



BOARD OF DIRECTORS 2023

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

September 7, 2023, 5:00 pm

San Mateo County Transportation Authority

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

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/85358540271?pwd=cHNQdFNpd1Y5S3NUZWtteFkxVDFTUT09> or by entering Webinar ID: **853 5854 0271**, Passcode: **049847** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

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.

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

Thursday, September 7, 2023

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. Approval of Minutes of the Board of Directors Meeting of August 3, 2023 Motion
 - 5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2023 Motion
 - 5.c. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2023 Motion
 - 5.d. Deprogramming and Deallocation of Three Pedestrian and Bicycle Program 2022 Cycle 6 Projects Resolution
 - 5.e. Program and Allocate \$9,650,560 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and Caltrain Resolution
 6. Report of the Chair Informational
 7. SamTrans Board Liaison Report Informational

- | | |
|--|---------------|
| 8. Joint Powers Board Liaison Report | Informational |
| 9. Report of the Executive Director | Informational |
| 10. Program | |
| 10.a. 101 Corridor Connect Progress Update | Informational |
| 10.b. 101/92 Mobility Hub and Smart Corridor Concept Plan Progress Update | Informational |
| 11. State and Federal Legislative Update | Informational |
| 12. Requests from the Authority | |
| 13. Written Communications to the Authority | Informational |
| 14. Date/Time of Next Regular Meeting - Thursday, October 5, 2023, at 5:00 pm | |
| <p><i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i></p> | |
| 15. Report of Legal Counsel | |
| 15.a. Approval of Policy for Settlement of General Liability Claims | Resolution |
| 16. Adjourn | |

Information for the Public

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

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

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

Date and Time of Regular and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

August 3, 2023

Members Present: E. Beach, J. Mates, R. Medina (Chair), M. Nagales, C. Romero (Vice Chair)
(In Person)

Members Present: None
(Via Teleconference)

Members Absent: N. Corzo, R. Mueller

Staff Present: A. Chan, J. Cassman, S. van Hoften, P. Skinner, C. Mobley-Ritter,
C. Fromson, J. Brook, D. Seamans

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Dora Seamans, Authority Secretary, confirmed that a quorum was present. Chair Medina led 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. Approval of Minutes of the Board of Directors Meeting of June 1, 2023

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

5.c. Information on Statement of Revenues and Expenditures for the Period Ended June 30, 2023

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

5.e. Authorize the Request for Allocation of \$2 Million in Regional Measure 3 Funding for the US 101/ State Route 92 Direct Connector Project – *Approved by Resolution No. 2023-15*

Regarding Item #5.b, Vice Chair Carlos Romero asked about when the TA started investing in the CAMP (California Asset Management Program) Pool portfolio as opposed to LAIF (Local Agency Investment Fund). Connie Mobley-Ritter, Director of Treasury, said they had decided to expand their allowable choices of investment because CAMP had been performing well lately, earning 5.3 percent versus LAIF earning in the 3 percent range.

Motion/Second: Romero/Nagales

Ayes: Beach, Mates, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Mueller

6. Nominating Committee Report for the Citizens Advisory Committee (R. Medina/M. Nagales)

6.a Appointment of Citizens Advisory Committee Members

Chair Medina and Director Mark Nagales announced the following recommendations for CAC membership:

Incumbent Members Proposed to be Reappointed

- Doug Bojack
- Ken Chin
- Sandra Lang

New Members Proposed to be Appointed

- Giuliano Carlini
- Nheeda Enriquez
- Allie Paul

Motion/Second: Nagales/Mates

Ayes: Beach, Mates, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Mueller

7. Report of the Chair

Chair Medina said the Board does read the CAC minutes and listens to the CAC meetings and that he had watched the April and May CAC meeting videos and appreciated the CAC members' input. He stressed that participation on the CAC should happen with a spirit of collaboration and respectfulness.

8. SamTrans Board Liaison Report

8.a Meeting of June 7, 2023

8.b Meeting of July 12, 2023

8.c Meeting of August 2, 2023

Chair Medina said that the reports were in the packet and posted on the website. He commented on the annual insurance ratification for Fiscal Year 2024 and noted that the

coverage had increased from \$2 million to \$5 million to enhance cybersecurity protection. He also noted the award of a contract for real estate brokerage services to locate a new District headquarters building. He noted that ridership is up 20 percent from June of 2022.

9. Joint Powers Board Liaison Report

April Chan, Executive Director, said that the report was posted on the website. She said one of the items at that morning's Board meeting was a discussion on how to revise the fare structure to bring back ridership. She said there would be further discussion at the September JPB Board meeting. She said Caltrain ridership is 30 percent of pre-pandemic levels and there was discussion about how to attract new riders. She said near-term strategies include marketing of the new electric train. Chair Medina noted that over 4,000 people attended the community event to view the electric train cars at the San Jose Diridon Caltrain Station.

Vice Chair Romero commented on the SamTrans meeting, congratulating staff on the upcoming Strategic Plan. He said he was concerned with the minimum age to ride the Ride Plus service is 17, and noted that there were 13- and 14-year-olds in East Palo Alto that were turned down for a ride. Ms. Chan said they were looking into the age restriction.

10. Report of the Executive Director

Ms. Chan said the report was in the packet. She said that the highway call for projects was closing on August 25. She congratulated the City of Burlingame for being awarded \$70 million in state funds for the Broadway grade separation project. Chair Medina noted that two other municipalities also were awarded grade separation funding.

11. Finance

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

Connie Mobley-Ritter, Director of Treasury, provided the presentation on the variable rate bond.

Vice Chair Romero asked in terms of paying off the Series A and Series B, which are due June 2027, if the reserve is going to be under a million dollars. Ms. Mobley-Ritter estimated that the amount would be somewhere between \$1 and \$2 million and they also have a substantial amount in the project fund that was not needed for construction of the lanes, some of which could be used for the landscaping phase. She added that they will not have the final number until they get closer and would report that to the Board.

Director Emily Beach asked if the all-in interest rate was still around 0.92 percent. Ms. Mobley-Ritter said she would have to get back to her, but it was a very low number.

Lacy Vong, Program Manager, HNTB, provided the presentation on the operations of the Express Lanes.

Director Nagales said he was interested in learning about the equity program. Ms. Chan said the equity program has been in place for a year and it is going through an evaluation to determine if program changes are needed. Ms. Vong said they are closed to 2,200 Clipper and FasTrak benefits being distributed. She said they would like to see those numbers be higher. She said they are looking at barriers to enrollment and other ways that they can improve the program.

Vice Chair Romero asked what the all-in cost was, including operations and maintenance, agency cost, and debt service fees, and Ms. Mobley-Ritter said it was 40 basis points or \$400,000. She said they would provide more transparency into the costs that going to come out of this revenue line in the future. Ms. Chan said they now have more revenues than expenses. She asked for clarification from Vice Chair Romero so that they could provide that information in future reports, and he said he wanted to know all the costs involved.

Director Julia Mates said they would like to see the waterfall figures. Ms. Chan said they would confer with staff and include the information as part of the next quarterly update presentation.

11.b. First Amendment to Reimbursement Agreement to Extend Expiration Date of Letter of Credit Supporting the \$100 Million Variable Rate Bonds – Approved by Resolution No. 2023-16

Ms. Mobley-Ritter presented the staff report. She said the amendment would continue to allow the TA to maintain a financial backstop for the variable rate bonds.

Director Beach and Vice Chair Romero thanked staff for the clear presentation and their efforts.

Motion/Second: Mates/Beach

Ayes: Beach, Mates, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Mueller

11.c. Approval and Ratification of the Fiscal Year 2024 Transportation Authority Insurance Program – Approved by Resolution No. 2023-17

Ryan Hinchman, Director, Financial Planning and Analysis, presented the staff report. He said that coverage has not changed since the previous year and the premium has increased by 3 percent. He added that funding for the insurance premiums was included in the adopted budget.

Motion/Second: Romero/Nagales

Ayes: Beach, Mates, Medina, Nagales, Romero

Noes: None

Absent: Corzo, Mueller

12. State and Federal Legislative Update

Casey Fromson, Chief Communications Officer, provided a summary of federal and state legislation.

At the federal level, she said Congress is on August recess and that the appropriations bills need to be passed by September 30 to avoid a continuing resolution.

At the state level, on the House side, Ms. Fromson said the Governor signed a transportation bill on July 10, which restored TIRCP (Transit and Intercity Rail Capital Program) funding, allowing \$800 million already planned for the region, plus an additional \$400 million. She said that funds will flow to MTC (Metropolitan Transportation Commission) to be distributed to capital projects and transit operations. She said further negotiation with transit operators will occur to determine how the funds are allocated. She noted the Self-Help Counties Coalition, of

which the TA is a member, was able to secure a 10 percent cap, in perpetuity, on indirect cost charges from Caltrans on those projects where Caltrans provides oversight. She also noted new personnel changes and that the Legislature will be on recess until August 14.

13. Requests from the Authority

There were no requests.

14. Written Communications to the Authority

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

15. Date/Time of Next Regular Meeting

Chair Medina announced the next meeting would be on Thursday, September 7, 2023, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

16. Report of Legal Counsel

Ms. Cassman said that she had nothing to report.

17. Adjourn

Chair Medina expressed appreciation to staff for their support.

The meeting adjourned at 6:01 pm.

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2023**

Action

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenditures for the period ending July 2023 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 10) are \$0.4 million more than prior year actuals. This is primarily due to an increase in interest Income (page 1, line 4) as a result of new investments and rising interest rates. The increase is partially offset by decreases in Measure A Sales Tax (page 1, line 2), Measure W Sales Tax (page 1, line 3).

Year to Date Expenditures: As of July year-to-date, the variance between the Total Expenditures (page 1, line 36) and the prior year actuals is very marginal.

Budget Impact

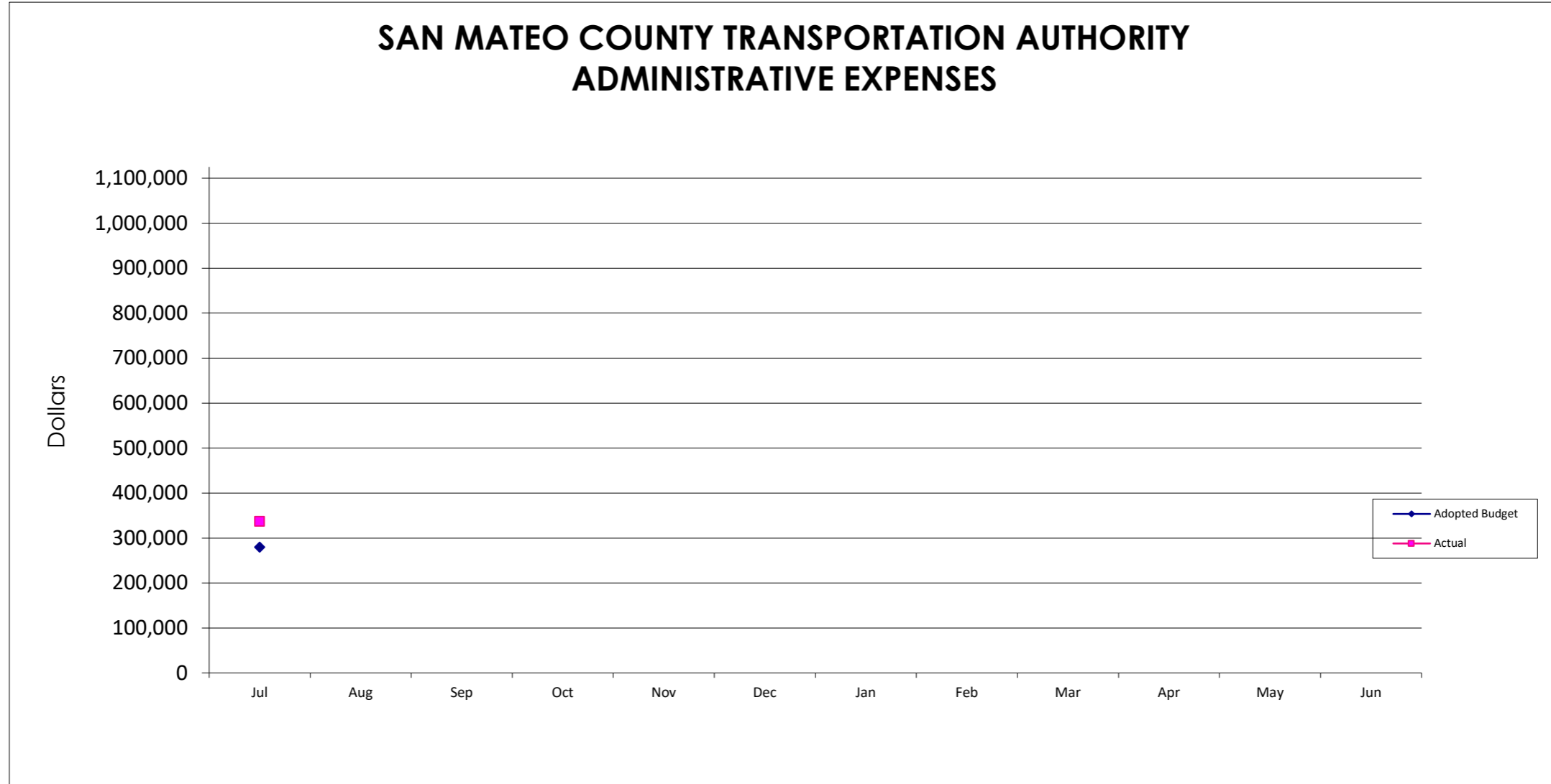
Budget Amendment: There are no budget amendments for the month of July 2023.

| | | | |
|--------------|--------------|------------------------------------|--------------|
| Prepared By: | Yijia Ma | Senior Accountant – General Ledger | 650-508-7947 |
| | Jeannie Chen | Acting Director of Accounting | 650-508-6259 |

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
Fiscal Year 2024
July 2023

% OF YEAR ELAPSED: 8.3%

| | YEAR TO DATE | | | | ANNUAL |
|---|-------------------|-------------------|----------------|---------------|--------------------|
| | PRIOR ACTUAL | CURRENT ACTUAL | \$ VARIANCE | % VARIANCE | ADOPTED BUDGET |
| 1 REVENUES: | | | | | |
| 2 Measure A Sales Tax | 9,022,667 | 8,321,000 | (701,667) | (7.8%) | 116,264,000 |
| 3 Measure W Sales Tax | 4,511,333 | 4,160,500 | (350,833) | (7.8%) | 58,132,000 |
| 4 Interest Income | 450,194 | 1,847,285 | 1,397,091 | 310.3% | 12,607,415 |
| 5 Rental Income | 99,351 | 103,675 | 4,324 | 4.4% | 1,261,242 |
| 6 Credit Enhancement Fee - SMCEL-JPA | - | 33,333 | 33,333 | 100.0% | 400,000 |
| 7 Due from SMCEL-JPA - Bond Interest | - | - | - | - | 1,000,000 |
| 8 Due from SMCEL-JPA - Bond Related Debt fees | - | - | - | - | 520,000 |
| 9 | | | | | |
| 10 TOTAL REVENUES | 14,083,545 | 14,465,793 | 382,248 | 2.7% | 190,184,657 |
| 11 | | | | | |
| 12 EXPENDITURES: | | | | | |
| 13 | | | | | |
| 14 Measure A Annual Allocations | 2,571,460 | 2,371,485 | (199,975) | (7.8%) | 33,135,240 |
| 15 Measure A Categories | 132,194 | 115,242 | (16,952) | (12.8%) | 81,966,120 |
| 16 Other Uses - 101 Express Lanes project | 89,677 | 216,271 | 126,594 | 141.2% | - |
| 17 | | | | | |
| 18 Measure W Annual Allocations | 902,267 | 832,100 | (70,167) | (7.8%) | 11,626,400 |
| 19 Measure W Categories | - | 74,281 | 74,281 | 100.0% | 45,808,016 |
| 20 | | | | | |
| 21 Measure A - Oversight | 89,357 | 141,957 | 52,600 | 58.9% | 2,500,000 |
| 22 Measure W Categories - Oversight and Staff Support | - | - | - | - | 697,584 |
| 23 | | | | | |
| 24 SMCEL-JPA Bond Interest | - | - | - | - | 1,000,000 |
| 25 SMCEL-JPA Bond Related Debt Fees | - | - | - | - | 520,000 |
| 26 | | | | | |
| 27 Administrative: | | | | | |
| 28 Staff Support | 220,643 | 247,164 | 26,521 | 12.0% | 1,707,683 |
| 29 Professional Services | 13,821 | 35,809 | 21,988 | 159.1% | 566,297 |
| 30 Insurance Premium | 20,168 | 20,917 | 748 | 3.7% | 384,321 |
| 31 Bank and Investment Fees | 8,844 | 10,063 | 1,219 | 13.8% | 247,700 |
| 32 Other Misc. Admin Expenses | 22,873 | 22,873 | - | 0.0% | 446,326 |
| 33 | | | | | |
| 34 Total Administrative | 286,349 | 336,826 | 50,476 | 17.6% | 3,352,327 |
| 35 | | | | | |
| 36 TOTAL EXPENDITURES | 4,071,304 | 4,088,162 | 16,858 | 0.4% | 180,605,687 |
| 37 | | | | | |
| 38 EXCESS (DEFICIT) | 10,012,241 | 10,377,631 | 365,390 | 3.6% | 9,578,970 |
| 39 | | | | | |
| 40 | | | | | |



Current Year Data

| | Jul '23 | Aug '23 | Sep '23 | Oct '23 | Nov '23 | Dec '23 | Jan '24 | Feb '24 | Mar '24 | Apr '24 | May '24 | Jun '24 |
|----------------------------|----------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| MONTHLY EXPENSES | | | | | | | | | | | | |
| Adopted Budget | 279,361 | | | | | | | | | | | |
| Actual | 336,826 | | | | | | | | | | | |
| CUMULATIVE EXPENSES | | | | | | | | | | | | |
| Staff Projections | 279,361 | | | | | | | | | | | |
| Actual | 336,826 | | | | | | | | | | | |
| Variance-F(U) | (57,465) | | | | | | | | | | | |
| Variance % | -20.57% | | | | | | | | | | | |

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 31, 2023**

7/31/2023

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

| | | |
|--------------------------|----|----------------|
| Bank of America Checking | \$ | 15,748,611.66 |
| CAMP Pool | | 146,192,800.37 |
| JP Morgan Bank Checking | | 6,696,887.79 |
| LAIF | | 5,252,149.93 |

INVESTMENT FUNDS

| | | |
|---------------------------------------|--|----------------|
| Investment Portfolio (Market Values)* | | 205,346,601.83 |
| MMF - US Bank Custodian Account | | 756,030.15 |
| Cash | | 2,659.14 |
| County Pool** | | 185,453,953.05 |

Total

\$ 565,449,693.92

* Fund Managed by Public Trust Advisors

** Estimated County Pool Distributions



Report: GAAP Balance Sheet by Lot
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 As of: 7/31/2023

| AGCY BOND | Description | PAR | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|-----------|---------------------------------------|----------------------|------------|----------------------|------------------|----------------------|------------------------|
| 3130AJHU6 | FEDERAL HOME LOAN BANKS | 1,600,000.00 | 04/14/2025 | 1,592,064.00 | 2,377.78 | 1,483,456.00 | 1,485,833.78 |
| 3135G03U5 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,600,000.00 | 04/22/2025 | 1,596,704.00 | 2,750.00 | 1,483,168.00 | 1,485,918.00 |
| 3135G04Z3 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 1,600,000.00 | 06/17/2025 | 1,596,688.00 | 977.78 | 1,472,480.00 | 1,473,457.78 |
| 3135G05X7 | FEDERAL NATIONAL MORTGAGE ASSOCIATION | 3,800,000.00 | 08/25/2025 | 3,787,422.00 | 6,175.00 | 3,464,954.00 | 3,471,129.00 |
| 3137EAEX3 | FEDERAL HOME LOAN MORTGAGE CORP | 3,800,000.00 | 09/23/2025 | 3,786,662.00 | 5,066.67 | 3,457,316.00 | 3,462,382.67 |
| | | 12,400,000.00 | | 12,359,540.00 | 17,347.22 | 11,361,374.00 | 11,378,721.22 |

| CASH | Description | PAR | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|--------|-------------|-----------------|------------|-----------------|------------------|-----------------|------------------------|
| CCYUSD | Receivable | 1,959.78 | 07/31/2023 | 1,959.78 | 0.00 | 1,959.78 | 1,959.78 |
| CCYUSD | Receivable | 699.36 | 07/31/2023 | 699.36 | 0.00 | 699.36 | 699.36 |
| | | 2,659.14 | | 2,659.14 | 0.00 | 2,659.14 | 2,659.14 |

| 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 | 486,630.00 | 492,813.33 |
| 023135BW5 | AMAZON.COM INC | 2,225,000.00 | 05/12/2024 | 2,221,751.50 | 2,197.19 | 2,139,337.50 | 2,141,534.69 |
| 023135CE4 | AMAZON.COM INC | 4,195,000.00 | 04/13/2025 | 4,188,329.95 | 37,755.00 | 4,058,578.60 | 4,096,333.60 |
| 023135CE4 | AMAZON.COM INC | 1,405,000.00 | 04/13/2025 | 1,402,766.05 | 12,645.00 | 1,359,309.40 | 1,371,954.40 |
| 037833AS9 | APPLE INC | 1,475,000.00 | 05/06/2024 | 1,605,301.50 | 12,015.10 | 1,455,190.75 | 1,467,205.85 |
| 037833AZ3 | APPLE INC | 750,000.00 | 02/09/2025 | 794,340.00 | 8,958.33 | 722,220.00 | 731,178.33 |
| 037833DT4 | APPLE INC | 1,600,000.00 | 05/11/2025 | 1,603,216.00 | 4,000.00 | 1,497,840.00 | 1,501,840.00 |
| 05531FBH5 | TRUIST FINANCIAL CORP | 1,550,000.00 | 08/01/2024 | 1,552,573.00 | 19,375.00 | 1,499,919.50 | 1,519,294.50 |
| 06406RAL1 | BANK OF NEW YORK MELLON CORP | 650,000.00 | 10/24/2024 | 652,860.00 | 3,677.92 | 624,494.00 | 628,171.92 |
| 14913R2P1 | CATERPILLAR FINANCIAL SERVICES CORP | 805,000.00 | 09/13/2024 | 803,905.20 | 1,851.50 | 762,930.70 | 764,782.20 |
| 14913R2S5 | CATERPILLAR FINANCIAL SERVICES CORP | 3,150,000.00 | 01/10/2024 | 3,149,496.00 | 1,745.63 | 3,087,535.50 | 3,089,281.13 |
| 14913R2S5 | CATERPILLAR FINANCIAL SERVICES CORP | 475,000.00 | 01/10/2024 | 474,924.00 | 263.23 | 465,580.75 | 465,843.98 |
| 194162AM5 | COLGATE-PALMOLIVE CO | 655,000.00 | 08/15/2025 | 654,397.40 | 9,362.86 | 632,297.70 | 641,660.56 |
| 194162AM5 | COLGATE-PALMOLIVE CO | 195,000.00 | 08/15/2025 | 194,820.60 | 2,787.42 | 188,241.30 | 191,028.72 |
| 437076CM2 | HOME DEPOT INC | 885,000.00 | 04/15/2025 | 883,451.25 | 7,035.75 | 849,856.65 | 856,892.40 |
| 437076CM2 | HOME DEPOT INC | 265,000.00 | 04/15/2025 | 264,536.25 | 2,106.75 | 254,476.85 | 256,583.60 |
| 592179KD6 | METROPOLITAN LIFE GLOBAL FUNDING I | 690,000.00 | 01/06/2026 | 690,000.00 | 2,395.83 | 684,831.90 | 687,227.73 |
| 592179KD6 | METROPOLITAN LIFE GLOBAL FUNDING I | 210,000.00 | 01/06/2026 | 210,000.00 | 729.17 | 208,427.10 | 209,156.27 |
| 637639AG0 | NATIONAL SECURITIES CLEARING CORP | 4,650,000.00 | 11/21/2024 | 4,648,930.50 | 45,660.42 | 4,620,658.50 | 4,666,318.92 |
| 637639AG0 | NATIONAL SECURITIES CLEARING CORP | 1,400,000.00 | 11/21/2024 | 1,399,678.00 | 13,747.22 | 1,391,166.00 | 1,404,913.22 |
| 693475AV7 | PNC FINANCIAL SERVICES GROUP INC | 1,550,000.00 | 01/23/2024 | 1,561,036.00 | 1,205.56 | 1,534,562.00 | 1,535,767.56 |

| | | | | | | | |
|-----------|--------------------------|--------------|------------|--------------|-----------|--------------|--------------|
| 69371RR57 | PACCAR FINANCIAL CORP | 455,000.00 | 11/08/2024 | 454,972.70 | 944.13 | 429,756.60 | 430,700.73 |
| 69371RR81 | PACCAR FINANCIAL CORP | 2,570,000.00 | 06/13/2024 | 2,569,408.90 | 10,794.00 | 2,518,188.80 | 2,528,982.80 |
| 69371RR81 | PACCAR FINANCIAL CORP | 600,000.00 | 06/13/2024 | 599,862.00 | 2,520.00 | 587,904.00 | 590,424.00 |
| 69371RR99 | PACCAR FINANCIAL CORP | 3,800,000.00 | 08/11/2025 | 3,797,302.00 | 63,702.78 | 3,685,962.00 | 3,749,664.78 |
| 69371RR99 | PACCAR FINANCIAL CORP | 885,000.00 | 08/11/2025 | 884,371.65 | 14,836.04 | 858,441.15 | 873,277.19 |
| 89236TFS9 | TOYOTA MOTOR CREDIT CORP | 500,000.00 | 01/08/2024 | 534,995.00 | 1,070.14 | 495,175.00 | 496,245.14 |
| 89236TGT6 | TOYOTA MOTOR CREDIT CORP | 750,000.00 | 02/13/2025 | 757,327.50 | 6,300.00 | 711,787.50 | 718,087.50 |
| 89236TGT6 | TOYOTA MOTOR CREDIT CORP | 225,000.00 | 02/13/2025 | 227,198.25 | 1,890.00 | 213,536.25 | 215,426.25 |
| 89236TGT6 | TOYOTA MOTOR CREDIT CORP | 225,000.00 | 02/13/2025 | 228,132.00 | 1,890.00 | 213,536.25 | 215,426.25 |
| 89236TJN6 | TOYOTA MOTOR CREDIT CORP | 830,000.00 | 09/13/2024 | 829,609.90 | 1,988.54 | 786,599.30 | 788,587.84 |
| 89236TJT3 | TOYOTA MOTOR CREDIT CORP | 2,960,000.00 | 01/13/2025 | 2,956,033.60 | 2,146.00 | 2,803,208.80 | 2,805,354.80 |
| 91159HHZ6 | US BANCORP | 500,000.00 | 05/12/2025 | 512,005.00 | 1,590.97 | 466,850.00 | 468,440.97 |
| 931142DP5 | WALMART INC | 1,500,000.00 | 04/22/2024 | 1,618,200.00 | 13,612.50 | 1,478,310.00 | 1,491,922.50 |
| 931142EW9 | WALMART INC | 460,000.00 | 09/09/2025 | 459,678.00 | 7,076.33 | 451,485.40 | 458,561.73 |

| | | | | |
|----------------------|----------------------|-------------------|----------------------|----------------------|
| 45,540,000.00 | 45,918,014.70 | 326,059.63 | 44,224,825.75 | 44,550,885.38 |
|----------------------|----------------------|-------------------|----------------------|----------------------|

| 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 | 1,021,145.05 | 1,023,837.06 |
| | | 1,055,000.00 | | 1,107,255.47 | 2,692.01 | 1,021,145.05 | 1,023,837.06 |

| MUNI | Description | PAR | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|-----------|-----------------------------------|---------------------|------------|---------------------|------------------|---------------------|------------------------|
| 13063D3N6 | CALIFORNIA ST | 1,715,000.00 | 03/01/2027 | 1,715,000.00 | 31,396.70 | 1,711,672.90 | 1,743,069.60 |
| 13063D3N6 | CALIFORNIA ST | 515,000.00 | 03/01/2027 | 515,000.00 | 9,428.16 | 514,000.90 | 523,429.06 |
| 157411TK5 | CHAFFEY CALIF JT UN HIGH SCH DIST | 375,000.00 | 08/01/2024 | 375,000.00 | 3,939.38 | 362,703.75 | 366,643.13 |
| 20772KTJ8 | CONNECTICUT ST | 865,000.00 | 05/15/2027 | 881,608.00 | 4,732.27 | 874,722.60 | 879,454.87 |
| 20772KTJ8 | CONNECTICUT ST | 260,000.00 | 05/15/2027 | 264,992.00 | 1,422.42 | 262,922.40 | 264,344.82 |
| 93974ETG1 | WASHINGTON ST | 500,000.00 | 08/01/2025 | 500,000.00 | 1,675.00 | 458,250.00 | 459,925.00 |
| | | 4,230,000.00 | | 4,251,600.00 | 52,593.92 | 4,184,272.55 | 4,236,866.47 |

| MMFUND | Description | PAR | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|---------------|------------------------------|-----------------------|------------|-----------------------|-------------------|-----------------------|------------------------|
| 31846V534 | FIRST AMER:US TRS MM Y | 556,063.08 | 07/31/2023 | 556,063.08 | 0.00 | 556,063.08 | 556,063.08 |
| 31846V534 | FIRST AMER:US TRS MM Y | 199,967.07 | 07/31/2023 | 199,967.07 | 0.00 | 199,967.07 | 199,967.07 |
| SM-CAMP | CAMP Pool | 146,192,800.37 | 07/31/2023 | 146,192,800.37 | 552,015.86 | 146,192,800.37 | 146,192,800.37 |
| SM - CP N/M A | County Pool New Measure A | 169,044,247.32 | 07/31/2023 | 169,044,247.32 | 0.00 | 169,044,247.32 | 169,044,247.32 |
| SM - CP O/M A | County Pool Old Measure A | 16,409,705.73 | 07/31/2023 | 16,409,705.73 | 0.00 | 16,409,705.73 | 16,409,705.73 |
| SM - LAIF | Local Agency Investment Fund | 5,252,149.93 | 07/31/2023 | 5,252,149.93 | 0.00 | 5,252,149.93 | 5,252,149.93 |
| 902656602 | UBS SL ESG PRIME PFD | 1,022,216.22 | 07/31/2023 | 1,022,349.21 | 0.00 | 1,022,522.88 | 1,022,522.88 |
| | | 338,677,149.72 | | 338,677,282.71 | 552,015.86 | 338,677,456.38 | 338,677,456.38 |

