



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda
Board of Directors Meeting
June 6, 2024, 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 the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

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

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

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

Thursday, June 6, 2024

5:00 pm

-
1. Call to Order
 2. Roll Call/Pledge of Allegiance
 3. Report from Closed Session at May 2 Board Meeting
 - 3.a. Closed Session: Conference with Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Properties: (1) 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 Feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999) and (2) 2777 S. El Camino Real, San Mateo, CA 94403
Negotiators: April Chan and Joan Cassman
Negotiating Parties: Peninsula Corridor Joint Powers Board and the City of San Mateo
Under Negotiation: Price and Terms of Transfer
 4. 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.
 5. Report of the Citizens Advisory Committee Informational
 6. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 6.a. Approval of Minutes of the Board of Directors Meeting of May 2, 2024 Motion
 - 6.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2024 Motion
 - 6.c. Acceptance of Capital Projects Quarterly Status Report for 3rd Quarter Fiscal Year 2024 Motion

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|-------|--|---------------|
| 6.d. | Establishing the Appropriations Limit Applicable to the San Mateo County Transportation Authority During Fiscal Year 2024-25 | Resolution |
| 6.e. | Authorizing the Submittal of an Allocation Request for Regional Measure 3 Funding in the Amount of \$2.685 Million for the US 101/State Route 92 Area Improvements Project | Resolution |
| 7. | Report of the Chair | |
| 7.a. | Proclamation Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and Reaffirming a Commitment to Diversity, Equity, Inclusion, and Belonging | Motion |
| 8. | San Mateo County Transit District Liaison Report | Informational |
| 9. | Joint Powers Board Liaison Report | Informational |
| 10. | Report of the Executive Director | Informational |
| 11. | Finance | |
| 11.a. | Public Hearing: Adopting a Budget in the Amount of \$189,035,418 for Fiscal Year 2025 | Resolution |
| | <ol style="list-style-type: none">1. Open Public Hearing2. Present Staff Report3. Hear Public Comment4. Close Public Hearing5. Board Discussion and Action | |
| 11.b. | Awarding a Contract to Kadesh & Associates LLC for a Total Not-to-exceed Amount of \$572,755 for Federal Legislative Advocacy Services for Five Years | Resolution |
| 11.c. | Awarding a Contract to Politico Group, Inc. for a Total Not-to-exceed Amount of \$470,000 for State Legislative Advocacy Services for Five Years | Resolution |
| 12. | State and Federal Legislative Update | Informational |
| 13. | Requests from the Authority | |
| 14. | Written Communications to the Authority | Informational |

15. Date/Time of Next Regular Meeting - Thursday, July 11, 2024, at 5:00 pm

The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.

16. Report of Legal Counsel

- 16.a. Proposed Updated Rules of Procedure for the San Mateo County Transportation Authority Board of Directors Informational

17. Adjourn

Information for the Public

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

If you have questions on the agenda, please contact the Authority Secretary at 650-508-6242. Assisted listening devices are available upon request. Agendas are posted on the TA website at <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>.

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

May 2, 2024

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

Members Present: None
(Via Teleconference)

Members Absent: R. Mueller, M. Nagales

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

1. Call to Order

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

2. Roll Call/Pledge of Allegiance

Dora Seamans, Authority Secretary, called the roll and confirmed that a quorum was present.

Chair Romero requested that Director Rico Medina lead the Pledge of Allegiance.

3. Public Comment for Items Not on the Agenda

There were no comments.

4. Report of the Citizens Advisory Committee

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

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of April 4, 2024

**5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending
March 31, 2024**

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

**5.d. Call for a Public Hearing at the June 6, 2024 Board of Directors Meeting on the
Proposed Fiscal Year 2025 Budget**

Motion/Second: Mates/Medina

Ayes: Beach, Corzo, Mates, Medina, Romero

Noes: None

Absent: Mueller, Nagales

6. Report of the Chair

Chair Romero announced that May was National Bike Month, and that the annual Bike-to-Work Day would be May 17. He also provided a reminder about the electric train event on May 11 at the San Carlos Caltrain station.

7. San Mateo County Transit District Liaison Report

Director Medina said that the report was posted on the website. He summarized the events of the May 1 meeting, including:

- Bus passes issued for school field trips
- New headquarters building design and preparation
- Art Takes a Bus Ride awards
- Monthly Performance Report for March 2024
- Approved Bus Stop Improvement Plan

Chair Romero said he was that current ridership was at 94 percent of pre-pandemic ridership.

8. Joint Powers Board Liaison Report

Director Medina said that the report was posted on the website. He noted the following topics of discussion at that morning's meeting:

- New headquarters on the Caltrain side
- May 11 electric train event
- Electrification milestones completed in April

9. Report of the Executive Director

April Chan, Executive Director, said the report was in the packet. She noted that she had attended a legislative conference in Washington, DC with Amy Linehan, Government and Community Affairs Officer. She announced that Dora Seamans, District Secretary, would be retiring from the District in August.

Director Noelia Corzo said she had concerns about the 101/92 interchange project regarding air pollution and congestion. Peter Skinner, Executive Officer, Transportation Authority, said they are currently at the start of the environmental process for the project and welcome input from the public on what specific concerns needed to be studied. The environmental scoping period would be open for 30 days and he said there would be additional opportunities for future public comment once the environmental document is released in about two years' time.

10. Program

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

Kevin Beltz, Manager, Treasure Debt and Investments, provided the initial part of the presentation on the variable rate bond.

Vice Chair Julia Mates asked about revenue generation. Ms. Chan said they were seeking Board feedback about having an annual or semiannual variable rate bond report.

Director Emily Beach said as a member of the JPA (San Mateo County Express Lanes Joint Powers Authority) that she received regular updates. She suggested, however, that members of the TA Board who do not sit on the JPA Board may want more frequent reporting.

Director Medina said he supports having either an annual or a semiannual report on the bond.

Vice Chair Mates said she supported having either annual or semiannual.

Chair Romero said the membership of the TA Board may change and said he favored having a semiannual report.

Director Corzo said she was in favor of having the bond report annually and the operations updates at more frequent intervals.

Chair Romero asked if there was anything that they wanted to flag for the Board regarding the fed increasing interest rates. Mr. Beltz said that an increase was less likely due to it being an election year.

Lacy Vong, Policy Program Manager, SMCEL-JPA (San Mateo County Express Lanes Joint Powers Authority) provided the presentation on the Express Lanes Operations, which included highlights from the quarterly performance period.

