



BOARD OF DIRECTORS 2022

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

CARTER MAU
ACTING EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

September 1, 2022, 5:00 pm

San Mateo County Transportation Authority

Due to COVID-19, this meeting will be conducted as a hybrid teleconference and in-person meeting pursuant to [Assembly Bill 361](#) (Government Code Section 54953). **Members of the public, and staff members whose presence is not specifically requested, are encouraged to participate remotely.**

Directors, staff and the public may participate remotely via Zoom at:

<https://samtrans.zoom.us/j/97489736685?pwd=UkN4T0gwU0lwbHFjZkNCTm1Dd0VaZz09> or by entering Webinar ID: **974 8973 6685**, Passcode: **019469** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Directors, staff and the public also may participate in person at: San Mateo County Transit District, Bacciocco Auditorium - Second Floor, 1250 San Carlos Ave., San Carlos, CA

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
 - Cough
 - Shortness of Breath
 - Fever
 - Chills
 - Muscle Pain
 - Sore Throat
 - Loss of Taste or Smell
2. Visitors must use the hands-free temperature scanners upon entry. An alert will occur and entrance will be prohibited if a temperature is measured at 100.4 or above.
3. Visitors must show proof of Covid-19 vaccination or a negative COVID-19 test (with results obtained within last 7 days). Masks will be required for visitors who do not show proof of full vaccination (defined as two weeks after the second dose in a two-dose series, such as for the Pfizer-BioNTech and Moderna vaccines, or two weeks after a single dose of the J&J/Janssen vaccine).

The video live stream will be available after the meeting at

<https://www.smcta.com/about-us/board-directors/video-board-directors>

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

Oral public comments will also be accepted during the meeting in person and through Zoom* or the teleconference number listed above. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

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

Thursday, September 1, 2022

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 Informational
5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue Resolution
 - 5.b. Approval of Minutes of the Board of Directors Meeting of August 4, 2022 Motion
 - 5.c. Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2022 Motion
 - 5.d. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2022 Motion
6. Report of the Chair Informational
7. Joint Powers Board Liaison Report Informational

8. Report of the Executive Director
 - 8.a. Executive Director's Report Informational
 - 8.b. Resolution of Appreciation for Joe Hurley *Pending* Resolution
9. Finance
 - 9.a. Program and Allocate \$4,263,825 in Measure A Caltrain Category Funds for Caltrain's Fiscal Years 2021-22 and 2022-23 Capital Budgets Resolution
 - 9.b. Execution of a Cooperative Agreement with the San Mateo County Transit District for General Engineering Consulting Services through the TA's Consultant Bench Resolution
10. State and Federal Legislative Update Informational
11. Requests from the Authority
12. Written Communications to the Authority Informational
13. Date /Time of Next Regular Meeting - Thursday, October 6, 2022, at 5:00 pm
The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.
14. Report of Legal Counsel Informational
15. Adjourn

Information for the Public

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

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

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 be conducted both in person *and* via teleconference as per the information provided at the top of the agenda.

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

Public Comment

Members of the public 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:

<https://www.smcta.com/whats-happening/board-directors-calendar>

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
Staff Report**

To: Board Of Directors

Through: Carter Mau, Acting Executive Director

From: Joan Cassman, Legal Counsel

Subject: **Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue**

Action

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

Significance

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

Given the current and evolving conditions, staff recommends that the Board renew the resolution for Board and committee meetings to be conducted via teleconference for the next 30 days, with some modifications. Specifically, staff recommends that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board meetings if they adhere to all policies for safe attendance.

Consistent with TA workplace safety policy, Board members, staff and members of the public will be required to show proof of vaccination (as defined by the California Department of Public Health) or proof of a negative COVID-19 test taken within the seven days preceding the meeting before entry into the building will be granted.

Board members, staff and members of the public who do not wish to participate in-person or do not provide proof of vaccination or of a negative COVID-19 test from within the previous seven days may participate remotely. This will also allow individuals who are particularly vulnerable to COVID-19, have additional health concerns, or who have been recently exposed to or infected by COVID-19 to participate safely.

With passage of the proposed resolution, certain committee meetings and all advisory committee meetings will continue to be conducted remotely with no in-person option.

If the Board does not adopt the resolution, the Board, committees, and advisory committees must meet in person, and any Board or committee member who participates via teleconference must notice the location from which the member participates, and open such location to the public for purposes of attending the meeting, as required by the Ralph M. Brown Act (pending any amendments to the Act, as described in more detail below).

Budget Impact

There is no impact on the budget.

Background

Pending Legislation

Assemblymembers Alex Lee and Cristina Garcia introduced Assembly Bill (AB) 1944 on February 10, 2022. If enacted, the bill would require local governments to livestream public meetings and allow virtual public participation. Under certain circumstances, the bill also would allow, upon a determination by a majority vote of the legislative body, a member of the legislative body to be exempt from identifying the address of the member's teleconference location in the notice or agenda or having the location be accessible to the public.

AB 1944, as amended, passed the Assembly on May 26, 2022 and is pending in the Senate. The bill does not include an urgency clause; if no urgency clause is added, the earliest the bill could go into effect is January 1, 2023.

COVID-19 and AB 361

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

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

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

In February 2022, the Governor issued Executive Orders ending certain emergency measures no longer required to address the pandemic; however, the Governor's declared State of Emergency is still in place. Rates of COVID-19 infections and hospitalizations have continued to fluctuate, and new variants continue to emerge, including at least one recent variant with increased transmissibility. Though some COVID-19 restrictions are being rolled back at the federal, state and local levels, the California Department of Public Health continues to recommend that people who are at higher risk of severe illness from COVID-19 continue to protect themselves by staying at least six feet apart from people outside their households. And while masks are no longer required in all indoor spaces, the San Mateo County Health Department still recommends indoor masking for gatherings that include the elderly, immunocompromised individuals, or people who are not vaccinated.

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

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

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

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

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

Resolution No. 2022 -

**Board of Directors, San Mateo County Transportation Authority
State Of California**

Finding that the Proclaimed State of Emergency for the COVID-19 Pandemic Continues to Impact the Ability for the Board of Directors and its Committees to Meet Safely in Person, and Directing that Virtual Board and Committee Meetings Continue

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

Whereas, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every 30 days during the term of the declared State of Emergency; and

Whereas, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transportation Authority (TA) Board of Directors (Board) adopted its first monthly resolution making the requisite findings to allow teleconferencing for 30 days; and

Whereas, the rates of transmission of COVID-19 and its variants continue to pose risks for the health of attendees at indoor gatherings involving individuals from different households; and

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

Whereas, staff recommends that the Board renew its most recent resolution for the TA's Board and committee meetings to be conducted via teleconference for the next 30 days, and that while the remote meeting resolution is in effect, individual members of the Board, staff and members of the public may opt to participate in-person at Board and committee meetings if they comply with the TA's workplace safety policy requiring all individuals to show proof of vaccination (as defined by CDPH) or proof of a negative COVID-19 test taken within the seven days before a meeting; and

Whereas, to help protect against the spread of COVID-19 and variants, and to protect the health and safety of the public, the Board wishes to take the actions necessary to comply with the Brown Act, as amended, to continue to hold its Board, committee, and advisory committee meetings remotely via teleconference pursuant to AB 361 with an option for in-person attendance at Board and committee meetings for members of the Board, staff and the public, subject to the restrictions described above; and

Whereas, the Board will continue to give notice of the meeting and post agendas as otherwise required by the Brown Act and give members of the public ample opportunity for public comment.

Now, Therefore, Be It Resolved, that the Board of Directors has reviewed the findings made in prior AB 361-compliant resolutions and again concludes that (1) there is a continuing threat of COVID-19 to the community, (2) Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings), and (3) the State of Emergency continues to directly impact the ability of the members to safely meet in person and state or local officials continue to impose or recommend social distancing; and

Be It Further Resolved, that in light of these findings, the Board directs the Acting Executive Director and Authority Secretary to continue to agendize public meetings of the Board, and all Transportation Authority committees that are subject to the Brown Act, as remote teleconference meetings, with the understanding that Board meetings will also be open for in-person attendance; and

Be It Further Resolved, that the TA will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

Be It Further Resolved, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 1st day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

San Mateo County Transportation Authority
1250 San Carlos Avenue, San Carlos, California
Minutes of August 4, 2022

Members Present: C. Groom, D. Horsley, C. Romero (Vice Chair)

(In Person)

Members Present: E. Beach, R. Medina (Chair), M. Nagales

(Via Teleconference)

Members Absent: J. Mates

Staff Present: C. Mau, A. Chan, J. Cassman, S. van Hoften, P. Gilster, P. Skinner, J. Hurley,
H. El-Guindy, C. Fromson, J. Epstein, K. Scribner, J. Brook

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Jean Brook, Assistant District Secretary, confirmed that a quorum was present. Chair Medina requested that Director Carole Groom lead the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

There were no comments.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

5.a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue – *Approved by Resolution No. 2022-25*

5.b. Approval of Minutes of the Board of Directors Meeting of July 7, 2022

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

5.d. Reaffirm the San Mateo County Transportation Authority Investment Policy and Reauthorize Investment of Monies with the Local Agency Investment Fund – *Approved by Resolutions No. 2022-26 and No. 2022-27*

5.e. Information on Statement of Revenues and Expenditures for the Period Ending June 30, 2022

Motion/Second: Horsley/Romero

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

Noes: None

Absent: Mates

6. Nominating Committee Report for the Citizens Advisory Committee (C. Groom/D. Horsley)

6.a. Appointment of Citizens Advisory Committee Members

Director Don Horsley announced the following recommendations for CAC membership:

Incumbent Members Proposed to be Reappointed

- John Fox
- Karen Kuklin
- Jeff Londer
- Peter Ohtaki

New Members Proposed to be Appointed

- Ivan Bucio
- Mike Swire

Director Groom commented on the qualifications of the new candidates and said they would be an asset to the CAC.

Motion/Second: Horsley/Groom

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

Noes: None

Absent: Mates

7. Report of the Chair

Chair Medina said that he had no report.

8. San Mateo County Transit District Liaison Report

Chair Medina said that the report was posted on the website and provided a brief summary of SamTrans Board actions. He announced that starting August 7, there would be modifications to some of SamTrans' routes.

9. Joint Powers Board Liaison Report

Carter Mau, Acting Executive Director, said that the report was posted on the website. He noted that the JPB Board authorized staff to explore the use of the Construction Manager/General Contractor (CMGC) method for the delivery of the Mountain View Grade Separation Project.

10. Report of the Executive Director

Mr. Mau said that the report was in the packet. He said the TA has more than \$17 million available in this cycle for bicycle/pedestrian projects. He congratulated staff for the awards

recently received by the ACR/TDM program. April Chan, Acting Deputy General Manager/CEO, invited Board and staff to join a retirement celebration for Joe Hurley, TA Director, on August 30 following the upcoming TA CAC meeting.

11. Program

11.a. San Mateo 101 Express Lanes Quarterly Project Update

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

Vice Chair Carlos Romero asked about the amount needed for the bridge loan for the planting/landscaping that Mr. Scott spoke of during the presentation. Mr. Scott said it would be approximately \$2.5 to \$3 million, clarifying that the TA may need to provide the bridge loan to get the work started and that the potential savings from the contracts would then be used to repay the TA. Vice Chair Romero also asked if the end of system testing would happen in January 2023. Mr. Scott said they did not yet have a final schedule from TransCore, but that testing is expected to end in the mid-November to December timeframe with tolling anticipated to begin in January 2023.

11.b. Highway Project Update: US 101/Peninsula Avenue Interchange

Ms. Chan introduced Heba El-Guindy, Deputy TA Director, who provided the presentation.

Director Emily Beach asked about the difference between the tight diamond and spread diamond designs for the right-of-way acquisitions. Ms. El-Guindy clarified that the spread diamond alternative is expected to have more right-of-way acquisitions since the southbound off- and on-ramps would meet Peninsula Avenue further from the freeway. Vice Chair Romero asked if the \$70 million includes the relocation costs per the Uniform Relocation Act. Ms. El-Guindy said that amount was an initial estimate and that more work needs to be done before she could provide a more comprehensive estimate that would include relocation costs. Vice Chair Romero asked how the tight diamond affected the neighborhood in terms of traffic flow into the community compared to the spread diamond. Ms. El-Guindy said that the tight diamond is not expected to cause queuing based on the analysis, because they are increasing the number of lanes on the ramps as well as increasing the number of lanes on the overcrossing.

Director Groom said they would not be able to find housing in San Mateo County for the displaced residents of the 76-unit apartment building proposed for removal under the spread diamond alternative. Ms. El-Guindy said this would be evaluated further and that a community impact study is included in the environmental impact report. Chair Medina asked how is the City of San Mateo reaching out to notify citizens with updates on the project. Ms. El-Guindy said the TA is coordinating with the City and other stakeholders on a regular basis. She said the TA enhanced the project scope by increasing the number of community meetings and approached the City about an extension to allow sufficient time to do due diligence to communicate with the community and stakeholders.

Director Don Horsley said he anticipated that there would be a lot of community pushback on the amount of money being spent on freeways as opposed to bicycle/pedestrian projects and public transportation and asked what reaction from the affected property owners had been so

far. Ms. El-Guindy noted the retrofitting of highway projects to better accommodate multimodal road users in an equitable manner. She added that there has been positive feedback on the expected safety and operational improvements and concerns regarding right-of-way intake and that more outreach is planned.

Public Comment:

Geno Caccia requested that the TA consider in its decision-making things that help affected businesses sustain their footprint in the City and the County of San Mateo. He added that the City of San Mateo needed to do more outreach to business owners.

Drew said with the tight diamond configuration, there would be a ramp just outside the window of many of the units and noted that it would affect the residents' quality of life.

Ms. El-Guindy said that the decision is ultimately up to several factors, including preference of the property owner. Chair Medina said that outreach by the TA and the City is crucial to ensure everybody is aware of what is happening.

12. Finance

12.a. Program and Allocate \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Funds for the Cycle 1 Call for Projects and Direct Allocations – Approved by Resolution No. 2022-28

Patrick Gilster, Manager, Programming and Monitoring, presented the staff report.

Vice Chair Romero asked for confirmation that the entire amount made available for this cycle would not be fully expended, which Mr. Gilster confirmed.

Director Mark Nagales congratulated cities participating in the e-bike program.

Motion/Second: Nagales/Beach

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

Noes: None

Absent: Mates

13. State and Federal Legislative Update

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

On the federal side, she noted that the Senate was scheduled to start its recess on August 5 but will stay in session until the reconciliation bill passes. She said on July 20, the House passed a package of six Fiscal Year 2023 federal funding bills, including the Transportation Housing Urban Development bill.

At the state level, she said most of the bills the TA has been tracking have come to an end of their useful life.

14. Requests from the Authority

There were no requests.

15. Written Communications to the Authority

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

16. Date/Time of Next Regular Meeting

Chair Medina announced that the next meeting would be on Thursday, September 1, 2022, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

17. Report of Legal Counsel

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

18. Adjourn

The meeting adjourned at 6:30 pm.

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

DRAFT

Report of the TA Citizens Advisory Committee

Meeting of August 2, 2022

Committee Action

- Approved the Minutes of the CAC Meeting of July 5, 2022

Committee Motions Regarding TA Board Items for August 4, 2022

- Approved the Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person, and Authorizing Remote Teleconference Board and Committee Meetings to Continue
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook
- Reaffirmed the San Mateo County Transportation Authority Investment Policy and Reauthorized Investment of Monies with the Local Agency Investment Fund
- Approved the Programming and Allocation of \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Funds for the Cycle 1 Call for Projects and Direct Allocations

Discussion Highlights

San Mateo 101 Express Lanes Quarterly Project Update

Leo Scott, Co-Project Manager, Gray-Bowen-Scott, provided the presentation. Sandra Lang asked if fines would be imposed on the southern portion via the cameras. Mr. Scott said if the car does not have a FasTrak transponder, the cameras will view the license plate and FasTrak will generate a bill. He said if a transponder is set to HOV3+ but there is only a single occupant, the driver will receive a violation if observed by the CHP (California Highway Patrol). Ms. Lang asked how the messaging on the Express Lanes would be clear to new users and drivers from out of the area. Joe Hurley, TA Director, noted there has been an extensive education outreach to the public to prevent not only toll violations but to ensure that the lanes are utilized. Rich Hedges asked if transit services such as Redi-Wheels would be eligible to use the Express Lanes if they are carrying only one passenger. Mr. Hurley said that SMCEL-JPA (San Mateo County Express Lanes Joint Powers Authority) sets the rules as far as who pays and who does not pay tolls on the Express Lanes. He said that SMCEL-JPA has registered public transit vehicles that are exempt from toll fees, and that there continues to be an outreach campaign to explain those rules. Mr. Hedges asked if Mr. Scott was aware of the MTC (Metropolitan Transportation Commission) pilot program that recognizes the passengers in a vehicle. Mr. Scott said that electronic recognition technology to reduce toll revenue loss is still in its infancy and is expensive and requires legislative approval. April Chan, Acting Deputy General Manager/CEO, said that MTC is also working on electronic recognition hardware. She said there may be future funding grants available from the federal government. Karen Kuklin said she had enjoyed using the Express Lanes. Vice Chair John Fox asked for clarification about the fiber optic cable configuration, and Mr. Scott outlined the layout of the access points. Drew made a public

comment noting several overhead signs and sign bridges that he said were in need of adjustment or repair. Mr. Scott requested that Drew email Mr. Hurley with the details.

Highway Project Update: US 101/Peninsula Avenue Interchange

Heba El-Guindy, Deputy TA Director, provided the presentation and acknowledged project sponsor Bethany Lopez, Senior Engineer, City of San Mateo. Ms. Kuklin asked if there had been an equity analysis of the housing that could potentially be eliminated for the project. Ms. El-Guindy said that additional community outreach is planned and that the City would continue to meet with the property owners. Ken Chin asked about the overpass striping. Ms. El-Guindy said the widening of the overcrossing would provide two through lanes, a turn lane, and a bike lane in both the northbound and southbound directions in addition to sidewalks on both sides. Mr. Chin asked if a pedestrian ramp had been added to connect with the path adjacent to the golf course, and Ms. El-Guindy confirmed that it had. Ms. Lang requested sharing the various technical assessments and the effect on the quality of life in the area. Ms. El-Guindy said the studies, including the Community Impact Assessment, would be made available for public review and comment upon the release of the draft environmental document. Mike Swire made a public comment supporting the project, noting the dangers inherent in the intersection at East Poplar Avenue and said that the project would be of benefit to San Mateo High School and other schools in the area in terms of cyclist safety.

Program and Allocate \$4,356,300 in Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Funds for the Cycle 1 Call for Projects and Direct Allocations

Patrick Gilster, Manager, Programming and Monitoring, presented the staff report. Vice Chair Fox noted that for the first call for projects that the TA was undersubscribed, meaning that they received fewer proposals than the dollar amount of available funding. He asked if in such cases the TA funds all proposals received. Mr. Gilster said it is required that applicants meet with TA staff at that stage. He said that even if they are undersubscribed, the TA is not obligated to fund all programs and projects and that projects must meet the funding goals and requirements. Mr. Reed asked if the usual municipalities participated. Mr. Gilster said they had funding for consultants to help smaller coastal jurisdictions complete applications who may not have done so otherwise. Vice Chair Fox noted that historically there have been certain jurisdictions that are assertive about applying for funding.

State and Federal Legislative Update

Amy Linehan, Government and Community Affairs Officer, provided a summary of federal and state legislation. She said that on the federal side, the Senate is working to come to an agreement on the reconciliation bill, which is being called the Inflation Reduction Act. She said the bill does not include much direct transportation programs funding but some energy tax credits and transit electric infrastructure money may be available down the line. She said they are closely watching the appropriations cycle and expecting a continuing resolution. Ms. Linehan indicated that on the state side, the bills of interest that the TA was tracking have either died or been amended to the point where they are no longer a concern. Vice Chair Fox expressed that they are looking forward to how the budget reconciliation bill would get passed.

Report of the Chair

Chair Arietta provided an update on Caltrain governance.

Report from Staff

Ms. El-Guindy noted that two CAC candidates were being recommended for appointment by the TA Board on August 4. She shared that the ACR/TDM (Alternative Congestion Relief/Transportation Demand Management) Plan had received the Northern California Chapter Award for Transportation Planning in May and last month received an Award of Merit in Transportation Planning from the California Chapter of the American Planning Association. She provided an update on the current projects referenced in the Executive Director's report. Ms. Chan invited the TA CAC members to attend a retirement celebration for Mr. Hurley following the next CAC meeting on August 30. Mr. Hurley announced that Naomi Hsu had resigned from the CAC due to a conflict with new work responsibilities and that she expressed her appreciation to have served on the CAC.

Member Comments/Requests

Mr. Reed said that while riding Caltrain recently he had heard from a passenger that the CaltrainMe app was not working.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Grace Martinez, Acting Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2022**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the month of July 2022 and supplemental information.

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

Significance

Year to Date Revenues: As of July year-to-date, the Total Revenues (page 1, line 8) are \$1.4 million more than prior year actuals. This is primarily due to more revenues in Measure A Sales Tax (page 1, line 2) and Measure W Sales Tax (page 1, line 3).

Year to Date Expenditures: As of July year-to-date, the Total Expenditures (page 1, line 28) are \$ 0.06 million less than prior year actuals. This is primarily due to a decrease in Measure A Annual Allocations (page 1, line 12), partially offset by a fluctuation in expenditures associated with various capital projects.

Budget Impact

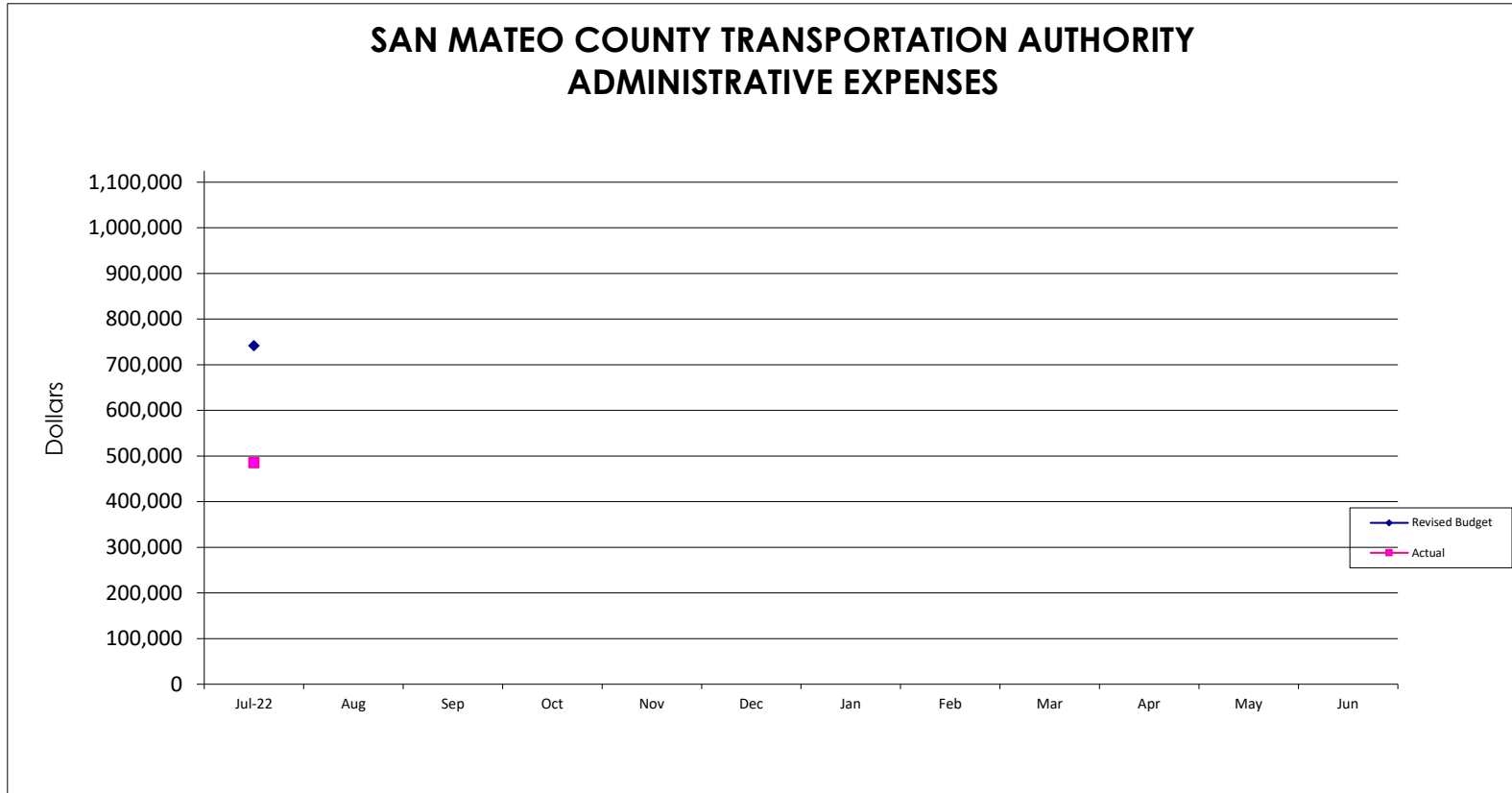
Budget Amendment: There are no budget amendments for the month of July 2022.

Prepared By:	Yijia Ma	Senior Accountant, General Ledger	650-508-7947
	Jennifer Ye	Director, Accounting	650-622-7890

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2023
July 2022

% OF YEAR ELAPSED: 8.3%

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
1 REVENUES:					
2 Measure A Sales Tax	8,041,295	9,022,667	981,372	12.2%	108,272,000
3 Measure W Sales Tax	4,020,648	4,511,333	490,685	12.2%	54,136,000
4 Interest Income	387,912	279,436	(108,476)	(28.0%)	4,898,970
5 Rental Income	97,674	99,351	1,677	1.7%	1,199,315
6 Other Sources	-	-	-	-	400,000
7					
8 TOTAL REVENUES	12,547,529	13,912,787	1,365,258	10.9%	168,906,285
9					
10 EXPENDITURES:					
11					
12 Measure A Annual Allocations	2,935,073	2,571,460	(363,613)	(12.4%)	30,857,520
13 Measure A Categories	19,157	132,194	113,037	590.1%	76,331,760
14 Other Uses	-	89,677	89,677	100.0%	-
15			-		
16 Measure W Annual Allocations	804,130	902,267	98,137	12.2%	10,827,200
17 Measure W Categories	-	-	-	-	43,308,800
18					
19 Oversight	51,237	89,357	38,120	74.4%	2,250,000
20					
21 Administrative					
22 Staff Support	174,780	220,643	45,863	26.2%	1,546,285
23 Measure A Info.- Others	-	-	-		5,000
24 Other Admin Expenses	350,379	264,687	(85,692)	(24.5%)	1,650,354
25					
26 Total Administrative	525,159	485,330	(39,829)	(7.6%)	3,201,639
27					
28 TOTAL EXPENDITURES	4,334,756	4,270,285	(64,471)	(1.5%)	166,776,919
29					
30 EXCESS (DEFICIT)	8,212,773	9,642,502	1,429,730	17.4%	2,129,366
31					
32					



Current Year Data

	Jul '22	Aug '22	Sep '22	Oct '22	Nov '22	Dec '22	Jan '23	Feb '23	Mar '23	Apr '23	May '23	June '23
MONTHLY EXPENSES												
Revised Budget	741,707											
Actual	485,330											
CUMULATIVE EXPENSES												
Staff Projections	741,707											
Actual	485,330											
Variance-F(U)	256,377 *											
Variance %	34.57%											

Note:

*The favorable variance is primarily due to less actual administrative expenses incurred than budgeted in July22, including Premium-Other Insurance \$107k, staff support \$45k, bank fees \$39k and other various expenes \$65k.

