

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

**\* \* \***

**PROGRAMMING AND ALLOCATING AN ADDITIONAL \$4,950,000 FROM THE MEASURE A  
GRADE SEPARATION PROGRAM FOR THE  
SOUTH LINDEN AVENUE/SCOTT STREET GRADE SEPARATION PROJECT**

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

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

**WHEREAS**, in November 2013, the TA programmed and allocated \$650,000 in Measure A Grade Separation Program Category funds to the South Linden Avenue/Scott Street Grade Separation Project (Project) to complete a Project Study Report (PSR); and

**WHEREAS**, the Project is located in both the City of South San Francisco and the City of San Bruno (Cities); and

**WHEREAS**, the Cities provided a total of \$210,000 in matching funds for the PSR, with \$150,000 provided by the City of South San Francisco and \$60,000 provided by the City of San Bruno; and

**WHEREAS**, the Cities collaborated with the Peninsula Corridor Joint Powers Board (JPB) and completed the PSR in April 2021; and

**WHEREAS**, the Cities have selected a preferred alternative for the Project and are requesting that the TA program and allocate an additional \$4,950,000 to fund the preliminary engineering and environmental clearance (PE/ENV) phase of the Project, currently estimated to cost \$5,500,000; and

**WHEREAS**, the Cities will provide an additional \$550,000 as local matching funds for the PE/ENV phase; and

**WHEREAS**, the JPB will be responsible for designing and constructing the Project and will undertake the PE/ENV phase on behalf of the Cities; and

**WHEREAS**, TA staff recommends the Board of Directors program and allocate an additional \$4,950,000 for the PE/ENV phase of the Project as described above.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates \$4,950,000 to the South Linden Avenue/Scott Street Grade Separation Project to support preliminary engineering and environmental clearance of the Project; and

**BE IT FURTHER RESOLVED** that the Acting Executive Director or designee is authorized to execute any necessary agreements or other documents, and to take any additional actions that may be necessary, to give effect to this resolution, including the execution of agreements or amendments with the Cities of San Bruno and South San Francisco and the Peninsula Corridor Joint Powers Board.

Regularly passed and adopted this 3<sup>rd</sup> day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

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Chair, San Mateo County Transportation Authority

ATTEST:

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Authority Secretary



CITY COUNCIL 2022

MARK NAGALES, MAYOR (DIST. 2)  
FLOR NICOLAS, VICE MAYOR  
MARK ADDIEGO, MEMBER  
JAMES COLEMAN, MEMBER (DIST. 4)  
EDDIE FLORES, MEMBER

MIKE FUTRELL, CITY MANAGER

February 11, 2022

Mr. Carter Mau  
Acting Executive Director  
San Mateo County Transportation Authority  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

**Re: Request for \$4.95 Million in Measure A Grade Separation Program Funding for the Preliminary Engineering and Environmental Clearance (PE/EC) Phase of the South Linden Avenue/Scott Street Grade Separation Project**

Dear Mr. Mau,

On behalf of the Cities of South San Francisco and San Bruno, we are requesting the San Mateo County Transportation Authority Board (TA) consider allocating \$4.95 million of Measure A Grade Separation Program funds to support Preliminary Engineering and Environmental Clearance of the South Linden Avenue/Scott Street grade separation project. The Cities are committed to contributing \$550,000 in local funds comprised of \$386,650 from South San Francisco and \$163,350 from San Bruno to provide a total budget of \$5.5M. If approved, the City of South San Francisco will act as the primary project sponsor.

As background, in 2016, the TA approved a \$650,000 Measure A grant for planning and development of a Project Study Report (PSR) and 15% plans for the proposed Caltrain grade separation at South Linden Avenue and Scott Street in the Cities of South San Francisco and San Bruno, respectively. Additionally, the City of South San Francisco committed to a contribution of \$150,000 to pay for city staff time and the Peninsula Corridor Joint Powers Board's (JPB) consultant costs. The City of San Bruno contributed \$60,000 for the preparation of a traffic study. This process included extensive public outreach that led to the selection of a preferred alternative, and completion of the PSR with 15% plans in April 2021.

Preferred Alternative

Of the four alternatives considered in the PSR, the cities and their respective City Councils selected Alternative 1: Hybrid (Track Raised, South Linden Ave Lowered and Track Raised, Pedestrian/Bicycle Undercrossing at Scott Street). This alternative minimized property impacts, had the lowest cost and, the shortest construction period (two-three years). The recommendation for the Scott Street crossing results in the closure of the street to motor vehicles and the construction of a pedestrian and bicycle undercrossing.

Project Summary

South San Francisco's only at-grade railroad crossing is located on South Linden Avenue. This crossing is at the epicenter of economic growth and, while today's traffic volume is moderate, it is forecasted to represent a major traffic bottleneck in the future. Northeast of this at-grade crossing is the proposed Utah Avenue/Produce Avenue interchange, which will connect this area directly to our high-growth biotechnology cluster. Southwest of this at-grade crossing is a proposed 2,000,000+ square feet technology campus with a new roadway directly linking the at-grade crossing to this new mega-



development. In short, this at-grade crossing is the most important and time sensitive connectors between South San Francisco's tech and biotech job centers.

San Bruno's Scott Street crossing is the only remaining at-grade crossing in the City of San Bruno. East of the at-grade crossing are residential and light commercial/industrial uses. Immediately west are single- and multi-family residential homes, and further west, the Tanforan Shopping Center, anticipated to undergo redevelopment and revitalization. As identified in the San Bruno Transit Corridors Plan, a grade separated Scott Street would promote transit-oriented development and related improvements within the transit corridor. The Scott Street crossing was also the site of a recent fatal collision between a train and bicyclist. Grade separating the tracks will eliminate conflicts between all users, thereby increasing overall safety at both crossing locations. Due to their close proximity, the South Linden Avenue and Scott Street at-grade crossings must be designed and built in tandem and are therefore included in both cities' Capital Improvement Programs (CIP).

#### Caltrain Coordination/Roles and Responsibilities

Since completing the PSR, the cities and Caltrain have been meeting regularly to discuss the next phase of work, project schedule, and project funding. In preparation for the PE/EC phase of work, the cities and Caltrain have agreed on a scope of work and reviewed Roles and Responsibilities supplied by the TA.

#### Schedule

The tentative schedule to complete the PE/EC phase is October 2024. In this phase, the project will undergo environmental and public review resulting in environmental documents and 35% plans. After the PE/EC phase, the cities plan to advance the Project to the final design phase and preparation of plans, specifications, and estimate (PS&E) which is tentatively scheduled for October 2024-April 2028. A subsequent funding request will be made prior to advancing to the final design phase.


#### Conclusion

The South Linden Avenue/Scott Street Grade Separation Project is essential for improving safety and decreasing expected future traffic delays from increased vehicle traffic, greater frequency of Caltrain service, and future high-speed rail service. Both South Linden Avenue and Scott Street are the only remaining at-grade crossings in their respective cities, representing an important opportunity to spur redevelopment and accommodate economic opportunity in the area.

The TA's funding consideration for this project enables the valuable partnership between Caltrain and the cities of South San Francisco and San Bruno to continue without delay. We look forward to continuing our partnership in this project. If you have any questions or need additional information, please feel free to contact City Manager Mike Futrell at (650) 877-8502.