| SUPRANAT'L | Description | PAR | Maturity | Original Cost | Accrued Interest | Market Value | Market Value + Accrued |
|------------|--|------------|------------|---------------|------------------|--------------|------------------------|
| 459058JB0 | INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELO | 750,000.00 | 04/22/2025 | 750,900.00 | 1,291.13 | 694,747.50 | 696,038.63 |

| | | 750,000.00 | | 750,900.00 | | 1,291.13 | 694,747.50 | 696,038.63 |
|-----------|------------------------|--------------|------------|---------------|--|------------------|--------------|------------------------|
| US GOV | Description | PAR | Maturity | Original Cost | | Accrued Interest | Market Value | Market Value + Accrued |
| 9128282R0 | UNITED STATES TREASURY | 6,075,000.00 | 08/15/2027 | 5,785,725.59 | | 63,057.49 | 5,614,879.50 | 5,677,936.99 |
| 9128282R0 | UNITED STATES TREASURY | 1,700,000.00 | 08/15/2027 | 1,619,050.78 | | 17,645.72 | 1,571,242.00 | 1,588,887.72 |
| 9128283J7 | UNITED STATES TREASURY | 535,000.00 | 11/30/2024 | 572,993.36 | | 1,925.85 | 513,578.60 | 515,504.45 |
| 9128283V0 | UNITED STATES TREASURY | 790,000.00 | 01/31/2025 | 772,903.91 | | 53.67 | 759,664.00 | 759,717.67 |
| 9128283Z1 | UNITED STATES TREASURY | 4,400,000.00 | 02/28/2025 | 4,364,421.88 | | 50,635.87 | 4,244,108.00 | 4,294,743.87 |
| 912828U24 | UNITED STATES TREASURY | 900,000.00 | 11/15/2026 | 832,218.75 | | 3,815.22 | 833,238.00 | 837,053.22 |
| 912828U24 | UNITED STATES TREASURY | 1,825,000.00 | 11/15/2026 | 1,700,244.15 | | 7,736.41 | 1,689,621.50 | 1,697,357.91 |
| 912828V98 | UNITED STATES TREASURY | 1,200,000.00 | 02/15/2027 | 1,136,484.38 | | 12,455.80 | 1,116,756.00 | 1,129,211.80 |
| 912828V98 | UNITED STATES TREASURY | 750,000.00 | 02/15/2027 | 698,701.17 | | 7,784.88 | 697,972.50 | 705,757.38 |
| 912828Y95 | UNITED STATES TREASURY | 450,000.00 | 07/31/2026 | 425,478.52 | | 22.93 | 417,181.50 | 417,204.43 |
| 912828YH7 | UNITED STATES TREASURY | 1,480,000.00 | 09/30/2024 | 1,529,718.75 | | 7,460.66 | 1,416,641.20 | 1,424,101.86 |
| 912828YX2 | UNITED STATES TREASURY | 1,715,000.00 | 12/31/2026 | 1,637,490.04 | | 2,609.78 | 1,572,174.80 | 1,574,784.58 |
| 912828YX2 | UNITED STATES TREASURY | 720,000.00 | 12/31/2026 | 687,459.38 | | 1,095.65 | 660,038.40 | 661,134.05 |
| 912828YY0 | UNITED STATES TREASURY | 3,200,000.00 | 12/31/2024 | 3,400,875.01 | | 4,869.57 | 3,049,632.00 | 3,054,501.57 |
| 912828YY0 | UNITED STATES TREASURY | 2,675,000.00 | 12/31/2024 | 2,669,879.89 | | 4,070.65 | 2,549,301.75 | 2,553,372.40 |
| 912828YY0 | UNITED STATES TREASURY | 430,000.00 | 12/31/2024 | 448,375.78 | | 654.35 | 409,794.30 | 410,448.65 |
| 912828ZF0 | UNITED STATES TREASURY | 540,000.00 | 03/31/2025 | 544,260.94 | | 907.38 | 500,974.20 | 501,881.58 |
| 912828ZF0 | UNITED STATES TREASURY | 1,590,000.00 | 03/31/2025 | 1,586,521.88 | | 2,671.72 | 1,475,090.70 | 1,477,762.42 |
| 912828ZL7 | UNITED STATES TREASURY | 1,600,000.00 | 04/30/2025 | 1,594,437.50 | | 1,516.30 | 1,476,688.00 | 1,478,204.30 |
| 912828ZW3 | UNITED STATES TREASURY | 2,250,000.00 | 06/30/2025 | 2,240,244.14 | | 489.13 | 2,060,077.50 | 2,060,566.63 |
| 91282CAB7 | UNITED STATES TREASURY | 2,455,000.00 | 07/31/2025 | 2,389,884.95 | | 16.68 | 2,240,383.90 | 2,240,400.58 |
| 91282CAB7 | UNITED STATES TREASURY | 2,025,000.00 | 07/31/2025 | 1,971,290.03 | | 13.76 | 1,847,974.50 | 1,847,988.26 |
| 91282CAJ0 | UNITED STATES TREASURY | 1,550,000.00 | 08/31/2025 | 1,524,570.31 | | 1,621.60 | 1,410,252.00 | 1,411,873.60 |
| 91282CAL5 | UNITED STATES TREASURY | 6,000,000.00 | 09/30/2027 | 5,066,484.38 | | 7,561.48 | 5,114,760.00 | 5,122,321.48 |
| 91282CAL5 | UNITED STATES TREASURY | 1,850,000.00 | 09/30/2027 | 1,563,394.53 | | 2,331.45 | 1,577,051.00 | 1,579,382.45 |
| 91282CAT8 | UNITED STATES TREASURY | 1,700,000.00 | 10/31/2025 | 1,687,183.60 | | 1,074.05 | 1,537,973.00 | 1,539,047.05 |
| 91282CAT8 | UNITED STATES TREASURY | 550,000.00 | 10/31/2025 | 538,570.31 | | 347.49 | 497,579.50 | 497,926.99 |
| 91282CAZ4 | UNITED STATES TREASURY | 2,000,000.00 | 11/30/2025 | 1,993,906.26 | | 1,270.49 | 1,809,620.00 | 1,810,890.49 |
| 91282CAZ4 | UNITED STATES TREASURY | 1,050,000.00 | 11/30/2025 | 1,037,285.16 | | 667.01 | 950,050.50 | 950,717.51 |
| 91282CBB6 | UNITED STATES TREASURY | 4,975,000.00 | 12/31/2027 | 4,203,680.66 | | 2,703.80 | 4,254,769.25 | 4,257,473.05 |
| 91282CBB6 | UNITED STATES TREASURY | 1,490,000.00 | 12/31/2027 | 1,258,991.80 | | 809.78 | 1,274,292.70 | 1,275,102.48 |
| 91282CBC4 | UNITED STATES TREASURY | 3,725,000.00 | 12/31/2025 | 3,686,440.44 | | 1,214.67 | 3,364,718.00 | 3,365,932.67 |
| 91282CBC4 | UNITED STATES TREASURY | 1,550,000.00 | 12/31/2025 | 1,526,931.64 | | 505.43 | 1,400,084.00 | 1,400,589.43 |
| 91282CBH3 | UNITED STATES TREASURY | 2,925,000.00 | 01/31/2026 | 2,860,330.09 | | 29.81 | 2,632,500.00 | 2,632,529.81 |
| 91282CBH3 | UNITED STATES TREASURY | 375,000.00 | 01/31/2026 | 367,617.19 | | 3.82 | 337,500.00 | 337,503.82 |
| 91282CBQ3 | UNITED STATES TREASURY | 4,850,000.00 | 02/28/2026 | 4,805,099.62 | | 10,148.10 | 4,366,891.50 | 4,377,039.60 |
| 91282CBQ3 | UNITED STATES TREASURY | 1,620,000.00 | 02/28/2026 | 1,602,154.70 | | 3,389.67 | 1,458,631.80 | 1,462,021.47 |
| 91282CBS9 | UNITED STATES TREASURY | 3,400,000.00 | 03/31/2028 | 3,032,906.25 | | 14,282.79 | 2,975,782.00 | 2,990,064.79 |
| 91282CBS9 | UNITED STATES TREASURY | 1,000,000.00 | 03/31/2028 | 892,031.25 | | 4,200.82 | 875,230.00 | 879,430.82 |
| 91282CBT7 | UNITED STATES TREASURY | 3,025,000.00 | 03/31/2026 | 2,977,379.88 | | 7,624.49 | 2,738,683.75 | 2,746,308.24 |
| 91282CBT7 | UNITED STATES TREASURY | 500,000.00 | 03/31/2026 | 492,128.91 | | 1,260.25 | 452,675.00 | 453,935.25 |
| 91282CBW0 | UNITED STATES TREASURY | 2,350,000.00 | 04/30/2026 | 2,343,482.42 | | 4,454.14 | 2,120,240.50 | 2,124,694.64 |
| 91282CBW0 | UNITED STATES TREASURY | 1,625,000.00 | 04/30/2026 | 1,629,760.75 | | 3,079.99 | 1,466,123.75 | 1,469,203.74 |
| 91282CBW0 | UNITED STATES TREASURY | 1,950,000.00 | 04/30/2026 | 1,943,449.23 | | 3,695.99 | 1,759,348.50 | 1,763,044.49 |

| | | | | | | | |
|-----------|------------------------|-----------------------|------------|-----------------------|-------------------|-----------------------|-----------------------|
| 91282CCE9 | UNITED STATES TREASURY | 1,080,000.00 | 05/31/2028 | 944,915.63 | 2,286.89 | 941,371.20 | 943,658.09 |
| 91282CCE9 | UNITED STATES TREASURY | 340,000.00 | 05/31/2028 | 297,473.44 | 719.95 | 296,357.60 | 297,077.55 |
| 91282CCF6 | UNITED STATES TREASURY | 3,175,000.00 | 05/31/2026 | 3,172,147.46 | 4,033.81 | 2,857,373.00 | 2,861,406.81 |
| 91282CCF6 | UNITED STATES TREASURY | 1,625,000.00 | 05/31/2026 | 1,628,745.12 | 2,064.55 | 1,462,435.00 | 1,464,499.55 |
| 91282CCL3 | UNITED STATES TREASURY | 825,000.00 | 07/15/2024 | 824,806.64 | 142.92 | 786,975.75 | 787,118.67 |
| 91282CCP4 | UNITED STATES TREASURY | 2,550,000.00 | 07/31/2026 | 2,531,572.27 | 43.31 | 2,276,079.00 | 2,276,122.31 |
| 91282CCP4 | UNITED STATES TREASURY | 2,550,000.00 | 07/31/2026 | 2,514,439.45 | 43.31 | 2,276,079.00 | 2,276,122.31 |
| 91282CCP4 | UNITED STATES TREASURY | 1,125,000.00 | 07/31/2026 | 1,117,485.35 | 19.11 | 1,004,152.50 | 1,004,171.61 |
| 91282CCP4 | UNITED STATES TREASURY | 850,000.00 | 07/31/2026 | 838,146.48 | 14.44 | 758,693.00 | 758,707.44 |
| 91282CCZ2 | UNITED STATES TREASURY | 5,315,000.00 | 09/30/2026 | 5,238,804.49 | 15,629.15 | 4,762,718.35 | 4,778,347.50 |
| 91282CCZ2 | UNITED STATES TREASURY | 1,800,000.00 | 09/30/2026 | 1,774,195.31 | 5,293.03 | 1,612,962.00 | 1,618,255.03 |
| 91282CEC1 | UNITED STATES TREASURY | 4,200,000.00 | 02/28/2027 | 4,201,968.75 | 32,955.16 | 3,854,634.00 | 3,887,589.16 |
| 91282CEC1 | UNITED STATES TREASURY | 1,475,000.00 | 02/28/2027 | 1,475,691.41 | 11,573.54 | 1,353,710.75 | 1,365,284.29 |
| 91282CEF4 | UNITED STATES TREASURY | 1,565,000.00 | 03/31/2027 | 1,546,354.50 | 13,148.57 | 1,467,437.90 | 1,480,586.47 |
| 91282CEF4 | UNITED STATES TREASURY | 300,000.00 | 03/31/2027 | 296,144.53 | 2,520.49 | 281,298.00 | 283,818.49 |
| 91282CEN7 | UNITED STATES TREASURY | 2,975,000.00 | 04/30/2027 | 2,866,226.56 | 20,675.44 | 2,811,018.00 | 2,831,693.44 |
| 91282CEN7 | UNITED STATES TREASURY | 500,000.00 | 04/30/2027 | 481,718.75 | 3,474.86 | 472,440.00 | 475,914.86 |
| 91282CET4 | UNITED STATES TREASURY | 3,950,000.00 | 05/31/2027 | 3,872,697.28 | 17,564.55 | 3,711,933.50 | 3,729,498.05 |
| 91282CET4 | UNITED STATES TREASURY | 1,200,000.00 | 05/31/2027 | 1,176,515.63 | 5,336.07 | 1,127,676.00 | 1,133,012.07 |
| 91282CEW7 | UNITED STATES TREASURY | 1,075,000.00 | 06/30/2027 | 1,084,406.25 | 3,038.04 | 1,033,806.00 | 1,036,844.04 |
| 91282CEW7 | UNITED STATES TREASURY | 400,000.00 | 06/30/2027 | 403,500.00 | 1,130.43 | 384,672.00 | 385,802.43 |
| 91282CEY3 | UNITED STATES TREASURY | 1,200,000.00 | 07/15/2025 | 1,171,500.00 | 1,663.04 | 1,157,292.00 | 1,158,955.04 |
| 91282CFM8 | UNITED STATES TREASURY | 2,600,000.00 | 09/30/2027 | 2,620,515.63 | 36,043.03 | 2,582,944.00 | 2,618,987.03 |
| 91282CFM8 | UNITED STATES TREASURY | 1,145,000.00 | 09/30/2027 | 1,143,032.03 | 15,872.80 | 1,137,488.80 | 1,153,361.60 |
| 91282CFX4 | UNITED STATES TREASURY | 4,500,000.00 | 11/30/2024 | 4,515,996.09 | 34,303.28 | 4,454,640.00 | 4,488,943.28 |
| 91282CFZ9 | UNITED STATES TREASURY | 4,300,000.00 | 11/30/2027 | 4,355,093.75 | 28,226.09 | 4,233,823.00 | 4,262,049.09 |
| 91282CFZ9 | UNITED STATES TREASURY | 1,970,000.00 | 11/30/2027 | 1,995,240.63 | 12,931.49 | 1,939,681.70 | 1,952,613.19 |
| 91282CGN5 | UNITED STATES TREASURY | 2,100,000.00 | 02/28/2025 | 2,113,453.13 | 40,644.70 | 2,084,166.00 | 2,124,810.70 |
| 91282CGN5 | UNITED STATES TREASURY | 1,985,000.00 | 02/28/2025 | 1,997,716.41 | 38,418.92 | 1,970,033.10 | 2,008,452.02 |
| 91282CHE4 | UNITED STATES TREASURY | 5,800,000.00 | 05/31/2028 | 5,694,421.88 | 35,616.12 | 5,661,322.00 | 5,696,938.12 |
| 91282CHE4 | UNITED STATES TREASURY | 1,015,000.00 | 05/31/2028 | 996,523.83 | 6,232.82 | 990,731.35 | 996,964.17 |
| | | 154,855,000.00 | | 150,533,888.84 | 655,446.50 | 142,837,714.10 | 143,493,160.60 |

Client Dashboard

07/01/2023 - 07/31/2023

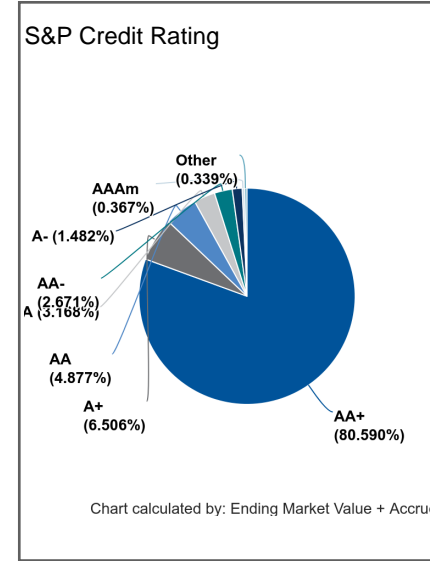
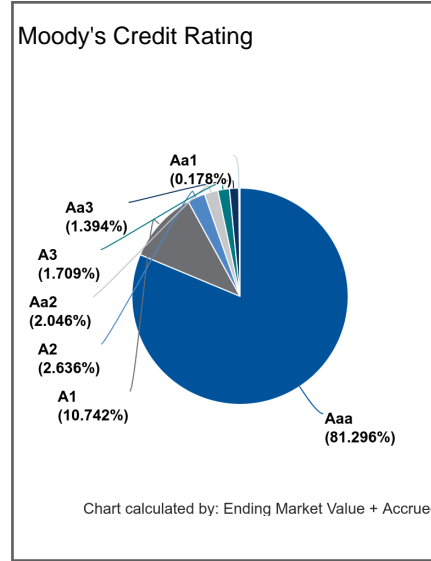
PTA-San Mateo Co. Trans. Agg (257430)

Dated: 08/17/2023

| Balance Sheet | |
|--------------------------|----------------|
| Book Value + Accrued | 216,981,438.33 |
| Net Unrealized Gain/Loss | -10,843,239.68 |
| Market Value + Accrued | 206,138,198.65 |

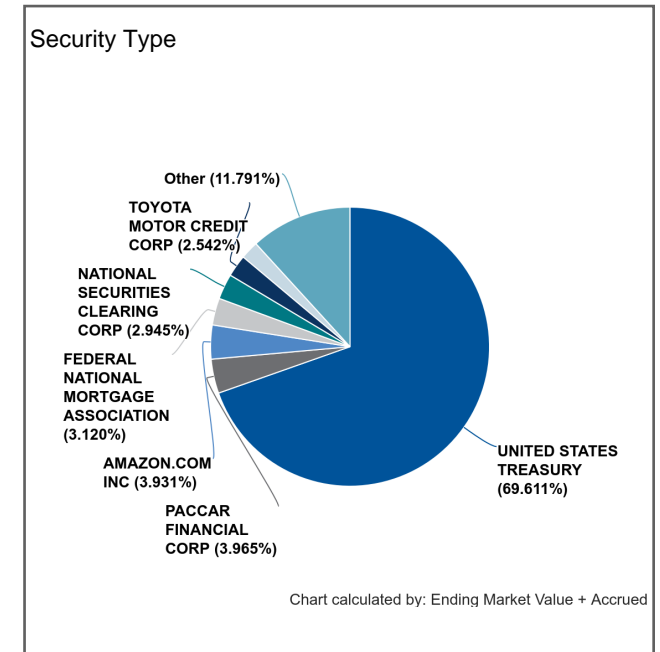
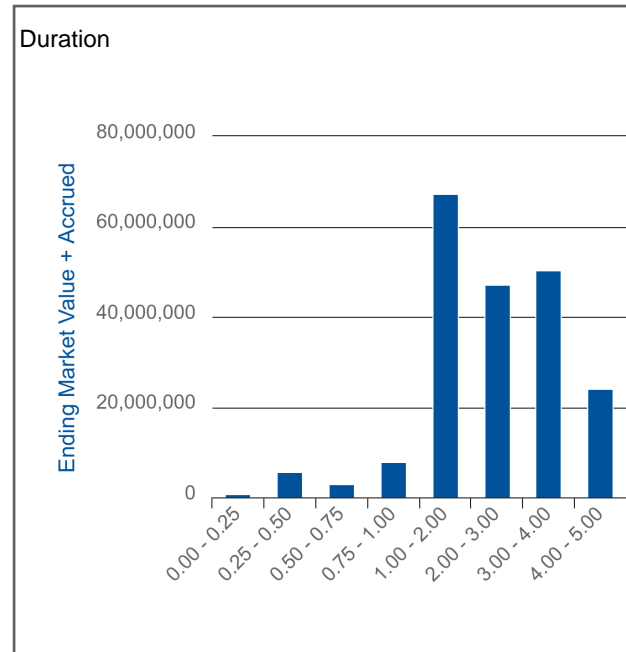
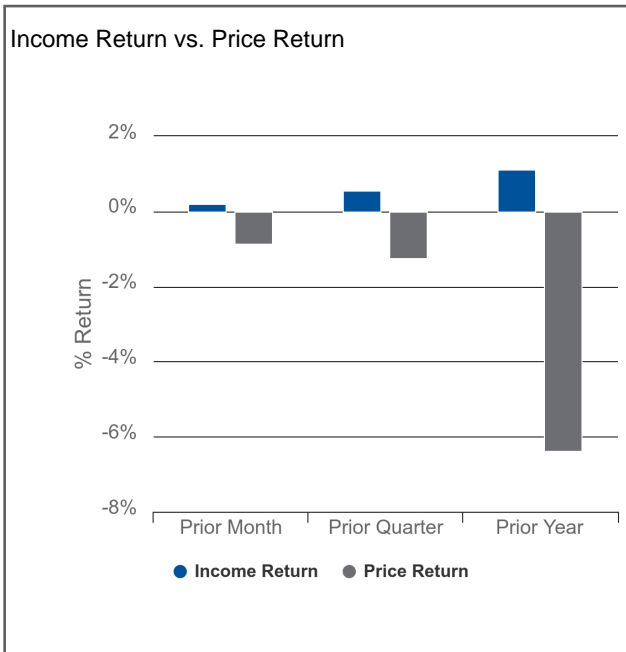
| GAAP Balance Sheet by Position | |
|--------------------------------|------------------------|
| Security Type | Market Value + Accrued |
| US GOV | 143,493,160.60 |
| CORP | 44,550,885.38 |
| AGCY BOND | 11,378,721.22 |
| MUNI | 4,236,866.47 |
| FHLMC | 1,023,837.06 |
| MMFUND | 756,030.15 |
| --- | 206,138,198.65 |

Footnotes: 1,2
Continued on page 2



Cash and Fixed Income Summary

| Risk Metric | Value |
|-----------------------------|----------------|
| Cash | 2,659.14 |
| MMFund | 756,030.15 |
| Fixed Income | 205,379,509.36 |
| Duration | 2.472 |
| Convexity | 0.088 |
| WAL | 2.615 |
| Years to Final Maturity | 2.612 |
| Years to Effective Maturity | 2.612 |
| Yield | 4.782 |
| Book Yield | 2.268 |
| Avg Credit Rating | AA+/Aa1/AA+ |



Client Dashboard

07/01/2023 - 07/31/2023

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

Dated: 08/17/2023

| GAAP Balance Sheet by Position continued | |
|--|-------------------------------|
| <i>Security Type</i> | <i>Market Value + Accrued</i> |
| SUPRANATIONAL | 696,038.63 |
| CASH | 2,659.14 |

Footnotes: 1,2

Client Dashboard

07/01/2023 - 07/31/2023

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

Dated: 08/17/2023

1: * Grouped by: Security Type. 2: * Groups Sorted by: Market Value + Accrued.

Additional Disclosure:

Item #5.b.
9/7/2023

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

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

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

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

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

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

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

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



Report: GAAP Trading Activity
 Account: PTA-San Mateo Co. Trans. Agg (257430)
 Date: 7/1/2023 - 7/31/2023

| Identifier | Description | Base Original Units | Base Current Units | Transaction Type | Trade Date | Settle Date | Final Maturity | Base Principal | Accrued Interest | Market Value |
|----------------------------|------------------------|---------------------|--------------------|-------------------|------------|-------------|----------------|-------------------|------------------|---------------------|
| 31846V534 | FIRST AMER:US TRS MM Y | 132,863.28 | 132,863.28 | Buy | --- | --- | 07/31/2023 | 132,863.28 | - | (132,863.28) |
| 31846V534 | FIRST AMER:US TRS MM Y | (711.47) | (711.47) | Sell | 07/26/2023 | 07/26/2023 | 07/31/2023 | (711.47) | - | 711.47 |
| 31846V534 | FIRST AMER:US TRS MM Y | 200,220.13 | 200,220.13 | Buy | --- | --- | 07/31/2023 | 200,220.13 | - | (200,220.13) |
| 31846V534 | FIRST AMER:US TRS MM Y | (253.06) | (253.06) | Sell | 07/26/2023 | 07/26/2023 | 07/31/2023 | (253.06) | - | 253.06 |
| 65479CAD0 | NAROT 2020-B A3 | - | (4,120.91) | Principal Paydown | 07/15/2023 | 07/15/2023 | 07/15/2024 | (4,120.93) | - | 4,120.93 |
| San Mateo County TA | | 332,118.88 | 327,997.97 | | | | | 327,997.95 | 0.00 | (327,997.95) |

* 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.

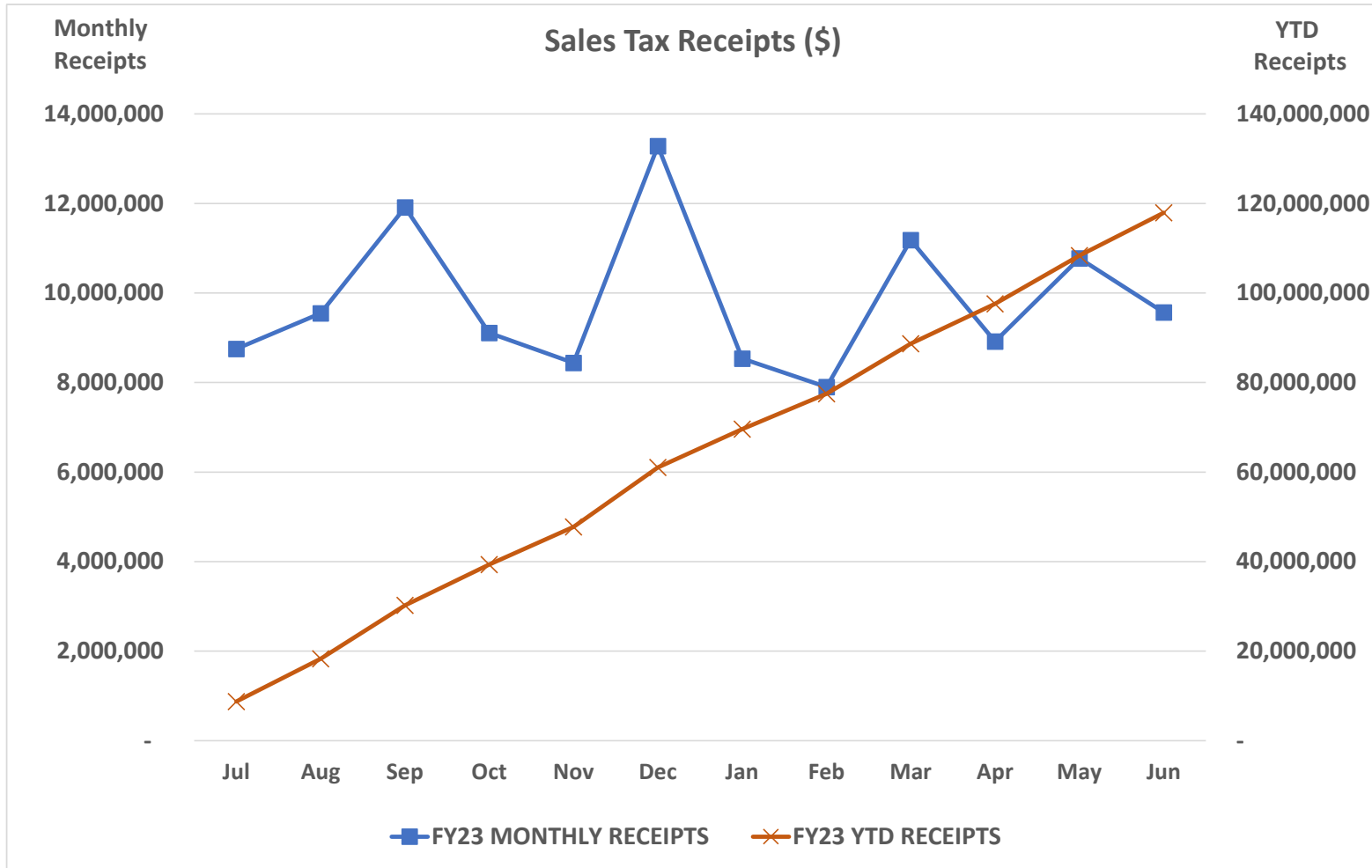
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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 2023**