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

7/31/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	3,598,104.86
JP Morgan Bank Checking	61,717,341.96
LAIF	65,962,373.83

INVESTMENT FUNDS

Investment Portfolio (Market Values)*	221,535,760.06
MMF - US Bank Custodian Account	310,886.26
Cash	82,917.78
County Pool	186,643,905.91

Total

\$ 539,851,290.66

* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 7/31/2022

ABS	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
65479CAD0	NAROT 2020-B A3	284,263.30	07/15/2024	284,255.51	69.49	281,153.46	281,222.95
92348TAA2	VZOT 2020-A A1A	378,277.13	07/22/2024	378,232.83	213.83	376,438.70	376,652.53
		662,540.43		662,488.35	283.32	657,592.17	657,875.48

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3130A8HK2	FEDERAL HOME LOAN BANKS	3,275,000.00	06/14/2024	3,452,930.75	7,482.47	3,200,755.75	3,208,238.22
3130AJHU6	FEDERAL HOME LOAN BANKS	1,600,000.00	04/14/2025	1,592,064.00	2,377.78	1,503,232.00	1,505,609.78
3133EMRZ7	FEDERAL FARM CREDIT BANKS FUNDING CORP	3,300,000.00	02/26/2024	3,298,812.00	3,552.08	3,170,376.00	3,173,928.08
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	04/22/2025	1,596,704.00	2,750.00	1,505,328.00	1,508,078.00
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,600,000.00	06/17/2025	1,596,688.00	977.78	1,495,888.00	1,496,865.78
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	6,175.00	3,521,764.00	3,527,939.00
3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	4,665,000.00	11/27/2023	4,659,681.90	2,073.33	4,500,838.65	4,502,911.98
3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	05/05/2023	1,099,538.00	985.42	1,078,253.00	1,079,238.42
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,518,420.00	3,523,486.67
3137EAey1	FEDERAL HOME LOAN MORTGAGE CORP	3,900,000.00	10/16/2023	3,885,453.00	1,421.88	3,769,701.00	3,771,122.88
		28,640,000.00		28,755,955.65	32,862.40	27,264,556.40	27,297,418.80

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	25,541.93	07/31/2022	25,541.93	0.00	25,541.93	25,541.93
CCYUSD	Cash	47,934.45	07/31/2022	47,934.45	0.00	47,934.45	47,934.45
CCYUSD	Receivable	9,441.40	07/31/2022	9,441.40	0.00	9,441.40	9,441.40
		82,917.78		82,917.78	0.00	82,917.78	82,917.78

CD	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
23341VZT1	DNB Bank ASA - New York Branch	1,600,000.00	12/02/2022	1,600,000.00	5,440.00	1,596,240.00	1,601,680.00
65558TLL7	Nordea ABP - New York Branch	1,600,000.00	08/26/2022	1,600,000.00	12,662.22	1,599,376.00	1,612,038.22
83050PDR7	Skandinaviska Enskilda Banken AB (publ)	1,600,000.00	08/26/2022	1,600,000.00	12,896.00	1,599,488.00	1,612,384.00
		4,800,000.00		4,800,000.00	30,998.22	4,795,104.00	4,826,102.22

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135AZ9	AMAZON.COM INC	500,000.00	08/22/2024	532,605.00	6,183.33	497,900.00	504,083.33
023135BW5	AMAZON.COM INC	2,225,000.00	05/12/2024	2,221,751.50	2,197.19	2,131,438.75	2,133,635.94

023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	37,755.00	4,205,109.95	4,242,864.95
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	12,645.00	1,408,386.05	1,421,031.05
037833AS9	APPLE INC	1,475,000.00	05/06/2024	1,605,301.50	12,015.10	1,488,334.00	1,500,349.10
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	8,958.33	743,295.00	752,253.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,519,856.00	1,523,856.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,521,387.00	1,540,762.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	633,808.50	637,486.42
14913R2P1	CATERPILLAR FINANCIAL SERVICES CORP	805,000.00	09/13/2024	803,905.20	1,851.50	762,407.45	764,258.95
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	3,150,000.00	01/10/2024	3,149,496.00	1,745.63	3,058,933.50	3,060,679.13
14913R2S5	CATERPILLAR FINANCIAL SERVICES CORP	475,000.00	01/10/2024	474,924.00	263.23	461,267.75	461,530.98
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	8,164.13	874,070.25	882,234.38
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,444.63	261,727.25	264,171.88
693475AV7	PNC FINANCIAL SERVICES GROUP INC	1,550,000.00	01/23/2024	1,561,036.00	1,205.56	1,555,425.00	1,556,630.56
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	944.13	430,898.65	431,842.78
69371RR81	PACCAR FINANCIAL CORP	2,570,000.00	06/13/2024	2,569,408.90	10,794.00	2,563,472.20	2,574,266.20
69371RR81	PACCAR FINANCIAL CORP	600,000.00	06/13/2024	599,862.00	2,520.00	598,476.00	600,996.00
89236TFS9	TOYOTA MOTOR CREDIT CORP	500,000.00	01/08/2024	534,995.00	1,070.14	502,050.00	503,120.14
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	721,942.50	728,242.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	216,582.75	218,472.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	216,582.75	218,472.75
89236TJN6	TOYOTA MOTOR CREDIT CORP	830,000.00	09/13/2024	829,609.90	1,988.54	786,010.00	787,998.54
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	2,146.00	2,834,052.00	2,836,198.00
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	477,135.00	478,725.97
931142DP5	WALMART INC	1,500,000.00	04/22/2024	1,618,200.00	13,612.50	1,505,295.00	1,518,907.50
		32,595,000.00		32,978,836.55	167,227.81	31,975,843.30	32,143,071.11

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,107,255.47	2,692.01	1,049,239.70	1,051,931.71
3137BM6P6	FHMS K-721 A2	9,250.73	08/25/2022	9,329.50	23.82	9,233.06	9,256.88
3137FKK39	FHMS K-P05 A	21,759.05	07/25/2023	21,758.98	58.08	21,315.38	21,373.46
3137FQ3V3	FHMS K-J27 A1	23,147.35	07/25/2024	23,146.79	40.35	22,939.25	22,979.60
		1,109,157.12		1,161,490.75	2,814.26	1,102,727.39	1,105,541.65

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	366,667.50	370,606.88
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,675.00	466,890.00	468,565.00
		875,000.00		875,000.00	5,614.38	833,557.50	839,171.88

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	310,886.26	07/31/2022	310,886.26	0.00	310,886.26	310,886.26
SM - CP N/M A	County Pool New Measure A	162,740,036.85	06/30/2022	162,740,036.85	0.00	162,740,036.85	162,740,036.85
SM - CP O/M A	County Pool Old Measure A	23,903,869.06	06/30/2022	23,903,869.06	0.00	23,903,869.06	23,903,869.06
608919775	FEDERATED HRMS IS MM IS	5,004,003.20	07/31/2022	5,000,000.00	0.00	5,000,000.00	5,000,000.00
SM - LAIF	Local Agency Investment Fund	65,962,373.83	07/31/2022	65,962,373.83	0.00	65,962,373.83	65,962,373.83

902656404	UBS SL ESG PRIME INS	4,999,500.05	07/31/2022	5,000,000.00	0.00	5,000,000.00	5,000,000.00
902656602	UBS SL ESG PRIME PFD	4,999,500.05	07/31/2022	5,000,000.00	0.00	5,000,000.00	5,000,000.00
		267,920,169.30		267,917,166.00		267,917,166.00	267,917,166.00

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVEL	750,000.00	04/22/2025	750,900.00	1,291.13	705,037.50	706,328.63
		750,000.00		750,900.00	1,291.13	705,037.50	706,328.63

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
9128283J7	UNITED STATES TREASURY	815,000.00	11/30/2024	872,877.74	2,933.78	801,055.35	803,989.13
9128283Z1	UNITED STATES TREASURY	4,400,000.00	02/28/2025	4,364,421.88	50,635.87	4,387,284.00	4,437,919.87
9128285K2	UNITED STATES TREASURY	1,565,000.00	10/31/2023	1,577,348.84	11,370.70	1,563,904.50	1,575,275.20
912828W48	UNITED STATES TREASURY	440,000.00	02/29/2024	468,582.81	3,912.77	434,174.40	438,087.17
912828XX3	UNITED STATES TREASURY	4,650,000.00	06/30/2024	4,744,089.84	8,086.96	4,572,624.00	4,580,710.96
912828XX3	UNITED STATES TREASURY	6,500,000.00	06/30/2024	6,597,500.00	11,304.35	6,391,840.00	6,403,144.35
912828XX3	UNITED STATES TREASURY	1,500,000.00	06/30/2024	1,522,089.84	2,608.70	1,475,040.00	1,477,648.70
912828XX3	UNITED STATES TREASURY	400,000.00	06/30/2024	410,859.38	695.65	393,344.00	394,039.65
912828XX3	UNITED STATES TREASURY	2,600,000.00	06/30/2024	2,726,648.44	4,521.74	2,556,736.00	2,561,257.74
912828YH7	UNITED STATES TREASURY	1,480,000.00	09/30/2024	1,529,718.75	7,460.66	1,436,872.80	1,444,333.46
912828YM6	UNITED STATES TREASURY	2,250,000.00	10/31/2024	2,358,808.59	8,529.21	2,183,107.50	2,191,636.71
912828YX2	UNITED STATES TREASURY	3,615,000.00	12/31/2026	3,451,618.95	5,501.09	3,470,110.80	3,475,611.89
912828YX2	UNITED STATES TREASURY	1,290,000.00	12/31/2026	1,231,698.05	1,963.04	1,238,296.80	1,240,259.84
912828YY0	UNITED STATES TREASURY	3,200,000.00	12/31/2024	3,400,875.01	4,869.57	3,116,864.00	3,121,733.57
912828YY0	UNITED STATES TREASURY	2,675,000.00	12/31/2024	2,669,879.89	4,070.65	2,605,503.50	2,609,574.15
912828YY0	UNITED STATES TREASURY	430,000.00	12/31/2024	448,375.78	654.35	418,828.60	419,482.95
912828ZF0	UNITED STATES TREASURY	2,250,000.00	03/31/2025	2,267,753.92	3,780.74	2,114,572.50	2,118,353.24
912828ZF0	UNITED STATES TREASURY	2,135,000.00	03/31/2025	2,130,329.69	3,587.50	2,006,494.35	2,010,081.85
912828ZL7	UNITED STATES TREASURY	1,600,000.00	04/30/2025	1,594,437.50	1,516.30	1,495,696.00	1,497,212.30
912828ZT0	UNITED STATES TREASURY	1,550,000.00	05/31/2025	1,543,158.21	656.42	1,441,019.50	1,441,675.92
912828ZT0	UNITED STATES TREASURY	1,200,000.00	05/31/2025	1,194,281.26	508.20	1,115,628.00	1,116,136.20
912828ZT0	UNITED STATES TREASURY	1,075,000.00	05/31/2025	1,058,413.08	455.26	999,416.75	999,872.01
912828ZW3	UNITED STATES TREASURY	2,250,000.00	06/30/2025	2,240,244.14	489.13	2,088,022.50	2,088,511.63
91282CAB7	UNITED STATES TREASURY	2,455,000.00	07/31/2025	2,389,884.95	16.68	2,273,280.90	2,273,297.58
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	13.76	1,875,109.50	1,875,123.26
91282CAF8	UNITED STATES TREASURY	2,055,000.00	08/15/2023	2,050,263.86	1,185.03	1,995,446.10	1,996,631.13
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,621.60	1,432,231.00	1,433,852.60
91282CAP6	UNITED STATES TREASURY	1,650,000.00	10/15/2023	1,643,232.43	608.61	1,595,154.00	1,595,762.61
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,074.05	1,565,326.00	1,566,400.05
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	347.49	506,429.00	506,776.49
91282CAW1	UNITED STATES TREASURY	5,325,000.00	11/15/2023	5,315,847.66	2,821.67	5,145,281.25	5,148,102.92
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,270.49	1,846,100.00	1,847,370.49
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	667.01	969,202.50	969,869.51
91282CBA8	UNITED STATES TREASURY	1,235,000.00	12/15/2023	1,228,680.27	198.24	1,187,921.80	1,188,120.04
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	1,214.67	3,432,103.25	3,433,317.92
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	505.43	1,428,123.50	1,428,628.93

91282CBE0	UNITED STATES TREASURY	350,000.00	01/15/2024	348,728.52	20.21	335,944.00	335,964.21
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	29.81	2,690,093.25	2,690,123.06
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	3.82	344,883.75	344,887.57
91282CBM2	UNITED STATES TREASURY	2,095,000.00	02/15/2024	2,084,279.49	1,208.10	2,006,528.15	2,007,736.25
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	10,148.10	4,473,203.50	4,483,351.60
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	3,389.67	1,494,142.20	1,497,531.87
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	7,624.49	2,811,707.25	2,819,331.74
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,260.25	464,745.00	466,005.25
91282CBV2	UNITED STATES TREASURY	1,725,000.00	04/15/2024	1,723,113.28	1,908.81	1,651,411.50	1,653,320.31
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,454.14	2,181,270.00	2,185,724.14
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	3,079.99	1,508,325.00	1,511,404.99
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	3,695.99	1,809,990.00	1,813,685.99
91282CCD1	UNITED STATES TREASURY	1,835,000.00	05/31/2023	1,830,985.94	388.56	1,792,281.20	1,792,669.76
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,033.81	2,941,701.00	2,945,734.81
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	2,064.55	1,505,595.00	1,507,659.55
91282CCG4	UNITED STATES TREASURY	1,725,000.00	06/15/2024	1,714,959.97	553.79	1,641,510.00	1,642,063.79
91282CCK5	UNITED STATES TREASURY	1,025,000.00	06/30/2023	1,024,319.34	111.41	998,770.25	998,881.66
91282CCL3	UNITED STATES TREASURY	825,000.00	07/15/2024	824,806.64	142.92	785,812.50	785,955.42
91282CCN9	UNITED STATES TREASURY	1,385,000.00	07/31/2023	1,382,294.93	4.70	1,346,261.55	1,346,266.25
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	43.31	2,345,005.50	2,345,048.81
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	43.31	2,345,005.50	2,345,048.81
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.11	1,034,561.25	1,034,580.36
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.44	781,668.50	781,682.94
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,629.15	4,925,516.80	4,941,145.95
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,293.03	1,668,096.00	1,673,389.03
91282CDR9	UNITED STATES TREASURY	1,500,000.00	12/31/2023	1,488,750.00	978.26	1,454,295.00	1,455,273.26
91282CEA5	UNITED STATES TREASURY	3,390,000.00	02/29/2024	3,378,479.29	21,279.62	3,314,131.80	3,335,411.42
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	32,955.16	4,049,220.00	4,082,175.16
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	11,573.54	1,422,047.50	1,433,621.04
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	13,148.57	1,550,273.35	1,563,421.92
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	2,520.49	297,177.00	299,697.49
91282CEK3	UNITED STATES TREASURY	1,035,000.00	04/30/2024	1,024,569.14	6,539.06	1,027,040.85	1,033,579.91
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	17,564.55	3,937,044.00	3,954,608.55
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	5,336.07	1,196,064.00	1,201,400.07
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	3,038.04	1,101,875.00	1,104,913.04
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	1,130.43	410,000.00	411,130.43
		146,005,000.00		145,717,602.12	332,886.62	139,201,341.80	139,534,228.42

Base Risk Summary - Fixed Income

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

07/01/2022 - 07/31/2022

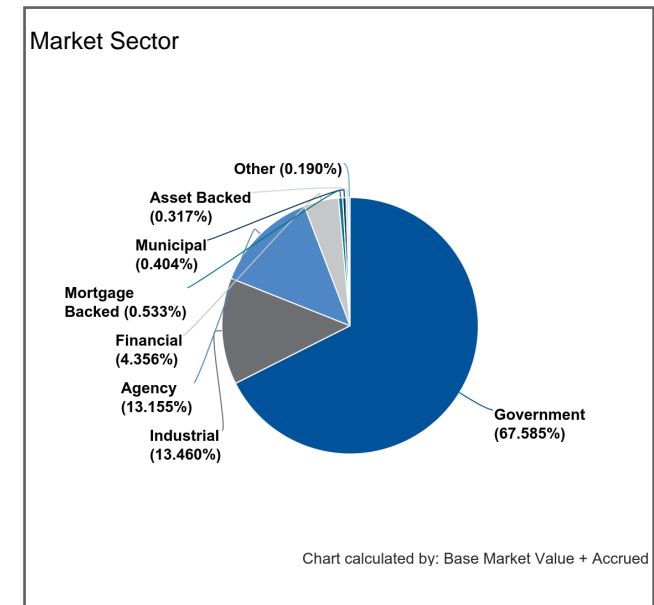
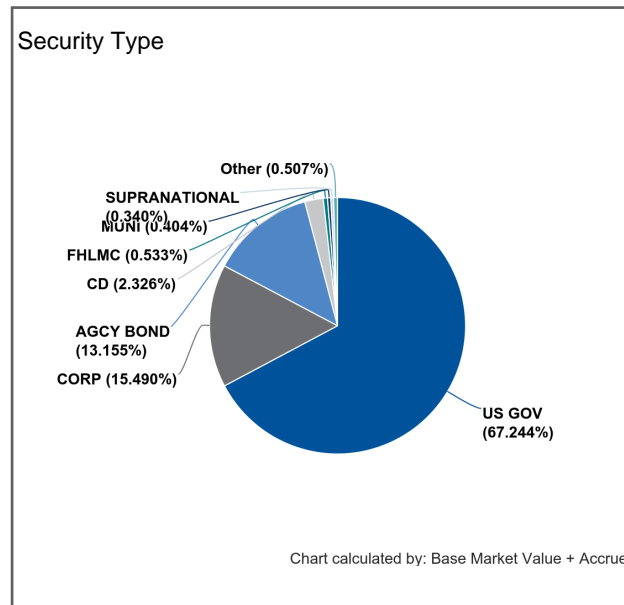
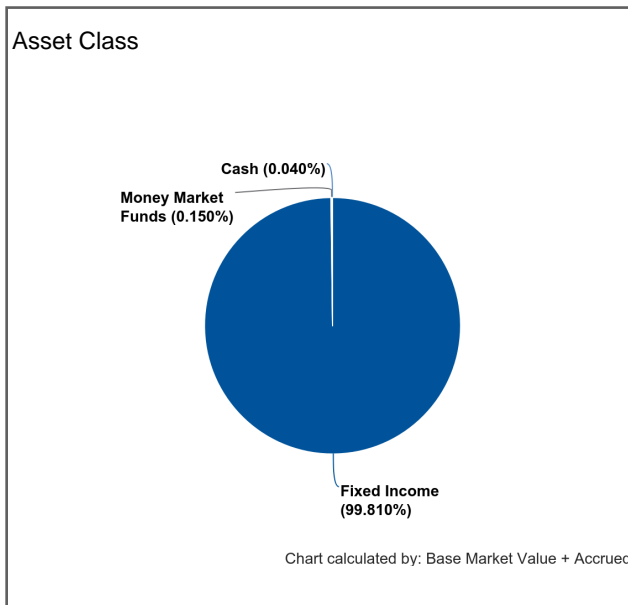
Dated: 08/06/2022

Balance Sheet	
Book Value + Accrued	216,189,374.54
Net Unrealized Gain/Loss	-8,685,832.31
Market Value + Accrued	207,503,542.23

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	82,917.78
MMFund	310,886.26
Fixed Income	207,109,738.19
Duration	2.525
Convexity	0.088
WAL	2.608
Years to Final Maturity	2.614
Years to Effective Maturity	2.606
Yield	2.877
Book Yield	1.150
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	67.244%
Other	11.980%
Federal National Mortgage Association	5.318%
Federal Home Loan Mortgage Corporation	4.568%
Amazon.com, Inc.	4.001%
Toyota Motor Corporation	2.551%
Federal Home Loan Banks	2.272%
Caterpillar Inc.	2.066%
---	100.000%

Footnotes: 1,2

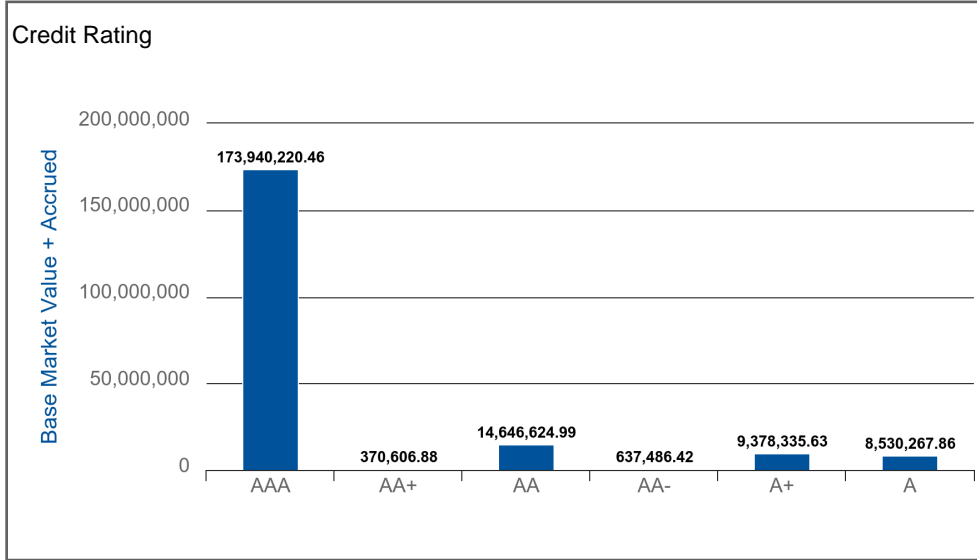


Base Risk Summary - Fixed Income

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

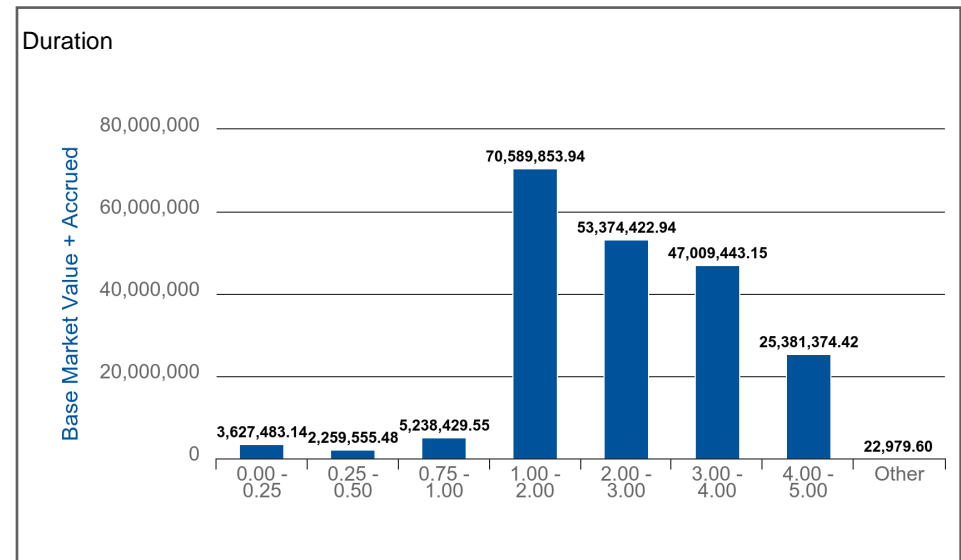
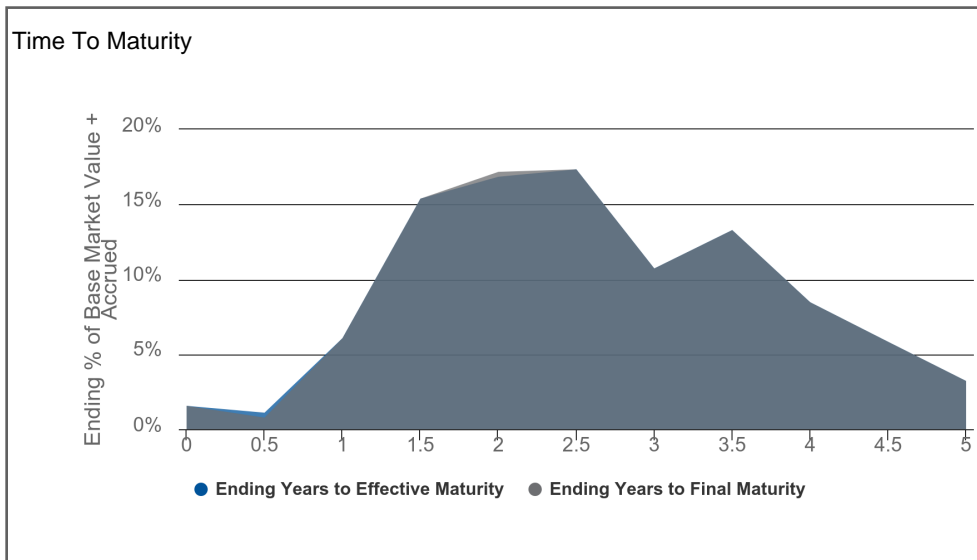
07/01/2022 - 07/31/2022

Dated: 08/06/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.047%	26.874%	19.018%	22.655%	12.232%	0.000%	0.000%	0.000%	0.000%
AA	2.326%	2.182%	3.037%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
A	0.000%	4.963%	3.668%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

