



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 the [Governor's Executive Orders N-25-20 and N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbfHFJzNCTm1Dd0VaZz09> 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 <http://www.smcta.com/about/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. Public comments may be submitted to publiccomment@smcta.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received after an agenda item is heard will be included into the Board's weekly correspondence and posted online at:

<http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.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.

June 3, 2021 – Thursday

5:00 pm

- 1) Call to Order
- 2) Roll Call/Pledge of Allegiance
- 3) Public Comment For Items Not on the Agenda

Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

- 4) Report of the Citizens Advisory Committee

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

5) Consent Calendar

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

- a) Approval of Minutes of the Board of Directors Meeting of May 6, 2021 MOTION
 - b) Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2021 MOTION
 - c) Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2021 MOTION
 - d) Establishing the Appropriations Limit for Fiscal Year 2021-22 RESOLUTION
- 6) Report of the Chair
- a) Appointment of Representatives to the San Mateo County Express Lanes Joint Powers Authority MOTION
- 7) San Mateo County Transit District Liaison Report
- 8) Joint Powers Board Liaison Report
- 9) Report of the Executive Director
- 10) Program
- a) Adoption of 2021-2030 Short Range Highway Plan RESOLUTION
- 11) Finance
- a) Public Hearing: Adoption of Proposed Budget for Fiscal Year 2022 RESOLUTION
 - 1. Open Public Hearing
 - 2. Present Staff Report
 - 3. Hear Public Comment
 - 4. Close Public Hearing
 - 5. Board Discussion and Action
 - b) San Mateo County Express Lanes Joint Powers Authority's (SMCEL-JPA) Request to the Transportation Authority (TA) to Use the Credit Enhancement Fee Included in the July 2020 Loan Agreement for Specified Purposes INFORMATIONAL
- 12) State and Federal Legislative Update INFORMATIONAL
- 13) Requests from the Authority
- 14) Written Communications to the Authority

- 15) Date/Time of Next Regular Meeting: Thursday, July 1, 2021, 5:00 pm, via Zoom teleconference
- 16) Report of Legal Counsel
- 17) 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 <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.html>. Communications to the Board of Directors can be emailed to board@smcta.com.

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

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 <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.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 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: <http://www.smcta.com/about/boardofdirectors/boardofdirectorscalendar.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 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; 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
1250 SAN CARLOS AVENUE, SAN CARLOS, CA 94070
MINUTES OF MAY 6, 2021**

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

MEMBERS ABSENT: None

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

1. CALL TO ORDER

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

2. ROLL CALL/PLEDGE OF ALLEGIANCE

Ms. Seamans confirmed that a quorum was present.

Chair Beach requested that Vice Chair Rico Medina lead the Pledge of Allegiance.

3. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Drew thanked C/CAG (City/County Association of Governments of San Mateo County) and the City of San Mateo regarding the recent community information meeting.

4. REPORT OF THE CITIZENS ADVISORY COMMITTEE

Chair Beach noted that the report was in the packet.

5. CONSENT CALENDAR

- a) **Approval of Minutes of the Board of Directors Meeting of April 1, 2021**
- b) **Acceptance of Statement of Revenues and Expenditures for the Period Ending March 31, 2021**
- c) **Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending March 31, 2021**
- d) **Call for a Public Hearing at the June 3, 2021 Meeting on the Proposed Budget for Fiscal Year 2022**

Motion/Second: Groom/Medina

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

Noes: None

Absent: None

6. REPORT OF THE CHAIR

Chair Beach noted the recruitment for TA Citizens Advisory Committee members and requested that two directors volunteer to conduct interviews. Director Carole Groom volunteered.

Chair Beach also noted that the first meeting of the Alternative Congestion Relief Ad Hoc Committee was held on April 28 and was attended by herself and Directors Groom and Romero.

Chair Beach said that she shared San Mateo County's challenges regarding grade separation funding with a subcommittee of the Federal Transportation and Infrastructure Committee.

7. SAN MATEO COUNTY TRANSIT DISTRICT LIAISON REPORT

Vice Chair Medina said that the report had been posted to the website and summarized highlights of the SamTrans Board meeting.

8. JOINT POWERS BOARD LIAISON REPORT

Carter Mau, Acting Executive Director, said that the report had been posted to the website. He provided highlights of the Joint Powers Board (JPB) meeting, including announcing Olson Remcho, LLP, as the new general counsel for the JPB.

9. REPORT OF THE EXECUTIVE DIRECTOR

Mr. Mau said that his report was in the packet. He thanked staff for their support during his transition to Acting Executive Director. He said that he and April Chan, Chief Officer, Planning, Grants/Transportation Authority, had recently met with Senator Josh Becker, who he noted would be an important ally on grade separation funding.

10. LEGISLATIVE UPDATES

a) State and Federal Legislative Update and Approval of Legislative Proposal: Support AB 1499 (Daly)

Jessica Epstein, Government and Community Affairs Officer, briefly summarized the highlights of recent state legislation.

Chair Beach asked if the bill streamlines the design/build process, and Ms. Epstein said yes. Chair Beach also inquired about the timing of the Senate Bill (SB) 1 Solutions for Congested Corridor program and whether the region will have a chance of having grants funded in Cycle 3. Ms. Chan said that that was an upcoming opportunity that the TA would investigate, but remarked that there were only two eligible applicants for this funding source including Caltrans (California Department of Transportation) and MTC (Metropolitan Transportation Commission) for the region. She added that the TA would need to work through either Caltrans or MTC.

Public Comment:

Rich Hedges asked for the Board's support on the 101 project.

The Board voted to support Assembly Bills (AB) 1499:

Motion/Second: Horsley/Romero

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

Noes: None

Absent: None

b) TA Federal Advocacy Update – May 2021

Ms. Epstein said that President Biden had released his Fiscal Year 2022 discretionary budget requests in April. She noted that they had submitted earmark requests. She introduced the TA's federal lobbyists Ben Miller and Chris Kierig, Kadesh and Associates, LLC, in Washington, DC.

Mr. Miller noted that there is a lot of exciting activity in Washington, DC on transportation and infrastructure.

Mr. Kierig said the House earmarks are in, while the Senate earmarks have not yet been finalized.

11. PROGRAM

a) San Mateo US 101 Express Lanes Quarterly Project Update

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

Director Carlos Romero thanked Mr. Scott, Joe Hurley, TA Director, and staff for meeting with him to explain how they are quantifying the TA's risk exposure.

Director Don Horsley said he respected the construction team for working during the night.

Public Comment:

Drew said he was impressed that there was no loose gravel on the road during the construction.

b) Program Report: 25th Avenue Grade Separation Project

Ms. Chan gave a brief background on the project.

Michelle Bouchard, Acting Executive Director, Caltrain, discussed program oversight and introduced new staff member Robert Barnard, Deputy Chief, Rail Development.

Mr. Barnard provided his background and then provided the presentation.

Public Comment:

Drew opined that there is unsightly fencing installed on 28th Avenue between El Camino Real and the train tracks, while the Bay Meadows side has railings instead of fencing. Mr. Barnard said they would take a look at the discrepancy between the fencing and railings.

Director Julia Mates said she appreciated Ms. Bouchard taking the Board's recommendations to heart. Vice Chair Medina said he concurred.

Director Romero said he was happy that the oversight management team was being strengthened. He asked how much below-grade work needs to be completed that might reveal additional unforeseen conditions. Mr. Barnard said the project team said it was slated to be done by June. Director Romero asked what the potential cost increases would involve. Mr. Barnard said there is some remaining risk for below-grade and sub-surface work. He said they need to walk through each commercial issue in a timely manner.

c) Short Range Highway Plan Update

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

Directors Horsley and Romero commended staff for their work with the Short-Range Highway Plan (SRHP) Ad Hoc Committee.

Chair Beach asked how the TA is addressing controversial issues such as sustainability. Mr. Gilster said many of these issues are covered in the the current Strategic Plan and then in the call for projects.

Director Horsley said that autonomous vehicles should be considered

Public Comment:

Rich Hedges noted that construction costs are escalating quickly, but that it is good that the TA is also receiving more sales tax in the next couple of years.

Paul Krupka, Contract Manager for the 101/Woodside Road interchange project in Redwood City, thanked all stakeholders for bringing the SRHP to fruition.

12. FINANCE

a) Preliminary Budget for Fiscal Year 2022

Derek Hansel, Chief Financial Officer, provided the presentation.

13. REQUESTS FROM THE AUTHORITY

Director Carole Groom said the new 25th Avenue Caltrain station is beautiful and praised the staff and developers.

Chair Beach proposed having a SamTrans/TA education forum on autonomous vehicles for the cities and other agencies. Directors Horsley, Groom, Mates, and Nagales said they were interested.

14. WRITTEN COMMUNICATIONS TO THE AUTHORITY

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

15. DATE/TIME OF NEXT REGULAR MEETING

Chair Beach announced that the next meeting would be on Thursday, June 3, 2021 5:00 pm, via Zoom teleconference.

16. REPORT OF LEGAL COUNSEL

Ms. Cassman said that there was nothing to report.

17. ADJOURN

The meeting adjourned at 7:10 pm.

An audio/video recording of this meeting is available online at 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.

Report from the TA Citizens Advisory Committee Meeting of May 4, 2021

The TA CAC meeting held on May 4 was chaired by John Fox due to Chair Barbara Arietta's inability to access Internet via cell phone service. Chair Arietta did participate by calling in from a landline.

The committee met online via a Zoom meeting with TA staff. The CAC heard presentations and reviewed reports, and there were both informational items as well as agenda items requiring a motion with roll call vote.

The informational items were

- CAC Item 4 - public comments for items not on the agenda, there were no such comments
- TA Board item 10b - Federal Advocacy Update

Amy Linehan sketched the broader picture and the ongoing activities in transportation program planning, there is "lots going on, lots of opportunities, also lots of advocacy". Advocacy here includes direct lobbying, and there was some discussion at the CAC about big projects such as Dumbarton rail - might this be appropriate for an advocacy effort?

- TA Board Item 11(a) Quarterly Update on the San Mateo 101 Express Lanes Project

Leo Scott gave a presentation, illustrating significant progress. Because of the COVID pandemic, reduced 101 traffic has allowed more construction hours, so actually more progress (55% completion) than calendar time (43% time). The project funding is still showing adequate contingency, though there are some new and uncertain risks surfacing regarding utility work and some buried concrete material being uncovered during excavations. There are many photos in the presentation, there are also online videos to watch on the project web pages.

- TA Board Item 11(b) Program Report 25th Ave Grade Separation Project

The CAC heard from Michelle Bouchard, who explained her new role at Caltrain, and emphasized her goals to bring increased communications and public transparency to the agency. She then introduced Rob Barnard. Rob comes to Caltrain after a long career in transit development and architectural planning, most recently in Portland. Rob gave a presentation on the near completion of the 25th Avenue grade separation project, which includes three underpasses as well as a new relocated station platform. The CAC wanted to review the community concerns with the bicycle cross traffic at 28th Avenue the original design had very poor coordination for bicycle traffic, as discussed at several earlier CAC and special topical project meetings. There is still community concern that a true marked bike lane should be implemented now at 28th, rather than marking sharrows and exploring a future designated bike lane. There was public comment on the project design, that included the importance of letting the public review the station and access designs, offer suggestions while still in planning, rather than at the end of the project when it is a fait accompli.

- TA board item 11(c) Short range Highway Plan Update

We had a presentation from Patrick Gilster on the plan, this has been ongoing for over a year is headed towards the plan and report adoption in June. The plan has various metrics to identify

projects with value rankings. The planning allows estimates for the expected increases in population, local jobs, and continually evolving commute habits and patterns.

- TA board Item 12(a) Preliminary Budget for Fiscal Year 2022

We had a discussion with Derek Hansel, the sales tax revenues are picking up as the post-COVID economy starts to resurface.

- TA board item 5(a) Approval of Minutes of the Board of directors Meeting of April 1, 2021

There were no comments or suggested edits.

There were agenda items requiring a motion and vote.

- Approval of CAC Minutes from March 30, 2021

Minutes were approved without edits or additions.

- TA Board Item 10(a) State and Federal Legislative Update, and Approval of Support for AB1499

Amy Linehan gave a summary of the ongoing developments with new transit funding possibilities, invest opportunities and the possible future path for federal and state legislation. The new administration priorities, including climate change mitigation and transportation, may offer new opportunities. The CAC had discussion about the role that "earmarks" might play in the near and long term. For the TA, the 101/92 direct connector might be designated for funding this way. AB1499 was understood as allowing increased flexibility for the TA and contractors on projects, the CAC had a question "Is there any potential downside for the State or TA if this bill is passed?" The answer was no. The Motion of support passed unanimously.

- TA Board Item 5(b) Acceptance of Statement of Revenues and Expenditures for period ending March 31, 2021

There was very limited discussion due to the late hour, the Motion passed unanimously. Vice-Chair Fox encouraged the CAC to examine the statements and pass any questions to staff through Joe Hurley.

- TA board Item 5(c) Acceptance of Quarterly Investment report and Fixed Income Market Review and Outlook for Period Ending March 31, 2021

There was a brief discussion about interest rates, the expectations as the economy improves, and the plans for the TA investments. The Motion passed unanimously. Vice-Chair Fox encouraged the CAC to examine the reports and pass any questions to staff through Joe Hurley.

The meeting concluded with

- Report of the Chair

Barbara Arietta had her comments on local transportation developments and encouraged the CAC to participate in upcoming workshops.

- Report from Staff

Joe Hurley reported for the TA.

- Report from Members
- Karen Kuklin reported on attending the Reimagine SamTrans workshop. There are several in the future, and she encouraged the CAC to participate. Rich Hedges had several thoughts on encouraging more transit ridership as the pandemic eases, he is particularly aware of public perceptions of safety. He thinks the BART system is not doing a good job addressing safety concerns and this may impact future ridership numbers.

Thanks were expressed to all the meeting presenters, as well as Jean Brook for her consistent skill keeping the Zoom meeting running smoothly.

Submitted May 6, 2021

John D. Fox

TA CAC Vice Chair

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENDITURES FOR THE PERIOD ENDING
APRIL 30, 2021**

ACTION

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

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

SIGNIFICANCE

Year to Date Revenues: As of April year-to-date, the Total Revenue (page 1, line 8) is \$97.1 million higher 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). The increases are partially offset by the decreases in Measure A Sales Tax (Page 1, line 2) and Interest Income (Page 1, line 4).

Year to Date Expenditures: As of April year-to-date, the Total Expenditures (Page 1, line 29) are \$53.5 million higher than prior year actuals. This is primarily due to a fluctuation in expenditures associated with various capital projects.

Budget Amendment:

On February 4, 2021, the Board approved the FY2021 Revised Budget, which has been reflected in subsequent financial statements.

Prepared By: Soe Aung, Senior Accountant– General Ledger
Jennifer Ye, Manager – General Ledger

650-622-8020
650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2021
April 2021

% OF YEAR ELAPSED: **83.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	REVISED BUDGET
REVENUES:					
Measure A Sales Tax	76,181,138	74,773,315	(1,407,823)	(1.8%)	80,000,000
Measure W Sales Tax	36,845,644	37,230,761	385,117	1.0%	40,000,000
Interest Income	5,868,564	4,186,615	(1,681,950)	(28.7%)	7,571,597
Rental Income	962,991	888,530	(74,462)	(7.7%)	1,031,339
Other Sources-101 EL Project	103,859	100,000,000	99,896,141	96,184.8%	100,000,000
TOTAL REVENUE	119,962,196	217,079,221	97,117,024	81.0%	228,602,936
EXPENDITURES:					
Measure A Annual Allocations	29,130,719	27,292,263	(1,838,456)	(6.3%)	29,200,000
Measure A Categories	38,887,194	29,391,154	(9,496,040)	(24.4%)	38,965,641
Other Uses-101 EL Project	-	64,354,115	64,354,115	100.0%	100,000,000
Measure W Annual Allocations	7,883,588	7,446,150	(437,438)	(5.5%)	8,000,000
Measure W Categories	7,030	1,485	(5,545)	(78.9%)	30,920,958
Oversight	792,261	896,122	103,862	13.1%	2,250,000
Administrative					
Staff Support	822,837	634,712	(188,125)	(22.9%)	1,037,829
Measure A Info.- Others	7,473	-	(7,473)	(100.0%)	5,000
Other Admin Expenses	642,776	1,620,757	977,981	152.1%	1,860,514
Total Administrative	1,473,087	2,255,469	782,382	53.1%	2,903,343
TOTAL EXPENDITURES	78,173,878	131,636,758	53,462,879	68.4%	212,239,942
EXCESS (DEFICIT)	41,788,318	85,442,463	43,654,145	104.5%	16,362,994
					(11,435,673) (1) & (2)
					4,927,321
BEGINNING FUND BALANCE	387,232,043	437,762,317 (3)			391,775,562
ENDING FUND BALANCE	429,020,361	523,204,780 (4)			396,702,883

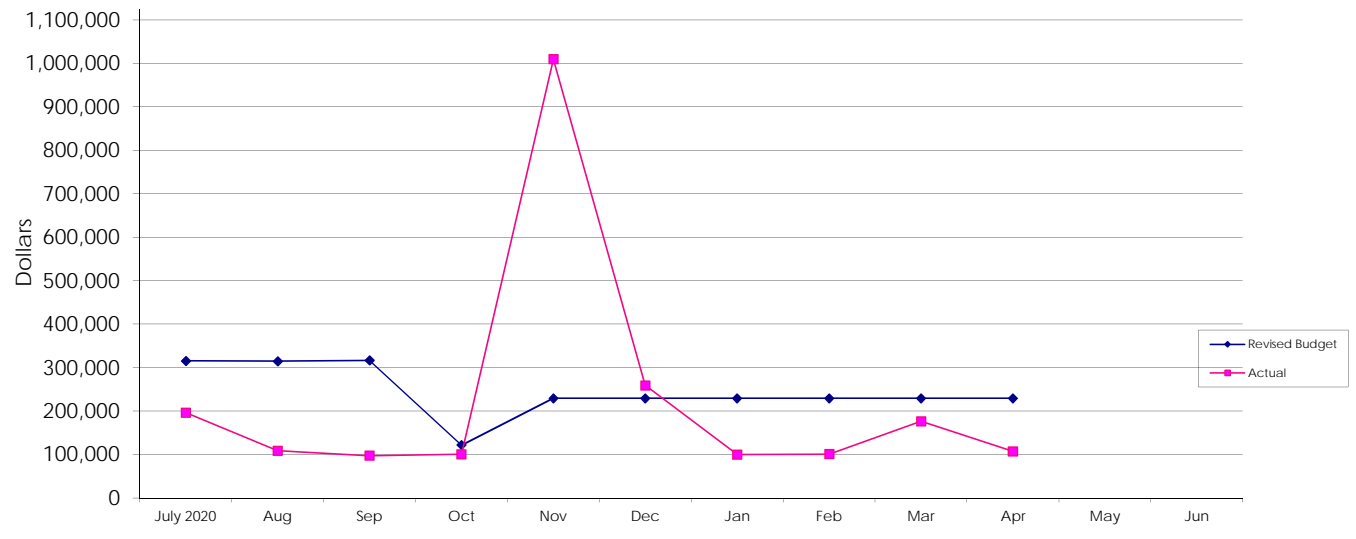
(1) The excess of FY2020 expense over FY2020 Budget for Grade Separation in the amount of \$10,784,417, is funded by balances from previous years' Measure A allocations.

(2) The excess of FY2020 expense over FY2020 Budget for San Mateo County Ferry Service in the amount of \$651,256, is funded by balances from previous years' Measure A allocations.

(3) Restated to reflect FY20 101 EL Project expenses (\$40,376,551) funded by the bond proceeds

(4) Unspent bond proceeds in the fund balance are restricted for the 101 EL Project.

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '20	Aug '20	Sep '20	Oct '20	Nov '20	Dec '20	Jan '21	Feb '21	Mar 21	Apr 21	May 21	Jun 21
MONTHLY EXPENSES												
Revised Budget	315,656	314,740	316,573	121,605	229,346	229,346	229,346	229,346	229,346	229,346	229,346	229,346
Actual	196,314	108,651	97,311	100,561	1,009,447	258,825	99,630	100,935	176,470	107,326		
CUMULATIVE EXPENSES												
Staff Projections	315,656	630,396	946,969	1,068,574	1,297,920	1,527,266	1,756,612	1,985,958	2,215,304	2,444,651		
Actual	196,314	304,966	402,277	502,838	1,512,285*	1,771,110	1,870,739	1,971,674	2,148,143	2,255,469		
Variance-F(U)	119,342	325,430	544,692	565,735	(214,365)	(243,844)	(114,127)	14,284	67,161	189,181		
Variance %	37.81%	51.62%	57.52%	52.94%	-16.52%	-15.97%	-6.50%	0.72%	3.03%	7.74%		

*November actuals include issuance costs of \$861,930 for the 2020 Series A & B Sales Tax Revenue Bonds.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2021**

4/30/2021

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	9,727,820.49
JP Morgan Bank Checking	101,205,878.17
LAIF	74,142,791.84

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	163,593,958.66
MMF - US Bank Custodian Account	1,859,938.74
Cash	939.74
County Pool	135,519,461.47

Total

\$ 486,050,789.11

* Fund Managed by Public Trust Advisors



Report: GAAP Master Balance Sheet by Lot
 Account: SMCTA - Agg (165727)
 As of: 04/30/2021
 Base Currency: USD

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
89238BAD4	TAOT 2018-A A3	45,493.78	05/16/2022	45,493.26	47.52	45,547.95	45,595.46
02004VAC7	ALLYA 2018-2 A3	165,973.92	11/15/2022	165,943.78	215.40	166,589.24	166,804.63
36255JAD6	GMCAR 2018-3 A3	256,931.30	05/16/2023	256,871.38	323.31	259,528.81	259,852.11
14313FAD1	CARMX 2018-3 A3	335,820.90	06/15/2023	335,775.13	467.16	339,916.48	340,383.65
65479CAD0	NAROT 2020-B A3	635,000.00	07/15/2024	634,982.60	155.22	636,872.11	637,027.33
92348TAA2	VZOT 2020-A A1A	800,000.00	07/22/2024	799,906.32	452.22	814,979.30	815,431.52
		2,239,219.90		2,238,972.47	1,660.83	2,263,433.87	2,265,094.70
AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	06/17/2025	1,596,688.00	2,977.78	1,589,753.60	1,592,731.38
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	377.78	1,592,665.60	1,593,043.38
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSN	1,600,000.00	04/22/2025	1,596,704.00	250.00	1,599,830.40	1,600,080.40
3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	06/26/2023	1,595,328.00	1,388.89	1,601,222.40	1,602,611.29
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	05/05/2023	1,599,328.00	2,933.33	1,605,464.00	1,608,397.33
3133EMGX4	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,000,000.00	11/23/2022	2,994,270.00	1,645.83	2,998,635.00	3,000,280.83
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	1,489.58	3,295,591.20	3,297,080.78
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	21,810.59	3,413,991.00	3,435,801.59
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,742,528.80	3,744,032.97
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSN	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,743,528.20	3,746,140.70
3137EAAY1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	203.13	3,887,352.30	3,887,555.43
3135G06HI	FEDERAL NATIONAL MORTGAGE ASSN	4,665,000.00	11/27/2023	4,659,681.90	5,053.75	4,662,886.76	4,667,940.51
		33,740,000.00		33,845,343.65	42,247.33	33,733,449.26	33,775,696.58
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	3,065.83	1,536,027.00	1,539,092.83
65558TLL7	Nordea Bank Abp, New York Branch	1,600,000.00	08/26/2022	1,600,000.00	5,262.22	1,634,905.60	1,640,167.82
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	5,290.67	1,635,116.80	1,640,407.47
23341VZT1	DNB Bank ASA, New York Branch	1,600,000.00	12/02/2022	1,600,000.00	13,600.00	1,645,801.60	1,659,401.60
78012UEE1	Royal Bank of Canada New York Branch	2,750,000.00	06/07/2021	2,750,000.00	35,640.00	2,758,822.00	2,794,462.00
		9,050,000.00		9,050,000.00	62,858.72	9,210,673.00	9,273,531.72

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	232,864.65	233,742.15
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	232,864.65	233,742.15
24422EUQ0	JOHN DEERE CAPITAL CORP	350,000.00	01/10/2022	349,664.00	3,453.33	357,188.65	360,641.98
06051GHH5	BANK OF AMERICA CORP	400,000.00	05/17/2022	400,000.00	6,375.96	400,435.60	406,811.56
69371RP75	PACCAR FINANCIAL CORP	570,000.00	03/01/2022	569,498.40	2,707.50	582,443.10	585,150.60
427866BA5	HERSHEY CO	630,000.00	05/15/2021	629,565.30	9,005.50	630,563.85	639,569.35
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	681,847.40	682,112.82
24422ETL3	JOHN DEERE CAPITAL CORP	685,000.00	01/06/2022	681,979.15	5,798.72	696,173.72	701,972.44
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	776,215.50	779,140.50
808513AW5	CHARLES SCHWAB CORP	965,000.00	05/21/2021	964,971.05	13,938.89	965,000.97	978,939.85
46647PBB1	JPMORGAN CHASE & CO	1,500,000.00	04/01/2023	1,500,000.00	4,008.75	1,537,768.50	1,541,777.25
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	1,237.50	1,616,985.00	1,618,222.50
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,620,424.00	1,628,924.00
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	24,736.98	1,605,305.93	1,630,042.90
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,637,646.30	1,647,333.80
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	14,768.06	1,669,932.80	1,684,700.86
		14,625,000.00		14,901,522.15	109,164.09	15,243,660.61	15,352,824.70

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137FKK39	FHMS K-P05 A	105,574.04	07/25/2023	105,573.73	281.79	108,002.24	108,284.04
3137FQ3V3	FHMS K-J27 A1	429,146.13	07/25/2024	429,135.83	748.14	442,063.43	442,811.57
3137BM6P6	FHMS K-721 A2	794,121.07	08/25/2022	800,883.51	2,044.86	814,101.16	816,146.02
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,139,916.95	1,142,608.96
		2,383,841.24		2,442,848.53	5,766.81	2,504,083.78	2,509,850.59

FNMA	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3136B1XP4	FNA 2018-M5 A2	71,982.81	09/25/2021	73,414.62	213.55	72,352.80	72,566.35
3136AJ7G5	FNA 2014-M6 A2	200,476.29	05/25/2021	204,532.80	447.48	200,418.15	200,865.63
		272,459.10		277,947.42	661.03	272,770.95	273,431.98

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	1,859,938.74	04/30/2021	1,859,938.74	0.00	1,859,938.74	1,859,938.74
SM - CP O/M A	County Pool Old Measure A	26,987,155.94	04/30/2021	26,987,155.94	0.00	26,987,155.94	26,987,155.94
SM - LAIF	Local Agency Investment Fund	74,142,791.84	04/30/2021	74,142,791.84	0.00	74,142,791.84	74,142,791.84
SM - CP N/M A	County Pool New Measure A	108,532,305.53	04/30/2021	108,532,305.53	0.00	108,532,305.53	108,532,305.53
		211,522,192.05		211,522,192.05	0.00	211,522,192.05	211,522,192.05
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	1,969.69	390,701.25	392,670.94
		375,000.00		375,000.00	1,969.69	390,701.25	392,670.94
US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	2,674.03	420,312.50	422,986.53
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	1,252.75	1,181,062.50	1,182,315.25
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	1,618.13	1,525,539.06	1,527,157.19
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	16.30	1,585,000.00	1,585,016.30
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	10,027.62	1,576,171.88	1,586,199.50
912828W48	UNITED STATES TREASURY	1,525,000.00	02/29/2024	1,624,065.43	5,459.75	1,603,156.25	1,608,616.00
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.55	1,662,812.50	1,662,824.05
9128283J7	UNITED STATES TREASURY	1,675,000.00	11/30/2024	1,793,951.18	14,863.32	1,771,835.94	1,786,699.26
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,131.87	1,964,687.50	1,967,819.37
912828T91	UNITED STATES TREASURY	2,000,000.00	10/31/2023	2,011,484.38	88.32	2,068,437.50	2,068,525.82
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	1,880.18	2,212,031.25	2,213,911.43
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	952.87	2,242,265.63	2,243,218.49
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	91.71	2,329,453.13	2,329,544.84
912828X47	UNITED STATES TREASURY	2,335,000.00	04/30/2022	2,305,356.44	118.97	2,376,592.19	2,376,711.16
912828N30	UNITED STATES TREASURY	2,450,000.00	12/31/2022	2,389,324.22	17,402.11	2,530,390.63	2,547,792.73
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	17,381.22	2,732,031.25	2,749,412.47
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,727.04	2,865,585.94	2,868,312.97
912828R69	UNITED STATES TREASURY	2,850,000.00	05/31/2023	2,781,421.87	19,339.29	2,935,054.69	2,954,393.97
912828ZC7	UNITED STATES TREASURY	3,200,000.00	02/28/2025	3,320,624.99	6,065.22	3,267,000.00	3,273,065.22
912828Z52	UNITED STATES TREASURY	3,200,000.00	01/31/2025	3,352,750.02	10,939.23	3,298,000.00	3,308,939.23
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	18,718.23	3,342,500.00	3,361,218.23
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,669.11	3,653,992.19	3,658,661.30
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	31,085.64	4,886,132.81	4,917,218.45
912828T91	UNITED STATES TREASURY	4,950,000.00	10/31/2023	4,907,074.22	218.58	5,119,382.81	5,119,601.39
912828N30	UNITED STATES TREASURY	5,700,000.00	12/31/2022	5,609,601.56	40,486.53	5,887,031.25	5,927,517.78
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	43,453.04	6,830,078.13	6,873,531.16
912828X47	UNITED STATES TREASURY	7,500,000.00	04/30/2022	7,260,351.56	382.13	7,633,593.75	7,633,975.88
912828R69	UNITED STATES TREASURY	8,850,000.00	05/31/2023	8,528,841.80	60,053.57	9,114,117.19	9,174,170.76
912828N30	UNITED STATES TREASURY	11,000,000.00	12/31/2022	10,841,445.31	78,131.91	11,360,937.50	11,439,069.41
		97,535,000.00		97,554,899.51	393,240.21	99,975,185.94	100,368,426.15