* 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 2023

| Unit | Ref | Name | Amount | Method | Description |
|-------|--------|---------------------------------------|------------------------|--------|-----------------------|
| SMCTA | 000214 | USI INSURANCE SERVICES LLC | \$ 200,855.35 | WIR | Operating Expenses |
| SMCTA | 000240 | KADESH & ASSOCIATES, LLC | 4,600.00 | ACH | Operating Expenses |
| SMCTA | 000247 | PUBLIC TRUST ADVISORS | 25,814.96 | ACH | Operating Expenses |
| SMCTA | 000252 | S&P GLOBAL INC. | 7,500.00 | ACH | Operating Expenses |
| SMCTA | 000788 | SELF-HELP COUNTIES COALITION | 8,400.00 | CHK | Operating Expenses |
| SMCTA | 000790 | HINDERLITER, DE LLAMAS AND ASSOCIATES | 12,914.99 | CHK | Operating Expenses |
| SMCTA | 000799 | NORTON ROSE FULBRIGHT US LLP | 14,986.50 | CHK | Operating Expenses |
| SMCTA | 000801 | RED WING SHOE COMPANY, INC. | 1,450.26 | CHK | Operating Expenses |
| SMCTA | 000805 | GENERAL LOGISTICS SYSTEMS US, INC. | 7.04 | CHK | Operating Expenses |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 2,139.00 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 1,999.50 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 604.50 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 279.00 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 9,067.50 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 7,719.00 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 6,956.00 | WIR | Capital Programs (1) |
| SMCTA | 000211 | HANSON BRIDGETT LLP | 1,023.00 | WIR | Capital Programs (1) |
| SMCTA | 000212 | DEPARTMENT OF TRANSPORTATION | 163,504.13 | WIR | Capital Programs (2) |
| SMCTA | 000213 | HANSON BRIDGETT LLP | 1,441.50 | WIR | Capital Programs (3) |
| SMCTA | 000213 | HANSON BRIDGETT LLP | 3,534.00 | WIR | Capital Programs (3) |
| SMCTA | 000213 | HANSON BRIDGETT LLP | 4,138.50 | WIR | Capital Programs (3) |
| SMCTA | 000213 | HANSON BRIDGETT LLP | 15,957.50 | WIR | Capital Programs (3) |
| SMCTA | 000213 | HANSON BRIDGETT LLP | 325.50 | WIR | Capital Programs (3) |
| SMCTA | 000215 | DEPARTMENT OF TRANSPORTATION | 8,826.00 | WIR | Capital Programs (4) |
| SMCTA | 000216 | HANSON BRIDGETT LLP | 139.50 | WIR | Capital Programs (5) |
| SMCTA | 000216 | HANSON BRIDGETT LLP | 3,022.50 | WIR | Capital Programs (5) |
| SMCTA | 000216 | HANSON BRIDGETT LLP | 9,439.50 | WIR | Capital Programs (5) |
| SMCTA | 000217 | SAN MATEO COUNTY TRANSIT DISTRICT | 3,419.00 | WIR | Capital Programs (6) |
| SMCTA | 000241 | WSP USA INC. | 30,636.22 | ACH | Capital Programs (7) |
| SMCTA | 000242 | AECOM TECHNICAL SERVICES, INC. | 194,903.99 | ACH | Capital Programs (8) |
| SMCTA | 000243 | STANTEC CONSULTING SERVICES, INC. | 9,020.45 | ACH | Capital Programs (9) |
| SMCTA | 000244 | WSP USA INC. | 17,883.56 | ACH | Capital Programs (9) |
| SMCTA | 000245 | INTERNATIONAL CONTACT, INC. | 370.00 | ACH | Capital Programs (9) |
| SMCTA | 000804 | SAN MATEO, COUNTY OF | 27,126.14 | CHK | Capital Programs (9) |
| SMCTA | 000813 | PENINSULA TRAFFIC CONGESTION RELIEF | 1,952.70 | CHK | Capital Programs (9) |
| SMCTA | 000246 | E-BUILDER, INC. | 22,803.75 | ACH | Capital Programs (10) |
| SMCTA | 000791 | PACIFIC GAS & ELECTRIC COMPANY | 251.41 | CHK | Capital Programs (10) |
| SMCTA | 000792 | PACIFIC GAS & ELECTRIC COMPANY | 248.82 | CHK | Capital Programs (10) |
| SMCTA | 000793 | PACIFIC GAS & ELECTRIC COMPANY | 86.01 | CHK | Capital Programs (10) |
| SMCTA | 000794 | PACIFIC GAS & ELECTRIC COMPANY | 478.63 | CHK | Capital Programs (10) |
| SMCTA | 000795 | PACIFIC GAS & ELECTRIC COMPANY | 136.98 | CHK | Capital Programs (10) |
| SMCTA | 000796 | PACIFIC GAS & ELECTRIC COMPANY | 156.56 | CHK | Capital Programs (10) |
| SMCTA | 000800 | PALO ALTO, CITY OF | 568.92 | CHK | Capital Programs (10) |
| SMCTA | 000806 | PACIFIC GAS & ELECTRIC COMPANY | 234.65 | CHK | Capital Programs (10) |
| SMCTA | 000807 | PACIFIC GAS & ELECTRIC COMPANY | 106.00 | CHK | Capital Programs (10) |
| SMCTA | 000808 | PACIFIC GAS & ELECTRIC COMPANY | 105.38 | CHK | Capital Programs (10) |
| SMCTA | 000809 | PACIFIC GAS & ELECTRIC COMPANY | 49.76 | CHK | Capital Programs (10) |
| SMCTA | 000810 | PACIFIC GAS & ELECTRIC COMPANY | 329.67 | CHK | Capital Programs (10) |
| SMCTA | 000811 | PACIFIC GAS & ELECTRIC COMPANY | 45.67 | CHK | Capital Programs (10) |
| SMCTA | 000812 | PACIFIC GAS & ELECTRIC COMPANY | 162.42 | CHK | Capital Programs (10) |
| SMCTA | 000248 | STANTEC CONSULTING SERVICES, INC. | 14,349.82 | ACH | Capital Programs (11) |
| SMCTA | 000248 | STANTEC CONSULTING SERVICES, INC. | 5,553.86 | ACH | Capital Programs (11) |
| SMCTA | 000248 | STANTEC CONSULTING SERVICES, INC. | 29,330.00 | ACH | Capital Programs (11) |
| SMCTA | 000249 | WSP USA INC. | 38,363.71 | ACH | Capital Programs (12) |
| SMCTA | 000250 | PENINSULA TRAFFIC CONGESTION RELIEF | 513,488.69 | ACH | Capital Programs (13) |
| SMCTA | 000251 | WSP USA INC. | 22,742.67 | ACH | Capital Programs (14) |
| SMCTA | 000789 | HALF MOON BAY, CITY OF | 83,913.18 | CHK | Capital Programs (15) |
| SMCTA | 000798 | DALY CITY, CITY OF | 39,528.95 | CHK | Capital Programs (16) |
| SMCTA | 000802 | REDWOOD CITY, CITY OF | 28,342.66 | CHK | Capital Programs (17) |
| SMCTA | 000803 | TOWN OF COLMA | 22,867.20 | CHK | Capital Programs (18) |
| | | | <u>\$ 1,626,202.66</u> | | |

| | | | | | |
|-----|----|---------------------|--------------------------------|------|---|
| (1) | \$ | 279.00 | Local Shuttle Oversight | (7) | Highway Oversight |
| | | 604.50 | Highway Oversight | | |
| | | 1,023.00 | TA-Caltrain Project Oversight | (8) | 101 Managed Lanes (Nof I-380) |
| | | 1,999.50 | ACR Oversight | | |
| | | 2,139.00 | 101 Interchange to Broadway | (9) | ACR/TDM FY23 & FY24 Cycle |
| | | 6,956.00 | SMCTA Operating Administration | | |
| | | 7,719.00 | Railroad Grade Sep Oversight | (10) | 101 HOV Ln Whipple - San Bruno |
| | | 9,067.50 | Pedestrian & Bicycle Oversight | | |
| | | <u>\$ 29,787.50</u> | | (11) | \$ 5,553.86 Ped/Bike Cycle 6 - FY 23/24 |
| | | | | | 14,349.82 ACR/TDM FY23 & FY24 Cycle |
| (2) | | | US101/SR92 Interchang Area Imp | | <u>29,330.00</u> Safe Routes to School |
| | | | | | <u>\$ 49,233.68</u> |
| (3) | \$ | 325.50 | TA-Caltrain Project Oversight | (12) | Highway Oversight |
| | | 1,441.50 | 101 Interchange to Broadway | | |
| | | 3,534.00 | 101 Managed Lanes (Nof I-380) | (13) | Shuttles FY21-22 Funding |
| | | 4,138.50 | Railroad Grade Sep Oversight | | |
| | | 15,957.50 | SMCTA Operating Administration | (14) | Highway Oversight |
| | | <u>\$ 25,397.00</u> | | | |
| (4) | | | US101/SR92 Interchang Area Imp | (15) | Hwy 1 Main-Kehoe HMB |
| (5) | \$ | 139.50 | ACR Oversight | (16) | Shuttles FY21-22 Funding |
| | | 3,022.50 | Highway Oversight | | |
| | | 9,439.50 | Pedestrian & Bicycle Oversight | (17) | 2017 Bike/Ped Call for project |
| | | <u>\$ 12,601.50</u> | | (18) | ECR Bike & Ped Improvement |
| (6) | | | Local Shuttle Oversight | | |

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of July 31, 2023

| Measure A Annual Category Allocations (Pass-through) | Expenses |
|---|--------------------|
| Local Streets/ Transportation | \$1,872,225 |
| San Mateo County/SFO BART Extension | 166,420 |
| Accessible Services | 332,841 |
| Total | \$2,371,486 |

| Measure A Categories | Expenses |
|-------------------------------|------------------|
| Transit | |
| <i>Caltrain</i> | \$0 |
| <i>Local Shuttle</i> | 0 |
| <i>Ferry Service</i> | 0 |
| <i>Dumbarton</i> | 0 |
| Highways | 8,155 |
| Grade Separations | 0 |
| Pedestrian and Bicycle | 0 |
| Alternative Congestion Relief | 4,084 |
| Administrative Overhead | 103,003 |
| Total | \$115,242 |

| Measure W Annual Category Allocations (Pass-through) | Expenses |
|---|------------------|
| Local Safety Pothole and Congestion Relief Improvements | \$832,100 |
| Total | \$832,100 |

| Measure W Categories | Expenses |
|--|-----------------|
| Countywide Highway Congestion Improvements | \$6,126 |
| Transportation Demand Management | 2,042 |
| Grade Separation | 0 |
| Pedestrian and Bicycle | 0 |
| Regional Transit Connections | 0 |
| Administrative Overhead | 66,113 |
| Total | \$74,281 |

| Other Uses | Expenses |
|--|------------------|
| US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds | \$216,271 |
| Total | \$216,271 |

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4th Quarter of Fiscal Year 2023**

Action

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

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

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



CAPITAL PROJECTS Quarterly Status Report

Fourth Quarter FY2023: April 1, 2023 - June 30, 2023

Report prepared for the September 7, 2023 Board Meeting



Top-Left: Hwy 92 and US 101 Interchange

Top Right: South San Francisco Ferry Terminal

Bottom-Left: El Camino Real bus stop platform and separated bike lane pilot project in South San Francisco

Bottom-Right: Outreach Event for 101/92 Mobility Hub and Smart Corridor project (Location: YMCA, San Mateo)



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FY 2023 Q4 - Quarterly Status Report
April 1, 2023 - June 30, 2023

| Program Category | Page # |
|--|--------|
| Highway Program | 5 |
| Caltrain - Grade Separation and Special Projects | 44 |
| Bicycle & Pedestrian | 68 |
| Ferry | 69 |

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SUMMARY TABLE
FY 2023 Q4 - Quarterly Status Report
April 1, 2023 - June 30, 2023

| Project # | Project Name | Page # | SCHEDULE | | BUDGET | | FUNDING | |
|-------------------------|--|--------|----------|---------|----------|---------|----------|---------|
| | | | Previous | Current | Previous | Current | Previous | Current |
| HIGHWAY PROJECTS | | | | | | | | |
| 000621 | US 101/Broadway Interchange | 7 | ● | ● | ● | ● | ● | ● |
| 000622 | US 101/Willow Interchange | 9 | ● | ● | ● | ● | ● | ● |
| 000768 | US 101/Woodside Road (SR 84) Interchange | 11 | ● | ● | ● | ● | ● | ● |
| 000791 | US 101/Express Lanes | 13 | ● | ● | ● | ● | ● | ● |
| 000793 | SR 1/Safety & Operational Improvements (Gray Whale Cove) | 16 | ● | ● | ● | ● | ● | ● |
| 000795 | US 101/Holly Street Interchange and Pedestrian Overcrossing | 18 | ● | ● | ● | ● | ● | ● |
| 000800 | US 101/University Ave Interchange and Pedestrian Overcrossing | 20 | ● | ● | ● | ● | ● | ● |
| 000801 | US 101/Peninsula Ave Interchange | 22 | ● | ● | ● | ● | ● | ● |
| 000803 | US 101/Produce Avenue Interchange | 24 | ● | ● | ● | ● | ● | ● |
| 000805 | Highway 92/El Camino Real Interchange | 26 | ● | ● | ● | ● | ● | ● |
| 000823 | Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe) | 28 | ● | ● | ● | ● | ● | ● |
| 100302 | US 101 Managed Lanes (North of I-380) | 30 | ● | ● | ● | ● | ● | ● |
| 100318 | US 101/SR 92 Interchange Area Improvements | 32 | ● | ● | ● | ● | ● | ● |
| 100319 | US 101/SR 92 Direct Connector | 34 | ● | ● | ● | ● | ● | ● |
| 100321 | Highway 1/Manor Avenue Overcrossing | 36 | ● | ● | ● | ● | ● | ● |
| 100662 | Dumbarton Roadway Improvements | 38 | ● | ● | ● | ● | ● | ● |
| 100663 | Moss Beach – SR1 Congestion & Safety Improvements | 40 | ● | ● | ● | ● | ● | ● |
| 100664 | Colma – El Camino Real Bicycle and Pedestrian Improvements | 42 | ● | ● | ● | ● | ● | ● |



HIGHWAY PROJECTS - PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

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

PHASE OVERVIEW:
 Finalize the Right of Way (ROW) Close-Out and Plans, Estimates and Specifications (PS&E) for the Highway Planting Project.

STATUS OVERVIEW:

| Percent Complete: | | 47.50% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

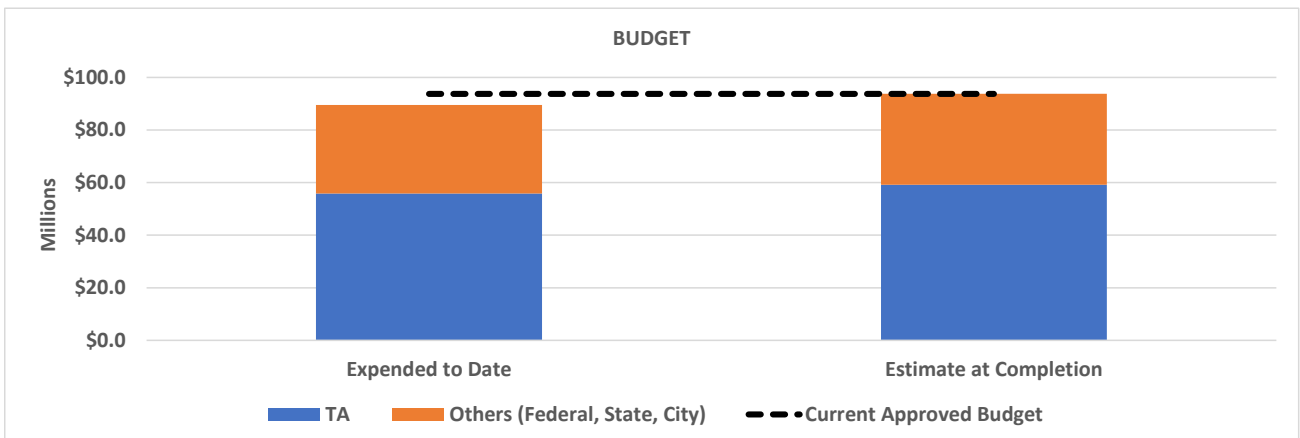
PROJECT DESCRIPTION:

The US101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

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

STATUS SUMMARY:

While construction of the US101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW Close-Out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW Close-Out and the PS&E of the landscaping. TA staff are also working with Caltrans on the installation of the landscaping and the required 3-year plant establishment period.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|-------------------------------|-------------------------|---------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$59,187,000 | \$55,869,660 | \$3,317,340 | 94% | \$59,187,000 | \$0 |
| Others (Federal, State, City) | \$34,551,000 | \$33,640,715 | \$910,285 | 97% | \$34,551,000 | \$0 |
| Total Project | \$93,738,000 | \$89,510,375 | \$4,227,625 | 95% | \$93,738,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continue working on the ROW Close-out.
2. Continue working on the Highway Planting PS&E.
3. Continue working with Caltrans to obtain the Construction Agreement before construction begins.

FUTURE ACTIVITIES:

1. Obtain Caltrans cursory review on Record of Survey.
2. Obtain Caltrans approval on Final Right-of-Way Record Maps.
3. Provide 100% PS&E Landscape submittal and get comments.

KEY ISSUES:

1. Completion of right of way acquisition and transfer to Caltrans.
2. Work on the 'Oversight Construction Cooperative Agreement' that must be approved by Caltrans.

AGREEMENT HISTORY:

| Agreement/Memorandum Of Understanding (MOU) | Executed Date | Expiration Date | Scope Completion Date | Description |
|---|---------------|-----------------|-----------------------|---|
| Cooperative Agreement | 12/31/10 | N/A | 12/31/13 | Board Resolution NO.2010 |
| Amendment 1 | 10/17/13 | 10/28/14 | 06/30/14 | Add removal/replacement of all ramps within existing project scope. |
| MOU | 06/16/20 | 06/30/21 | 12/31/20 | Preparation/completion of the PS&E of the Project. |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

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

PHASE OVERVIEW:
 Construction of US 101/ Willow Road interchange improvements

STATUS OVERVIEW:

| Percent Complete: | | 95.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

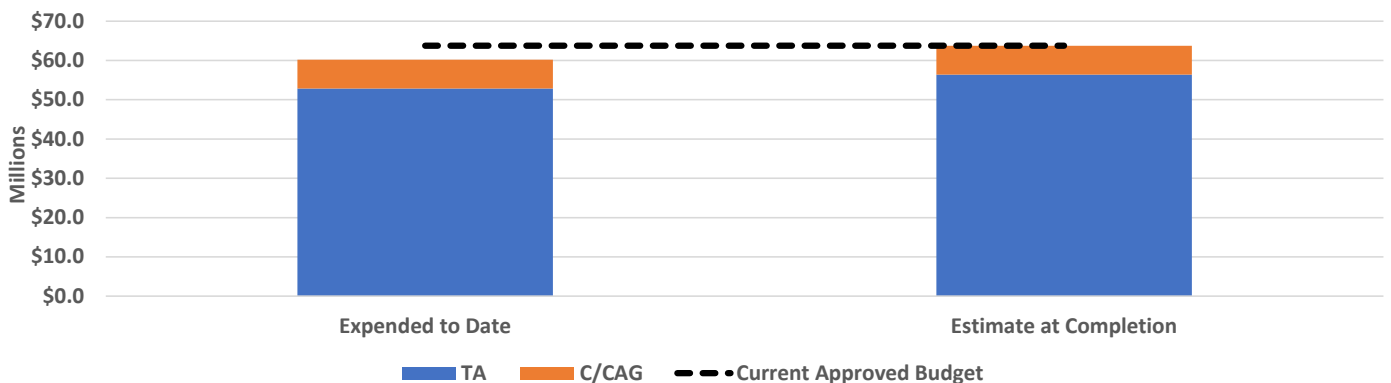
This project converted the existing full-cloverleaf interchange to a partial-cloverleaf interchange and replaced the existing Willow Road Overcrossing with eight vehicular lanes from six lanes, sidewalks on both sides, and new bikeways. The project also realigned and widened the on- and off-ramps, and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

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

STATUS SUMMARY:

Construction of the interchange improvements was completed in 2019, and the highway landscaping was subsequently on hold due to the construction of the US 101 Express Lanes. The City is currently leading the conceptual design for the project landscaping. The City received community and stakeholder feedback and has been incorporating changes to update the conceptual design. Final design and construction of the project landscaping will be a partnership between the City, TA, and Caltrans. Development of the various agreements to establish this partnership are underway.

BUDGET



CURRENT PHASE BUDGET:

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

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|--------------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| Construction | 05/08/17 | 07/26/18 | 05/08/17 | 10/31/19 | 05/08/17 | 10/31/19 |

PROGRESS THIS QUARTER:

1. The City continued to develop the project landscaping design.
2. The TA and City initiated a Memorandum of Understanding (MOU) regarding the final design and construction of project landscaping.
3. Caltrans, TA, and the City initiated a Cooperative Agreement regarding the final design and construction of project landscaping.

FUTURE ACTIVITIES:

1. City and TA to execute MOU establishing roles and responsibilities for the project landscaping design and construction.
2. Caltrans, TA, and City to execute Cooperative Agreement establishing Caltrans' oversight role with the project landscaping implementation.

KEY ISSUES:

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

AGREEMENT HISTORY:

| Agreement | Executed Date | Expiration Date | Scope Completion Date | Description |
|---|---------------|-----------------|-----------------------|---|
| Cooperative Agreement 04-2599 - Caltrans/City/TA | 07/25/16 | N/A | N/A | Establishes Caltrans as the implementing agency for the Construction phase per TA Board Resolution No. 2015-19 dated 10/01/15 |
| Amendment 1 | 10/04/16 | N/A | N/A | Funding revisions pursuant to Government Code Section 14529.7 as amended by Assembly Bill 3090 |
| Amendment 2 | 01/27/17 | N/A | N/A | Adjustment of Construction Capital and ROW Capital funding |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

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

Project ID: 000768

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

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

STATUS OVERVIEW:

| Percent Complete: | | 80.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

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

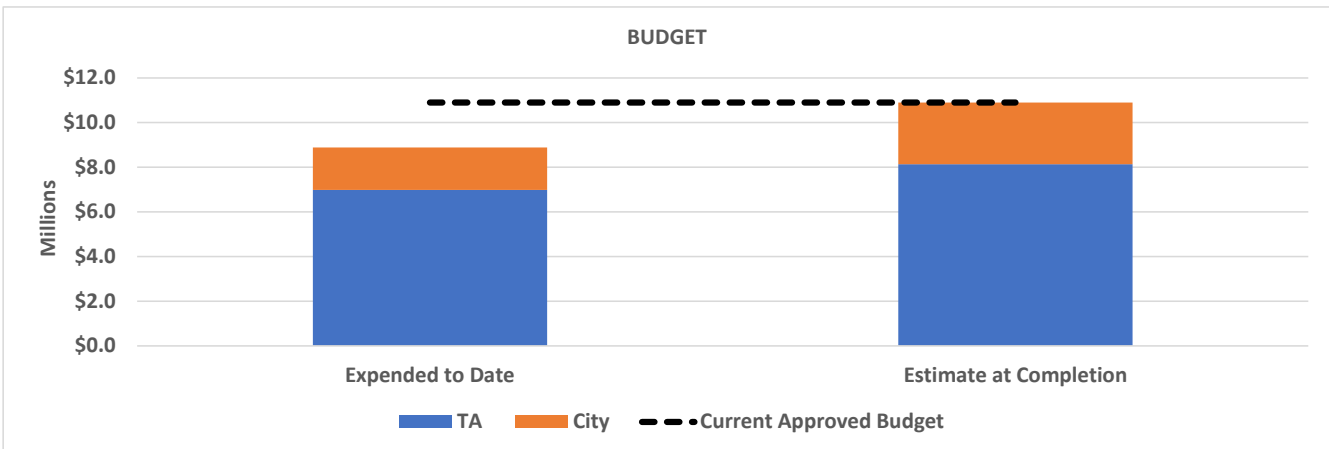
The Project will relieve existing and future traffic congestion, improve traffic safety and vehicular access to and from US 101 and Woodside Road. The goals include improving highway operations, reducing associated congestion on Woodside Road and other local streets, removing barriers to non-motorized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

STATUS SUMMARY:

Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and right-of-way support phase. The City decided to shelve (or pause) design activities at the completion of the 95% design task and is actively looking to secure funding for construction phase.

In December 2021, the TA Board approved \$50 million in Measure A funds for future phase in response to the Call for Projects application from the City. This additional funding is conditional on the City seeking and securing additional funding to meet the funding shortfall. The City completed the Project Funding Plan in June 2022, which details funding targets and timelines to fully fund right-of-way capital and construction and is being monitored collaboratively by TA and City staff.

The City completed its review of ROW acquisition requirements in February 2023 and the City Council accepted and approved the process and commencement of the ROW acquisition.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|--------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$8,140,000 | \$6,985,988 | \$1,154,012 | 86% | \$8,140,000 | \$0 |
| City | \$2,760,000 | \$1,898,300 | \$861,700 | 69% | \$2,760,000 | \$0 |
| Total Project | \$10,900,000 | \$8,884,288 | \$2,015,712 | 82% | \$10,900,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Coordination of additional PS&E and ROW Support services.
2. Procurement of Project Delivery Team.
3. Coordination of ROW acquisition planning, preparations to begin appraisals, and communication plan.
4. Processing and coordination of Amendment 3 to the Funding Agreement between TA/City.
5. Processing and coordination of Caltrans/City Cooperative Agreement.
6. Ongoing coordination and reporting with TA regarding Funding Agreement commitments.
7. The City completed its review of ROW acquisition requirements and briefed the City Council on February 27, 2023.
8. The City Council accepted and approved the process and commencement of the ROW acquisition.

FUTURE ACTIVITIES:

1. Approval of additional PS&E and ROW Support services.
2. Continue procurement of Project Delivery Team.
3. Reestablish coordination regarding grade crossing improvements.
4. Coordinate ROW acquisition planning and schedule, and initiate appraisals.
5. Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.

KEY ISSUES:

1. Securing full funding for construction.

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------------|---------------|-----------------|-----------------------|---|
| FA - City/TA | 08/01/17 | 12/31/20 | 09/30/20 | Board Resolution 2015-19 dated October 1, 2015 |
| Amendment 1 | 12/06/19 | 06/30/21 | 12/31/20 | Schedule extension due to Project Management changes. |
| Amendment 2 | 02/11/21 | 06/30/22 | 12/31/21 | Schedule extension requested for ROW Support. |
| Amendment 3 | 02/14/23 | 12/31/23 | 09/30/23 | Schedule extension and funds addition by Sponsor. |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

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

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

STATUS OVERVIEW:

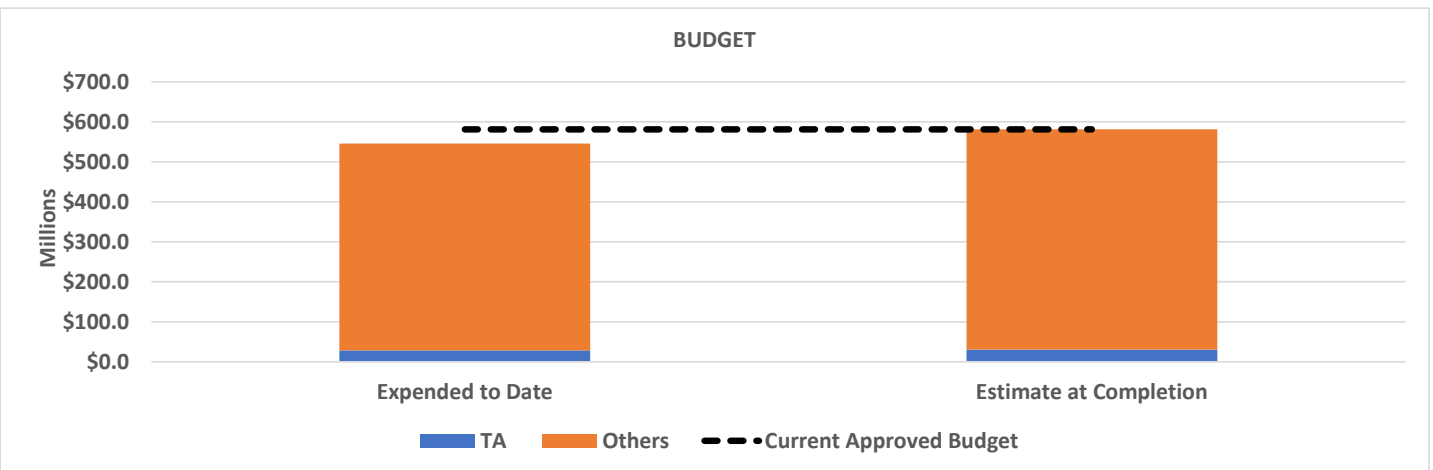
| Percent Complete: | | 96% | |
|--------------------------|----------|------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Estimate to Complete | Estimate at Completion (EAC) | Variance at Completion | % Expended of EAC |
|----------------------|-------------------------|----------------------|----------------------|------------------------------|------------------------|-------------------|
| TA | \$30,500,000 | \$28,659,019 | \$1,840,981 | \$30,500,000 | \$0 | 94% |
| Regional | \$95,000,000 | \$75,004,318 | \$19,995,682 | \$95,000,000 | \$0 | 79% |
| Loan/Future Toll | \$86,500,000 | \$84,550,518 | \$1,949,482 | \$86,500,000 | \$0 | 98% |
| Federal | \$9,500,000 | \$9,500,000 | \$0 | \$9,500,000 | \$0 | 100% |
| State | \$306,670,000 | \$295,210,717 | \$11,459,283 | \$306,670,000 | \$0 | 96% |
| Private | \$53,000,000 | \$53,000,000 | \$0 | \$53,000,000 | \$0 | 100% |
| Total Project | \$581,170,000 | \$545,924,572 | \$35,245,428 | \$581,170,000 | \$0 | 94% |

SCHEDULE:

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

PROGRESS THIS QUARTER:

Southern Segment (Santa Clara County Line – Whipple):

- Continued to development of the asset inventory.

Northern Segment (Whipple- I-380):

- Held opening ceremony event on April 16, 2023.
- Executed amendments to the cooperative agreements to reflect construction savings and establish new cooperative agreement with Caltrans for the landscaping phase. These agreements were made effective as of January 2023.
- Caltrans advertised the landscaping June 26, 2023. Bids are anticipated to open September 19, 2023.

FUTURE ACTIVITIES:

Southern Segment (Santa Clara County Line – Whipple)

- None

Northern Segment (Whipple – I-380)

- Project phase closeout.

Landscape Phase

- Bid opening 9/19/23

KEY ISSUES:

None.

AGREEMENT HISTORY:

| Agreement/Memorandum of Understanding (MOU) | Executed Date | Expiration Date | Scope Completion Date | Description |
|--|---------------|-----------------|-----------------------|--|
| Cooperative Agreement 04-2595 - Caltrans/TA | 06/22/16 | N/A | N/A | Establishes the TA as implementing agency with Caltrans oversight for the PAED phase |
| Funding Agreement - SAMCEDA/TA | 07/21/16 | 11/08/18 | 11/08/18 | Establishes SAMCEDA as a funding partner for the PAED phase |
| MOU - CCAG/TA | 12/02/16 | 06/30/19 | 12/31/18 | Establishes partnership with C/CAG for the PAED phase |
| Cooperative Agreement 04-2595 Amendment #1 | 04/20/17 | N/A | N/A | Addition of C/CAG as a funding partner |
| MOU - CCAG/TA | 07/05/18 | 02/29/20 | 08/31/19 | Establishes partnership for the PS&E & ROW phase |
| Cooperative Agreement 04-2687 - Caltrans/CCAG/TA | 07/11/18 | N/A | N/A | Establishes Caltrans as the implementing agency for the PS&E & ROW phase |
| Funding Agreement - Facebook/TA | 03/20/19 | 03/19/22 | 03/19/22 | Establishes Facebook as a funding partner for the Construction phase per TA Resolution No. 2018-16 dated 08/02/18 |
| Cooperative Agreement 04-2733 - Caltrans/CCAG/TA | 06/06/19 | N/A | N/A | Establishes Caltrans as the implementing agency for Construction of the South Segment |
| Cooperative Agreement - SMCELJPA/CCAG/TA/BAIFA | 06/26/19 | N/A | N/A | Establishes BAIFA as responsible for the toll system design |
| Cooperative Agreement 04-2687 Amendment 1 | 06/28/19 | N/A | N/A | Addition of Senate Bill 1 funding |
| Cooperative Agreement 04-2726 - Caltrans/CCAG/TA | 11/12/19 | N/A | N/A | Establishes Caltrans as the implementing agency for Construction of the North Segment |
| Funding Agreement - BAIFA/TA | 11/20/19 | N/A | N/A | Establishes BAIFA as a funding partner for Civil Project expenses |
| Cooperative Agreement Amendment #1 | 05/27/20 | N/A | N/A | Addition of Southern Segment; tolling and violation policies |
| Cooperative Agreement 04-2767 - Caltrans/CCAG/TA | 07/16/20 | N/A | N/A | Establishes Caltrans as the implementing agency for the PS&E, ROW, and Construction phases for system integration work |
| Cooperative Agreement 04-2687 Amendment 2 | 06/28/19 | N/A | N/A | Adjustment of ROW Support funding |
| Cooperative Agreement 04-2767 - Amendment 1 | 07/16/20 | N/A | N/A | Adjustment of Construction Support and Construction Capital funding |
| Cooperative Agreement 04-2726 Amendment 1 | 11/02/21 | N/A | N/A | Adjustment of Construction Support and ROW Support funding |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: HIGHWAY 1 SAFETY & OPERATIONAL (GRAY WHALE COVE)

Project ID: 000793

Sponsor: County of San Mateo
Implementing Agency: County of San Mateo, Caltrans
SMCTA Role: Funding Agency
Current Phases: PPS, PEER (Activities 11, 12 13)
Future Funded Phases: Construction (Activity 16)

PHASE OVERVIEW:
 Preliminary Planning Study (PPS), Permit Engineering Evaluation Report (PEER) and Encroachment Permit phases.