Respectfully,

DocuSigned by:  
  
8852134787CA4DB...  
Mike Futrell  
City Manager, City of South San Francisco

DocuSigned by:  
  
7EF65586B744486...  
Jovan Grogan  
City Manager, City of San Bruno

CC: Members, San Mateo County Transportation Authority  
South San Francisco City Council  
San Bruno City Council

# South Linden Avenue & Scott Street Grade Separation Project

March 3, 2022



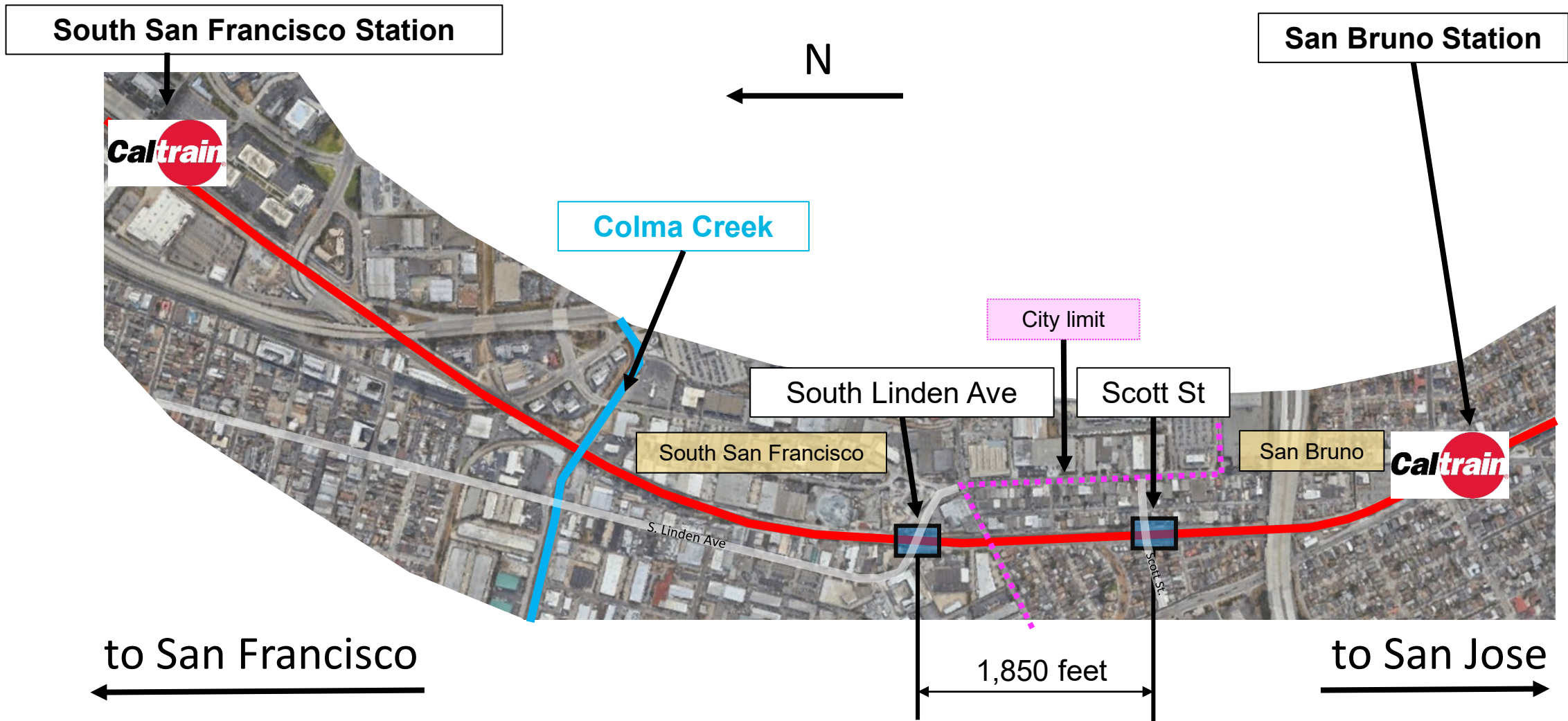
# Project Location and Partners



Project Location



# Project Location and Partners



# Project Need

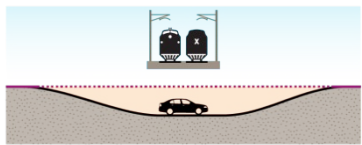
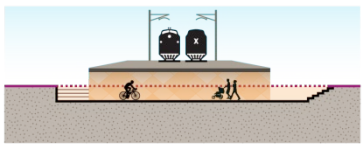
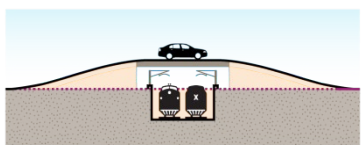

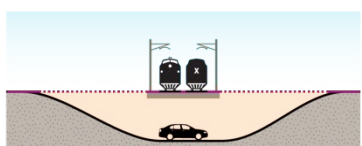
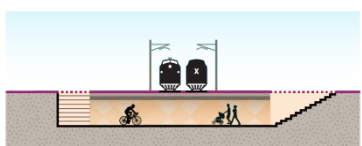
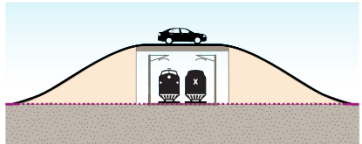

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- **Improve Traffic Circulation/Mobility**
  - Eliminate traffic delay caused by gate down times (South Linden Ave)
- **Increase Public Safety (vehicular, bicycle, and pedestrian)**
  - Eliminates pedestrian, bicyclist and motor vehicle conflict points with trains
  - Improve pedestrian and bicycle access
- **Reduce Noise**
  - Train horn and crossing signal noise eliminated





# Selected Alternative

Alt	South Linden Avenue	Scott Street
1	 <ul style="list-style-type: none"> <li>▪ Rail Elevated</li> <li>▪ Roads Lowered</li> </ul>	 <ul style="list-style-type: none"> <li>▪ Rail Elevated</li> <li>▪ Road Closed</li> <li>▪ Ped/Bike Tunnel</li> </ul>
2	 <ul style="list-style-type: none"> <li>▪ Rail Lowered</li> <li>▪ Roads Elevated</li> </ul>	 <ul style="list-style-type: none"> <li>▪ Rail Lowered</li> <li>▪ Road Closed</li> <li>▪ Ped/Bike Crossing*</li> </ul>
3	 <ul style="list-style-type: none"> <li>▪ Rail At-Grade</li> <li>▪ Roads Fully Lowered</li> </ul>	 <ul style="list-style-type: none"> <li>▪ Rail At-Grade</li> <li>▪ Road Closed</li> <li>▪ Ped/Bike Crossing*</li> </ul>
4	 <ul style="list-style-type: none"> <li>▪ Rail At-Grade</li> <li>▪ Roads Fully Elevated</li> </ul>	 <ul style="list-style-type: none"> <li>▪ Rail At-Grade</li> <li>▪ Road Closed</li> <li>▪ Ped/Bike Crossing*</li> </ul>

\* A Ped/Bike Undercrossing (Tunnel) or an Overcrossing (Bridge) can be designed for this alternative