* Weighted by: Base Market Value + Accrued

* Holdings Displayed by: Lot

Base Risk Summary - Fixed Income

05/01/2021 - 05/04/2021

SMCTA - Agg (165727)

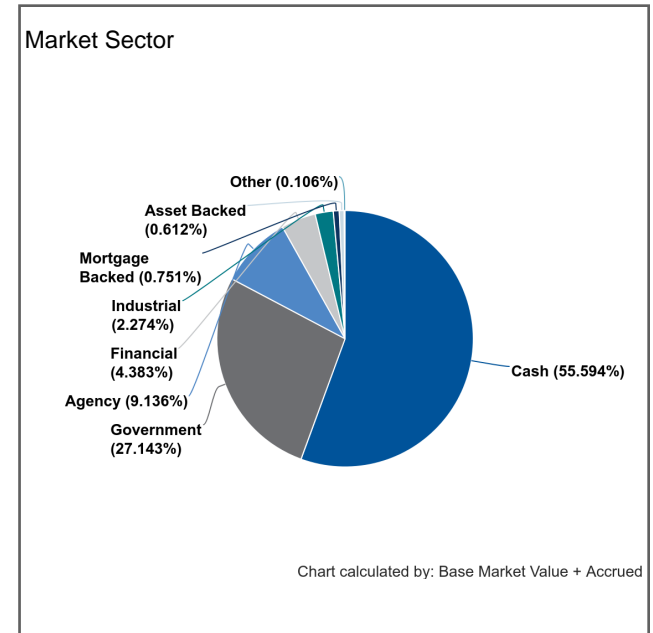
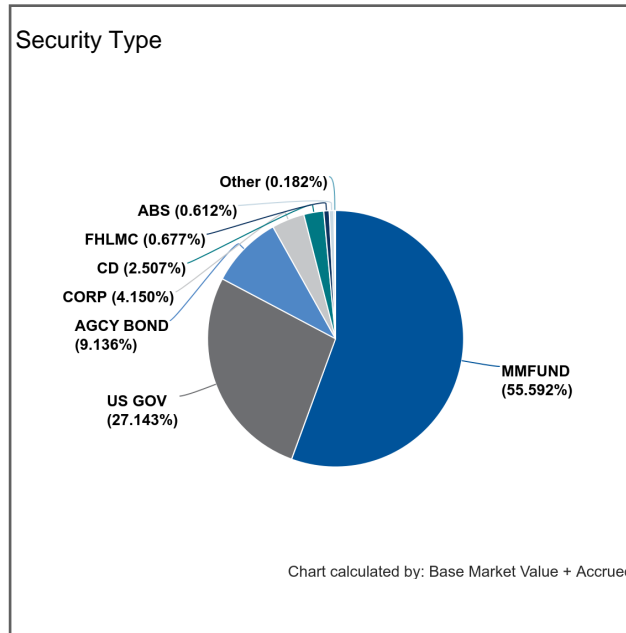
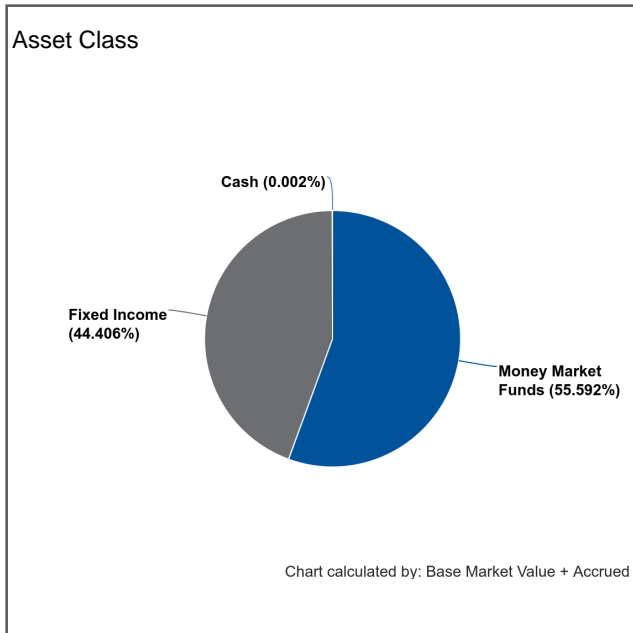
Dated: 05/05/2021

Balance Sheet	
Book Value + Accrued	367,351,642.06
Net Unrealized Gain/Loss	2,645,834.63
Market Value + Accrued	369,997,476.68

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	6,427.83
MMFund	205,690,704.82
Fixed Income	164,300,344.03
Duration	2.567
Convexity	0.093
WAL	1.176
Years to Final Maturity	1.197
Years to Effective Maturity	1.176
Yield	0.386
Book Yield	0.626
Avg Credit Rating	AA/Aa2/AA

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
(SM - CP N/M A) County Pool New Measure A	27.797%
United States	27.143%
(SM - LAIF) State of California	20.018%
Other	9.241%
(SM - CP O/M A) County Pool Old Measure A	7.274%
Freddie Mac	3.610%
Federal National Mortgage Association	3.214%
Farm Credit System	1.702%
---	100.000%

Footnotes: 1,2

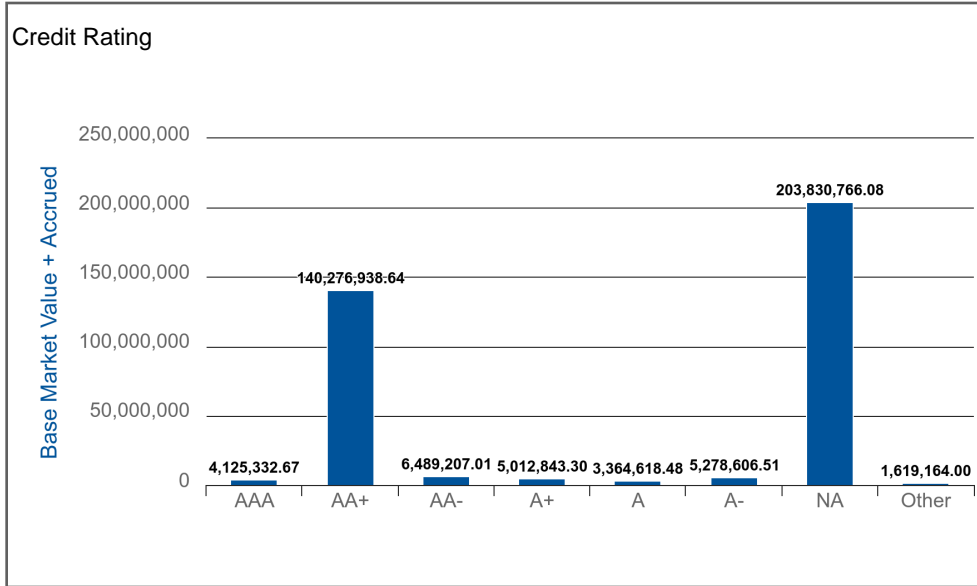


Base Risk Summary - Fixed Income

05/01/2021 - 05/04/2021

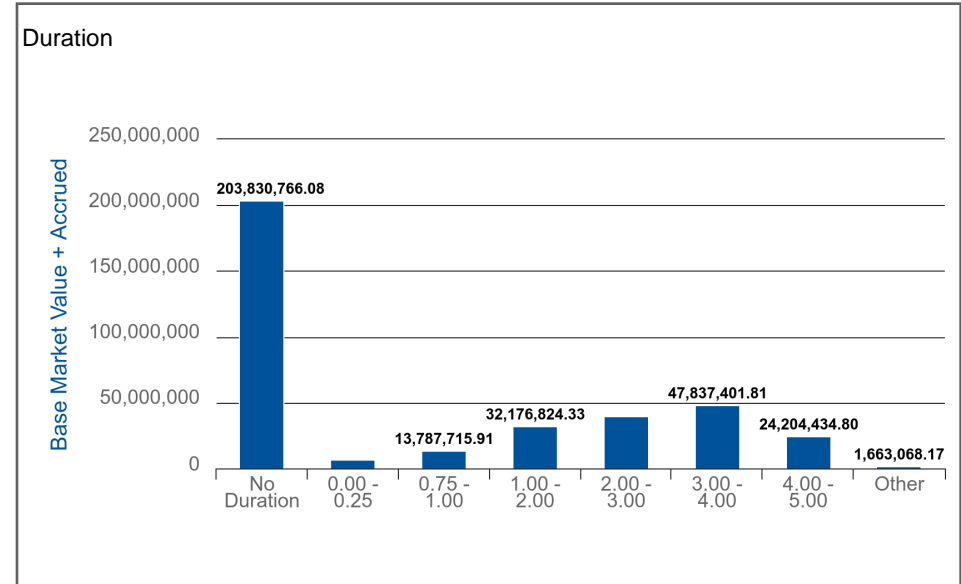
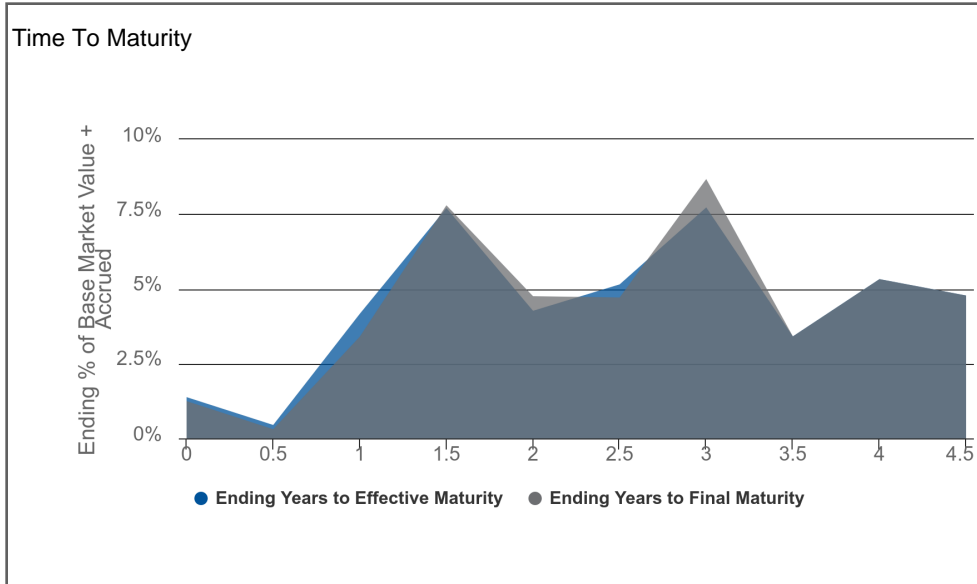
SMCTA - Agg (165727)

Dated: 05/05/2021



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	0.722%	0.393%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	3.566%	7.860%	10.173%	11.963%	6.542%	0.000%	0.000%	0.000%	0.000%
A	1.826%	0.444%	0.456%	0.966%	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%

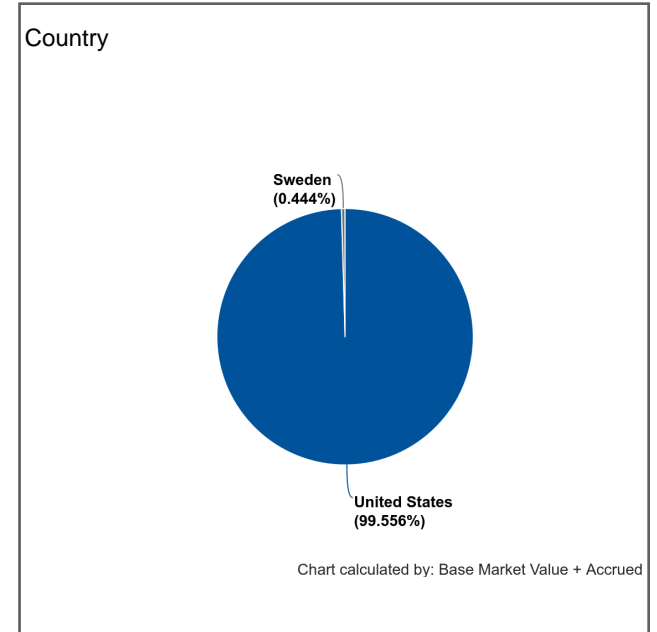
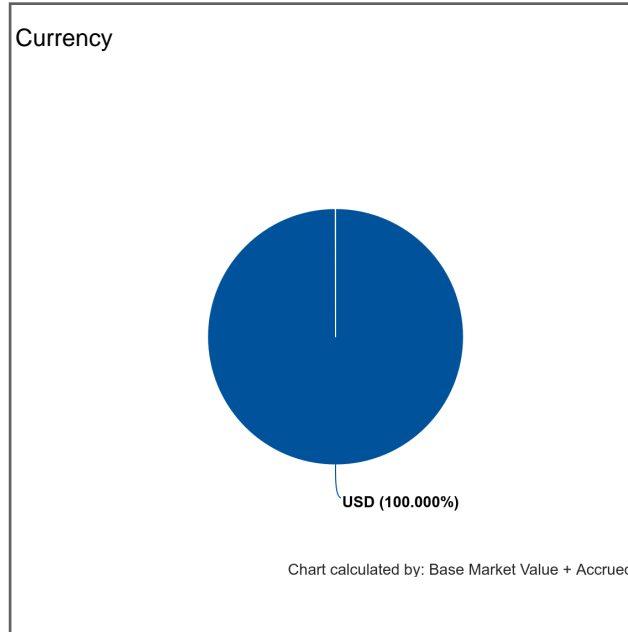
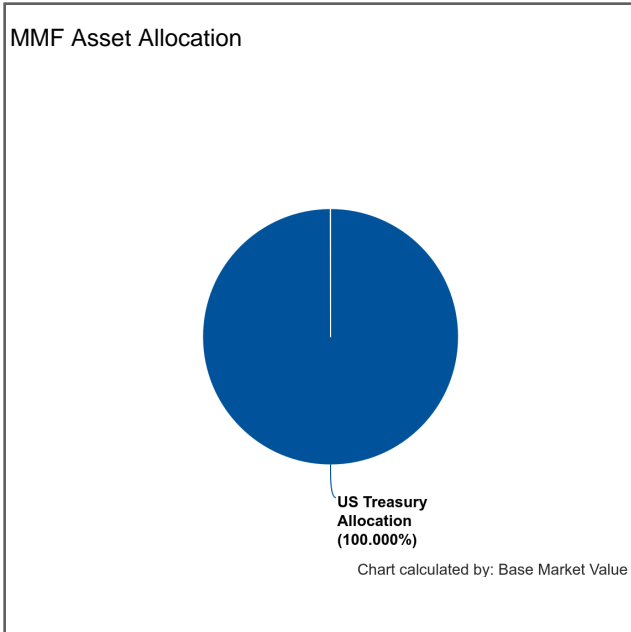
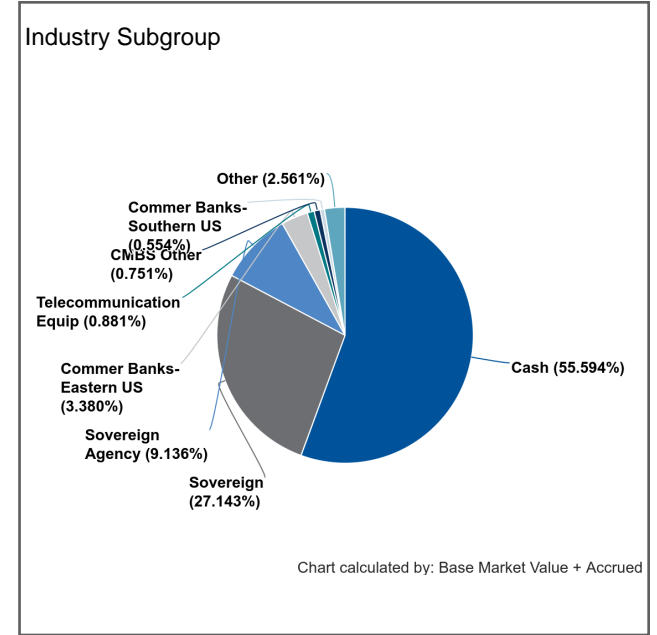
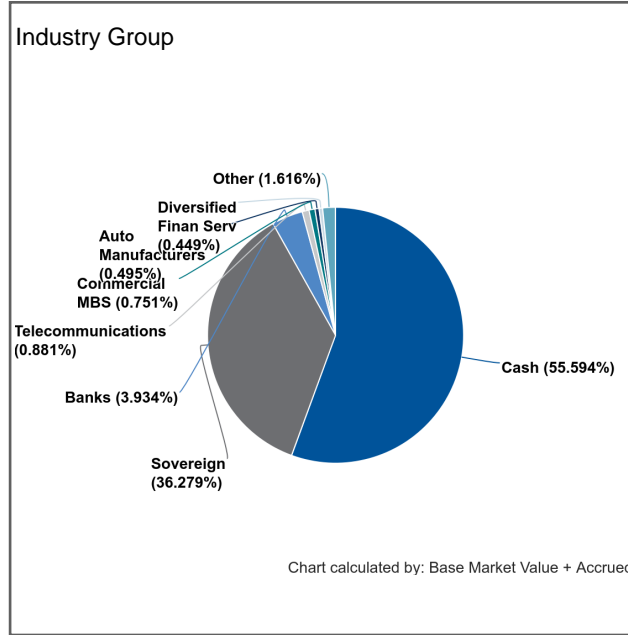
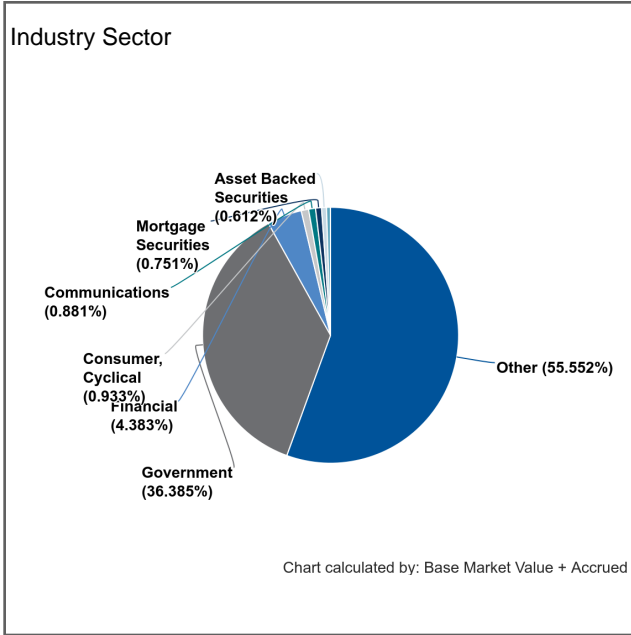


Base Risk Summary - Fixed Income

05/01/2021 - 05/04/2021

SMCTA - Agg (165727)

Dated: 05/05/2021



Base Risk Summary - Fixed Income

05/01/2021 - 05/04/2021

SMCTA - Agg (165727)

Dated: 05/05/2021

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



Report: GAAP Trading Activity
 Account: SMCTA - Agg (165727)
 Date: 04/01/2021 - 04/30/2021

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
02004VAC7	ALLYA 2018-2 A3	0.00	(51,616.05)	Principal Paydown	04/15/2021	04/15/2021	11/15/2022	(51,616.05)	0.00	51,616.05
06051GFW4	BANK OF AMERICA CORP	(175,000.00)	(175,000.00)	Maturity	04/19/2021	04/19/2021	04/19/2021	(175,000.00)	0.00	175,000.00
14313FAD1	CARMX 2018-3 A3	0.00	(44,294.77)	Principal Paydown	04/15/2021	04/15/2021	06/15/2023	(44,294.77)	0.00	44,294.77
3136AJ7G5	FNA 2014-M6 A2	0.00	(82,855.27)	Principal Paydown	04/01/2021	04/01/2021	05/25/2021	(82,855.27)	0.00	82,855.27
3136B1XP4	FNA 2018-M5 A2	0.00	(63,908.27)	Principal Paydown	04/01/2021	04/01/2021	09/25/2021	(63,908.27)	0.00	63,908.27
3137BM6P6	FHMS K-721 A2	0.00	(1,268.54)	Principal Paydown	04/01/2021	04/01/2021	08/25/2022	(1,268.54)	0.00	1,268.54
3137FKK39	FHMS K-P05 A	0.00	(145.59)	Principal Paydown	04/01/2021	04/01/2021	07/25/2023	(145.59)	0.00	145.59
3137FQ3V3	FHMS K-J27 A1	0.00	(8,767.82)	Principal Paydown	04/01/2021	04/01/2021	07/25/2024	(8,767.82)	0.00	8,767.82
31846V534	FIRST AMER:US TRS MM Y	1,814,661.27	1,814,661.27	Buy	---	---	04/30/2021	1,814,661.27	0.00	(1,814,661.27)
31846V534	FIRST AMER:US TRS MM Y	(815.69)	(815.69)	Sell	04/28/2021	04/28/2021	04/30/2021	(815.69)	0.00	815.69
36255JAD6	GMCAR 2018-3 A3	0.00	(33,362.59)	Principal Paydown	04/16/2021	04/16/2021	05/16/2023	(33,362.60)	0.00	33,362.60
713448DX3	PEPSICO INC	(1,015,000.00)	(1,015,000.00)	Maturity	04/15/2021	04/15/2021	04/15/2021	(1,015,000.00)	0.00	1,015,000.00
89238BAD4	TAOT 2018-A A3	0.00	(34,396.69)	Principal Paydown	04/15/2021	04/15/2021	05/16/2022	(34,396.69)	0.00	34,396.69
San Mateo County TA		623,845.58	303,229.99					303,229.98	0.00	(303,229.98)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

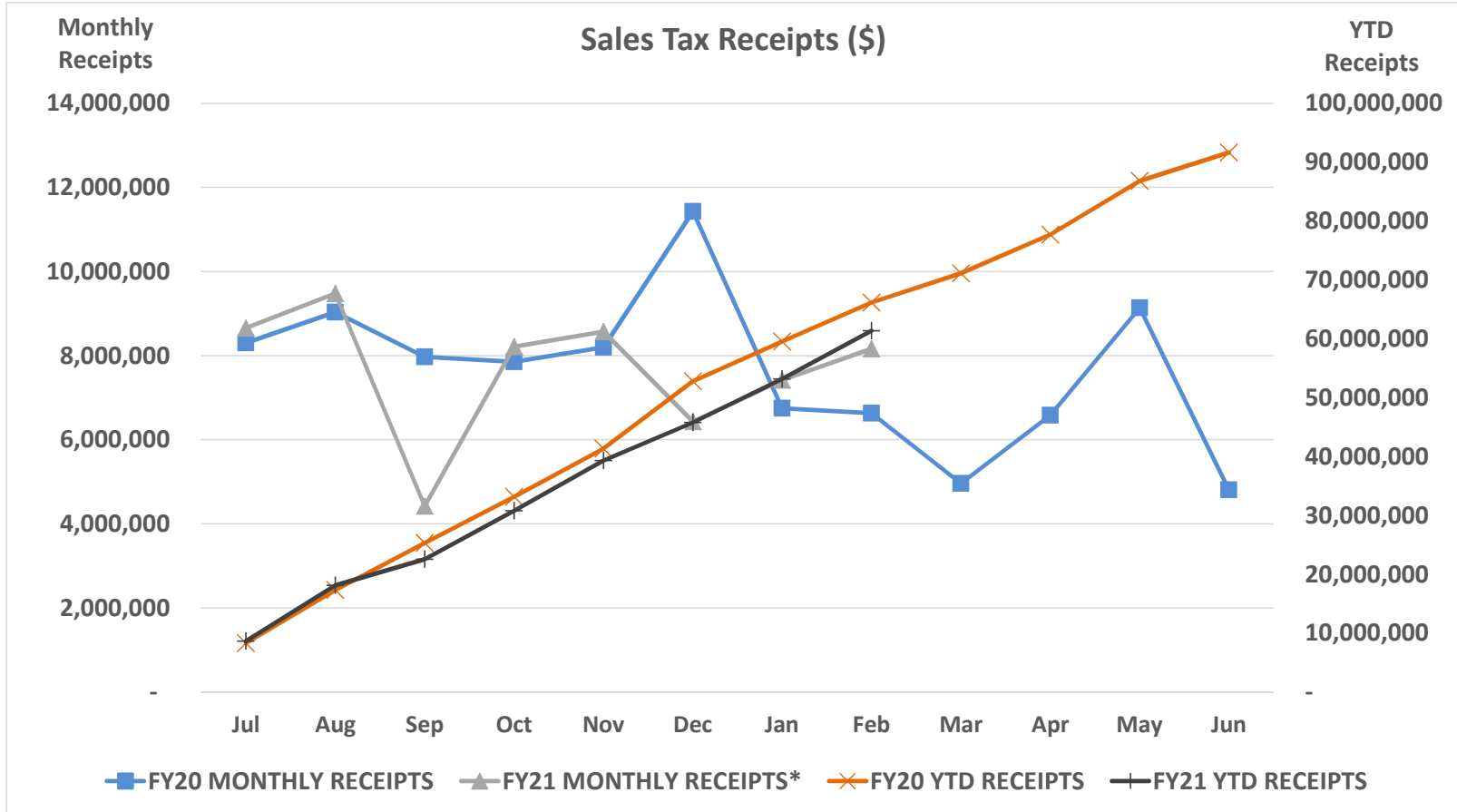
Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2021
Measure A Sales Tax
April 2021**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
April 2021

Unit	Ref	Name	Amount	Method	Description
SMCTA	000025	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000027	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Operating Expense
SMCTA	000028	KHOURI CONSULTING LLC	5,250.00	ACH	Operating Expense
SMCTA	000065	HANSON BRIDGETT LLP	10,320.00	WIR	Operating Expense
SMCTA	000189	BANK OF NEW YORK MELLON, THE	1,830.00	CHK	Operating Expense
SMCTA	000208	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,626.90	CHK	Operating Expense
SMCTA	000067	SAN MATEO COUNTY EXPRESS LANES JOINT POW	62,050.35	WIR	ELJPA Loan
SMCTA	000024	GRAY-BOWEN-SCOTT	50,913.21	ACH	Capital Programs (1)
SMCTA	000029	GRAY-BOWEN-SCOTT	61,746.22	ACH	Capital Programs (1)
SMCTA	000031	ZOON ENGINEERING, INC.	86,378.07	ACH	Capital Programs (1)
SMCTA	000069	DEPARTMENT OF TRANSPORTATION	6,272,728.82	WIR	Capital Programs (1)
SMCTA	000191	PACIFIC GAS & ELECTRIC COMPANY	11.05	CHK	Capital Programs (1)
SMCTA	000192	PACIFIC GAS & ELECTRIC COMPANY	188.46	CHK	Capital Programs (1)
SMCTA	000195	PACIFIC GAS & ELECTRIC COMPANY	9.62	CHK	Capital Programs (1)
SMCTA	000203	PACIFIC GAS & ELECTRIC COMPANY	9.99	CHK	Capital Programs (1)
SMCTA	000204	PACIFIC GAS & ELECTRIC COMPANY	9.99	CHK	Capital Programs (1)
SMCTA	000205	PACIFIC GAS & ELECTRIC COMPANY	103.60	CHK	Capital Programs (1)
SMCTA	000206	PACIFIC GAS & ELECTRIC COMPANY	42.79	CHK	Capital Programs (1)
SMCTA	000207	PALO ALTO, CITY OF	54.63	CHK	Capital Programs (1)
SMCTA	000026	MARK THOMAS & COMPANY AND AECOM JV	58,553.95	ACH	Capital Programs (2)
SMCTA	000030	GRAY-BOWEN-SCOTT	10,048.66	ACH	Capital Programs (3)
SMCTA	000032	MARK THOMAS & COMPANY AND AECOM JV	328,325.38	ACH	Capital Programs (4)
SMCTA	000063	HANSON BRIDGETT LLP	13,320.00	WIR	Capital Programs (5)
SMCTA	000064	PENINSULA CORRIDOR JOINT POWERS BOARD	426,867.09	WIR	Capital Programs (6)
SMCTA	000066	PENINSULA CORRIDOR JOINT POWERS BOARD	1,425,685.55	WIR	Capital Programs (7)
SMCTA	000068	PENINSULA CORRIDOR JOINT POWERS BOARD	139,825.82	WIR	Capital Programs (8)
SMCTA	000070	PENINSULA CORRIDOR JOINT POWERS BOARD	1,771,488.09	WIR	Capital Programs (9)
SMCTA	000071	SAN MATEO COUNTY TRANSIT DISTRICT	3,758,532.67	WIR	Capital Programs (10)
SMCTA	000185	HALF MOON BAY, CITY OF	1,008,785.77	CHK	Capital Programs (11)
SMCTA	000186	REDWOOD CITY, CITY OF	79,182.50	CHK	Capital Programs (12)
SMCTA	000187	SAN CARLOS, CITY OF	681,756.95	CHK	Capital Programs (13)
SMCTA	000190	MENLO PARK, CITY OF	204,990.40	CHK	Capital Programs (13)
SMCTA	000188	WSP USA INC.	14,046.25	CHK	Capital Programs (14)
SMCTA	000193	STANTEC CONSULTING SERVICES, INC.	33,828.94	CHK	Capital Programs (15)
SMCTA	000194	WSP USA INC.	1,027.44	CHK	Capital Programs (16)
SMCTA	000209	HALF MOON BAY, CITY OF	401,850.10	CHK	Capital Programs (17)
SMCTA	000210	STANTEC CONSULTING SERVICES, INC.	3,232.63	CHK	Capital Programs (18)
SMCTA	000211	WSP USA INC.	21,356.56	CHK	Capital Programs (19)
			<u>16,946,178.45</u>		

- (1) 101 HOV Ln Whipple - San Bruno
(2) \$38,104.78 101 Peninsula Ave/Poplar Interchange; \$20,449.17 US 101/SR 92 Direct Connector
(3) Express Lane Operations
(4) \$258,412.38 101 Managed Lanes (Nof I-380); \$69,913 101 HOV Ln Whipple - San Bruno
(5) \$3,040 Street and Highways Oversight; \$5,200 Pedestrian Bicycle Oversight; \$1,880 Ferry Oversight;
\$3,200 TA-Caltrain Project Oversight
(6) \$99,713.54 Caltrain Electrification; \$87,101.61 S. Linden Ave - Scott St Grade Sep; \$184,490.86
CBOSS/PTC Project; \$55,561.08 Broadway Grade Sep
(7) 25th Ave Grade Separation
(8) Whipple Ave Grade Sep 2017-21
(9) \$743,792.63 SSF Caltrain Station; \$1,027,695.46 \$26th Ave Grade Separation
(10) Hwy 1 Poplar - Wavecrest HMB
(11) \$987,971.60 Hwy 1 Poplar - Wavecrest HMB; \$20,814.17 Hwy 1 - Kehoe HMB
(12) 2015 Call for Proj-Ped&Bike
(13) 2017 Bike/Ped Call for Project
(14) ACR/TDM Plan
(15) 2020 Short Range Highway Plan
(16) \$914.25 101 Managed Lanes (Nof I-380); \$113.19 Street and Highways Oversight
(17) Broadway Grade Sep
(18) 101 Peninsula Ave / Poplar Interchange
(19) \$20,523.69 ACR/TDM Plan; \$260.33 Street and Highways Oversight; \$572.54 101 Managed Lanes (Nof I-380)

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT 3RD QUARTER FISCAL
YEAR 2021**

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 is submitted to keep the Board informed as to the scope, budget, and progress of current ongoing capital projects.