STATUS OVERVIEW:

| Percent Complete: | | 25.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

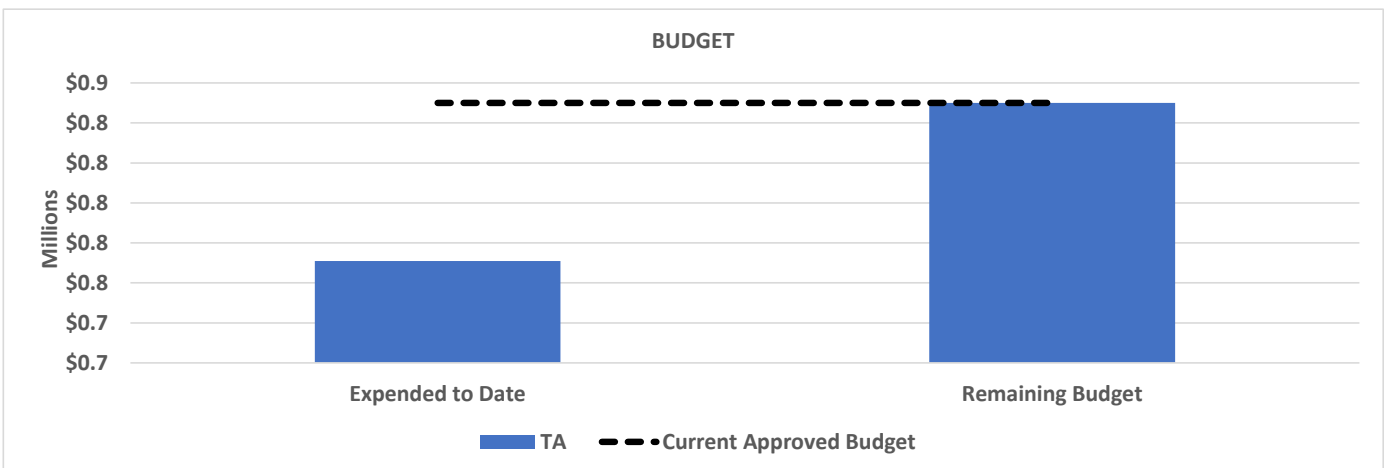
PROJECT DESCRIPTION:

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.

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 and Environmental Document (PAED) to enter the Caltrans Encroachment Permit process. In September 2017, the TA and the County of San Mateo (SM County) entered a Memorandum of Understanding to begin work associated with the PEER phase and a Notice-to-Proceed was issued to the 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.

The funding agreement between the TA & SM County has expired. Additionally, the consultant contract and work directives also expired in 2019 and no progress has been made on the project. The TA had conversations with the County on the project status and has accepted County's request to pause the project due to resource constraints.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|------------------|----------------------|------------------------------|------------------------|
| TA | \$850,000 | \$770,910 | \$79,090 | 91% | \$850,000 | \$0 |
| Others | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Total Project | \$850,000 | \$770,910 | \$79,090 | 91% | \$850,000 | \$0 |

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|----------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| 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 | 04/30/20 | 09/27/17 | TBD |

PROGRESS THIS QUARTER:

1. The County has decided to pause the project due to resource constraints.
2. The County will reach out to the TA when they are ready to revive the project.

FUTURE ACTIVITIES:

1. No future activities are planned and this will be the last report for this project.

KEY ISSUES:

AGREEMENT HISTORY:

| Memorandum of Understanding (MOU) | Executed Date | Expiration Date | Scope Completion Date | Description |
|-----------------------------------|---------------|-----------------|-----------------------|---|
| MOU - SM County/TA | 02/20/14 | N/A | N/A | Board Resolution No. 2012-17 dated 10/12/13 |
| MOU - SM County/TA | 09/12/17 | 03/31/19 | 12/31/18 | Board Resolution No. 2017-07 dated 04/06/17 |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/HOLLY STREET INTERCHANGE

Project ID: 000795

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

PHASE OVERVIEW:
 Construction of US 101/ Holly Street interchange improvements and addition of pedestrian overcrossing.

STATUS OVERVIEW:

| Percent Complete: | | 0.00% | |
|--------------------------|----------|--------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

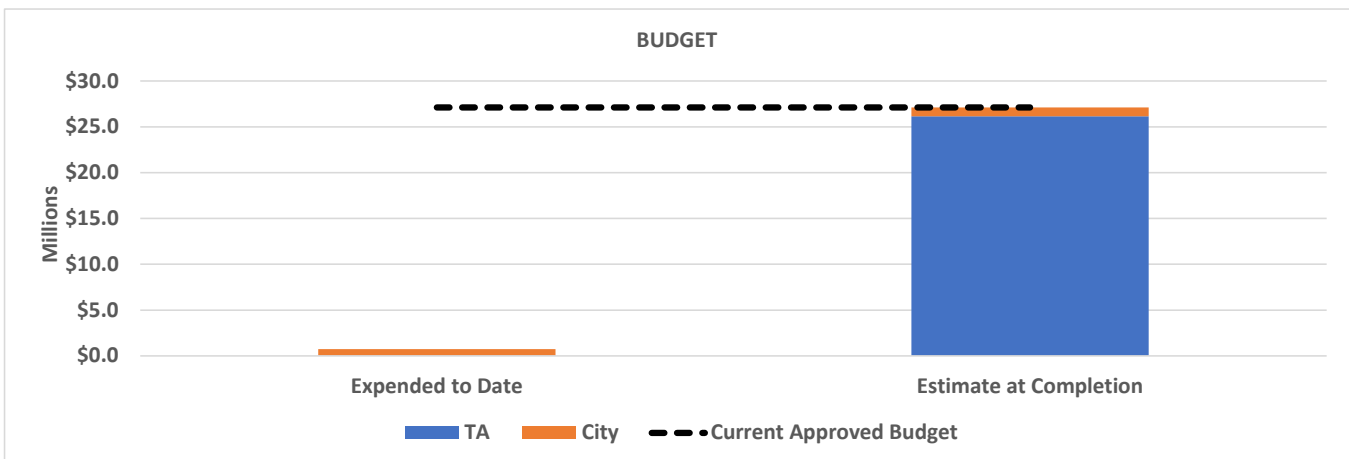
The Phase 1 interchange modification removes the northeast and southwest loop ramps from the existing full cloverleaf (Type L-10) IC and creates a partial cloverleaf (Type L-9) IC to US 101. Diagonal on- and off-ramps will be modified to create more bicycle- and pedestrian-friendly crossings. Holly Street will be widened to provide a third through lane for limited sections at on-ramp approaches. Phase 2 of the project includes the pedestrian overcrossing and associated improvements.

The Project will increase on- and off-ramps capacity to prevent spillback of traffic to mainline US 101 and reduce delay by improving intersection operations. The project will improve safety by eliminating weaving issues in the eastbound direction where on- and off-ramps use a singular lane and conflict with the existing bicycle lane. The Phase 2 pedestrian overcrossing will provide a comfortable alternate route for people walking and biking to avoid on- and off-ramp conflicts with motor vehicles.

STATUS SUMMARY:

The 100% Plans, Specifications & Estimates (PS&E) package was approved by Caltrans in June 2018. The City of San Carlos combined and advertised the interchange project with the pedestrian overcrossing as a single construction project. In November 2019, the 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 at 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 the 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 funding that was allocated for the Pedestrian Overcrossing 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.

The City submitted a letter that was provided as correspondence to the TA Board of Directors on April 6, 2023 indicating they will not be pursuing completion of this project and wish to relinquish their funding. The project currently has an \$18 million funding shortfall. All project funds will be de-programmed in December 2023 until then quarterly reports for this project will cease.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|---------------------|----------------------|------------------------------|------------------------|
| TA | \$26,140,000 | \$25,786 | \$26,114,214 | 0% | \$26,140,000 | \$0 |
| City | \$971,296 | \$710,117 | \$261,179 | 73% | \$971,295 | \$0 |
| Total Project | \$27,111,296 | \$735,903 | \$26,375,393 | 3% | \$27,111,295 | \$0 |

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|--------------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| PAED | 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 |
| ROW | 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. None.

FUTURE ACTIVITIES:

1. No future activities.

KEY ISSUES:

1. The City has elected to cancel the project at this time due to a significant funding shortfall and has submitted a letter to the TA relinquishing the balance of funds awarded. The TA intends to de-program these funds in December 2023.

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|---------------------------------|---------------|-----------------|-----------------------|--|
| Original FA - City/TA (pending) | TBD | TBD | TBD | TA Resolution No. 2021-33 dated 12/02/21 |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/UNIVERSITY AVE INTERCHANGE

Project ID: 000800

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

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

STATUS OVERVIEW:

| Percent Complete: | | 5.00% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

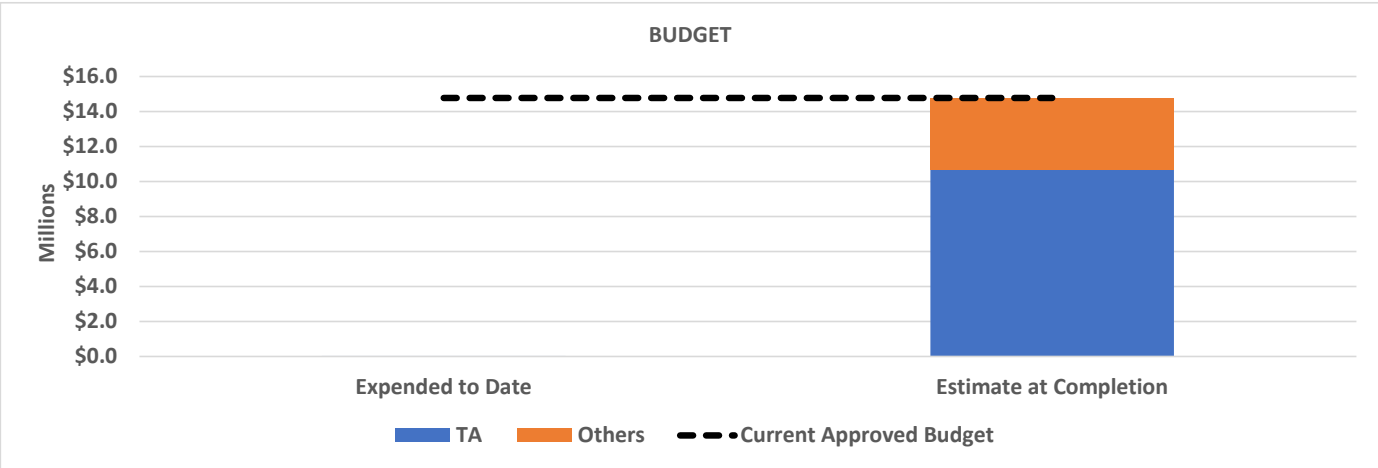
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

A Project Study Report was approved for the Route 101/University Avenue interchange modification in December 1990. Due to the economy, the project did not progress until 1998 when it was reactivated as part of a Master Developer Agreement for the City's University Circle Redevelopment project. Since then, the project has been through several review processes and approvals with Caltrans. The project was environmentally cleared in November 2017. The Caltrans Project Report, dated October 2019, further moved along the project and project approval was obtained from Caltrans in January 2020. The project completed Final Project Specifications & Estimate and Right of Way approval in December 2022. The Funding Agreement has been executed to initiate the construction phase.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|--|-------------------------|------------------|---------------------|----------------------|------------------------------|------------------------|
| TA | \$10,700,000 | \$36,289 | \$10,663,711 | 0% | \$10,700,000 | \$0 |
| Federal (earmark) | \$771,000 | \$0 | \$771,000 | 0% | \$771,000 | \$0 |
| State (Local Partnership Program) | \$2,302,200 | \$0 | \$2,302,200 | 0% | \$2,302,200 | \$0 |
| Local (Stanford Recreation Mitigation Grant) | \$1,000,000 | \$0 | \$1,000,000 | 0% | \$1,000,000 | \$0 |
| Total Project | \$14,773,200 | \$36,289 | \$14,736,911 | 0% | \$11,700,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Construction contract executed April 4, 2023.

FUTURE ACTIVITIES:

1. Conduct pre-construction conference meeting between project stakeholders and contractor team.
2. Commencement of construction activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

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

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

STATUS OVERVIEW:

| Percent Complete: | | 80.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

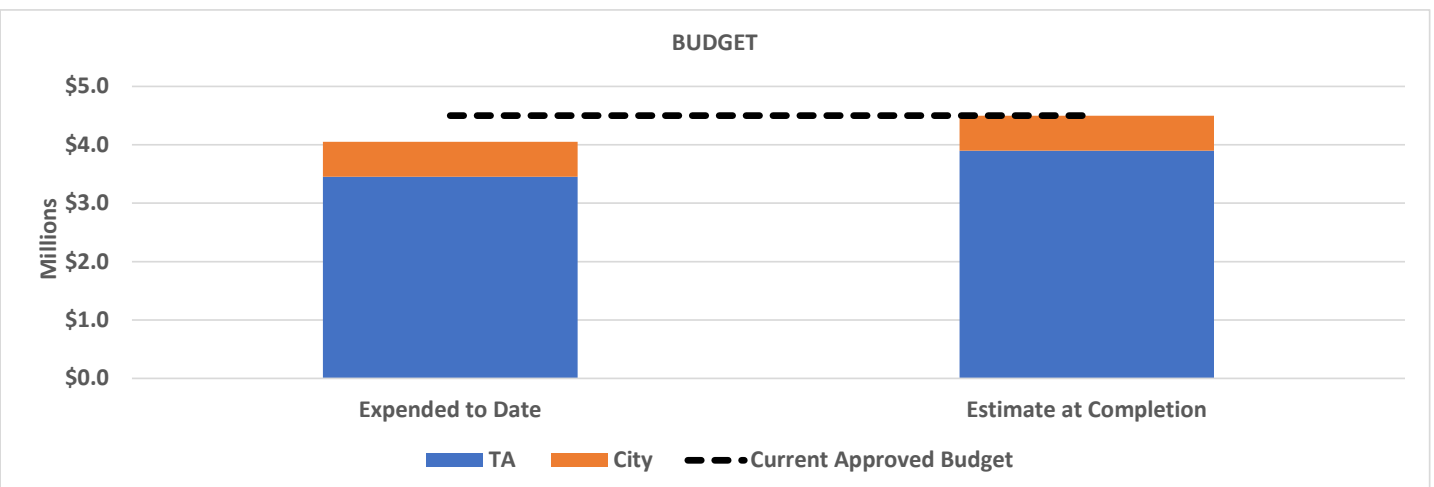
Project Approval and Environmental Document (PAED), Plans Specifications and Estimates (PS&E), and Right of Way (ROW) support to relocate the US 101 southbound on- and off-ramps from Poplar Avenue to Peninsula Avenue which will eliminate a button-hook partial interchange with existing safety issues and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

The Project will provide enhanced bicycle and pedestrian improvements on Peninsula Avenue between Humboldt Street to Bayshore Boulevard. The Project will also reduce travel times to and from the mainline freeway, enhance access to a regional park, streamline ingress and egress to a developing technology employment center, reduce local street-level congestion, and improve safety in the vicinity of four schools.

STATUS SUMMARY:

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 and project report. At the requests of the City of Burlingame and City of San Mateo, additional study intersections were added for traffic operational analysis to address community concerns. The City hosted several community meetings to provide project updates to the community in addition to presentations to Councils of the City of San Mateo and the City of Burlingame. The PAED work has been actively progressing since. Required environmental and engineering technical studies are ongoing and coordinated with Caltrans.

The Right-of-Way (ROW) Data Sheet was completed for the project in December 2022 and the revised ROW acquisition costs are very high from the initial estimates in 2015. The City is considering options including exploring other alternatives that do not require extensive ROW while providing similar congestion relief.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|--------------------|------------------|----------------------|------------------------------|------------------------|
| TA | \$3,900,000 | \$3,451,671 | \$448,329 | 89% | \$3,900,000 | \$0 |
| City | \$600,000 | \$600,000 | \$0 | 100% | \$600,000 | \$0 |
| Total Project | \$4,500,000 | \$4,051,671 | \$448,329 | 90% | \$4,500,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City is exploring alternative options that do not require extensive ROW acquisition.
2. The City conducted a study session with the City Council at its May meeting and received input to explore alternate options.
3. The City is coordinating a alternatives development workshop with subject matter experts to develop options that do not require extensive ROW acquisitions.

FUTURE ACTIVITIES:

1. The City plans to have a alternatives development workshop with subject matter experts to develop cost effective solutions.

KEY ISSUES:

1. The updated ROW costs could add considerable delay in securing the funds required for the project.
2. Planned enhanced public outreach and additional traffic analysis have extended the forecasted finish date.

AGREEMENT HISTORY:

| Agreement/MOU | Executed Date | Expiration Date | Scope Completion Date | Description |
|---------------|---------------|-----------------|-----------------------|---|
| Original MOU | 01/11/21 | 12/31/22 | 06/30/22 | Board Resolution 2021-33 dated December 2, 2021 |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/PRODUCE AVENUE INTERCHANGE

Project ID: 000803

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

PHASE OVERVIEW:
 Provide the Project Study Report and Project Development Support (PSR-PDS) and Project Approval and Environmental Documents (PAED)

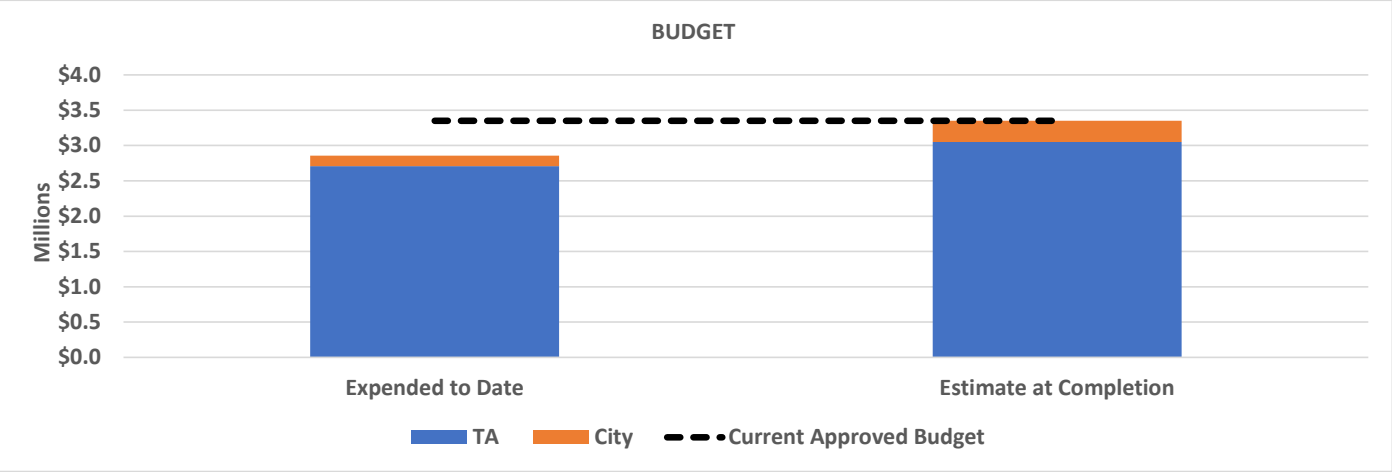
STATUS OVERVIEW:

| Percent Complete: | | 50.00% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:
 The US101/Broadway Interchange Reconstruction Project replaces the existing interchange with a seven-lane structure, reconfigures all the ramp connections, installs retaining walls to minimize Right-of-Way (ROW) takes, and removes the five-legged intersection at Broadway and Rollins Road. The remaining tasks include installation of highway planting within State ROW and ROW Close-Out activities. Replanting will take place outside environmentally sensitive/jurisdictional areas and within Caltrans boundaries.

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

STATUS SUMMARY:
 The PA&ED phase has been completed. The project’s Project Report (PR) and Environmental Impact Report/Environmental Assessment (EIR/EA) that were approved in February 2023. City is planning to begin the PS&E of the project soon. \$5 million of State Transportation Improvement Program/Regional Improvement Program funding has been secured for the project. The City is currently working to obtain additional state and federal grants to complete the Plans, Specifications & Estimates and Construction phases of the project.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

None.

FUTURE ACTIVITIES:

None.

KEY ISSUES:

None.

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------------|---------------|-----------------|-----------------------|--|
| Original FA | 07/11/16 | N/A | N/A | Board Resolution 2015-19 dated October 1, 2015 |
| Amendment 1 | 09/10/18 | 06/30/20 | 12/31/19 | Schedule extension due to Project Management changes |
| Amendment 2 | 12/30/19 | 06/30/21 | 12/31/20 | Schedule extension requested for ROW Support |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

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

Project ID: 000805

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

PHASE OVERVIEW:
 Support in the construction phase of the project.

STATUS OVERVIEW:

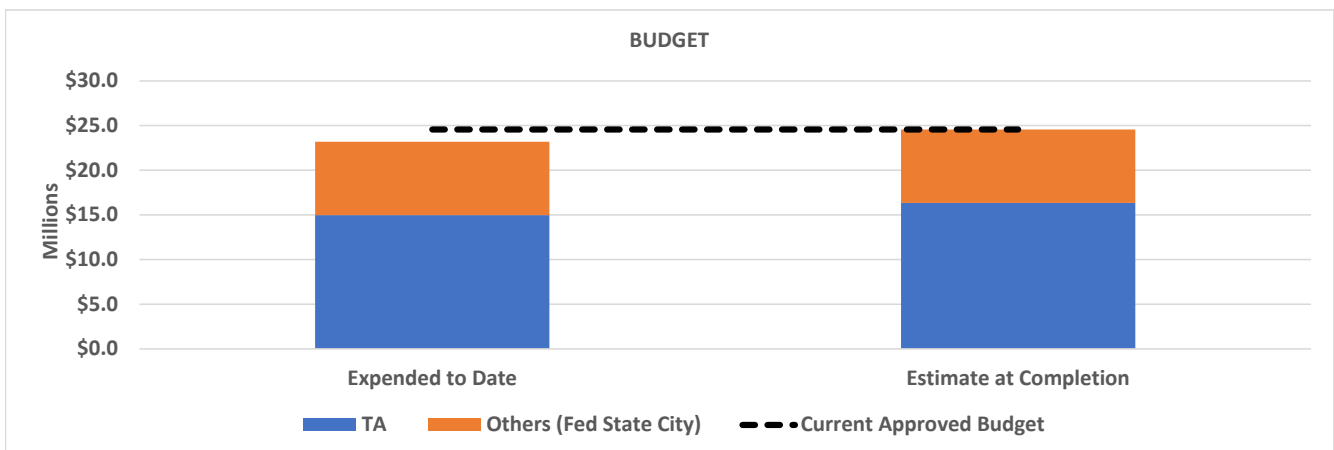
| Percent Complete: | | 40.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

Caltrans Headquarters approved the Project Approval and Environmental Document and Plans, Specifications & Estimates (PS&E). Right of Way Certification was received on May 9, 2016. On June 28, 2016, the TA entered into a Cooperative Agreement with Caltrans and the City of San Mateo for Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017, a Notice-to-Proceed was issued on April 17, 2017, and a kick-off meeting was held on April 24, 2017. Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, which scope includes clearing and grubbing, light grading and contouring, ground cover and tree planting, and irrigation improvements within the Caltrans Right-of-Way.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

- Maintenance Agreement Amended #4 between City and Caltrans was presented to City Council on June 5, 2023, and was approved. The amendment was signed and executed on June 16, 2023.
- Submitted Encroachment Permit application package for Caltrans review.
- Received Caltrans comments on our 100% design, including the Quality Management Plan (QMP).
- Attended the public meeting on 4/18/23

FUTURE ACTIVITIES:

- Caltrans to review and issue encroachment permit.
- Landscape designer to address final comments from Caltrans to complete final PS&E for Caltrans encroachment permit.
- Advertise bid the PS&E Landscape Project by end of the year.
- Construction is anticipated to begin Summer 2024.

KEY ISSUES:

None

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------------|---------------|-----------------|-----------------------|------------------------------|
| Original FA | 04/04/22 | | | Board Resolution No. 2015-19 |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

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

Project ID: 000823

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

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

STATUS OVERVIEW:

| Percent Complete: | | 10.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

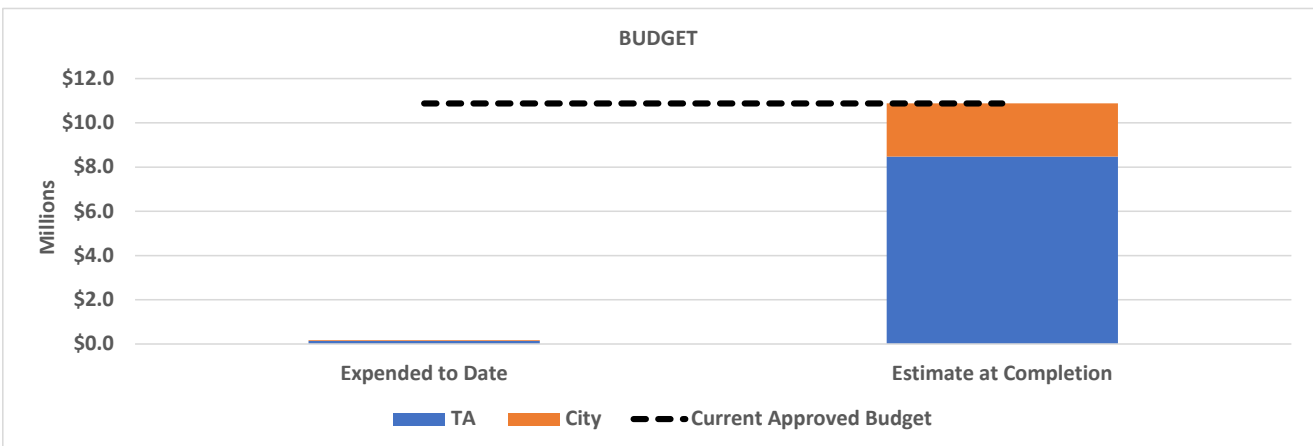
Construction funding for widening Highway 1 (SR-1) from two lanes to four lanes from Silver Ave/Grand Boulevard to Grandview Boulevard. Frontage Road will be extended to connect with Terrace Avenue and a new coordinated signal will be installed at SR-1/Terrace Avenue. A multi-use side path will be installed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

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

STATUS SUMMARY:

The City and its consultants have been working with utility companies (PG&E and CCWD) for the utilities' relocation (gas mainline, electric poles and fire hydrants). PG&E has fully completed construction of a gas mainline. The City assisted PG&E to obtain the Caltrans encroachment permit to relocate 10 utility poles from the area of the proposed bicycle/pedestrian path. The City and PG&E are working toward an agreement for the aerial easement for the new poles and overhead lines within the City's Beechwood property. Relocation of these poles is currently being scheduled by PG&E for Fall 2023. The City has paid for and executed the temporary construction easement needed for the Terrace Avenue interchange construction.

The City has also completed the construction for the relocation of two fire hydrants. AT&T has submitted a proposed relocation plan for their utility box location on Frontage Rd. The City's biological consultant (SWCA) is preparing plans for the riparian mitigation sites and investigating possible permitting requirements for impact to a drainage ditch on the east side of Highway 1.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|---------------------|----------------------|------------------------------|------------------------|
| TA | \$8,475,000 | \$138,551 | \$8,336,449 | 2% | \$8,475,000 | \$0 |
| City | \$2,400,000 | \$37,444 | \$2,362,556 | 2% | \$2,400,000 | \$0 |
| Total Project | \$10,875,000 | \$175,995 | \$10,699,005 | 2% | \$10,875,000 | \$0 |

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|---------------------------------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| Utility Relocations | 08/01/22 | 06/30/23 | 09/01/22 | 06/30/23 | 09/01/22 | 12/30/23 |
| ROW Certification | 12/01/22 | 05/30/23 | 12/01/22 | 05/30/23 | 12/01/22 | 12/30/23 |
| Encroachment/Regulatory Permits | 05/01/20 | 07/30/22 | 05/01/20 | 07/30/23 | 05/01/20 | 12/30/23 |
| Advertise/Award Construction | 07/01/23 | 07/30/23 | 09/01/23 | 09/30/23 | 12/01/23 | 12/30/23 |
| Construction | 09/01/23 | 09/30/25 | 11/01/23 | 11/30/25 | 04/01/24 | 03/30/26 |

PROGRESS THIS QUARTER:

- The City has coordinated relocation of utilities for gas, water, power and communication lines.
- The City is negotiating with PG&E for their aerial maintenance easement agreement for the relocation of 10 utility poles from the area of the proposed bicycle/pedestrian path.
- The City and its consultant (SWCA) are investigating impact to the drainage ditch adjacent to the Highway (Kehoe drainage headwall) for possible jurisdictional permit requirements (Water Quality Control Board) as well as the mitigation for the riparian areas.
- Coordinated a new design with AT&T for relocation of their communication box.
- Completed contract close-out for hydrants relocation.
- Executed and paid for temporary construction easement with the adjacent farm. Revisited landscape plans to modify for ultra-low landscaping plants and eliminate need for a water meter.