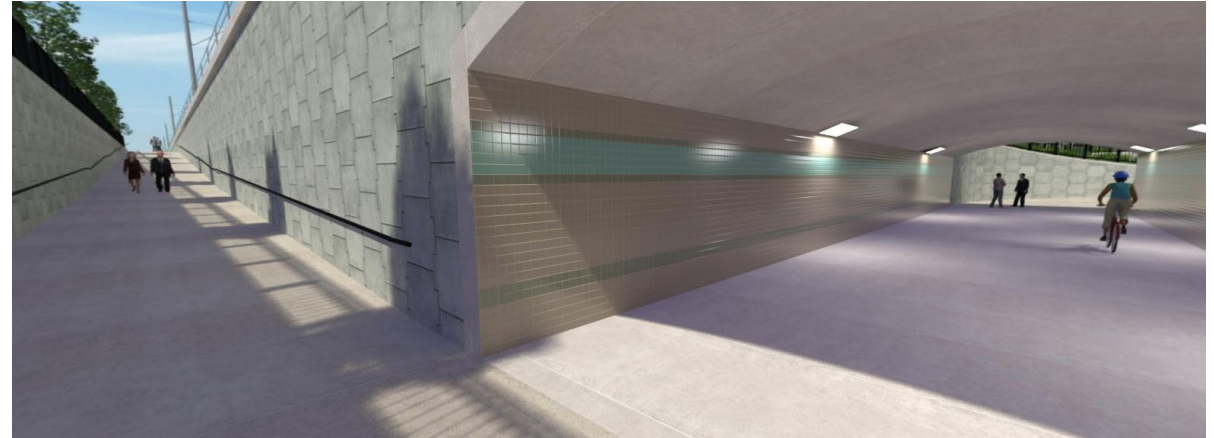


# Renderings of Preferred Crossings

## South Linden Avenue - West View



## Scott Street Ped/Bike Undercrossing



## Scott Street at Montgomery Avenue



# Project Schedule

Project Activities	Expected Start	Expected Completion
Planning/Conceptual Design/Project Study Report	January 2016	April 2021
Preliminary Engineering/Environmental Clearance	June 2022	October 2024
Final Design	November 2024	April 2028
ROW Acquisition/Utilities Relocation	November 2028	March 2030
Procurement	October 2029	April 2030
Construction	May 2030	June 2033
Closeout	April 2033	June 2033





# Project Cost Estimate (1,000s)

Phase	TA Funds	Local Match	Total
Project Study Report (PSR)	650	210	860
Preliminary Engineering/Environmental Clearance	<b>4,950*</b>	<b>550</b>	<b>5,500</b>
Final Design / Environmental Permits	-	-	10,000
Right of Way / Utilities	-	-	66,400
Construction	-	-	222,600
		<b>Total</b>	<b>305,360</b>

← **Next Phase**

**Note:** Funds in current year dollars

\*Proposed allocation



# TA Staff Recommendation

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- Program and Allocate \$4,950,000 in Measure A Grade Separation Program funds toward the preliminary engineering and environmental clearance of the project
- Cities are contributing the 10% minimum match to the current phase
  - South San Francisco: \$386,650
  - San Bruno: \$163,350
- Current balance of the Measure A Grade Separation Program is \$18.9 million based on the December 2021 Semi-Annual Report.



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# Questions



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

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

SUBJECT: **PROGRAMMING AND ALLOCATION OF MEASURE A LOCAL SHUTTLE  
PROGRAM FUNDS FOR 28 SHUTTLES FOR FISCAL YEAR 2023**

**ACTION**

Staff proposes the Board:

1. Program and allocate \$1,558,044 of Measure A Local Shuttle Program funds to 28 existing shuttles listed in Exhibit A for Fiscal Year (FY) 2023; and
2. Authorize the Acting Executive Director or his designee to execute any necessary funding agreement amendments or other documents, and to take any additional actions necessary, to give effect to these actions.

**SIGNIFICANCE**

In January 2020, the San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG) issued a joint Call for Projects (CFP) for the San Mateo County Shuttle Program (Shuttle Program). In May 2020, through Resolution 2020-08, the TA Board programmed and allocated \$8,590,784 in Measure A Local Shuttle Program funds for 28 shuttles and C/CAG programmed and allocated \$1,085,699 of its Local Transportation Services Program funds for the remaining two recommended shuttles, totaling 30 funded shuttles.

Subsequently, in November 2021, the San Mateo County Transit District conducted a Shuttle Study that was adopted by its Board, and recommended improving and simplifying shuttle operations in San Mateo County while also streamlining the administration of the Shuttle Program.

The near-term recommendation from the Shuttle Study proposed the TA and C/CAG extend the FY 2021/2022 Shuttle Program for one additional fiscal year to allow for continued COVID-19 ridership recovery and for the initial implementation of new bus routes from Reimagine SamTrans that can potentially impact the routing of shuttles in the County. This recommendation was presented to the TA Board in August 2021 and Directors expressed general support for this approach.

Based on this recommendation, TA staff met with existing shuttle sponsors to review the extension process and FY 2023 operational needs. Existing sponsors estimate the total FY 2023 TA-funded portion of operational costs is \$4,430,841, plus an additional \$78,513 in Commute.org marketing and administration costs, resulting in a total cost of \$4,509,354. Commute.org admin and marketing costs are included in the total need as the Alternative Congestion Relief/Transportation Demand Management Plan (ACR/TDM) recommended these costs be shifted back to the shuttle program.

As many shuttles were suspended or reduced service during FY 2021 and 2022, there is a projected remaining balance of previously allocated shuttles funds in the amount of \$2,951,311 available for the FY 2023 extension. To fully fund the 1-year extension, an additional \$1,558,044 in unallocated Measure A shuttle program funds are required. Sponsors will provide matching funds at the same percentage as during the FY 2021/2022 funding cycle. C/CAG also plans to allocate additional funding to their two funded shuttles for FY 2023. Exhibit A includes details of each TA-funded shuttle's prior expenditures along with estimated needs for FY 2023.

TA staff will issue a new CFP covering FY 2024 and FY 2025 in December of this year.

### **BUDGET IMPACT**

There is sufficient budget authority in the FY 2022 and prior budgets to fully fund the 28 shuttles for FY 2023, including funds previously programmed and allocated as well as the proposing additional \$1,558,044 programming and allocation from the Measure A Shuttle program. As of the December 2021 Semi-Annual Report, there was approximately \$5 million in available and unprogrammed Measure A Shuttle program funds.

### **BACKGROUND**

The San Mateo County Local Shuttle Program provides matching funds for the operation of local shuttle services that provide access to regional transit and/or meet local mobility needs. As defined in the 2004 Measure A Transportation Expenditure Plan, the Local Shuttle Program receives 4 percent of Measure A sales tax revenues. Funded shuttles must be open to the public. A minimum 25 percent local match is required, except for shuttles that miss their respective operating cost per passenger benchmark by 50 percent or more after two years of operation, in which case a 50 percent match is required.