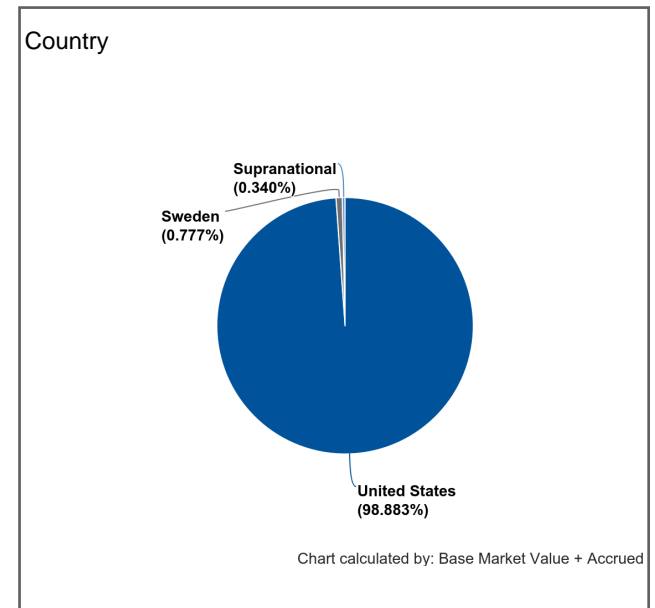
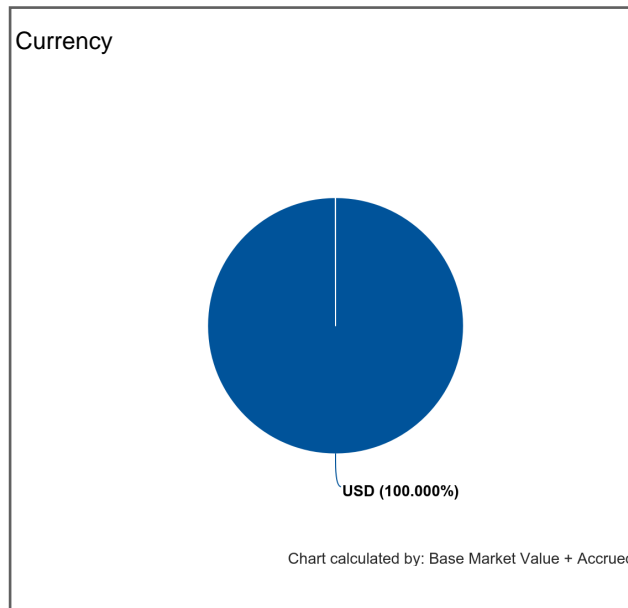
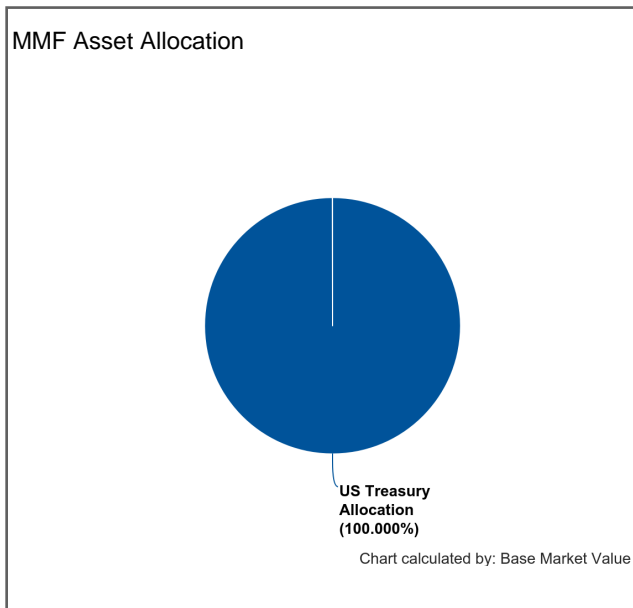
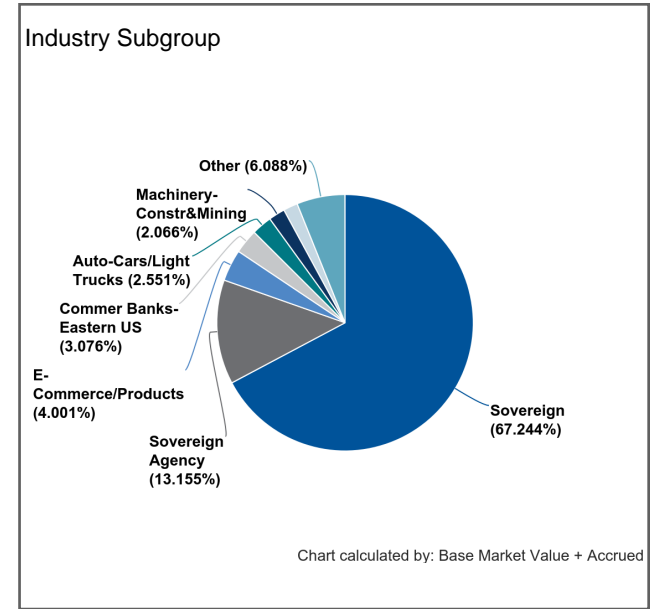
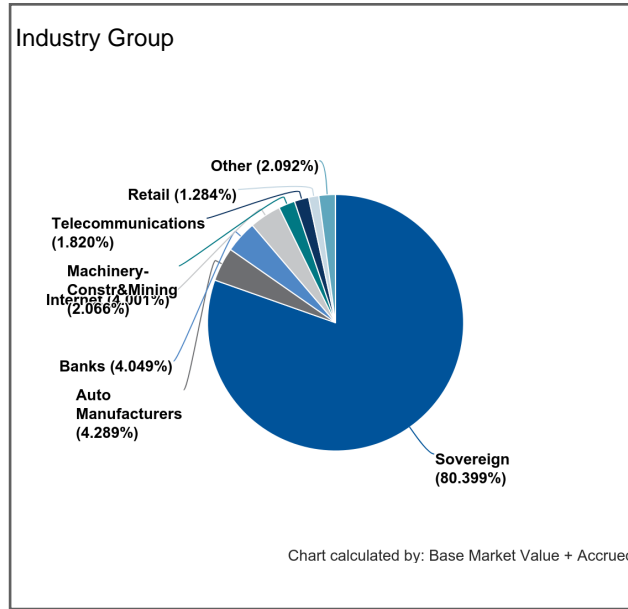
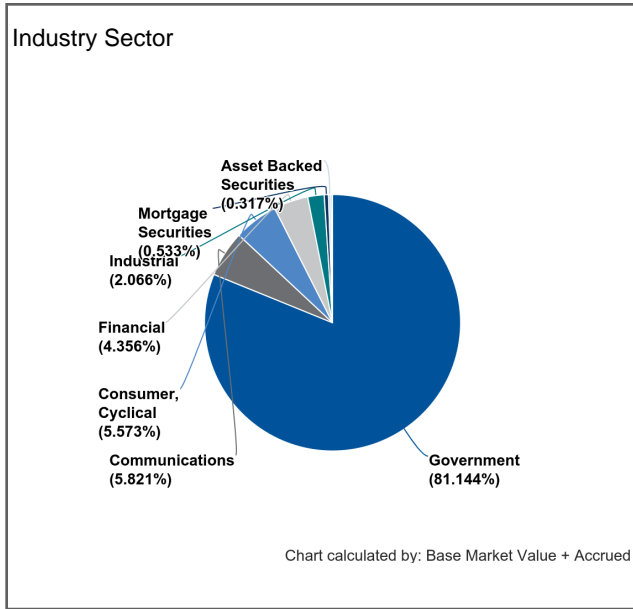


Base Risk Summary - Fixed Income

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

07/01/2022 - 07/31/2022

Dated: 08/06/2022



Base Risk Summary - Fixed Income

07/01/2022 - 07/31/2022

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

Dated: 08/06/2022

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

Additional Disclosure:

Item #5.c.
9/1/2022

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

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

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

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

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

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

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



Report: GAAP Trading Activity

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

Date: 07/01/2022 - 07/31/2022

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
3137BM6P6	FHMS K-721 A2	0.00	(100,567.29)	Principal Paydown	07/01/2022	07/01/2022	08/25/2022	(100,567.29)	0.00	100,567.29
3137FKK39	FHMS K-P05 A	0.00	(61.97)	Principal Paydown	07/01/2022	07/01/2022	07/25/2023	(61.97)	0.00	61.97
3137FQ3V3	FHMS K-J27 A1	0.00	(12,931.59)	Principal Paydown	07/01/2022	07/01/2022	07/25/2024	(12,931.59)	0.00	12,931.59
31846V534	FIRST AMER:US TRS MM Y	272,009.03	272,009.03	Buy	---	---	07/31/2022	272,009.03	0.00	(272,009.03)
31846V534	FIRST AMER:US TRS MM Y	(656,243.22)	(656,243.22)	Sell	---	---	07/31/2022	(656,243.22)	0.00	656,243.22
65479CAD0	NAROT 2020-B A3	0.00	(33,145.19)	Principal Paydown	07/15/2022	07/15/2022	07/15/2024	(33,145.18)	0.00	33,145.18
9128283Z1	UNITED STATES TREASURY	4,400,000.00	4,400,000.00	Buy	07/07/2022	07/08/2022	02/28/2025	4,364,421.88	42,744.57	(4,407,166.45)
91282CBX8	UNITED STATES TREASURY	(1,435,000.00)	(1,435,000.00)	Sell	07/07/2022	07/08/2022	04/30/2023	(1,402,880.66)	(336.33)	1,403,216.99
91282CCK5	UNITED STATES TREASURY	(1,365,000.00)	(1,365,000.00)	Sell	07/07/2022	07/08/2022	06/30/2023	(1,327,835.74)	(37.09)	1,327,872.83
91282CCN9	UNITED STATES TREASURY	(3,615,000.00)	(3,615,000.00)	Sell	07/07/2022	07/08/2022	07/31/2023	(3,506,973.63)	(1,972.27)	3,508,945.90
91282CEK3	UNITED STATES TREASURY	1,035,000.00	1,035,000.00	Buy	07/07/2022	07/08/2022	04/30/2024	1,024,569.14	4,851.56	(1,029,420.70)
91282CEW7	UNITED STATES TREASURY	1,075,000.00	1,075,000.00	Buy	07/07/2022	07/08/2022	06/30/2027	1,084,406.25	759.51	(1,085,165.76)
91282CEW7	UNITED STATES TREASURY	400,000.00	400,000.00	Buy	07/07/2022	07/08/2022	06/30/2027	403,500.00	282.61	(403,782.61)
92348TAA2	VZOT 2020-A A1A	0.00	(57,675.25)	Principal Paydown	07/20/2022	07/20/2022	07/22/2024	(57,675.25)	0.00	57,675.25
San Mateo County TA		110,765.81	(93,615.47)					50,591.77	46,292.56	(96,884.33)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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.

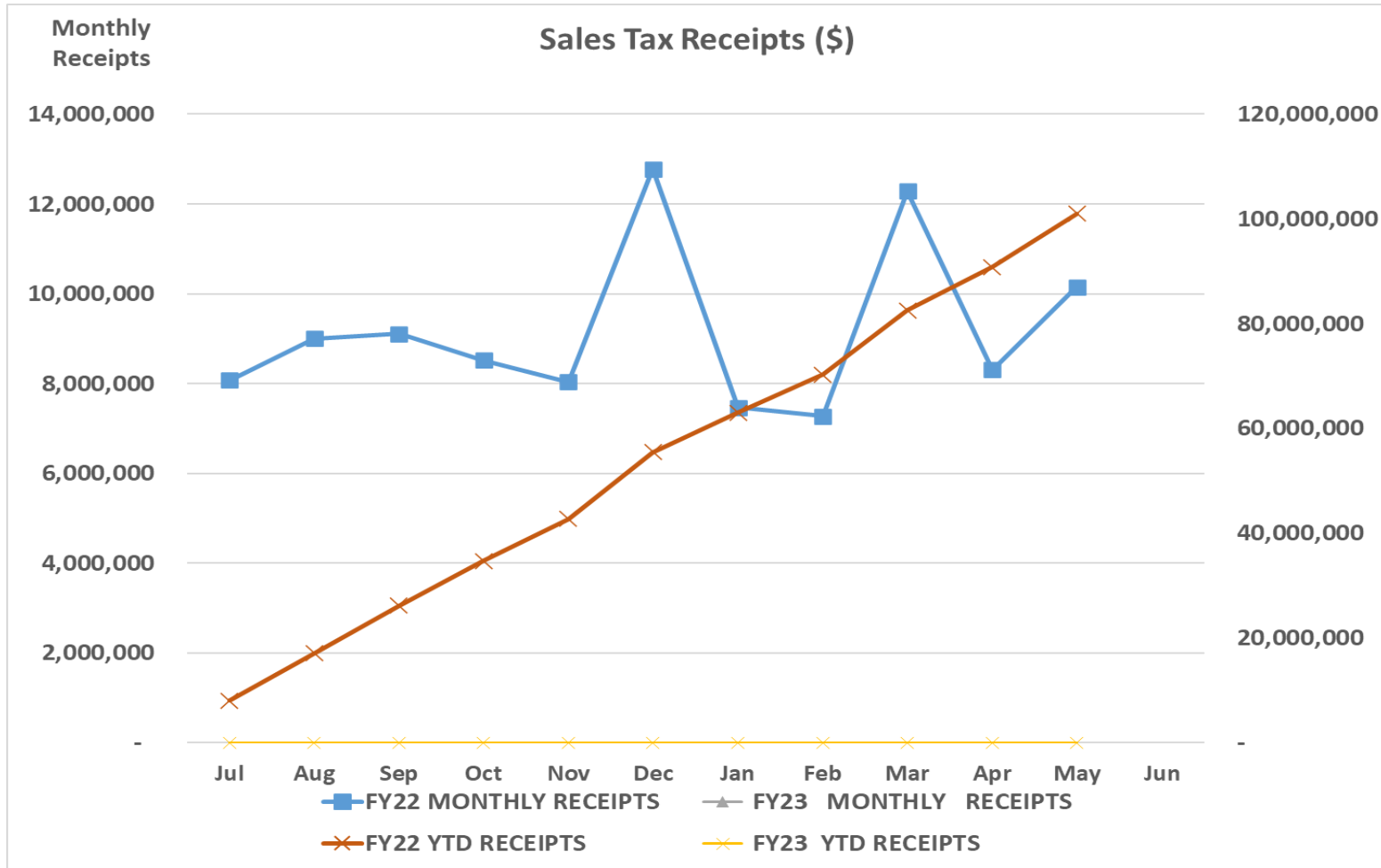
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2023
Measure A Sales Tax
July 2022**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CHECKS WRITTEN
JULY 2022

Unit	Ref	Name	Amount	Method	Description
SMCTA	000151	USI INSURANCE SERVICES LLC	241,397.60	WIR	Operating Expense
SMCTA	000151	S&P GLOBAL INC.	7,500.00	ACH	Operating Expense
SMCTA	000153	SAN MATEO COUNTY TRANSIT DISTRICT	1,936,560.89	WIR	Operating Expense
SMCTA	000154	SAN MATEO COUNTY EXPRESS LANES JOINT POW	56.18	WIR	Operating Expense
SMCTA	000515	SPUR	1,666.00	CHK	Operating Expense
SMCTA	000517	PUBLIC TRUST ADVISORS	8,770.52	CHK	Operating Expense
SMCTA	000518	ROSS FINANCIAL	2,712.50	CHK	Operating Expense
SMCTA	000519	SELF-HELP COUNTIES COALITION	8,400.00	CHK	Operating Expense
SMCTA	000524	FIELDMAN, ROLAPP & ASSOCIATED	2,590.00	CHK	Operating Expense
SMCTA	000525	NORTON ROSE FULBRIGHT US LLP	9,311.09	CHK	Operating Expense
SMCTA	000526	PUBLIC TRUST ADVISORS	8,427.81	CHK	Operating Expense
SMCTA	000143	ALLIANCE RESOURCE CONSULTING, LLC	16,550.00	ACH	Capital Programs (1)
SMCTA	000520	WSP USA INC.	2,918.37	CHK	Capital Programs (1)
SMCTA	000527	STANTEC CONSULTING SERVICES, INC.	12,078.38	CHK	Capital Programs (1)
SMCTA	000144	MARK THOMAS & COMPANY AND AECOM JV	386,376.11	ACH	Capital Programs (2)
SMCTA	000145	ZOON ENGINEERING, INC.	127,756.81	ACH	Capital Programs (3)
SMCTA	000146	AECOM TECHNICAL SERVICES, INC.	157,341.90	ACH	Capital Programs (3)
SMCTA	000148	GRAY-BOWEN-SCOTT	45,003.59	ACH	Capital Programs (3)
SMCTA	000510	PACIFIC GAS & ELECTRIC COMPANY	246.98	CHK	Capital Programs (3)
SMCTA	000511	PACIFIC GAS & ELECTRIC COMPANY	364.05	CHK	Capital Programs (3)
SMCTA	000512	PACIFIC GAS & ELECTRIC COMPANY	120.48	CHK	Capital Programs (3)
SMCTA	000513	PACIFIC GAS & ELECTRIC COMPANY	137.99	CHK	Capital Programs (3)
SMCTA	000521	PACIFIC GAS & ELECTRIC COMPANY	28.40	CHK	Capital Programs (3)
SMCTA	000522	PACIFIC GAS & ELECTRIC COMPANY	80.55	CHK	Capital Programs (3)
SMCTA	000147	MARK THOMAS & COMPANY AND AECOM JV	2,556.68	ACH	Capital Programs (4)
SMCTA	000149	HANSON BRIDGETT LLP	9,067.50	WIR	Capital Programs (5)
SMCTA	000149	KADESH & ASSOCIATES, LLC	4,600.00	ACH	Capital Programs (5)
SMCTA	000150	KHOURI CONSULTING LLC	5,500.00	ACH	Capital Programs (6)
SMCTA	000150	PENINSULA CORRIDOR JOINT POWERS BOARD	32,000.00	WIR	Capital Programs (6)
SMCTA	000152	DEPARTMENT OF TRANSPORTATION	28,019.72	WIR	Capital Programs (7)
SMCTA	000514	SOUTH SAN FRANCISCO, CITY OF	22,726.86	CHK	Capital Programs (8)
SMCTA	000516	DALY CITY, CITY OF	37,590.49	CHK	Capital Programs (9)
SMCTA	000523	STANTEC CONSULTING SERVICES, INC.	55,893.30	CHK	Capital Programs (10)
			<u>3,174,350.75</u>		

- (1) Highway Oversight
- (2)

10,964.72	101 Interchange to Broadway
151,462.77	101 Managed Lanes (Nof I-380)
<u>223,948.62</u>	101 Peninsula Ave/Poplar I/C
<u>386,376.11</u>	
- (3) 101 HOV Ln Whipple - San Bruno
- (4) 101 Interchange to Broadway
- (5)

9,067.50	Highway Oversight
<u>4,600.00</u>	SMCTA External Administration
<u>13,667.50</u>	
- (6)

5,500.00	SMCTA Operating Administration
<u>32,000.00</u>	101 Managed Lanes (Nof I-380)
<u>37,500.00</u>	
- (7)

13,143.70	101 HOV Ln Whipple - San Bruno
<u>14,876.02</u>	US101/SR92 Interchang Area Imp
<u>28,019.72</u>	
- (8) SSF Ferry - 2nd Terminal
- (9) Shuttles FY21-22 Funding
- (10) ACR/TDM Plan

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: April Chan, Acting Deputy General Manager/CEO
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2022**

Action

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

Significance

The Capital Projects Quarterly Status Report (QSR) is submitted to keep the Board informed as to the scope, budget, and progress of ongoing capital projects funded by Measure A and W funds.

Budget Impact

There is no impact on the budget.

Background

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

It should be noted that scope of each of two highway projects, namely the US 101/Peninsula Avenue Interchange Project and the US 101 Managed Lanes North of I-380 Project, has been expanded to include additional traffic analysis and enhanced community consultation process. There is also a new highway project, the State Route 1/Manor Drive Overcrossing Improvements Project, added to the quarterly reporting.

Prepared By: Heba El-Guindy Deputy Director, TA Program 650-508-6476



Capital Projects

Quarterly Status Report

Fourth Quarter FY2022: April 1-June 30, 2022

Report prepared for the September 1, 2022 TA Board Meeting

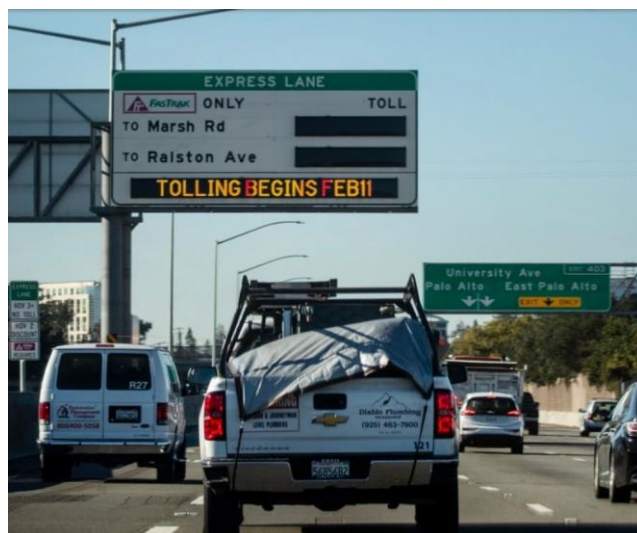


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Level 2 Projects

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	Q3 FY22	Q4 FY22	Q3 FY22	Q4 FY22	Q3 FY22	Q4 F22	Q3 FY22	Q4 FY22	
Highways									
00621 - U.S. 101 / Broadway Interchange Project Phase - Highway Planting	G	G	G	G	G	G	G	G	3
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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	G	G	R	G	G	17
00803 - U.S. 101 / Produce Avenue Project Phase - PA&ED	G	G	G	G	G	Y	G	G	19
00805 - Highway 92 / El Camino Real Interchange Project Phase - Highway Planting	G	G	G	G	Y	R	G	G	21
00822 - Route 1 Safety & Operational Improvements Project (Wavcrest Road to Poplar Street) Phase - Construction	G	G	G	G	G	Y	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	Y	G	G	27
100318 - U.S. 101 / SR 92 Interchange Area Improvements Project Phase - PID	G	G	G	G	G	G	G	G	29
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Caltrain - Grade Separation & Station Improvements									
00812 - Grade Separation Project - 25th Avenue (San Mateo) Phase - Construction	Y	G	G	G	R	G	G	G	36
00813 - Grade Separation Project - Broadway (Burlingame) Phase - PE/ENV	G	G	G	G	R	G	G	G	41
00824- South San Francisco Station Improvement Project (South San Francisco)	G	G	G	G	R	R	G	G	45
00814 - Grade Separation Study Report - (South Linden Avenue/Scott Street)	G	G	G	G	G	G	G	G	51
100277 - Grade Separation Study Project - Whipple Avenue (Redwood City)	G	G	G	G	R	R	G	G	54
100579 - Watkins Avenue Grade Crossing Safety Improvement (Formerly Atherton closure project)	G	G	G	G	G	G	G	G	56

= 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 (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Plant Establishment (City R/W; One Year)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/18
Highway Planting Design	05/06/19	06/03/20	05/06/19	08/31/22*	05/06/19	11/30/22

Progress This Quarter:

- (1) Coordinated with Caltrans and PG&E Joint Use Agreement (JUA)
- (2) Caltrans signed and recorded the JUA document
- (3) Continued coordination with US 101 Express Lanes Project construction

Future Activities:

- (1) Obtain Caltrans approval on final right-of-way record maps
- (2) City to execute Maintenance Agreement with Caltrans
- (3) Revise and submit 100% landscape design plans including changes associated with the stockpile to remain at the interchange
- (4) Record of survey (95% completed and awaiting recordation of Grant Deed)

Issues: *The US 101 Express Lanes Project is utilizing the project area for staging through September of 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. There are on-going maintenance responsibilities discussions for highway planting. TA is evaluating schedule impact based on Express Lanes Project schedule and permit requirements. The design plans are being revised based on comments received from the different agencies, and to better reflect changed conditions including the stockpile to remain.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$59,187,000	63%	\$57,439,986	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%	\$91,080,702	97%	\$93,738,000	100%

Note: EAC - Estimate at Completion

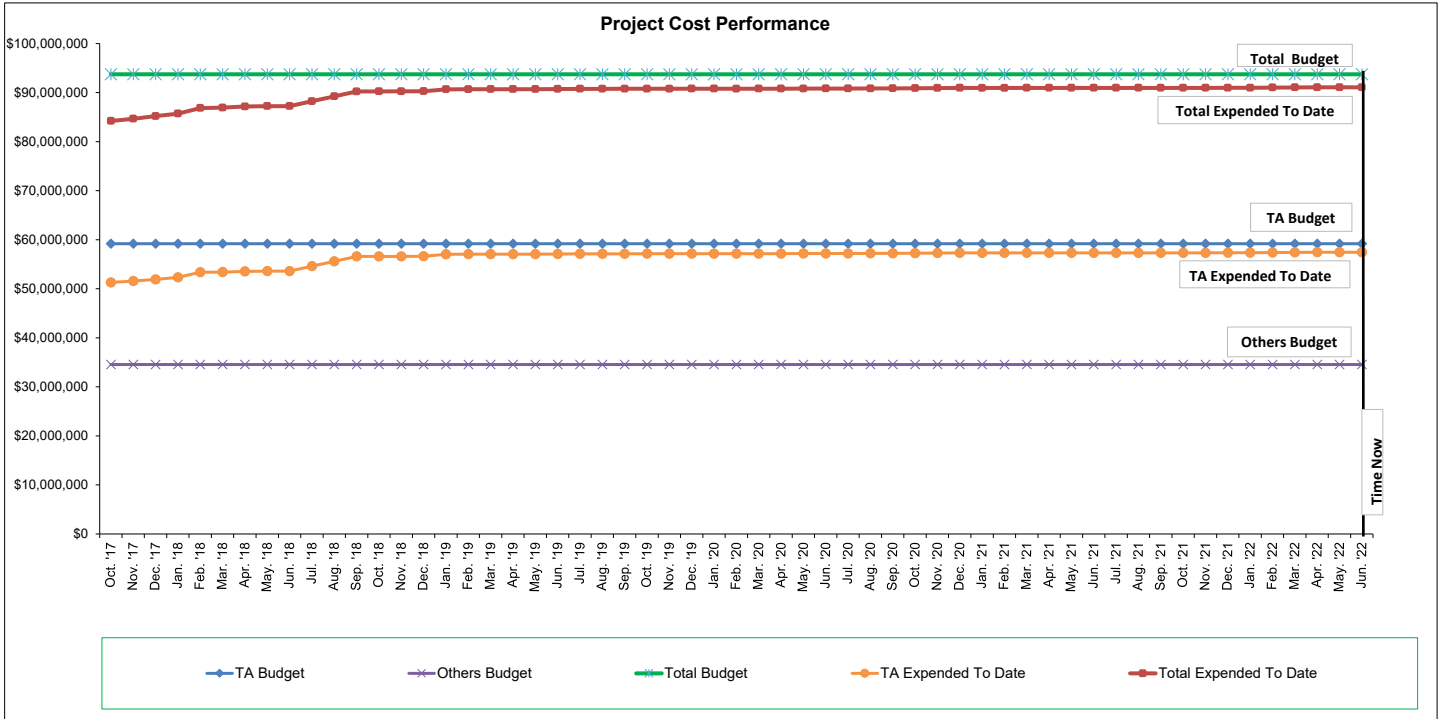
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$59,187,000	\$57,439,986	\$1,747,014	\$59,187,000	\$0
Others	\$34,551,000	33,640,715	\$910,285	\$34,551,000	\$0
Total Project	\$93,738,000	\$91,080,702	\$2,657,298	\$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 eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and installed new signals at the ramp intersections.