Director Beach said she was happy that Slide 5 included the administrative costs.

Director Corzo asked what the utilization was for the equity program, Community Transportation Benefits Program. Ms. Chan said \$1 million was allocated and the TA contributed \$400,000 with \$600,000 being set aside. She said they are working on a 2.0 version of the Community Transportation Benefits Program in the future where participants receive a transportation credit card with a set dollar amount instead of choosing either a Clipper card or FasTrak transponder.

Public Comment:

Giuliano Carlini said more outreach was needed to publicize the Community Transportation Benefits Program. He said VMT (vehicle miles traveled) needs to be decreased by 25 percent to mitigate climate change. He said the heat maps show that we have the data on key performance indicators, he suggested publishing data on a weekly basis.

Chair Romero said he wanted to see how the express lanes impact GHG (greenhouse gases) and if there is an optimal speed to generate the least carbon dioxide.

Director Beach noted the JPA Board typically meets the second Friday of every month and invited members of the public to join.

10.b. Preliminary Budget for Fiscal Year 2025

Cleo Liao, Manager, Budgets, provided the presentation.

Director Beach said she appreciated the attachment to the report.

Chair Romero asked if the interest reserve from old Measure A is just a fund balance.

Mr. Skinner said they are trying to spend down the original Measure A funds, which are very prescriptive about the projects where they can be expended. Chair Romero asked if he could receive a report on that allocation process.

Chair Romero asked in terms of Measure W, he said there was no ACR (Alternative Congestion Relief) category. Ms. Chan explained that it was funded out of the highway category.

Mr. Skinner thanked Mr. Gilster and Leslie Fong, TA Financial Program Manager, who helped Ms. Liao prepare the new budget format.

11. State and Federal Legislative Update

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

On the federal side, she said the President signed a \$68 billion foreign aid program into law. She said the Fiscal Year 2025 appropriations process is proceeding as scheduled. She said the TA has been working on earmark requests from local cities, including one for the Broadway grade separation with the City of Burlingame. She said a continuing resolution or two were expected before the end of the fiscal year.

At the state level, she said there was a \$38 billion budget deficit and a discretionary spending freeze across all departments for the next 90 days. She said there was an update on AB (Assembly Bill) 2535 from what is in the packet. The bill now has an amended target of 15 percent for investment into zero-emission freight infrastructure and that target will increase 5 percent each cycle until 50 percent is reached.

Ms. Epstein provided the presentation on Senate Bill (SB) 1031.

Director Beach asked how capital projects would be handled. She asked if there should be more discretionary funding for operational projects. Ms. Epstein said they would not have complete discretion over capital funding in San Mateo County.

Vice Chair Mates said there is the potential for the loss of local control over choosing the projects.

Director Medina noted that progress had been made with amending the bill.

Director Corzo asked whether the return to source numbers are projected to increase for the County. Ms. Epstein said they could go above if there is money available for regional projects. Or they could go down if BART (Bay Area Rapid Transit) or Caltrain project funding is no longer needed. She said actual numbers could go up or down based on how much tax is collected.

Chair Romero noted the reality of the fiscal cliff. He said he was trying to understand how the potential measure would intersect with the 2033 renewal of Measure A.

Director Beach concurred that it was crucial that Measure A funding be protected.

Director Corzo said she wondered how the failure other transit agencies would impact the County. She asked what would need to happen for the TA to get on board to support the bill.

12. Requests from the Authority

There were no requests.

13. Written Communications to the Authority

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

14. Date/Time of Next Regular Meeting

Chair Romero announced the next meeting would be on Thursday, June 6, 2024, 5:00 pm in person at the SamTrans Auditorium and via Zoom teleconference.

15. Report of Legal Counsel

15.a. Draft of Updated Rules of Procedure for the San Mateo County Transportation Authority Board of Directors

Joan Cassman, Legal Counsel, presented the staff report. She outlined amendments and additions.

Chair Romero asked the Board if they wanted to bring the item back for further discussion at the June 6 Board meeting. Director Medina suggested having more discussion so that Directors Nagales and Mueller could participate. Ms. Cassman suggested having further discussion and then possibly bringing the item back for approval at the July 11 meeting.

Director Corzo said she supported updating bylaws on a regular basis and asked for guidance on what sections should be prioritized for review.

Vice Chair Mates said she felt modernization was key since so much has changed since the 1980s when the Rules of Procedure first came into being, such as Zoom and having hybrid meetings. She also said more transparency is also needed regarding the Citizens Advisory Committee and advocacy.

Chair Romero said they would agendize the Rules of Procedure for the June meeting.

15.b. Closed Session: Conference with Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8

Properties: (1) 50-foot-wide Property Located Directly West of the Caltrain Corridor from 20th Avenue to Approximately 1,000 Feet Past 25th Avenue, City of San Mateo (Portion of APN 035-320-999) and (2) 2777 S. El Camino Real, San Mateo, CA 94403

Negotiators: April Chan and Joan Cassman

Negotiating Parties: Peninsula Corridor Joint Powers Board and the City of San Mateo
Under Negotiation: Price and Terms of Transfer

Ms. Cassman announced the closed session and noted that since no reportable action was expected, the open session of the meeting could be adjourned and a report-out provided at the next Board meeting.

The Board recessed to closed session at 7:17 pm.

16. Adjourn

The meeting adjourned at 8:38 pm.

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

DRAFT

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenditures for the Period Ending April 30, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending April 2024 and supplemental information.

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

Significance

Year-to-Date Revenues: As of April 2024, the Total Revenues (page 1, line 10) are \$13.5 million more than prior year actuals. This is primarily due to increases in Interest Income (page 1, line 4), Credit Enhancement Fee-SMCEL-JPA (page 1, line 6), and Due from SMCEL-JPA Bond Interest (page 1, line 7) which are partially offset by decreases in Measure A Sales Tax (page 1, line 2) and Measure W Sales Tax (page 1, line 3). Interest Income increased as a result of new investments and rising interest rates.

Year-to-Date Expenditures: As of April 2024, the Total Expenditures (page 1, line 36) are \$0.1 million more than prior year actuals. This is primarily due to increases in Measure W Categories (page 1, line 19), Measure A-Oversight (page 1, line 21), SMCEL-JPA Bond Interest (page 1, line 24), and Administrative-Staff Support (page 1, line 28) which is partially offset by a decrease in Measure A Categories (page 1, line 15).