Prepared by: Jennifer Williams, Administrative Analyst II

650-508-6343

**RESOLUTION NO. 2022 –**

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

\* \* \*

**PROGRAMMING AND ALLOCATING \$1,558,044 IN MEASURE A FUNDS FROM THE  
LOCAL SHUTTLE PROGRAM CATEGORY FOR 28 SHUTTLES FOR FISCAL YEAR 2023**

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

**WHEREAS**, the 2004 Transportation Expenditure Plan designates four percent of the New Measure A revenues to fund local shuttle projects (Measure A Local Shuttle Program Category funds); and

**WHEREAS**, the TA, with the City/County Association of Governments of San Mateo County (C/CAG), issued a joint Call for Projects for the San Mateo County Shuttle Program (Shuttle Program) for Fiscal Year (FY) 2021 and FY 2022, which yielded an approved list of 30 shuttles, with 28 funded by the TA and two by C/CAG; and

**WHEREAS**, the TA Board, through Resolution 2020-08, programmed and allocated \$8,590,784 in Measure A Local Shuttle Program Category funds for the 28 shuttles; and

**WHEREAS**, in November 2021, the San Mateo County Transit District conducted a Shuttle Study that was adopted by its Board and recommended improving and simplifying shuttle operations in San Mateo County by streamlining the administration of the Shuttle Program; and

**WHEREAS**, the Shuttle Study recommended that the TA and C/CAG extend the FY 2021 and FY 2022 Shuttle Program for an additional year, through FY 2023, to allow continued COVID-19 ridership recovery and implementation of new bus routes from Reimagine SamTrans before instituting shuttle service and funding changes; and

**WHEREAS**, existing shuttle sponsors have appraised the total costs for the 28 TA-funded shuttles in FY 2023 to be \$4,509,354, which includes \$4,430,841 for operating costs and \$78,513 for Commute.org marketing and administration costs; and

**WHEREAS**, reduced and suspended service during FY 2021 and FY 2022 resulted in an available projected balance of \$2,951,311 from the prior funding cycle to be used for the FY2023 extension; and

**WHEREAS**, an additional \$1,558,044 of Measure A Local Shuttle Program Category funds are therefore required to fully fund the 1-year extension; and

**WHEREAS**, shuttle sponsors will provide matching funds at the same percentage as during the FY 2021 and FY 2022 funding cycle; and

**WHEREAS**, staff recommends the Board program and allocate an additional total of \$1,558,044 in Measure A Local Shuttle Program Category funds for 28 shuttles for FY 2023, as indicated in Exhibit A.

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors programs and allocates a total of \$1,558,044 for FY 2023 in Measure A Local Shuttle Program Category funds to the 28 shuttle routes indicated of TA funds in Exhibit A; and

**BE IT FURTHER RESOLVED** that the Acting Executive Director or designee is authorized to execute funding agreement amendment and any other necessary documents, and to take any additional actions necessary, to give effect to this resolution.

Regularly passed and adopted this 3rd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair, San Mateo County Transportation Authority

ATTEST:

---

Authority Secretary



# EXHIBIT A

## San Mateo County Transportation Authority

### Fiscal Year 2023 (FY 23) Shuttle Extension Recommended Awards

Shuttle Information		FY 23 Operating Costs			FY23 Funding		
Applicant	Shuttle Name	Operational Cost	Commute.org Admin (ACR)	Total Operational Costs	Local Match	Recommended TA Award	Total Funding
Commute.org	Redwood City Midpoint	\$344,400	\$8,473	\$352,873	\$132,576	\$220,296	\$352,873
Commute.org	Redwood City Seaport Centre	\$172,200	\$3,367	\$175,567	\$88,026	\$87,541	\$175,567
Commute.org	North Burlingame	\$169,900	\$3,306	\$173,206	\$87,245	\$85,961	\$173,206
Commute.org	North Foster City	\$184,100	\$5,062	\$189,162	\$57,551	\$131,611	\$189,162
Commute.org	Bayshore Technology Park	\$169,900	\$3,322	\$173,222	\$86,844	\$86,378	\$173,222
Commute.org	Brisbane Crocker Park	\$380,200	\$9,600	\$389,800	\$140,201	\$249,599	\$389,800
Commute.org	South San Francisco BART	\$712,800	\$19,218	\$732,018	\$232,339	\$499,679	\$732,018
Commute.org	South San Francisco Caltrain	\$370,300	\$10,991	\$381,291	\$95,518	\$285,774	\$381,291
Commute.org	South San Francisco Ferry	\$297,600	\$7,021	\$304,621	\$122,082	\$182,539	\$304,621
Commute.org	Genesis Towers	\$169,900	\$3,326	\$173,226	\$86,747	\$86,479	\$173,226
Commute.org	Burlingame Bayside	\$162,700	\$4,826	\$167,526	\$42,043	\$125,483	\$167,526
Commute.org	Burlingame Point*	\$444,600		\$444,600	\$355,680	\$88,920	\$444,600
Daly City	Bayshore Shuttle	\$364,800		\$364,800	\$164,160	\$200,640	\$364,800
JPB	Pacific Shores (Employer)	\$500,000		\$500,000	\$350,000	\$150,000	\$500,000
JPB	Broadway/Millbrae	\$185,850		\$185,850	\$46,436	\$139,414	\$185,850
JPB	Mariners Island	\$193,305		\$193,305	\$48,313	\$144,992	\$193,305
JPB	Lincoln Centre	\$178,395		\$178,395	\$44,587	\$133,808	\$178,395
JPB	Electronic Arts (Employer)	\$205,000		\$205,000	\$125,000	\$80,000	\$205,000
JPB	Bayshore/Brisbane Commuter	\$170,835		\$170,835	\$42,676	\$128,159	\$170,835
JPB	Campus Drive	\$193,305		\$193,305	\$48,313	\$144,992	\$193,305
JPB	Norfolk Area (Employer)	\$178,395		\$178,395	\$44,585	\$133,810	\$178,395
Menlo Park	M4 Willow Road	\$200,000		\$200,000	\$50,015	\$149,985	\$200,000
SamTrans	Bayshore Brisbane Senior	\$150,000		\$150,000	\$37,500	\$112,500	\$150,000
SamTrans	Sierra Point - Balboa Park BART	\$380,000		\$380,000	\$286,234	\$93,766	\$380,000
SamTrans	Bayhill-San Bruno BART	\$191,500		\$191,500	\$101,500	\$90,000	\$191,500
SamTrans	Seton Medical - BART Daly City	\$106,600		\$106,600	\$26,600	\$80,000	\$106,600
SMCCCD	Skyline College Express	\$324,057		\$324,057	\$162,028	\$162,028	\$324,057
SSF	South City Free Shuttle	\$580,000		\$580,000	\$145,000	\$435,000	\$580,000
		<b>\$7,680,642</b>	<b>\$78,513</b>	<b>\$7,759,155</b>	<b>\$3,249,800</b>	<b>\$4,509,354</b>	<b>\$7,759,155</b>

\*Commute.org Admin costs provided by Facebook for the Burlingame Point Shuttle

<b>FY21/22 Fund Balance</b>	<b>\$2,951,311</b>
<b>Additioanal TA Allocation</b>	<b>\$1,558,044</b>
<b>Total TA Award</b>	<b>\$4,509,354</b>