FUTURE ACTIVITIES:

- Negotiate and execute maintenance easement agreement with PG&E for relocation of PG&E utility poles.
- Coordinate schedule with PG&E for relocation of 10 utility poles.
- Revise landscape plans for ultra-low plants and present to City's Planning Commission for approval.
- Prepare memo for traffic impacts to Frontage Rd in response to Planning Commission concerns.
- Present riparian mitigation measures and construction traffic control to City's Planning Commission.
- Complete utility relocations and notify Caltrans.
- Obtain Caltrans final approval of final construction plans.

KEY ISSUES:

- The City is awaiting the agreed upon aerial easement with PG&E for relocation of the 10 utility poles located adjacent to a biologically sensitive City property.
- The City is also exploring possible regulatory permitting from Regional Water Quality Control Board.

AGREEMENT HISTORY:

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



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

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

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) for completing the managed lanes on US 101 from North of I-380 to San Mateo/San

STATUS OVERVIEW:

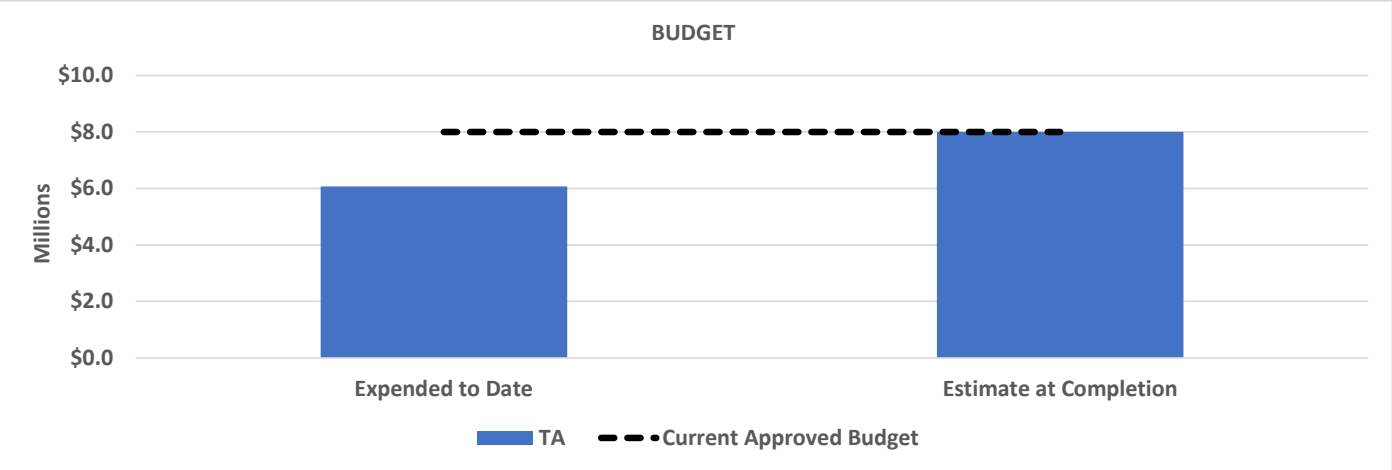
| Percent Complete: | | 30.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

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

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

STATUS SUMMARY:
 The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. 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. Caltrans also recently added further traffic analysis, and a new requirement of safety assessment of the corridor.

The project team recently reached a consensus with San Francisco County Transportation Authority (SFCTA) and Caltrans regarding the traffic scenarios to be analyzed and the project limits for the southbound direction. Now the Managed Lanes will begin once mile south of the San Francisco/San Mateo Countyline in the southbound direction to accomodate for the ML signage.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|--------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$8,000,000 | \$6,068,063 | \$1,931,937 | 76% | \$8,000,000 | \$0 |
| STIP | \$0 | \$0 | \$0 | 0% | \$0 | \$0 |
| Total Project | \$8,000,000 | \$6,068,063 | \$1,931,937 | 76% | \$8,000,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Traffic: Completed mainline existing traffic conditions calibration. Submitted for Caltrans review the 2030 (opening year) and 2050 traffic models for No Build, Lane Add, and Lane Convert Alternatives.
2. Preliminary Engineering: Completed updates to the US 101 MLP North of I-380 GAD and Managed Lanes Toll Signs.
3. Environmental: Gained approval on the Historic Resource Survey Report (HPSR).

FUTURE ACTIVITIES:

1. Prepare the Design Exception Matrix for Alternatives 1 and 2 for the Draft Project Report.
2. Prepare the Noise and Air Analysis Draft Reports.
3. Prepare Vehicle Miles Traveled (VMT) Project Analysis Memo.
4. Complete Visual Assessment Report.
5. Continue to work with Caltrans on the Traffic Operational Analysis.
6. Obtain Union Pacific Railroad (UPRR) input on the proposed bridge widenings.
7. Conduct Project Value Analysis.

KEY ISSUES:

1. The schedule shift is due to additional traffic analysis, enhanced public outreach, various coordination efforts with Caltrans and SFCTA, and safety assessment requirements.

AGREEMENT HISTORY:

| Agreement/MOU | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------|---------------|-----------------|-----------------------|---|
| Board Resoultion | 12/02/21 | N/A | TBD | Board Resolution 2021-33 dated December 2, 2021 |
| Board Resoultion | 10/01/15 | N/A | TBD | Board Resolution 2015-20 dated October 1, 2015 |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

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

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

STATUS OVERVIEW:

| Percent Complete: | | 61.75% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

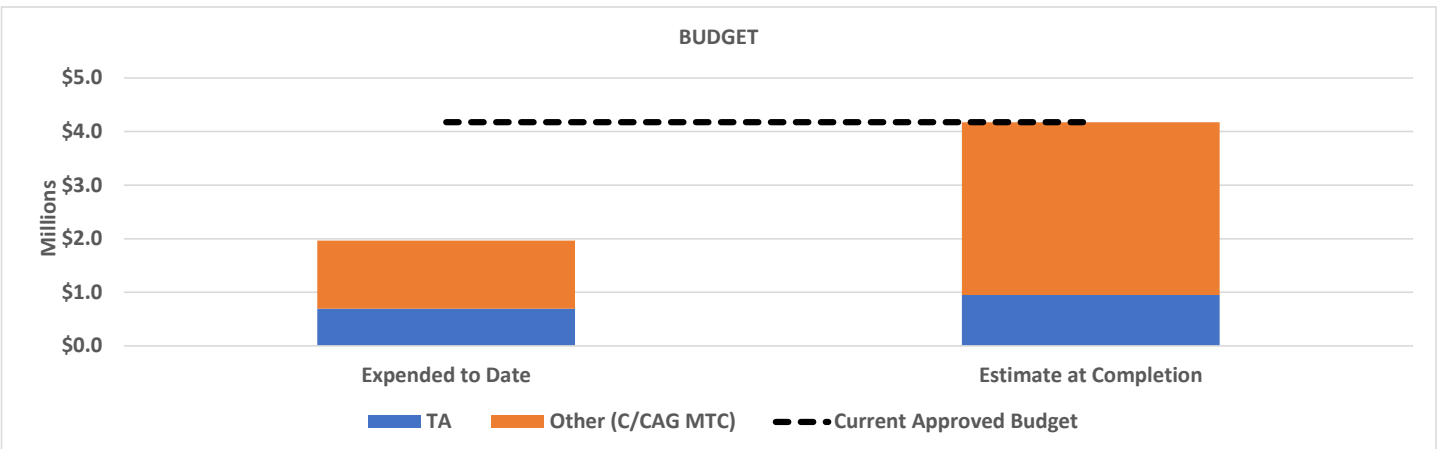
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

The Project Study Report - Project Development Support was approved by Caltrans on October 29, 2019. Caltrans is the implementing agency for the Project Approval-Environmental Document (PAED) phase. The PAED phase was completed in September of 2021. Caltrans is also the implementing agency of the Plans, Specifications & Estimates phase which is currently underway.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|--|-------------------------|--------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$950,000 | \$694,487 | \$255,513 | \$750,000 | \$950,000 | \$0 |
| C/CAG (State Transportation Improvement Program) | \$3,200,000 | \$1,270,866 | \$1,929,134 | \$3,200,000 | \$3,200,000 | \$0 |
| MTC (Regional Measure 3) | \$25,000 | \$0 | \$25,000 | \$25,000 | \$25,000 | \$0 |
| Total Project | \$4,175,000 | \$1,965,353 | \$2,209,647 | \$3,975,000 | \$4,175,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Held Project Development Team meetings #8 and 9.
2. Release and circulation of 65% design plans.
3. Developed responses to comments on 65% design plans.
4. Initiated development of the Cooperative Agreement for the construction phase.

FUTURE ACTIVITIES:

1. Hold the 95% constructability review meeting.
2. Review of the 95% Quality Management Assessment.

KEY ISSUES:

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

AGREEMENT HISTORY:

| Agreement | Executed Date | Expiration Date | Scope Completion Date | Description |
|---|---------------|-----------------|-----------------------|---|
| Cooperative Agreement 04-2836 - Caltrans/CCAG/TA | 03/22/22 | N/A | N/A | Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency per TA Resolution No. 2021-33 dated 12/02/21 for the PS&E and ROW phase |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

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

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

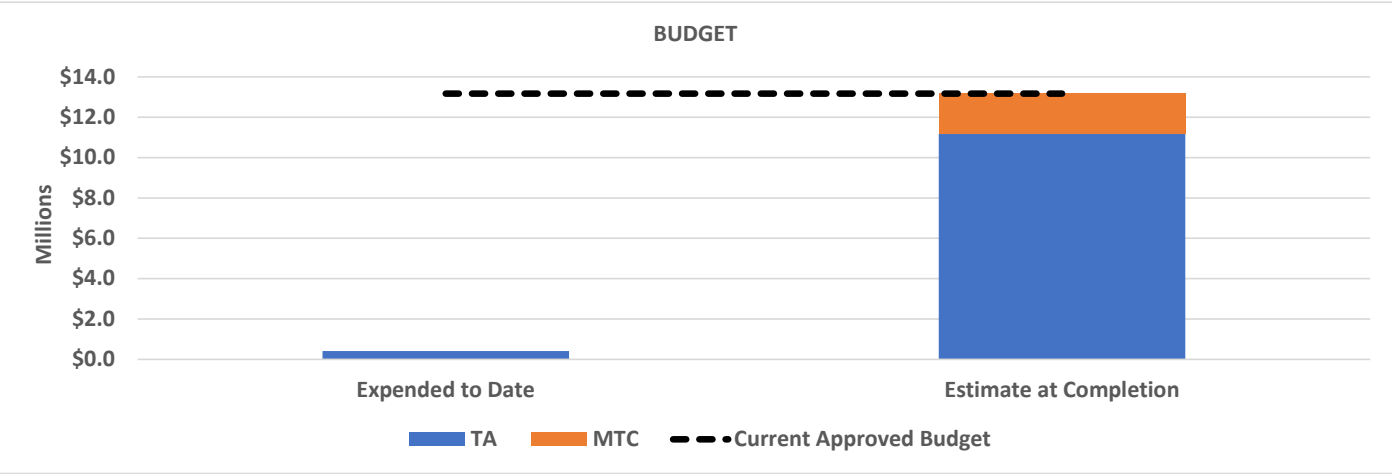
STATUS OVERVIEW:

| Percent Complete: | | 5.00% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:
 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.

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

STATUS SUMMARY:
 Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|--------------------------|-------------------------|------------------|---------------------|----------------------|------------------------------|------------------------|
| TA | \$11,170,776 | \$410,327 | \$10,760,449 | 4% | \$11,170,776 | \$0 |
| MTC (Regional Measure 3) | \$2,000,000 | \$0 | \$2,000,000 | 0% | \$2,000,000 | \$0 |
| Total Project | \$13,170,776 | \$410,327 | \$12,760,449 | 3% | \$13,170,776 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Finalized a bid package for consultant support to develop the Project Report and environmental document.

FUTURE ACTIVITIES:

1. Issuance of a Work Directive Proposal Request and selection of a consultant to support phase work.

KEY ISSUES:

1. The anticipated schedule to complete the PAED phase was extended to account for additional time needed to finalize consultant support services to perform the environmental studies and develop the Project Report.

AGREEMENT HISTORY:

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



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

Sponsor: City of Pacifica
Implementing Agency: City of Pacifica
SMCTA Role: Funding Agency
Current Phase: PSR-PDS (PID) (Activity 11)
Future Funding Phases: PAED (Activity12)

PHASE OVERVIEW:
 Project Initiation Document (PID), and Project Approval and

STATUS OVERVIEW:

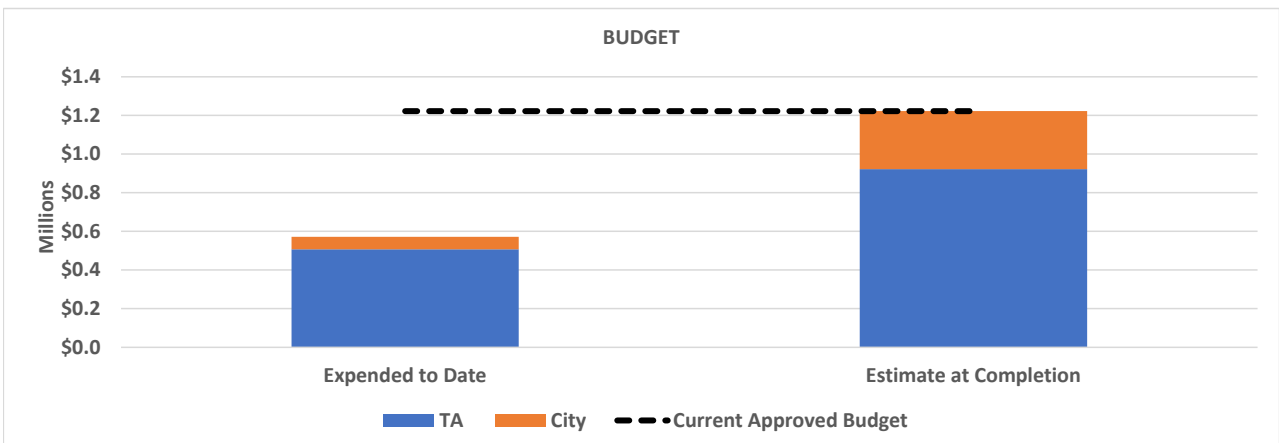
| Percent Complete: | | 51.75% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

PROJECT DESCRIPTION:

The Project will widen the overcrossing structure and flare the curb returns. The wider pavement will allow for increased lane widths to better accommodate larger vehicles, while the flared curb returns will ensure the safe right turns of SamTrans buses and trailer trucks that currently have to encroach onto the opposing lane. The Project will also provide sidewalks, bike lanes, and two bus stops including shelters on the widened Manor Drive overcrossing. New signals equipped with pedestrian heads will replace the stop controls at Manor Drive/Palmetto Avenue and Manor Drive/Oceana Boulevard, along with improved crosswalk markings and ADA compliant curb ramps. The Project will also establish bike lanes on Manor Drive, Oceana Drive and Milagra Drive in the Project area. To the south of the Manor Drive overcrossing, 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.

STATUS SUMMARY:

Team coordination meetings have been held twice a month with the primary focus on reviewing materials for the PID submission to and gaining approval by Caltrans. Technical materials reviewed and updated included traffic, preliminary geometrics, environmental, stormwater evaluations, preliminary right-of-way and utility requirements, risk management plans and quality management plan. The PID document was then revised and submitted to Caltrans. The PID is expected to be approved in July 2023.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|------------------|----------------------|------------------------------|------------------------|
| TA | \$922,243 | \$507,206 | \$415,037 | 55% | \$922,243 | \$0 |
| City | \$300,000 | \$64,343 | \$235,657 | 21% | \$300,000 | \$0 |
| Total Project | \$1,222,243 | \$571,549 | \$650,694 | 47% | \$1,222,243 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Updated the cost estimate.
2. Updated the conceptual plans.
3. Updated Preliminary Environmental Analysis Report (PEAR).
4. Prepared the public outreach meeting.
5. Began environmental studies.

FUTURE ACTIVITIES:

1. Continue to Develop and Evaluate design alternatives.
2. Follow up on the PAED cooperative agreement.
3. Continue working on the environmental studies.
4. Schedule a PAED kick-off meeting with Caltrans.
5. Schedule a geometric meeting with Caltrans to discuss project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: DUMBARTON ROADWAY IMPROVEMENTS

Project ID: 100662

Sponsors: C/CAG & County of San Mateo
Implementing Agency: C/CAG
SMCTA Role: Funding Agency
Current Phase: Pre-PID (Activity 11)
Future Funded Phases: PID (Activity 11)

PHASE OVERVIEW:
 Technical analysis to inform the Project Initiation Document (PID) for improved connectivity between the US 101 Express Lanes and the

STATUS OVERVIEW:

| Percent Complete: | | 5.00% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

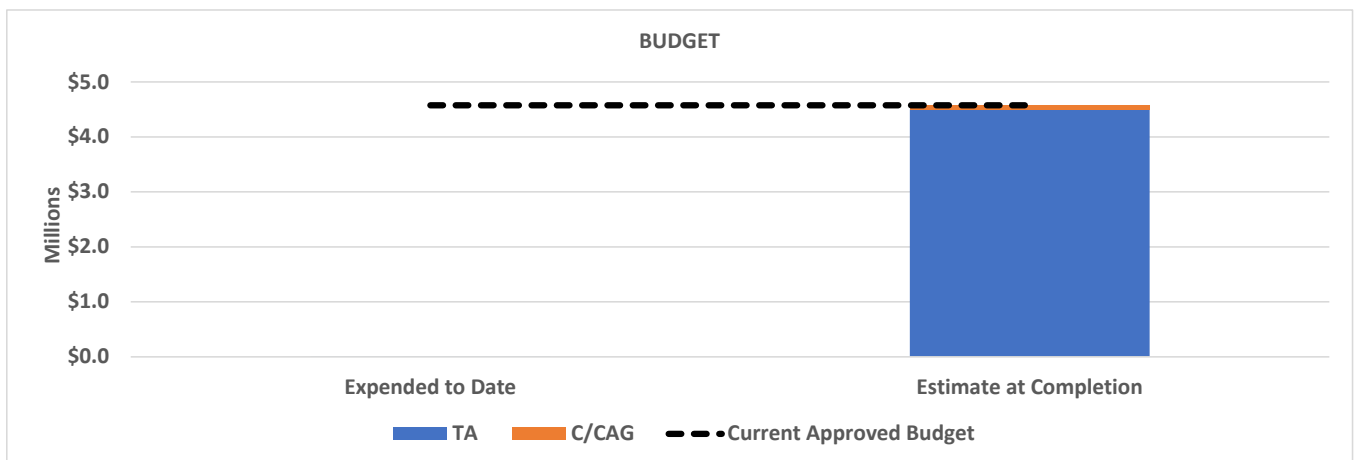
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

Measure W funding was programmed and allocated for this project in December 2021. The project sponsor, C/CAG is proceeding with work towards the pre-Project Initiation Document (PID) phase. This phase will involve convening a Project Stakeholders group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. The project will also conduct public outreach as needed/appropriate. Progress towards the pre-PID phase is delayed due to ongoing coordination needed amongst the various stakeholders. This delay has pushed the anticipated schedule for PID phase work beyond the timely use of funds expectations.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$4,500,000 | \$306 | \$4,499,694 | 0% | \$675,000 | \$3,825,000 |
| C/CAG | \$75,000 | \$0 | \$75,000 | 0% | \$75,000 | 0% |
| Total Project | \$4,575,000 | \$306 | \$4,574,694 | 0% | \$750,000 | \$3,825,000 |

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|----------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| Pre-PID | 09/01/22 | 02/01/24 | 04/01/23 | 01/01/24 | 06/01/23 | 03/01/24 |

PROGRESS THIS QUARTER:

1. Finalized the scope and cost estimate and preparation to issue a Request for Proposals (RFP).
2. C/CAG submitted an extension request letter that was approved by TA staff changing the start of work date from April 2023 to November 2023.

FUTURE ACTIVITIES:

1. Release of the RFP.
2. Final selection of a contractor and award.

KEY ISSUES:

1. Due to extensive coordination needed amongst the stakeholders, two extension requests letters were submitted to the TA delaying the project significantly beyond the original schedule.
2. As part of C/CAG's second extension request letter, they also relinquished the portion of funds awarded for the Project Initiation phase (\$3.825 million) due to the delay. The TA intends to formally de-program these funds in December 2023.

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------------|---------------|-----------------|-----------------------|---|
| Original FA - CCAG/TA | 05/16/22 | 06/30/24 | 02/01/24 | Establishes C/CAG as the implementing agency per TA Board Resolution No. 2021-33 dated 12/02/21 |
| Amendment 1 | 10/10/22 | N/A | 01/01/24 | Extension of the project schedule due to extensive interagency coordination efforts needed |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

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

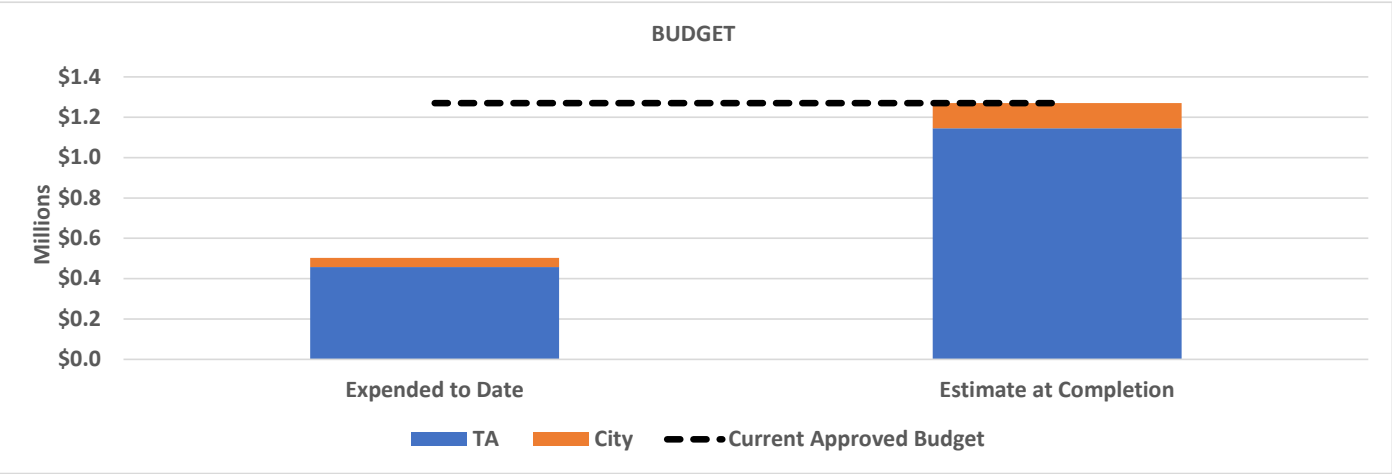
PHASE OVERVIEW:
 Completion of the Project Initiation Document (PID) phase of the project.

STATUS OVERVIEW:

| Percent Complete: | | 60.00% | |
|--------------------------|----------|--------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

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

STATUS SUMMARY:
 The final Preliminary Project Study (PPS) report was completed and PPS phase closed. The project currently in coordination with the County of San Mateo and Caltrans initiated the PID phase of the project in August 2022 and is anticipated to complete by the end of November 2023. Three Build Alternatives have been for the Project Initiation Documents (PID) phase of the project and the PSR-PDS will identify the types of environmental documents that will serve the PID to advance the project to the environmental study phase. The project is currently in preparation to collect data and refine alternatives, continue working on the draft Purpose and Need, and began working on the Preliminary Environmental Assessment Report (PEAR).
 The first draft of the PSR-PDS was submitted to Caltrans on June 29, 2023, and comments were received by August 18, 2023. The 2nd draft of the PSR-PDS will be submitted to Caltrans after all the comments have been addressed. A community meeting for the project has been scheduled for September 19, 2023. The Storm Water Drainage Report (SWDR) and the Quality Management Plan (QMP) prepared for this phase of the project have been approved by Caltrans.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|------------------|----------------------|------------------------------|------------------------|
| TA | \$1,145,000 | \$456,992 | \$688,008 | 40% | \$1,145,000 | \$0 |
| City | \$125,000 | \$45,699 | \$79,301 | 37% | \$125,000 | \$0 |
| Total Project | \$1,270,000 | \$502,691 | \$767,309 | 40% | \$1,269,999 | \$0 |

SCHEDULE:

| Activity | Original Baseline | | Current Baseline | | Current Forecast | |
|----------|-------------------|----------|------------------|----------|------------------|----------|
| | Start | End | Start | End | Start | End |
| PID | 05/01/22 | 01/28/23 | 08/22/22 | 11/28/23 | 08/22/22 | 11/28/23 |

PROGRESS THIS QUARTER:

1. Held biweekly project meetings.
2. Continued working on the Draft Purpose and Need.
3. Continued the Alternatives Development.
4. Prepared an Alternatives Screening Memo to The TA and County on May 16.
5. Submitted the revised PSR/PDS document to Caltrans on June 29.
6. Submitted the draft Storm Water Drainage Report (SWDR) to Caltrans on June 29.

FUTURE ACTIVITIES:

1. Continue working on the VISSIM Analysis for Public Outreach.
2. Continue working on the Traffic Engineering Performance Assessment (TEPA).
3. Continue working on the PEAR.
4. Submit the Quality Management Plan (QMP) to Caltrans.
5. Resubmit the draft Project Study Report- Project Development Support (PSR-PDS) to Caltrans.

KEY ISSUES:

None.

AGREEMENT HISTORY:

| Agreement/Memorandum Of Understanding (MOU) | Executed Date | Expiration Date | Scope Completion Date | Description |
|---|---------------|-----------------|-----------------------|---|
| Cooperative Agreement | 06/28/22 | | | Board Resolution 2021-33 dated 12/2/2021 |
| MOU | 06/22/22 | 06/30/24 | 03/31/24 | Provide project initiation document (PID) |
| MOU Amendment | 08/17/22 | 06/30/24 | 03/31/24 | Schedule extension requested from sponsor |



FY 2023 Q4 - Quarterly Status Report (April 2023 - June 2023)

PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

Sponsor: Town of Colma
Implementing Agency: Town of Colma
SMCTA Role: Funding Agency
Current Phases: PID (Activity 11)
Future Funded Phases: None

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

STATUS OVERVIEW:

| Percent Complete: | | 10.00% | |
|--------------------------|----------|---------------|---------|
| Quarter | Schedule | Budget | Funding |
| Current | ● | ● | ● |
| Previous | ● | ● | ● |

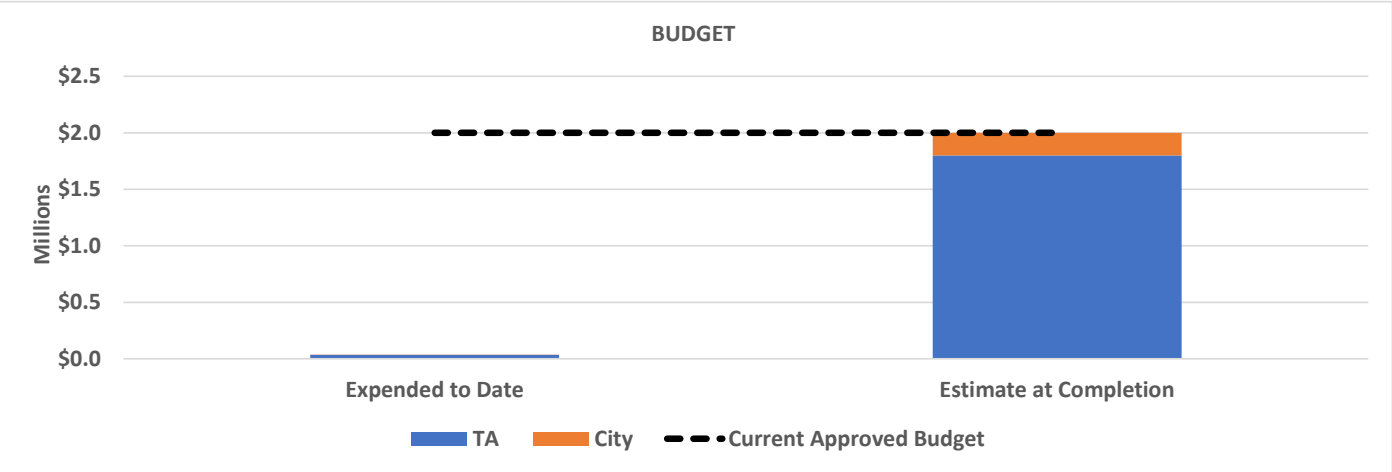
PROJECT DESCRIPTION:

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

STATUS SUMMARY:

A kick-off meeting with the selected consultant occurred with Town of Colma and TA staff. During the kickoff meeting, the consultant suggested considering asking Caltrans to allow the project to explore a different type of PID approval process. Potential benefits to this change could include some time and cost savings as it could combine the PID and PAED phases. This could save over 12 to 18 months in the project timeline and will help align the project with the Caltrans SHOPP project which is currently in the PAED phase.

The Town submitted a request letter to Caltrans to request a change to the Project Study Report-Project Report (PSR-PR) process instead of the previously approved standard PSR-PDS process. The Town is awaiting Caltrans’s official response and direction.



CURRENT PHASE BUDGET:

| Funding Agency | Current Approved Budget | Expended to Date | Remaining Budget | % Expended of Budget | Estimate at Completion (EAC) | Variance at Completion |
|----------------------|-------------------------|------------------|--------------------|----------------------|------------------------------|------------------------|
| TA | \$1,800,000 | \$34,528 | \$1,765,472 | 2% | \$1,800,000 | \$0 |
| City | \$200,000 | \$2,630 | \$197,370 | 1% | \$200,000 | \$0 |
| Total Project | \$2,000,000 | \$37,158 | \$1,962,842 | 2% | \$2,000,000 | \$0 |

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Pre-PID meeting, April 17, 2023
2. Utility Request letters and mapping
3. Completed field visit, April 26, 2023
4. Developed Project Purpose & Need
5. Prepared PSR-PR Request Letters to Caltrans and TA
6. Caltrans Project Development Team (PDT) monthly meetings
7. General Project Management and coordination meetings

FUTURE ACTIVITIES:

1. Refinement of project Purpose & Need
2. Prepare Utility Base Mapping, begin geometrics
3. Continue meetings and coordination activities, including the monthly PDTs

KEY ISSUES:

1. The Town is coordinating with Caltrans to finalize the project delivery methodology for the project.

AGREEMENT HISTORY:

| Funding Agreement (FA) | Executed Date | Expiration Date | Scope Completion Date | Description |
|------------------------|---------------|-----------------|-----------------------|---|
| Original FA | 12/15/22 | 10/31/24 | 05/31/24 | Board Resolution 2021-33 dated December 2, 2021 |






SUMMARY TABLE
FY 2023 Q4 - Quarterly Status Report

| Project # | Project Name | Page # | SCHEDULE | | BUDGET | | FUNDING | |
|---|--|--------|----------|---------|----------|---------|----------|---------|
| | | | Previous | Current | Previous | Current | Previous | Current |
| CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS | | | | | | | | |
| 000812 | Grade Separation - 25th Avenue (San Mateo) | 46 | ● | ● | ● | ● | ● | ● |
| 000813 | Grade Separation - Broadway (Burlingame) | 51 | ● | ● | ● | ● | ● | ● |
| 000824 | Caltrain Special Project - South San Francisco Station Improvement Project | 55 | ● | ● | ● | ● | ● | ● |
| 000814 | Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno) | 59 | ● | ● | ● | ● | ● | ● |
| 100277 | Grade Separation - Whipple Avenue (Redwood City) | 62 | ● | ● | ● | ● | ● | ● |
| 100579 | Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure) | 65 | ● | ● | ● | ● | ● | ● |



**CALTRAIN GRADE SEPERATION PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

| 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. |









25th Avenue Grade Separation

Project No.