Project Status Summary:

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

Issues: None

Schedule:



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

Progress

(1) City continued coordination with the US 101 San Mateo County Express Lanes Project.

This Quarter:

(2) City continued to discuss design, construction, and maintenance responsibilities/ agreement with Caltrans and EPA.

Future

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

Activities:

(2) City to continue to develop the landscape design

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%

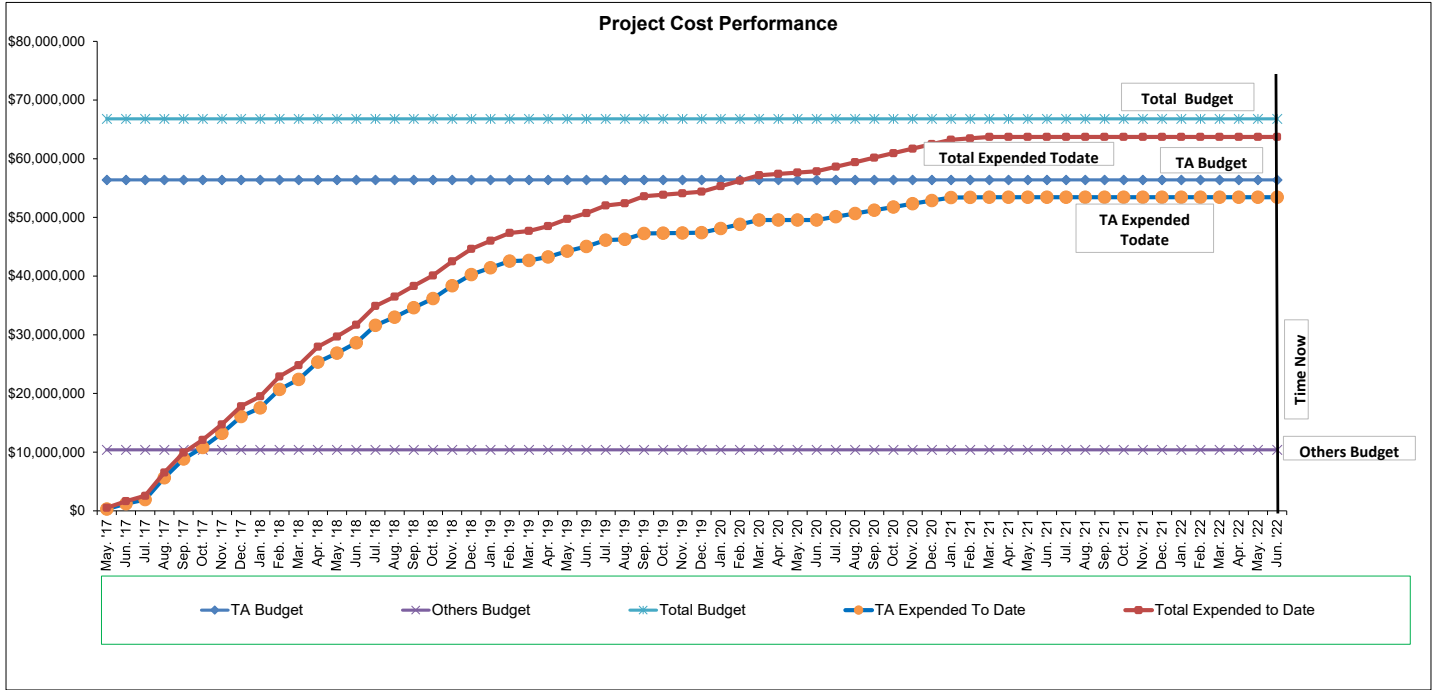
Issues/Notes:

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.



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 realigning the freeway ramps. The project will widen Woodside Road from four lanes to six lanes, reconstruct ramp connections between Woodside Road and US 101, and eliminate the existing five-legged intersection at Broadway and Woodside Road.

Project Status Summary:

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

Issues:

None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (06/22)		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	12/31/23
Right-of-way Support	08/01/17	05/01/20	08/01/17	12/31/23	08/01/17	12/31/23

Progress

This Quarter:

- (1) City continued work on updating the Project phasing concept and planning for legal descriptions.
- (2) City coordinated updates of right of way cost estimates and continued right of way acquisition planning and scheduling.
- (3) City continued capital funding pursuit planning and activities, including initiating Funding Plan Development.

Future

Activities:

- (1) City to submit plats and legal descriptions to Caltrans
- (2) City to complete the updated right of way costs
- (3) City to coordinate right of way acquisition planning and schedule
- (4) City to complete the updated project phasing report
- (5) City to coordinate with TA team regarding scope and budget to complete the commitments in the Funding Agreement

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. In the meantime, the City developed a draft Project Funding Plan and continued to pursue funding opportunities. Project Schedule was re-baselined in response to RWC request for additional time to secure funding

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$8,140,000	79%	\$7,003,374	86%	\$8,140,000	79%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$2,110,000	21%	\$1,804,386	86%	\$2,110,000	21%
Total	\$10,250,000	100%	\$8,807,760	86%	\$10,250,000	100%

Issues:

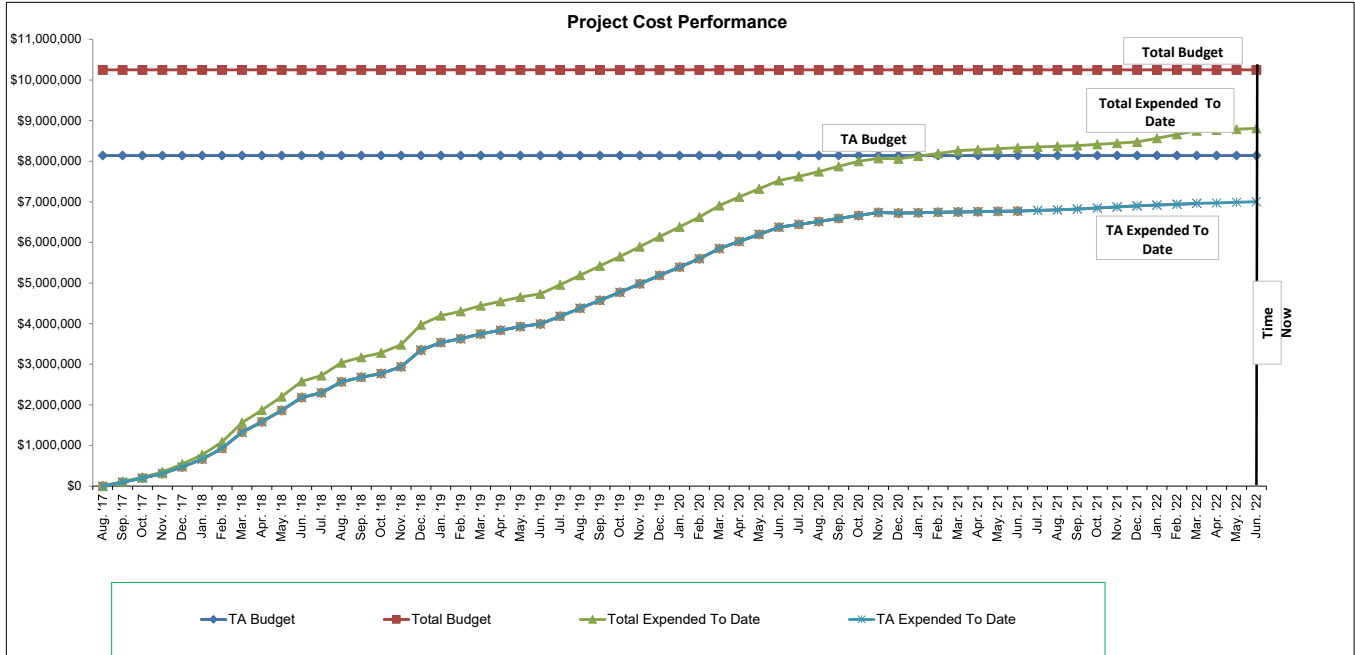
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$8,140,000	\$7,003,374	\$1,136,626	\$8,140,000	\$0
City	\$2,110,000	\$1,804,386	\$305,614	\$2,110,000	\$0
Total Project	\$10,250,000	\$8,807,760	\$1,442,240	\$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:



(3a)

Major Milestones:	Original Baseline		Current Baseline (12/21)		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	12/31/21	01/01/18	12/31/22

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

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

Issues: Biological Monitoring Phase II is complete but phase cannot be closed out until final report is complete.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$10,054,000	56%	\$7,771,951	95.0%	\$8,185,075	52%
Others						
Federal	\$4,446,000	25%	\$4,446,000	100%	\$4,446,000	28%
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%	\$15,469,150	97.4%	\$15,882,273	100%

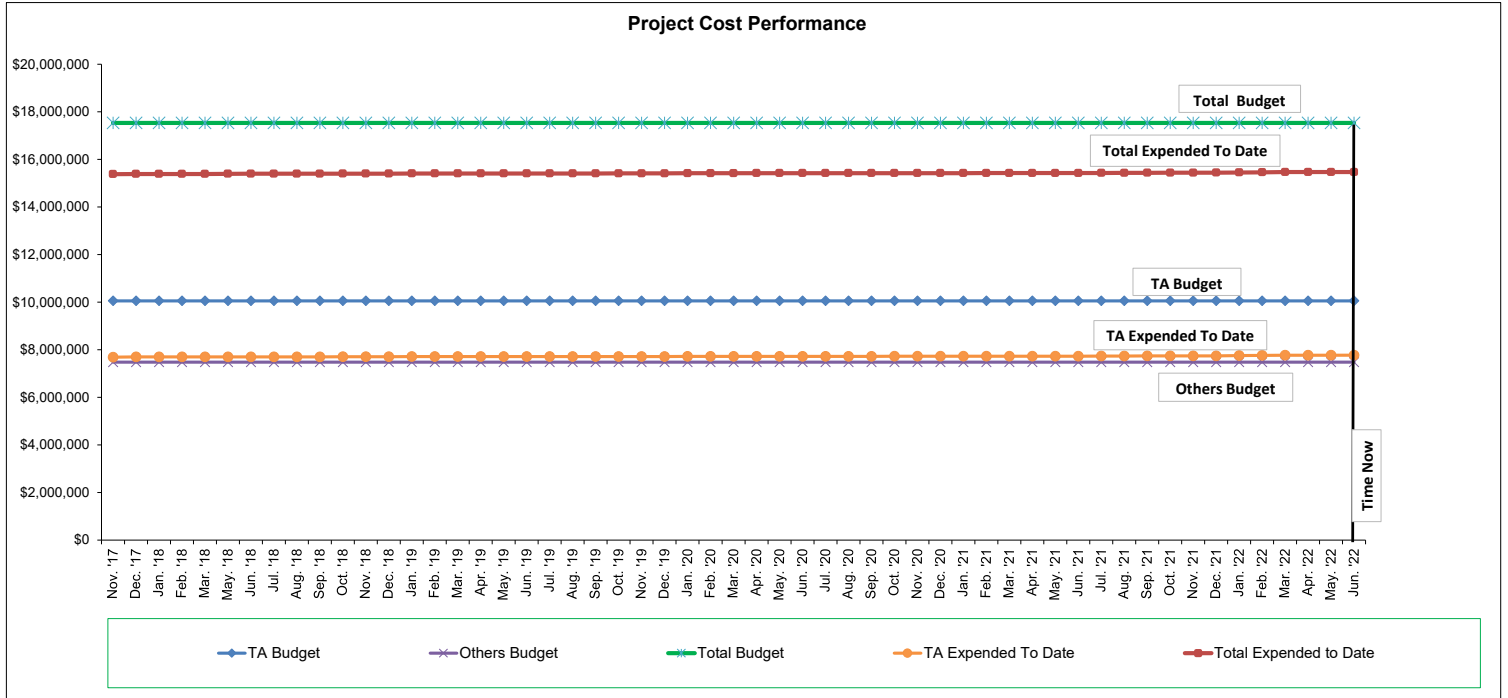
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$10,054,000	\$7,771,951	\$413,123	\$8,185,075	\$1,868,925
Others	\$7,790,381	\$7,697,199	\$0	\$7,697,199	\$93,182
Total Project	\$17,844,381	\$15,469,150	\$413,123	\$15,882,273	\$1,962,108

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&ED phase was completed in October 2018. The design and construction of the project were broken down into northern and southern segments.

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)	03/01/19	11/30/21	03/01/19	11/30/21	03/01/19	11/30/21
Construction (Northern)	03/04/20	06/30/22	03/04/20	06/30/22	03/04/20	9/15/2022*

Southern Segment (Santa Clara County Line – Whipple)

- Progress**
1. Southern Segment began tolling operations on Friday, February 11
 2. Continue to identify and address punch list items in preparation for southern segment project closeout

This Quarter: Northern Segment (Whipple- I-380)

1. Continue to review and issue change orders
2. \$317M of \$330M completed (96%) with 89% time elapsed.
3. 150 lane-miles of SM-101 resurfaced (paving 100% complete).
4. All overhead sign bridges installed.
5. All striping complete.
6. Final restriping completed on Bayshore Boulevard.
7. Tolling equipment installed in Blocks 1 and 4.
8. Fiber optic cable turned over for splicing in Blocks 1 – 4.
9. Continue to issue public notices, weekly and quarterly project updates to keep the surrounding community apprised of the various

Future Activities: Southern segment (Santa Clara County Line – Whipple)

1. Project closeout
2. Monitor and Report out on the performance of the express lanes operations

Northern Segment (Whipple – I-380)

1. Complete civil contract punch list
2. Complete last PG&E service point energization
3. Complete toll system equipment installation
4. Connect all toll system equipment to fiber optic cable
5. Test north segment express lanes

Issues: *The project is being delivered under two coordinated but separate contracts. The civil or roadway infrastructure is being performed by Kiewit. The toll facility installation and testing are being performed by Transcore. Some of Transcore's work was impacted due to delayed access to the work zones. The team is looking to mitigate schedule impacts by bringing on additional resources. At the time of this report, updated schedules were not yet available so for reporting purposes the schedule reflects the civil contract. The next CPQSR will provide a schedule update for the full project.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA **	\$30,500,000	5%	\$29,436,162	97%	\$30,500,000	5%
Others						
Regional	\$95,000,000	16%	\$78,936,047	83%	\$95,000,000	16%
Loan/Future Toll	\$86,500,000	15%	\$83,854,247	97%	\$86,500,000	15%
Federal	\$9,500,000	2%	\$9,500,000	100%	\$9,500,000	2%
State ***	\$306,670,000	53%	\$271,555,712	89%	\$306,670,000	53%
Private*	\$53,000,000	9%	\$53,000,000	100%	\$53,000,000	9%
Total	\$581,170,000	100%	\$526,282,169	91%	\$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.

*** The distribution of actual expenditures among the different funding sources was adjusted in Q4FY22 reporting that resulted in a lower State share compared to prior quarter.

Issues:

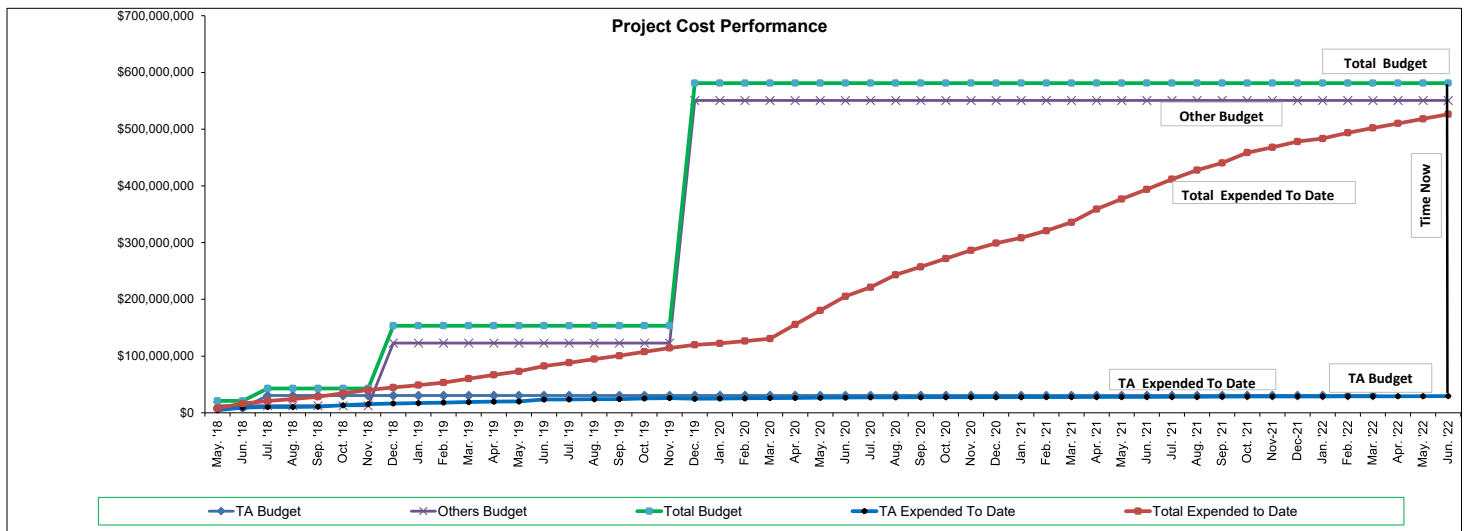
An additional \$9.5M of federal funds were added to the project budget in October 2017 for preliminary engineering work. \$22M of Measure A funds were included in the table above for PS&E, right-of-way and construction for southern segment. \$74.81M of \$220M of Senate Bill 1 (SB 1) funding was allocated 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	\$29,436,162	\$1,063,838	\$30,500,000	\$0
Others	\$550,670,000	\$496,846,007	\$53,823,994	\$550,670,000	\$0
Total Project	\$581,170,000	\$526,282,169	\$54,887,831	\$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 allocat 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 subject to coordination and agreement between the County and Caltrans with regards to implementation and maintenance of improvements.

Issues:

None

Schedule:



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

Progress

(1) Continued coordination with County and Caltrans on Maintenance and Environmental Review.

This Quarter:

(2) County continued to pursue funding sources for construction phase.

Future Activities:

- (1) Recirculate the Environmental Review Document based on Caltrans request and holding an additional community meeting
- (2) Complete 100% PS&E
- (3) Resolve long term maintenance responsibility and negotiate maintenance agreement between the County and Caltrans
- (4) Continue to pursue construction funding

Issues:

*The project is on hold. Schedule will be updated upon reaching an agreement between the County and Caltrans with regards to establishment and maintenance of improvements, as well as reaching community consensus. 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:

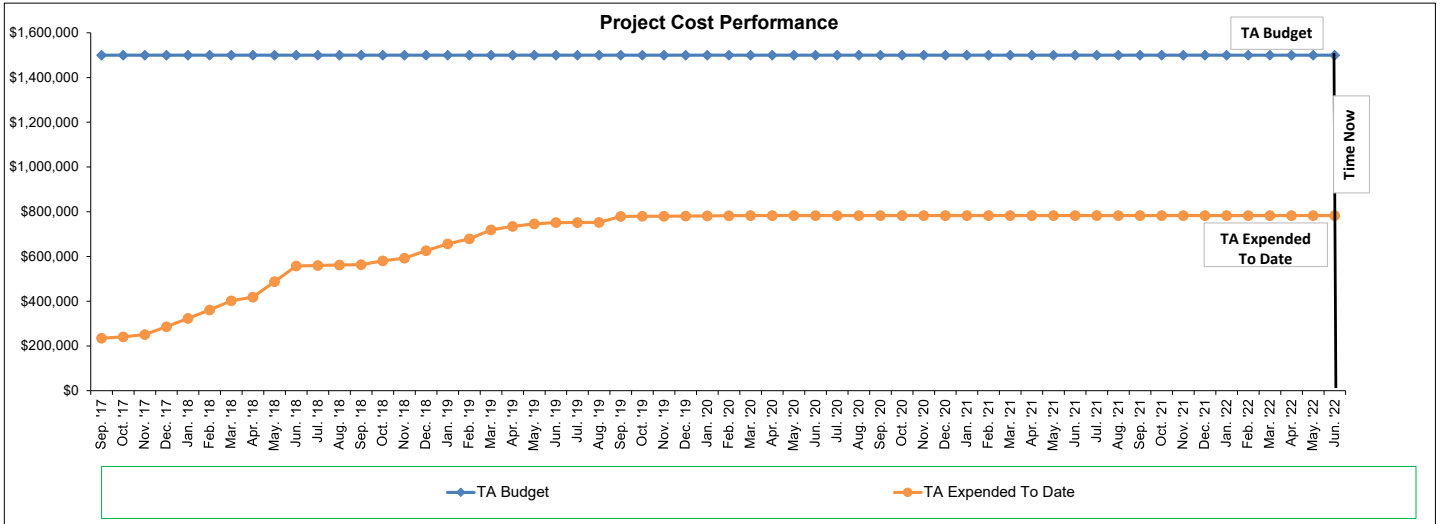
None

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 and bike lanes.



Project Status Summary: The 100% PS&E package was approved by Caltrans in June 2018. City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, TA Board programmed and allocated an additional \$2.6 million to accommodate these changes to the Project. Eight bids were received with the lowest bid 30% above the City of San Carlos engineer's estimate. With the high bids, the Project deficit at the time was 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 placed engineering work on hold in March 2021. In December 2021, the TA Board approved \$10.25 million in Measure A Supplemental Roadway funds for construction with the condition to secure the remaining funding gap by December 2022.

Issues: None

Schedule:



(3a)

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

Progress This Quarter: (1) The City is exploring value engineering opportunities
(2) Seek grant funding opportunities

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

Issues: *The City stopped engineering work in March 2021. The project was not recommended for Local Partnership Program (LPP) and ATP grants. Continue to coordinate work with the Express Lanes Project.

Funding :



(4b)

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,000,000	76%	\$2,858,776	95%	\$3,000,000	80%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$971,296	24%	\$710,117	93%	\$763,063	20%
Total	\$3,971,296	100%	\$3,568,892	95%	\$3,763,063	100%

Issues: The current funding table does not include funding for construction phase.

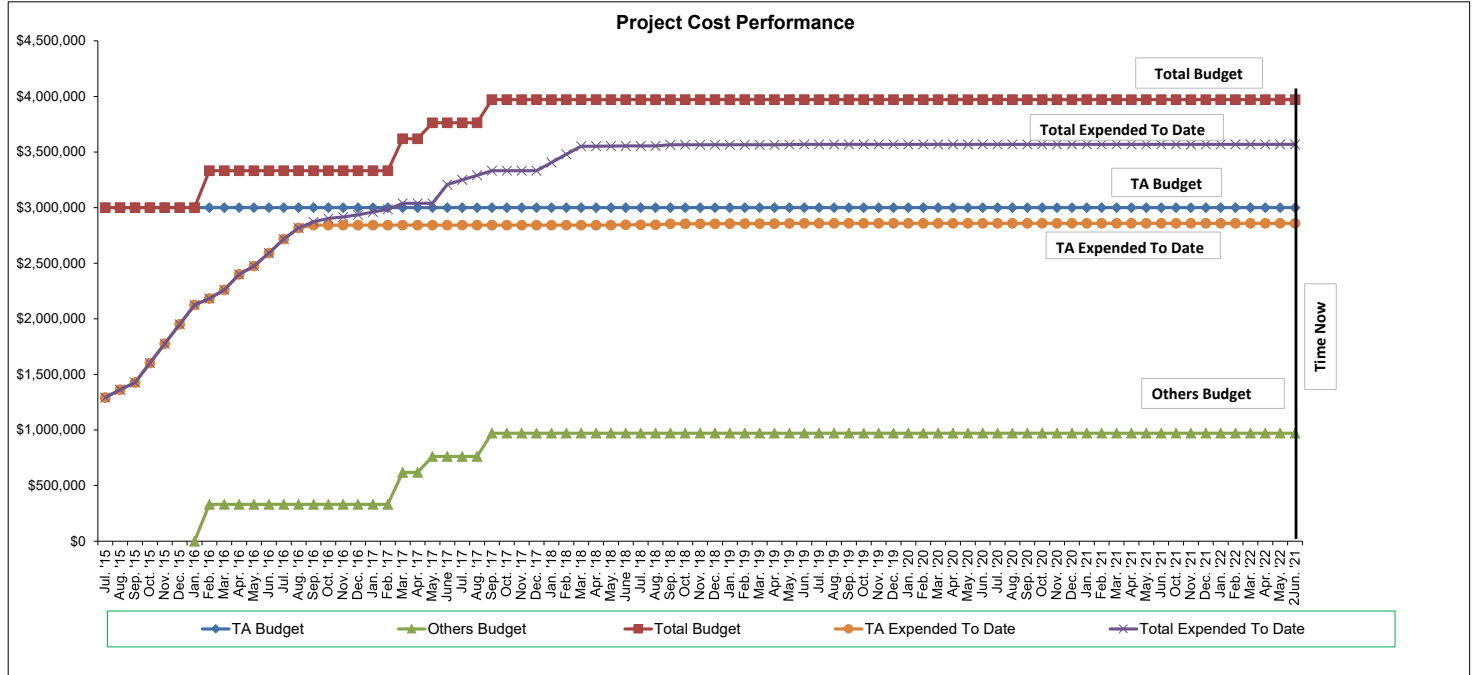
Budget:



(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	\$971,296	\$710,117	\$52,946	\$763,063	\$208,233
Total Project	\$3,971,296	\$3,568,892	\$194,171	\$3,763,063	\$208,233

Note: Budget is for PA&ED and PS&E phases only. In December 2021, the Board awarded \$10.25 million of Measure A funds for construction.



* Cost inception from the beginning of current phase.

Issues: The TA Board approved \$10.25 million of Measure A funds in December 2021 for construction.

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

TA Role: Funding Agency and Technical Support

Sponsor: City of San Mateo

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



Project Status Summary: The PA&ED phase commenced on June 1, 2016. The kick-off meeting was held on June 20, 2016. The TA entered a Cooperative Agreement with Caltrans in January 2017 for Caltrans to perform Independent Quality Assurance and review and approval of the environmental documents. At the requests of the Cities of Burlingame and San Mateo (Cities), additional traffic operational analysis was conducted to address community concerns. After coordination among the Cities, the City of San Mateo (City) as the project sponsor decided to move forward with the PA&ED process to better understand the project impacts and operational and safety improvements that would be realized if implemented. The City hosted several community meetings to provide updates to the community in addition to presentations to Councils of both Cities. A Project Scoping Meeting was held on April 28, 2021 to begin formal comment period process. Written public comments have been summarized, and work on the PA&ED phase has been actively progressing since. Required environmental and technical studies are ongoing and coordinated with Caltrans. The TA Board approved \$6 million of Measure A funds in December 2021 (additional \$1.4 million for PA&ED phase, and \$4.6 million for PS&E and R-O-W Services) in response to the Call for Projects application from the City.