Budget Impact

Budget Amendment: There are no budget amendments for the month of April 2024.

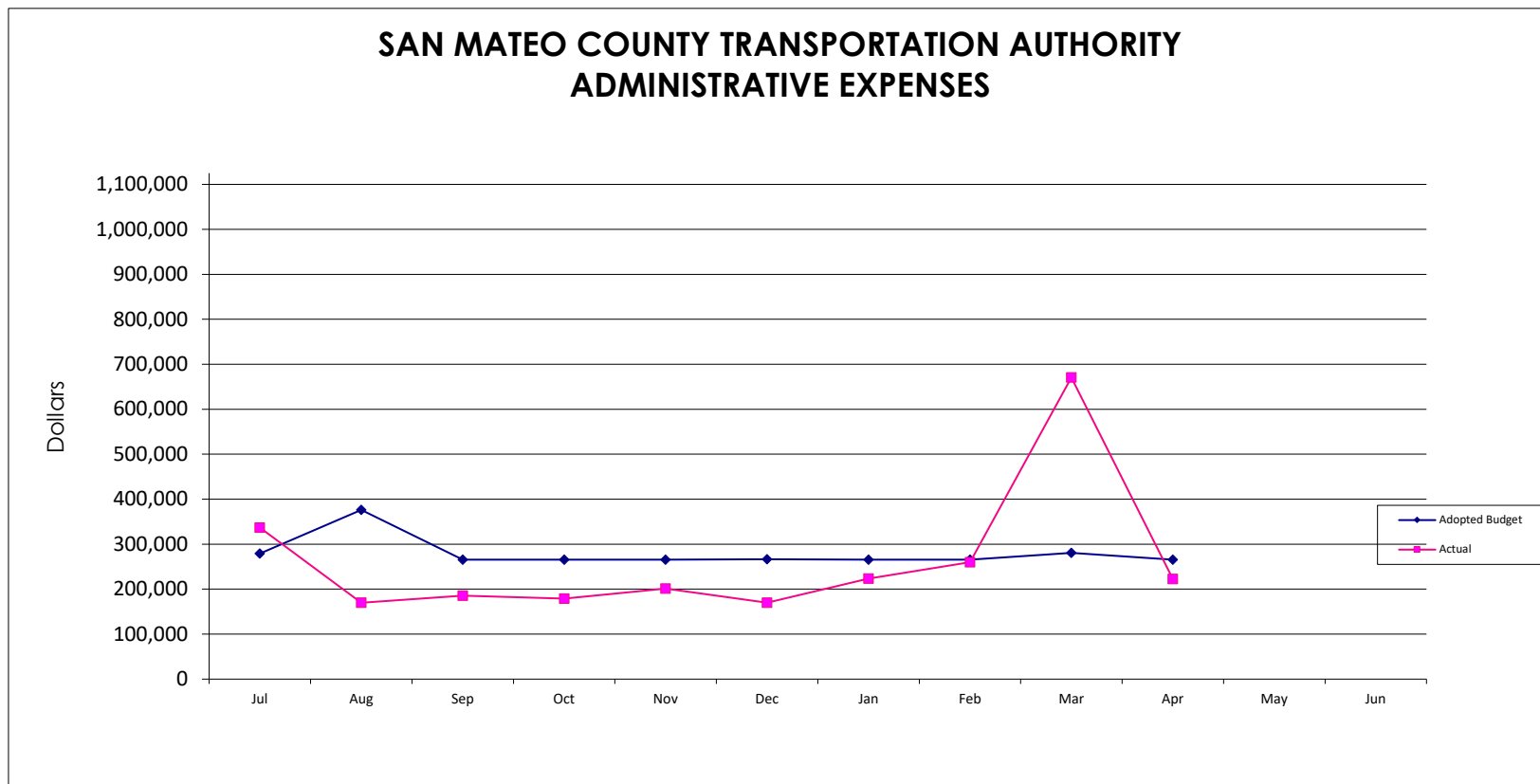
Prepared By:	Thwe Han	Financial Reporting Accountant	650-508-7912
	Annie To	Director of Accounting	650-622-7890

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

% OF YEAR ELAPSED: **83.3%**

	YEAR TO DATE				ANNUAL
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	ADOPTED BUDGET
	REVENUES:				
Measure A Sales Tax	96,972,884	96,719,771	(253,113)	(0.3%)	116,264,000
Measure W Sales Tax	48,432,155	48,355,287	(76,868)	(0.2%)	58,132,000
Interest Income	8,737,883	21,786,993	13,049,110	149.3%	12,607,415
Rental Income	990,309	958,380	(31,929)	(3.2%)	1,261,242
Credit Enhancement Fee - SMCEL-JPA	67,945	333,330	265,385	390.6%	400,000
Due from SMCEL-JPA - Bond Interest	-	511,257	511,257	0.0%	1,000,000
Due from SMCEL-JPA - Bond Related Debt fees	-	73,299	73,299	0.0%	520,000
TOTAL REVENUES	155,201,177	168,738,318	13,537,141	8.7%	190,184,657
EXPENDITURES:					
Measure A Annual Allocations	27,637,273	27,565,135	(72,138)	(0.3%)	33,135,240
Measure A Categories	20,585,411	17,812,475	(2,772,936)	(13.5%)	88,768,076
Other Uses - 101 Express Lanes project*	2,631,180	2,308,434	(322,746)	(12.3%)	-
Measure W Annual Allocations	9,686,431	9,671,057	(15,374)	(0.2%)	11,626,400
Measure W Categories	1,650,133	2,987,357	1,337,224	81.0%	49,409,538
Measure A - Oversight	1,125,615	1,462,873	337,258	30.0%	2,500,000
Measure W Categories - Oversight and Staff Support	-	119,101	119,101	0.0%	752,430
SMCEL-JPA Bond Interest	-	511,257	511,257	0.0%	1,000,000
SMCEL-JPA Bond Related Debt Fees	-	73,301	73,301	0.0%	520,000
Administrative:					
Staff Support	793,263	1,663,352	870,089	109.7%	1,601,458
Professional Services	260,034	306,835	46,801	18.0%	575,401
Insurance Premium	243,895	211,549	(32,346)	(13.3%)	384,321
Debt Service, Investment, and Bank Fees	100,838	130,191	29,353	29.1%	247,700
Other Misc. Admin Expenses	317,742	306,547	(11,195)	(3.5%)	543,447
Total Administrative	1,715,771	2,618,474	902,703	52.6%	3,352,327
TOTAL EXPENDITURES	65,031,814	65,129,463	97,649	0.2%	191,064,011
EXCESS (DEFICIT)	90,169,363	103,608,855	13,439,492	14.9%	(879,354)