002088

Table 1. Status Summary and Total Project Performance

Project Phase: **8 - Closeout**

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

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|---------------|-------------------|------------|
| 99.99% | 0.43% | 100% |

Project Closeout has been extended due to delay in City of San Mateo's Parking lot work, on-going mitigation monitoring compliance and ROW survey. Project Manager to request for a schedule rebaseline approval at the August 2023 Management Committee meeting.

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

Project No.

002088

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 | 08/12/22 | 08/12/22 | 0 | 0 |
| Gate 7 - Startup/Turnover | 01/26/23 | 01/26/23 | 0 | 0 |
| Gate 8 - Project Closeout | 05/31/23 | 08/24/23 | -85 | -85 |

25th Avenue Grade Separation

Project No.

002088

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 | 4,593 | 6,618 | 6,618 | 0 | 0.0% |
| Environmental | 1200 | 385 | 324 | 709 | 709 | 0 | 0.0% |
| Real Estate | 2100 | | 8,970 | 8,970 | 8,970 | 0 | 0.0% |
| Utilities Relocations | 2200 | | 24,377 | 24,377 | 24,377 | 0 | 0.0% |
| Construction ODCs | 2300 | | 18 | 18 | 18 | 0 | 0.0% |
| Const./Impl. Contracts | 3100 | | 117,140 | 117,140 | 117,140 | 0 | 0.0% |
| Construction Management | 4100 | | 13,399 | 13,399 | 13,399 | 0 | 0.0% |
| Design Support During Const. | 4200 | | 5,766 | 5,766 | 5,766 | 0 | 0.0% |
| Testing & Commissioning | 4300 | | 109 | 109 | 109 | 0 | 0.0% |
| Agency/ODCs | 5000 | 991 | 1,736 | 2,727 | 2,727 | 0 | 0.0% |
| Project Management | 5100 | 585 | 6,683 | 7,268 | 7,268 | 0 | 0.0% |
| Project & Document Control | 5200 | 80 | 1,906 | 1,986 | 1,986 | 0 | 0.0% |
| Finance/Accounting | 5300 | | 24 | 24 | 24 | 0 | 0.0% |
| Contracts & Procurement | 5400 | | 105 | 105 | 105 | 0 | 0.0% |
| Legal | 5500 | 18 | 796 | 813 | 813 | 0 | 0.0% |
| Information Technology | 5600 | | | 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 | | 1,271 | 1,271 | 1,271 | 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% |
| Undefined and others | 0000 | | 1,963 | 1,963 | 1,963 | 0 | 0.0% |
| Subtotals | NA | 4,128 | 197,347 | 201,475 | 201,475 | 0 | 0.0% |
| Risks (known & unknown) | NA | NA | NA | NA | 380 | 0 | 0.0% |
| Contingency | 9900 | 372 | 8 | 380 | NA | | |
| Grand Totals | NA | 4,500 | 197,355 | 201,855 | 201,855 | 0 | 0.0% |
| (*) 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 Title | 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 |
| Public Utilities Commission Programs (Section 130) | State | | 10,000 | 10,000 | 10,000 | 0 |
| High Speed Rail (HSR) | 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

Project No.

002088

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 |
|-------------------------------------|--|---|-----------------|
| AT&T Settlement. | JPB Paid AT&T the pending claim. Resolved. | None. | 5/31/2023 |
| PG&E Vault constructed incorrectly. | PG&E PG&E - Constructed incorrectly and submitted an invoice. JPB - Paid the invoice. Resolved. | None. | 5/31/2023 |
| Missing parking stalls wheel stops. | JPB & City of San Mateo Working with the JPB to find a cost effective selection. | PM is working onto issue a WD with TASI to install the wheel stops. | 8/24/2023 |

KEY ACTIVITIES - Current Reporting Quarter

Continue to oversee City of San Mateo's sewer line work. Got approval from the Board for the AT&T claim settlement and completed the claim payment processing. Released the final retention.

NEXT KEY ACTIVITIES

City completes Sewer line work. Closeout the project.

PROJECT NOTES

None.

25th Avenue Grade Separation

Project No.

002088

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

Broadway Burlingame Grade Separation

Project No. **100244**

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

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|--------------|-------------------|------------|
| 5.3% | 1.35% | 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 Quarter |
|--|---------------------|---------------------------|------------------|----------------|
| | (A) | (B) | (C=A-B) | (D) |
| Project Start | 12/18/17 | 12/18/17 | 0 | 0 |
| Final Design Award | 01/31/20 | 01/31/20 | 0 | 0 |
| DCE application to FTA for NEPA clearance | 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 | 01/26/23 | 01/26/23 | 0 | 0 |
| Authorize Funding for CMGC Pre-Construction Phase | 09/07/23 | 09/07/23 | 0 | 0 |
| Award Contract for CMGC Services | 12/07/23 | 12/07/23 | 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 | 07/05/24 | 07/05/24 | 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 |

Broadway Burlingame Grade Separation

Project No. 100244

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

| Type of Work | | Budget | | | Estimate at Completion | Variation | |
|---|------|-----------------|----------------|---------------------|------------------------|--------------------|------------------------|
| Title | Code | Original (A) | Changes (B) | Current (C =A+B) | | Amount (E =C-D) | Percentage (F =E/C) |
| Planning & Engineering | 1100 | 15,676 | | 15,676 | 15,676 | 0 | 0.0% |
| Environmental | 1200 | 2,156 | | 2,156 | 2,156 | 0 | 0.0% |
| Real Estate | 2100 | 6,449 | | 6,449 | 6,449 | 0 | 0.0% |
| Utilities Relocations | 2200 | 6,243 | | 6,243 | 6,243 | 0 | 0.0% |
| Const./Impl. Contracts | 3100 | 242,940 | | 242,940 | 242,940 | 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 | 632 | | 632 | 632 | 0 | 0.0% |
| Project Management | 5100 | 4,750 | | 4,750 | 4,750 | 0 | 0.0% |
| Project & Document Control | 5200 | 464 | | 464 | 464 | 0 | 0.0% |
| Finance/Accounting | 5300 | 10 | | 10 | 10 | 0 | 0.0% |
| Contracts & Procurement | 5400 | 63 | | 63 | 63 | 0 | 0.0% |
| Legal | 5500 | 54 | | 54 | 54 | 0 | 0.0% |
| Information Technology | 5600 | 5 | | 5 | 5 | 0 | 0.0% |
| Communications/P. Relations | 5700 | 44 | | 44 | 44 | 0 | 0.0% |
| Human Resources | 5800 | 4 | | 4 | 4 | 0 | 0.0% |
| Safety/Security & Risk Mgmt. | 5900 | 73 | | 73 | 73 | 0 | 0.0% |
| Equip./Material Purchases | 6100 | 0 | | 0 | 0 | 0 | |
| CalMod Program | 7100 | 142 | | 142 | 142 | 0 | 0.0% |
| Oper. Support | 8100 | 666 | | 666 | 666 | 0 | 0.0% |
| Undefined and Others | | 89 | | 89 | 89 | 0 | 0.0% |
| Subtotals | NA | 287,740 | 0 | 287,740 | 287,740 | 0 | 0.0% |
| Risks (known & unknown) | NA | NA | NA | NA | 28,663 | 0 | 0.0% |
| 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.

Broadway Burlingame Grade Separation

Project No. **100244**

Table 5. FUNDING (in thousands of \$)

| Fund Source Title | Type | Board Approved | | | Activated Funding (D) | Un-activated Amount (E=C-D) |
|--------------------------|-------|----------------|---------------|---------------|--------------------------|--------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA (Project Specific) | Local | 4,550 | 18,863 | 23,413 | 23,413 | 0 |
| City of Burlingame | Local | 1,500 | 500 | 2,000 | 2,000 | 0 |
| Externally Funded | Local | 25,635 | | 25,635 | | 25,635 |
| Totals | | 31,685 | 19,363 | 51,048 | 25,413 | 25,635 |

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 | Determine funding source, seek funds for acquisition. | \$11M | |
| | Pending discussions between Caltrain Design & Construction (D&C), Real Estate (RE) and the City to determine next steps. | | | |
| 2. Additional funds will be needed to cover CMGC-related costs | City, SMCTA, JPB | Amend MOU and add funds to the budget | \$4M | |
| | Pending allocation by the TA of \$2.5M anticipated in Aug 2023 and acceptance by JPB of said funds in Sep 2023. The \$ impact changed from \$4M to \$2.5M. | | | |

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

| Issue Title | Responsibility Status | Action | Resolution Date |
|-------------|-----------------------|--------|-----------------|
| | | | |

KEY ACTIVITIES - Current Reporting Quarter

Continue preparing the RFP for Construction Manager/General Contractor (CM/GC) pre-construction services, to be issued in July. Continue resolving and addressing 65% design review comments. Review request for additional services and prepare Amendment No. 2. Work with Contracts to extend Mark Thomas's contract 2 more years past the 7/3/23 expiration date and seek authorization to activate Optional Task 6: Design Support during Right of Way and Utilities Relocation phase.

NEXT KEY ACTIVITIES

Coordination with Real Estate regarding surveys, right of way and property acquisitions including acquisition of property within the project limits valued at approximately \$11M will continue. Meeting with Mike Harvey to be scheduled to discuss impacts to his property on Broadway. Per California Public Utilities Commission (CPUC request), schedule a follow up meeting with Caltrans and Union Pacific Railroad in attendance. Go to Management Committee in July for green light to issue RFP for CMGC services.

PROJECT NOTES

Broadway Burlingame Grade Separation

Project No. **100244**

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

Project No. 002146

Table 1. Status Summary and Total Project Performance

Project Phase: 8 - Closeout

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

| Progress (%) | Change Prev. Qtr. | EAC / Budget |
|--------------|-------------------|--------------|
| 99.8% | 0.00% | 100% |

Project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200' of yard track that UPRR lost, due to construction of this project. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

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 |

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 | 01/13/22 | 01/13/22 | 0 | 0 |
| Gate 6 - Substantial Completion | 12/22/22 | 12/22/22 | 0 | 0 |
| Gate 7 - Start-Up/Turnover Complete | 12/22/22 | 12/22/22 | 0 | 0 |
| Gate 8 - Project Closeout Complete | 06/30/23 | 09/30/23 | -92 | -92 |

South San Francisco Station Improvement Project

Project No. 002146

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 | -1,718 | 1,409 | 1,409 | 0 | 0.0% |
| Environmental | 1200 | 100 | -94 | 6 | 6 | 0 | 0.0% |
| Real Estate | 2100 | 0 | 4,819 | 4,819 | 4,819 | 0 | 0.0% |
| Utilities Relocations | 2200 | 200 | 4,670 | 4,870 | 4,870 | 0 | 0.0% |
| Construction ODCs | 2300 | 0 | 63 | 63 | 63 | 0 | 0.0% |
| Const./Impl. Contracts | 3100 | 37,000 | 10,236 | 47,236 | 47,236 | 0 | 0.0% |
| Construction Management | 4100 | 3,323 | 3,427 | 6,750 | 6,750 | 0 | 0.0% |
| Design Support During Const. | 4200 | 1,109 | 5,764 | 6,872 | 6,872 | 0 | 0.0% |
| Testing & Commissioning | 4300 | 0 | 2,000 | 2,000 | 2,000 | 0 | 0.0% |
| Agency/ODCs | 5000 | 0 | 1,661 | 1,661 | 1,661 | 0 | 0.0% |
| Project Management | 5100 | 2,664 | 2,925 | 5,589 | 5,589 | 0 | 0.0% |
| Project & Document Control | 5200 | 126 | 1,040 | 1,166 | 1,166 | 0 | 0.0% |
| Finance/Accounting | 5300 | 63 | -37 | 26 | 26 | 0 | 0.0% |
| Contracts & Procurement | 5400 | 116 | -71 | 44 | 44 | 0 | 0.0% |
| Legal | 5500 | 50 | 322 | 372 | 372 | 0 | 0.0% |
| Information Technology | 5600 | 0 | 11 | 11 | 11 | 0 | 0.0% |
| Communications/P. Relations | 5700 | 0 | 19 | 19 | 19 | 0 | 0.0% |
| Human Resources | 5800 | 0 | 0 | 0 | 0 | 0 | |
| Safety/Security & Risk Mgmt. | 5900 | 0 | 547 | 547 | 547 | 0 | 0.0% |
| Equip./Material Purchases | 6100 | 0 | 269 | 269 | 269 | 0 | 0.0% |
| CalMod Program | 7100 | 0 | 0 | 0 | 0 | 0 | |
| Oper. Support | 8100 | 1,656 | 2,085 | 3,741 | 3,741 | 0 | 0.0% |
| Undefined and others | | | 791 | 791 | 791 | | |
| Subtotals | NA | 49,533 | 38,729 | 88,262 | 88,262 | 0 | 0.0% |
| Risks (known & unknown) | NA | NA | NA | NA | 276 | | |
| Contingency | 9900 | 6,767 | -6,490 | 276 | NA | 0 | 0.0% |
| Grand Totals | NA | 56,300 | 32,239 | 88,539 | 88,539 | 0 | 0.0% |

| | | | | | | |
|---|-------|-------|-------|-------|---|------|
| (*) ICAP already included in totals above | 2,681 | 1,535 | 4,216 | 4,216 | 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.

South San Francisco Station Improvement Project

Project No. 002146

Table 5. FUNDING (in thousands of \$)

| Fund Source Title | Type | Board Approved | | | Activated Funding (D) | Un-activated Amount (E=C-D) |
|---|---------|----------------|---------------|---------------|--------------------------|--------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| Member Agency Funds - SMCTD (San Mateo County Transit District) | Local | | 1,300 | 1,300 | 1,300 | - |
| SMCTA (Project Specific) | Local | 49,100 | (5,028) | 44,072 | 44,572 | (500) |
| FTA Section 5337 (State of Good Repair) | Federal | | 38,828 | 38,828 | 38,828 | - |
| City of South San Francisco | 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 |
|--|---|-------------------------------|-----------------|
| 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. | TBD |

KEY ACTIVITIES - Current Reporting Quarter

Project close out continued.

NEXT KEY ACTIVITIES

Agency staff to prepare lessons learned session and to revise ADA slopes at ramps and landing design criteria to require industry recommended construction tolerances.

PROJECT NOTES

UPRR yard track: UPRR has indicated that they are researching options for the yard relocation as the land that was identified for this purpose is no longer available to them. As an alternative, UPRR will consider a monetary settlement with Caltrain to close out the obligation.

South San Francisco Station Improvement Project

Project No. 002146

PROJECT PHOTOS



Photo 1 - Shuttle bus pick up area



Photo 2 - Shelter with ticket machine



Photo 3 - Ramp 3



Photo 4 - New platform looking north MT-2

South Linden Avenue and Scott Street Grade Separation

Project No. 002152

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 |
|--------------|-------------------|------------|
| 0.4% | 0.08% | 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) |
| Gate 1 Project Initiation | 01/01/18 | 01/01/18 | 0 | 0 |
| Gate 2 - 15% Development Complete | 05/31/22 | 05/31/22 | 0 | 0 |
| Environmental Clearance Complete | 04/30/23 | 04/30/23 | 0 | 0 |
| Award Preliminary Design Contract | 05/04/23 | 05/04/23 | 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 |
| IFB | 10/01/27 | 10/01/27 | 0 | 0 |
| ROW Permits Complete | 03/31/28 | 03/31/28 | 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

Project No. 002152

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 | 1,730 | 558 | 24.4% |
| 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 | 314 | -236 | -303.1% |
| Project Management | 5100 | 1,508 | | 1,508 | 1,751 | -243 | -16.1% |
| Project & Document Control | 5200 | 468 | | 468 | 471 | -3 | -0.6% |
| Finance/Accounting | 5300 | 135 | | 135 | 130 | 5 | 3.6% |
| Contracts & Procurement | 5400 | 187 | | 187 | 176 | 11 | 5.7% |
| Legal | 5500 | 62 | | 62 | 70 | -8 | -12.7% |
| Information Technology | 5600 | 0 | | 0 | 5 | -5 | |
| Communications/P. Relations | 5700 | 62 | | 62 | 66 | -3 | -5.4% |
| Human Resources | 5800 | 0 | | 0 | 4 | -4 | |
| Safety/Security & Risk Mgmt. | 5900 | 104 | | 104 | 97 | 7 | 7.1% |
| 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 | 277,556 | 79 | 0.0% |
| Risks (known & unknown) | NA | NA | NA | NA | 27,725 | 0 | 0.0% |
| Contingency | 9900 | 27,725 | | 27,725 | NA | | |
| Grand Totals | NA | 305,360 | 0 | 305,360 | 305,281 | 79 | 0.0% |
| (*) ICAP already included in totals above | | 11,745 | 0 | 11,745 | 11,742 | 3 | 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 Title | Type | Board Approved | | | Activated Funding | Un-activated Amount |
|---|-------|----------------|--------------|---------------|-------------------|---------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA (Project Specific) | Local | 650 | 4,950 | 5,600 | 5,600 | 0 |
| City of San Bruno | Local | 60 | 163 | 223 | 189 | 34 |
| City of South San Francisco | Local | 100 | 387 | 487 | 407 | 80 |
| Member Agency Funds - SMCTD (San Mateo County Transit District) | Local | 85 | | 85 | 85 | 0 |
| Externally Funded | Local | 6,529 | | 6,529 | 0 | 6,529 |
| Totals* | | 7,424 | 5,500 | 12,924 | 6,281 | 6,643 |

*\$114K is for City of SSF and City of San Bruno staff charges

South Linden Avenue and Scott Street Grade Separation

Project No. **002152**

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. Cost proposals received for PE-EC phase services exceeds ICE | PM | Negotiate with highest-ranked proposer to align fee with budget | \$ 1.6 M | |

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

| Issue Title | Responsibility Status | Action | Resolution Date |
|-------------|-----------------------|--------|-----------------|
| | | | |

KEY ACTIVITIES - Current Reporting Month

Received JPB Board authority at May meeting to award design contract to RSE for preliminary design. Agreement fully executed. Kicked off the Preliminary Engineering and Environmental Clearance Phase on June 1st. Held 1st TWG meeting on June 8th. Value engineering of Preferred Alternative 1 from the PSR is underway.

NEXT KEY ACTIVITIES

Value Engineering workshop to be scheduled. Continue to interface with Southline Development project.

PROJECT NOTES

Whipple Avenue Grade Separation Study

Project No. 100410

Table 1. Status Summary and Total Project Performance

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

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

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|--------------|-------------------|------------|
| TBD | N/A | 100% |

The scope of work for the next phase of the project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

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
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 |

Whipple Avenue Grade Separation Study

Project No. 100410

Table 3. 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 | 0 |
| Draft Report Production | 05/31/22 | 07/05/22 | -35 | 0 |
| Final Report Production | 06/30/22 | 09/30/22 | -92 | 0 |
| Gate 2 - 15% Development Complete | 09/30/22 | TBD | 0 | 0 |

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 | 1,151 | | 1,151 | 1,151 | 0 | 0.0% |
| Environmental | 1200 | 0 | | 0 | 0 | 0 | |
| Real Estate | 2100 | 0 | | 0 | 0 | 0 | |
| Utilities Relocations | 2200 | 0 | | 0 | 0 | 0 | |
| Const./Impl. Contracts | 3100 | 0 | | 0 | 0 | 0 | |
| Construction Management | 4100 | 0 | | 0 | 0 | 0 | |
| Design Support During Const. | 4200 | 0 | | 0 | 0 | 0 | |
| Testing & Commissioning | 4300 | 0 | | 0 | 0 | 0 | |
| Agency/ODCs | 5000 | 0 | | 0 | 0 | 0 | |
| Project Management | 5100 | 0 | | 0 | 0 | 0 | |
| Project & Document Control | 5200 | 0 | | 0 | 0 | 0 | |
| Finance/Accounting | 5300 | 0 | | 0 | 0 | 0 | |
| Contracts & Procurement | 5400 | 0 | | 0 | 0 | 0 | |
| Legal | 5500 | 0 | | 0 | 0 | 0 | |
| Information Technology | 5600 | 0 | | 0 | 0 | 0 | |
| Communications/P. Relations | 5700 | 0 | | 0 | 0 | 0 | |
| Human Resources | 5800 | 0 | | 0 | 0 | 0 | |
| Safety/Security & Risk Mgmt. | 5900 | 0 | | 0 | 0 | 0 | |
| Equip./Material Purchases | 6100 | 0 | | 0 | 0 | 0 | |
| CalMod Program | 7100 | 0 | | 0 | 0 | 0 | |
| Oper. Support | 8100 | 0 | | 0 | 0 | 0 | |
| Subtotals | NA | 1,151 | 0 | 1,151 | 1,151 | 0 | 0.0% |
| Unknown Risks | NA | NA | NA | NA | 0 | 0 | |
| Unallocated Contingency | 9900 | 0 | | 0 | NA | | |
| Grand Totals | NA | 1,151 | 0 | 1,151 | 1,151 | 0 | 0.0% |
| (*) ICAP already included in totals above | | 18 | 0 | 18 | 18 | 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.

Whipple Avenue Grade Separation Study

Project No. **100410**

Table 5. FUNDING (in thousands of \$)

| Fund Source Title | Type | Board Approved | | | Activated Funding (D) | Un-activated Amount (E=C-D) |
|--------------------------|-------|----------------|------------|--------------|--------------------------|--------------------------------|
| | | Original | Changes | Current | | |
| | | (A) | (B) | (C=A+B) | | |
| SMCTA (Project Specific) | Local | 750 | 301 | 1,051 | 1,051 | 0 |
| Redwood City | Local | 100 | | 100 | 100 | 0 |
| Totals | | 850 | 301 | 1,151 | 1,151 | 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 |
|------------|-----------------------|------------|------------------|------------|
| | | | \$ - | |

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

| Issue Title | Responsibility Status | Action | Resolution Date |
|-------------|-----------------------|--------|-----------------|
| | | | |

KEY ACTIVITIES - Current Reporting Quarter

None.

NEXT KEY ACTIVITIES

None.

PROJECT NOTES

The scope of work for the next phase of the project is to be determined but will likely include additional planning work. As a result the project will temporarily pause as Caltrain and City Staff discuss next steps.

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

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 | G | G | G |

| Progress (%) | Change Prev. Qtr. | EAC/Budget |
|---------------|-------------------|------------|
| 56.53% | 20.95% | 100% |

SCOPE Summary

The scope intended for this Project would include safety improvements at Watkins Ave include the following:

1. Installation of quad or exit gates
2. Installation of new pedestrian gates
3. Pavement markers and markings
4. Sidewalk improvements including guard railing and fencing
5. Installation of new sidewalk lighting
6. Contribute to the Atherton station site improvements done by the Town of Atherton

Project Manager: Robert Tam
Principal Designer: HNTB
Const. Contractor: Granite Rock

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% Development/IFB Complete | 07/31/22 | 07/31/22 | 0 | 0 |
| IFB | 09/30/22 | 09/30/22 | 0 | 0 |
| All Permits Received | 12/07/22 | 12/07/22 | 0 | 0 |
| Award Construction Contract | 01/05/23 | 12/01/22 | 35 | 0 |
| NTP | 02/06/23 | 02/06/23 | 0 | 0 |
| Gate 6 - Substantial Completion | 12/01/23 | 12/01/23 | 0 | 0 |
| Gate 7 - Start-Up / Turnover Complete | 01/31/24 | 01/31/24 | 0 | 0 |
| Gate 8 - Project Closeout Complete | 03/01/24 | 03/01/24 | 0 | 0 |

Watkins Ave Grade Crossing Safety Improvements

Project No. 100522

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 | |
| Construction ODCs | 2300 | 0 | 416 | 416 | 416 | 0 | 0.0% |
| Const./Impl. Contracts | 3100 | 2,000 | -1,100 | 900 | 900 | 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 | |
| Agency/ODCs | 5000 | 0 | 80 | 80 | 80 | 0 | 0 |
| Project Management | 5100 | 250 | 0 | 250 | 250 | 0 | 0 |
| Project & Document Control | 5200 | 50 | 70 | 120 | 120 | 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 | |
| Communications/P. Relations | 5700 | 0 | 10 | 10 | 10 | 0 | 0 |
| Human Resources | 5800 | 0 | 0 | 0 | 0 | 0 | |
| Safety/Security & Risk Mgmt. | 5900 | 0 | 25 | 25 | 25 | 0 | 0 |
| Equip./Material Purchases | 6100 | 25 | -25 | 0 | 0 | 0 | |
| CalMod Program | 7100 | 0 | 0 | 0 | 0 | 0 | |
| Oper. Support | 8100 | 100 | 400 | 500 | 500 | 0 | 0 |
| Subtotals | NA | 3,615 | -165 | 3,450 | 3,450 | 0 | 0 |
| Risks (known & unknown) | NA | NA | NA | NA | 711 | | |
| Contingency | 9900 | 560 | 151 | 711 | NA | 0 | 0 |
| Grand Totals | NA | 4,175 | -14 | 4,161 | 4,161 | 0 | 0 |

| | | | | | | |
|---|-----|---|-----|---|-----|--------|
| (*) ICAP already included in totals above | 147 | 0 | 147 | 0 | 147 | 100.0% |
|---|-----|---|-----|---|-----|--------|

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 Title | 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 |
| Member Agency Funds--Santra Clara-VTA General Funds | Other | 50 | -14 | 36 | 36 | 0 |
| Totals | | 4,175 | -14 | 4,161 | 4,161 | 0 |

Watkins Ave Grade Crossing Safety Improvements

Project No. **100522**

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

Held weekly construction meeting with the Contractor Graniterock. The contractor received approval for the City of Atherton's encroachment permit. Held a pre-construction meeting with PG&E. The contractor installed the retaining walls and concrete track panels.

NEXT KEY ACTIVITIES

Finish construction and obtain substantial completion.

PROJECT NOTES

None.

PROJECT PHOTOS

To be updated.



**Pedestrian & Bicycle Program
FY 2023 Q4 - Quarterly Status Report**

| Sponsor | Project Name | Fund Phase(s) | Project Status | Award Date | Expected Completion | Scope of Work Agreement Expiration Date | Measure A Funds Awarded | Measure W Funds Awarded | Expended Funds ¹ | Remaining Funds |
|------------------------|---|------------------|--|------------|---------------------|---|-------------------------|-------------------------|-----------------------------|-----------------|
| Burlingame | Burlingame Station Pedestrian Improvements Project | CON | All major construction milestones are completed with the PG&E power connection as the last remaining item. Forecasted to be completed by September 2023. | Dec 2020 | Jun 2023 | May 2024 | \$0 | \$600,000 | \$0 | \$600,000 |
| Burlingame | California Drive Bicycle Facility | CON | The project was put on a brief hold and the construction start date has been changed from May 2023 to July 2023. | Dec 2020 | Sep 2023 | Mar 2024 | \$800,000 | \$0 | \$0 | \$800,000 |
| Daly City | John Daly Blvd./Skyline Blvd. Pedestrian Connection Project | PS&E, CON | The City awarded a contract for professional design and surveying services. | Dec 2020 | Feb 2025 | May 2026 | \$0 | \$620,800 | \$0 | \$620,800 |
| Daly City | Mission Street Streetscape Project | PS&E, CON | Construction work continued and included foundation work and the installation of streetlight poles, Rectangular Rapid Flashing Beacon (RRFB), and bulb-outs. | Mar 2018 | Jun 2023 | Jul 2023 | \$810,000 | \$0 | \$84,277 | \$725,723 |
| Daly City | Vision Zero Community Outreach Program | Non-Infra | The Vision Zero informational videos for youth and seniors have been finalized and posted. The City attended school assemblies to educated students about the Vision Zero Action Plan. | Dec 2020 | Mar 2023 | May 2023 | \$0 | \$50,000 | \$26,644 | \$23,356 |
| Half Moon Bay | Pacific Coast Bikeway Connectivity Project North | PAED, PS&E, ROW | The IS/MND (Project Initial Study/Mitigated Negative Declaration) was adopted and the Coastal Development Permit (CDP) was issued by the Planning Commission. | Mar 2018 | Sep 2023 | Sep 2023 | \$315,000 | \$0 | \$202,774 | \$112,226 |
| Menlo Park | Haven Avenue Streetscape Project | PAED, PS&E, CON | Work continued. Progress report not received on time. | Apr 2014 | Oct 2024 | Original: 4/2021 Extension: 12/2024 | \$170,000 | \$0 | \$32,294 | \$137,706 |
| Menlo Park | Menlo Park Bike/Ped Enhancement Project | PS&E, CON | Work continued. Progress report not received on time. | Mar 2018 | Mar 2023 | Jul 2023 | \$805,600 | \$0 | \$296,453 | \$509,147 |
| Town of Portola Valley | Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project | ROW, CON | Design work continues at 90% completion and anticipates going to bid for construction within the next 6 months. | Dec 2020 | Dec 2023 | May 2024 | \$0 | \$58,226 | \$0 | \$58,226 |
| Town of Portola Valley | Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project | CON | Design work continues at 90% completion and anticipates going to bid for construction within the next 6 months. | Dec 2020 | Dec 2023 | Mar 2024 | \$0 | \$102,703 | \$0 | \$102,703 |
| Redwood City | Hopkins Avenue Traffic Safety Implementation Project | CON | Construction for paving work has been completed. Forecasted completion for construction is August 2023 with close out of the project next quarter. | Dec 2020 | Mar 2023 | Jul 2024 | \$0 | \$360,000 | \$0 | \$360,000 |
| San Bruno | Huntington Bikeway and Pedestrian Safety Project | PS&E, ROW, CON | Design is completed at 100%. The project is finalizing Right of Way (ROW) certification. | Dec 2020 | Dec 2023 | Oct 2026 | \$1,401,000 | \$0 | \$0 | \$1,401,000 |
| San Carlos | Holly Street Highway 101 Interchange Project | CON | Deprogramming of project funds will be brought to SMCTA September Board meeting. | Dec 2022 | Oct 2026 | N/A | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| County of San Mateo | Santa Cruz Avenue and Alameda de las Pulgas Improvement Project | PAED, PS&E | Final comments on community concerns were being addressed and incorporated into the draft 100% plans and specifications. | Dec 2020 | Jul 2023 | Jun 2023 | \$0 | \$700,000 | \$289,053 | \$410,947 |
| San Mateo | Hillsdale Caltrain Station Bicycle Access Gap Closure Project | PLAN, PAED, PS&E | Finalized amendment for expanded scope and budget for the project. The amendment was approved at the June 5 City Council meeting. Project work restarted late June. | Dec 2020 | June 2023 | Dec 2023 | \$153,000 | \$0 | \$0 | \$153,000 |

Notes:
1. Expended funds refers to actual amounts of quarterly invoiced and reimbursed Measure A or Measure W funding for the reporting period. This may vary from monthly City expenses.