# ***New TA Website Launch***

TA Board, March 2022  
Item #12

Digital Communications Manager  
Jeremy Lipps



# Current Website

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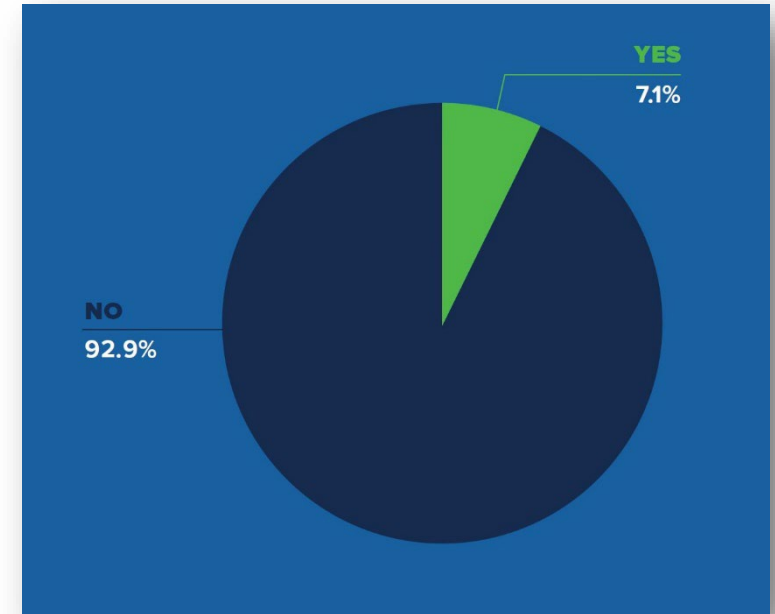
Current site launched in 2010 (ancient in technology time)

Partially mobile optimized

Content Management System for Staff (bugs, customized, obsolete)

Obsolete & Outdated security (outdated infrastructure/hosting)

Are you proud of the District websites?



# Timeline New Website

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- Dec 2020
  - Contractors Onboard ---- Expert Transit Website Developer
- 2021
  - Staff and External Input (such as CAC, user feedback)
  - Built site, migrated and updated content
- 2022
  - Training: Internal Staff new system
  - Final Theming/Design Updates
  - End of March: Launch



**FivePaths**

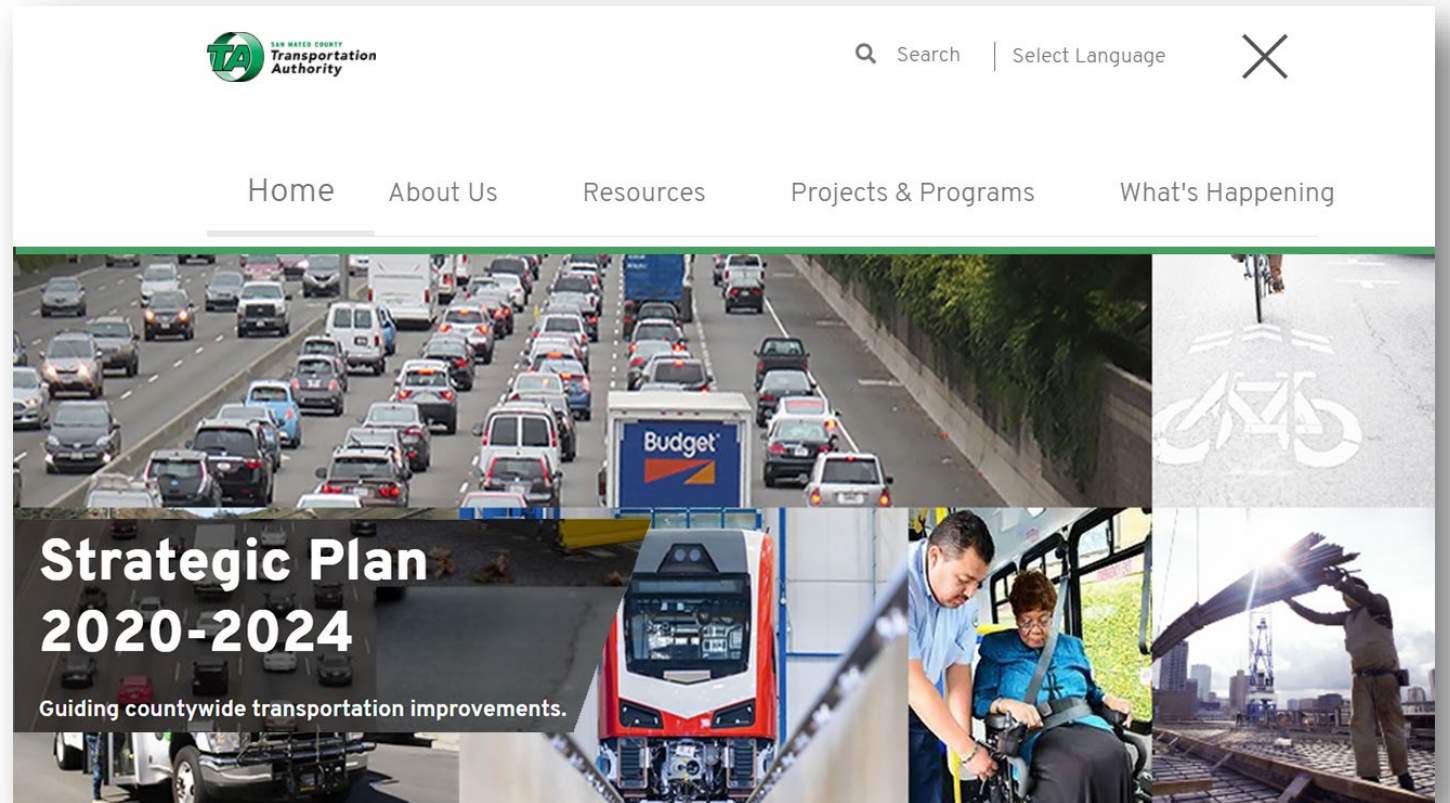
# New Website Improvements

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- Improved Customer Experience
- Dynamic Events and Meetings Calendar
- Mobile Optimized
- Modern Content System (Drupal)
- Improved User Interface (staff)
- Increased 3<sup>rd</sup> Party Integration Flexibility (Bonfire, Social Media, etc)
- Increased Security and Stability



# Improvements





# Improvements

2022 Meeting Dates - PDF File

2022	Agenda	Minutes
February 11	SMC Express Lanes JPA Agenda	
February 4	SMC Express Lanes JPA Special Meeting Agenda	
February 3	TA Board Agenda	<a href="#">#9 202:</a> <a href="#">#8 202:</a> <a href="#">#11a P</a> <a href="#">#11b P</a>
January 25		<a href="#">Comple</a> <a href="#">Presen</a>
January 14	SMC Express Lanes JPA Agenda	
January 6	TA Board Agenda cover -	<a href="#">#7b M:</a>