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 and is intended to better inform the Board of the status of capital projects.

Capital Projects

Quarterly Status Report

Third Quarter FY2021: January 01-March 31, 2021

Report prepared for the June 03, 2021 TA Board Meeting





TABLE OF CONTENTS

Traffic Light Report..... 1

Level 2 Projects

Highways2

00621 – U.S. 101 / Broadway Interchange Project..... 3

00622 – U.S. 101 / Willow Interchange Project 5

00768 – U.S. 101 / Woodside Road Interchange Project..... 7

00782 – San Pedro Creek Bridge Replacement Project 9

00791 – U.S. 101 / Express Lanes Project 11

00793 – Route 1 Safety & Operational Improvements Project (Gray Whale Cove) 13

00795 – U.S. 101 / Holly Street Interchange Project 15

00801 – U.S. 101 / Peninsula Ave Interchange Project..... 17

00803 – U.S. 101 / Produce Avenue Project 19

00805 – Highway 92 / El Camino Real Interchange Project..... 21

00822 – Route 1 Safety & Operational Improvements Project (Wavecrest Road - Poplar Street) 23

00823 – Route 1 Safety & Operational Improvements Project (Main Street – Kehoe Avenue) 25

100302 – U.S. 101 Managed Lanes North Project (I-380 to SM/SF County Line)..... 27

100318 – U.S. 101 / SR 92 Interchange Area Improvements Project 29

100319 – U.S. 101 / SR 92 Direct Connector Project..... 31

Caltrain - Grade Separation & Station Improvements..... 33

00812 – Grade Separation Project- 25th Avenue (San Mateo)..... 34

00813 – Grade Separation Project – Broadway (Burlingame) 36

00824 – South San Francisco Station Improvement Project 38

Level 1 Projects

Caltrain - Grade Separation 41

00814 – Grade Separation Study Project – (South Linden Avenue/Scott Street)..... 42

100277 - Grade Separation Study Project – (Whipple Avenue Redwood City)..... 42

Ferry Program Project..... 43

100345 - Ferry Study Project – Redwood City Ferry Project (Redwood City)..... 44

Pedestrian and Bicycle Program Project 45

Pedestrian and Bicycle Program Project Status Update 46

Definition of Terms 47

Abbreviations..... 48

Project Phases 49

Performance Status (Traffic Light) Criteria - Highway Program.....50

Performance Status (Traffic Light) Criteria - Caltrain Program.....51

Level 2 Projects

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page
	O2 FY21	O3 FY21	O2 FY21	O3 FY21	O2 FY21	O3 FY21	O2 FY21	O3 FY21	
Highways									2
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	R	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	G	G	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
Caltrain - Grade Separation & Station Improvements									33
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	G	G	R	G	G	Y	R	G	34
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	G	G	G	G	G	G	36
00824 - South San Francisco Station Improvement Project (South San Francisco) Phase - Construction	G	G	Y	R	R	R	Y	R	38

Level 1 Projects

Caltrain - Grade Separation & Oversight									41
00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street) Phase - Planning									42
100277 - Grade Separation Study Project - Whipple Avenue (Redwood City) Phase - Planning									42
Ferry Program Project									43
100345 - Ferry Study Project - Redwood City Ferry Project (Redwood City) Phase - Planning									44
Pedestrian and Bicycle Program Project									45
Pedestrian and Bicycle Program Project Status Update									46



= 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	06/03/20*	05/06/19	10/03/20*

Progress This Quarter:

- (1) Continued addressing Caltrans' comments on right-of-way record maps.
- (2) Continued coordination with US 101 Express Lanes Project.
- (3) Began to respond to 95% landscaping design submittal.
- (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.

Future Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps.
- (2) Complete responses to 95% submittal comments.
- (3) City to obtain approval on Section 83 Quitclaim deed package.
- (4) City to execute Maintenance Agreement with Caltrans.

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
SMCTA	\$59,187,000	63%	\$57,322,584	97%	\$59,187,000	63%
Others						
Federal	\$3,613,000	4%	\$3,533,569	98%	\$3,613,000	4%
State	\$24,818,000	26%	\$23,987,146	97%	\$24,818,000	26%
City	\$6,120,000	7%	\$6,120,000	100%	\$6,120,000	7%
Total	\$93,738,000	100%	\$90,963,300	97%	\$93,738,000	100%

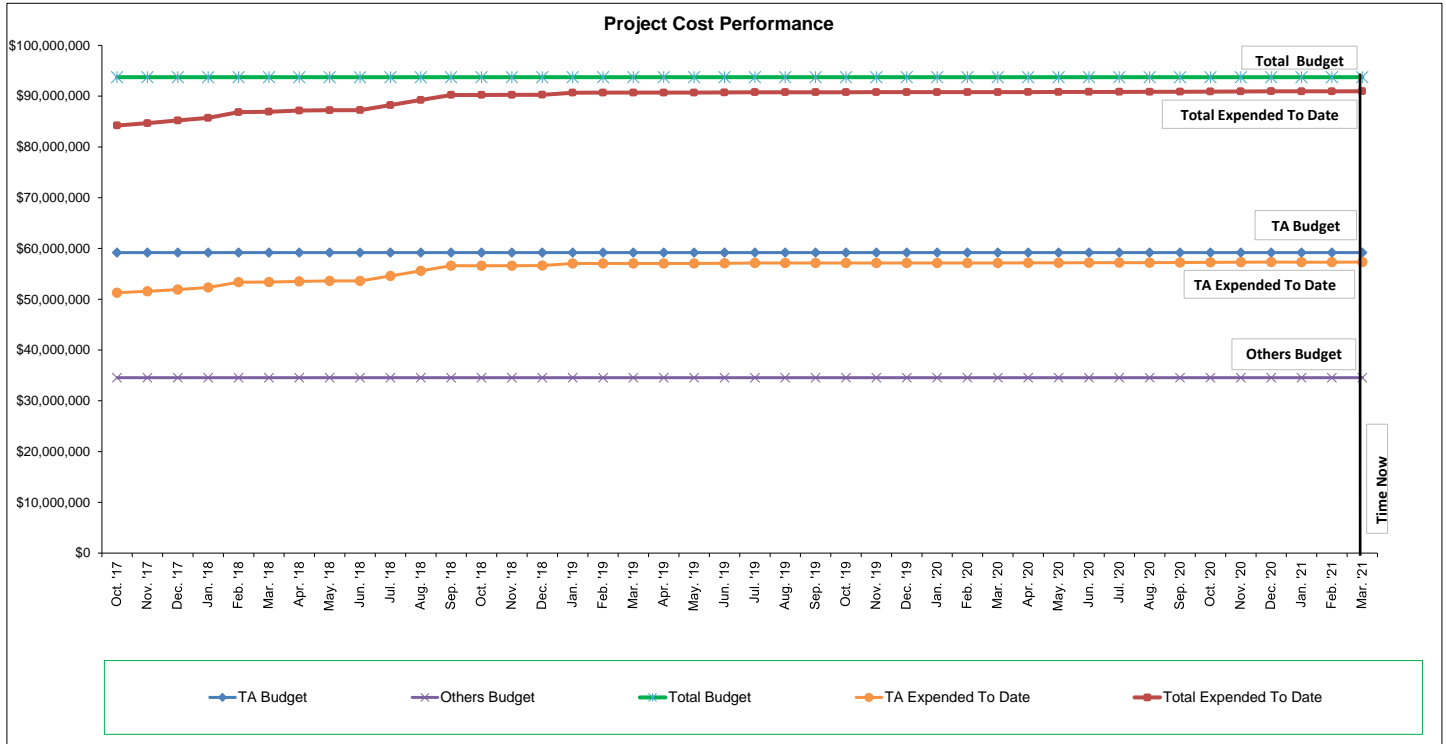
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,322,584	\$1,864,416	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,963,300	\$2,774,700	\$93,738,000	\$0

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



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

Issues: None

000622 - U.S. 101 / WILLOW INTERCHANGE PROJECT

TA Role: Funding Agency

Sponsor: City of Menlo Park

Scope:



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

Project Status Summary:

Project Status Summary:

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

Issues:

None

Schedule:



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

Progress

- (1) City was not awarded Urban Greening Grants.
- (2) City began design development for basic landscape option.
- (3) Caltrans settled claims with contractors.
- (4) Continued to closeout construction phase with Caltrans and City.
- (5) Caltrans, City and TA to finalize the amendment to Coop. Agreement.
- (6) City continued coordination with the US 101 San Mateo County Express Lanes Project.
- (7) City continued to discuss design, construction, and maintenance responsibilities/ agreement Caltrans EPA..

This Quarter:

Future

Activities:

- (1) TA to process \$4M STIP funds reimbursement request to CTC.
- (2) City to continue to discuss design, construction, and maintenance responsibilities/agreements with Caltrans and EPA.
- (3) City to update the community and the City Council project status and progress in Quarter 4.

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
SMCTA	\$56,400,000	84%	\$53,443,809	95%	\$56,400,000	84%
Others						
State	\$10,400,000	16%	\$10,268,218	99%	\$10,400,000	16%
Total	\$66,800,000	100%	\$63,712,027	95%	\$66,800,000	100%

Issues:

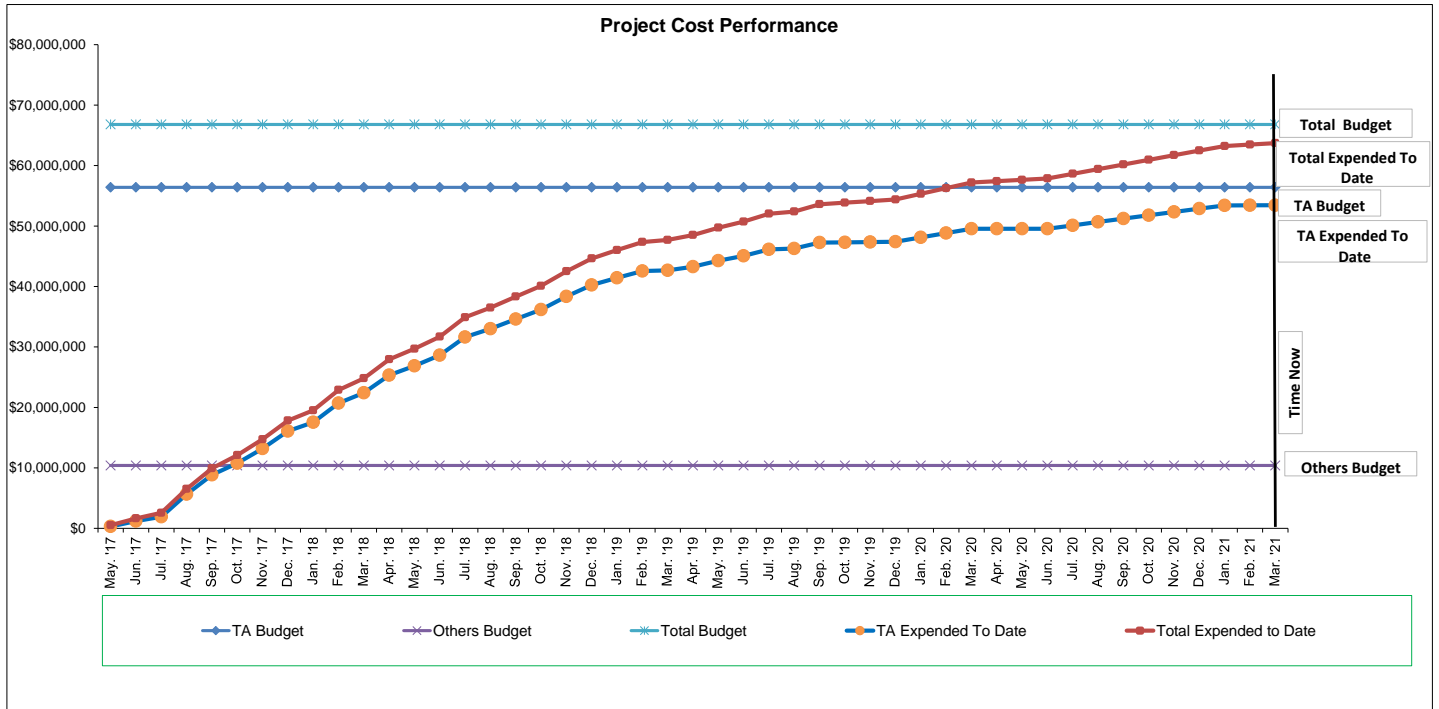
The construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. The City is funding the highway planting design work and is not included in this table.

Budget:



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

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



* Cost incurred from the beginning of current construction phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of Redwood City (Also Implementing Agency)

Scope:



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

Project Status Summary:

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

Issues:

None

Schedule:



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

Progress This Quarter:

- (1) City continued base maps and appraisal maps development.
- (2) City coordinated with PG&E on substation design.
- (3) City refined bikeway design adjacent to PG&E substation.
- (4) City continued to coordinate with UPRR.
- (5) City began draft appraisal maps, plats/ descriptions, and appraisals.
- (6) City and TA executed amendment to Funding Agreement.
- (7) City began to look for grant opportunities for construction and right-of-way capital phases.

Future Activities:

- (1) City to obtain approval on base mapping.
- (2) City to submit draft appraisal maps to Caltrans.
- (3) City to continue to look for grant opportunities for construction and right-of-way capital phases.

Issues:

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

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$6,748,907	83%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,510,470	72%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,259,376	81%	\$10,250,000	100%

Issues:

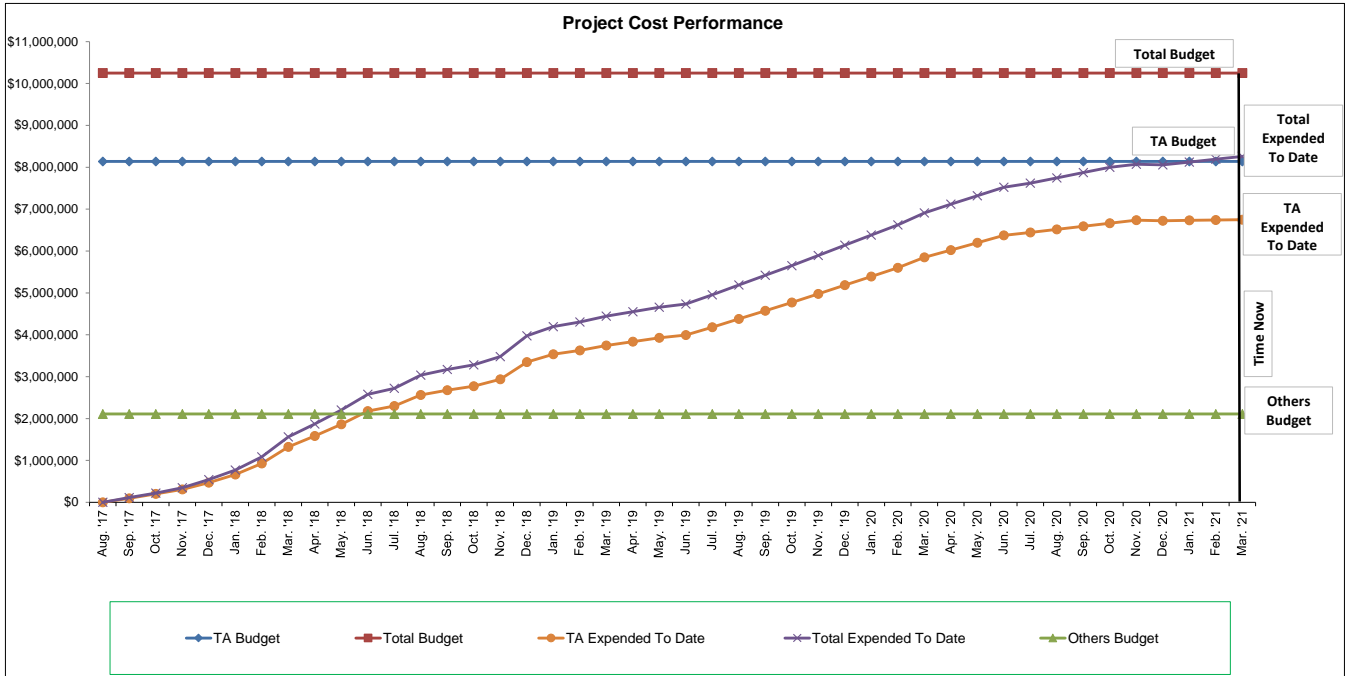
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$6,748,907	\$1,391,093	\$8,140,000	\$0
City	\$2,110,000	\$1,510,470	\$599,530	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,259,376	\$1,990,624	\$10,250,000	\$0

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	12/31/20

Progress This Quarter: (1) City completed Phase II biological monitoring.
(2) City completed final report and is waiting for Caltrans' final approval.

Future Activities: (1) City to obtain Caltrans' approval on final report.
(2) Begin close out with City.

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,730,504	99.9%	\$7,735,075	50%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	29%
State	\$3,194,381	18%	\$3,101,199	100%	\$3,101,199	20%
City	\$150,000	1%	\$150,000	100%	\$150,000	1%
Total	\$17,844,381	100%	\$15,427,703	100.0%	\$15,432,273	100%

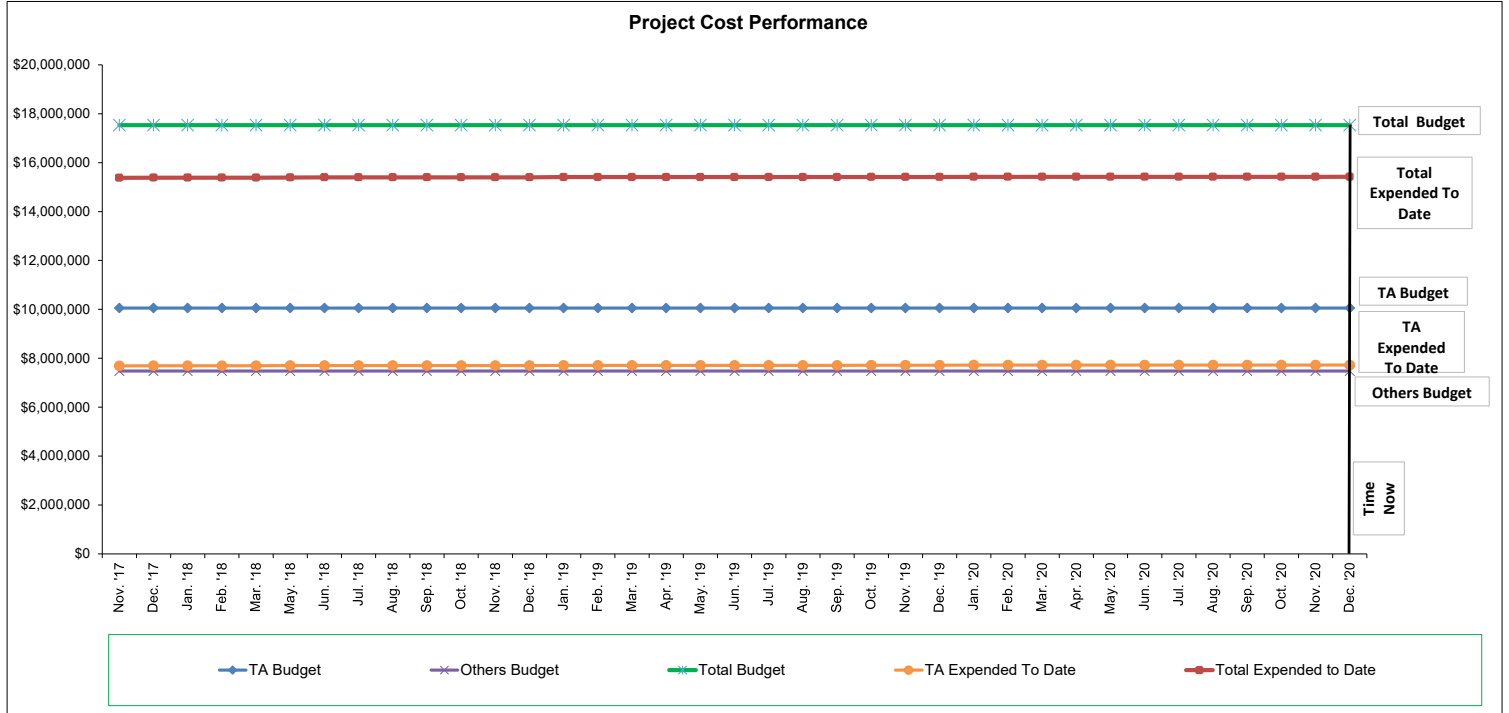
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,730,504	\$4,570	\$7,735,075	\$2,318,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,427,703	\$4,570	\$15,432,273	\$2,412,108

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&E 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

Progress

This Quarter:

1. Continue to review and issue change orders for both south and north contracts
2. Completed Pile driving on Northbound U.S. 101, adjacent to the on-ramp for the construction of a concrete barrier
3. Installation of sign truss for median toll system sign southern segment
4. Prepare for traffic shift to allow the construction work zone to move from the outside shoulder to the center median
5. Mobilize the contract to begin civil work at the northern end of the project (Block 4)
6. Completed third and final sound wall reconstruction
7. Completed all outside paving from on-ramps to off ramps
8. Removed six overhead sign bridges requiring replacement
9. Draft and negotiate Operations and Maintenance Agreements.
10. Installing storm water drainage systems, overhead signs, guardrail, and temporary concrete barriers
11. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Future Activities:

1. Median barrier demolition
2. Median sign foundation drilling
3. Install tolling equipment southern segment
4. Continue Draft and negotiate Operations and Maintenance Agreements.
5. Mobilize the contract to begin civil work at the northern end of the project (Block 4)
6. Provided enhanced pavement delineation on the freeway to improve safety
7. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various construction activities

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$27,883,505	91%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$22,692,954	24%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$64,386,681	74%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State	\$306,670,000	53%	\$191,426,868	62%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$19,586,838	37%	\$53,000,000	9%
Total	\$581,170,000	100%	\$335,476,846	58%	\$581,170,000	100%

* \$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:

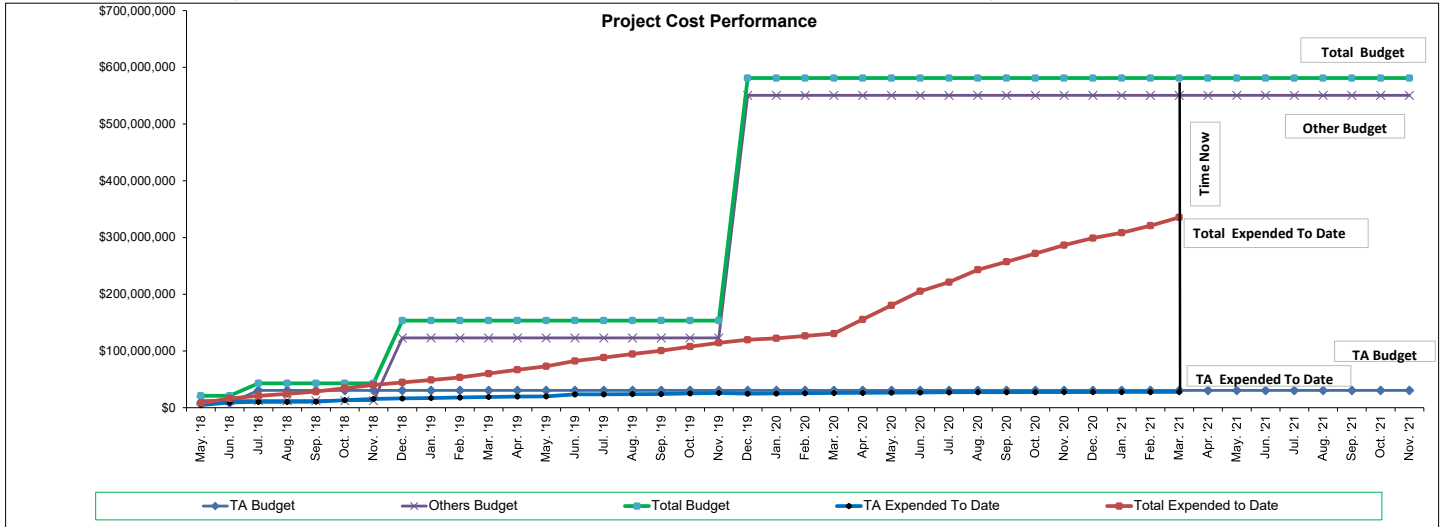
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$27,883,505	\$2,616,495	\$30,500,000	\$0
Others	\$550,670,000	\$307,593,341	\$243,076,659	\$550,670,000	\$0
Total Project	\$581,170,000	\$335,476,846	\$245,693,154	\$581,170,000	\$0

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	11/30/19*

Progress

(1) Continued coordination with County and Caltrans for the Planning Commission Meeting.

This Quarter:

- (2) County continued to pursue funding sources for construction phase.
- (3) Submitted required project materials to Caltrans to keep the project active.

Future Activities:

- (1) Conduct hazardous materials field work.
- (2) Continue coordination with County and Caltrans to schedule and attend the Planning Commission Meeting.
- (3) County to continue pursue funding sources for construction phase.

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
SMCTA	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$1,500,000	100%	\$783,078	52%	\$1,500,000	100%

Issues:

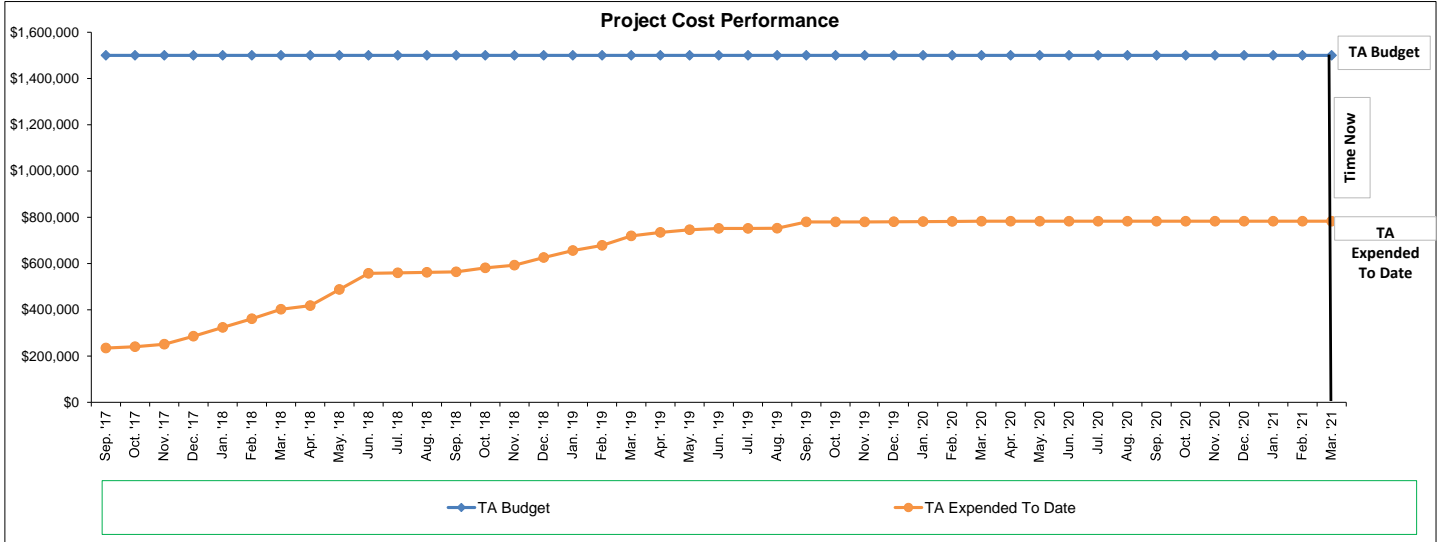
None

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
Total Project	\$1,500,000	\$783,078	\$716,922	\$1,500,000	\$0

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



* Cost incurred from the beginning of current PEER phase.