*JPA 101 EL project expenses using bond proceed fund



Current Year Data

	Jul '23	Aug '23	Sep '23	Oct '23	Nov '23	Dec '23	Jan '24	Feb '24	Mar '24	Apr '24	May '24	Jun '24
MONTHLY EXPENSES												
Adopted Budget	279,361	376,186	265,578	265,578	265,578	266,600	265,578	265,578	280,578	265,578		
Actual	336,826	169,771	185,395	178,942	201,268	169,857	223,407	260,050	670,599	222,357		
CUMULATIVE EXPENSES												
Staff Projections	279,361	655,547	921,125	1,186,703	1,452,281	1,718,881	1,984,459	2,250,037	2,530,615	2,796,193		
Actual	336,826	506,597	691,992	870,934	1,072,203	1,242,060	1,465,467	1,725,517	2,396,117	2,618,474		
Variance-F(U)	(57,465)	148,950	229,133	315,769	380,078	476,821	518,992	524,520	134,498	177,719		
Variance %	-20.57%	22.72%	24.88%	26.61%	26.17%	27.74%	26.15%	23.31%	5.31%	6.36%		

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD April 24 including Other Misc. Admin Expenses \$146k, Staff Support -\$300k, Debt Service, Bank, and Investment Fees \$76k, Insurance Premium \$109k, and Professional Services \$147k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF APRIL 30, 2024**

4/30/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	1,206,297.97
CAMP Pool		262,746,445.26
JP Morgan Bank Checking		157,269,705.23
LAIF		5,409,670.82

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		210,120,835.33
MMF - US Bank Custodian Account		645,006.27
Cash		4,753.77
County Pool**		114,332,314.48

Total

\$ 751,735,029.13

* 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: 4/30/2024

AGCY BOND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	3,800,000.00	08/25/2025	3,787,422.00	2,612.50	3,569,492.00	3,572,104.50
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	1,504.17	3,556,610.00	3,558,114.17
		7,600,000.00		7,574,084.00	4,116.67	7,126,102.00	7,130,218.67

CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	3,769.37	04/30/2024	3,769.37	0.00	3,769.37	3,769.37
CCYUSD	Receivable	984.40	04/30/2024	984.40	0.00	984.40	984.40
		4,753.77		4,753.77	0.00	4,753.77	4,753.77

CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
023135CE4	AMAZON.COM INC	4,195,000.00	04/13/2025	4,188,329.95	6,292.50	4,097,801.85	4,104,094.35
023135CE4	AMAZON.COM INC	1,405,000.00	04/13/2025	1,402,766.05	2,107.50	1,372,446.15	1,374,553.65
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	4,270.83	733,867.50	738,138.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	8,500.00	1,531,936.00	1,540,436.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	9,687.50	1,537,119.50	1,546,807.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	265.42	639,593.50	639,858.92
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	18,763.56	2,079,696.30	2,098,459.86
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	4,286.61	637,878.30	642,164.91
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	1,276.17	189,902.70	191,178.87
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	1,062.00	862,733.40	863,795.40
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	318.00	258,332.60	258,650.60
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	3,537.88	825,634.20	829,172.08
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	1,065.63	248,685.00	249,750.63
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	27,162.50	2,611,257.00	2,638,419.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	8,148.75	783,377.10	791,525.85
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	11,020.83	684,569.70	695,590.53
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	3,354.17	208,347.30	211,701.47
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	1,967.88	444,343.90	446,311.78
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	29,977.78	3,714,994.00	3,744,971.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	6,981.67	865,202.55	872,184.22
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	23,856.88	979,735.40	1,003,592.28
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	7,181.41	294,920.35	302,101.76
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	877.50	218,576.25	219,453.75
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	2,925.00	728,587.50	731,512.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	877.50	218,576.25	219,453.75
89236TJT3	TOYOTA MOTOR CREDIT CORP	2,960,000.00	01/13/2025	2,956,033.60	12,876.00	2,876,794.40	2,889,670.40
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	3,403.47	479,650.00	483,053.47
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	2,591.33	452,189.20	454,780.53
		31,200,000.00		31,253,295.20	204,636.24	30,576,747.90	30,781,384.14

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
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3137BGK24	FHMS K-043 A2	1,032,716.49	12/25/2024	1,083,868.23	2,635.15	1,016,089.76	1,018,724.90
		1,032,716.49		1,083,868.23	2,635.15	1,016,089.76	1,018,724.90

MUNI	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	13,851.48	1,701,365.75	1,715,217.23
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	4,159.48	510,905.75	515,065.23
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	1,969.69	371,876.25	373,845.94
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	20,142.49	864,541.55	884,684.04
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	6,054.39	259,862.20	265,916.59
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	940.20	233,822.65	234,762.85
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	280.06	69,649.30	69,929.36
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	764.67	197,996.00	198,760.67
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	229.40	59,398.80	59,628.20
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	562.50	135,471.15	136,033.65
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	166.67	40,139.60	40,306.27
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	1,645.83	397,516.15	399,161.98
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	500.00	120,764.40	121,264.40
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	837.50	472,795.00	473,632.50
		5,485,000.00		5,520,056.40	52,104.35	5,436,104.55	5,488,208.90

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	500,977.83	04/30/2024	500,977.83	0.00	500,977.83	500,977.83
31846V534	FIRST AMER:US TRS MM Y	144,028.44	04/30/2024	144,028.44	0.00	144,028.44	144,028.44
SM-CAMP	CAMP Pool	262,746,445.26	04/30/2024	262,746,445.26	0.00	262,746,445.26	262,746,445.26
SM - CP N/M A	County Pool New Measure A	107,647,073.00	04/30/2024	107,647,073.00	0.00	107,647,073.00	107,647,073.00
SM - CP O/M A	County Pool Old Measure A	6,685,241.48	04/30/2024	6,685,241.48	0.00	6,685,241.48	6,685,241.48
SM - LAIF	Local Agency Investment Fund	5,409,670.82	04/30/2024	5,409,670.82	0.00	5,409,670.82	5,409,670.82
902656602	UBS SL PRIME SRS II PFD	1,064,395.88	04/30/2024	1,064,534.91	0.00	1,064,395.88	1,064,395.88
		384,197,832.71		384,197,971.73	0.00	384,197,832.71	384,197,832.71