## SMCTA Meetings (past)

Title

APPLY RESET

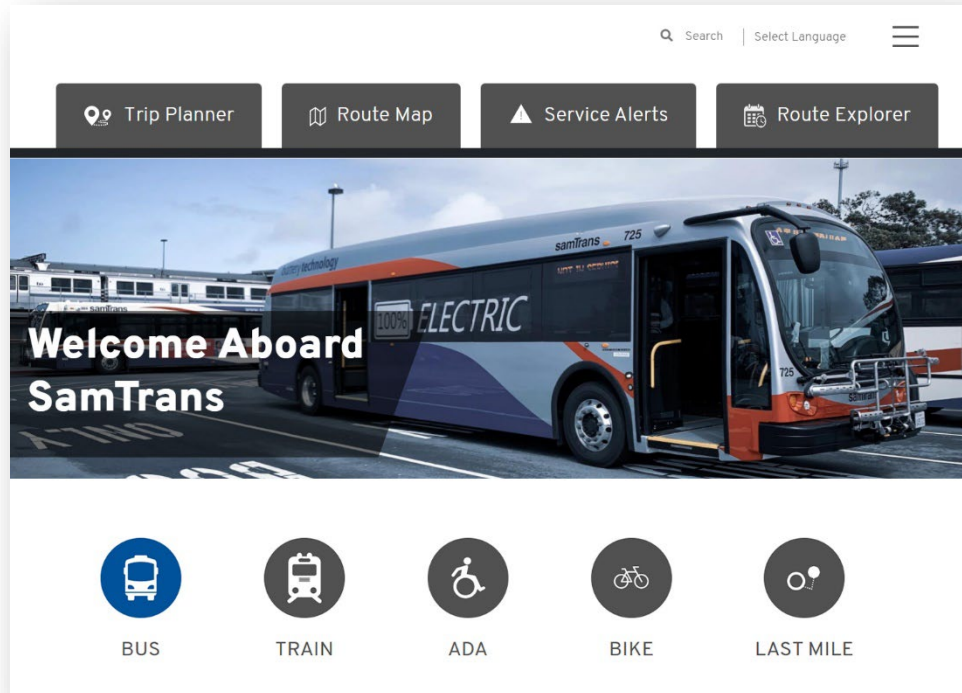
- FEB 3 9:02 am TA Board of Directors
- FEB 1 8:02 am TA Citizens Advisory Com...
- JAN 25 8:01 am Complete Streets Webinar
- JAN 6 9:01 am TA Board of Directors

OLD  
 Small text  
 Not mobile formatted  
 "pinch" to resize  
 Difficult to select links

NEW  
 Clear Events and Dates  
 Unique Events Pages  
 Finger-touch Links  
 Simplified Event Management

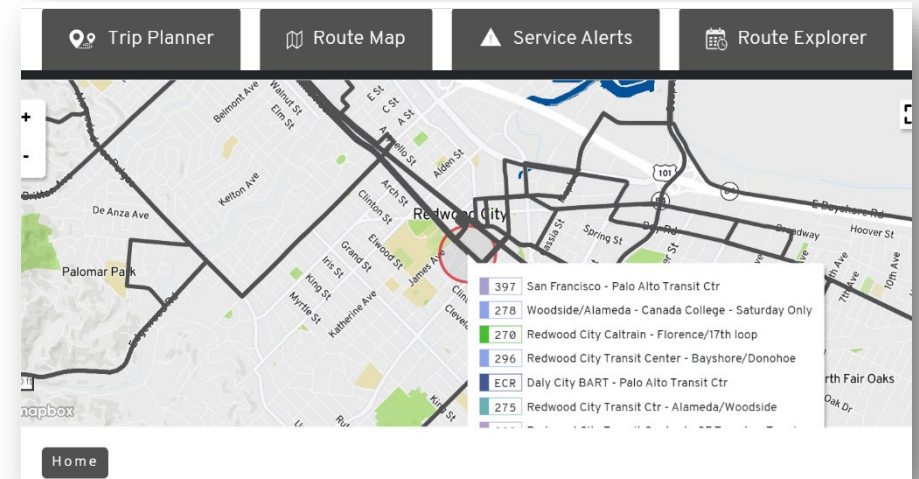


# New SamTrans Site



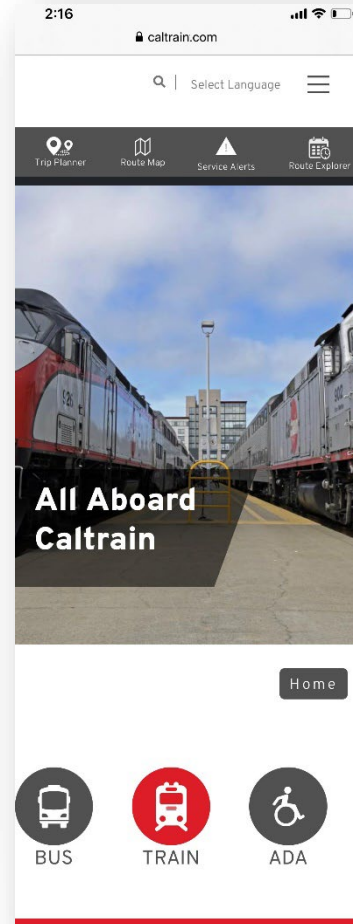
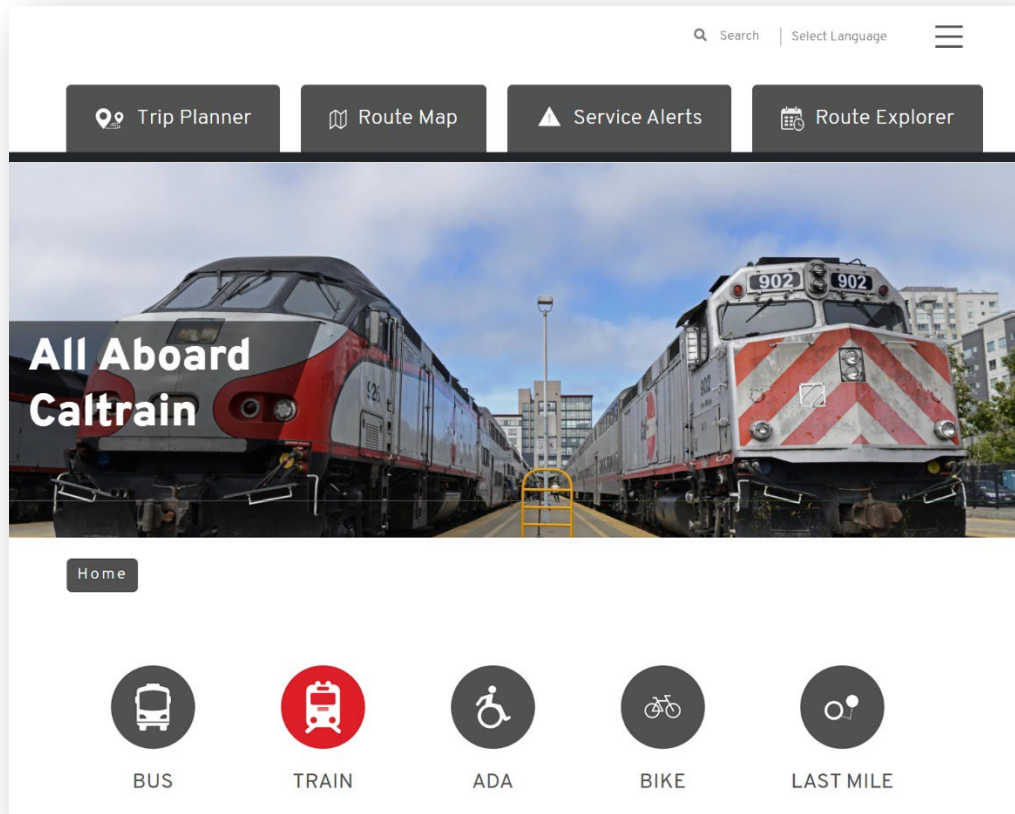
## Additional Rider-Facing Improvements