Issues: None

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

TA Role: Funding Agency

Sponsor: City of San Carlos (Also Implementing Agency)

Scope:



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

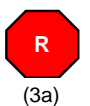
Project Status Summary:

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

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (09/15)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	05/01/13	12/31/14	05/01/13	05/22/15	05/01/13	06/19/15
PS&E	07/30/15	10/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Right-of-way	07/30/15	12/30/16	07/30/15	12/30/16	07/30/15	09/30/18*
Construction	12/01/20	06/30/22	01/01/21	07/31/22	01/01/21	7/31/22*

Progress This Quarter:

- (1) City was not awarded ATP grants.
- (2) City stopped all engineering work.

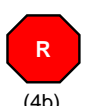
Future Activities:

- (1) City has opted to suspend work until a clear funding plan can be developed.

Issues:

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

Funding :



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

Issues:

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

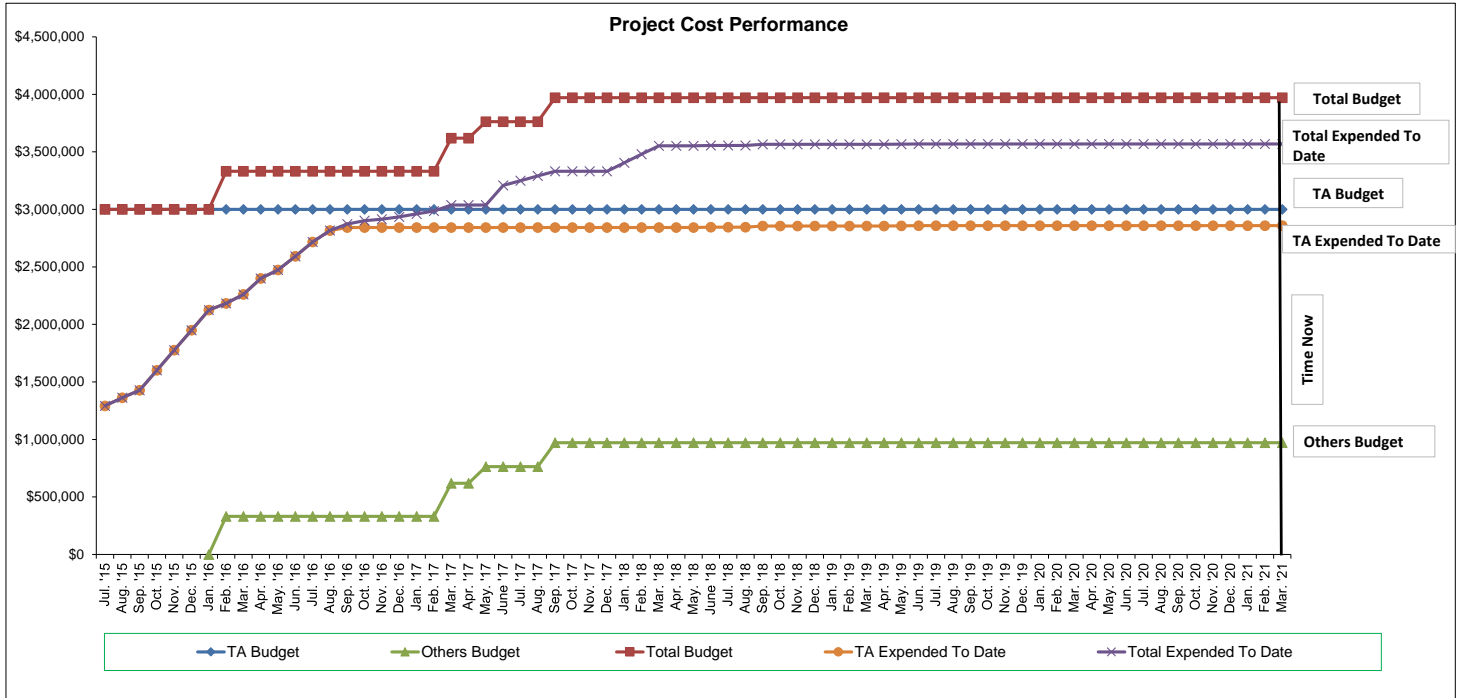
Budget:



(2a)

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

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



* Cost inception from the beginning of current phase.

Issues:

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

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

TA Role: Funding Agency and Technical Support

Sponsor: City of San Mateo

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



Project Status Summary: The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination with the Cities, it is the desire of City of San Mateo (City) as the project sponsor to move forward into the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. City hosted several community meetings to provide updates to the community and City Councils. A Project Scoping Meeting is scheduled in April to begin formal comment period process.

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	07/31/22



Progress This Quarter:

- (1) Conducted kick-off and Project Development Team meetings with Caltrans and City.
- (2) City hosted a property owners meeting and community meeting in January.
- (3) TA to finalize MOU with City.
- (4) City and TA met with Caltrans to provide update and prepare for meetings.
- (5) Began preparation and coordination for Project Scoping Meeting.
- (6) Began a few environmental and technical studies.
- (7) Began to address local traffic comments from Cities and Caltrans.
- (8) Finalized Purpose and Need and Fact Sheet.

Future Activities:

- (1) Provide updates to Burlingame and San Mateo City Councils.
- (2) Advertise and conduct Project Scoping Meeting.
- (3) Document and respond to formal scoping comments.
- (4) Continue environmental and technical studies.
- (5) Develop Quality Management Plan for Caltrans.

Issues: None

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,500,000	100%	\$2,083,634	60%	\$3,500,000	100%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$0	0%	\$0	0%	\$0	0%
Total	\$3,500,000	100%	\$2,083,634	60%	\$3,500,000	100%



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

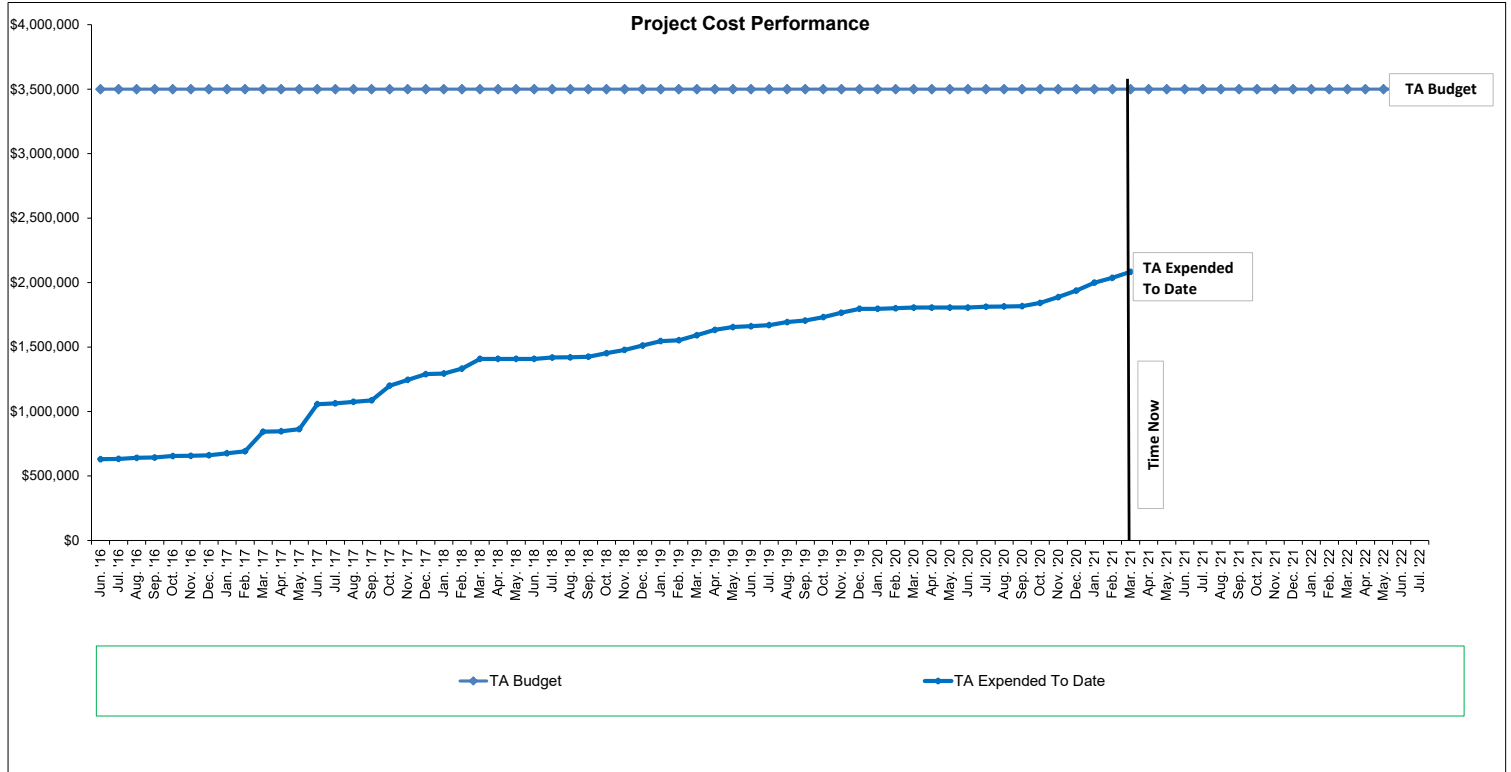
Budget:



(4b)

Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,500,000	\$2,083,634	\$1,416,366	\$3,500,000	\$0
Others	\$0	\$0	\$0	\$0	\$0
Total Project	\$3,500,000	\$2,083,634	\$1,416,366	\$3,500,000	\$0

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



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

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

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

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

Scope:



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

Project Status

Summary:

The Project Study Report – Project Development Support (PSR – PDS) was approved on August 31, 2015. During the Project Approval and Environmental Document (PA&ED) phase of the project, in addition to the PSR-PDS design alternatives, two additional alternatives have been evaluated and discussed with Caltrans. All Traffic and Environmental studies are ongoing. The public outreach activities begun in October 2018. The properties impacted by the design alternatives have been identified.

Issues:

None

Schedule:



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

Progress

This Quarter:

- (1) Submitted draft GeD to Caltrans
- (2) Submitted updated cost estimates to Caltrans
- (3) Submitted draft Storm Water Data Report to Caltrans
- (4) Addressed comments on the draft Advanced Planning Study

Future

Activities:

- (1) Submit Environmental Reports.
- (2) Update and submit project schedule to Caltrans
- (3) Update Draft Environmental Study Reports
- (4) Submit updated engineering reports to Caltrans

Issues:

None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,188,240	62%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$106,662	36%	\$300,000	8%
Total	\$3,850,000	100%	\$2,294,902	60%	\$3,850,000	100%

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

Issues:

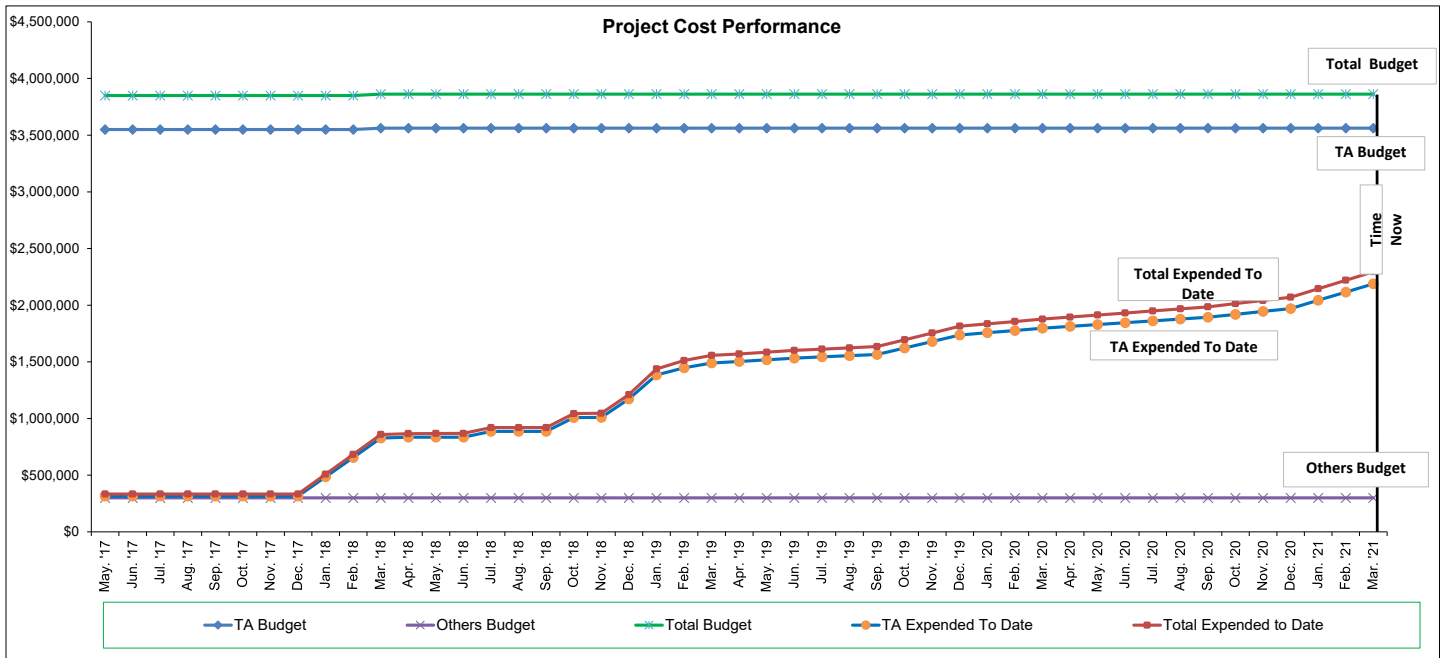
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,188,240	\$1,361,760	\$3,550,000	\$0
Others	\$300,000	\$106,662	\$193,338	\$300,000	\$0
Total Project	\$3,850,000	\$2,294,902	\$1,555,098	\$3,850,000	\$0

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 completed the 100% PS&E. Caltrans HQ approved the package for Ready-To-List. Right-of-Way Certification was received on May 9, 2016. On June 28, 2016, TA entered into a Cooperative Agreement with Caltrans and City of San Mateo for Construction phase of the project. Bids opened on December 6, 2016. Construction contract was awarded in January 2017. Notice-to-Proceed was issued on April 17, 2017 and the project kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. The project is in highway landscaping final design.

Issues: None

Schedule:



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

Progress This Quarter:

- (1) City presented conceptual design to City Council.
- (2) Received 90% PS&E
- (3) Requested Project Maintenance Agreement from Caltrans
- (4) Coordinating with the TA for funding landscape construction

Future Activities:

- (1) Revalidate environmental clearance for landscape work
- (2) Complete 100% PS&E
- (3) Execute Maintenance Agreement
- (4) Repurpose funding for the landscape construction from the TA

Issues: None

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,162,220	93%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$4,999,198	99%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,186,901	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,328,319	95%	\$26,611,535	100%

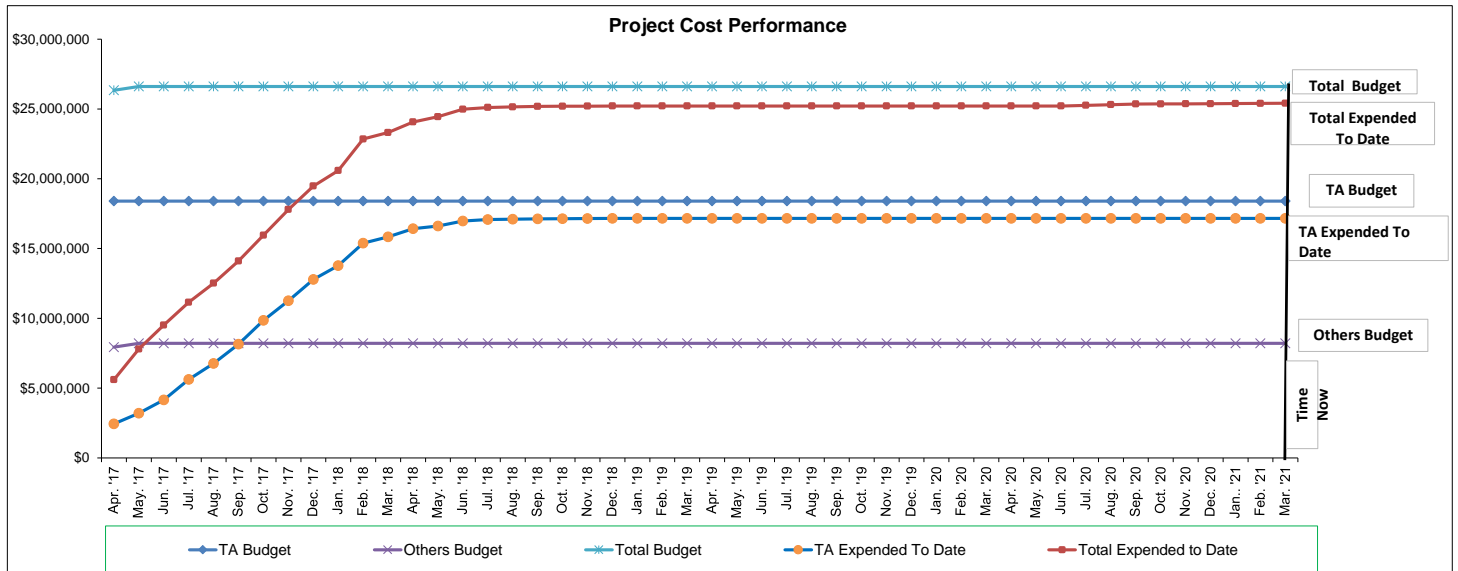
Issues: Construction cost saving may be made available to fund standard landscaping construction after the completion of the landscaping design. TA can not closeout construction phase with City and Caltrans until the previous phase, environmental, is closed.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,162,220	\$1,237,780	\$18,400,000	\$0
Others	\$8,211,535	\$8,166,099	\$45,436	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,328,319	\$1,283,216	\$26,611,535	\$0

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




* Cost inception from the beginning of construction phase.

Issues: None

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


TA Role: Funding Agency

Sponsor: City of Half Moon Bay (Implementing Agency)

Scope:  This project will provide safety enhancement and operational improvements on State Route (SR) 1 from Wavecrest Road to Poplar Street. The project will extend the two southbound traveled 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 and Main Street and Higgins Canyon Road and modify the median islands. In addition, the project will provide a multi-use path along Higgins Canyon Road.

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

Issues: NONE

Schedule: 

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


Progress This Quarter:

- (1) Completed all concrete work for signal structures
- (2) Completed phase 1 of the construction and began phase 2
- (3) Started work in the median by shifting the traffic

Future Activities:

- (1) Complete work in the median area
- (2) Install signal heads and controller
- (3) Complete paving work

Issues: None.

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$1,389,823	35%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$828,000	76%	\$1,095,000	22%
Total	\$5,035,000	100%	\$2,217,823	44%	\$5,035,000	100%

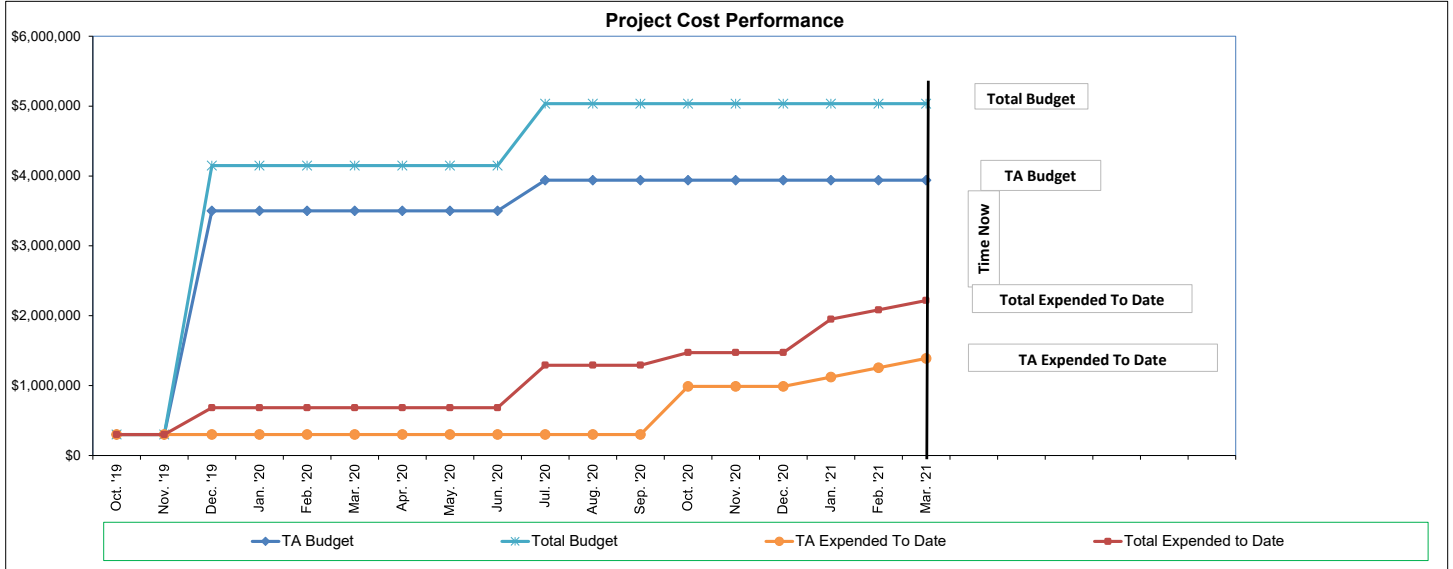
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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	\$1,389,823	\$2,550,177	\$3,940,000	\$0
Others	\$1,095,000	\$828,000	\$267,000	\$1,095,000	\$0
Total Project	\$5,035,000	\$2,217,823	\$2,817,177	\$5,035,000	\$0



Issues: Covid-19 issues such as impact to material supply and personnel health and safety could impact the schedule and cost of the project construction.

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

TA Role: Funding Agency

Sponsor: City of Half Moon Bay

Scope:



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

Project Status

Submitted one-hundred percent design Plans, Specifications & Estimates to Caltrans. Completed Utility investigations. Started work with PG&E to relocate seven utility poles and a gas pipeline.

Summary:

Issues:

Project has been delayed due to Covid-19 lock-down. Preliminary construction estimate indicate that approximately \$4.5 million funding shortage for the construction phase. City has submitted three grant applications.

Schedule:



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

Progress This Quarter:

(1) Submitted revised plans for Frontage Road/Terrece Avenue intersection for Caltrans' review

Future Activities:

- (1) Coordinate with Caltrans and obtain the encroachment permit
- (2) Execute agreement with PG&E for utility relocations
- (3) Complete construction cost estimate

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
SMCTA	\$300,000	35%	\$300,000	100%	\$300,000	31%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$556,185	65%	\$600,000	91%	\$656,185	69%
Total	\$856,185	100%	\$900,000	94%	\$956,185	100%

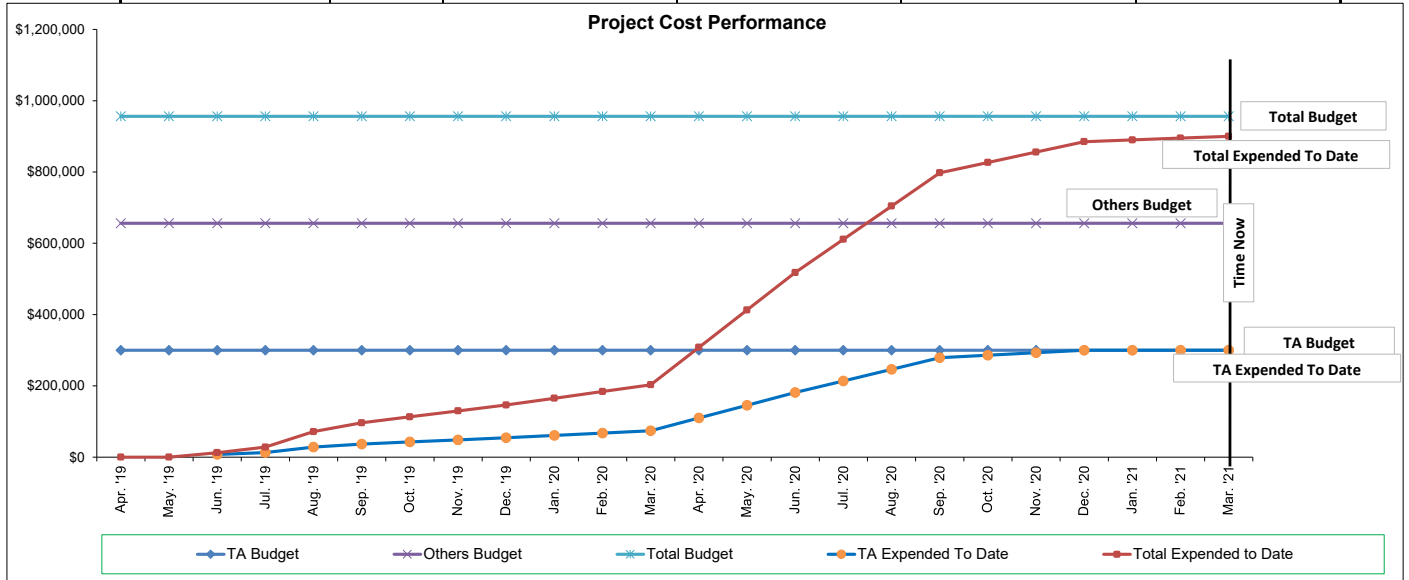
Issues:

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	\$300,000	\$300,000	\$0	\$300,000	\$0
Others	\$656,185	\$600,000	\$56,185	\$656,185	\$0
Total Project	\$956,185	\$900,000	\$56,185	\$956,185	\$0




Issues: None

100302 - U.S. 101 MANAGED LANES NORTH PROJECT


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

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

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

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

Issues: None

Schedule: 

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


Progress This Quarter:

- (1) Obtained Caltrans' approval of the Quality Management Plan
- (2) Completed the Synchro network development for existing conditions analysis
- (3) Obtained Caltrans' approval of Letter A of the topographic survey task
- (4) Prepared the toll sign drawings for Caltrans' review
- (5) Prepared draft Purpose and Need document and Logical Terminii document for Caltrans' review
- (6) Prepared the draft Public Outreach plan
- (7) Various environmental studies such as Natural Environmental Study, Cultural Resources Study, Biological Field Review are ongoing

Future Activities:

- (1) Prepare critical habitat mapping areas that are environmentally sensitive
- (2) Prepare Area of Potential Effect maps
- (3) Prepare draft outreach material required for the environmental scoping meeting
- (4) Complete the initial drafts of bridge Advanced Planning Study drawings
- (5) Refine Geometrical Approval Drawing
- (6) Prepare for Environmental scoping meeting

Issues: None

Funding : 

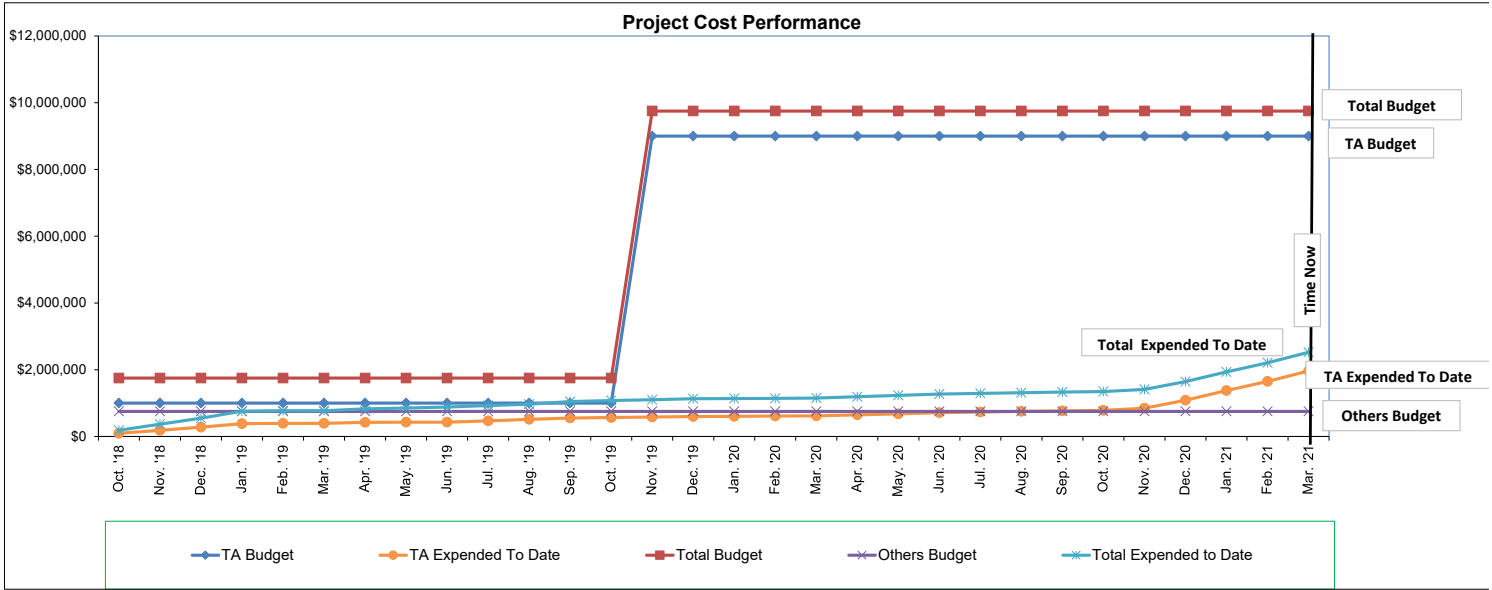
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$1,646,971	18%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$2,207,676	23%	\$9,560,705	100%

Issues: None



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$9,000,000	\$1,646,971	\$7,353,029	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$2,207,676	\$7,353,029	\$9,560,705	\$189,295

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




Issues: None

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


TA Role: Cosponsors with C/CAG

Cosponsors: TA and C/CAG

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

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

Issues: None

Schedule: 

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


Progress This Quarter:

- (1) CT continued conducting reoccurring Project Development Team (PDT) meetings.
- (2) CT continued to develop technical studies.
- (3) CT continued to develop geotechnical report.
- (4) CT continued preliminary design.
- (5) CT began biological assessments and permit requirement needs.
- (6) CT began Right of Way Data Sheet, Fact Sheet, and Advance Planning Study.