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058J80	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELO	750,000.00	04/22/2025	750,900.00	117.38	716,625.00	716,742.38
		750,000.00		750,900.00	117.38	716,625.00	716,742.38

US GOV	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	67,240.38	2,830,056.00	2,897,296.38
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	32,711.54	1,376,784.00	1,409,495.54
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	28,539.15	5,597,991.00	5,626,530.15
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	7,986.26	1,566,516.00	1,574,502.26
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	5,637.36	1,118,016.00	1,123,653.36
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	2,109.38	420,502.50	422,611.88



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912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	10,059.13	1,580,955.60	1,591,014.73
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	4,223.08	663,724.80	667,947.88
91282CAB7	UNITED STATES TREASURY	2,025,000.00	07/31/2025	1,971,290.03	1,265.63	1,904,775.75	1,906,041.38
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	652.85	1,452,458.50	1,453,111.35
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	1,905.74	5,166,360.00	5,168,265.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	587.60	1,592,961.00	1,593,548.60
91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	11.55	1,580,864.00	1,580,875.55
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	3.74	511,456.00	511,459.74
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	3,135.25	1,856,560.00	1,859,695.25
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	1,646.00	974,694.00	976,340.00
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	10,421.53	4,279,843.25	4,290,264.78
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	3,121.22	1,281,802.30	1,284,923.52
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	4,681.83	3,445,327.00	3,450,008.83
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	1,948.15	1,433,626.00	1,435,574.15
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	2,742.19	2,697,983.44	2,697,983.44
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	351.56	345,543.75	345,895.31
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	4,085.60	4,464,667.50	4,468,753.10
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	1,364.67	1,491,291.00	1,492,655.67
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,599.73	2,973,266.00	2,976,865.73
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	1,058.74	874,490.00	875,548.74
91282CBT7	UNITED STATES TREASURY	3,025,000.00	03/31/2026	2,977,379.88	1,921.62	2,791,987.75	2,791,909.37
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	317.62	461,155.00	461,472.62
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	47.89	2,160,261.00	2,160,308.89
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	33.12	1,493,797.50	1,493,830.62
91282CBW0	UNITED STATES TREASURY	1,950,000.00	04/30/2026	1,943,449.23	39.74	1,792,557.00	1,792,596.74
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	5,643.44	939,891.60	945,535.04
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	18,550.20	3,089,458.50	3,108,008.70
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	1,776.64	295,891.80	297,668.44
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	5,356.05	892,026.75	897,382.80
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	9,954.41	2,908,966.75	2,918,921.16
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	5,094.77	1,488,841.25	1,493,936.02
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	15,082.42	3,124,404.00	3,139,486.42
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	4,817.99	998,073.50	1,002,891.49
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	3,984.38	2,315,731.50	2,319,715.88
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	3,984.38	2,315,731.50	2,319,715.88
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,757.81	1,021,646.25	1,023,404.06
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	1,328.13	771,910.50	773,238.63
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	5,307.07	2,404,948.00	2,410,255.07
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	2,084.92	944,801.00	946,885.92
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	1,516.30	687,128.00	688,644.30
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	852.92	386,509.50	387,362.42
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	2,938.01	2,390,523.75	2,393,461.76
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	873.46	710,696.25	711,569.71
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	3,939.05	4,826,870.40	4,830,809.45
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,334.02	1,634,688.00	1,636,022.02
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	11,060.44	2,064,648.00	2,075,708.44
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	3,571.60	666,709.25	670,280.85
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	6,343.75	1,266,937.50	1,273,281.25
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	10,390.63	2,075,156.25	2,085,546.88



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91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	1,750.00	349,500.00	351,250.00
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	3,281.25	655,312.50	658,593.75
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	13,267.66	3,867,612.00	3,880,879.66
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	4,659.48	1,358,268.50	1,362,927.98
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	4,023.22	1,794,380.00	1,798,403.22
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	1,357.84	605,603.25	606,961.09
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	3,313.87	1,465,168.65	1,468,482.52
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	635.25	280,863.00	281,498.25
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	222.32	2,800,337.75	2,800,560.07
91282CEN7	UNITED STATES TREASURY	500,000.00	04/30/2027	481,718.75	37.36	470,645.00	470,682.36
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	43,344.77	3,698,503.50	3,741,848.27
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	13,168.03	1,123,596.00	1,136,764.03
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	11,709.82	1,024,991.00	1,036,700.82
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	4,357.14	381,392.00	385,749.14
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	9,084.02	2,542,202.00	2,551,286.02
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	4,000.46	1,119,546.65	1,123,547.11
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	4,784.15	2,542,117.25	2,546,901.40
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	69,654.71	4,165,625.00	4,235,279.71
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	31,911.58	1,908,437.50	1,940,349.08
91282CGR6	UNITED STATES TREASURY	800,000.00	03/15/2026	795,281.25	4,725.54	793,656.00	798,381.54
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	7,982.92	2,499,736.00	2,499,718.92
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	1,304.90	407,303.00	408,607.90
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	164.06	1,644,477.00	1,644,641.06
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	52.31	524,326.00	524,378.31
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	28,860.58	1,678,442.25	1,707,302.83
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	46,846.15	2,724,428.00	2,771,274.15
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	87,891.39	5,552,804.00	5,640,695.39
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	15,380.99	971,740.70	987,121.69
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	11,075.49	1,860,281.25	1,871,356.74
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	1,181.39	198,430.00	199,611.39
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	2,067.43	347,252.50	349,319.93
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	1,920.77	942,723.00	944,643.77
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	8,660.35	517,923.00	526,583.35
91282CJS1	UNITED STATES TREASURY	1,875,000.00	12/31/2025	1,875,952.14	26,708.45	1,848,712.50	1,875,420.95
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	3,917.24	271,144.50	275,061.74
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	6,038.89	769,009.25	775,048.14
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	7,986.92	1,017,076.75	1,025,063.67
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	18,437.84	2,522,495.75	2,540,933.59
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	12,888.59	1,763,298.00	1,776,186.59
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	5,728.26	783,688.00	789,416.26
		178,075,000.00		170,022,505.02	855,376.04	164,184,770.25	165,040,146.29