- Deeply Integrated GTFS
- Route finding
- Live bus maps
- Improved customer alerts



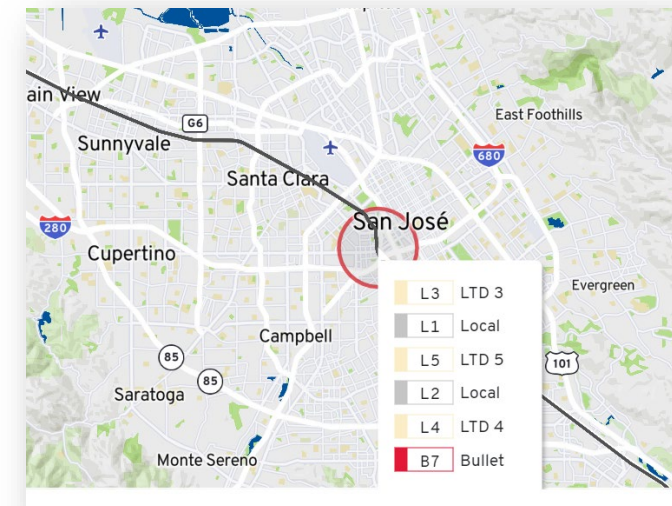


# New Caltrain Site



## Additional Rider-Facing Improvements

- Deeply Integrated GTFS
- Live train maps
- Route Finding
- Improved customer alerts



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# Questions



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY  
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau  
Acting Executive Director

FROM: Casey Fromson  
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSAL: SUPPORT AB 2197 (MULLIN)**

**ACTION**

Staff proposes the Board:

1. Receive the attached Federal and State Legislative Updates.
2. Approve the recommended San Mateo County Transportation Authority (TA) positions on legislation designated for action on the attached State Legislative Matrix.

**SIGNIFICANCE**

The 2022 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the Authority take a formal position.

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

# KADESH & ASSOCIATES, LLC

Federal Update  
San Mateo County Transportation Authority  
February 11, 2021

## **Legislative schedule update and overview**

The second session of the 117<sup>th</sup> Congress began slowly this month, but an early-January lull, the Congressional calendar for the next few months is starting to look pretty busy: in addition to the appropriations deadline of February 18, House has approved legislation to increase domestic R&D to better compete with China (the Senate has already passed legislation along these lines), there continues to be significant interest among leadership and rank-and-file members in reviving the Build Back Better Act, and President Biden intends to announce a new Supreme Court justice nominee by the end of this month which will kick off significant action in the Senate.

Senate Democrats have a 50-50 majority, and this agenda will be especially challenging as Sen. Ben Ray Lujan (D-NM) has been recovering from a stroke suffered in January. The latest news is that he should be available to vote on the Senate floor within a few more weeks.

The President's State of the Union address is scheduled for March 1, so although Democratic leaders in the House and Senate have a target date to deliver on priority items, there are not many legislative days available. The Senate will be in session for one more week and then out of session for the week of President's Day. Starting next week, the House will be out of session through Feb. 28.

## **Infrastructure Investment and Jobs Act / Surface Transportation Reauthorization**

We continue to monitor the early implementation of the Bipartisan Infrastructure Law. The White House's Infrastructure Implementation Coordinator, Mitch Landrieu, recently released a 450+ page guidebook to the programs included in the law; little of the information is new, and the majority of funding will be formula-based, but it is such a sprawling law that any new reference guides are helpful.

## **Appropriations**

The slow negotiations continue between Democratic and Republican members of the House and Senate Appropriations Committees. It has been reported that the appropriators have reached an agreement on a funding framework, but that agreement has not been made public, and important additional details still remain unresolved — including the top-line allocations for the 12 individual appropriations bills.

The current Continuing Resolution (CR) that keeps federal agencies funded will expire on Feb. 18. In order to give enough time for negotiations to conclude, the House has approved another CR that lasts through March 11, but some Senate Republicans have

## KADESH & ASSOCIATES, LLC

now objected to any funding for drug addition harm reduction program grants, so it will take a separate set of negotiations to figure out a path forward for this new short-term CR on the Senate floor.

Meanwhile, the executive branch has reported that relying on stopgap funding is hampering the rollout of the BIL, because federal agencies are limited in their ability to start new programs and hire new employees under a CR. Along with earmarks, which also still must be resolved between the House and Senate, this difficulty in implementing the BIL is an additional incentive for Congress to reach bipartisan agreement on a full-year appropriations bill.

*Earmarks:* The status of Congressionally Directed Spending requests is one of the several items that remains unresolved between the two chambers.

### **Reconciliation**

There has been no public progress toward reviving the Build Back Better Act, but Sen. Manchin's position on the climate and social spending legislation is now slightly better defined, which has given the White House and Senate colleagues some hope that a reworked version can secure his support. This will be a very slow process, if it happens at all, but the White House and others have begun to contemplate a smaller version of the bill that includes more explicit deficit reduction measures. A slimmer version of the bill that focuses on climate funding and deficit reduction would necessarily leave out many House and Senate member priorities, which will be a difficult problem for House and Senate leadership to solve.

*Earmarks:* A reconciliation bill cannot contain earmarks, and we do not assume that the final Build Back Better Act will include funding to facilitate earmarks.



February 14, 2022

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

**RE: STATE LEGISLATIVE UPDATE – MARCH**

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**General Update**

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor’s Fiscal Year 2022-23 budget proposals. Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The budget must be signed by the Governor by June 30 and goes into effect on July 1, the start of the 2022-23 fiscal year.

In parallel to the budget review, Legislators have been busy introducing legislation, with approximately 600 bills introduced since reconvening on January 3. Several hundred more are expected to be introduced by the February 18 bill introduction deadline.

**Gas Tax Proposal**

As part of his budget proposal, Governor Newsom is proposing to pause the automatic inflation adjustment for the gas tax, which was incorporated into SB 1 in 2017. This pause will have an impact on funding made available to fund maintenance and congestion management on highways and repairing local streets and roads. Though the purpose of the pause is to provide a relief to consumers at the pump, the proposal does not include any guarantee the savings would go to consumers, and the transportation impacts could be significant. If enacted, this action is expected to decrease fuel tax revenues by \$523 million in FY 2022-23, with a plan to only backfill a portion of this. The TA has signed onto an MTC letter in opposition to the Administration’s proposal.

**Governor Newsom Names Toks Omishakin Secretary of California State Transportation Agency**

On February 7, Governor Newsom announced the appointment of Toks Omishakin to the role of Secretary of the California State Transportation Agency Secretary (CalSTA). Omishakin, who will succeed Acting CalSTA Secretary Elissa Konove, currently serves as Director of the California Department of Transportation (Caltrans). Konove was elevated to the role of Acting CalSTA Secretary, following the resignation of David Kim from his role of CalSTA Secretary earlier this year.

## **BILLS WITH RECOMMENDED ACTION**

**AB 2197 (Mullin) – Caltrain Electrification Funding.** This bill appropriates \$260 million from the state’s General Fund to the California State Transportation Agency for the purpose of closing the funding gap for the Caltrain Electrification Project. **Recommend SMCTA SUPPORTS this measure.**

## **BILLS OF INTEREST**

SMCTA is currently monitoring all bills in advance of the February 18 bill introduction deadline, as well as any two-year bills. Policy bill hearings will begin in mid to late March for new bills. These bills must progress to the Appropriations Committee of each house by April 29, if keyed fiscal, meaning a cost is associated from enactment, and May 6, if keyed non-fiscal, to move to the Floor. Bills that make it to fiscal committees must be heard by May 20 and be approved by May 27 off the floor of each house.