Future Activities:

- (1) CT begin cost estimate preparation and draft project report.
- (2) CT, Cities of Foster City and San Mateo, TA and C/CAG to prepare for the Project Information Meeting.
- (3) CT to prepare a cost estimates for design phase for TA and C/CAG.

Issues: None

Funding: 

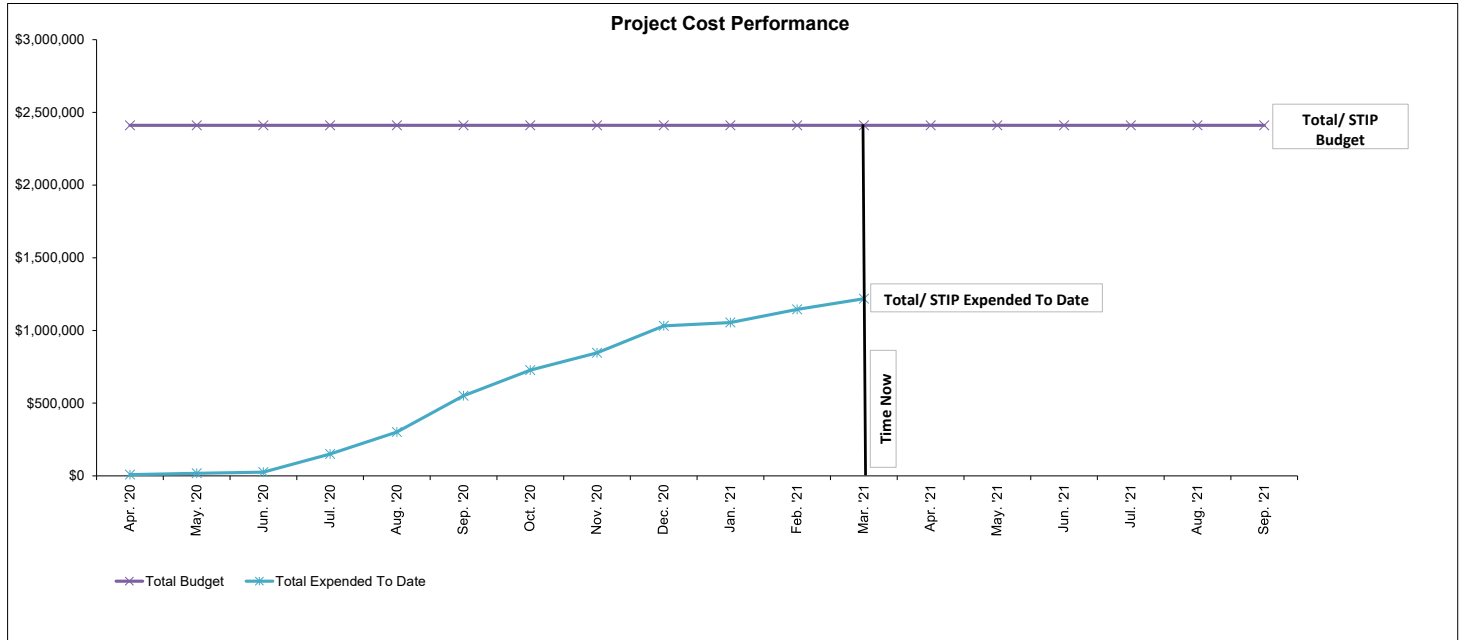
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$0	0%	\$0	0%	\$0	0%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$2,411,000	100%	\$1,218,416	51%	\$2,411,000	100%
Cities	\$0	0%	\$0	0%	\$0	0%
Total	\$2,411,000	100%	\$1,218,416	51%	\$2,411,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$0	\$0	\$0	\$0	\$0
STIP	\$2,411,000	\$1,218,416	\$1,192,584	\$2,411,000	\$0
Total Project	\$2,411,000	\$1,218,416	\$1,192,584	\$2,411,000	\$0




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	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	12/31/21


Progress This Quarter:

- (1) Initiated advanced technical studies
- (2) Completed Aerial Mapping
- (3) Executed cooperative agreement
- (4) Submitted Letter A of the topographic survey
- (5) Submitted Traffic methodology memorandum to Caltrans for review and approval

Future Activities:

- (1) Complete the topographic ABC process
- (2) Complete traffic data validation and obtain approval from Caltrans

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

Funding: 

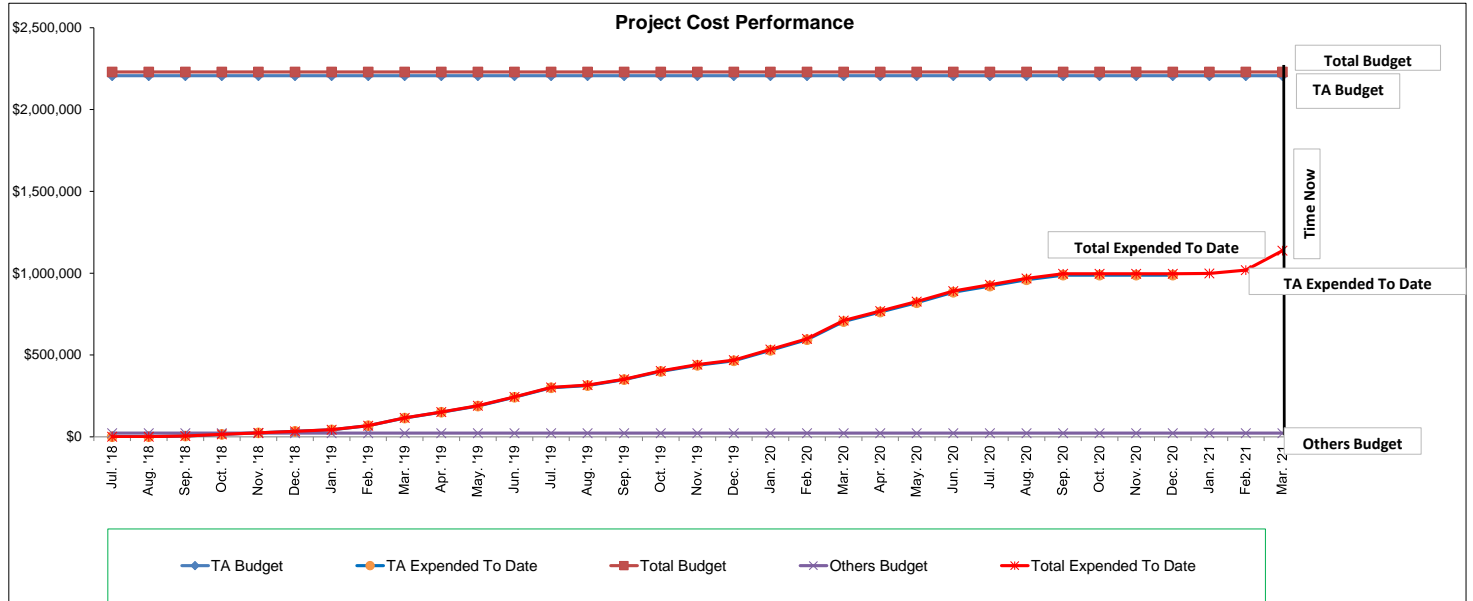
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,207,000	99%	\$1,137,665	53%	\$2,140,691	99%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	1%	\$8,202	37%	\$22,309	1%
Total	\$2,230,000	100%	\$1,145,867	53%	\$2,163,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,207,000	\$1,137,665	\$1,003,026	\$2,140,691.03	\$66,309
Others	\$23,000	\$8,202	\$14,107	\$22,309	\$691
Total Project	\$2,230,000	\$1,145,867	\$1,017,133	\$2,163,000	\$67,000



Issues: None

Level 2 Projects
Caltrain-Grade
Separation

25th AVENUE GRADE SEPARATION PROJECT



SCOPE:



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.

Scope includes 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. Construction Contract was awarded in August 2017. Project is currently in construction phase. JPB is the lead implementing agency.

Issues:

No Issues related to Scope of Work.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Gantt Chart (2015-2021)																											
002088	25th Avenue Grade Separation	16-Jul-14 A	01-Nov-21	[Gantt bar spanning from July 2014 to November 2021]																											
	Preliminary Engineering	16-Jul-14 A	31-Oct-15 A	[Gantt bar from July 2014 to October 2015]																											
	Environmental Clearance	25-Sep-14 A	28-Oct-16 A	[Gantt bar from September 2014 to October 2016]																											
	Final Design	02-Nov-15 A	09-Dec-16 A	[Gantt bar from November 2015 to December 2016]																											
	Bid & Award	15-Nov-16 A	09-Aug-17 A	[Gantt bar from November 2016 to August 2017]																											
	Construction	10-Aug-17 A	10-Sep-21	[Gantt bar from August 2017 to September 2021]																											
	Project Close Out	11-Sep-21	01-Nov-21	[Gantt bar from September 2021 to November 2021]																											

Progress:

Jan - Mar 2021

- (1) Continued excavation for parking lot.
- (2) Coordinating with Clean Water CSM team for 30" sewer line work within JPB ROW.
- (3) Ongoing final grading and form work in south parking lot.
- (4) Completed final work on ramps and stairs.
- (5) Opened 28th Ave. for traffic.
- (6) Closed eastbound 25th Ave. and began demolition and excavation.
- (7) Continued work at Station House for amenities, platform fixtures and electrical and communications.
- (8) Continued work on mass excavation and underground at 31st Ave, Solider Piles for Retaining Wall 9 & 10.
- (9) Continued concrete work at North Parking Lot. Paved the majority of the North Parking Lot.
- (10) Continued coordination with PG&E for getting power to Hillsdale Station.

Future

Activities:

Apr - Jun 2021


- (1) Close Westbound 25th Ave.
- (2) Continue excavation on 25th Ave.
- (3) Start drainage work at 25th Ave.
- (4) Start work on Retaining Wall 4 and 5 at 25th Ave.
- (5) PG&E provide power to Hillsdale Station.
- (6) Continue work on Retaining Wall 9 & 10.
- (7) Install and connect systems at the new station.
- (8) Open Hillsdale Station on April 26, 2021.
- (9) Continue underground work at 31st Ave.
- (10) Grade slopes north of 25th Ave.

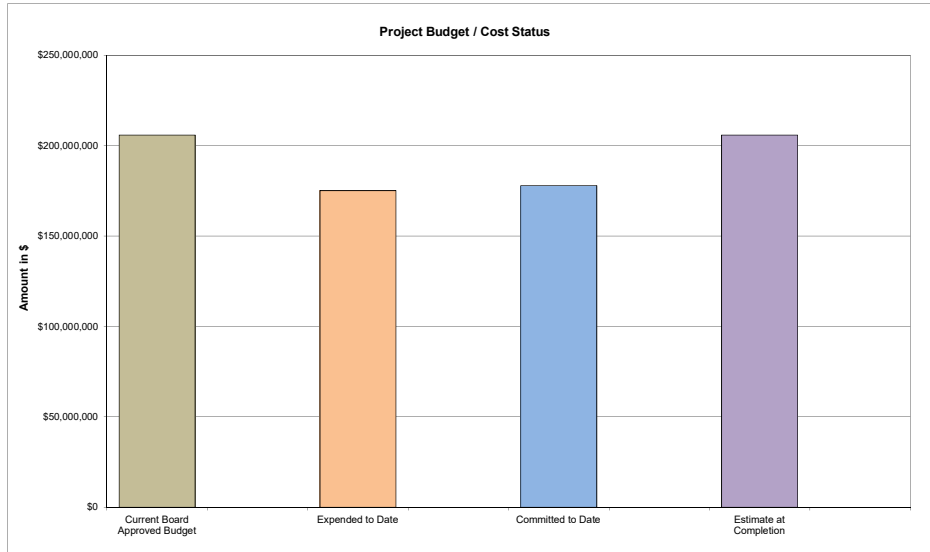
Issues:

- (1) Calwater Agreement for work on 28th and 25th Ave - needs to be executed (can cause potential schedule impacts to project).
- (2) Coordination with City of San Mateo for 25th Ave Stage Construction Work.
- (3) Schedule slipped by 2 months for change orders related to work at 31st Avenue.

25th AVENUE GRADE SEPARATION PROJECT

BUDGET:

	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
 Total Project	\$205,900,000	\$175,178,459	\$177,851,040	\$205,900,000	\$0



Note: In January 2021, the City of San Mateo approved \$2.1M and the TA Board approved \$23.8 million of additional funds for the project which is reflected in the current report.

Issues: Total Project Estimate at Completion has been increased due to delays in utility relocations, high cost in PG&E high pressure gas (HPG) pipeline, cost of utility connections to new Caltrain facilities, differing site conditions, and changes in the design and construction of a set-out track.

SAFETY: No incidents reported this quarter.



BURLINGAME BROADWAY GRADE SEPARATION PROJECT

SCOPE	SCHEDULE	BUDGET/COST	SAFETY

SCOPE:



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 through "Final Design" phase. The Estimate at Completion (EAC) is for up through "Final Design" phase only. Project is evaluating Value Engineering Options.

Issues:

None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	Timeline																			
				2018	2019	2020	2021	2022	2023														
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
100244 - Burlingame Broadway Grade Sep		18-Dec-17 A	04-Jul-23																				
Preliminary Engineering 35%		18-Dec-17 A	30-Oct-19 A																				
Environmental Clearance		01-Dec-19 A	08-Oct-20 A																				
Final Design		04-Jan-21 A	04-Jul-23																				

Progress:

Jan - Mar 2021

- (1) Continued reviewing Value Engineering Options in coordination with City and JPB.
- (2) Project NTP on Jan 04, 2021 - Conducted kick off meetings with JPB functional teams and stakeholders.
- (3) Continued meeting with stakeholders.

Future

Activities:

Apr - Jun 2021

- (1) The 5 Value Engineering items will continue to be evaluated in coordination with the City.
- (2) Value Engineering Memo will be prepared when evaluation is concluded.

Issues:

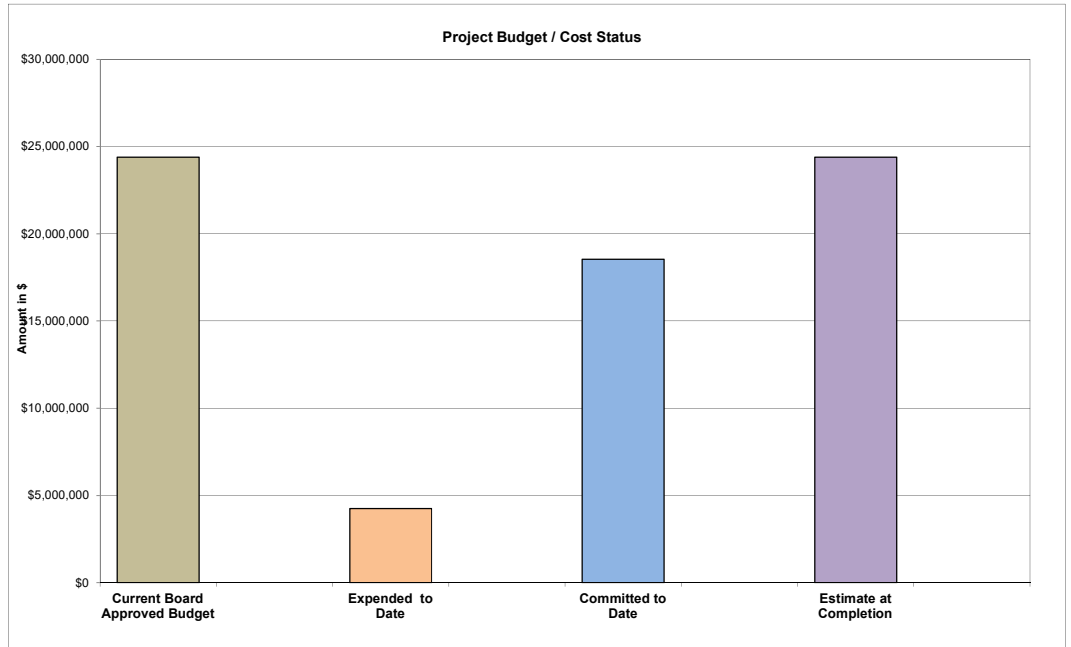
None.

BURLINGAME BROADWAY GRADE SEPARATION PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Total Project	\$24,388,000	\$4,251,126	\$18,543,948	\$24,388,000	\$0



Issues: None.

SAFETY: No incidents reported this quarter.



SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT



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.

Issues: None.

SCHEDULE:



Activity ID	Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021								
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
002146 - South San Francisco Station Improvement		01-Apr-15 A	01-Oct-21															
Engineering Design		01-Apr-15 A	17-Mar-17 A															
Contracts & Procurement (C&P)		18-Mar-17 A	06-Oct-17 A															
Construction		09-Oct-17 A	01-Jul-21															
Project Close Out		02-Jul-21	01-Oct-21															

Progress:

Jan - Mar 2021

- (1) Continued construction of ramp 3.
- (2) Began construction of Ramp 1/Stair 1 shoring.
- (3) Construction of western triangular Cast in Place (CIP).
- (4) Installation of signal houses.
- (5) Installation of pump station wet well.
- (6) Installation of shoring for pedestrian underpass.
- (7) Installation of Communication Equipment Room (CER) building foundation and AT&T conduits.
- (8) Installation of signal conduits and wiring for signal cutover.

Future Activities:

Apr - Jun 2021

- (1) Continued construction of ramp 3
- (2) Installation of pre-cast pedestrian underpass under MT-1 and T-11.
- (3) MT-1 cutover – construct final MT-1 and T-11.
- (4) Signal cutover – remove old signal bridge and install new signal cantilever.
- (5) Complete installation of pump station wet well.
- (6) Continue Ramp1/Stair 1 construction.
- (7) Installation of Communication Equipment Room (CER) building.

Issues:

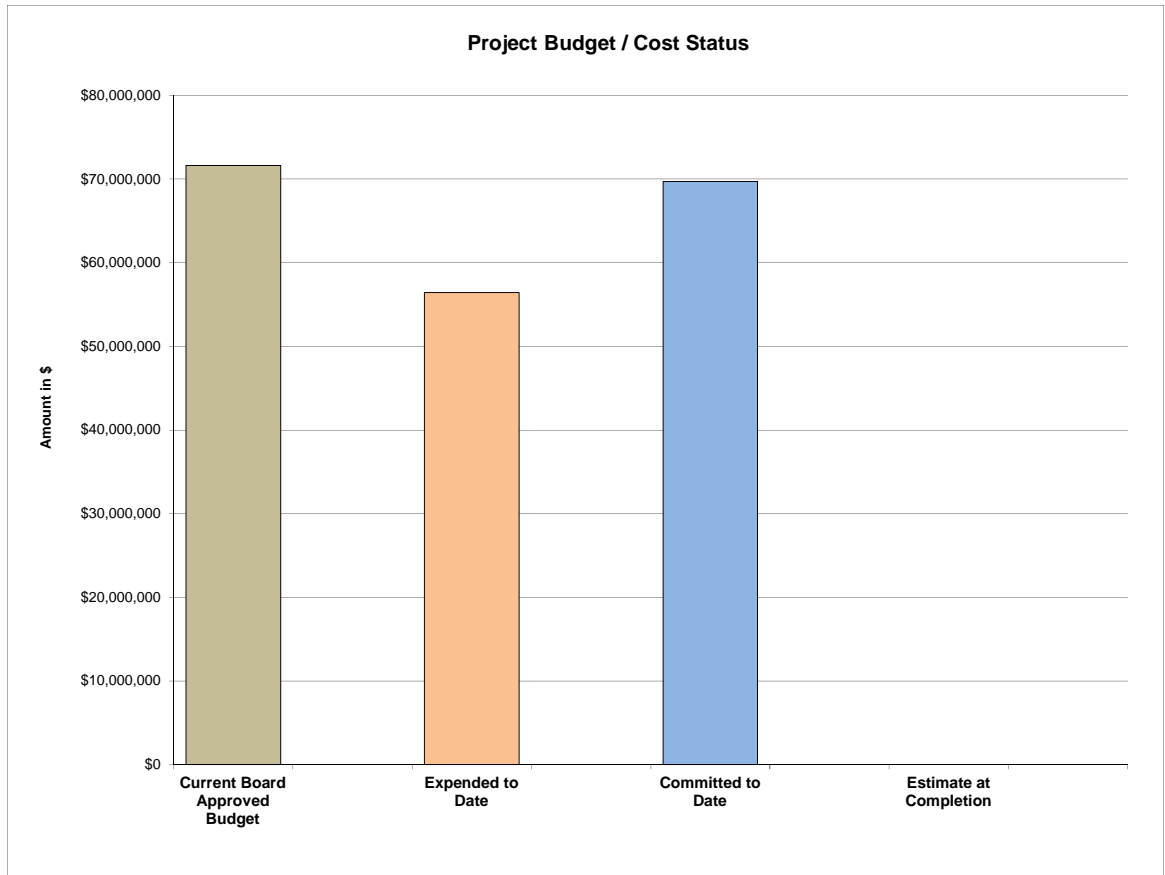
Contractor's updated schedule was received and it is showing a Construction completion date in late August 2021. Contractor actively progressing the work and making efforts to recover from project delays.

SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

BUDGET:



	(a)	(b)	(c)	(d)	(e) = (a - d)
	Current Board Approved Budget	Expended to Date	Committed to Date	Estimate at Completion	Variance at Completion
Project Total	\$71,600,000	\$56,431,234	\$69,702,160	TBD	TBD



Issues:

Estimate at Completion (EAC) will increase. EAC is currently under review. JPB engaged a third-party firm to evaluate the remaining costs, and anticipate their report by May 28th, 2021 to inform a revised EAC.

SAFETY:



No incidents reported this quarter.

TA – Caltrain Project

**TA - Caltrain Projects (Continued):
Railroad Grade Separations**

00814 - GRADE SEPARATION STUDY REPORT – South Linden Avenue/Scott Street	SMCTA Budget	Expended	Remaining
<p>Scope: This is a planning study by Caltrain in conjunction with the cities of South San Francisco (SSF) and San Bruno, to explore the feasibility of different alternatives to grade separate South Linden Avenue in South San Francisco and Scott Street in San Bruno from the Caltrain Corridor. This study will include at least one design option that accommodates a potential passing track for the Caltrain/High Speed Rail blended system and build upon previously completed studies with current data and revised project alternatives, accounting for current site conditions. It will also explore a two-track alternative that preserves Scott Street as a through-street for motor vehicles.</p> <p>Phase: Planning. (Scheduled for completion approximately, June 2021)</p> <p>Status: Project team prepared invoices, progress reports and updated project schedule. Prepared Final Draft Project Study Report (PSR) for City of South San Francisco, San Bruno and Caltrain review and completed review. Revised PSR to incorporate comments and conducted monthly Project Development Meetings.</p> <p>Note: Expended funds are estimated cost projections and will be updated once final vendor costs are received.</p>	\$650,000	\$639,849	\$10,151

100277 - GRADE SEPARATION STUDY PROJECT - Whipple Avenue (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: The PSR will expand on prior preliminary grade separation studies and analyze feasible alternatives for the Whipple Avenue Grade Separation Project. Due to the proximity of this Project to other at-grade crossings and the Redwood City station, the analysis will consider impacts of grade changes at Whipple to other crossings in Redwood City, including Brewster Avenue, Broadway, Maple Street, Main Street and Chestnut Street.</p> <p>Phase: Planning. (Scheduled for completion approximately, July 2021)</p> <p>Status: Project team prepared monthly progress reports, invoices and project schedule. Scheduled and held outreach-oriented meetings and updated outreach matrix. Developed materials and added to virtual open house. Refined draft evaluation matrix. Held last live Q&A session and prepared written responses to questions. Finalized traffic scenarios, methodologies and assumptions memo. Completed traffic analysis, including developed graphics for virtual room. Continued to refine geometry of alternatives, including coordination with future development sites. Monitored on-line surveys, compiled results and continued Project Development Meetings.</p> <p>Note: Expended funds are estimated cost projections and will be updated once final vendor costs are received.</p>	\$750,000	\$674,377	\$75,623

Ferry **Program Project**

TA - : San Mateo County Ferry Service

100345 - FERRY TERMINAL PROJECT – Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: Complete a feasibility study and cost benefit analysis. This phase will review the initial conceptual studies and build upon that foundation. The study will also identify the characteristics for service, ridership, revenue and costs. The analyses will seek to understand the economic and social value of a terminal and ferry service to the community. The study and analysis are scheduled to finish by April 2021.</p>	\$450,000	\$450,000	\$0
<p>Phase: Planning.</p>			
<p>Status: Project team finalized the Feasibility Study and Cost Benefit Analysis Report. The report was presented to the Water Emergency Transportation Authority (WETA) Board and the Redwood City Port Commission. Both bodies accepted the work and recommended proceeding to complete a business plan. Project team presented the report to City Council, January 2021. City Council accepted and approved the report. The report recommends moving forward with completing a Business Plan. The Port of Redwood City will lead that project development and will request funding for the Business Plan from the San Mateo County Transportation Authority (TA).</p>			

Pedestrian and Bicycle **Program Project**

San Mateo County Transportation Authority

New Measure A Pedestrian and Bicycle Program Project Status Update

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure A Expended	Measure A Remaining
Daly City	Mission Street Streetscape Project	Final design and construction	Project team reviewed utility conflicts on 95% design plans. Design phase is expected to finish in June 2021. *Current expected completion date 3/2022.	Mar 2018	Jul 2023	\$810,000	\$73,023	\$736,977
East Palo Alto	Bike Transportation Plan Implementation - Class II & III Bike Facilities Project	Final design and construction	Construction completed, which included bike lane striping. *Current expected complete date 06/21.	Mar 2018	Oct 2023	\$300,000	\$187,631	\$112,369
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team met with Caltrans and discussed steps and schedule for preparation of Permit Engineering Evaluation Report (PEER). The Environmental Initial Study/Mitigated Negative Declaration (IS/MND) continued to be reviewed. *Current expected completion date 12/2022.	Mar 2018	Sep 2023	\$315,000	\$113,869	\$201,131
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Project team coordinated the following: 1) finalize bid package 2) Department of Fish & Wildlife for channel work and 3) pole design with PG&E. *Current expected completion date of 4/2021.	Apr 2014	Apr 2021	\$170,000	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	Project team coordinated construction and project management activities, reviewed and responded to change orders, reviewed progress payments, walkthrough to generate punch list items, and began design for Rectangular Rapid Flashing Beacon (RRFB). *Current expected completion date of 7/2021.	Mar 2018	Jul 2023	\$805,600	\$237,440	\$568,160
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 their trial installation of piles, refining the installation method as the process continues. *Current expected completion date of 4/2021.	Mar 2016	Scope of Work Completed	\$500,000	\$500,000	\$0
Redwood City	Jefferson/Cleveland SRTS and Peninsula Bikeway Project	Final design and construction	Construction continued, which included signal and loop detectors. Installation of bike pockets and diverters. *Current expected completion date 5/2021.	Mar 2018	Jul 2023	\$375,000	\$207,198	\$167,802
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	City staff continued value engineering and grant application preparation. Due to funding and Express Lane Project conflicts, project construction will be delayed. The City is still working to close the project's funding gap and has until August 2021 to identify a new funding plan to retain Measure A funding. *Current expected completion date 6/2024.	Mar 2016	Feb 2022	\$1,000,000	\$0	\$1,000,000
San Mateo	28th Avenue Bike Boulevard Implementation Project	Final design and construction	Notice To Proceed (NTP) was issued in March 2021. Contractor determined curb extensions at 28th Ave/Hacienda required redesign to reduce size. Curb extension at 28th Ave/Garfield required changes to grading, due to discovered flow issue. Construction is expected to be complete in June 2021. *Current expected completion date 6/2021. This represents a minor one month delay from the previous Quarterly report.	Mar 2018	Dec 2023	\$380,000	\$69,500	\$310,500
San Mateo	North San Mateo Drive Pedestrian and Bicycle Improvement Project	Construction	Construction continued, which included installation of irrigation system, curb ramps, sidewalk, pavement repairs and slurry seal. Continued work on the traffic signal infrastructure. *Current expected complete date 5/2021.	Mar 2016	Jun 2022	\$200,000	\$83,348	\$116,652

Notes:

1. Projects from the December 2020 Pedestrian and Bicycle Call for Projects will be included in this list once agreements are finalized and projects begin in 2021.
2. Projects completed in Quarter 3 include: San Carlos - Pedestrian Safety Improvement Plan for San Carlos Avenue.



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.