Ferry Program
FY 2023 Q4 - Quarterly Status Report

| Sponsor | Project Name | Fund Phase(s) | Project Scope | Project Status | Measure A Funds Allocated | Expended Funds | Remaining Funds |
|---------------------|---|---|--|---|---------------------------|----------------|-----------------|
| Redwood City | Redwood City Ferry Terminal Project | Preliminary Engineering & Environmental | This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for 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. | The Notice to Proceed to CDM Smith was issued on April 24, 2023. A scope of work was finalized and the estimate was received on June 27, 2023 to conduct detailed hydrographic and topographic surveys of the site. | \$3,499,200 | \$0 | \$3,499,200 |
| South San Francisco | South San Francisco Second Ferry Terminal Project | Planning (Feasibility Study) | Preparation of a Feasibility Study and Preliminary Engineering for a second ferry terminal to support public water taxi ferry service at Oyster Point in the City of South San Francisco. The Study will provide information on the viability of a public ferry service expansion beyond the existing Water Emergency Transportation Authority (WETA) public ferry service in South San Francisco as an essential first step before further effort is taken to develop a new ferry terminal. The San Mateo County Transportation Authority (TA) funded \$8.1 million for the construction of the existing WETA terminal. The feasibility study and preliminary engineering is scheduled to finish by June 2023. | 35% Grading Plans were updated. | \$350,000 | \$106,142 | \$243,858 |

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Executive Officer, Transportation Authority

Subject: **Deprogramming and Deallocation of Three Pedestrian and Bicycle Program
2022 Cycle 6 Projects**

Action

Staff proposes the Board of Directors (Board) deprogram and deallocate the following Pedestrian and Bicycle Program funds awarded by the San Mateo County Transportation Authority (TA) in December 2022:

1. \$1 million in Measure A funding for the City of San Carlos' Holly Street-Highway 101 Interchange project; and
2. A total of \$4 million in Measure W funding for the County of San Mateo's Alameda de las Pulgas Complete Streets Project and Santa Cruz Avenue Complete Streets Project.

Significance

In August 2022, the TA issued its sixth Pedestrian and Bicycle Program Call for Projects (CFP), announcing the availability of up to \$17.7 million in Measure A and Measure W funds. This was the second Pedestrian and Bicycle CFP to include two full years of revenues from both measures. At the December 2022 TA Board meeting, 25 projects were awarded funding in the amount of \$21,870,754. Three of the awarded projects have since been either discontinued or were awarded other sufficient external grant funding to replace the planned TA contributions.

City of San Carlos US 101/Holly Street Pedestrian and Bicycle Overcrossing Project

The City of San Carlos received funds for the US 101/Holly Street Pedestrian and Bicycle Overcrossing Project as part of the TA's 2015 (Cycle 3) CFP. Multiple conditions and competing projects in the area interfered with the City's ability to use previously-awarded TA funds on the schedule required for TA grantees. As part of the Cycle 6 Pedestrian and Bicycle Program, \$1 million in Cycle 3 funds were de-programmed so that the City could be awarded the same amount of new Cycle 6 funds, which reset the clock for timely use of funds on this project by December 2023.

In March 2023, the City of San Carlos submitted a letter to the TA Executive Director indicating the City will no longer be pursuing the interchange and pedestrian overcrossing project. The City is not able to meet requirements for retaining the Cycle 6 funds has not been able to

identify how to fully fund the project. TA staff now proposes to deprogram and deallocate the \$1 million Cycle 6 Pedestrian and Bicycle Program Measure A funding awarded to the project, and make the funds available for other future projects in the next Pedestrian and Bicycle Program CFP.

County of San Mateo Alameda de las Pulgas Complete Streets Project and Santa Cruz Avenue Complete Streets Project

The County of San Mateo applied for two projects as part of the Cycle 6 Pedestrian and Bicycle CFP. The projects originally were conceived as a larger combined project, but the County of San Mateo broke the project into two individual projects that could be constructed separately if only one project was able to be funded. As part of the TA Cycle 6 Pedestrian and Bicycle CFP the County was awarded \$2 million toward each project.

In parallel to the TA CFP, the County also applied to the State and Regional Active Transportation Program (ATP) to fund the projects. Subsequently, the TA put a condition on the County's Cycle 6 award that required the County to take the state or regional ATP funding, if awarded, to preserve Measure W funding for other future projects. In Spring 2023, the County was notified that the combined Alameda de las Pulgas and Santa Cruz Avenue Complete Streets Project was awarded \$5,435,000 in Regional ATP funding by the Metropolitan Transportation Commission. TA staff, with concurrence from the County, now proposes to deprogram and deallocate Cycle 6 Pedestrian and Bicycle Program Measure W funding awards to the two projects, which will make the full \$4 million in funds available for other future projects in the next CFP.

Budget Impact

Due to the deprogramming and deallocation of the above Pedestrian and Bicycle funds, \$5 million will be made available in future Calls for Projects cycles for the Pedestrian and Bicycle program.

Background

The TA's Pedestrian and Bicycle Program provides funding for the development and construction of bicycle and pedestrian facilities to encourage and improve biking and walking. Three percent of New Measure A sales tax revenue and five percent of Measure W of sales tax revenue is available to support the Pedestrian and Bicycle Program.

Prepared By: Patrick Gilster, AICP Director, Planning and Fund Management 650-622-7853

Resolution No. 2023-

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

* * *

Deprogramming and Deallocating a Combined \$5 Million from the Holly Street-Highway 101 Interchange, Alameda de las Pulgas Complete Streets and Santa Cruz Avenue Complete Streets Pedestrian and Bicycle Program Projects

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

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

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

Whereas, the 2004 Transportation Expenditure Plan designates 3 percent of New Measure A revenues, and the Congestion Relief Plan designates 5 percent of Measure W revenues, to fund pedestrian and bicycle projects; and

Whereas, on December 1, 2022, per Resolution No. 2022-39, the TA Board of Directors (Board) programmed and allocated a total of \$21,870,754 to the 25 top-ranked projects identified through the Cycle 6 Pedestrian and Bicycle Program Call for Projects, including \$1 million in Measure A funds for the City of San Carlos' Holly Street-Highway 101 Interchange project and \$2 million each in Measure W funds for the County of San Mateo's Alameda de las Pulgas Complete Streets Project and Santa Cruz Avenue Complete Streets Project; and

Whereas, in March 2023, the City of San Carlos submitted a letter to the TA Executive Director indicating the City will no longer be pursuing the Holly Street-Highway 101 Interchange project; and

Whereas, the County of San Mateo awards referenced above included a condition that the County would accept state or other regional funding, if received for the projects, to preserve local Measure W funding for other future projects; and

Whereas, the County was successful in securing a Regional Active Transportation Grant from the Metropolitan Transportation Commission in Spring 2023 that is sufficient to complete both the Alameda de las Pulgas and Santa Cruz Avenue Complete Streets Projects; and

Whereas, staff recommends the Board deprogram and deallocate \$1 million in Measure A funds previously awarded to the City of San Carlos, and \$4 million in Measure W funds previously awarded to County of San Mateo, for the projects described above.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby:

1. Deprograms and deallocates \$1 million in Measure A Pedestrian and Bicycle Program funds awarded to the City of San Carlos Holly Street-Highway 101 Interchange project pursuant to TA Resolution No. 2022-39;

2. Deprograms and deallocates a total of \$4 million in Measure W Pedestrian and Bicycle funds awarded to the County of San Mateo for the Alameda de las Pulgas and Santa Cruz Avenue Complete Streets Projects pursuant to TA Resolution No. 2022-39; and
3. Authorizes the Executive Director, or her designee, to take any actions necessary to give effect to this resolution.

Regularly passed and adopted this 7th day of September, 2023 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: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Program and Allocate \$9,650,560 in Measure A Funds to the San Mateo County Transit District for the SamTrans Paratransit Program and Caltrain**

Action

Staff recommends the San Mateo County Transportation Authority (TA) Board of Directors (Board):

1. Program and allocate \$4,650,560 in Measure A funds from the Paratransit Program category to the San Mateo County Transit District (District) for its Paratransit Program in Fiscal Year 2024 (FY24);
2. Program and allocate \$5,000,000 in Measure A funds from the Caltrain Program category to the District for San Mateo County's share of local match for the Peninsula Corridor Joint Powers Board's (JPB) FY24 Capital Budget; and
3. Authorize the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Significance

The TA's 2004 Transportation Expenditure Plan (2004 TEP) dedicates 4 percent of Measure A sales tax revenues, budgeted to be \$4,650,560 in FY24, to the District for the operating and capital needs of Redi-Wheels paratransit and other accessible services to eligible seniors and people with disabilities.

The 2004 TEP also dedicates 16 percent of Measure A sales tax revenues to the Caltrain Program category for JPB capital and operating needs. Responsibility for the local match needed for the JPB's FY2024 Capital Budget is equally shared by the three JPB member agencies (the District, the Santa Clara Valley Transportation Authority, and the City and County of San Francisco). The total local match required for Caltrain's Capital Program in FY24 is \$15.0 million (M), of which San Mateo County's share is \$5.0M. This amount can be funded from anticipated FY24 Measure A revenues in the Caltrain Category. The proposed allocation of Measure A funds, combined with San Francisco and Santa Clara Counties' shares of local match, will be used to leverage Federal and State grants to fund capital improvements necessary to maintain the railroad in a state of good repair, and make other system-wide Caltrain infrastructure improvements.

Budget Impact

The proposed allocation of \$4,650,560 to the District's Paratransit Program is included in the TA's FY24 Adopted Budget under the Paratransit category.

The proposed allocation of \$5.0 M to the District for San Mateo County's share of local matching funds for the Caltrain Capital Budget is included in the TA's FY24 Adopted Budget as the San Mateo Local Share under the Caltrain Program category.

FY24 San Mateo County's share of Caltrain Capital Budget will fund the following Caltrain Capital Projects. Descriptions of the projects appear in Exhibit A.

| Caltrain Project Name | FY24 San Mateo County Share |
|---|------------------------------------|
| San Francisquito Bridge Acoustic Monitoring System | \$2,028,704 |
| State of Good Repair Maintenance of Way Track - Track Equipment | 180,345 |
| Right of Way Fencing | 1,191,951 |
| Municipal Separate Storm Sewer System (MS4) Trash Management | 200,000 |
| Support for Property Mapping | 520,000 |
| Capital Planning | 359,000 |
| Level Boarding Roadmap | 520,000 |
| Total | \$5,000,000 |

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, including Caltrain, Local Shuttles, Accessible Services, Ferry, the Dumbarton Corridor and Bay Area Rapid Transit. Funding for the Paratransit allocation is contained in the Accessible Services mode.

The TA's Strategic Plan, most recently 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 allocations are consistent with the TA's current Strategic Plan.

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

Resolution No. 2023-

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

* * *

**Programming and Allocating \$9,650,560 in Measure A Funds to the San
Mateo County Transit District for the SamTrans Paratransit Program and Caltrain**

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 half-cent transactions and use tax for an additional 25 years (New Measure A) 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 2004 TEP designates 4 percent of New Measure A revenues to support the operating and capital needs of providing paratransit or other accessible services to eligible seniors and people with disabilities in San Mateo County; and

Whereas, the 2004 TEP also designates up to 16 percent of New Measure A revenues to support the San Mateo County Transit District's (District) share of the Peninsula Corridor Joint Powers Board's (JPB) annual Caltrain operating and capital costs; and

Whereas, the District's share of Caltrain Capital Program is combined with San Francisco and Santa Clara Counties' equal shares to provide a portion of the annual Caltrain Capital Program and be leveraged to attain other Federal and State financial support; and

Whereas, consistent with the TA's Fiscal Year 2024 (FY24) Budget, the Executive Director proposes that the Board of Directors program and allocate a total of \$9,650,560 in Measure A funds as follows:

1. \$4,650,560 from the Paratransit Program category to the District for its Paratransit Program in FY24;
2. \$5,000,000 from the Caltrain Program category to the District for San Mateo County's share of local match for the JPB's FY24 Capital Budget; and

Whereas, the proposed allocations are consistent with the 2004 TEP and the TA's Strategic Plan 2020-2024.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby programs and allocates a total of \$9,650,560 in Measure A funds to the San Mateo County Transit District as detailed above; and

Be It Further Revolved that the Board hereby authorizes the Executive Director or designee to execute any necessary agreements or other documents, or take any other actions necessary, to encumber the subject funding.

Regularly passed and adopted this 7th day of September, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Exhibit A

Caltrain Project Descriptions

This document summarizes the Caltrain capital projects that will be funded from the San Mateo County Transportation Authority \$5 million Measure A contribution to the Caltrain Fiscal Year 2024 Capital Budget.

1. San Francisquito Bridge Acoustic Monitoring System - \$2,028,704

Project Description:

San Francisquito Creek Bridge is approaching the end of its useful service life. Recent in-depth inspection and analysis revealed the bridge is rated below American Railway Engineering and Maintenance-of-Way Association's (AREMA) freight loading requirements and restrictions. The analysis also revealed some bridge components have an increased risk for cracking. Until sufficient funds are available for bridge replacement, Caltrain will use the Measure A funds procure and install an Acoustic Monitoring System to provide more timely notice of potential cracks or damage to key structural elements.

2. State of Good Repair Maintenance of Way Track – Track Equipment - \$180,345

Project Description:

The purpose of this project is to support the purchase of track Maintenance-of-Way equipment to keep the track in a state of good repair. The project includes the procurement of a dump truck, tractor with mower, forklift, tamper, welding truck, tie crane, tie exchanger, and an excavator.

3. Right of Way Fencing - \$1,191,951

Project Description:

The Right of Way (ROW) Fencing project will continue to install vandal-resistant fencing at key locations along the Caltrain main line rail corridor to deter trespassing. The work is planned in at various locations along the corridor in San Mateo County, the City/County of San Francisco, and the County of Santa Clara.

4. Municipal Separate Storm Sewer System (MS4) Trash Management - \$200,000

Project Description:

The MS4 Project will design and implement a trash capture system required to maintain the Municipal Separate Storm Sewer System (MS4) National Pollutant Discharge Elimination System (NPDES) permit. Implementation and certification must be completed by 2030. The funds will be used to design, procure, and install the storm drain filtering system.

Exhibit A Caltrain Project Descriptions

5. Support for Property Mapping - \$520,000

Project Description:

This project will procure land surveying services necessary to produce accurate mapping of Caltrain's properties. The scope of work includes field surveys, property boundary resolutions, obtaining title reports, performing research, setting property corners, providing exhibits, and filing Record of Surveys.

6. Capital Planning - \$359,000

Project Description:

The Caltrain 10-year Capital Improvement Plan (CIP) will provide the roadmap for Caltrain's involvement and leadership in the programming and development of capital projects across the corridor. The CIP will also include the development of a prioritization framework to provide a structured, evidence-based, and equitable decision-making framework to prioritize investments in capital projects.

7. Level Boarding Roadmap - \$520,000

Project Description:

This project will develop a plan for vehicle and platform modifications to accommodate systemwide level boarding. This includes technical, regulatory, freight, and operational interface evaluation. It will also conduct research on best practices, document constraints and challenges, and develop a long-term plan and path to completion.



BOARD OF DIRECTORS 2023

RICO E. MEDINA, CHAIR
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APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: August 31, 2023
To: TA Board of Directors
From: April Chan, Executive Director

2023 Highway Program Call for Projects Preview

The 2023 Highway Program Call for Projects (CFP) was released on July 5, 2023 with applications due August 25, 2023. As part of the CFP, the TA requires potential applicants to fill out a Notice of Intent to Submit Survey to indicate which projects they will be applying for, how much money they intend to request, and if they're interested in early submittal reviews of their applications. As of the survey due date on July 28, 2023, the TA received 13 responses from 10 different sponsors proposing to request approximately \$150 million.

South Linden Avenue and Scott Street Grade Separation

In March 2023, the Board programmed and allocated \$4.9 million in Measure A grade separation program funds to the South Linden Ave and Scott Street grade separation project, located in the Cities of South San Francisco and San Bruno, to help fund the preliminary engineering and environmental clearance of the project.

Since the allocation in March 2023, the cities and Caltrain staff have developed the scope of work for this phase as well procured consultant resources to undertake the work. The project team will focus on data collection and value engineering (VE) of the preferred alternative selected in the Project Study Report that was completed April 2021, with the goal of improving and refining the design, while looking for ways to reduce cost and schedule impacts to the project. The findings and recommendations will be documented in a Preliminary Engineering Report (PER) that will be issued this fall. This report will serve as the basis for advancing the development of the grade separation design. Following the completion of the PER, Caltrain's Environmental Planning team will begin work on obtaining NEPA and CEQA clearance for the project. The preliminary design and environmental clearance phase is anticipated to be complete by fall 2024.

US 101 Cordilleras Creek Bridge Replacement Update

At the April 2023 Board meeting, Caltrans presented to the Board regarding the replacement of the Cordilleras Creek Bridge located on U.S. 101 in Redwood City, between the Whipple Avenue and Brittan Avenue exits. As previously shared, the work will involve long-weekend, full closures of the northbound and southbound sides of U.S. 101. While the work was originally scheduled to take place during the summer months, delays in receiving materials required to construct the project have pushed the project schedule into this fall. The project team has tentatively scheduled closures for Late September through Mid-October. Caltrans will notify stakeholders well in advance of the final dates selected to complete the work.

Regional Transit Connections Plan Update

Staff has procured consultant services to complete the Regional Transit Connections (RTC) Plan and work is slated to begin this fall. The RTC Plan is envisioned to provide policy direction for the implementation of the RTC Program and will develop a suite of planning, operating and capital recommendations based on the ability of projects to improve regional access for San Mateo County residents, workers and visitors. The RTC Plan will also include a set of evaluation guidelines for Calls for Projects designed to reflect the Measure W Core principles. According to the TA Strategic Plan 2020-2024, the RTC Program is estimated to accrue approximately \$9.1 million annually.

As part of the RTC Plan development, TA staff and the consultant team will lead a robust public participation process consisting of pop-up events, virtual community meetings, surveys, and community organization partnerships that will capture information about how people travel to/from San Mateo County and what the regional transit needs are. Engagement will be focused on connecting with underserved households with support from community-focused organizations who can help expand the TA's reach. Major transit and transportation agencies including SamTrans, Caltrain, BART, WETA, AC Transit, SFMTA, Commute.org and MTC will also be engaged throughout plan development as part of a working group to provide advice and feedback.

Technical analysis will begin in October 2023, countywide public engagement will begin in February 2024, and the final RTC Plan is expected for completion by Fall 2024.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **101 Corridor Connect Program Update**

Action

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

Significance

Staff kicked off an initiative in early 2023 to create a coordinated multimodal approach to planning for congestion management along US 101 throughout San Mateo County. The first of the approach was to work with TA and C/CAG Executive Staff and project partners to develop a unified vision and branding effort for the entirety of US 101. The branding effort culminated in a new program now referred to “US 101 Corridor Connect.” The overall US 101 Corridor Connect Program is intended to assist the TA and its project partners with future grant and funding efforts and help identify priority countywide projects that the TA may assist with.

A presentation will be provided by TA staff introducing the new US 101 Corridor Connect Program and detail how local jurisdictions will be involved in subsequent phases of the project.

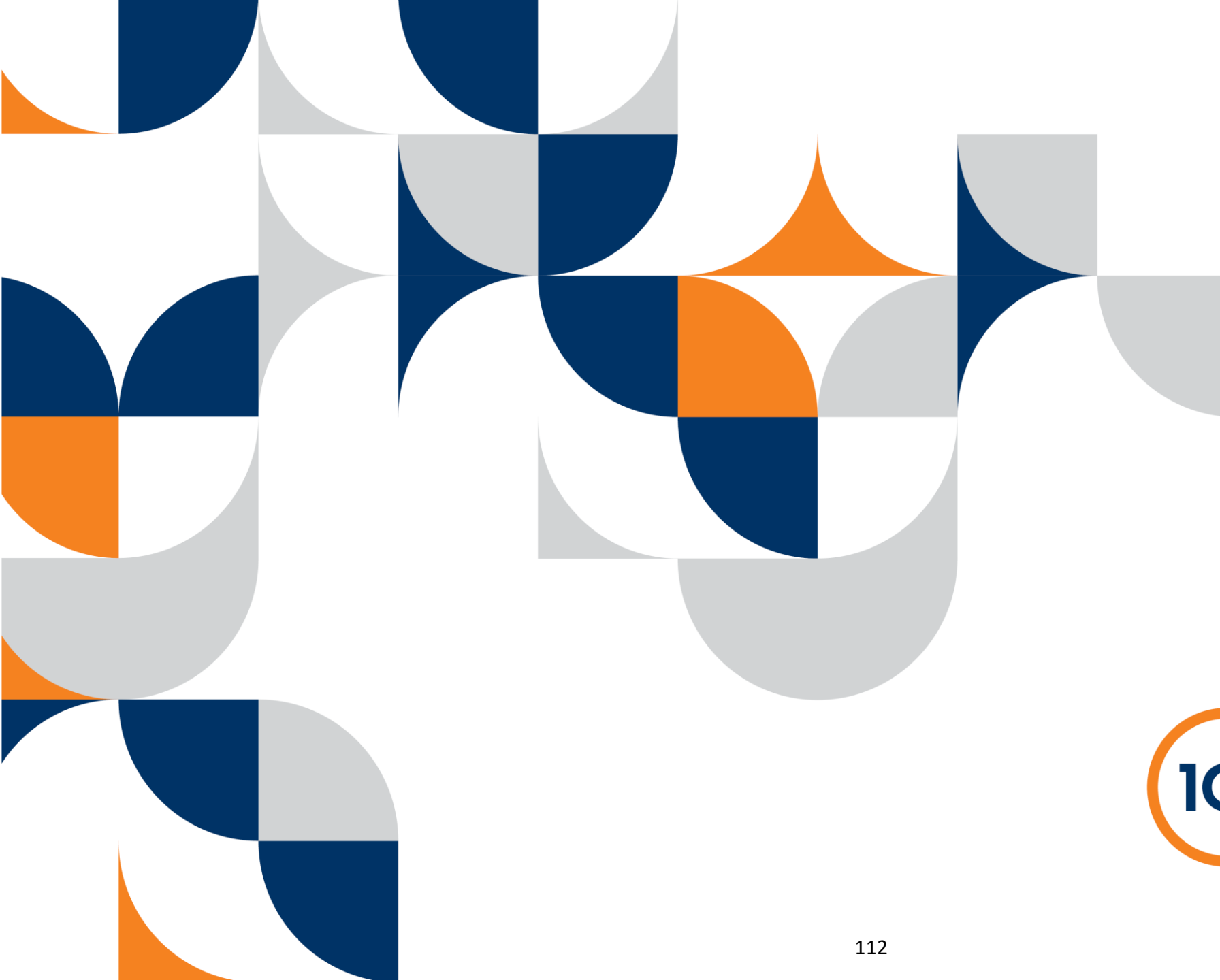
Budget Impact

There is no budget impact.

Background

The 101 Corridor Connect program aims to establish bundles of projects that will improve mobility along the US 101 corridor in San Mateo County. Multimodal corridor strategies will be developed for North, Mid, and South County with input from local partners and will include robust community engagement efforts to help prioritize projects. 101 Corridor Connect focuses on enhancing all modes of transportation (driving, transit, and active transportation) within a one-mile buffer of US 101 to ensure all travelers can access destinations efficiently and safely.

Prepared By: Martin Reyes, PE, AICP Planning Administrator 650-508-6211
Planning and Fund Management



101 corridor connect

MOVING THE PENINSULA FORWARD

What is 101 Corridor Connect?

A program of multimodal projects that will improve mobility along the US 101 corridor.

Program partners include C/CAG, Caltrans, cities, and San Mateo County.

Why do we need 101 Corridor Connect?

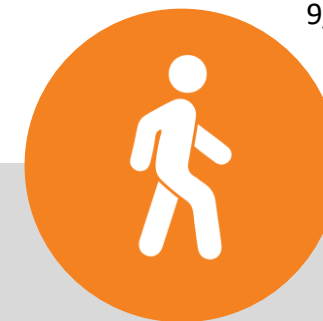
- Establishes vision for how to improve mobility along the corridor at a multimodal, countywide scale
- Identifies key projects that will help the TA and local jurisdictions be competitive in future regional, state and federal grant opportunities
- Prioritizes projects that the TA can use technical assistance to help implement and identify funding strategies

101 Corridor Connect Goals



Safe

Enhance safety for users of the transportation network



Connected

Connect people to the places they need to go



Sustainable

Improve air quality and reduce emissions



Inclusive

Increase access for underserved communities

What is a Multimodal Strategy?

Multimodal Strategies will be developed for the entire 101 corridor as the first initiative of 101 Corridor Connect.

The Multimodal Strategies will identify and prioritize needed projects in San Mateo County. Projects will include highway, active transportation, transit, and other types of improvements.

101

Multimodal Strategies

North County, Mid County and South County

1 North County

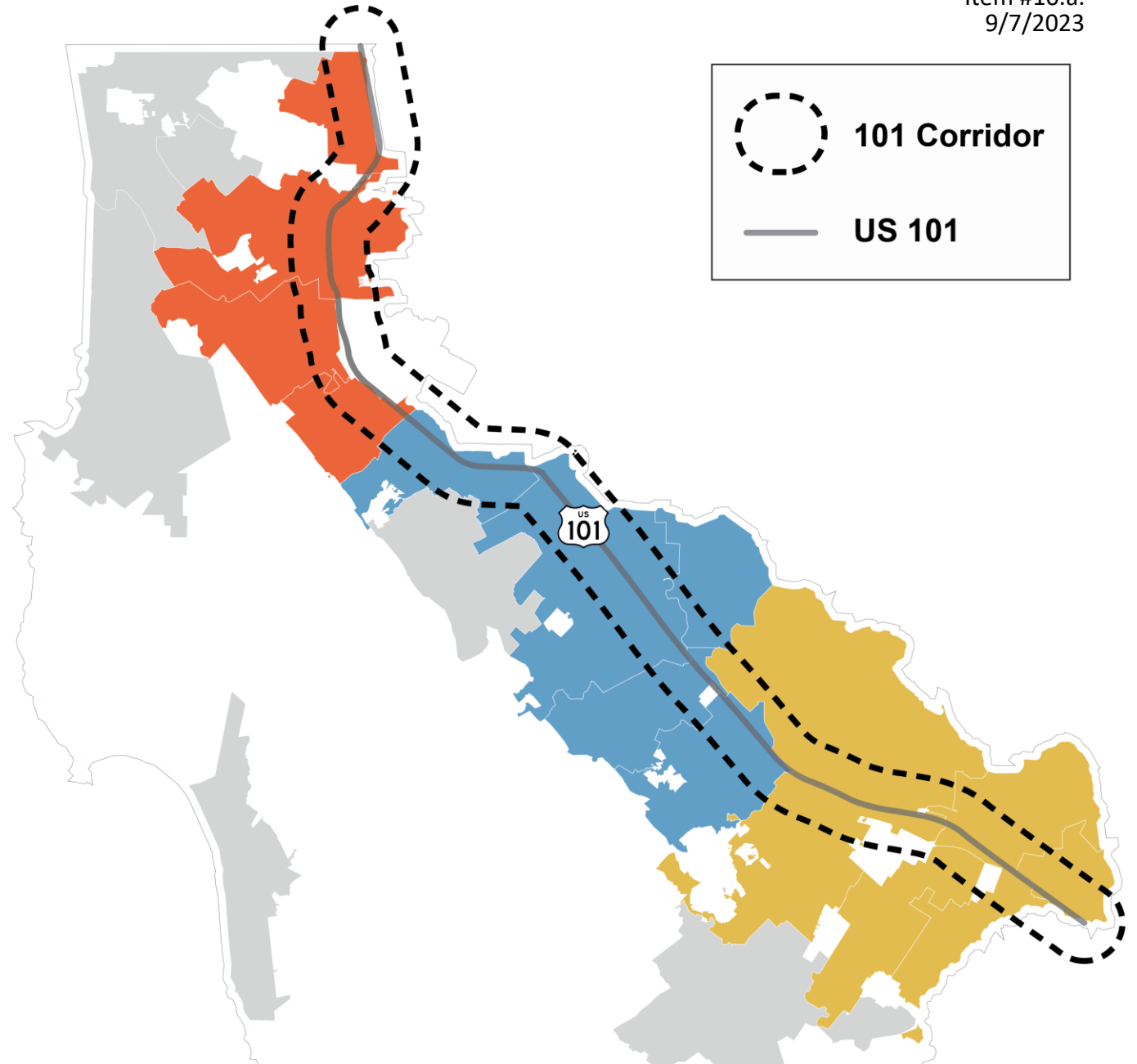
Brisbane, Millbrae, San Bruno,
South San Francisco
Now – Spring 2024

2 Mid County

Belmont, Burlingame, Foster
City, San Carlos, San Mateo
Begins Summer 2024

3 South County

Atherton, East Palo Alto,
Menlo Park, Redwood City
Begins in 2025



Multimodal Strategy Components

- 1 Existing Conditions Report
- 3 Community/ Stakeholder Engagement

- 2 Project Inventory
- 4 Prioritization and Implementation Plan



Community/ Stakeholder Engagement

for Multimodal Strategies

Components

- Webpage
- Surveys
- Pop-Up Events
- Community Organization Partnerships
- Virtual Community Meetings
- Stakeholder Presentations
- Project Working Group Meetings
- Multilingual documents and interpretation will be provided during outreach

101

North County Multimodal Strategy Schedule



Thank You

For any questions, please contact:

Martin Reyes

Principal Transportation Planner

ReyesM@samtrans.com

Amy C. Linehan

Government and Community Affairs Officer

LinehanA@samtrans.com



101/92 Mobility Hub and Smart Corridor Concept Plan

PROGRESS REPORT



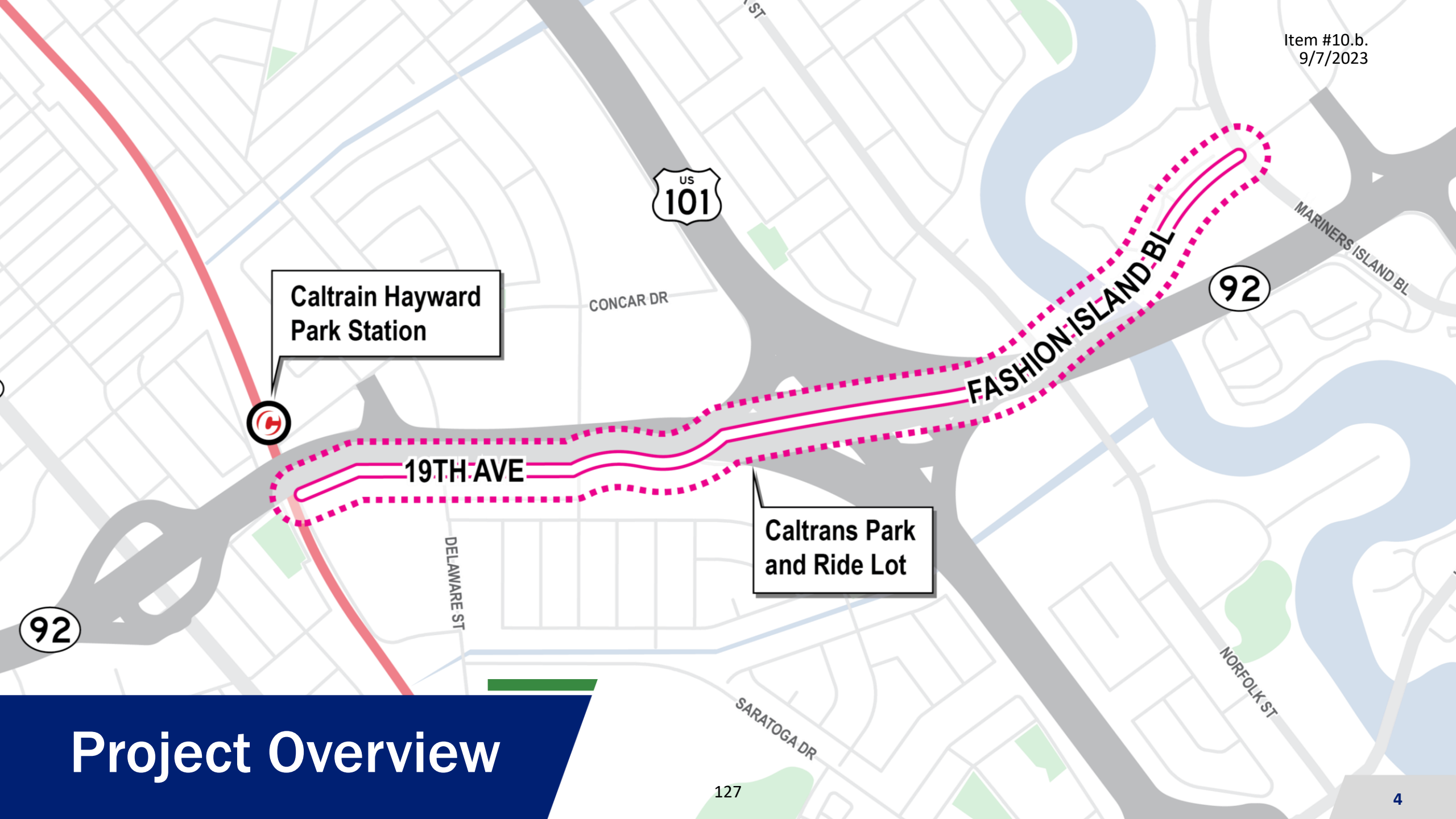
What is the 101/92 Mobility Hub and Smart Corridor Concept Plan?