Base Risk Summary - Fixed Income

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

04/01/2024 - 04/30/2024

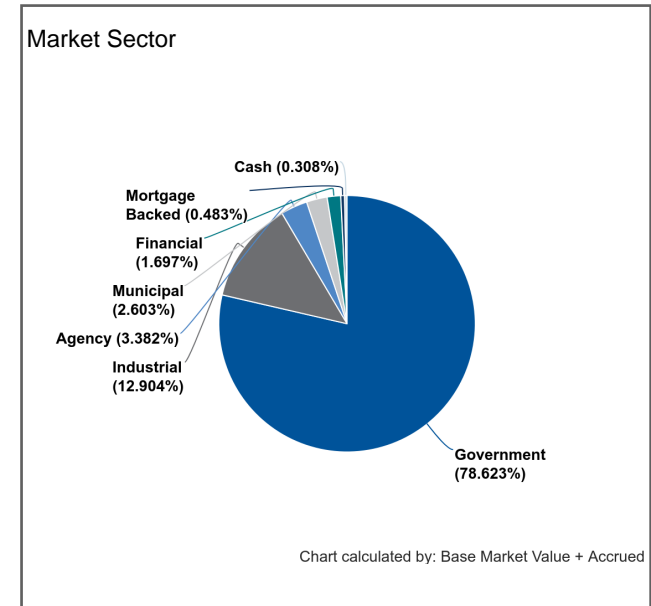
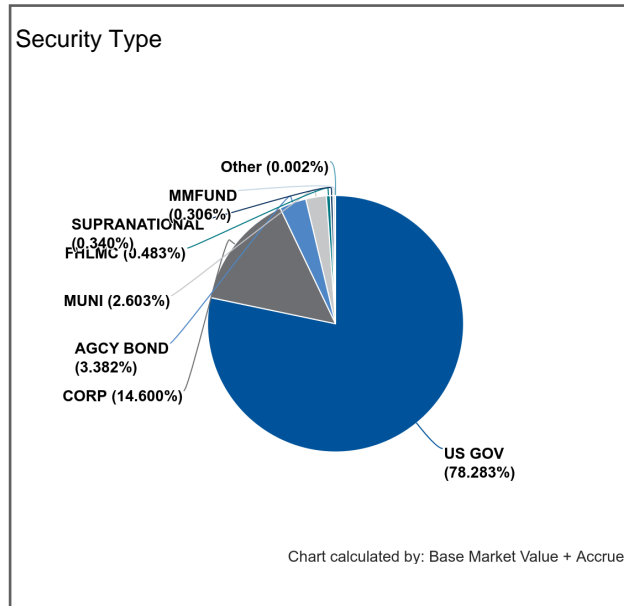
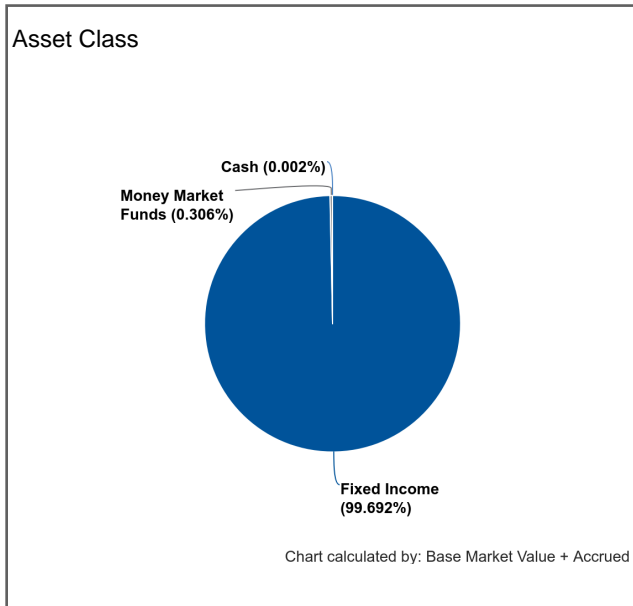
Dated: 05/06/2024

Balance Sheet	
Book Value + Accrued	219,599,890.37
Net Unrealized Gain/Loss	-8,774,705.05
Market Value + Accrued	210,825,185.32

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	4,753.77
MMFund	645,006.27
Fixed Income	210,175,425.28
Duration	2.559
Convexity	0.092
WAL	2.730
Years to Final Maturity	2.730
Years to Effective Maturity	2.729
Yield	5.001
Book Yield	2.945
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	78.283%
Other	9.299%
Amazon.com, Inc.	2.599%
PACCAR Inc	2.402%
Federal Home Loan Mortgage Corporation	2.171%
Toyota Motor Corporation	1.926%
Federal National Mortgage Association	1.694%
Eli Lilly and Company	1.627%
---	100.000%