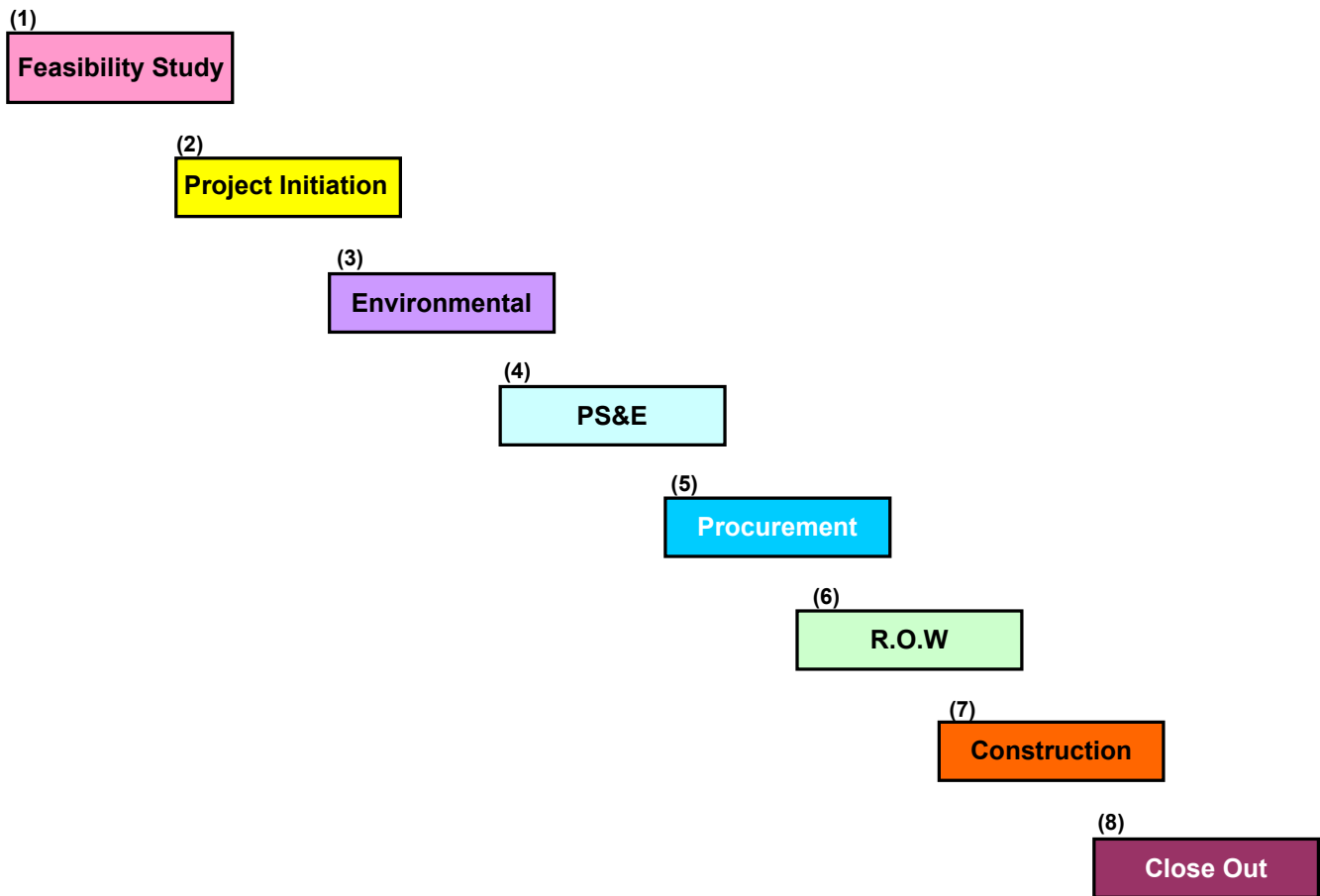
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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)
1. SCOPE	<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>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 10% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 10% to 20%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 20%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is 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>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 100% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

Performance Status (Traffic Light) Criteria Caltrain Program

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	(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.
2. BUDGET	(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%.
3. SCHEDULE	(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.
4. SAFETY	(a) No reported safety related incidents on the project.	(a) One Near Miss or incident requiring written report based on contract requirements.	(a) Injury (worker or passenger) requiring reporting to the Federal Railroad Administration. (b) Two or more Miss or incident requiring written report based on contract requirements.

Schedule Legend



Completed



Critical path



Baseline/target schedule

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **ESTABLISHING THE APPROPRIATIONS LIMIT FOR FISCAL YEAR 2021–22**

ACTION

Staff proposes the Board approve the appropriations limit, which is applicable to the San Mateo County Transportation Authority (TA) during Fiscal Year (FY) 2021–22 in the amount of \$807,314,166.

SIGNIFICANCE

The appropriations limit is the maximum amount of tax proceeds the local agency can appropriate during the fiscal year. Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require each local agency to review its appropriations limitation on an annual basis.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

Last year, the TA established its appropriations limit in the amount of \$769,365,269 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY2022 to be \$807,314,166, which is an increase of \$37,948,897 or 4.93 percent. The increase is due to a 5.73 percent increase in the California per capita personal income offset by a 0.75 percent decrease in the population of San Mateo County. The TA funds subject to the limit are \$144.7 million (the projected Measure A and Measure W tax receipts for the year) or 18.81 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY2021–22. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 3, 2021 meeting. This notice was posted on May 19, 2021, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By: Virginia Baum, Manager, Budgets
Daniel Srour, Senior Budget Analyst

650-508-7963
650-508-6302

RESOLUTION NO. 2021 –

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ESTABLISHING THE APPROPRIATIONS LIMIT APPLICABLE TO THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY DURING
FISCAL YEAR 2021–22

WHEREAS, by Resolution No. 2020-20 enacted on August 6, 2020, the San Mateo County Transportation Authority (TA) established an appropriations limit applicable to the TA during the Fiscal Year (FY) 2020–21 in the amount of \$769,365,269; and

WHEREAS, Article XIII B of the California Constitution (the Gann Limit Initiative) and implementing legislation require that each local agency subject thereto establish the applicable appropriations limit by resolution on an annual basis and permit annual adjustments in the limit by applying to the previous year’s appropriations limit the factors, as issued by the California Department of Finance, reflecting changes in population and per capita income; and

WHEREAS, the calculations showing the applications of those factors have been forwarded to members of the TA for review and have been made available for public inspection at least fifteen (15) days prior to the date hereof; and

WHEREAS, the applicable factors are as follows:

- (1) The California per capita personal income increased by 5.73 percent; and
- (2) The San Mateo County population from January 2020 to January 2021 decreased by 0.75 percent.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for FY2021–22 is hereby established as \$807,314,166.

Regularly passed and adopted this 3rd day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

**NOTICE OF DETERMINATION
OF APPROPRIATIONS LIMIT
FOR FISCAL YEAR 2021–22**

State law (Section 7910 of the Government Code) requires each local government agency to determine during each fiscal year, the appropriations limit pursuant to Article XIII B of the California Constitution applicable during the following fiscal year. The limit must be adopted at a regularly scheduled meeting or a noticed special meeting and the documentation used in determining the limit must be made available for public review fifteen days prior to such meeting.

Set out below is the methodology proposed to calculate the Fiscal Year 2021–22 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 03, 2021.

Appropriations limit for FY 2020–21	\$769,365,269
Population change: (January 1, 2020 to January 1, 2021)	-0.75%
Change in California per capita personal income (January 1, 2020 to January 1, 2021)	5.73%
FY 2021–22 Adjustment Factor: (0.9925 x 1.0573)	1.04932
FY 2021–22 Appropriations Limit: (\$769,365,269 x 1.04932)	\$807,314,166

Dated: May 19, 2021

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **APPOINTMENT OF REPRESENTATIVES TO THE SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY**

ACTION

Staff recommends the Board of Directors (Board) appoint three of its members to serve as Board members on the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for a two-year term. If the Board wishes to ensure leadership continuity at the SMCEL-JPA, it should re-appoint Directors Emily Beach, Rico Medina, and Don Horsley.

SIGNIFICANCE

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) was jointly created by the San Mateo County Transportation Authority (TA) and the City/County Association of Governments of San Mateo County (C/CAG) to oversee the operations and administration of the San Mateo County 101 Express Lanes, and to jointly exercise ownership rights over the express lanes.

The TA and C/CAG approved and executed the Joint Exercise of Powers Agreement (JEPA) that established the SMCEL-JPA. Section 4.1 under Article IV of the JEPA states that the SMCEL-JPA governing board will have three Board members each from the TA and C/CAG, and that each Board member will serve for a term of two years. Reappointment for multiple terms is at the pleasure of the appointing authority.

Previously, the TA Board appointed Board Members Emily Beach, Don Horsley, and Maureen Freschet to serve on the SMCEL-JPA representing the TA for a two-year term beginning in June 2019 and ending in May 2021. These three Board members had previously served on the Joint Ad Hoc Committee prior to the creation of the SMCEL-JPA, and they have in-depth and detailed knowledge of the subject matter.

When Director Freschet stepped down from the TA Board in late 2019, Director Rico Medina was appointed by the TA Board to serve on the SMCEL-JPA Board.

The SMCEL-JPA has been preparing for the opening of the express lanes to the public upon construction completion. Opening of the first segment is targeted before the end of the calendar year. Prior to opening of the express lanes, the SMCEL-JPA Board will be taking a number of policy actions, including but not limited to the adoption of a Toll

Ordinance and approval of various agreements with the Bay Area Infrastructure Financing Authority (BAIFA), Bay Area Toll Authority (BATA), California Department of Transportation (Caltrans), and the California Highway Patrol (CHP). Familiarity with these policy matters would be an important selection criterion for the appointment to the SMCEL-JPA Board.

The new term on the SMCEL-JPA Board of Directors will begin in June 2021 and will end May 2023.

Prepared By: April Chan, Chief Officer, Planning, Grants & the TA

650-508-6228



BOARD OF DIRECTORS 2021

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

CARTER MAU
ACTING EXECUTIVE DIRECTOR

AGENDA ITEM #9
June 3, 2021

MEMORANDUM

Date: May 25, 2021
To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report – June 3, 2021

San Mateo County Express Lanes JPA

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board approved at its May 16, 2021 Board meeting an equity program framework to be implemented for the US101 Express Lanes. The approved framework includes pre-loaded toll tags as well as cash-on-Clipper for eligible individuals. Program would also include an educational effort to enroll eligible participants, primarily based on income, in such programs. An implementation plan for the equity program will be developed this summer. More information on the equity program can be found at: <https://ccag.ca.gov/wp-content/uploads/2021/05/051421-SMCEL-JPA-Board-Agenda-website-1.pdf>

At the same Board meeting, the SMCEL JPA Board also conducted a public hearing to introduce a toll ordinance for the administration of tolls and enforcement of toll violations for the 101 express lanes. No action was taken by the SMCEL-JPA Board at that meeting; it is scheduled to take action at their June 11 meeting to adopt the ordinance after a 30-day public comment period. Additional information about the ordinance can be found at: <https://ccag.ca.gov/wp-content/uploads/2021/05/051421-SMCEL-JPA-Board-Agenda-website-1.pdf>

On March 12, 2021, the SMCEL-JPA Board approved a Master Agreement governing TA vendor contracting to support the Express Lanes JPA. At the same meeting, the SMCEL-JPA Board approved Vendor Supplement #1 under the Master Agreement to enable the TA to be reimbursed for costs of up to \$114,000 under a contract with Gray-Bowen-Scott for services to support development and execution of various San Mateo County Express Lanes operating and maintenance agreements. On April 9, the SMCEL-JPA Board approved Vendor Supplement #2 to enable the TA to be reimbursed for costs of up to \$56,000

SAN MATEO COUNTY TRANSPORTATION AUTHORITY

1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650) 508-6269

17563972.1

under a contract with FivePaths, LLC, for a brand environment analysis and creation of logos for the Express Lanes JPA. TA Staff and Legal Counsel determined that the TA Board was not required to approve the Master Agreement and Vendor Supplements as they (a) effectuate prior TA Board actions and (b) pre-authorize repayment of costs that will be borne by the TA on the JPA's behalf. The SMCEL-JPA Board had not previously taken corresponding action.

Express Lanes North of I-380

This project will construct express lanes on US 101 between I-380 and the San Mateo/San Francisco County line similar to the project currently under construction south of I-380 to the Santa Clara County line. This segment is approximately seven miles long. Both "convert a lane" and an "add a lane" options are being considered as build options in the environmental review process.

The Project Approval and Environmental Document (PA&ED) phase of this project started in November 2020. In addition, a cooperative agreement was executed with co-sponsor City/County Association of Governments of San Mateo County (C/CAG) and oversight agency California Department of Transportation (Caltrans) for the PA&ED phase. A project kick-off meeting was held with the TA, C/CAG, Caltrans, and the design consultants in February 2021. The TA is contributing \$8 million towards the PA&ED phase.

The team is planning public outreach and environmental scoping meetings to take place this summer. The environmental review is expected to be completed by the end of 2022. As this project interfaces with a similar project sponsored by the San Francisco County Transportation Authority, coordination with their staff has been ongoing.

Alternative Congestion Relief (ACR) and Transportation Demand Management (TDM) Plan Update

At the January 2021 TA Board meeting, the Board allocated \$350,000 for the development of the ACR/TDM Plan; the planning process kicked off in February. Purpose of the ACR/TDM Plan is to provide policy direction for the use of ACR/TDM program funding from Measures A and W while developing a suite of project and program recommendations based on their potential ability to reduce vehicle miles traveled, among other things.

The TA and consultant staff held the first Advisory Group meeting in April with advocacy, nonprofit, business, city, and agency staff. The focus of the meeting was to review the definition of ACR/TDM and provide input on overall program goals including focusing special attention on how equity should be woven into the program.

Participants provided initial insight on potential projects or programs of interest to be funded by this category. Following the Advisory Group meeting, the first TA ACT/TDM Ad Hoc committee meeting was held with Directors Emily Beach, Carole Groom and Carlos Romero to discuss the input provided by the Advisory Group, as well as to confirm direction on the definition and goals of the program.

Staff is currently conducting interviews with local jurisdictions and interested stakeholder organizations to better understand the ACR/TDM-related projects or programs that are in the pipeline and should be added to the list of eligible projects. The next Advisory Group and Ad Hoc Committee meetings are currently planned for August where the potential list of eligible projects and programs, draft program guidelines, and evaluation criteria will be discussed.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **ADOPTION OF THE 2021-2030 SHORT RANGE HIGHWAY PLAN**

ACTION

Staff proposes that the Board of Directors (Board) adopt the 2021-2030 Short Range Highway Plan and Capital Improvement Program.

SIGNIFICANCE

Based on the recommendations in the San Mateo County Transportation Authority (TA) Strategic Plan 2020-2024, staff, with consultant assistance, has prepared the [Final 2021-2030 Short Range Highway Plan \(SRHP\)](#) and companion [Capital Improvement Program \(CIP\)](#) to support future investment decisions for the Measure A Highways and Measure W Countywide Highway Congestion categories. The Final SRHP is the policy foundation for making highway program investment decisions over the next ten years and uses the adopted Strategic Plan 2020-2024 evaluation criteria to benchmark how projects align with funding priorities for Measures A and W.

To aid in the development of the SRHP, staff worked with a TA Board Ad Hoc Advisory Committee, and received input from the City/County Association of Governments of San Mateo County (C/CAG) Technical Advisory Committee (TAC), as well as from all potential sponsor agencies. The Draft SRHP and CIP was presented to the TA Citizens Advisory Committee and the TA Board in May 2021. The SRHP and CIP have also been made available on the TA website for public review and only minor comments were received for revisions to project fact sheets.

Following the adoption of the SRHP, the TA will prepare application materials for a call for projects to be released in late summer 2021 with awards anticipated in December 2021.

BUDGET IMPACT

There is no budget impact.

BACKGROUND

The TA's Measure A half-cent sales tax for transportation programs and projects was reauthorized in 2004 for a period of 25 years by the voters of San Mateo County. Measure A took effect on January 1, 2009 and expires December 31, 2033. Twenty

seven and one half percent of Measure A tax proceeds are dedicated to the highway program.

On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires June 30, 2049. Twenty two and one half percent of Measure W revenues is dedicated to highway congestion improvements.

At the July 2020 TA Board meeting, the Board allocated \$375,000 for the development of the 2020 – 2030 Short Range Highway Plan.

Prepared By: Patrick Gilster, AICP, Manager of Programming and
Monitoring

650-622-7853

RESOLUTION NO. 2021 –

BOARD OF DIRECTORS SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATE OF CALIFORNIA

* * *

ADOPTING THE 2021-2030 SHORT RANGE HIGHWAY PLAN AND
CAPITAL IMPROVEMENT PROGRAM

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

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

WHEREAS, on November 6, 2018, the voters of San Mateo County approved a ballot measure known as "Measure W," which increased the sales tax in San Mateo County by 1/2 percent, and tasked the TA with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

WHEREAS, the TA prepared and adopted a Strategic Plan in December 2019 to address the requirements of both measures and provide a policy framework for the implementation of the New Measure A and Measure W programs; and

WHEREAS, the Strategic Plan 2020-2024 directed staff to prepare an update the 2011 Short Range Highway Plan to guide project funding decisions specific to the Highway Programs in Measure A and Measure W; and

WHEREAS, staff coordinated with the City/County Association of Governments of San Mateo County (C/CAG), San Mateo County and cities in the county to develop the Short Range Highway Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority hereby adopts the 2021-2030 Short Range Highway Plan and Capital Improvement Program attached hereto.

Regularly passed and adopted this 3rd day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transportation Authority

ATTEST:

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Derek Hansel
Chief Financial Officer

April Chan
Chief Officer, Planning, Grants, and
the Transportation Authority

SUBJECT: **ADOPTION OF PROPOSED BUDGET FOR FISCAL YEAR 2022**

ACTION

Staff recommends the Board adopt the San Mateo County Transportation Authority's (TA) Proposed Fiscal Year 2021-2022 (FY2022) budget in the amount of \$148,893,304 following the public hearing set for this meeting.

SIGNIFICANCE

At the May 6th Board meeting, staff presented a Preliminary FY2022 budget proposal to the Board. Since then, there has been an increase to sales tax projections to the FY2022 Proposed Budget. Sales tax has increased from \$141.9 million to \$144.7 million (\$94.6 million to \$96.5 million for Measure A; \$47.3 million to \$48.2 million for Measure W).

The FY2022 Proposed Budget for the San Mateo County Transportation Authority (TA) is presented in Attachment A. Attachment B shows more detail for the Annual Allocations, Measure A, and Measure W Categories. Following Board adoption of the Budget, there will be separate Board actions to program and allocate funds for specific purposes.

The FY2022 Proposed Budget reflects staff's current expectation of sales tax revenues based on the most up-to-date trends for the Bay Area's economic and market trends. The narrative set forth below describes the TA's Proposed Budget for FY2022, by line item, and compares it to the FY2021 Forecast. The FY2021 Forecast reflects an increase to sales tax projections from \$120.0 million to \$131.4 million as compared to the FY2021 Revised Budget (\$80.0 million to \$87.6 million for Measure A; \$40.0 million to \$43.8 million for Measure W). The increases in FY2021 sales tax projections are due to a better-than-expected economic recovery from the pandemic as vaccination distribution roll-out continues and local area businesses re-open. Each section of the following budget narrative has a reference to a page number and line item that correspond to the Financial Statement as shown on Attachment A.

BACKGROUND

The TA was formed in 1988 with voter passage of Measure A, the half-cent sales tax for countywide transportation projects and programs. The original Measure A expired December 31, 2008. In 2004, county voters overwhelmingly approved a New Measure A, reauthorizing the tax through 2033.

In November 2018, county voters approved Measure W (placed on the ballot by the San Mateo County Transit District (District)), authorizing a half-cent sales tax commencing July 1, 2019 for a 30-year term through June 30, 2049. One half of the Measure W proceeds are transferred from the San Mateo County Transit District (District) to the TA for administration.

The TA's role is to administer the proceeds from the Measure A and Measure W taxes in accordance with the associated Transportation Expenditure Plan and Congestion Relief Plan, respectively, to fund a broad spectrum of transportation-related projects and programs.

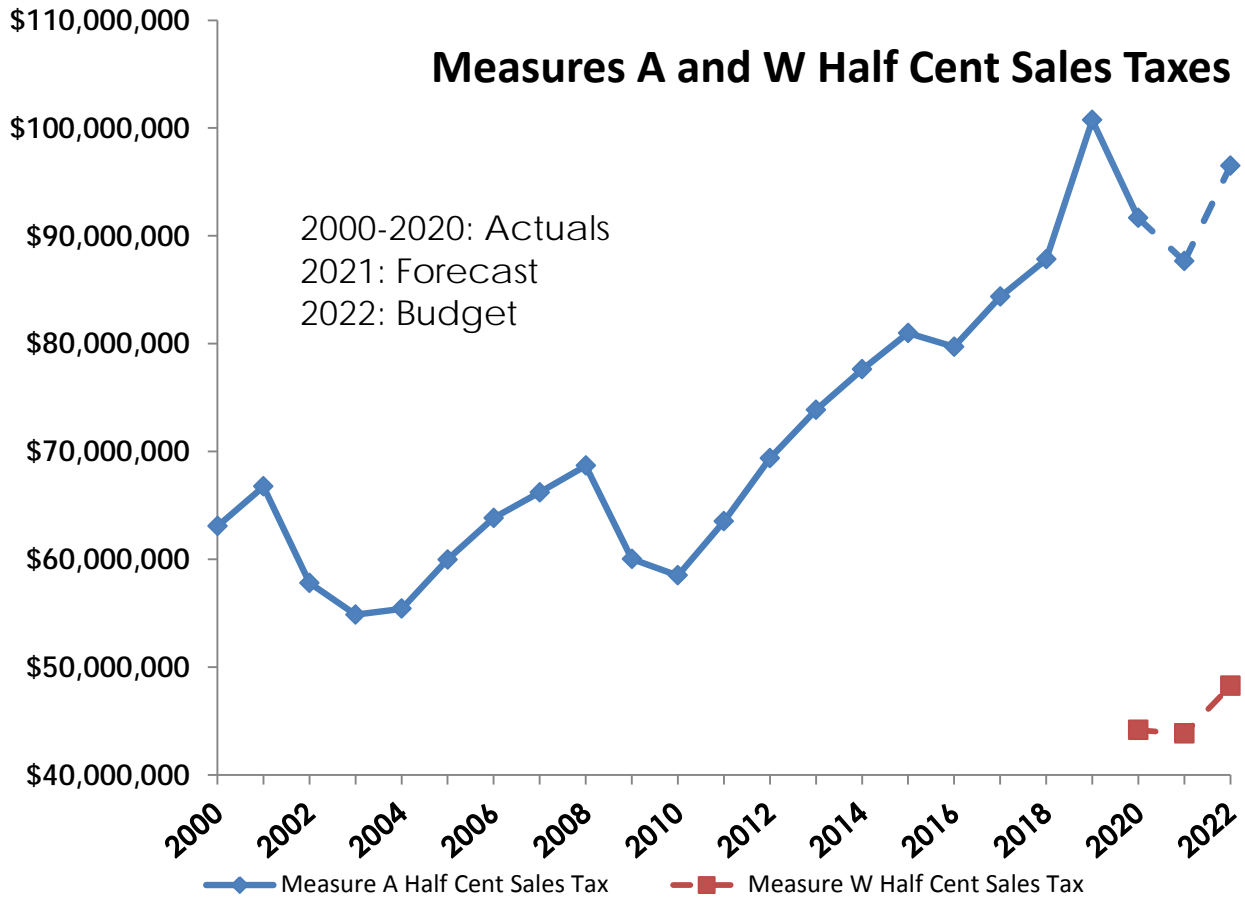
Revenues

Total projected revenue for FY2022 is \$151.2 million, a **decrease** of \$88.9 million, or 37.0%, from the FY2021 Forecast. This decrease is related to the FY2021 Forecast which includes \$100 million grant funding for construction of the 101 Express Lanes Project on behalf of the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA). Offsetting this reduction is an increase to projected sales tax revenue for FY2022.

Sales Tax (Attachment A, lines 1 and 3) San Mateo County Ordinance No. 04223, which authorized the TA to extend its Measure A half-cent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009 and ending December 31, 2033, was approved by the voters in November 2004 as a new Measure A. San Mateo County Transit District Ordinance No. 105, approved by the voters as Measure W in November 2018, created an additional half-cent Retail Transactions and Use Tax for 30 years beginning July 1, 2019 and ending June 30, 2049, and authorized the District to request that the TA administer 50% of the Measure W tax revenues.

Sales Tax is cyclical and subject to changes in the economy, such as changes associated with the COVID-19 pandemic.

Total sales tax receipt revenues received by the TA for FY2022 are projected to total \$144.7 million (\$96.5 million for Measure A; \$48.2 million for Measure W), which is an increase of \$13.3 million (\$8.9 million from Measure A; \$4.4 million from Measure W), or 10.1%, from the FY2021 Forecast. This estimated increase reflects the continued economic recovery from the pandemic with the re-opening of local businesses across San Mateo County.



Interest Income (Attachment A, line 5) is income revenue generated from fund balances in the Original and New Measure A and Measure W accounts in the County Investment Pool, the TA’s Investment Portfolio, and Local Agency Investment Fund (LAIF). Interest Income for FY2022 is estimated at \$4.9 million, a decrease of \$2.7 million, or 35.3%, from the FY2021 Forecast. This decrease is a result of current market conditions and the low interest rate environment for all investment vehicles that is likely to continue in FY2022.

Rental Income (Attachment A, line 7) is generated from properties the TA owns and leases out to lessees. Rental Income for FY2022 is projected at \$1.2 million, an increase of \$0.1 million, or 13.5%, due primarily to Consumer Price Index (CPI) increase in rents and other rent adjustments.

Other Sources (Attachment A, line 9) The FY2022 Budget includes \$0.4 million for the US-101 Express Lanes Project Enhancement Rate. The TA charges this Enhancement Rate (previously described as the “Credit Enhancement Fee”) to the SMCELJPA to compensate the TA for risk and efforts associated with the issuance and maintenance of the FY2020 Bonds previously approved by the board.

Expenditures

Expenditures are budgeted primarily based upon the Transportation Expenditure Plan in Measure A (2004 TEP) and the Congestion Relief Plan in Measure W, each of which assigns a percentage share of tax revenues for various categories of programs and projects.

Budget expenditures for the seven primary **Measure A** program categories are as follows:

<u>Category</u>	<u>% of Tax</u>
Transit	30.0%
Highways	27.5%
Local Streets & Transportation	22.5%
Grade Separation	15.0%
Pedestrian & Bicycle	3.0%
Alternative Congestion Relief	1.0%
Administration-Staff Support	1.0%
Total	100.0%

Budget expenditures for the four primary **Measure W** program categories administered by the TA are as follows:

<u>Category</u>	<u>% of Tax</u>
Countywide Highway Congestion Improvement	22.5%
Local Safety, Pothole and Congestion Relief Improvement, Grade Sep	12.5%
Bicycle & Pedestrian Improvements	5.0%
Regional Transit Connections	10.0%
Total ¹	50.0%

The total Proposed Budget expenditures for FY2022 (Attachment A, line 34) are projected at \$148.9 million, a decrease of \$74.7 million, or 33.4%, compared to the FY2021 Forecast. This is due to the FY2021 Forecast which reflects the \$100 million funding for the construction of the 101 Express Lanes Project on behalf of the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA). The FY2022 Proposed Budget expenditures are composed primarily of \$35.2 million in Measure A Annual Allocations (Attachment A, line 16), \$60.3 million in Measure A Categories (Attachment A, line 18), \$9.7 million in Measure W Annual Allocations (Attachment A, Line 22), \$38.6 million in Measure W Categories (Attachment A, line 24), \$2.3 million in Oversight (Attachment A, line 26), and \$2.9 million in Total Administrative Expenses (Attachment A, line 32).

¹ Pursuant to Measure W, the other 50% of the sales tax revenues are used for transportation systems and administered by the San Mateo County Transit District.

Proposed expenditures for FY2022 fall into the following major categories:

Measure A Annual Allocations (Attachment A, line 16)

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2022 are projected at \$35.2 million, an increase of \$3.2 million, or 10.1%, from the FY2021 Forecast. Annual Allocations include projects with FY2022 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2022 Proposed Budget of \$21.7 million is for the improvement and maintenance of local transportation, including streets and roads for the twenty cities in the County and the unincorporated County.
- **SFO Bart Extension** – The FY2022 Proposed Budget of \$1.9 million is a direct allocation to BART. This represents the District's share of financial assistance associated with the existing San Mateo County / SFO Bart extension.
- **Paratransit** – The FY2022 Proposed Budget of \$3.9 million is to meet the paratransit needs of the County.
- **Caltrain** – The FY2022 Proposed Budget of \$7.7 million is for San Mateo County's local share of Caltrain expenditures that can be used for either operating and/or capital expenses; this represents up to 8% of Measure A sales tax receipts that can be transferred to the District for its share of the Caltrain Member Agency Contribution. For the FY2022 Budget, the District's Member Agency Contribution is expected to be \$0. The \$7.7 million share of District funds for Caltrain will be held in reserves with the TA for future Caltrain allocations.

Measure A Categories (Attachment A, line 18)

Measure A Categories include programs as detailed in Attachment B. These categories include Alternative Congestion Relief, Dumbarton, Caltrain, Pedestrian and Bicycle Program, Local Shuttle, Streets and Highways, Grade Separation, and the San Mateo County Ferry Service.

- **Alternative Congestion Relief** – The \$1.0 million in the FY2022 Proposed Budget represents the full 1% of projected sales tax outlined in the 2004 TEP. Of the total, \$0.4 million is proposed to be set aside for future alternative congestion relief projects. The remaining \$0.6 million is budgeted for Commute.org's Transportation Demand Management Program for FY2022.
- **Dumbarton** – The FY2022 Proposed Budget of \$1.9 million is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. This amount will be set aside for potential programming to the Dumbarton Rail Project, which is currently in the conceptual planning phase and is being managed by the District.