Issues: None

Schedule:

Major Milestones:	Original Baseline		Current Baseline (12/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA&ED	06/01/16	07/31/22	06/01/16	07/31/22	06/01/16	06/30/23



Progress This Quarter: (4a)

- (1) Continued the development of Geometric Engineering Drawings
- (2) Finalized and obtained Caltrans approval on the Quality Management Plan (QMP) and schedule
- (3) Continue to work with, and submit to Caltrans the various environmental technical studies (air, noise, traffic, etc.)
- (4) Held regular PDT meetings with Caltrans
- (5) Presented the Project to the MTC Air Quality Conformity Task Force
- (6) Presented the Project to the TA CAC, and the Board of Directors

Future Activities:

- (1) Continue to prepare and submit the various environmental technical studies to Caltrans
- (2) Develop the Draft Project Report
- (3) The TA to issue a WD to continue work under the new GEC contract
- (4) The City to request an extension re. the PS&E and R-O-W services phase funding to better accommodate the ongoing PA&ED phase.
- (5) Conduct an enhanced community engagement efforts

Issues: Planned enhanced public outreach and additional traffic analysis have extended the forecasted finish date.

Funding :

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,900,000	87%	\$2,794,894	72%	\$3,900,000	87%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$600,000	13%	\$549,670	92%	\$600,000	13%
Total	\$4,500,000	100%	\$3,344,564	74%	\$4,500,000	100%



Note: In December 2021, the Board awarded \$6 million Measure A funds for PA&ED (\$1.4 million), PS&E (\$4.2 million) and ROW Support (\$400k)

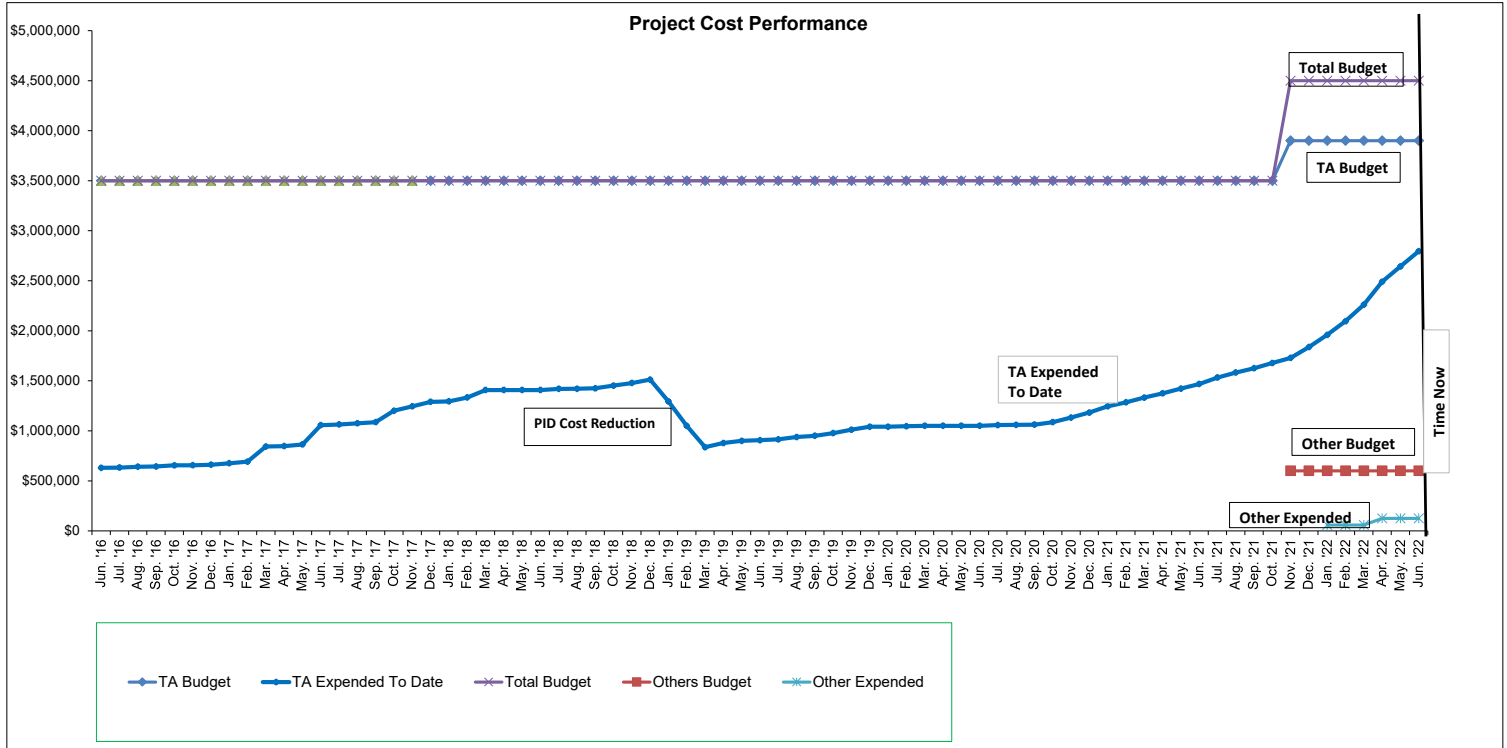
Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,900,000	\$2,794,894	\$1,105,106	\$3,900,000	\$0
Others	\$600,000	\$549,670	\$50,330	\$600,000	\$0
Total Project	\$4,500,000	\$3,344,564	\$1,155,436	\$4,500,000	\$0

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



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

Issues/Notes: The TA Board allocated \$6 million of Measure A funds in December 2021.

000803 - U.S. 101 / PRODUCE AVENUE PROJECT

TA Role: Funding Agency

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

Scope:



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

Project Status Summary:

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

Issues:

None

Schedule:



(3a)

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

Progress This Quarter:

- (1) Continue to hold regular PDT and other Project meetings
- (2) PS&E support cost was prepared
- (3) Comments on the traffic analysis were coordinated with Caltrans staff
- (4) The TOAR was updated and approved in May 2021
- (5) Continue to work on Environmental technical reports
- (6) DSDD was updated and approved by Caltrans in May 2021
- (7) Revisions were made and a 3rd Administrative Draft EIR/EA submitted to Caltrans
- (8) ROW Data Sheet was updated for Caltrans review
- (9) DPR and DEIR were submitted for Caltrans review

Future Activities:

- (1) Continue to Update the CPM Design Schedule
- (2) Submit the 4th Admin DEIR and DPR
- (3) Seek Caltrans approval on the DEIR and DPR
- (4) Coordinate with Caltrans on public outreach meeting and associated materials
- (5) Host community meeting on August 11, 2022 for the release of Draft Environmental Document

Issues:

PA&ED Completion was delayed due to revisions to the technical studies

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,550,000	92%	\$2,871,696	81%	\$3,550,000	92%
Others						
Federal		0%		0%		0%
State		0%		0%		0%
City	\$300,000	8%	\$142,823	48%	\$300,000	8%
Total	\$3,850,000	100%	\$3,014,519	78%	\$3,850,000	100%

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

Issues:

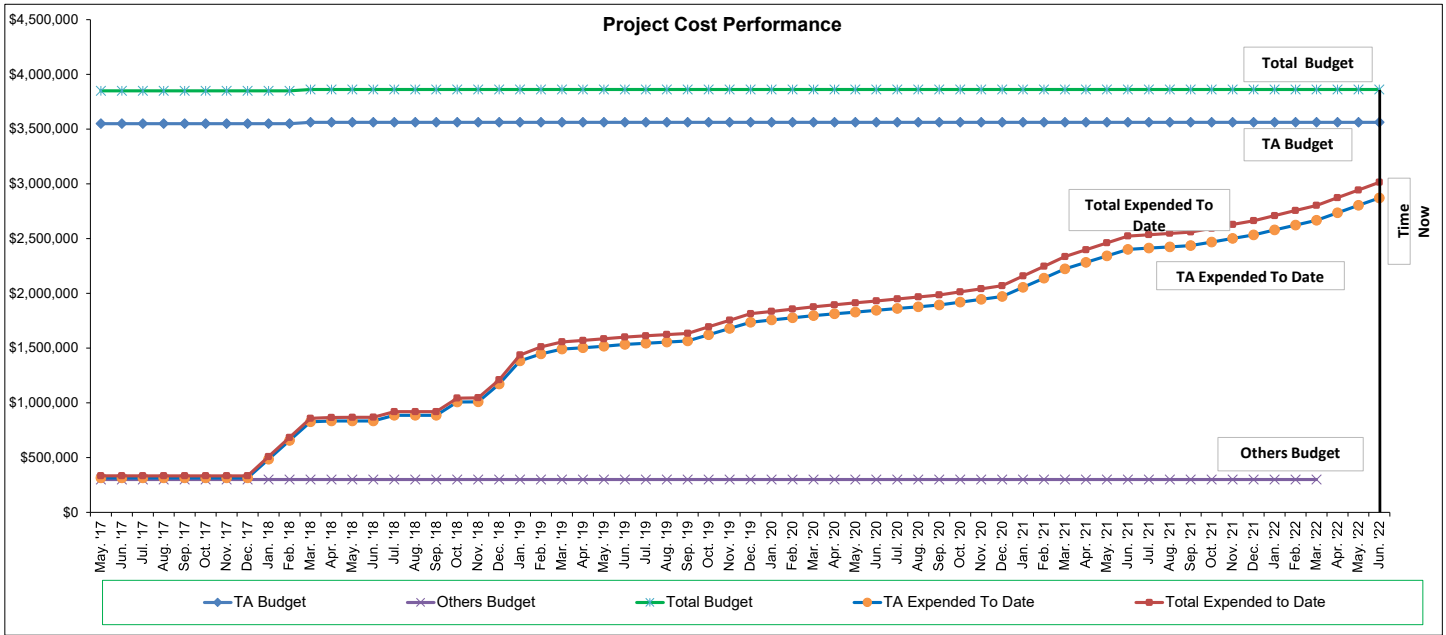
None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$3,550,000	\$2,871,696	\$678,304	\$3,550,000	\$0
Others	\$300,000	\$142,823	\$157,177	\$300,000	\$0
Total Project	\$3,850,000	\$3,014,519	\$835,481	\$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 cloverleaf interchange to a partial cloverleaf, realigned and widened on-ramps and off-ramps, and added signalized intersections at ramp termini. The project also included widening sidewalks and added bike lanes on State Route 82.



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

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (6/30/21)		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	08/31/23

Progress This Quarter: (1) Executed the Funding Agreement
(2) Submitted revised 100% PS&E for Caltrans review
(3) Drafted Project Specific Maintenance Agreement and continued coordination with Caltrans

Future Activities: (1) City to complete the Final PS&E and obtain Caltrans encroachment permit and advertisement
(2) Caltrans to review and issue encroachment permit
(3) Review and execute an Amended Project Maintenance Agreement

While the 100% Highway Planting Design is under Caltrans final review and approval, negotiations between the City of San Mateo and Caltrans regarding short and long term maintenance responsibilities has been the primary contributing factor to the delay with finishing the Highway Planting Design. TA staff has offer to facilitate discussions between the two parties to bring closure to this phase.

Issues:

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$18,400,000	69%	\$17,347,954	94%	\$18,400,000	69%
Others						
Federal	\$1,980,000	7%	\$1,980,000	100%	\$1,980,000	7%
State	\$5,050,000	19%	\$5,042,826	100%	\$5,050,000	19%
City	\$1,181,535	4%	\$1,181,535	100%	\$1,181,535	4%
Total	\$26,611,535	100%	\$25,552,315	96%	\$26,611,535	100%

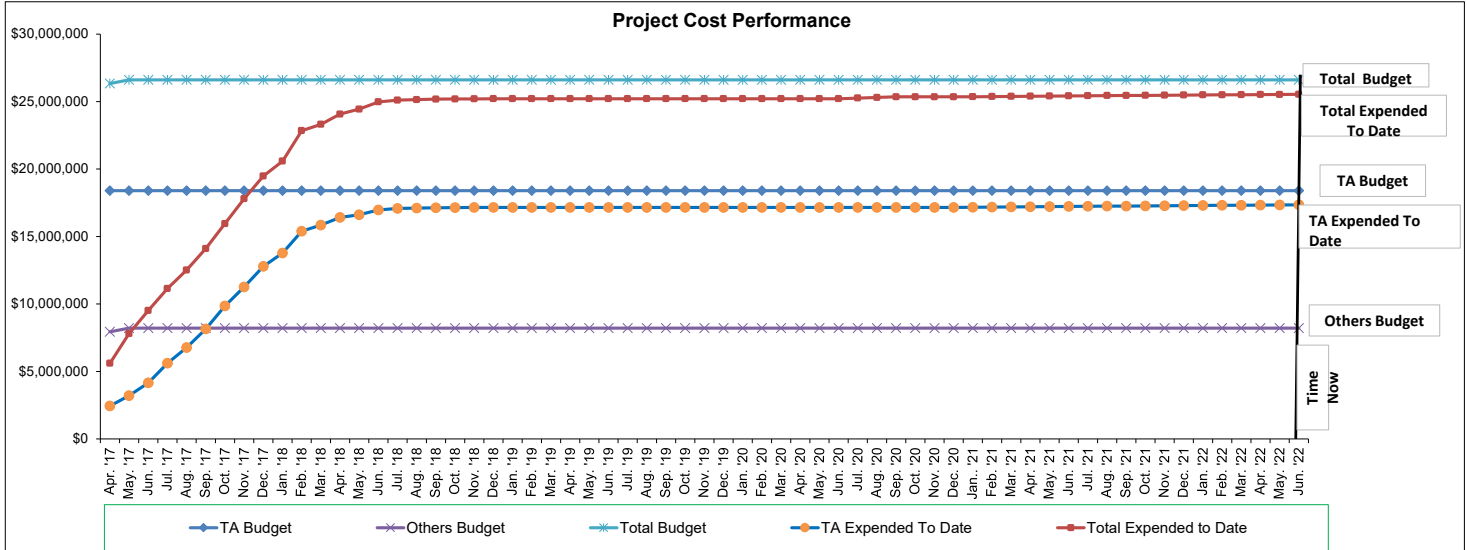
Issues: Project construction cost saving may be made available to fund standard landscaping after the completion of the landscaping design.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$18,400,000	\$17,347,954	\$1,052,046	\$18,400,000	\$0
Others	\$8,211,535	\$8,191,695	\$19,840	\$8,211,535	\$0
Total Project	\$26,611,535	\$25,539,649	\$1,071,886	\$26,611,535	\$0

Note: Budget is for PA&ED, PS&E, right-of-way and construction phases.




* Cost inception from the beginning of construction phase.

Issues: None

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

TA Role: Funding Agency

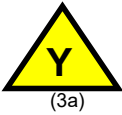
Sponsor: City of Half Moon Bay (Also Implementing Agency)

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

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

Issues: None

Schedule:



Major Milestones:	Original Baseline		Current Baseline (12/19)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Final Design	01/01/19	03/31/19	01/01/19	03/31/19	01/01/19	06/30/19
Construction/Closeout	07/01/20	09/30/21	07/01/20	12/31/21	11/01/21	05/28/22

Progress This Quarter: (1) Construction Notice of Completion was completed and roadway and intersections opened to the public
(2) Caltrans accepted the Project

Future Activities: (1) None, work is complete and final invoice submitted

Issues: None.

Funding :



	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$3,940,000	78%	\$3,640,001	92%	\$3,940,000	78%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$1,095,000	22%	\$723,774	66%	\$1,095,000	22%
Total	\$5,035,000	100%	\$4,363,775	87%	\$5,035,000	100%

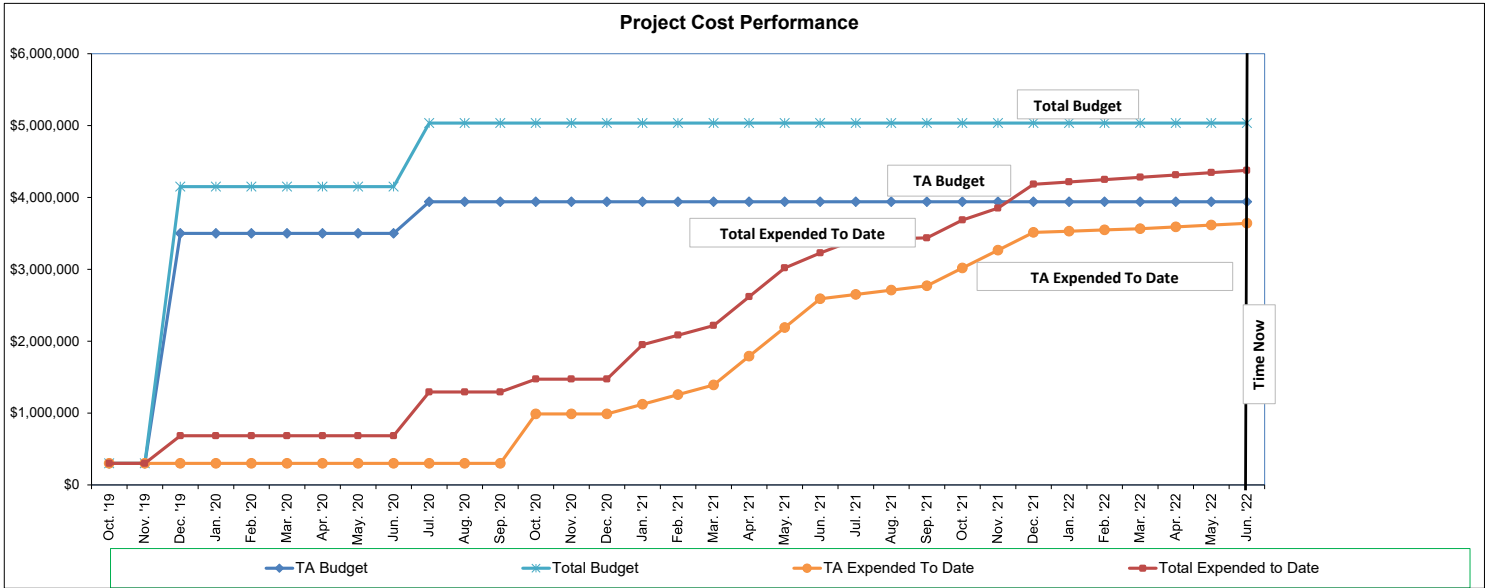
Note: Funding is \$300,000 for design and \$3,640,000 for construction

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	\$3,640,001	\$299,999	\$3,940,000	\$0
Others	\$1,095,000	\$723,774	\$371,226	\$1,095,000	\$0
Total Project	\$5,035,000	\$4,363,775	\$671,225	\$5,035,000	\$0



Issues:


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

TA Role: Funding Agency
Sponsor: City of Half Moon Bay

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

Project Status Summary: The City has prepared Caltrans requested DSDD for the relocation of the PG&E electrical poles. Design of these relocated poles are completed. PG&E has started construction of the new gas line relocation to accommodate the project retaining walls. The City is negotiating a construction easement from a private farm adjacent to the project and a revision to its current maintenance agreement with Caltrans to include the landscaping, retaining walls, Class I path and the new signal on this project. The City is working with SMCTA to prepare the funding agreement for construction phase. The City is working a biological consultant for biological impact and location of mitigation.

Issues: The TA Board approved additional \$5.275 million of Measure A funds in December 2021 for Project construction following completion of the ongoing design phase.


Schedule: 

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

Progress This Quarter: (1) City continued coordination of utility relocation with PG&E
(2) City continued coordination with Caltrans for Maintenance Agreement

Future Activities: (1) Complete construction of Gas main relocation with PG&E.
(2) Obtain Caltrans approval for relocation of PG&E electric poles.
(3) Execute TCE with private land owner.
(4) Prepare biological mitigation area and present to Planning Commission.

Issues: None

Funding : 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$438,500	36%	\$425,523	97%	\$438,500	36%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$784,500	64%	\$651,648	83%	\$784,500	64%
Total	\$1,223,000	100%	\$1,077,171	88%	\$1,223,000	100%

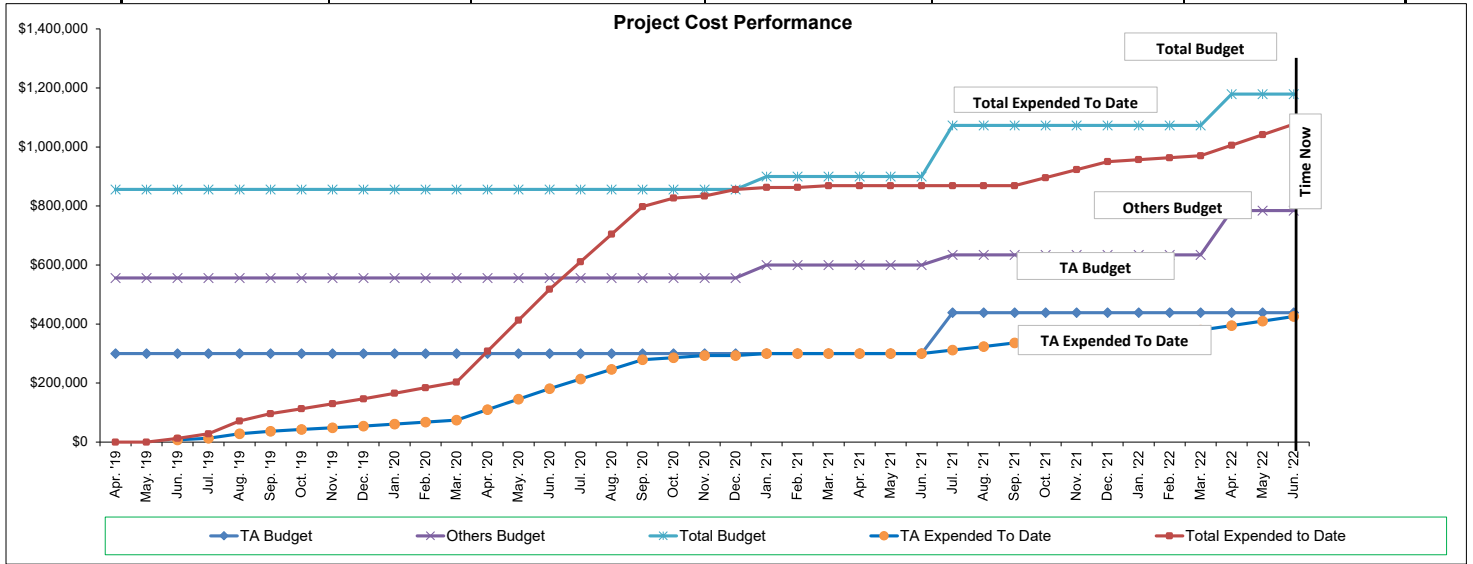
Note: In December 2021, the Board awarded \$5.275 million of Measure A funds in addition to a previously allocated \$3.2 million for construction. The City's matching fund for construction is \$2.4 million.

Issues: NONE

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$438,500	\$425,523	\$12,977	\$438,500	\$0
Others	\$784,500	\$651,648	\$132,852	\$784,500	\$0
Total Project	\$1,223,000	\$1,077,171	\$145,829	\$1,223,000	\$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 from the terminus of US 101 Express 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 is studying the project alternatives (no build, lane convert, and lane add). Caltrans is the authorizing agency to approve 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 review phase north of the County line. A Work Directive was issued 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. An enhanced public engagement program was added to the project scope.

Issues: None

Schedule:



(3a)

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	06/30/23

Progress This Quarter:

- (1) Continued to prepare Design Standards Decision Document
- (2) Continued to prepare draft project report and environmental document
- (3) Submitted the NMFS and USFWS Biological Assessments for Caltrans review

Future Activities:

- (1) Continue to coordinate with SFCTA and Caltrans on improvements at the county line
- (2) Submit draft Design Standard Decision Report Design Exception Reports
- (3) Submit traffic forecast report and traffic analysis
- (4) Continue coordination with Caltrain on the potential impact including constructibility to the railroad crossings under bridge widening

Issues: Additional planned public outreach, traffic analysis and coordination with San Francisco managed lanes project has added to the scope and schedule

Funding :



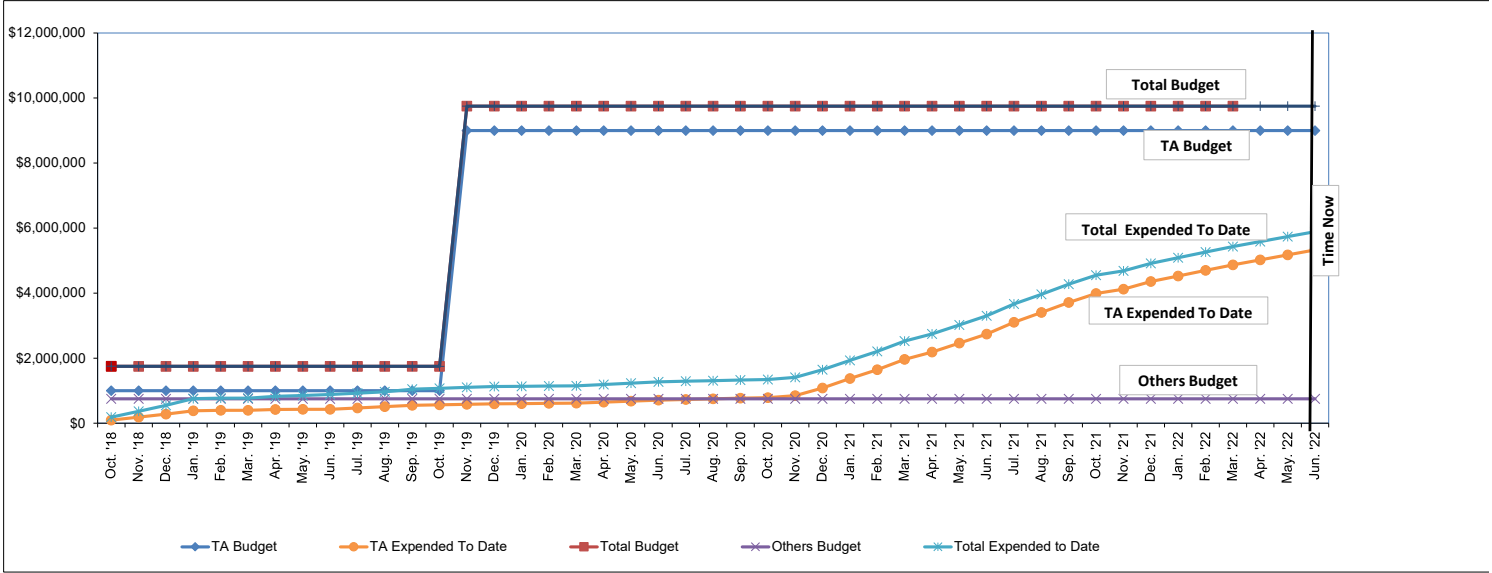
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$9,000,000	92%	\$5,329,027	59%	\$9,000,000	94%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
SFCTA & CMA	\$750,000	8%	\$560,705	100%	\$560,705	6%
Total	\$9,750,000	100%	\$5,889,732	62%	\$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	\$5,329,027	\$3,670,973	\$9,000,000	\$0
Others	\$750,000	\$560,705	\$0	\$560,705	\$189,295
Total Project	\$9,750,000	\$5,889,732	\$3,670,973	\$9,560,705	\$189,295

Note: Budget is for PID and PA/ED phases only. In December 2021, the Board awarded \$11,323,000 of Measure A funds for PS&E in addition to the \$5,477,000 of STIP funds.