Footnotes: 1,2

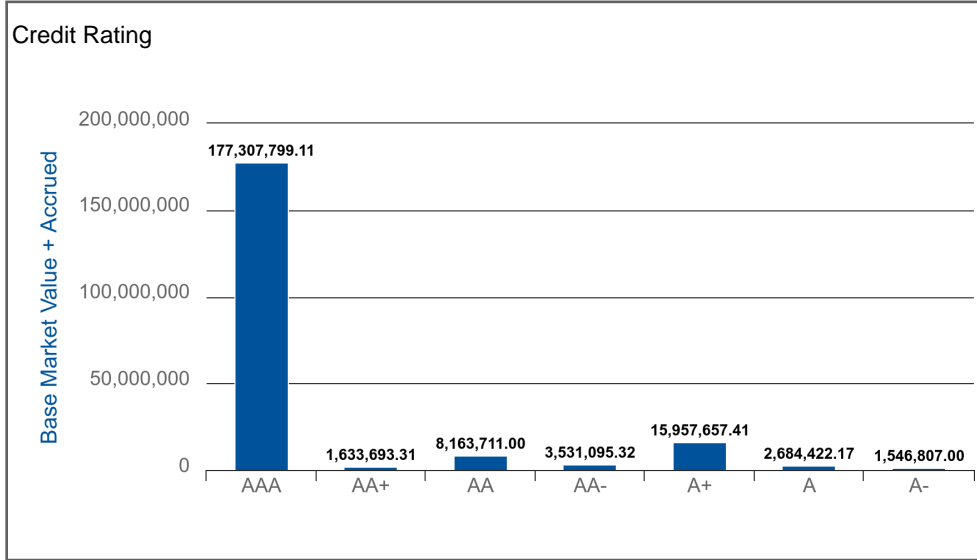


Base Risk Summary - Fixed Income

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

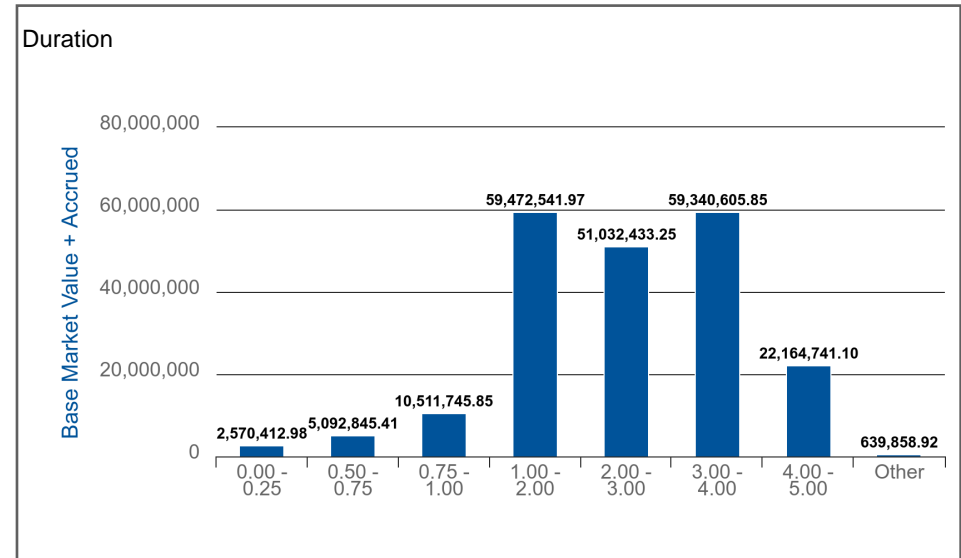
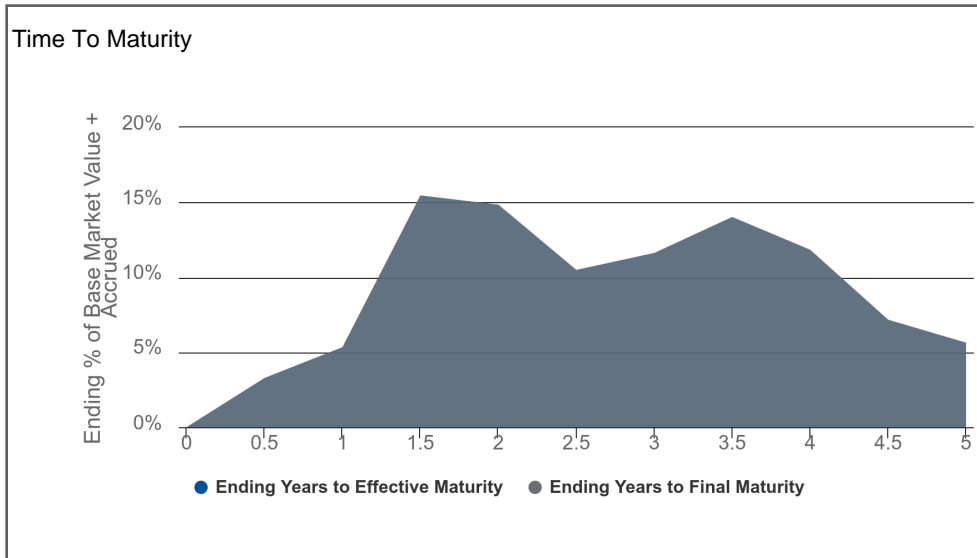
04/01/2024 - 04/30/2024

Dated: 05/06/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	2.212%	23.838%	19.722%	27.816%	10.513%	0.000%	0.000%	0.000%	0.000%
AA	3.079%	1.186%	1.726%	0.330%	0.000%	0.000%	0.000%	0.000%	0.000%
A	3.633%	3.185%	2.758%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