- **Caltrain** – San Mateo County's local share for the Caltrain system-wide capital improvement program in the FY2022 Proposed Budget is \$7.7 million. This represents 8% of Measure A sales tax receipts for the Caltrain Member Agencies' capital budget contributions. For the FY2022 Budget, the Member Agencies Contribution is expected to be \$0. The \$7.7 million local share for Caltrain will be held in reserves with the TA for future Caltrain allocations.
- **Pedestrian and Bicycle** – The Pedestrian and Bicycle line item for \$2.9 million represents the 3% of sales tax revenues designated for this category in the 2004 TEP. These funds will be used for projects selected through future calls for projects.
- **Local Shuttle** – The \$3.9 million for this line item represents the funds set aside for shuttles receiving allocations resulting from the FY2022 Shuttle Program call for projects.
- **Streets and Highways** – In accordance with the 2004 TEP, the Streets and Highways Program expenditures include funding for projects in key congested corridors in the amount of \$16.7 million, and for supplemental roadway projects in the amount of \$9.8 million. These funds will be used for projects selected through future calls for projects.
- **Grade Separation** – The \$14.5 million Proposed Budget for this line item is available for future Grade Separation projects. The full 15% of Measure A sales tax revenues outlined in the 2004 TEP is set aside for Grade Separation projects. Funds in the FY2022 budget will be available for future allocation now that all prior commitments made by the TA for Grade Separation projects have been met. In prior year budgets, Grade Separation included a Board-approved advancement of budget authority for the 25th Avenue Grade Separation. Final payment for this advance is reflected in the FY2021 Forecast Measure A Categories for Grade Separation in the amount of \$10.8 million. The FY2022 Proposed Budget reflects the full share of Measure A Sales Tax Revenues for Grade Separation Category of 15%.
- **San Mateo County Ferry Service** - \$1.9 million for this line item appears in the FY2022 Proposed Budget and is available for programming to ferry projects in accordance with the 2004 TEP and TA Strategic Plan. The 2% share of Measure A sales tax revenue in the FY2022 budget will be set aside for ferry projects and will be allocated in the FY2022 budget for allocation in accordance with the 2004 TEP now that all prior commitments have been met. In prior year budgets, San Mateo County Ferry included a Board-approved advancement of budget authority for the South San Francisco Ferry Terminal. Final payment for this project is reflected in the FY2021 Forecast Measure A Category for San Mateo County Ferry in the amount of \$0.7 million. The FY2022 Proposed Budget reflects the full share of Measure A Sales Tax Revenues for Ferry Category of 2%.

Other Uses (Attachment A, line 20)

FY2021 Forecast reflects the budget authority for the \$100 million grant funding received for the 101 Express Lanes Project. The FY2022 Budget is \$0 as there are no additional grant funds anticipated for the project this year, hence no commensurate budget authority is needed in FY2022.

Measure W Annual Allocations (Attachment A, line 22)

Annual Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY2022 are projected at \$9.6 million. Annual Allocations include projects with FY2022 funding requirements as detailed in Attachment B.

- **Allocation to Local Entities** – The FY2022 Proposed Budget of \$9.6 million is for the major arterial and local roadway improvements in key congested areas throughout the County. Of the \$9.6 million allocated to Local Safety, Pothole and Congestion Relief Improvements.

Measure W Categories (Attachment A, line 24)

Measure W Categories include programs as detailed in Attachment B. These categories include Countywide Highway Congestion Improvements, Local Safety, Pothole and Congestion Relief Improvements, Bicycle and Pedestrian Improvements, and Regional Transit Connections.

- **Countywide Highway Congestion Improvements** – The \$21.7 million in the FY2022 Proposed Budget is the full 22.5% of projected sales tax outlined in Measure W.
- **Local Safety, Pothole and Congestion Relief Improvements Grade Separation** – The FY2022 Proposed Budget of \$2.4 million is the full 2.5% identified in the Congestion Relief Plan in Measure W.
- **Bicycle and Pedestrian Improvements** – The Bicycle and Pedestrian line item for \$4.8 million in the FY2022 Proposed Budget represents the full 5% of sales tax revenues designated for this category in Measure W. These funds will be used for projects selected through future calls for projects.
- **Regional Transit Connection** – The FY2022 Proposed Budget of \$9.6 million is the full 10% set aside in the Measure W Congestion Relief Plan. These funds will be used for projects that improve transit connectivity between the County and the region.

Total Measure W Categories for FY2022 are projected at \$38.6 million, of which 1% will be set aside to fund staff support.

Oversight (Attachment A, line 26)

Oversight costs include staff and consultant costs to support programming and monitoring of projects, calls for projects and administration of the policies and procedures for implementation of the 2004 TEP. These expenditures will be funded from interest earned on the investment of fund balances. The oversight category contains \$2.3 million for TA costs associated with implementing the various 2004 TEP categories. There is no change in Oversight when compared to the FY2021 Forecast.

Staff Support (Attachment A, line 29)

Staff Support includes wages and benefits to administer the TA. The FY2022 Proposed Budget for this line is \$1.5 million. A majority of the \$1.5 million budget will be funded by the 1.0% of the FY2022 Measure A sales tax category designated for staff support; the remainder will be funded from previous' years surpluses in this category. The increase compared to the FY2021 Forecast is primarily due to increases in Inter-Agency Overheads costs of \$237,000, allocated retiree medical costs and unfunded pension obligations of \$22,000, and an overall increase in wages and benefits of \$35,000.

Measure A Info-Others (Attachment A, line 30)

Measure A Info-Others expense includes printing and information services for the Communications division. Measure A Info-Others is budgeted at \$5,000 for FY2022.

Other Admin Expenses (Attachment A, line 31)

Other Admin Expenses represent administrative expenses other than Staff Support and Measure A Info-Other. Other Admin Expense is budgeted at \$1.4 million for FY2022 and primarily consists of legal expenses, insurance expenses, and bank and audit fees. The decrease between FY2022 Budget and FY2021 Forecast is primarily due to one-time expenses associated with the FY2020 Bonds issuance. That decrease is offset by higher bank fees of \$223,000, an increase in insurance premiums of \$33,000, a new \$50,000 per year contract for sales tax auditing and recovery services, and a one-time recruiting expense cost/increase of \$150,000.

Total Administrative (Attachment A, line 32)

Total administrative expenditures for FY2022 are projected at \$2.9 million, or 1.3% less than the FY2021 Forecast.

Public Hearing Requirement

Section 131265 (a) of the California Public Utilities Code requires county transportation authorities to adopt an annual budget following a public hearing conducted in accordance with Public Utilities Code Section 131266.

On May 6, 2021 the TA Board of Directors called for a public hearing on June 3. Public notice of the public hearing appeared in the San Mateo Daily Journal on May 19. The notice was also posted in the lobby of the TA's administrative headquarters in San Carlos. As of publication of this staff report, the TA had received no written comments on the proposed budget.

Prepared By: Virginia Baum, Manager, Budgets
Daniel Srour, Senior Budget Analyst

650-508-7963
650-508-6302

RESOLUTION NO. 2021 –

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

ADOPTING A BUDGET IN THE AMOUNT OF \$148,893,304 FOR FISCAL YEAR 2022

WHEREAS, Section 131265(a) of the California Public Utilities Code requires the San Mateo County Transportation Authority ("Authority" or "TA") Board of Directors to adopt an annual budget; and

WHEREAS, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 3rd, 2021; and

WHEREAS, the Acting Executive Director has prepared and presented to the Board of Directors the proposed budget for Fiscal Year 2022 which includes: Measure A Annual Allocations in the amount of \$35,220,872, Measure A Categories in the amount of \$60,309,713, Measure W Annual Allocations in the amount of \$9,649,554, Measure W Categories in the amount of \$38,598,216, Oversight in the amount of \$2,250,000, and Total Administrative Expenses in the amount of \$2,864,949.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2022, a copy of which is attached and incorporated herein as Attachments A and B.

Regularly passed and adopted the 3rd day of June, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST

Chair, San Mateo County Transportation Authority

Authority Secretary

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2022 PROPOSED BUDGET**

ATTACHMENT A

	FY2020 ACTUAL A	FY2021 FORECAST B	FY2022 PROPOSED C	FY2022 PROPOSED TO FY2021 FORECAST Increase (Decrease) D= C-B	BUDGET PERCENT CHANGE E = D/B	
REVENUE:						
1 Sales Tax - Measure A	91,642,102	87,645,967	96,495,540	8,849,573	10.1%	1
2						2
3 Sales Tax - Measure W	44,151,198	43,822,984	48,247,770	4,424,787	10.1%	3
4						4
5 Interest Income	8,185,333	7,571,597	4,898,970	(2,672,627)	-35.3%	5
6						6
7 Rental Income	1,055,233	1,031,339	1,170,938	139,599	13.5%	7
8						8
9 Other Sources	4,301,963	100,000,000	400,000	(99,600,000)	-99.6%	9
10						10
11 TOTAL REVENUE	149,335,828	240,071,886	151,213,218	(88,858,668)	-37.0%	11
12						12
13						13
14 EXPENDITURES:						14
15						15
16 Measure A Annual Allocations	33,421,806	31,990,778	35,220,872 (1)	3,230,094	10.1%	16
17						17
18 Measure A Categories	90,764,895	43,744,370	60,309,713 (1)	16,565,343	37.9%	18
19						19
20 Other Uses	-	100,000,000	-	(100,000,000)	-100.0%	20
21						21
22 Measure W Annual Allocations	8,830,240	8,764,597	9,649,554 (1)	884,957	10.1%	22
23						23
24 Measure W Categories	13,585	33,979,345	38,598,216 (1)	4,618,871	13.6%	24
25						25
26 Oversight	1,099,619	2,250,000	2,250,000	-	0.0%	26
27						27
28 Administrative:						28
29 Staff Support	952,172	1,112,453	1,481,054	368,601	33.1%	29
30 Measure A Info-Others	7,473	5,000	5,000	-	0.0%	30
31 Other Admin Expenses	881,326	1,785,890	1,378,895	(406,995)	-22.8%	31
32 Total Administrative	1,840,970	2,903,343	2,864,949	(38,394)	-1.3%	32
33						33
34 TOTAL EXPENDITURES	135,971,116	223,632,433	148,893,304	(74,739,129)	-33.4%	34
35						35
36 EXCESS/(DEFICIT)	13,364,712	16,439,454	2,319,914	(14,119,539)	-85.9%	36
37 <i>*Previously allocated budget</i>						37
38 <i>Grade Separation</i>		(10,784,417)	-	(2)		38
39 <i>San Mateo Ferry Service</i>		(651,256)	-	(3)		39
40 Adjusted EXCESS/(DEFICIT)		5,003,781	2,319,914			40
41						41
42						42
43 (1) See Attachment B for details.						43
44 (2) The FY2021 adopted budget for Grade Separation was reduced by \$10,784,417. Grade Separation has now fully met it's						44
45 prior commitments and will budget the full 15% of Measure A sales tax for the FY22 budget.						45
46 (3) The FY2021 adopted budget for San Mateo Ferry Service was reduced by \$651,256. San Mateo Ferry Service has now fully met it's						46
47 prior commitments and will budget the full 2% of Measure A sales tax for the FY22 budget.						47

ATTACHMENT B

FY2022 ALLOCATIONS AND EXPENDITURES

		MEASURES A & W	FY 2022	
		TEP % Share	PROPOSED Budget	
MEASURE A ANNUAL ALLOCATIONS:				
1	LOCAL STREETS & TRANSPORTATION			1
2	ALLOCATION TO LOCAL ENTITIES	22.50%	21,711,497	2
3	SFO BART EXTENSION	2.00%	1,929,911	3
4		Total Pass-Thru	23,641,407	4
5				5
6	PARATRANSIT	4.00%	3,859,822	6
7	TRANSFER TO SMCTD FOR CALTRAIN *	8.00%	7,719,643	7
8				8
9	TOTAL ANNUAL ALLOCATIONS		35,220,872	9
10				10
11	MEASURE A CATEGORIES:			11
12	ALTERNATIVE CONGESTION RELIEF	1.00%		12
13	Available for future ACR projects 000903		392,420	13
14	Commuter.org TDM program 000807		572,535	14
15	DUMBARTON 100263	2.00%	1,929,911	15
16	CALTRAIN 000907	8.00%	7,719,643	16
17	PEDESTRIAN AND BICYCLE PROGRAM 000816	3.00%	2,894,866	17
18	LOCAL SHUTTLE 000902	4.00%	3,859,822	18
19	STREETS AND HIGHWAYS			19
20	Key congested corridors program 000900	17.30%	16,693,728	20
21	Supplemental roadway projects 000901	10.20%	9,842,545	21
22	GRADE SEPARATION 100258	15.00%	14,474,331	22
23	SAN MATEO COUNTY FERRY SERVICE 100264	2.00%	1,929,911	23
24				24
25	TOTAL MEASURE A CATEGORIES		60,309,713	25
26	STAFF SUPPORT	1.00%	964,955	26
27	TOTAL MEASURE A SALES TAX		96,495,540	27
28				28
29	MEASURE W ANNUAL ALLOCATIONS:**			29
30	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS			30
31	ALLOCATION TO LOCAL ENTITIES	10.00%	9,649,554	31
32				32
33	MEASURE W CATEGORIES: **			(1) 33
34	COUNTYWIDE HIGHWAY CONGESTION IMPROVEMENTS 100422	22.50%	21,711,497	34
35	LOCAL SAFETY, POTHOLE AND CONGESTION RELIEF IMPROVEMENTS			35
36	GRADE SEPARATION 100423	2.50%	2,412,389	36
37	BICYCLE AND PEDESTRIAN IMPROVEMENTS 100424	5.00%	4,824,777	37
38	REGIONAL TRANSIT CONNECTIONS 100425	10.00%	9,649,554	38
39	TOTAL MEASURE W CATEGORIES		38,598,216	39

* TA will retain the 16% allocation for Caltrain in FY22; Samtrans Member Operating & Capital Contribution is \$0 for FY22 Budget

** Percents reflect 50% of the total Half Cent Sales Tax related to Measure W

(1) Note: 1% of the total Measure W Categories will be reserved for Staff Support

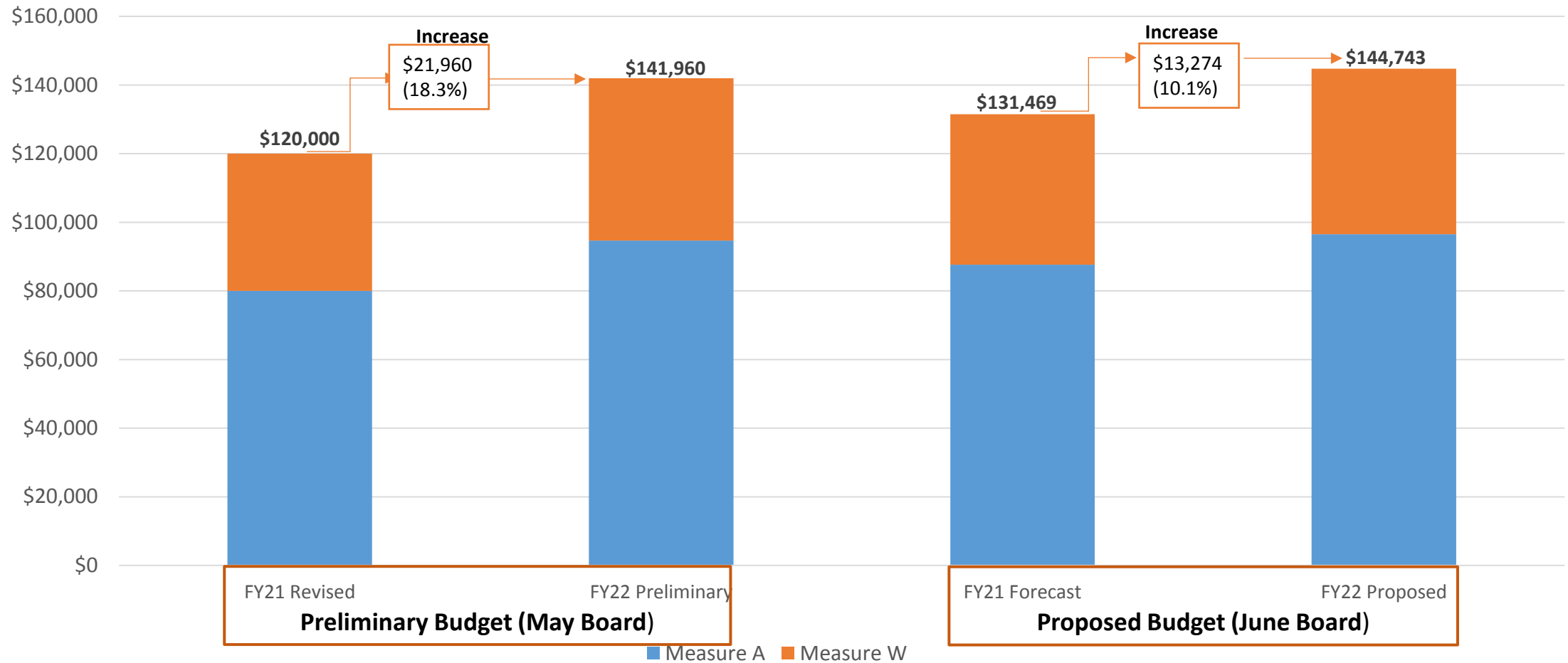
Proposed FY2022 Budget

June 3, 2021
Agenda Item #11 (a)



Changes from May Board Meeting- Sales Tax

(in thousands)



*FY21 Sales Tax Revenue increased from \$120.0M to \$131.5M: from the FY2021 Revised to FY2021 Forecast (increase of \$11.5M or 9.6%)

*FY22 Sales Tax Revenue increased from \$142.0M to \$144.7M: from the FY2022 Preliminary Budget to FY2022 Proposed Budget (increase of \$2.8M or 1.9%)

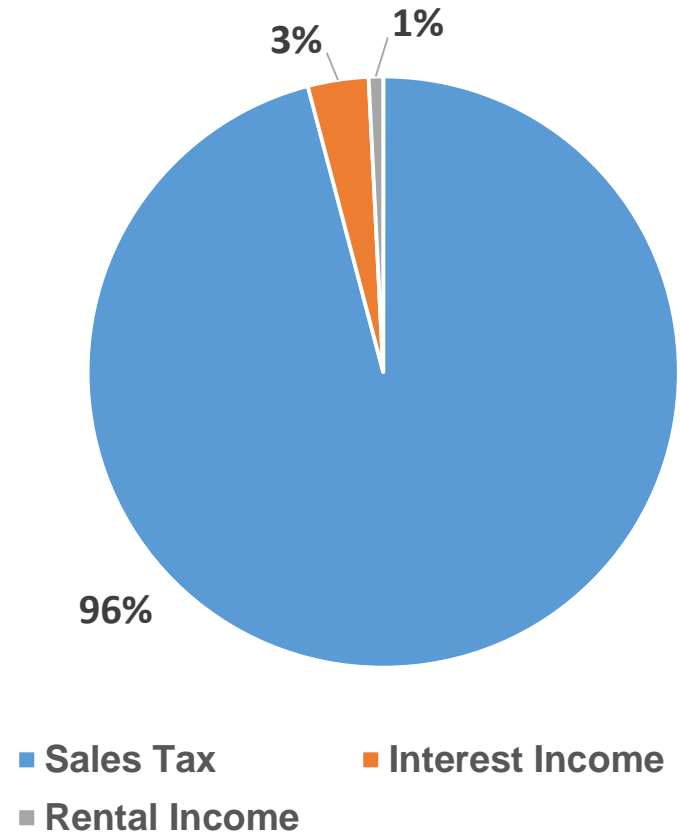


FY2022 Proposed Budget TA Revenues

(in millions)

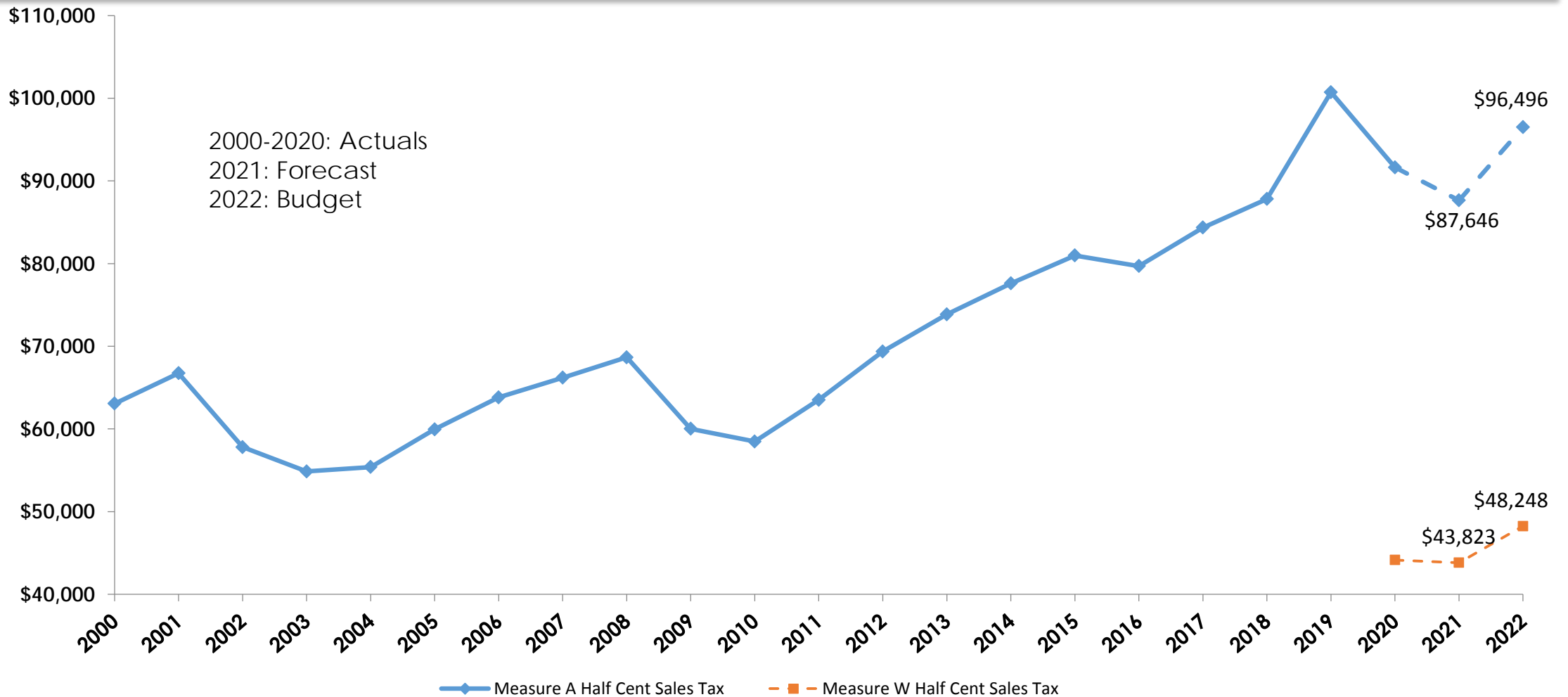
	FY2021 Forecast	FY2022 Proposed	% Change inc/(dec)
Sales Tax Measure A	\$87.6	\$96.5	10.1%
Sales Tax Measure W	43.8	48.2	10.1%
Interest Income	7.6	4.9	(35.3%)
Rental Income	1.0	1.2	13.5%
Other Sources	100.0	0.4	(99.6%)
Total Revenue	\$240.0	\$151.2	(37.0%)

Percent of Total Revenue for FY2022 Proposed Budget



Measure A & W Sales Tax

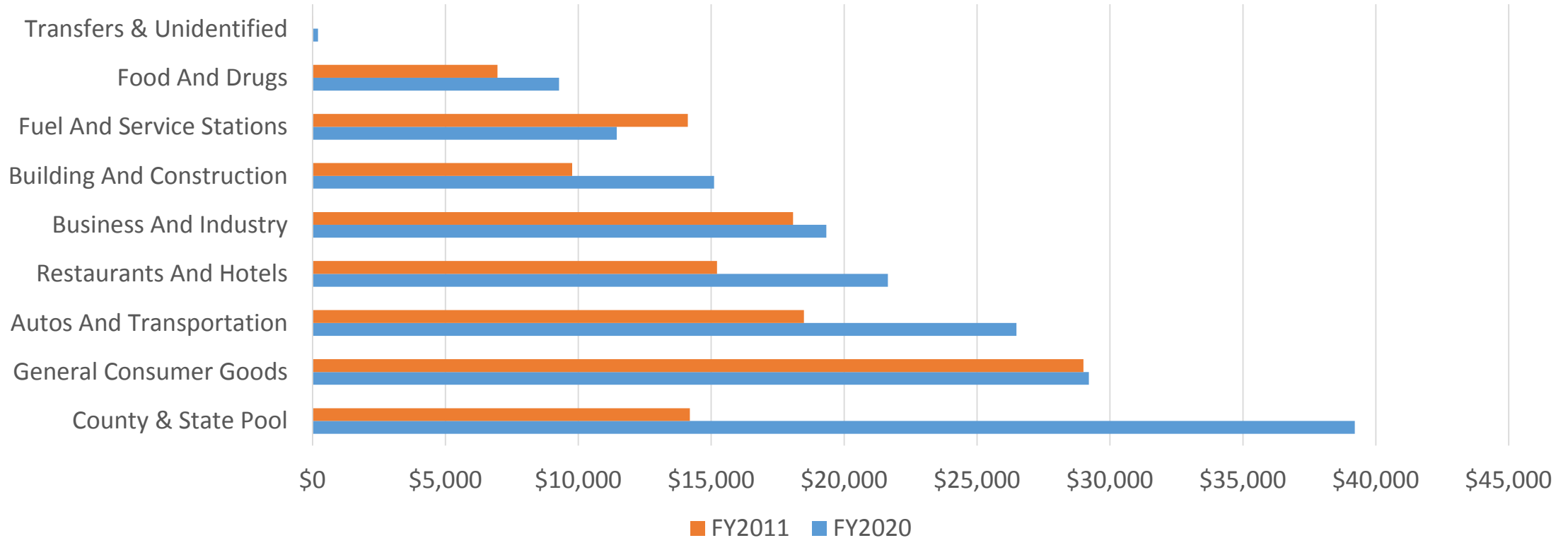
(\$ in thousands)



Sales Tax Revenue by Industry

(\$ in thousands)

San Mateo County Sales Tax Receipts



*County and State Pool refers to online purchases that allows states to charge tax on purchases made from out-of-state online sellers.

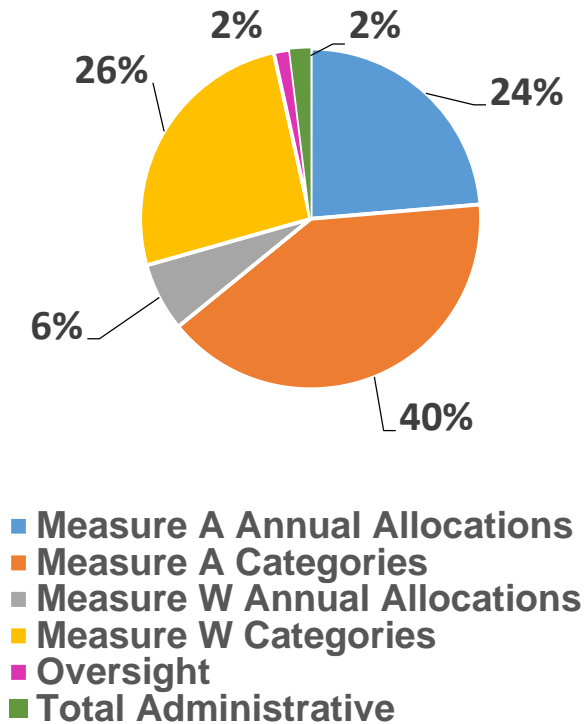


FY2022 Expenditures

(in millions)

	FY2021 Forecast ¹	FY2022 Proposed	% Change inc/(dec)
Measure A Annual Allocations	\$32.0	\$35.2	10.1%
² Measure A Categories	43.7	60.3	37.9%
Other Uses	100.0	-	(100.0%)
Measure W Annual Allocations	8.7	9.6	10.1%
Measure W Categories	34.0	38.6	13.6%
Oversight	2.3	2.3	-
Total Administrative	2.9	2.9	(1.3%)
Total Expenditures	\$223.6	\$148.9	(33.4%)

Percent of Total Expenditures
FY2022 Proposed Budget



¹ FY2021 Forecast Measure A and Measure W Categories include a true up for actual sales proceeds received in FY2020 and therefore do not equal the percent change for the Measure A and Measure W Sales Tax Revenues and Annual Allocations.

² Measure A Categories included a Board approved advancement of budget authority for the 25th Ave Grade Separation and the South San Francisco Ferry Terminal projects. Final payments for these project advances are reflected in the FY2021 Forecast Measure A Categories for Grade Separation and San Mateo County Ferry in the amount of \$10.8M and \$0.7M respectively. The FY2022 Proposed Budget reflects the full share of Measure A sales tax for Grade Separation and San Mateo County Ferry Categories of 15% and 2% respectively.