TA and STP funding for PS&E phase included in FY 2022, Third Quarter

Issues: None

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


TA Role: Co-Sponsor with C/CAG

Co-Sponsors: TA and C/CAG

Scope:  The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/ SR 92 interchange. The improvements include constructing an additional lane to westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector ramps to eastbound SR 92, modifying southbound US 101 Fashion Island Boulevard exit ramp, and modifying the 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 (PA/ED) phase. The PA/ED phase was completed in September of 2021. Caltrans is also the implementing agency of the Design (PS&E) phase which is currently underway.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (04/20)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
PA/ED	04/01/20	09/06/21	04/01/20	09/06/21	04/01/20	09/06/21
PS&E	03/01/22	08/01/23	03/01/22	08/01/23	05/01/22	08/01/23


Progress This Quarter:

- (1) Caltrans executed the PS&E Cooperative Agreement
- (2) Caltrans closed-out the PA/ED phase
- (3) Caltrans commenced the PS&E phase and is coordinating the work with TA and C/CAG

Future Activities:

- (1) Continue with Project management and coordination, including design focus meetings
- (2) Finalizing drilling task order
- (3) Continue work on the base maps and plan sheets
- (4) Set-up second PDT meeting

Issues: None

Funding: 

	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$1,380,000	20%	\$417,388	30%	\$1,380,000	20%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$5,611,000	79%	\$2,610,579	47%	\$5,611,000	80%
Cities	\$70,000	1%	\$46,377	100%	\$46,377	1%
Total	\$7,061,000	100%	\$3,074,344	44%	\$7,037,377	100%

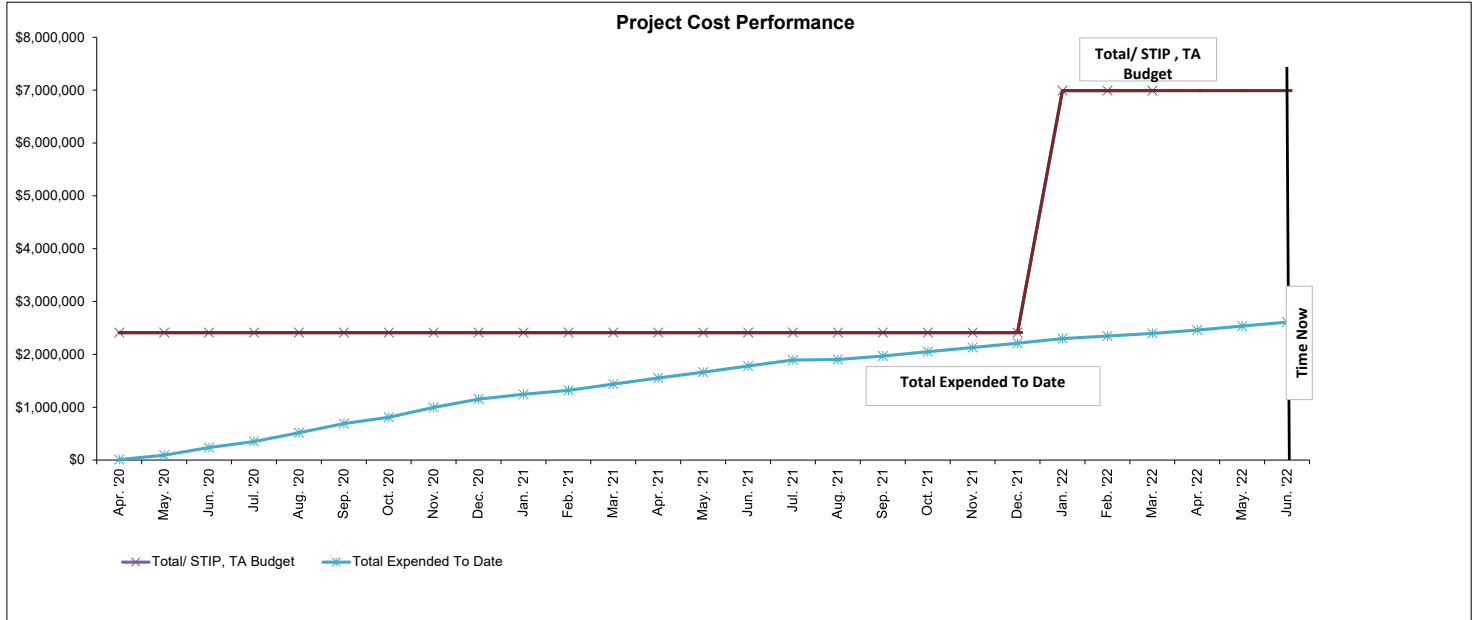
Funding shown is for the PID, PA/ED and PS&E phases. In December 2021, the Board awarded \$5,075,000 of Measure W funds for PS&E, ROW and construction.

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$1,380,000	\$417,388	\$962,612	\$1,380,000	\$0
STIP	\$5,611,000	\$2,610,579	\$3,000,421	\$5,611,000	\$0
Cities	\$70,000	\$46,377	\$46,377	\$46,377	\$23,623
Total Project	\$7,061,000	\$3,074,344	\$4,009,410	\$7,037,377	\$0




PS&E and Right of Way funds are included. Construction funds will be included at completion of PS&E

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. The project will study high-occupancy vehicle (HOV) direct connectors from westbound SR 92 to northbound and southbound US 101, a branch connector from the existing southbound US 101 to eastbound SR 92 connector, and widening of eastbound SR 92 bridge over Seal Slough.

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 including traffic engineering studies and topographic survey work.

Issues: None


Schedule: 

Major Milestones:	Original Baseline		Current Baseline (5/24)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Technical Studies (Topographic and Traffic studies)	01/01/21	12/31/21	01/01/21	12/31/21	01/01/21	11/30/21
PA/ED	10/01/22	09/30/24	10/01/22	09/30/24	10/01/22	09/30/24

Progress This Quarter: (1) Project technical studies were completed in November 2021

Future Activities: (1) PA/ED phase will be initiated by issuing a Work Directive Proposal Request to the General Engineering Consultants (GEC)
(2) A GEC will be selected to perform the PA/ED tasks and obtain environmental approval

Issues: None

Funding : 

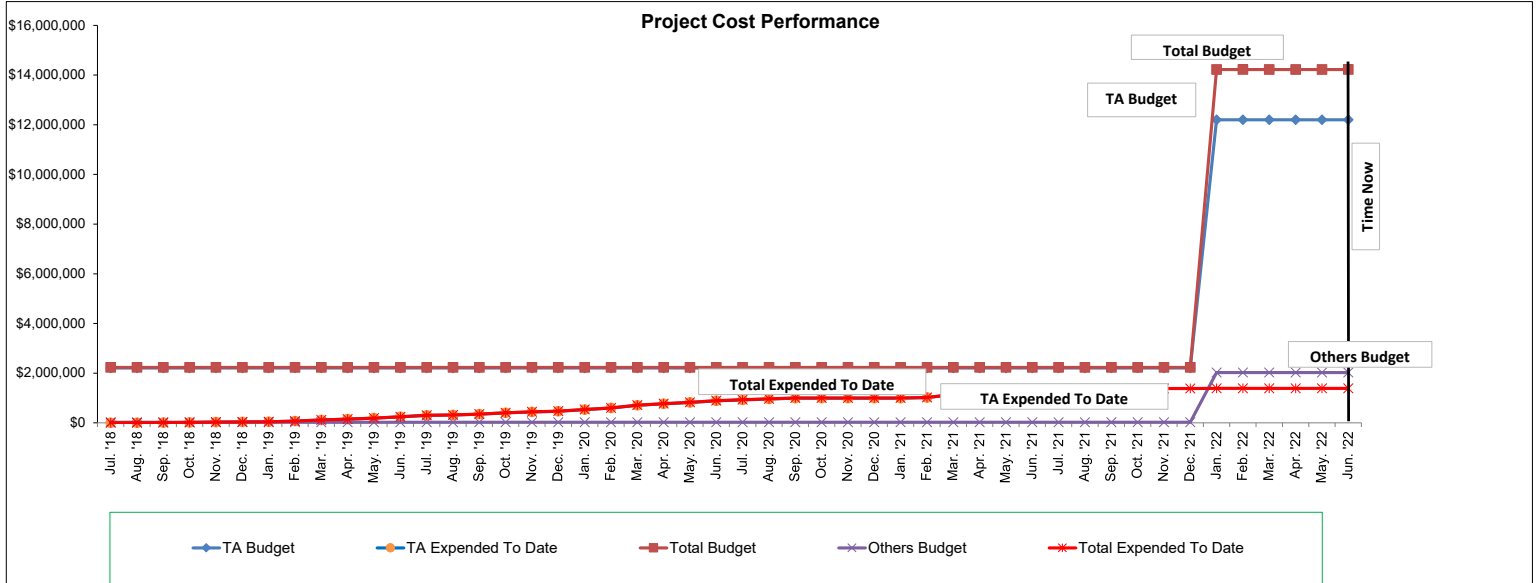
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$12,200,000	85.78%	\$1,386,283	11%	\$12,142,530	86%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
Cities	\$23,000	0.16%	\$8,217	36%	\$23,000	0%
Other	\$2,000,000	14.06%	\$0	0%	\$2,000,000	14%
Total	\$14,223,000	100%	\$1,394,500	10%	\$14,165,530	100%

Issues: TA Board allocated \$10.2 million of Measure A funds towards the environmental review phase in December 2021.

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$12,200,000	\$1,386,283	\$10,756,247	\$12,142,529.71	\$57,470
Others	\$2,023,000	\$8,217	\$2,014,675	\$2,022,892	\$108
Total Project	\$14,223,000	\$1,394,500	\$12,770,921	\$14,165,421	\$57,579




Other's funding include RM 3 funding of \$2,000,000 included in FY 2022 Third Quarter

Issues: None


100321 - STATE ROUTE 1/MANOR DRIVE OVERCROSSING IMPROVEMENT PROJECT

TA Role: Funding Agency
Sponsor: City of Pacifica

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

Project Status Summary: On December 2, 2021, the TA Board of Directors awarded the Project funding for the Project Initiation Document (PID) and the Project Approval & Environmental Document (PA&ED) phases based on all applicable federal, state, and local requirements.

Issues: None

Schedule: 

Major Milestones:	Original Baseline		Current Baseline (08/22)		Current Forecast	
	Start	Finish	Start	Finish	Start	Finish
Planning (PID phase)	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	03/15/23
Environmental (PA/ED phase)	12/31/22	06/30/24	04/01/23	08/30/24	04/01/23	08/30/24


Progress This Quarter:

- (1) Data Gathering/Traffic Counts conducted and a Draft VMT Decision Document and TEPA being prepared
- (2) Developed geometrics and evaluation of design alternatives.
- (3) Produced project area map, and evaluated truck/bus turning radii and dimensions
- (4) Initiation of Intersection Control Evaluation, and evaluation of Non-Standard Design Features
- (5) Drafting of Project Purpose and Need Statement, ISA and PEAR
- (6) Drafting of Storm Water Data Report, Utility Maps and R/W Mapping, and Risk Management Plan and Quality Management Plan

Future Activities:

- (1) Schedule kickoff meeting with Caltrans Functional Groups to discuss project and review
- (2) Continue to develop and evaluate Design Alternatives
- (3) Continue to work on "Purpose and Need" of the project
- (4) Continue to work on the Environmental Assessment, Storm Water Data Report, Utility Maps & R/W Mapping

Issues: Tight schedule and associated coordination with Caltrans review

Funding: 

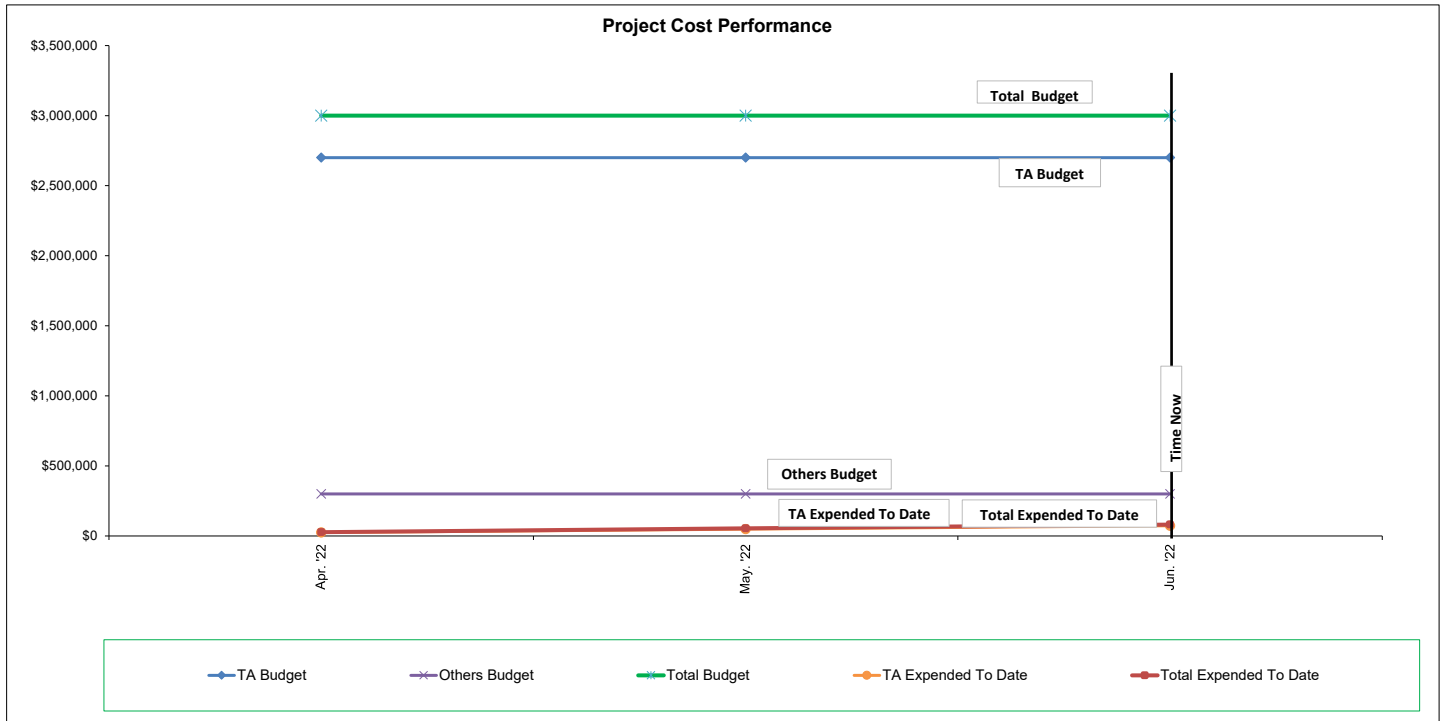
	Current Contribution	Current % Contribution	Expended	% Expended of EAC	EAC	Estimated % Contribution
SMCTA	\$2,700,000	90%	\$73,031	3%	\$2,700,000	90%
Others						
Federal	\$0	0%	\$0	0%	\$0	0%
State	\$0	0%	\$0	0%	\$0	0%
City	\$300,000	10%	\$8,115	3%	\$300,000	10%
Total	\$3,000,000	100%	\$81,145	3%	\$3,000,000	100%

Issues: None

Budget:



Cost Analysis: Project Level	Current Approved Budget	Expended to Date	Estimate to Complete	Estimate at Completion	Variance at Completion
TA	\$2,700,000	\$73,031	\$2,626,969	\$2,700,000	\$0
Others	\$300,000	8,115	\$291,885	\$300,000	\$0
Total Project	\$3,000,000	\$81,145	\$2,918,855	\$3,000,000	\$0



Issues: None









Level 2 Projects
Caltrain-Grade
Separation

25th Avenue Grade Separation

JPB Project # **002088**
TA Project # **000812**

Table 1. Status Summary and Total Project Performance

Project Phase: **6 - Construction/Implementation**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
98.25%	0.00%	99.80%

SCOPE Summary

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

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

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

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

Table 2. SAFETY INCIDENTS

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

25th Avenue Grade Separation

JPB Project # 002088
TA Project # 000812

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Preliminary 35% Design	07/20/15	07/20/15	0	0
65% Design	01/28/16	01/28/16	0	0
95% Design	07/25/16	07/25/16	0	0
100% Design	10/26/16	10/26/16	0	0
IFB	12/09/16	12/09/16	0	0
Award	07/06/17	07/06/17	0	0
LNTP	08/10/17	08/10/17	0	0
NTP	12/08/17	12/08/17	0	0
28th Ave Opening Date	03/15/21	03/15/21	0	0
Station Opening	04/26/21	04/26/21	0	0
Construction Completion	05/15/22	05/15/22	0	0
Gate 6 - Substantial Completion	07/31/22	07/31/22	0	0
Gate 7 - Startup/Turnover	11/01/22	11/01/22	0	0
Gate 8 - Project Closeout	01/31/23	01/31/23	0	0

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	2,025	5,876	7,901	7,901	0	0.0%
Environmental	1200	385	352	737	737	0	0.0%
Real Estate	2100		8,984	8,984	8,984	0	0.0%
Utilities Relocations	2200		24,395	24,395	24,395	0	0.0%
Const./Impl. Contracts	3100		117,300	117,300	117,300	0	0.0%
Construction Management	4100		13,358	13,358	13,358	0	0.0%
Design Support During Const.	4200		5,756	5,756	5,756	0	0.0%
Testing & Commissioning	4300		109	109	109	0	0.0%
Agency/ODCs	5000	991	2,296	3,287	3,287	0	0.0%
Project Management	5100	585	6,667	7,252	7,252	0	0.0%
Project & Document Control	5200	80	1,884	1,964	1,964	0	0.0%
Finance/Accounting	5300		24	24	24	0	0.0%
Contracts & Procurement	5400		105	105	105	0	0.0%
Legal	5500	18	748	766	766	0	0.0%
Information Technology	5600		0	0	0	0	
Communications/P. Relations	5700		86	86	86	0	0.0%
Human Resources	5800		0	0	0	0	
Safety/Security & Risk Mgmt.	5900		1,309	1,309	1,309	0	0.0%
Equip./Material Purchases	6100		134	134	134	0	0.0%
CalMod Program	7100			0	0	0	
Oper. Support	8100	45	7,949	7,994	7,994	0	0.0%
Subtotals	NA	4,128	197,333	201,461	201,461	0	0.0%
Unknown Risks	NA	NA	NA	NA	0	394	100.0%
Unallocated Contingency	9900	372	22	394	NA		
Grand Totals	NA	4,500	197,355	201,855	201,461	394	0.2%
(*) ICAP already included in totals above			4,940	4,940	4,940	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Unactivated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
SMCTA	Local	3,700	92,410	96,110	96,110	0
State (Section 190)	State		10,000	10,000	10,000	0
State (CAHSA)	State		84,000	84,000	84,000	0
City of San Mateo	Local	1,000	10,745	11,745	11,745	0
Totals		4,700	197,155	201,855	201,855	0

25th Avenue Grade Separation

JPB Project # 002088
TA Project # 000812

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
No ROW fencing at old Hillsdale Station	JPB/HDR Procurement/Budgeting.	TASI is on board to install fence (using a subcontractor).	\$ 150	High

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

Issue Title	Responsibility Status	Action	Resolution Date
AT&T Settlement.	JPB Working on to send a letter to AT&T.	JPB is proposing a settlement to AT&T.	9/1/2022
Covid 19/Number of Changes.	SDJV JPB has rejected this claim. Contractor erroneously claimed Covid as a DSC, and was late on submittal of claim. JPB has proposed a way forward to SDJV.	Parties have agreed on a settlement. Team is working on approval.	9/15/2022
PG&E Vault constructed incorrectly.	PG&E PG&E - Constructed incorrectly, JPB - elevating the issue.	PG&E has submitted a cost of approximately \$13k. We are still pressuring PG&E to take responsibility.	10/31/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Working on the Global Settlement.
2. Finishing all the project work.

NEXT KEY ACTIVITIES (top 5)

1. Present and seek approval for the Global Settlement at the September Board.
2. Close out contract.

PROJECT NOTES

1. Budget remains extremely tight.
2. A global settlement has been agreed with the contractor and got approval by the Contract Change Committee (CCC) in July 2022 and then by board in September 2022.

25th Avenue Grade Separation

JPB Project #
TA Project #

002088
000812

PROJECT PHOTOS



Photo 1 - 25th N Yard Lighting Pole

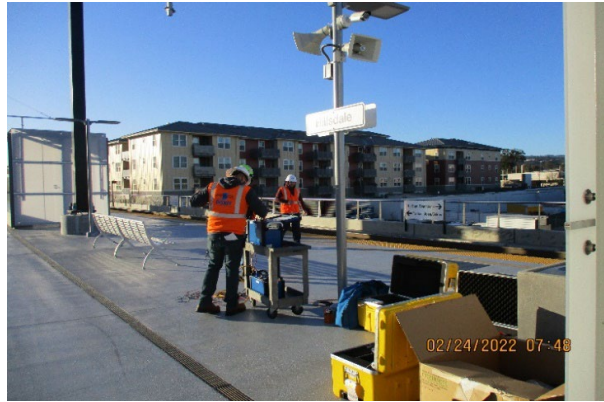


Photo 2 - OCS Grounding Testing.

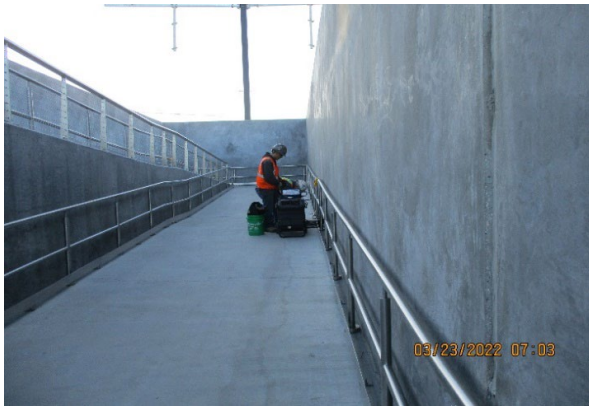


Photo 3 - South Ramp fixing plate kickers



Photo 4 - Stairs Paint Touchup at Hillsdale Station

Burlingame Broadway Grade Separation

JPB Proj # **100244**

TA Proj # **000813**

Table 1. Status Summary and Total Project Performance

Project Phase: **4 - Development (65%)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
3.7%	0.1%	100%

SCOPE Summary

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

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

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Month
	(A)	(B)	(C=A-B)	(D)
Project Start	12/18/17	12/18/17	0	0
Final Design Award	11/05/20	11/05/20	0	0
Final Design NTP	01/04/21	01/04/21	0	0
Burlingame/Broadway Paralleling Station - PS-3 MOU	09/02/21	09/02/21	0	0
Gate 3 - 35% Development Complete	01/07/22	01/07/22	0	0
Finish Value Engineering Work	01/07/22	01/07/22	0	0
Gate 4 - 65% Development Complete	11/11/22	11/11/22	0	0
Environmental Clearance Complete	12/08/23	12/08/23	0	0
Gate 5 - 100% Development Complete / IFB	01/05/24	01/05/24	0	0
ROW Permits Complete	06/30/24	06/30/24	0	0
IFB	07/01/24	07/01/24	0	0
Main Contract Award	10/31/24	10/31/24	0	0
NTP	11/01/24	11/01/24	0	0
Gate 6 - Substantial Completion	04/30/28	04/30/28	0	0
Gate 7 - Start-Up/Turnover Complete	08/01/28	08/01/28	0	0
Gate 8 - Project Closeout Complete	12/01/28	12/01/28	0	0

Burlingame Broadway Grade Separation

JPB Proj # **100244**

TA Proj # **000813**

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	15,808		15,808	15,808	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	6,448		6,448	6,448	0	0.0%
Utilities Relocations	2200	6,240		6,240	6,240	0	0.0%
Const./Impl. Contracts	3100	242,944		242,944	242,944	0	0.0%
Construction Management	4100	5,200		5,200	5,200	0	0.0%
Design Support During Const.	4200	1,040		1,040	1,040	0	0.0%
Testing & Commissioning	4300	1,040		1,040	1,040	0	0.0%
Agency/ODCs	5000	73		73	73	0	0.0%
Project Management	5100	5,096		5,096	5,096	0	0.0%
Project & Document Control	5200	426		426	426	0	0.0%
Finance/Accounting	5300	0		0	0	0	
Contracts & Procurement	5400	151		151	151	0	0.0%
Legal	5500	42		42	42	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	52		52	52	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	83		83	83	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	142		142	142	0	0.0%
Oper. Support	8100	667		667	667	0	0.0%
Subtotals	NA	287,740	0	287,740	287,740	0	0.0%
Unknown Risks	NA	NA	NA	NA	28,663	0	0.0%
Unallocated Contingency	9900	28,663		28,663	NA		
Grand Totals	NA	316,403	0	316,403	316,403	0	0.0%
(*) ICAP already included in totals above		12,169	0	12,169	12,169	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Burlingame Broadway Grade Separation

JPB Proj # **100244**

TA Proj # **000813**

Table 5. FUNDING (in thousands of \$)

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

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
1. Right of Way Acquisition - SMCTA and City & County of San Francisco	City, SMCTA, JPB ----- TBD	Determine funding source, seek funds for acquisition.	\$11M -----	

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

ID – Issue Title	Responsibility Status	Action	Resolution Date

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Conducted review (page turner) of progress set (updated 35% set) on 6/24/22.
2. Continued utility location coordination.
3. Updated the City's Traffic, Safety and Parking Commission regarding proposed bike and ped improvements.
4. Obtained City Council subcommittee approval to seek public feedback regarding proposed architectural and landscaping design.
5. Obtained Management Committee to re-baseline the project schedule and budget.

NEXT KEY ACTIVITIES (top 5)

1. Plan, prepare for and conduct public outreach on 7/13/22 to seek public comment re proposed architectural and landscaping design.
2. Continue coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of SMCTA and CCSF property within the project limits valued at approximately \$11 million.
3. Evaluate technical proposals from CPM and Jacobs to assist with Project Delivery Method assessment and make a selection.

PROJECT NOTES

1. Schedule and Budget were rebaselined this quarter.

Burlingame Broadway Grade Separation

JPB Proj # **100244**

TA Proj # **000813**

PROJECT PHOTOS



Photo 1 - After construction (rendering)



Photo 3 - Pedestrian Station Entrance East (rendering)



Photo 3 - Broadway/California Dr. (rendering)



Photo 4 - Center Board Platform (rendering)









South San Francisco Station Improvement Project

JPB Proj # 002146

TA Proj # 000824

Table 1. Status Summary and Total Project Performance

Project Phase: 6 - Construction/Implementation

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

Progress (%)	Change Prev. Qtr.	EAC / Budget
98.8%	0.00%	99%

1. Portions of Ramp 1 and Ramp 2 were rebuilt and tested and they meet ADA requirements. Ramps were opened to public on 1/13/2022. Request the Management Committee to rebaseline the schedule. The date to submit the request is still TBD.