Two-year bills, which are bills that have previously made it to the second house or are proposed constitutional amendments are considered after May 31. Policy committees must complete their business by July 1, fiscal committees by August 12 and all business by the floor of each house by August 31, to be considered for signature by the Governor by September 30.

**ACA 1 (Aguiar-Curry)** is the main two-year bill we continue to monitor, but it is not subject to the house of origin deadline since it is a constitutional amendment. This bill proposes to lower the voter threshold, from a two-thirds supermajority to 55 percent, to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects, including public transit. **SMCTA is in SUPPORT.**

## **STATEWIDE COMPETITIVE GRANT PROGRAMS**

Below is a list of major reoccurring competitive grant programs administered by the State from which transit and rail projects are eligible/can be funded. SB 1 Cycle 3 guideline development will be discussed through spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in summer of 2022, applications being due fall of 2022, and awards adopted in summer of 2023.

### *Active Transportation Program (ATP)*

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5.

### *Solutions for Congested Corridors Program (SCCP)*

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects that implement specific transportation performance improvements.

### *Local Partnership Program (LPP)*

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually.

### *Trade Corridor Enhancement Program (TCEP)*

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

### **Grade Separation Funding**

Below is a list of the funding sources that we are aware of and/or that have been used to fund grade separations in the recent years. The funding sources below are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

#### *PUC Section 190 Grade Separation Program*

The Program is a [state funding program](#) to grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. The proposed FY 2021-22 budget contains \$500 million in one-time General Fund money that will be administered through the Transit and Intercity Rail Capital Program. This funding is subject to an agreement on the FY 21-22 transportation budget package.

#### *State Transportation Improvement Program*

The STIP, managed by Caltrans and programmed by the CTC, is primarily used to fund highway expansion projects throughout the state, but also supports grade separations. The STIP is programmed every two years (currently the 2018 STIP added \$2.2 billion in new funding). Local agencies receive a share of STIP funding, as does the State. The STIP is funded with gasoline excise tax revenues. In January, the STIP was estimated to have a shortfall of \$100 million. The May Revise has decreased that deficit to about \$32 million, which should not have an impact on the county's share.

#### *Proposition 1A*

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. The legislature is currently deliberating on exhausting the remaining \$4.2 billion in appropriation authority.



## SMCTA Bill Matrix –February 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 1638 Kiley (R)</b>  Motor Vehicle Fuel Tax Law: suspension of tax	1/12/2022  Introduced	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	<b>Watch</b>
<b>AB 1778 Garcia, C (D)</b>  State transportation funding: freeway widening	2/3/2022  Introduced	This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.	<b>Watch</b>
<b>AB 1909 Friedman (D)</b>  Vehicles: bicycle omnibus	2/9/2022  Introduced	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail and would remove the authority of a local jurisdiction to prohibit class 1 (20 mph max speed and motor work only when pedaling) and class 2 (also 20 mph but has a throttle boost) electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour.  This bill also extends the authorization for an electric bike to cross an intersection to a when a “WALK” sign is displayed, unless a bicycle control signal is displayed.  This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle.	<b>Watch</b>
<b>AB 1944 Lee (D)</b>  Local government: open and public meetings	2/10/2022  Introduced	The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health.  This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option.	<b>Watch</b>

## SMCTA Bill Matrix –February 2022

Measure	Status	Bill Summary	Recommended Position
<b>AB 2197</b> Mullin D  Caltrain electrification project: funding.	2/15/2022  Introduced	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	<b>Recommend SUPPORT</b>
<b>AB 2449</b> <b>Rubio (D)</b>  Open meetings: local agencies: teleconferences	2/17/2022  Introduced	This bill allows a local agency to meet virtually without posting each members location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. Accommodations must also be made for persons with disabilities.	<b>Watch</b>
<b>AB 2647</b> <b>Levine (D)</b>  Local government: open meetings	2/18/2022  Introduced	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	<b>Watch</b>
<b>AB 2594</b> <b>Ting (D)</b>  Vehicle registration and toll charges	2/18/2022  Introduced	This bill would require that an issuing agency, such as the Bay Area Transportation Authority, that allows pay-by-plate tolling and also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to provide notification of how to enroll using an alternative method payment. It requires the issuing agency to allow sending a notice no later than 21 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. The Department of Motor Vehicles would be required to provide information on how to update an address change when an individual updates an address. Lastly, the bill requires that transponders be made available by the tolling agency for purchase on line or at other locations, at a cost of no more than \$5.	<b>Watch</b>

## SMCTA Bill Matrix –February 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>ACA 1 Aguiar-Curry (D)</b></p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>4/21/2021</p> <p>Assembly Local Government and Appropriations</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.</p>	<p style="text-align: center;"><b>Supported on 2/4/2021</b></p>
<p><b>SB 771 Becker (D)</b></p> <p>Sales and Use Tax Law: zero emissions vehicle exemption</p>	<p>5/26/2021</p> <p>Assembly Desk</p> <p><b>Two-year bill</b></p>	<p>This bill provides a sales tax exemption on the purchase of an electric or a hybrid electric vehicle valued at \$25,000 or less. This bill has been amended to provide an exemption from the state sales tax for zero emission or hybrid vehicles purchased under two programs that seek to assist income-eligible individuals purchase them. The bill could potential imoact the State Transit Assitance program, which funds transit capital and operations, and is funded by the sales tax on diesel and ¼ general sales tax, which makes up the other component of the Transportation Development Act (\$1.7 billion statewide pot).</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 873 Newman (D)</b></p> <p>California Transportation Commission: state transportation improvement program: capital outlay support</p>	<p>1/24/2022</p> <p>Introduced</p>	<p>This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.</p>	<p style="text-align: center;"><b>Watch</b></p>

## SMCTA Bill Matrix –February 2022

Measure	Status	Bill Summary	Recommended Position
<p><b>SB 917 Becker (D)</b></p> <p>Seamless Transit Transformation Act</p>	<p>2/3/2022</p> <p>Introduced</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services.</p> <p>This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill is similar to AB 2057 from 2020.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 922 Wiener (D)</b></p> <p>CEQA exemptions; transportation-related projects</p>	<p>2/3/2022</p> <p>Introduced</p>	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways.</p>	<p style="text-align: center;"><b>Watch</b></p>
<p><b>SB 932 Portantino (D)</b></p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>2/7/2022</p> <p>Introduced</p>	<p>Commencing January 1, 2023, this bill would require the legislative body, upon any substantive revision of the circulation element, to ensure that a modified circulation element additionally includes bicycle and pedestrian plans and traffic calming plans. This bill would require a county or city to include in its modified circulation element a map of the high injury network within its boundaries and would further require a county or city to identify and prioritize safety improvements that may be implemented within 15 years that would address serious and injurious traffic collisions. This bill would increase or decrease the 15-year implementation period based on whether the measures introduced by a county or city work to reduce its percentage of traffic violence.</p>	<p style="text-align: center;"><b>Watch</b></p>