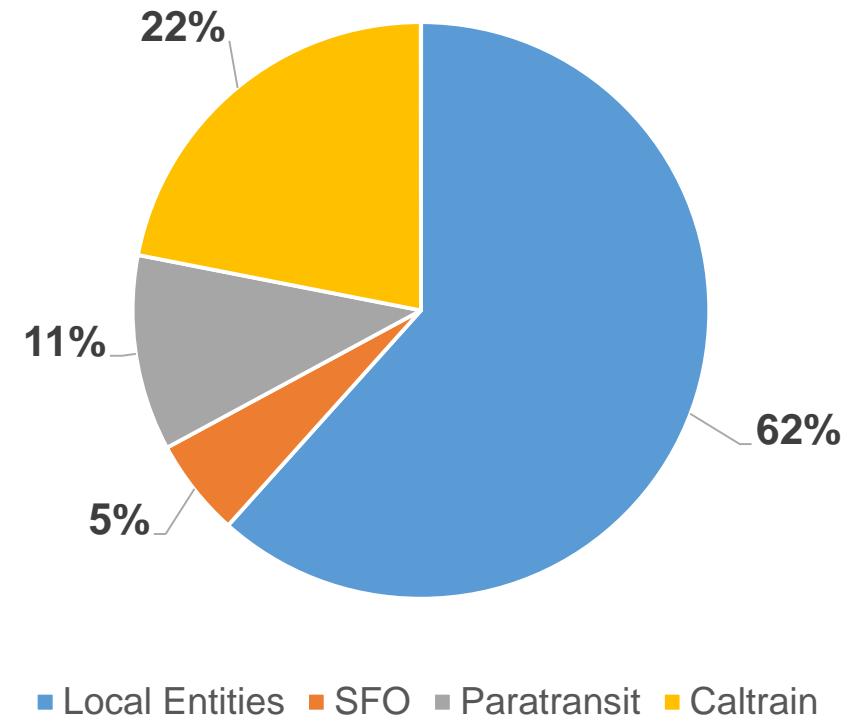


Measure A Annual Allocations

(in millions)

	FY2021 Forecast	FY2022 Proposed	% Change inc/(dec)
Local Streets & Transportation	\$19.7	\$21.7	10.1%
SFO BART Extension	1.8	1.9	10.1%
Paratransit	3.5	3.9	10.1%
Caltrain	7.0	7.7	10.1%
Total Annual Allocations	\$32.0	\$35.2	10.1%

**Percent of Total Annual Allocations
FY2022 Proposed Budget**

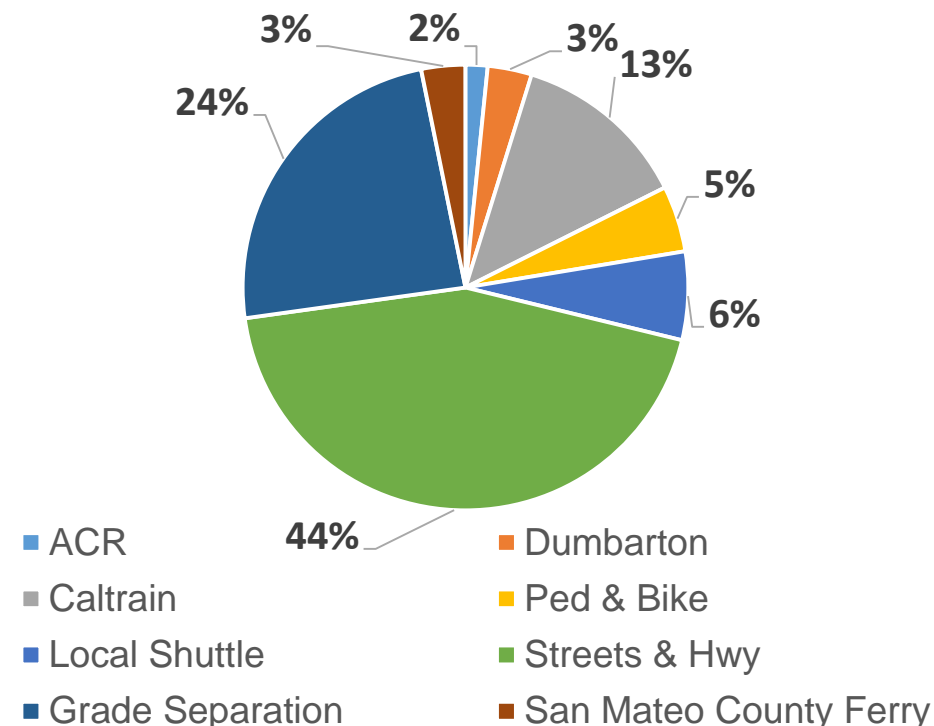


Measure A Categories

(in millions)

	FY2021 Forecast ¹	FY2022 Proposed	% Change inc/(dec)
Alternative Congestion Relief	\$0.9	\$1.0	9.3%
Dumbarton	1.8	1.9	9.3%
Caltrain	7.0	7.7	9.3%
Pedestrian & Bicycle	2.6	2.9	9.3%
Local Shuttle	3.5	3.9	9.3%
Streets & Highways	24.3	26.5	9.3%
² Grade Separation	2.5	14.5	488.7%
² San Mateo County Ferry	1.1	1.9	73.2%
Total Measure A Categories	\$43.7	\$60.3	37.9%

Percent of Total Measure A Categories
FY2022 Proposed Budget



¹ FY2021 Forecast Measure A Categories include a true up for actual sales proceeds received in FY2020 and therefore do not equal the percent change for the Measure A Sales Tax Revenues and Annual Allocations.

² Measure A Categories included a Board approved advancement of budget authority for the 25th Ave Grade Separation and the South San Francisco Ferry Terminal projects. Final payments for these project advances are reflected in the FY2021 Forecast Measure A Categories for Grade Separation and San Mateo County Ferry in the amount of \$10.8M and \$0.7M respectively. The FY2022 Proposed Budget reflects the full share of Measure A Sales Tax Revenues for Grade Separation and San Mateo County Ferry Categories of 15% and 2% respectively.



Measure W Annual Allocations

(in millions)

	FY2021 Forecast	FY2022 Proposed	% Change inc/(dec)
Local Safety, Pothole and Congestion Relief Improvements	\$8.8	\$9.6	10.1%



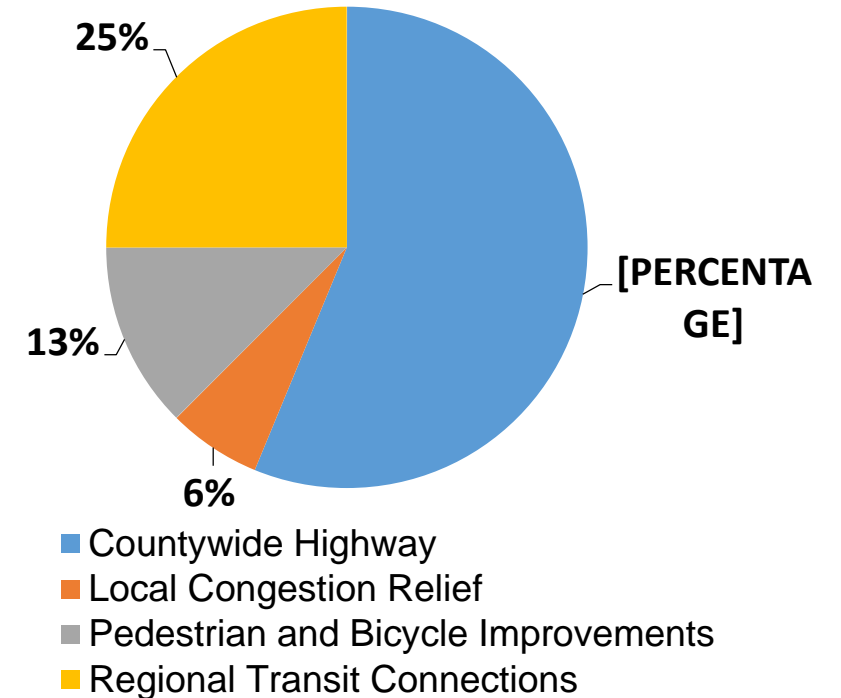
Measure W Categories*

(in millions)

	FY2021 Forecast ¹	FY2022 Proposed	% Change inc/(dec)
Countywide Highway Congestion Improvements	\$19.1	\$21.7	13.6%
Local Congestion Relief- Grade Separation	2.1	2.4	13.6%
Pedestrian & Bicycle Improvements	4.3	4.8	13.6%
Regional Transit Connections	8.5	9.7	13.6%
Total Measure W Categories	\$34.0	\$38.6	13.6%

*1% of Measure W Categories will be used for staff support

Percent of Total Measure W Categories
FY2022 Proposed Budget



¹ FY2021 Forecast Measure W Categories include an adjustment for actual sales proceeds received in FY2020 and therefore do not equal the percent change for the Measure W Sales Tax Revenues and Annual Allocations.



Proposed FY2022 Budget



**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

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

SUBJECT: **SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY'S (SMCEL-JPA) REQUEST TO THE TRANSPORTATION AUTHORITY (TA) TO USE THE CREDIT ENHANCEMENT FEE INCLUDED IN THE JULY 2020 LOAN AGREEMENT FOR SPECIFIED PURPOSES**

ACTION

This item is being presented to the Board for discussion only. Possible actions may be taken at subsequent meeting(s).

SIGNIFICANCE

At the April 9, 2021 SMCEL-JPA Board Meeting, its board members voted to request that the TA discuss and consider applying the revenues from the Enhancement Fee to the JPA's Equity Program. The Enhancement Fee was agreed to and set forth in the Loan Agreement by which the TA made available \$100 million in bond proceeds to SMCEL-JPA to cover the capital costs of the 101 Express Lanes Project. A copy of the letter requesting the TA to consider this is included as Attachment A.

This item is being presented to the Board for discussion only. Staff will discuss the implication of the SMCEL-JPA inquiry, and possible options on how the TA can respond to the request.

At the July 2020 meeting, the TA Board authorized and approved the issuance of Tax Bonds in an aggregate amount not to exceed \$100 million to assist in the financing, on behalf of SMCEL-JPA, of its portion of the capital costs associated with the US 101 Express Lanes Project.

The TA and SMCEL-JPA entered into a Loan Agreement so the Tax Bonds will be repaid by SMCEL-JPA in the future by toll revenues generated by the express lanes once they are operational.

The Loan Agreement set forth terms and conditions of the loan arrangement and would include repayment of the up to \$100 million loan plus all required interest, costs, and fees during the life of the loan. As part of the Loan Agreement, there is an Enhancement Fee that was included, and it would be paid by SMCEL-JPA to the TA. The Enhancement Fee is a charge from the TA to compensate it for risks and efforts

associated with the issuance and maintenance of the bonds. The Enhancement Fee will be charged on the outstanding balance of the loan at an annual rate of 0.4 percent. However, in any fiscal year in which the Capital Loan balance is reduced by a minimum of at least \$5 million, the TA would use 0.15 percent of the Enhancement Rate to reduce the outstanding principal on the Capital Loan.

Furthermore, included in the \$100 million loan was \$1 million to provide SMCEL-JPA start-up funds for an equity program to be administered by SMCEL-JPA, anticipated to begin when the express lanes are operational. In addition to the initial, one-time set-aside of \$1 million from the bond proceeds for the Equity Program, the TA, and SMCEL-JPA also agreed that when annual payments are made to the TA for the loan repayment, SMCEL-JPA will pay off first the annual operating and administrative expenses associated with the operation of the express lanes, and then set aside an annual \$600,000 for the ongoing administration of the equity program before making payments to the TA.

BACKGROUND

As a partner agency, the TA agreed to enter into a Loan Agreement with SMCEL-JPA to issue up to \$100 million in tax bonds on behalf of SMCEL-JPA for the Project. The cost of tax bond issuance by the TA is much more favorable and cost-effective than the SMCEL-JPA would have received in the bond marketplace, since the TA has an excellent and established credit rating, as well as the fact that the tax bonds are backed by both Measures A and W.

As reported to the TA Board at their April 2021 meeting, at the time of issuance, the interest rate assumption of 2 percent was used to base the debt service for this entire debt issuance with Fiscal Year 2021 expected interest cost to be around \$1.45 million; however, with the historically low interest rate environment, interest rates are currently at 1 basis point. As of February 2021, the total interest cost for the entire \$100 million has only been \$28,191.

Prepared By: April Chan, Chief Officer, Planning, Grants & the TA

650-508-6228

San Mateo County Express Lanes Joint Powers Authority (JPA)

City/County Association of Governments of San Mateo County ❖ San Mateo County Transportation Authority

Board of Directors

Don Horsley, Chair
Diane Papan, Vice Chair
Alicia Aguirre
Emily Beach
Maryann Moise Derwin
Rico Medina

May 14, 2021

Emily Beach, Board Chair
San Mateo County Transportation Authority
Transmitted via Email: ebeach@burlingame.org

Dear Emily,

As express lanes were being developed in San Mateo County, it has been evident that ensuring express lane related equity is a high priority for everyone in San Mateo County, particularly across members on the Board of Directors of the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), the San Mateo County Transportation Authority (TA), and the City/County Association of Governments of San Mateo County (C/CAG). The SMCEL-JPA commissioned an Equity Study involving extensive community engagement and resulting in four (4) proposed recommended equity program alternatives. While there is strong community support for the high priority equity alternatives, there are insufficient funds available for implementation.

To help reduce the shortfall for this important initiative, at its April 9, 2021 meeting, the SMCEL-JPA Board voted to request that the TA agendaize a discussion and consider applying, by any appropriate means, the credit enhancement fee paid by toll revenue from SMCEL-JPA to the TA per the US-101 Express Lanes Project Loan Agreement (Loan Agreement) to the Express Lanes Equity Program. By this letter, we request that the TA Board hold such a discussion to consider applying the enhancement fee to the San Mateo County Express Lanes Equity Program. We welcome the opportunity to discuss the many public benefits that will accrue to motorists and transit users of lower socioeconomic status if the credit enhancement fee received by the TA, or any other sources of additional revenue, are designated to support the implementation of Express Lanes Equity Program.

Sincerely,



Don Horsley
Chair, SMCEL-JPA Board of Directors

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STAFF REPORT**

TO: Transportation Authority

THROUGH: Carter Mau
Acting Executive Director

FROM: Rona Rios
Acting Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE**

ACTION

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates.

SIGNIFICANCE

The 2021 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies those bills on which staff proposes that the Authority take a formal position.

Prepared By: Amy Linehan, Public Affairs Specialist

650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
As of May 14, 2021

As previously reported, the President's FY22 budget request has been delayed significantly this year. Preliminary topline numbers were released in April, and the White House Office of Management and Budget announced this week that the full budget request will be submitted to Congress and made public on May 27. The latest expectation is that the House will pass a FY22 budget resolution with reconciliation instructions in June or July, which preserves procedural options in the event that the White House and Congressional leadership determine that they will need to use reconciliation process to get major priorities through the Senate.

During this period before the budget request, Congress has been working through the initial stages of the appropriations process, with the Senate recently joining the House in providing a very brief window to submit earmark requests. The House and Senate Appropriations Committee issued different lists of eligible programs eligible for specific congressional direction, which adds to the number of issues that will need to be worked out as the earmark process is revived and reformed.

The White House continues to discuss the American Jobs Plan infrastructure proposal with Congressional leadership and with key members of the House and Senate. The process remains in flux, with bipartisan talks appearing to center on something around \$1T. Additional counteroffers and additional meetings are expected in the coming days. As this process plays out, there will be questions not only about the policy and funding levels contained in the proposal, but about its duration and the source of funds: will the funding be spread out over 5 years or 8? Will unobligated Rescue Plan funds be made available for this proposal, or will it all represent new money? And as we have reported before, these bipartisan discussions are only part of the picture. The White House and Congressional leadership still need to decide whether, and when, to use the reconciliation process. They may pair a smaller bipartisan infrastructure bill with a reconciliation bill that includes other pieces of the President's Jobs and Family Plans, or if bipartisan talks drag on without conclusion, they may decide to use reconciliation to avoid a Senate filibuster on something closer to the original Biden proposal.

In part to keep the pressure on the bipartisan negotiations, the House and Senate committees continue to forge ahead on surface transportation. The House T&I committee is now likely to mark up its bill in early June, which is a change from the previous plan of late May, and the Senate EPW committee majority has floated an initial \$320B surface transportation proposal to the committee Republicans for consideration. As part of the leadup to that bill's introduction, the Senate EPW committee invited Caltrans Director Toks Omishakin to testify at a hearing on improving equity in transportation programs; his testimony covered a lot of ground, including the need to invest in safer multimodal and active transportation facilities, and he took a question on bike and pedestrian transportation. Sen. Padilla's questioning focused on how to involve small and disadvantaged businesses in transportation project development and construction.



May 14, 2021

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

RE: STATE LEGISLATIVE UPDATE AND MAY REVISE TO THE GOVERNOR'S FY 2021-22 BUDGET

BUDGET UPDATE

On May 14, Governor Newsom released his May Revision to the FY 2021-22 budget. The May Revision (May Revise) stands in stark contrast to the budget of one year ago. Compared to a projected budget deficit of \$54.3 billion a year ago, the state now has a projected \$75.7 billion surplus. Combined with over \$25 billion in federal relief, this supports a \$100 billion “California Comeback Plan” towards the Governor’s vision of accelerating the state’s economic recovery from the COVID-19 pandemic.

Education, particularly K-14 education is a major benefactor, as \$93.7B is proposed (\$14,400 per pupil) in addition to the \$15.3 billion in federal funding that has been received. The May Revise includes \$24.4 billion in reserves, which is the highest in state history. The forecast does not project large structural deficits; however, risks to the economic forecast remain—new coronavirus variants, vaccine hesitancy, higher inflation if disrupted supply chains cannot support increased consumer demand, and a stock market decline that would impact state revenues. These risks, together with the one-time nature of the federal funds and new revenue, constrain the state’s ability to significantly expand ongoing commitments.

Highlights of the California Come back Plan proposes to make the following investments:

- \$20 billion to transform public education by expanding after school programs, tutoring, universal meal programs, the arts, sports, and mental health programs.
- \$12 billion in tax rebates. People making under \$75K will receive \$600 -2/3 of all Californians, families with kids will receive an additional \$500, and an additional \$1500 for ITIN filers, which are those that do not have a social security number.
- \$12B to provide housing for the state’s 65,000 homeless population (\$7 billion for 46,000 units, \$1.75B for affordable housing; \$447 million for student homeless housing, \$193 million for encampment strategies, \$150 million for Project Room Key).
- \$7 billion to close the digital divide by providing broadband for all.
- \$5.1 for drinking and wastewater infrastructure.
- \$5.1B for mental health services.
- \$3.5B to end homeless in five years, provide rent support, grants to local governments (\$40M).

- \$5.2 billion to assist low-income renters pay 100% of their back-rent and utilities
- \$2 billion to assist renters with past due utility bills.
- \$1.5 billion towards litter abatement to clean highways and corridors.
- \$1.5B for small business grants (\$4 billion overall) to assist with COVID recovery.
- \$300 million for traffic fine forgiveness for fines incurred between January 1, 2015 through June 30, 2021 for low-income residents.

What Does This Mean for Transportation?

Senate Bill 1 (SB1) competitive programs are primarily funded by the vehicle registration fee, which provides for more predictable, stable funding source as opposed to the volatility of the gas tax. The Governor however is proposing to provide an additional \$11 billion in funding, \$4.4 billion from the General Fund to reduce greenhouse gas emissions, create jobs, and enhance mobility as follows:

- **Los Angeles Olympics**—\$1 billion General Fund to deliver critical projects in time for the 2028 Olympic Games.
- **Priority Transit and Rail Projects**—\$1 billion General Fund for transit and rail projects statewide that improve rail and transit connectivity between state and regional/ local services.
- **Active Transportation**—\$500 million General Fund to advance projects that increase the proportion of trips accomplished by walking and biking, increase the safety and mobility of non-motorized users, advance efforts of regional agencies to achieve greenhouse gas reduction goals, enhance public health, and benefit many types of users, especially in disadvantaged communities.
- **High Priority Grade Separations and Grade Crossing Improvements**—\$500 million General Fund to support critical safety improvements throughout the state.
- **High-Speed Rail**—\$4.2 billion Proposition 1A to complete high-speed rail construction in the Central Valley, advance work to launch service between Merced and Bakersfield, advance planning and project design for the entire project, and leverage potential federal funds.
- **State Highway Rehabilitation and Local Roads and Bridges**—\$2 billion (\$1.1 billion special funds through 2028, and \$968 million federal funds) to support the advancement of priority State Highway Operation and Protection Program (SHOPP) projects, Interregional Transportation Improvement Program (ITIP) projects, and local road and bridge investments. This amount includes \$912 million from the Coronavirus Response and Relief Supplemental Appropriations Act that was enacted by Congress in March.
- **Zero-Emission Rail and Transit Equipment Purchases and Infrastructure**—\$407 million (\$100 million General Fund, \$280 million Public Transportation Account, and \$27 million federal funds) to demonstrate and purchase or lease state-of-the-art, clean bus and rail equipment and infrastructure that eliminate fossil fuel emissions and increase intercity rail and intercity bus frequencies.
- **Zero-Emission Buses and Trucks**—\$1.4 billion (\$1.3 billion General Fund, \$87 million Air Pollution Control Fund) to demonstrate and purchase or lease green buses and trucks. These funds are budgeted outside of the transportation budget and are included and described in the Climate Resilience Chapter.
- **Zero-Emission Vehicle Infrastructure**— \$826 million for a total of \$1.8B, and \$3.2B over three-years for ZEV infrastructure.
- **Litter Abatement**- One-time funding of \$1.5 billion General Fund will be used for a three-year effort to clean up garbage statewide, beautify the state’s transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

Budget subcommittees are currently in the process of evaluating components of the May Revision. The Assembly and Senate will then convene in a Conference Committee to reconcile differences

prior to sending to the floor of each house for a vote. Per the Constitution, the legislature must send a balanced budget to the Governor by June 15. The Governor must act before July 1 (12 working days after receipt), which is the beginning of the new fiscal year.

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

As you are aware, the California State Transportation Agency (CalSTA) released the [Climate Action Plan for Transportation Infrastructure](#) document. The plan outlines recommendations the state can implement to invest transportation funds to better mitigate climate change, as well as support public health, safety and equity. CAPTI builds on Executive Orders [N-19-19](#) and [N-79-20](#), which were signed by Governor Gavin Newsom in 2019 and 2020. CalSTA developed the draft CAPTI document after input from various state agencies and stakeholder groups. The draft document was available for public comment until May 19, 2021 with a final version expected in mid-July. SMCTA staff participated in the California Transit Association's CAPTI working group to develop formal comments on the document.

STATEWIDE COMPETITIVE GRANT PROGRAMS

At the request of SMCTA staff, we have included in this report 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 guidelines will be discussed later this Fall with applications being due at various dates to be determined in 2022.

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) in order to better leverage resources to provide multi-modal options.

Transit and Intercity Rail Capital Program (TIRCP)

The TIRCP was created to fund capital improvements to modernize California's intercity rail, bus, ferry, and rail transit systems to reduce emissions, expand and improve transit service and ridership, integrate rail services and improve transit safety. Funding from this program can be used to purchase zero-emission buses. Funds available are estimated at \$450-500 million for Cycle 4 but could change on auction proceeds and changing cash flow requirements of already awarded projects.

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 \$100 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.

Zero-Emission Bus Funding

At the request of SMCTA Staff, we have included in this report a list of current and future grant programs administered by State and local entities that fund zero-emission buses and charging infrastructure.

Volkswagen Environmental Mitigation Trust (\$65 million in FY 2019-20)

The Volkswagen (VW) Mitigation Trust provides incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)
Status: [Funding cycle open](#)

Carl Moyer (\$50 million in FY 2019-20)

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)
Status: [Funding cycle open](#)

Future Opportunities

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$142 million in FY 2019-20)

The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state's Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#); an update to the guidelines for FY 2019-20 is pending
Status: [Funding cycle is currently oversubscribed](#)

Alternative and Renewable Fuel and Vehicle Technology Program – Medium and Heavy-Duty Zero-Emission Vehicle and Infrastructure Concept (Up to \$47.5 million in FY 2019-20)

The Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) promotes the accelerated development and deployment of advanced transportation and fuel technologies. In 2019, the California Energy Commission circulated a funding concept, which could provide up to \$47.5 million to public and private transit agencies and truck fleets for new installations of, or upgrades to fueling infrastructure for battery electric and hydrogen fuel cell transit vehicles (sometimes referred to as “make-ready” infrastructure).

Current Guidelines: Concept found [here](#)

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.

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.

Transit and Intercity Rail Capital Program

The TIRCP is managed by CalSTA and is available to fund rail and transit projects that reduce greenhouse gas emissions. The program receives funding from Cap and Trade and the recently created Transportation Improvement Fee to the tune of approximately \$500 million per year. The TIRCP is programmed over 5 years, with the most recent cycle beginning in May 2018. Caltrain received \$160 million for the CalMod project.

Proposition 1A

This \$9.9 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.

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
AB 5 Fong (R) Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.	3/18/2021 Assembly Transportation Committee Two-year bill	This bill would suspend the continuous appropriation made from Cap and Trade auction proceeds to the High-Speed Rail Authority for fiscal years 2022-23 and 2024-25 and would instead require the transfer of those amounts from moneys collected by the California Air Resources Board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to support K-12 education and to offset any funding reduction for K-12 education.	Watch
AB 43 Friedman (D) Traffic safety.	5/11/2021 Senate Rules Committee	The bill would allow for the recalibration of speed limits of order to eliminate fatalities for motorists, bicyclists, and pedestrians.	Watch
AB 67 Petrie-Norris (D) Sea-level Rise Working Group	5/12/2021 Assembly Appropriations Committee Suspense File	This bill would require a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill would require, by March 1, 2022, the Ocean Protection Council, in consultation with the Office of Planning and Research, to establish a multiagency working group, consisting of specified individuals, on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill would require the council, in consultation with the working group to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided. The bill would require a state agency to conduct a sea level rise analysis for any state-funded infrastructure project located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, and restrict funding as needed, pursuant to that methodology.	Watch
AB 361 Rivas, Robert (D) Open meetings: local agencies: teleconferences	5/18/2021 Senate Rules Committee	<p>Executive Order No. N-29-20 suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic provided that notice and accessibility requirements are met, the public members are allowed to observe and address the legislative body at the meeting, and that a legislative body of a local agency has a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities.</p> <p>This bill provides exemptions from the Ralph M. Brown Act's meeting requirements to allow local jurisdictions to meet virtually during emergencies, provided the legislative body makes certain determinations by majority vote, publishes proper notice, and provides opportunity for public comment.</p>	Watch

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
AB 703 Rubio, Blanca (D) Open meetings: local agencies: teleconferences	5/3/2021 Assembly Local Government Two-year bill	This bill is similar to AB 361 except that would allow local jurisdictions to continue using teleconference capabilities provided that access is granted to the public without an emergency being called.	Watch
AB 745 Gipson (D) Air pollution: Clean cars 4 all program	5/12/2021 Assembly Appropriations Committee Suspense File	This bill would require the California State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low or moderate income, as defined, living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection.	Watch
AB 786 Cervantes (D) California Transportation Commission: Executive Director	2/25/2021 Assembly Transportation Committee Two-year bill	This bill would require the Governor, rather than the California Transportation Commission (CTC), to appoint the CTC Executive Director. This bill is unnecessary. The Governor already appoints 9 out of the 11 Commissioners, who hire the Executive Director.	Watch
AB 1499 (Daly) Transportation: design-build: highways	5/5/2021 Assembly Appropriations Committee Suspense File	This bill would remove the sunset date of January 1, 2024, for the ability to utilize the design-build project delivery system for up to 10 projects on the state highway system. This bill is co-sponsored by the Self-Help Counties Coalition and California Professional Engineers in California Government.	Supported on 5/6/2021

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
ACA 1 Aguiar-Curry (D) Local government financing: affordable housing and public infrastructure: voter approval.	12/7/2020 Introduced	<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>	Supported on 2/4/2021
SB 7 Atkins (D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.	5/13/2021 Governor's Desk	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified.</p> <p>This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specific plan for housing projects where the state has provided funding for the preparation of the master EIR. The bill would allow for limited review of proposed subsequent housing projects that are described in the master EIR if the use of the master EIR is consistent with specified provisions of CEQA. This bill contains other related provisions and other existing laws.</p>	Watch

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
<p>SB 10 Wiener (D)</p> <p>Planning and zoning: housing development: density.</p>	<p>5/14/2021</p> <p>Senate Appropriations Committee</p> <p>Suspense File</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.</p> <p>This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. The bill would prohibit a residential or mixed-use residential project consisting of 10 or more units that is located on a parcel rezoned pursuant to these provisions from being approved ministerially or by right. This bill contains other related provisions.</p>	<p style="text-align: center;">Watch</p>
<p>SB 44 Allen (D)</p> <p>California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.</p>	<p>5/14/2021</p> <p>Senate Appropriations Committee</p> <p>Suspense File</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for environmental leadership transit project, as defined, undertaken by a public agency.</p> <p>This bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
SB 66 Allen (D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	5/14/2021 Assembly Appropriations Committee Suspense File	This bill would require the California State Transportation Agency Secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.	Watch
SB 210 Wiener (D) Automated license plate recognition systems: use of data	5/20/21 Senate Appropriations Suspense File	This bill would require automated license plate recognition system (ALPR) operators and end-users to conduct annual audits to review ALPR searches and require most public ALPR operators and end-users to destroy all ALPR data within 24 hours that does not match information on a “hot list.” It also would require the Department of Justice (DOJ) to make available model ALPR policies and issues guidance to local law enforcement agencies	Watch
SB 339 (Wiener) D Road User Charge	5/14/21 Senate Appropriations Committee Suspense File	Existing law requires the CTC to create a Road Usage Charge (RUC) Technical Advisory Committee to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system and report its work to the Legislature. The existing authorization sunsets on January 1, 2023. This bill would extend the sunset date to January 1, 2027 because the CTC requested an extension to run another pilot with actual fee collection.	Supported on 4/1/2021
SB 475 Cortese (D) Transportation planning: sustainable communities strategies	4/27/2021 Senate Transportation Committee Two-year bill	This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years.	Watch

SMCTA Bill Matrix –June 2021

Measure	Status	Bill Summary	Recommended Position
SB 623 Newman (D) Electronic toll and transit fare collection systems	3/10/2021 Senate Judiciary Committee Two-year bill	This bill provides clarification with respect to the collection of data from electronic transmitters for bridge toll facilities. The aim is to protect privacy of subscribers to the system and make the information more readily accessible to the subscriber.	Watch
SB 635 Gonzalez (D) Cleanup activities on state highways, rights-of-way, off ramps, and homeless encampments	5/14/2021 Senate Appropriations Committee Suspense File	This bill would require Caltrans, in collaboration with the Inspector General, to review, audit, and efficiently coordinate cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. This bill would also require Caltrans to establish an advisory board in coordination with state and local agencies for the ongoing planning and coordination of cleanup activities related to state highways, rights-of-way, off ramps, and homeless encampments. The bill would require each Caltrans local district to develop cleanup schedules once every two weeks and post these schedules on their internet website.	Watch
SB 771 Becker (D) Sales and Use Tax Law: zero emissions vehicle exemption	5/18/2021 Senate Appropriations Committee Suspense File	This bill would provide 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).	Watch
SB 792 Glazer (D) Sales and use tax: retailers: reporting	5/14/2021 Senate Appropriations Committee Suspense File	This bill would require a retailer whose annual sales of tangible personal property transacted online exceeded \$1,000,000 for the previous calendar year to track and report to the department the city or ZIP code where the purchaser resides for each sale within the state that is transacted online. Tracking the location of online purchases may help Measure W revenues.	Watch