SCOPE Summary

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

Key elements of the project include:

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

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

Table 2. SAFETY INCIDENTS

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

South San Francisco Station Improvement Project

JPB Proj # 002146

TA Proj # 000824

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Adv	04/12/17	04/12/17	0	0
Bid Opening	06/12/17	06/12/17	0	0
Award	08/03/17	08/03/17	0	0
LNTP	10/09/17	10/09/17	0	0
NTP	03/06/18	03/06/18	0	0
Project status update to JPB CAC	09/15/21	09/15/21	0	0
Project status update to TA CAC (Citizen Advisory Committee)	10/05/21	10/05/21	0	0
Project status update to TA Board	10/07/21	10/07/21	0	0
Substantial Completion	11/30/21	11/30/21	0	0
Station Opening	01/10/22	01/13/22	-3	0
Gate 6 - Substantial Completion	02/28/22	07/31/22	-153	-153
Gate 7 - Start-Up/Turnover Complete	07/31/22	07/31/22	0	0
Gate 8 - Project Closeout Complete	03/31/22	10/31/22	-214	-61

South San Francisco Station Improvement Project

JPB Proj # 002146

TA Proj # 000824

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C =A+B)	(D)	(E =C-D)	(F =E/C)
Planning & Engineering	1100	3,127	-457	2,670	2,670	0	0.0%
Environmental	1200	100	0	100	100	0	0.0%
Real Estate	2100	0	220	220	220	0	0.0%
Utilities Relocations	2200	200	6,020	6,220	6,220	0	0.0%
Const./Impl. Contracts	3100	37,000	23,210	60,210	60,210	0	0.0%
Construction Management	4100	3,323	9,358	12,681	12,681	0	0.0%
Design Support During Const.	4200	1,109	0	1,109	1,109	0	0.0%
Testing & Commissioning	4300	0	0	0	0	0	
Agency/ODCs	5000	0	0	0	0	0	0.0%
Project Management	5100	2,664	5,282	7,946	7,946	0	0.0%
Project & Document Control	5200	126	0	126	126	0	0.0%
Finance/Accounting	5300	63	0	63	63	0	0.0%
Contracts & Procurement	5400	116	0	116	116	0	0.0%
Legal	5500	50	0	50	50	0	0.0%
Information Technology	5600	0	0	0	0	0	
Communications/P. Relations	5700	0	0	0	0	0	
Human Resources	5800	0	0	0	0	0	
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	
Equip./Material Purchases	6100	0	155	155	155	0	0.0%
CalMod Program	7100	0	0	0	0	0	
Oper. Support	8100	1,656	2,454	4,110	4,110	0	0.0%
Subtotals	NA	49,533	46,242	95,775	95,775	0	0.0%
Unknown Risks	NA	NA	NA	NA		825	100.0%
Unallocated Contingency	9900	6,767	-5,942	825	NA		
ICAP			1,612	1,612		1,612	100.0%
Grand Totals	NA	56,300	40,300	96,600	95,775	1,612	1.7%

(*) ICAP already included in totals above	2,681	1,919	4,600	4,561	39	0.9%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

South San Francisco Station Improvement Project

JPB Proj # 002146

TA Proj # 000824

Table 5. FUNDING (in thousands of \$)

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

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

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

Issue Title	Responsibility Status	Action	Resolution Date
1. Stainless steel paneling for underpass wall	Hubert Chan ----- Issued field instruction to PMI based on 50/50 cost sharing. Contractor has placed order for stainless steel	Install stainless steel paneling for underpass wall to cover water leak stains as warranty work.	7/31/2022
2. Fire Suppression System (need to install a new fire hydrant to support existing fire suppression system)	Hubert Chan ----- Agreement was made with the City of SSF Fire Department to relocate dry hose connection. A new fire hydrant will not be needed. PMI has declined this extra work. Seeking new contractor to perform the work.	Relocate dry hose connection.	7/31/2022

South San Francisco Station Improvement Project

JPB Proj # **002146**

TA Proj # **000824**

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Contractor continued punch list work.
2. Poletti Way: The City programmed the ped traffic light. The ped traffic light is in service.
3. Completed negotiation with PMI on all outstanding change orders including underpass paneling. Agreed to 50/50 cost sharing.
4. Began preparing project as-builts.

NEXT KEY ACTIVITIES (top 5)

1. Contractor to complete punch list work.
2. Complete lessons learned session and revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.
3. Complete project as-builts.

PROJECT NOTES

South San Francisco Station Improvement Project

JPB Proj # 002146

TA Proj # 000824

PROJECT PHOTOS



Photo 1 - Shelter with ticket machine



Photo 2 - Ramp 3

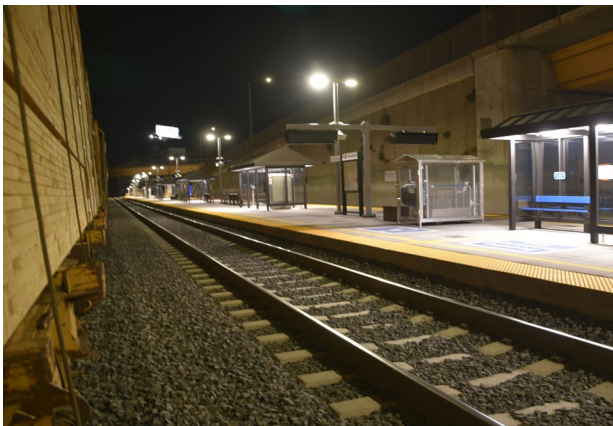


Photo 3 - New platform looking south



Photo 4 - New platform signage

South Linden Avenue and Scott Street Grade Separation

JPB Proj # 002152

TA Proj # 000814

Table 1. Status Summary and Total Project Performance

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

Project Phase: 3 - Development (35%)

Progress (%)	Change Prev. Qtr.	EAC/Budget
TBD	0.00%	100%

SCOPE Summary

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

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

Project Manager: Alexander Acenas

Principal Designer: TBD

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Draft PSR	01/31/21	01/31/21	0	0
Final PSR	04/30/21	04/30/21	0	0
Environmental Clearance Complete	04/30/23	04/30/23	0	0
Gate 3 - 35% Development Complete	10/31/24	10/31/24	0	0
Gate 4 - 65% Development Complete	10/31/25	10/31/25	0	0
Gate 5 - 100% Development Complete/IFB	04/30/27	04/30/27	0	0
ROW Permits Complete	03/31/28	03/31/28	0	0
IFB	10/01/27	10/01/27	0	0
Main Contract Award	04/30/28	04/30/28	0	0
NTP	05/01/28	05/01/28	0	0
Gate - 6 Substantial Completion	06/30/31	06/30/31	0	0
Gate - 7 Start-up/Turnover Complete	10/31/31	10/31/31	0	0
Gate - 8 Project Closeout Complete	01/31/32	01/31/32	0	0

South Linden Avenue and Scott Street Grade Separation

JPB Proj # 002152

TA Proj # 000814

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

Type of Work		Budget			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C = A+B)	(D)	(E = C-D)	(F = E/C)
Planning & Engineering	1100	15,976		15,976	15,976	0	0.0%
Environmental	1200	2,288		2,288	2,288	0	0.0%
Real Estate	2100	8,216		8,216	8,216	0	0.0%
Utilities Relocations	2200	7,904		7,904	7,904	0	0.0%
Const./Impl. Contracts	3100	230,880		230,880	230,880	0	0.0%
Construction Management	4100	6,240		6,240	6,240	0	0.0%
Design Support During Const.	4200	1,300		1,300	1,300	0	0.0%
Testing & Commissioning	4300	1,300		1,300	1,300	0	0.0%
Agency/ODCs	5000	78		78	78	0	0.0%
Project Management	5100	1,508		1,508	1,508	0	0.0%
Project & Document Control	5200	468		468	468	0	0.0%
Finance/Accounting	5300	135		135	135	0	0.0%
Contracts & Procurement	5400	187		187	187	0	0.0%
Legal	5500	62		62	62	0	0.0%
Information Technology	5600	0		0	0	0	
Communications/P. Relations	5700	62		62	62	0	0.0%
Human Resources	5800	0		0	0	0	
Safety/Security & Risk Mgmt.	5900	104		104	104	0	0.0%
Equip./Material Purchases	6100	0		0	0	0	
CalMod Program	7100	177		177	177	0	0.0%
Oper. Support	8100	749		749	749	0	0.0%
Subtotals	NA	277,635	0	277,635	277,635	0	0.0%
Unknown Risks	NA	NA	NA	NA	27,725	0	0.0%
Unallocated Contingency	9900	27,725		27,725	NA		
Grand Totals	NA	305,360	0	305,360	305,360	0	0.0%
(*) ICAP already included in totals above		11,745	0	11,745	11,745	0	0.0%

Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	650	4,950	5,600	650	4,950
City of San Bruno	Local	60	163	223	60	163
City of South San Francisco	Local	100	387	487	100	387
SAMTR Non CCF Prepaid	Local	85		85	85	0
Totals		895	5,500	6,395	895	5,500

South Linden Avenue and Scott Street Grade Separation

JPB Proj # **002152**

TA Proj # **000814**

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

Risk Title	Responsibility Status	Mitigation	Impact Bud/Sched	Likelihood
			\$ -	

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

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

KEY ACTIVITIES - Current Reporting Month (top 5)

1. Continued drafting the RFP for Preliminary Engineering design consultant.
2. SMCTA issued MOU to Cities of SSF and San Bruno for review and signature.

NEXT KEY ACTIVITIES (top 5)

1. Coordinate the signing of the MOU by the Cities of SSF and San Bruno, JPB and TA.
2. Complete draft RFP for Preliminary Engineering design consultant, perform internal review and finalize. Publish legal ad on 7/25/22, upload to bonfire on 8/1/22, award at Dec JPB Board meeting.
3. Discuss RFP at the 7/8/22 Contract Change Committee.

PROJECT NOTES







Whipple Avenue Grade Separation

JPB Proj # **100410**

TA Proj # **100277**

Table 1. Status Summary and Total Project Performance

Project Phase: **2 - Development (0-15%)**

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

Project schedule extended due to the complexity of alternatives being examined in combination with a potential four-track station and new development occurring in close proximity to the potential grade separations. COVID-19 also required a more extensive and time-intensive public outreach strategy than initially envisioned. Work towards additional targeted public outreach commenced in December 2021 with outreach activities originally anticipated to conclude in March 2022. However, the project schedule was adjusted due to project complexities, which includes additional internal working meetings and resourcing. Community outreach preparation and training was completed and outreach activities were concluded in June 2022. It is still TBD when the project goes to the Management Committee to request a rebaseline.

PROJECT SCOPE Summary

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

PLANNING SCOPE Summary

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

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

Project Manager: David Pape
 Study Consultant: AECOM
 Sponsors: City of Redwood City

Whipple Avenue Grade Separation

JPB Proj # 100410

TA Proj # 100277

Table 2. MILESTONE SCHEDULE

Milestones	Baseline Completion	Completion (A = Actual)	Variation (days)	Δ Prev Quarter
	(A)	(B)	(C=A-B)	(D)
Project Coordination	08/31/20	08/31/20	0	0
Set-Up Work Directive	09/15/18	09/15/18	0	0
Project Kick-Off/Mobilization	09/30/18	09/30/18	0	0
Data Collection	01/31/19	01/31/19	0	0
Review of Previous Studies	01/31/19	01/31/19	0	0
Alternative Development and Screening Criteria	02/28/22	05/31/22	-92	0
Alternative Analysis and Recommendation	03/31/22	06/10/22	-71	-10
Draft Report Production	05/31/22	07/05/22	-35	-5
Final Report Production	06/30/22	08/31/22	-62	-31

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

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

Table 4. FUNDING (in thousands of \$)

Fund Source	Type	Board Approved			Activated Funding	Un-activated Amount
		Original	Changes	Current		
		(A)	(B)	(C=A+B)	(D)	(E=C-D)
San Mateo County TA	Local	750	301	1,051	1,051	0
City of Redwood City	Local	100		100	100	0
Totals		850	301	1,151	1,151	0

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

ID – Issue Title	Responsibility Status	Action	Resolution Date
Community Outreach Efforts	David Pape (Caltrain) Resolved.	Completed targeted outreach activities and closed online survey.	6/10/2022

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. Completed targeted outreach activities and closed online survey.
2. Initiated draft project summary report.
3. Initiated survey summary.

NEXT KEY ACTIVITIES (top 5)

1. Summarize outreach results.
2. Develop draft summary report.

PROJECT NOTES

Watkins Ave Grade Crossing Safety Improvements

JPB Proj # **100522**

TA Proj # **100579**

Table 1. Status Summary and Total Project Performance

Project Phase: **5 - Development (100/IFB)**

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

Progress (%)	Change Prev. Qtr.	EAC/Budget
19.72%	6.77%	100%

SCOPE Summary

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

Project Manager: Robert Tam

Principal Designer: HNTB

Const. Contractor: TBD

Table 2. SAFETY INCIDENTS

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

Table 3. MILESTONE SCHEDULE

Milestones	Baseline Completion	Est. or Actual Completion	Variation (days)	Change Prev. Quarter
	(A)	(B)	(C=A-B)	(D)
Project Start	07/01/21	07/01/21	0	0
Preliminary (35%) Design Complete	09/30/21	09/30/21	0	0
65% Design Complete	02/01/22	01/21/22	11	0
100% Design Complete	06/30/22	06/30/22	0	0
Gate 5 - 100/IFB	07/31/22	07/31/22	0	0
IFB	09/22/22	09/22/22	0	0
All Permits Received	12/07/22	12/07/22	0	0
Award Construction Contract	01/05/23	01/05/23	0	0
NTP	02/06/23	02/06/23	0	0
Gate 6 - Substantial Completion	12/31/23	12/31/23	0	0
Gate 7 - Start-up/Turnover	02/01/24	02/01/24	0	0
Gate 8 - Closeout	05/01/24	05/01/24	0	0

Watkins Ave Grade Crossing Safety Improvements

JPB Proj # 100522
TA Proj # 100579

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

Type of Work		Budget *			Estimate at Completion	Variation	
Title	Code	Original	Changes	Current		Amount	Percentage
		(A)	(B)	(C=A+B)	(D)	(E=C-D)	(F=E/C)
Planning & Engineering	1100	600	-41	559	559	0	0
Environmental	1200	30	0	30	30	0	0
Real Estate	2100	30	0	30	30	0	0
Utilities Relocations	2200	0	0	0	0	0	0
Construction ODCs	2300			0		0	
Const./Impl. Contracts	3100	2,000	0	2,000	2,000	0	0
Construction Management	4100	350	0	350	350	0	0
Design Support During Const.	4200	100	0	100	100	0	0
Testing & Commissioning	4300	0	0	0	0	0	0
Agency/ODCs	5000	0	0	0	0	0	0
Project Management	5100	250	0	250	250	0	0
Project & Document Control	5200	50	0	50	50	0	0
Finance/Accounting	5300	30	0	30	30	0	0
Contracts & Procurement	5400	25	0	25	25	0	0
Legal	5500	25	0	25	25	0	0
Information Technology	5600	0	0	0	0	0	0
Communications/P. Relations	5700	0	0	0	0	0	0
Human Resources	5800	0	0	0	0	0	0
Safety/Security & Risk Mgmt.	5900	0	0	0	0	0	0
Equip./Material Purchases	6100	25	0	25	25	0	0
CalMod Program	7100	0	0	0	0	0	0
Oper. Support	8100	100	0	100	100	0	0
Subtotals	NA	3,615	-41	3,574	3,574	0	0
Unknown Risks	NA	NA	NA	NA	601	0	0
Unallocated Contingency	9900	560	41	601	NA		
Grand Totals	NA	4,175	0	4,175	4,175	0	0

(*) ICAP already included in totals above

	149	0	149	0	149	100.0%
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Prior to 1/1/2021 ICAP was applied only to labor charges. Currently it is applied to all project charges and 4% is used for all estimates.

Table 5. FUNDING (in thousands of \$)

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

Watkins Ave Grade Crossing Safety Improvements

JPB Proj # **100522**

TA Proj # **100579**

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

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

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

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

KEY ACTIVITIES - Current Reporting Quarter (top 5)

1. The design consultant HNTB submitted the 100% design.
2. Received comments on the 100% design plans and specifications.

NEXT KEY ACTIVITIES (top 5)

1. Incorporate comments in the final design package.
2. Begin the development of the IFB for construction.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.

Ferry Program Project

TA - : San Mateo County Ferry Service

100654 - FERRY TERMINAL PROJECT - Redwood City Ferry Project (Redwood City)	SMCTA Budget	Expended	Remaining
<p>Scope: This next phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA. The PE/ENV phase is scheduled to finish by June 2025.</p> <p>Phase: Preliminary Engineering and Environmental Review (PE/ENV)</p> <p>Status: The Plan was approved by the Redwood City Council on February 14, 2022 and the Transportation Authority (TA) Board on June 2, 2022. Next steps in the project development process encompassed preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The Port submitted a letter to the TA, requesting \$3,499,200 in Measure A funds for the PE/ENV phase, which the TA Board programmed and allocated funding on June 2, 2022.</p>	\$3,499,200	\$0	\$3,499,200

100653 - FERRY TERMINAL PROJECT – South San Francisco Ferry Project (City of South San Francisco)	SMCTA Budget	Expended	Remaining
<p>Scope: Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023.</p> <p>Phase: Planning.</p> <p>Status: Project team continued work on 35% grading plans and updated conceptual plans for landscape/site surface improvements to be included with the interim site grading project. Project team shared updated conceptual plans for landscape/site surface improvements with various City departments for initial feedback.</p>	\$350,000	\$100,726	\$249,274

Pedestrian and Bicycle **Program Project**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion Date	Scope of Work Agreement Expiration Date	Measure A Funds	Measure W Funds	Expended Funds	Remaining Funds
Belmont	Ralston Avenue Corridor Improvement Project - Segment 3	Construction	Construction was completed and punch list tasks were implemented. Retention payment of 5% was withheld from contractor, scheduled to be released next quarter.	Dec 2020	September 2022	Jun 2024	\$0	\$1,000,000	\$839,059	\$160,941
Burlingame	Burlingame Station Pedestrian Improvements Project	Construction	Final design nearing 65% completion.	Dec 2020	April 2023	May 2024	\$0	\$600,000	\$0	\$600,000
Burlingame	California Drive Bicycle Facility	Construction	Final design nearing 95% completion for submittal. City staff hired a Surveyor to complete survey scope of work.	Dec 2020	Mar 2023	Mar 2024	\$800,000	\$0	\$0	\$800,000
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	Final design and construction	Due to City staff resource constraints, the design phase has been delayed until FY 23, Q2.	Dec 2020	Dec 2023	May 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	Final design and construction	Streetlight design completed. City staff executed agreement with consultant to design pedestrian level street lights.	Mar 2018	Jun 2023	Jul 2023	\$810,000	\$0	\$93,937	\$716,063
Daly City	Vision Zero Community Outreach Program	Program (Non-infrastructure)	Project team entered into Professional Services Agreement with selected consultant. Project kick-off meeting commenced in May 2022, which the scope was finalized and outreach strategies were chosen. Project team meeting was held to discuss branding portion of outreach program.	Dec 2020	Sep 2022	May 2023	\$0	\$50,000	\$0	\$50,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	Preliminary design/environmental, final design, right-of-way, construction	Project team met with San Mateo County Public Works Dept. concerning redesign of trail alignment, due to drainage modifications by the County. The total riparian (wetlands adjacent to rivers and streams) impact was determined and coordinated with City Planning Department, which included deliberation with a consulting firm for review of the impacts and possible locations for mitigations.	Mar 2018	Jun 2023	Sep 2023	\$315,000	\$0	\$158,585	\$156,415
Menlo Park	Haven Avenue Streetscape Project	Preliminary design/environmental, final design and construction	Plans and specifications were being prepared for bidding.	Apr 2014	Sep 2022	Original: 4/2021 Extension: 9/2022	\$170,000	\$0	\$56,201	\$113,799
Menlo Park	Menlo Park Bike/Ped Enhancement Project	Final design and construction	New crosswalk curb ramps were constructed, which was realigned to the road.	Mar 2018	Dec 2022	Jul 2023	\$805,600	\$0	\$488,574	\$317,026
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	Right of Way and construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	May 2023	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	Construction	Due to COVID, City resources have been constrained and the project is delayed. Project slated to begin again in approximately Fall 2022.	Dec 2020	Jun 2023	Mar 2023	\$0	\$102,703	\$0	\$102,703
Redwood City	Highway 101 Pedestrian and Bicycle Undercrossing	Construction	Transportation Authority (TA) allocated funds have already been expended for the current phase. Quarterly reports will continue until the project is completed: Contractor continued to complete project close-out items, including record drawings and warranties.	Mar 2016	March 2022	Scope of Work Completed	\$500,000	\$0	\$500,000	\$0
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	Construction	Construction contract was awarded and pre-construction meeting was held.	Dec 2020	Dec 2022	Jul 2024	\$0	\$360,000	\$0	\$360,000
San Bruno	Huntington Bikeway and Pedestrian Safety Project	Final design, right-of-way and construction	Final design nearing 60% completion and was reviewed.	Dec 2020	Dec 2023	Oct 2026	\$1,401,000	\$0	\$305,502	\$1,095,498
San Carlos	US 101/Holly Street Pedestrian and Bicycle Overcrossing	Construction	Project funding was extended through December 31, 2022, allowing City staff to continue to seek other external funding opportunities to bridge the funding gap.	Mar 2016	Jun 2024	Dec 2022	\$1,000,000	\$0	\$0	\$1,000,000
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	Preliminary design/environmental and final design	Final design nearing 90% completion. Potholing was completed. Driveway slopes were reviewed and discussed. CEQA clearance review was initiated.	Dec 2020	Oct 2022	Jun 2023	\$0	\$700,000	\$390,612	\$309,388
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	Planning, preliminary design/environmental and final design	Request of Proposals (RFP) were released and project team received three (3) proposals for consideration.	Dec 2020	Feb 2023	Dec 2023	\$153,000	\$0	\$0	\$153,000



San Mateo County Transportation Authority
CAPITAL PROJECTS – Quarterly Progress Report

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.



San Mateo County Transportation Authority
CAPITAL PROJECTS – Quarterly Progress Report

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.

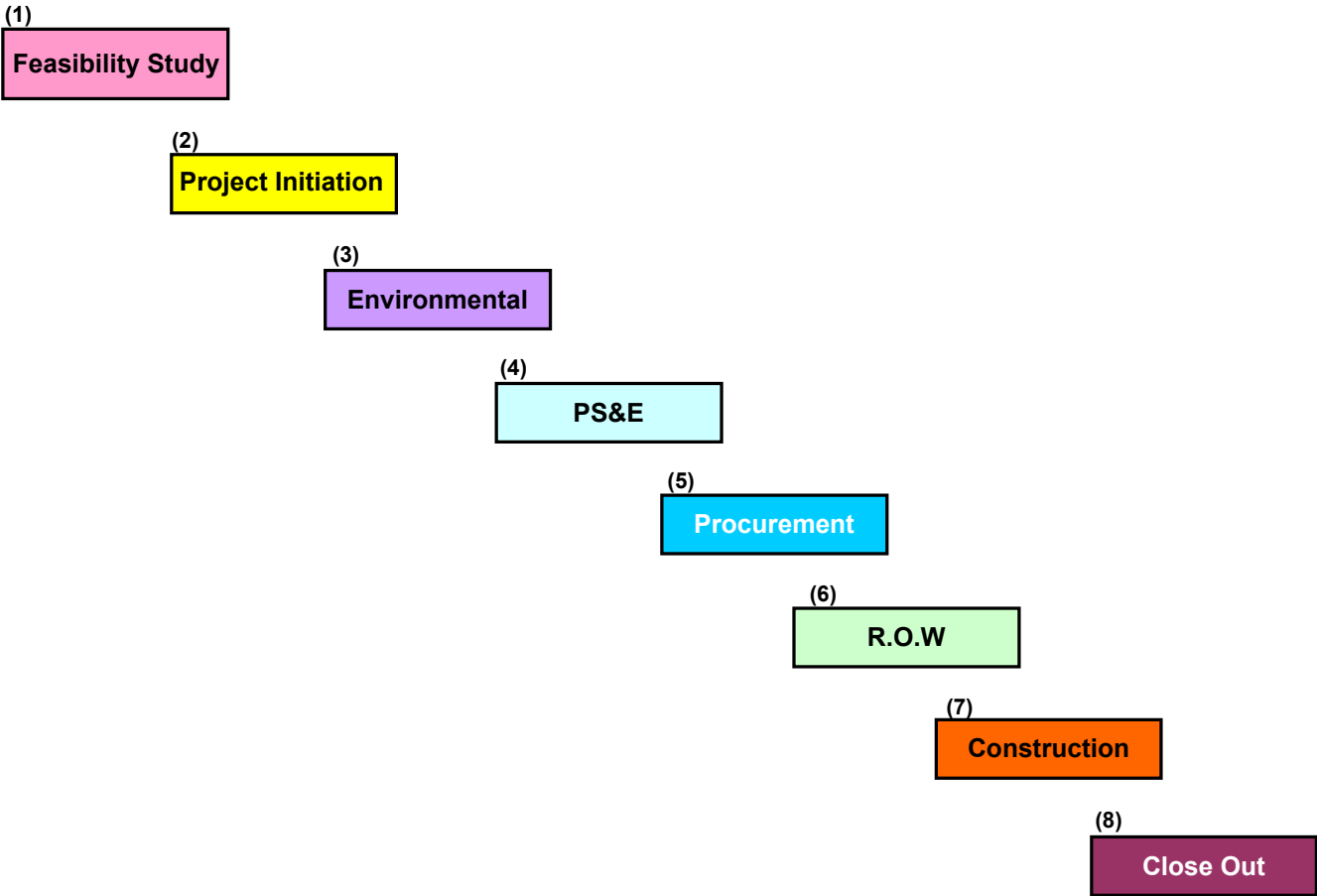
PSR – Project Study Report – A report providing conceptual project information including project scope, environmental assessment, feasibility, scope, costs and schedule.

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.



San Mateo County Transportation Authority

CAPITAL PROJECTS – Quarterly Progress Report

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

Caltrain
CAPITAL PROJECTS – Quarterly Progress Report

**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



BOARD OF DIRECTORS 2022

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CARTER MAU
ACTING EXECUTIVE DIRECTOR

Memorandum

Date: August 25, 2022
To: TA Board of Directors
From: Carter Mau, Acting Executive Director
Subject: Executive Director's Report

ACR/TDM Plan Set Aside for Countywide TDM Monitoring Program

The recently adopted Alternative Congestion Relief and Transportation Demand Management Plan (ACR/TDM Plan) identified a need for assistance with monitoring developer TDM requirements in San Mateo County. With C/CAG's passage of the Land Use Impact Analysis Program Policy, there was also a need to help monitor the countywide requirements for land-use developments that will generate more than 100 daily vehicle trips. During the ACR/TDM plan development process, Measure A ACR/TDM funds were identified as a funding mechanism to help create a consolidated countywide TDM monitoring program that all jurisdictions could participate in. Commute.org volunteered to lead and manage this effort so they can be the first point of contact for developments that need assistance with implementing and reporting on required TDM strategies.