The 101/92 Mobility Hub and Smart Corridor Concept Plan will establish the vision for corridor improvements along a 1.3 mile stretch of Fashion Island Boulevard and 19th Avenue and a new Mobility Hub.

What is the 101/92 Mobility Hub and Smart Corridor Concept Plan?

The Concept Plan is the first major non-highway initiative being led by the TA through its local assistance services.

The City of San Mateo is the project sponsor, the TA is the implementing agency, and SamTrans is a project partner. The TA is also leading funding strategy for remaining project phases.



Caltrain Hayward
Park Station

Caltrans Park
and Ride Lot

Project Overview

Mobility Hub

- Serve future SamTrans Express Bus
- Serve current private sector and future public shuttles
- Add opportunities for first/last mile services

Smart Corridor

- Class IV Separated Bikeway
- Smart Technology
- Pedestrian and Intersection Improvements

Priority Features

Mobility Hub

- Real-time transit arrival information
- Bike parking
- Passenger pick-up/drop-off areas
- Electric charging
- Micromobility access

Smart Corridor

- Bus shelters with real-time arrival information
- Trash cans with smart sensors
- Public wi-fi
- Public benches with USB charging

Optional Features

Concept Plan Components

- 1 Existing Conditions Report
- 2 Mobility Hub and Smart Corridor Toolkit
- 3 Community/Stakeholder Engagement
- 4 Conceptual Design Alternatives
- 5 Final Concept Plan

Tasks Completed

- Existing Conditions Report
- Mobility Hub and Smart Corridor Toolkit
- 1st Phase Community/Stakeholder Engagement

Tasks in Progress

- Survey Live Until September 15
- Conceptual Design Alternatives

Tasks Starting Soon

- 2nd Phase of Community/Stakeholder Engagement – February 2024



Progress Update

1st Phase Engagement Activity Summary

- **2 Pop-Up Events/over 60 community member interactions**
- **1 Infrastructure Ride/Walk Audit**
- **1 HOA Presentation**
- **Business Stakeholder, Community Stakeholder and Project Advisory Group Meetings**
- **Online Survey**



What We've Heard So Far...

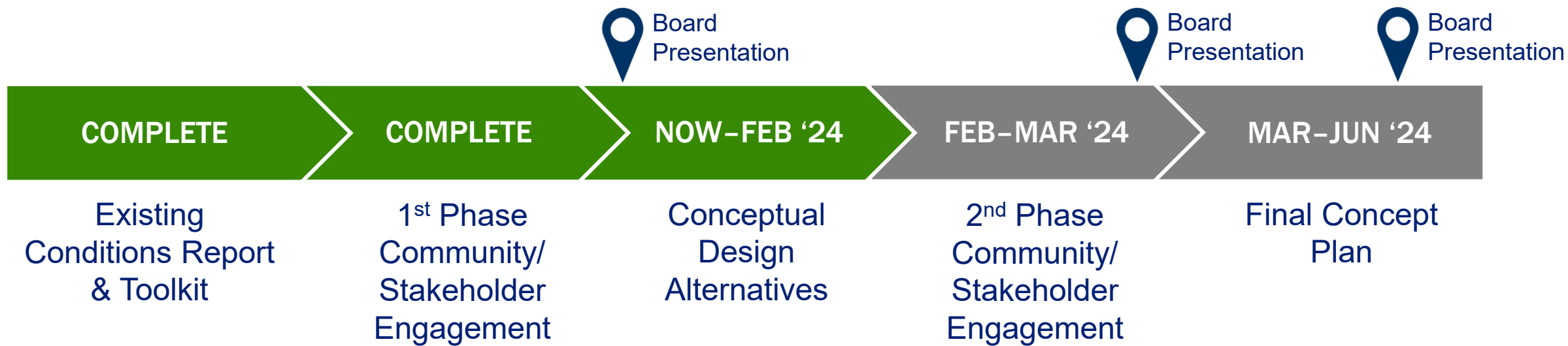
Support

- **Bike lanes with protection**
- **Better access to Caltrain Hayward Park Station**
- **Improvements to make it easier to walk along the corridor**
- **General support for Mobility Hub**
- **Connections to nearby destinations**

Challenges

- **Feels stressful riding bikes or walking near/underneath freeway**
- **Crime, unhoused**
- **Too much traffic around the area**
- **Nearby school informally uses park and ride as a pick-up/drop-off area**
- **Preservation of parking**

What We've Heard So Far...



Schedule

Thank You

For any questions, please contact:

Martin Reyes
Principal Transportation Planner
ReyesM@samtrans.com

Amy C. Linehan
Government and Community Affairs Officer
LinehanA@samtrans.com

For more information, please visit:

www.smcta.com/10192mhsc



**San Mateo County Transportation Authority
Staff Report**

TO: Board of Directors
Through: April Chan, Executive Director
From: Casey Fromson, Chief Communications Officer
Subject: **State and Federal Legislative Update**

Action

Staff proposes the Committee recommend the Board receive the attached federal and state legislative updates.

Significance

The 2023 Legislative Program establishes the principles that 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 23, 2023

Both the House and Senate are in recess for the traditional August break. The House is expected to return on September 12 and the Senate will return on September 5. Upon returning, one of the first orders of Congressional business will be to negotiate and pass a continuing resolution (CR) to fund the government past the September 30 end of the fiscal year.

Passing a CR is never easy and this year promises to be more of the same. The House Freedom Caucus (HFC) is already demanding additional spending cuts and more border funding and the Administration is hoping for \$40 billion supplemental to cover Ukraine aid and disaster costs. Previously, Speaker McCarthy indicated he wants to pass a CR running “no later than early December.” Appropriations staff are assuming this means December 8, but nothing official so far on that. It is also possible that they will pass a couple of short term CRs through early December.

The Board will be updated as this unfolds.

A CR will be required because Congress has not passed any of the 12 annual appropriations bills. Recall, following the adoption of the Fiscal Responsibility Act (FRA) in early June, the House and Senate both adopted separate FY 2024 appropriations allocations and have completed full committee markups of all 12 annual appropriations bills. The full House passed the Military Construction bill in July, but the Senate has not moved any FY 2024 bills.

Slowing down consideration of these bills is the difference in spending levels being used by each chamber. The Senate topline is \$1.59 trillion, per the FRA, but the House is using \$1.47 trillion which is the FY 2022 spending level. FY 2023 spending was \$1.60 trillion and the \$120 billion difference between the House and Senate numbers, new HFC demands for additional cuts, and policy riders relating to abortion, diversity, equity, and inclusion, and gender-affirming care will continue to present problems in resolving the FY 2024 bills.

The House Transportation, Housing and Urban Development (THUD) Appropriations bill has a \$500,000 earmark sponsored by Rep. Mullin for the 19th Avenue bikeway project. Note: The House allocation for the THUD bill is \$31.7b lower than the FY 2023 enacted level. The House committee made up for this cut by rescinding IRS funding (\$25 billion) and other previously appropriated funding. The Senate bill does not have these cuts or rescissions.

We will keep you posted on new developments relating to the FY 2024 appropriations and budget cycle.



August 14, 2023

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

RE: STATE LEGISLATIVE UPDATE – AUGUST

The legislature reconvened from summer recess on August 14. Fiscal committees must complete their business by September 1, and all business by the floor of each house must conclude by September 14 to be considered for signature by the Governor by October 14.

Brown Act Update

During the COVID-19 pandemic, the need for social distancing made the usual practices for public meetings—particularly having people gather in indoor spaces—impossible to continue. Governor Gavin Newsom, as part of a slew of emergency orders issued in response to the pandemic – Exec. Order No. N-25-20 (Mar. 12, 2020); N-29-20 (Mar. 17, 2020); N-08-21 (Jun. 11, 2021) – suspended many of the Brown Act (local governments and special districts) and Bagley-Keene Act’s requirements (state agencies and commissions) for teleconferenced meetings. Per the emergency orders, local agencies and state bodies must take certain steps to accommodate members of the public with disabilities and to ensure adequate notice of meetings. On February 28, Governor Newsom lifted the state emergency declaration.

In 2022, Governor Newsom signed AB 2449 (Rubio), Chapter 285, Statutes of 2022, which modifies remote participation for board meetings under the Brown Act, which governs local board meetings. The following is a summary of what has changed with the enactment of AB 2449, new bills in 2023, and the interplay with AB 361, which the SMCTA has been operating under since the inception of the pandemic.

The following is a status update of the bills lawmakers introduced in 2023 related to the Brown Act.

Bills still active this year:

AB 557 (Hart) – Extending Virtual Brown Act Meetings Through State of Emergencies

This bill would remove the sunset date of January 1, 2024, on the Brown Act exemptions for boards to meet virtually during a state of the emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. SMCTA adopted a support position on May 4. **Status:** Senate Floor

SB 411 (Portantino) – Open meetings: teleconferences: neighborhood councils

This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely. **Status:** Assembly Floor

SB 537 (Becker) – Open meetings: multijurisdictional, cross-county agencies: teleconference

This bill allows multijurisdictional entities to meet virtually. Multijurisdictional means a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. Caltrain would benefit from this bill. The bill requires at least a quorum of legislative body members to participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Members participating remotely must be more than 40 miles from the location of the in-person meeting. **Status:** Assembly Floor

Two year bills (won't be considered until next January):

AB 817 (Pacheco) – Extending Virtual Brown Act Meetings for Specified Committees

This bill, jointly sponsored by the California Association of Recreation and Park Districts (CARPD) and the League of California Cities (CalCities), has been amended to allow subsidiary committees (citizens' advisory committees, executive committees) to meet virtually. SMCTA adopted a support position on April 6. **Status:** Assembly Local Government -Two-year bill.

AB 1379 (Papan) – Open meetings: local agencies: teleconferences

This bill would require a legislative body electing to use teleconferencing to post agendas at a singular designated physical meeting location rather than at all teleconference locations. The bill would remove the requirements for the legislative body of the local agency to identify each teleconference location in the notice and agenda, that each teleconference location be accessible to the public, and that at least a quorum of the members participates from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The bill would instead provide that, to establish a quorum of the legislative body, members of the body may participate remotely, at the designated physical location, or both the designated physical meeting location and remotely. A legislative body would be required to have at least two meetings per year in which the legislative body's members are in person at a singular designated physical meeting location. **Status:** Assembly Local Government – Two-year bill

Caltrans System Investment Strategy (CSIS)

Per executive orders N-19-19 and N-76-20 issued by Governor Newsom in 2019 and 2020, the California State Transportation Agency (CalSTA) has been attempting to implement the Climate Action Plan for Transportation Infrastructure (CAPTI, 2021). CAPTI supports the California Transportation Plan (CTP) 2050 (2021) goals that work to meet the State's ambitious climate change mandates, targets, and policies. The CTP 2050 is the state's broad vision for the future of California's transportation system, focusing on advancing equity and climate priorities by expanding travel options for all Californians. Additionally, CAPTI aligns with Caltrans 2020-24 Strategic Plan (2021), which signals a fundamental shift for Caltrans to lead climate action as a strategic priority for the first time. Caltrans is in a significant leadership role to carry out meaningful measures that advance the state's goals and priorities by developing and implementing the Caltrans System Investment Strategy (CSIS).

The CSIS implementation is envisioned as an investment framework through a data- and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars in highly competitive fund programs to address transportation deficiencies while achieving the CAPTI goals of reducing single-occupant vehicles and vehicle miles traveled and encourage mode shift to transit and active transportation. Caltrans seeks to leverage state and federal non-SHOPP funds to accelerate investments into mass transit, bicycle and pedestrian programs, and zero-emission infrastructure.

This effort may impact the delivery of transportation projects on the statewide system. Further clarification is needed on project eligibility and implications of delivering on SMCTA's priorities through the Measure A and W expenditure plans.

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 the spring of 2022, with guideline adoption and the calls for projects in the various programs occurring in the summer of 2022, applications due fall of 2022, and awards adopted on June 22, 2023, for multiple programs.

Active Transportation Program (ATP)

The ATP was created in 2013 to consolidate five programs (Transportation Alternatives Program, Safe Routes to School Program, Bicycle Transportation Account Program, Recreational Trails Program, and Environmental Enhancement and Mitigation Program) to leverage resources better to provide multi-modal options. The CTC awarded \$450 million this March for Cycle 5. Given that over \$2.2 billion of projects were submitted for Cycle 5, the legislature provided an additional one-time amount of \$1.049 billion to augment Cycle 6 through the enactment of AB 180, Chapter 44, statutes of 2022, which amends the FY 21-22 State Budget. On December 7, the CTC adopted the Statewide and Small Urban and Rural components and Quick-Build Pilot Program for Cycle 6. MPO-selected projects for MTC were approved June 28, 2023.

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects implementing specific transportation performance improvements. Project nominations were due December 2. The CTC adopted the program on June 22, 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 were due by November 29, 2022. The CTC adopted the program on June 22, 2023, which included \$20 million for SamTrans Emission Zero Project.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors with a high volume of freight movement. The competitive program typically provides approximately \$300 million per year (programmed in 2-year increments). For Cycle 3 (2023-24 and 2024-25), it is estimated that \$1.046 billion will be made available. That amount is comprised of \$246 million (\$246,000,000) of National Highway Freight Program Funds and \$805 million (\$805,000,000) from the Trade Corridor Enhancement Account Fund. Project nominations were due November 18. The CTC adopted the program on June 22, 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 and 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 used to fund grade separations in 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 one-time \$350 million augmentation through the California State Transportation Agency. The Governor's proposed FY 23-24 State Budget delays the availability of \$350 million in FY 23-24 to FY 25-26.

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 minimal number of grade separation projects in the past, including in the City of San Mateo. AB 180, Chapter 44, Statutes of 2022, authorizes the remaining \$4.2 billion balance of funding from Proposition 1A to be appropriated.

SMCTA Bill Matrix – August 2023

| Measure | Status | Bill Summary | Recommended Position |
|--|---|---|----------------------|
| AB 6 Friedman (D) Transportation Planning: local sales tax measures | 6/14/23 Senate Transportation Two-year bill | This bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for an MPO to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets. | Watch |
| AB 7 Friedman (D) Transportation: funding: capacity projects | 7/12/23 Senate Appropriations | As amended on June 28, this bill would codify Presidential and Gubernatorial Executive Orders pertaining to the Infrastructure Investment and Jobs Act and Climate Action Plan for Transportation Infrastructure to address equity, and climate-friendly investments. | Watch |
| AB 9 Murasutchi (D) California Global Warming Solutions Act of 2006: emissions limit | 4/25/23 Assembly Floor Two-year Bill | As amended on April 17, this bill would require the California Air Resources Board to assess whether the supply of emission allowances and carbon offsets under the Cap-and-Trade Program are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the ARB’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the ARB’s environmental justice advisory committee. | Watch |
| AB 53 Fong (R) Motor Vehicle Fuel Tax Law: suspension of tax | 3/30/2023 Assembly Transportation Two-year bill | This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. | Watch |

SMCTA Bill Matrix – August 2023

| Measure | Status | Bill Summary | Recommended Position |
|---|---|--|---------------------------------|
| AB 69 Waldron (R) Transportation: traffic signal synchronization: roadway improvement projects | 2/2/2023 Assembly Transportation Two-year bill | This bill would authorize moneys in the Greenhouse Gas Reduction Fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect. | Watch |
| AB 2 Fong (R) Motor Vehicle Fuel Tax Law: suspension of tax | 2/24/2022 Assembly Rules | This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise been applied to the transaction. This bill is identical to AB 53. | Watch |
| AB 557 Hart (D) Open Meetings: local agencies: teleconferences | 6/29/23 Senate Floor | This bill would would remove the January 1, 2024, sunset on the Brown Act exemptions for boards to meet virtually during a declared state of emergency declaration provided under AB 361 (Rivas), Chapter 165, Statutes of 2021. | Supported on May 4 |
| AB 817 Pacheco (D) Local government: open meetings | 4/24/23 Assembly Local Government Two-year bill | As amended on March 16, this bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. | Supported on April 6 |

SMCTA Bill Matrix – August 2023

| Measure | Status | Bill Summary | Recommended Position |
|---|---|---|--|
| <p>AB 1525 Bonta (D)</p> <p>Transportation Agency: allocations for projects in priority populations</p> | <p>4/25/23</p> <p>Assembly Appropriations</p> <p>Failed Passage</p> | <p>As amended on April 19, the bill requires CalSTA, CTC, and Caltrans to ensure that at least 60% of the moneys allocated for transportation projects are allocated for projects located in priority populations, address an important need of priority populations, and provide at least 5 direct, meaningful, and assured benefits, or additional co-benefits, to priority populations. Project is defined as road repairs, installing bike lanes, and developing dedicated bus lanes and bus stations.</p> | <p style="text-align: center;">Watch</p> |
| <p>ACA 1 Aguiar-Curry (D)</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>8/14/23</p> <p>Assembly Appropriations</p> | <p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This is a reintroduction of ACA from last year, which SMCTA supported.</p> | <p style="text-align: center;">Supported on April 6</p> |

SMCTA Bill Matrix – August 2023

| Measure | Status | Bill Summary | Recommended Position |
|---|--|---|---|
| <p>SB 32 Jones (R)</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension</p> | <p>4/19/22</p> <p>Senate Environmental Quality</p> <p>Failed Passage</p> | <p>This bill would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</p> <p>This bill, like AB 53 and ABx1 2, and identical to SBx1 1, which would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.</p> <p>This bill would require that all savings realized based on the suspension of the motor vehicle fuels tax, the suspension of the Low Carbon Fuel Standard regulations, and the exemption of suppliers of transportation fuels from regulations for use of market-based compliance mechanisms by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided.</p> | <p style="text-align: center;">Watch</p> |
| <p>SB 411 Portantino (D)</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p> | <p>8/15/23</p> <p>Assembly Floor</p> | <p>This bill would allow local boards with appointed members subject to the Brown Act with a population of over 3 million to meet remotely.</p> | <p style="text-align: center;">Watch</p> |
| <p>SB 532 Wiener (D)</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses</p> | <p>7/6/23</p> <p>Assembly Appropriations</p> | <p>This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.</p> | <p style="text-align: center;">Watch</p> |

SMCTA Bill Matrix – August 2023

| Measure | Status | Bill Summary | Recommended Position |
|--|--|---|----------------------|
| SB 537 Becker (D) Open meetings: local agencies: teleconferences | 7/12/23 Assembly Floor | As amended on April 24, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define “legislative body” for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. The bill would define “multijurisdictional” to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member’s office or another location in a publicly accessible building and is more than 40 miles from the location of the inperson meeting. | Watch |
| SB 617 (Newman) Public contracts: progressive design-build: local and regional agencies: transit | 7/12/23 Senate Appropriations | This bill authorizes, until January 1, 2029, a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects, more than \$5,000,000 for each project. | Watch |
| SB 670 Allen (D) Vehicle miles traveled: maps | 5/18/23 Senate Appropriations Failed Passage | As amended on April 27, this bill would require the California Air Resources Board, in consultation with the Office of Planning and Research and Caltrans, to develop a methodology for assessing and spatially representing light-duty vehicle miles traveled and to develop maps accordingly to display average vehicle miles traveled per capita in the state at the local, regional, and statewide level. | Watch |
| SBX1-1 Jones (R) Motor vehicle fuel tax: greenhouse gas reduction programs: suspension | 3/28/22 Senate Rules Failed Passage | This bill is identical to SB 32. It would suspend the Low Carbon Fuel Standard regulations, which were adopted by the California Air Resources Board to reduce greenhouse gas emissions, for one year. The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. It would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. | Watch |

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Joan Cassman, Legal Counsel

Subject: **Approval of Policy for Settlement of General Liability Claims**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transportation Authority (TA) adopt the proposed Policy for Settlement of General Liability Claims (Policy) and authorize the Executive Director, or designee, to:

1. Settle general liability claims by or against the TA for up to \$100,000, as set forth in the Policy, and
2. Take any actions necessary to give effect to the Policy.

Significance

In 2019, the San Mateo County Transit District (District) Board of Directors adopted the District's current Settlement Authority Policy for General Liability, Employment and Workers' Compensation Claims that is designed to allow District staff, at different levels up to and including the General Manager/CEO, the flexibility to settle claims efficiently and expeditiously on behalf of the District up to the amount of \$100,000. The District policy, by its terms, also applies to the agencies the District manages, including the TA and the Peninsula Corridor Joint Powers Board (JPB). The TA Board has not adopted a separate policy or ratified adoption of the District's policy.

Over the 35 year history of the TA, the TA has rarely received claims and has only been a named party in a lawsuit on two occasions. Consequently, the delegation of authority for settlement of claims has been rarely needed or used.

However, over the past several years, the District and JPB have altered certain elements of their managing agency relationship, resulting in the JPB having a separate Executive Director, whereas historically the District's General Manager/CEO had served as the JPB's Executive Director, just as the General Manager/CEO serves at the TA's Executive Director. As a result of this and other changes, the JPB adopted its own policy for settlement of claims in June, 2023. In addition, the TA and City/County Association of Governments of San Mateo County created the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), which currently does not have a policy for settlement of claims. If the TA Board adopts the proposed Policy, the SMCEL-JPA Board of Directors will be asked to follow suit. Finally, the District Board of Directors will be asked to amend its policy to make clear that it applies only to District claims, and not claims against/by the TA, JPB or SMCEL-JPA, and to make other changes consistent with

the policies being adopted and considered by the JPB, TA and SMCEL-JPA, such as providing for settlement of claims brought *by* the agencies, rather than just against them.

Under the proposed Policy:

- The District's third-party claims administrator, with oversight by the District's Insurance & Claims Administrator, would be authorized to settle general liability claims and actions against the TA for up to \$5,000, and authorize payment of same.
- The District's Insurance & Claims Administrator would be authorized to settle general liability claims and actions against the TA for up to \$10,000, and authorize payment of same.
- The District/TA CFO, after review by the District/TA General Counsel, would be authorized to settle general liability claims and actions against the TA for between \$10,001 and \$25,000, and authorize payment of same, except when such claims name the Executive Director, CFO, or General Counsel as a responsible party.
- The TA's Executive Director, upon recommendation by the CFO and the General Counsel, would be authorized to settle general liability claims and actions against the TA for between \$25,001 and \$100,000, and authorize payment of same, except when such claims name the Executive Director, CFO, or General Counsel as a responsible party.
- The TA's Executive Director, with the concurrence of the CFO and General Counsel, would be authorized to compromise a claim the TA has against another party with estimated damages of \$100,000 or less, and to accept payment of the same.
- Only the TA Board of Directors would be permitted to: (1) approve settlements of claims against the TA in excess of \$100,000; (2) approve settlements of claims against the TA which name the Executive Director, CFO, or General Counsel; and (3) approve the compromise of a claim the TA has against another party in excess of \$100,000.

Budget Impact

There is no budget impact associated with adopting the proposed Policy.

Background

Staff requests adoption of the Policy to permit the efficient and expeditious resolution of litigation involving the TA, and increased clarity on roles and authorities of various individuals to act on the TA's behalf. The proposed settlement authority limits will align with those currently in place for the District and the JPB, and planned for consideration by the SMCEL-JPA.

Prepared By: Shayna van Hoften Legal Counsel 415-995-5880

Resolution No. 2023-

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

* * *

Adopting Settlement Authority Policy for General Liability Claims

Whereas, in 2019, the San Mateo County Transit District (District) Board of Directors adopted a revised San Mateo County Transit District Settlement Authority Policy for General Liability, Employment and Workers' Compensation Claims that was designed to allow its staff the flexibility to settle claims more efficiently and expeditiously on behalf of the District, as well as the agencies the District manages, including the San Mateo County Transportation Authority (TA) and the Peninsula Corridor Joint Powers Board (JPB); and

Whereas, the District policy permits certain District staff members, who also serve as staff for the TA, to settle claims for up to \$100,000 on behalf of the TA and JPB, and the TA and JPB Boards of Directors did not adopt separate policies nor ratify the policy adopted by the District; and

Whereas, with recent changes to JPB governance, and additional District/TA staff responsibilities for the San Mateo County Express Lanes Joint Powers Authority, staff recommends that each agency's Board of Directors adopt its own policy to increase transparency, eliminate any confusion that may be caused by the absence of separately-adopted policies, and permit the efficient and expeditious resolution of claims and litigation for each agency; and

Whereas, the TA Board of Directors (Board) desires to adopt a policy to clearly establish settlement authority for claims filed against the TA and also authorize staff to compromise

claims brought by the TA, as set forth in Attachment A: San Mateo County Transportation Authority Settlement Authority Policy for General Liability Claims.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority adopts the Settlement Authority Policy for General Liability Claims set forth in Attachment A.

Be It Further Resolved that the Board authorizes the Executive Director, or designee, to settle general liability claims against the TA, and compromise claims brought by the TA, for up to \$100,000, as set forth in the Policy.

Be It Further Resolved that the Board authorizes the Executive Director to take any actions necessary to give effect to the Policy.

Regularly passed and adopted this 7th day of September, 2023 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Attachment A: Proposed Policy Settlement of Claims Authority

San Mateo County Transportation Authority Settlement Authority Policy for General Liability Claims

This policy establishes the general liability claims settlement authorities vested in the Executive Director of the San Mateo County Transportation Authority (TA) and other San Mateo County Transit District (District) employees and contractors who are responsible for TA operations and risk management.

1. The District's third-party claims administrator, with oversight by the Insurance & Claims Administrator, is authorized to settle general liability claims and actions up to \$5,000, and authorize payment of same;
2. The District's Insurance & Claims Administrator is authorized to settle general liability claims and actions up to \$10,000, and authorize payment of same;
3. The District/TA Chief Financial Officer (CFO), after review by the District/TA General Counsel, is authorized to settle general liability claims and actions between \$10,001 and \$25,000, and authorize payment of same, except those claims that name the Executive Director, CFO, or General Counsel;
4. The TA Executive Director, upon recommendation by the CFO and General Counsel, is authorized to settle general liability claims and actions between \$25,001 and \$100,000, and authorize payment of same, except those claims that name the Executive Director, CFO, or General Counsel;
5. The TA Executive Director, with the concurrence of the CFO and General Counsel, is authorized to compromise any claims the TA has against other parties with estimated damages of \$100,000 or less, and to accept payment of same; and
6. Only the Board of Directors is authorized to approve (a) any settlement in excess of \$100,000, (b) settlement of a claim against the TA that names the Executive Director, CFO, or General Counsel, and (c) the compromise of a claims that the TA has against another party in excess of \$100,000.