The Board approved \$500,000 to provide jumpstart funding to Commute.org to help get the program up and running; this approval was done in conjunction with the adoption of the ACR/TDM Plan. Commute.org has since finalized a work plan that will purchase a software platform, design the program, implement a pilot project, and train staff from across the County to utilize the new system. It's anticipated that this new system will take one and a half years to implement.

101/Produce Avenue Interchange

The 101/Produce Avenue Interchange Project (Project) is sponsored and being impended by South San Francisco. The project received \$3 million of Measure A funding for the environmental phase of the project. The Project will include an analysis of a new US 101 overcrossing that extends from the Utah Avenue/South Airport Boulevard intersection

on the eastside of 101 to San Mateo Avenue on the west side of 101. The Project would also include new bicycle and pedestrian facilities, and signal modifications to accommodate Complete Streets design.

The Draft Environmental Document has been released and the project team is currently soliciting public input. On August 11th a virtual public meeting was held to solicit public input. An array of comments were expressed at the meeting that included consideration for sea level rise and the potential for flooding, a request for a separate bike and pedestrian overcrossing and potential adverse impacts to business within the Project limits. Comments on the Project will continue to be accepted through September 6th.

More information on the project can be found at the following link:

<https://www.ssf.net/departments/public-works/engineering-division/capital-improvement-program/utah-ave-overcrossing>

101 Express Lanes

Kiewit, the roadway infrastructure contractor is expected to complete the northern segment of the project at the end of September. Upon Caltrans formal acceptance of their work, Kiewit will be granted “released of maintenance” and they will be off the project. It is at this time that Caltrans and the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) will assume maintenance responsibilities for the general purpose and express lanes respectively. TransCore, as the Toll System Integrator, will continue the installation and testing of toll system equipment.

The project team continues to monitor and report out on the operational performance of the southern segment to the SMCEL-JPA . With more than 100 days of operational data, volume of traffic remains below as compared to pre-pandemic levels and currently operating below the capacity of the system. There is, however, a consistent month to month increase in the usage of the express lanes. The general observation is that the express lanes continue to function well and are providing value to customers in the corridor for those who choose to use them.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Grace Martinez April Chan
Acting Chief Financial Officer Acting Deputy General Manager/CEO
Subject: **Program and Allocate \$4,263,825 in Measure A Caltrain Category Funds for Caltrain's Fiscal Years 2021-22 and 2022-23 Capital Budgets**

Action

Staff recommends the Board:

1. Allocate \$4,263,825 in Measure A funds from the Caltrain Program category to the San Mateo County Transit District (District) for San Mateo County's share of local matching funds for the Peninsula Corridor Joint Powers Board's (JPB) Fiscal Years 2021-22 (FY 2022) and 2022-23 (FY 2023) Capital Budgets; and
2. Authorize the Acting Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Significance

In accordance with the San Mateo County Transportation Authority's (TA) 2004 Transportation Expenditure Plan (2004 TEP), 16 percent of Measure A sales tax revenues are dedicated to the Caltrain Program category for JPB capital and operating needs. Historically, these funds have been allocated to the District annually to cover its required share of Caltrain capital and operating budgets. With the passage of Measure RR, JPB's dedicated 1/8 cent sales tax passed in November 2020, Measure A funds are not currently needed for the Caltrain operating budget. However, Measure RR does not completely eliminate the need for the three JPB member agencies (the District, the Santa Clara Valley Transportation Authority (VTA), and the City and County of San Francisco) to provide contributions toward Caltrain's capital funding needs, especially in light of ridership decreases resulting from the Covid-19 pandemic. Member agency contributions help leverage Federal and State grants, fund capital improvements necessary to upgrade the system, and help ensure the system can be maintained in a state of good repair.

The JPB and its member agencies have been involved in active negotiations regarding potential changes to the JPB's governance and staffing structure, as well as the member agencies' respective levels of available financial support. As a result, when the JPB's FY2022 budgets were developed, no member agency contributions were assumed. In April 2022, with support of the member agencies, the JPB Board of Directors amended the FY 2022 Capital Budget to include \$1,963,825 per agency, for a total of \$5,891,475.

The JPB's FY2023 Capital Budget includes member agency contributions of \$2,300,000 each, for a total of \$6,900,000.

Budget Impact

The proposed total allocation of \$4,263,825 to the District for San Mateo County's share of local matching funds for the FY 2022 and FY 2023 Caltrain Capital Budgets is included in the TA's adopted budgets as the San Mateo Local Share JPB Capital Improvement Program project (TA Project #907) under the Caltrain Program category.

The TA's December 2021 Semi-Annual Report indicates \$14.2 million is available in the Measure A Caltrain Category to support the proposed allocation.

Background

The 2004 TEP sets the program categories and percentage splits of the sales tax revenues for each of six categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief. Within the Transit Program, funding is provided for multiple modes of transit including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit.

The TA's Strategic Plan, approved by the Board of Directors in December 2019, provides a policy framework to guide the TA's programming and allocation decisions within the structure established by the 2004 TEP. The proposed allocation is consistent with the Strategic Plan.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Daniel Srour	Senior Budget Analyst	650-508-6302

Resolution No. 2022-

**Board of Directors, San Mateo County Transportation Authority
State of California**

* * *

**Programming and Allocating \$4,263,825 in Measure A Caltrain Category
Funds for Caltrain's Fiscal Years 2022 and 2023 Capital Budgets**

Whereas, on June 7, 1988, the voters of San Mateo County approved the ballot measure known as "Measure A" (Original Measure A), which increased the local sales tax in San Mateo County by one-half percent 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 San Mateo County Transportation Authority (TA) of the Measure A (New Measure A) half-cent transactions and use tax for an additional 25 years to implement the 2004 Transportation Expenditure Plan (2004 TEP) beginning January 1, 2009; and

Whereas, the 2004 TEP provides for Measure A funding for various program categories and percentage splits of the sales tax revenue for these program categories; and

Whereas, the TA designates Measure A revenues to fund the San Mateo County Transit District's (District) share of the Peninsula Corridor Joint Powers Board's (JPB) annual Caltrain Capital Program, which, when combined with San Francisco and Santa Clara Counties' equal shares, provides a portion of the annual Caltrain Capital Program, which funds are then leveraged to attain other Federal and State financial support; and

Whereas, the TA designates up to 16 percent of Measure A revenues for Caltrain to support the operating and capital costs for which the District is responsible; and

Whereas, the Acting Executive Director proposes that the TA allocate a total of \$4,263,825 in Measure A funds from the Caltrain Program category to the District for San Mateo County's share of local match for the JPB's Fiscal Years 2021-22 and 2022-23 Capital Budgets.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby allocates a total of \$4,263,825 in Measure A funds to the San Mateo County Transit District as detailed above.

Be It Further Resolved that the Acting Executive Director or designee is authorized to execute any necessary agreements or other documents, and take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 1st day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: Carter Mau, Acting General Manager/CEO

From: April Chan, Acting Deputy General Manager/CEO

Subject: **Execution of a Cooperative Agreement with the San Mateo County Transit District for General Engineering Consulting Services through the TA's Consultant Bench**

Action

Staff proposes that the Board of Directors (Board):

1. Authorize the Acting Executive Director or his designee to execute a cooperative agreement with the San Mateo County District (District) under which the San Mateo County Transportation Authority (TA) will issue a work directive to a firm on the TA's bench of on-call General Engineering Consultants (GECs) for the development of plans, specifications and estimates for District bus base modifications, and the District will fund the work at a price not to exceed \$350,000; and
2. Authorize the Acting Executive Director, or his designee, to execute any other agreements and take other actions necessary to allow the TA to issue a work directive for one of the TA's GEC contractors for the requisite District work, and to receive the subject funding from the District.

Significance

The District is in the process of converting its bus fleet to zero-emissions buses (ZEBs) by 2040 as required by the State's Innovative Clean Transit Regulation (ICT). As part of the transition to zero emissions, the District is procuring a mix of battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs). To safely maintain the FCEBs, design and construction of facility modifications to the District's bus base in South San Francisco will be required.

While the District has an on-call General Engineering Contractor (GEC), the firm has committed its resources to primarily work on other District priorities and contracted GEC will not be able to complete the design of the facility modifications before delivery of the FCEBs in late 2023. To ensure that design and construction of the facility modifications are complete by the time the FCEBs are delivered, District staff evaluated various approaches to expeditiously acquire

consultant services needed to design the modifications. District staff determined the most expedient approach is for the TA to allow the District to access the services of the TA's recently awarded bench of on-call GEC contracts. TA staff has determined that the TA bench of consultants can be used and has the capacity to complete this work. The District would be responsible for reimbursing the TA for all expenses associated with the work, including administrative costs.

To allow access to the GEC services and receive District funds for the associated work, the Board will need to authorize the Acting Executive Director to execute a cooperative agreement with the District for this purpose.

Budget Impact

There is no impact to the budget. As noted above, the District would be responsible for reimbursing the TA for any services provided by the selected GEC.

Background

The District currently operates a fleet of over 300 diesel transit buses, which will be replaced with ZEBs in advance of the 2040 State mandate. Given the size of the SamTrans fleet, implementation of the ZEB conversion will be phased over several years to allow for uninterrupted operations at the bus bases. Modifications to the District bus bases to support the ZEBs include the installation of infrastructure to support BEB charging; hydrogen fueling equipment for FCEBs; and modifications to maintenance bays to support the new buses.

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

Resolution No. 2022 –

**Board of Directors, San Mateo County Transportation Authority
State Of California**

* * *

**Authorizing Execution of a Cooperative Agreement with the
San Mateo County Transit District for General Engineering Consulting Services through the
TA's Contract Bench**

Whereas, the San Mateo County Transit District (District) is in the process of converting its bus fleet to zero-emissions buses (ZEBs) by 2040 as required by the State's Innovative Clean Transit Regulation; and

Whereas, modifications to the District bus bases to support the new zero emissions fleet including modifications to maintenance bays to support new hydrogen buses is required prior to delivery of new buses; and

Whereas, the design of facility modifications required to maintain future hydrogen buses is not included in the scope of services for the District's on-call General Engineering Contractor (GEC); and

Whereas, the most expeditious method for the District to procure consultant resources needed to design the modifications is for the San Mateo County Transportation Authority (TA) to allow the District to access the services of the TA's recently-awarded bench of on-call GEC contracts; and

Whereas, to access the TA's bench of GEC contracts, the District will be responsible for reimbursing the TA for all expenses associated with the work, including administrative costs; and

Whereas, staff recommends that the TA Board of Directors authorize the Acting Executive Director, or designee, to enter into a Cooperative Agreement under which the TA will issue a work directive for GEC services for the development of plans, specifications and estimates for District bus base modifications, and the TA will receive up to \$350,000 from the District to cover the costs of the work directive and related administrative costs; and

Whereas, staff recommends that the TA Board of Directors authorize the Acting Executive Director, or his designee, to execute any other agreements and take other actions necessary to allow the District to access the GEC contract bench, and to receive the subject funding.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes the Acting Executive Director or his designee to execute a cooperative agreement with the San Mateo County Transit District as described above; and

Be It Further Resolved that the Acting Executive Director, or his designee, is authorized to execute any other agreements and take any other actions necessary to give effect to this resolution.

Regularly passed and adopted this 1st day of September, 2022 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: Carter Mau, Acting Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Action

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

Significance

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

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Amy Linehan	Government and Community Affairs Officer	650-418-0095

KADESH & ASSOCIATES, LLC

Federal Update
San Mateo County Transportation Authority
August 2022

Legislative schedule update and overview

After the President's agenda had seemingly stalled earlier this summer, the House and Senate rapidly checked several major bills off their "to do" list, some with bipartisan votes and others by very narrow margins. That list of bipartisan votes includes a long-pending competitiveness bill (the CHIPS and Science Act) that will invest heavily in federal R&D and semiconductor incentives, the treaty to expand NATO to include Finland and Sweden, as well as the PACT Act to expand VA coverage for veterans exposed to toxic substances. This bipartisan flurry was followed by the party-line approval of the Inflation Reduction Act, the new name for the Democrats' budget reconciliation bill. After walking this legislative tightrope, both chambers are in recess until September.

Appropriations

The House spent much of the early summer working through their versions of the FY23 appropriations bills, including committee markups throughout the month of June. On July 20, the House approved a package of six of those bills, including the Transportation-HUD bill, on a 220 to 207 vote. Overall the THUD bill provides a 12% increase above FY22, including an \$837 million increase for the Department of Transportation. The bill includes \$775 million for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to the fiscal year 2022 level. The House has not yet scheduled a vote on the other six appropriations bills.

In the Senate, the Appropriations Committee majority has released its FY23 draft appropriations bills and reports. However, they do not plan a normal committee process for the bills. Instead, these drafts will serve as the Senate position for eventual conference negotiations. Also, like last year, the topline number for all the FY23 bills (\$1.623T) was not agreed to by the minority. A conference number for FY23 – and subsequent subcommittee allocations – will materialize from bipartisan budget negotiations that have not occurred yet. For context, the final FY22 topline number was \$1.471T and the FY23 President's Budget request was \$1.582T.

Unfortunately, the TA was unsuccessful with its FY23 earmark request. Despite making Senator Padilla's request list, the Senate T-HUD subcommittee did not fund any highway related earmarks in California at all this year. During the FY 2022 appropriations process, a \$1 million earmark for the 101/92 Area Improvement Project was included in final THUD appropriations bill.

The House Freedom Caucus (a large conservative bloc within the House GOP) has called on Republican leadership to negotiate a freeze on current spending levels until the 118th Congress, on the assumption that a Republican majority can pick up budget negotiations at that point.

Reconciliation

The on-again off-again budget reconciliation negotiations between Senate Majority Leader Schumer and Sen. Joe Manchin concluded in dramatic fashion this month. After weeks of negotiation, Sen. Manchin announced in July that even the narrower reconciliation bill then under consideration, focused on health costs, would not be possible.

KADESH & ASSOCIATES, LLC

At the end of July, however, in a surprise to all of Capitol Hill – especially the Republican Senators who had just approved several bipartisan bills on the assumption that the Democrats' agenda was stalled – Manchin and Schumer announced that they had reached agreement on a 725 page bill that includes not only the health cost provisions under discussion, but significant tax provisions and billions in incentives for climate and energy policy as well.

The bill creates new tax credits for clean vehicles (including commercial vehicles like buses), a new Greenhouse Gas Reduction Fund to provide capital for "green banks" such as those in California, and a new Neighborhood Access and Equity Grant program at FHWA to provide competitive grants for projects that improve walkability, safety, and affordability, as well as those that address concerns with existing transportation infrastructure, such as grade separation or pollution reduction projects. The House and Senate have now both approved the bill, now called the Inflation Reduction Act, on party-line votes.



August 15, 2022

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

RE: STATE LEGISLATIVE UPDATE – SEPTEMBER

General Update

The Legislature is in the process of wrapping up the 2021-2022 legislative session. All business on the floor of each house must be acted upon by August 31 to be considered for signature by the Governor by September 30. Should a special session be called by the Governor for an extraordinary circumstance, such as a natural disaster, the current class can meet until November 30. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

The legislature is working on clean up language on the state budget. This effort may include opportunities to obtain \$100 million statewide for funding for planning, programming, and monitoring (PPM) of projects, as well as placing a cap on indirect cost recovery charged by Caltrans to self-help counties for items that may not be directly related to project delivery. PPM funds help provide resources to public agencies for the implementation and oversight of items such as multi-modal corridor projects, which are newer state requirements, as projects in local sales tax expenditure plans. In 2018, SMCTA supported SB 848 (Committee on Budget), Chapter 46, Statutes of 2018, which placed a cap of 10 percent for a period of three-years (through FY 21-22). San Mateo County is one of 25 counties in the state that have a “self-help” measure and provide more than \$4 billion in annual transportation funding statewide. Capping the imposition of indirect cost for items not associated with the scope of a project, such as Caltrans or CalSTA overhead, provides cost certainty, and create more capacity and accountability for local tax dollars to be used for purposes of expediting the delivery of statewide priority projects

BILLS OF INTEREST

AB 2438 (Friedman) – CAPTI and California Transportation Plan Compliance - State Funding Eligibility

As previously reported, this bill requires that state funding, including maintenance programs, such as the State Highway Operation Protection Program, the SB 1 competitive grant programs, and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure. This bill is headed for consideration on the Senate Floor.

STATEWIDE COMPETITIVE GRANT PROGRAMS

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

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to better leverage resources to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. On March 16, the CTC adopted guidelines for Cycle 6, which initiated the call for projects. Applications were due by June 15. The CTC will adopt the Statewide and Small Urban and Rural components and Quick-Build Pilot Program on December 7-8, 2022. MPO selected projects are scheduled to be approved June 28-29, 2023. An additional \$650 million will be provided to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget.

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. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due December 2. Staff recommendations are scheduled to be released on June 8, 2022, with program adoption occurring on June 28-29, 2023.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. Project nominations are due by November 29, 2022. Staff recommendations are scheduled to be released on June 8, 2022, with program adoption occurring on June 28-29, 2023.

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. Guideline adoption and call for projects will occur on August 17-18. Project nominations are due November 18. Staff recommendations are scheduled to be released on June 8, 2023, with program adoption occurring June 28-29, 2023.

State Formulaic Programs

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. Local agencies receive a share of STIP funding (75%, C/CAG is San Mateo's recipient), as does the State (25%). The STIP is funded with gasoline excise tax revenues. The STIP is programmed every two years (currently the 2022 STIP added \$2.1 billion in new funding).

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. AB 180, Chapter 44, Statutes of 2022, provides a \$350 million augmentation through the California State Transportation Agency.

Proposition 1A

This \$9.95 billion Bond Act is the primary funding source for the high-speed rail project and has been used to fund a very limited number of grade separation projects in the past, including in the City of San Mateo. AB 180 authorizes the remaining \$4.2 billion balance of funding from Proposition 1A.

SMCTA Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
AB 1638 Kiley (R) Motor Vehicle Fuel Tax Law: suspension of tax	3/28/2022 Assembly Transportation Failed Passage	This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. If enacted, this bill would drastically impact state funding for highways, local streets and roads, and public transportation given that the gas tax is the main source of funding for transportation infrastructure and voters have repeatedly supported protection of those funds.	Watch
AB 1778 Garcia, C (D) State transportation funding: freeway widening	6/29/2022 Senate Transportation Failed Passage	This bill would require Caltrans to consult with the California Healthy Places Index (CHPI) as a condition of using any state funds or personnel time to fund or permit freeway widening projects in areas that fall within the zero to 40th percentile on the housing and environmental variables analyzed through the CHPI. As amended on June 20	Watch
AB 1909 Friedman (D) Vehicles: bicycle omnibus	8/15/2022 Senate Floor	This bill would remove the prohibition of class 3 electric bicycles (electric bicycles that feature pedal assist and top off at 28 miles per hour) on a bicycle path or trail. The bill would instead authorize a local authority to prohibit the operation of a any electric bicycle. The bill would also authorize the Department of Parks and Recreation to prohibit the operation of an electric bicycle or any class of electric bicycle on any bicycle path or trail within the department's jurisdiction. This bill would additionally would no longer require a bicycle to be licensed and requires a vehicle that is passing or overtaking a vehicle to move over to an adjacent lane of traffic, as specified, if one is available, before passing or overtaking the bicycle. As amended on August 11.	Watch
AB 1944 Lee (D) Local government: open and public meetings	6/22/2022 Assembly Local Government Failed Passage	The Ralph M. Brown Act, allows for meetings to occur via teleconferencing as long as the legislative body provides notice of each teleconference location of each member that will be participating in the public meeting, and those locations are made accessible to the public, and posted to the agenda to allow for public participation. At least a quorum of the legislative body must participate from locations within the boundaries of the local agency's jurisdiction. Until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would exempt the requirement for publicly posting the location of remote participation by a member of the local agency, if the place is not public, and requires that virtual participation by each individual member be referenced in the agenda. A quorum must be present at a single location within the boundaries of the local agency's location. It would also require all open and public meetings of a legislative body that elects to use teleconferencing to provide a video stream accessible to members of the public and an option for members of the public to address the body remotely during the public comment period through an audio-visual or call-in option. The bill has a sunset date of January 1, 2030. As amended on May 25.	Supported on 4/7/2022
AB 2197 Mullin D Caltrain electrification project: funding.	2/24/2022 Assembly Transportation Failed Passage	Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	Supported on 3/3/2021

SMCTA Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
AB 2237 Friedman (D) Transportation planning: regional transportation improvement plan: climate goals	6/16/2022 Senate Transportation Failed Passage	This bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. The bill would also prohibit the expenditure of funds from local tax measures that passed before January 1, 2023, but that exclusively provide for the collection and expenditure of funds on or after January 1, 2023, until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy, or, if applicable, the alternative planning strategy. As amended June 13.	Watch
AB 2438 Friedman (D) Transportation funding: Alignment with state plans and greenhouse gas emissions reduction standards	8/15/2022 Senate Floor	This bill requires that state funding, including maintenance programs such as the State Highway Operation Protection Program, the SB 1 competitive grant programs (Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program), and State Transportation Improvement Program align with the California Transportation Plan and Climate Action Plan for Transportation Infrastructure as guidelines are developed for allocation of funds for those programs. State agencies that administer these programs would be required to revise the guidelines or plans applicable to ensure projects are in compliance. The bill also requires the California Transportation Plan to account for the full cost of plan implementation, a summary of available revenues through the planning period, and an analysis of what is feasible within the plan if constrained by a realistic projection of available revenues. As amended August 11.	Watch
AB 2449 Rubio (D) Open meetings: local agencies: teleconferences	8/9/2022 Senate Floor	This bill, until January 1, 2026, allows a local agency to meet virtually without posting each member's location, as required under the Brown Act, if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. It also prohibits an agency from requiring public comments be submitted in advance. In the event of a disruption that prevents the broadcast of a meeting, the board must cease taking action on items until the dial-in or internet option is restored. The bill would also authorize a legislative body to consider and take action on a request from a member to participate in a meeting remotely due to emergency circumstances if the request does not allow sufficient time to place the proposed action on the posted agenda for the meeting for which the request is made. As amended August 8.	Watch
AB 2594 Ting (D) Vehicle registration and toll charges	8/9/2022 Senate Floor	Until July 1, 2024, this bill would require that an issuing agency, such as the Bay Area Transportation Authority, that permits pay-by-plate toll payment or permits payment by a transponder or other electronic toll payment device to send an invoice by mail of any unpaid toll to the registered owner of the vehicle, and instruct payment by a due date or be subject to a toll evasion penalty. It requires the issuing agency to allow sending a notice no later than 30 days after the toll violations, with a process for collections for unpaid invoices. The bill authorizes out-of-state drivers to register their vehicle for up to two weeks at a time with the agency for purposes of paying tolls. Rental car companies would be required to provide information to customers on how to register rental vehicles with the tolling agency. The bill, commencing July 1, 2023, through September 2024, would establish a one-time waiver program for outstanding toll evasion penalties for toll evasion violations on a toll bridge occurring from March 20, 2020 to January 1, 2023, inclusive. As amended on August 1.	Watch

SMCTA Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
AB 2647 Levine (D) Local government: open meetings	8/8/2022 Senate Floor	This bill requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including that the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. As amended on August 4.	Watch
ACA 1 Aguiar-Curry (D) Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021 Assembly Local Government and Appropriations	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.	Supported on 2/4/2021
SB 873 Newman (D) California Transportation Commission: state transportation improvement program: capital outlay support	3/9/2022 Senate Transportation Failed passage	This bill would require the California Transportation Commission (CTC) to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the State Transportation Improvement Program (STIP). The bill would require the CTC to develop guidelines, in consultation with the Department of Transportation (Caltrans), to implement these allocation procedures. The CTC would also be required to establish a threshold for requiring a supplemental project allocation. Caltrans would be required to submit a supplemental project allocation request to the CTC for each project that experiences cost increases above the amounts in its allocation.	Watch
SB 917 Becker (D) Seamless Transit Transformation Act	8/11/2022 Assembly Appropriations Held in Committee Failed passage	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill is the legislative vehicle for the Seamless Bay Area framework. This bill would require MTC to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure. The bill would require transit agencies within the MTC region to establish a regional transit coordinating council, and to submit the integrated transit fare structure to the commission for approval and, after approval, would require each transit agency in the region to present the structure to its board for consideration. MTC would be required to notify agencies for non-compliance and those agencies would be subject to losing funding. This bill is similar to AB 2057 from 2020. As amended on June 20.	Watch

SMCTA Bill Matrix – August 2022

Measure	Status	Bill Summary	Recommended Position
<p>SB 922 Wiener (D)</p> <p>CEQA exemptions; transportation-related projects</p>	<p>8/15/2022</p> <p>Governor's Desk</p>	<p>This bill would repeal the January 1, 2030 sunset date, to indefinitely continue an exemption from the California Environmental Quality Act (CEQA) for bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles. The bill also repeals the January 1, 2023 to indefinitely continue a CEQA exemption for transit prioritization projects, as defined, and projects for pedestrian and bicycle facilities or for the institution or increase of new bus rapid transit, bus, or light rail services on public or highway rights-of-way. Provisions relating to projects valued at over \$100 million require additional consideration for displacement of disadvantaged communities and suggest anti-displacement strategies, designs, or actions for those projects for which at least 50% of the project or projects' stops and stations are located in an area at risk of residential displacement and will have a maximum of 15-minute peak headways. For projects that provide for the construction or maintenance of certain hydrogen refueling infrastructure or facilities or that exceed \$50,000,000, the bill would require the lead agency to hold certain noticed meetings, as provided. As amended on August 4.</p>	<p>Supported on 4/7/2022</p>
<p>SB 932 Portantino (D)</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans</p>	<p>6/28/2022</p> <p>Assembly Appropriations</p>	<p>Commencing January 1, 2025, this bill would require the legislative body, upon the next substantive revision of the circulation element, after January 1, 2025, to incorporate the principles of the Federal Highway Administration's Safe System Approach, to develop and incorporate, or otherwise include, bicycle plans, pedestrian plans, and traffic calming plans in the circulation element, among other things; and sets a goal for completion of all identified implementation actions within 25 years of the date of adoption of the modified circulation element. The bill would make this cause of action inoperative after January 1, 2028. This bill would require a county or city to begin implementation of the plan within 2 years of the date of adoption of the plan <i>and to regularly review its progress towards completing implementation of the modified circulation element and to consider revising the circulation element if it determines it will not reach the goals of the bicycle, pedestrian, or traffic calming plans within 25 years of the date of adoption of the modified circulation element.</i> As amended on August 15.</p>	<p>Watch</p>