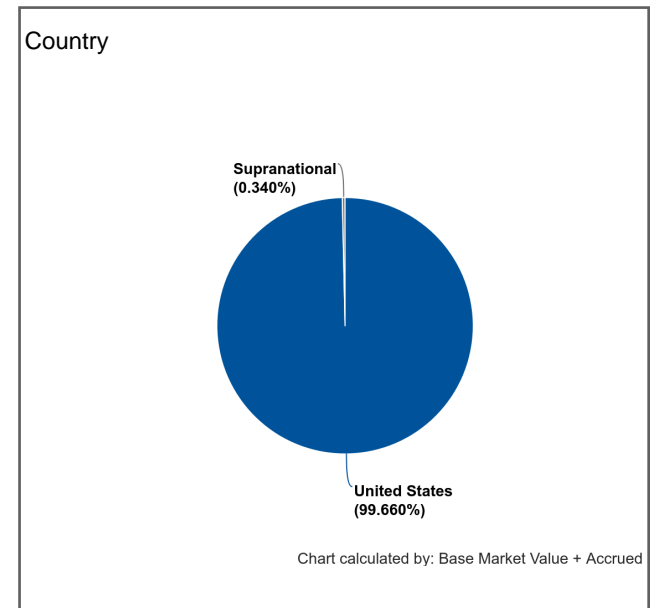
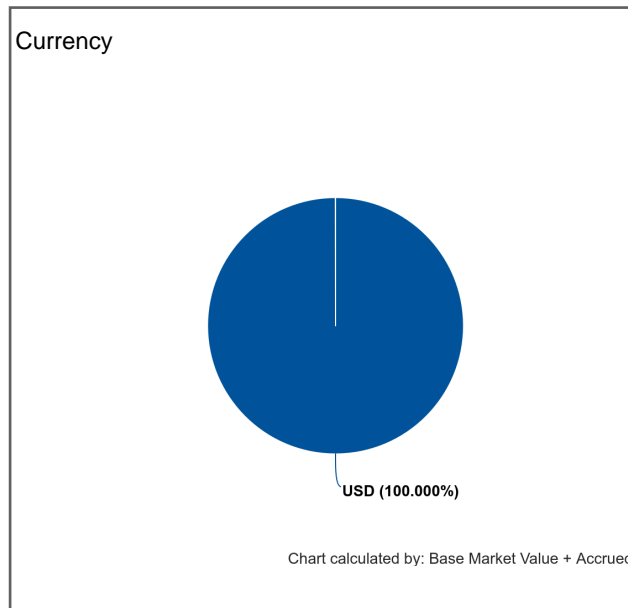
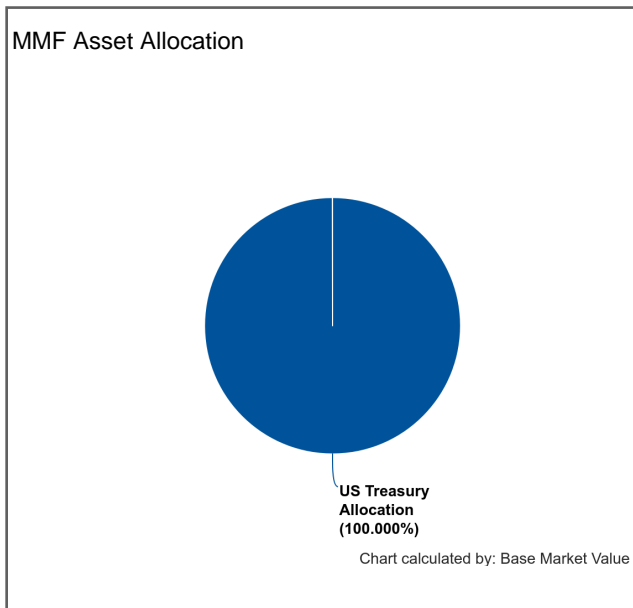
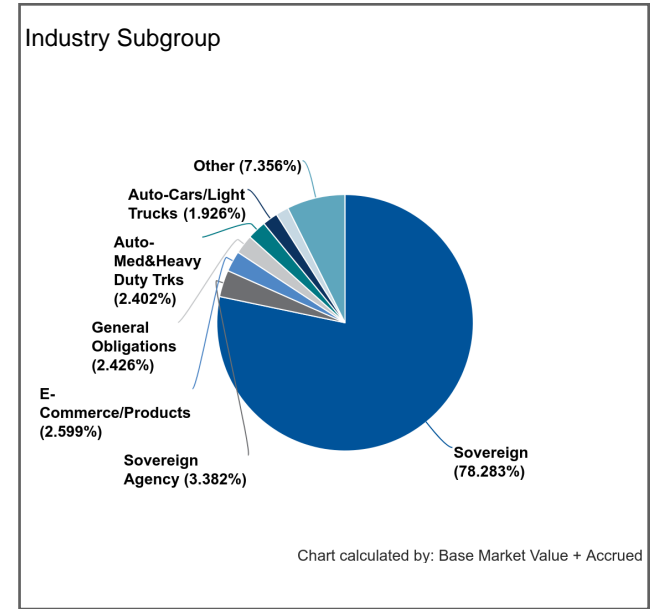
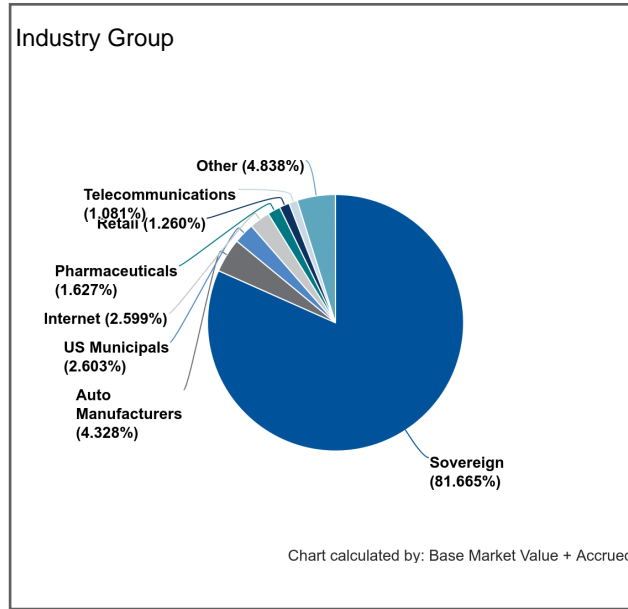
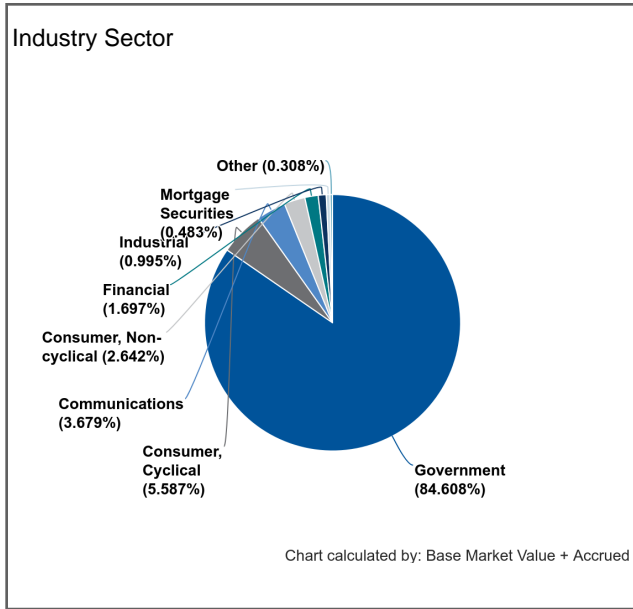


Base Risk Summary - Fixed Income

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

04/01/2024 - 04/30/2024

Dated: 05/06/2024



Base Risk Summary - Fixed Income

04/01/2024 - 04/30/2024

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

Dated: 05/06/2024

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

Additional Disclosure:

Item #6.b.
6/6/2024

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

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

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

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

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

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

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



Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 4/1/2024 - 4/30/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(1,600,000.00)	(1,600,000.00)	Sell	04/26/2024	04/30/2024	04/22/2025	(1,530,384.00)	(222.22)	1,530,606.22
3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(1,600,000.00)	(1,600,000.00)	Sell	04/26/2024	04/30/2024	06/17/2025	(1,518,304.00)	(2,955.56)	1,521,259.56
3137BGK24	FHMS K-043 A2	-	(1,735.45)	Principal Paydown	04/01/2024	04/01/2024	12/25/2024	(1,735.45)	-	1,735.45
31846V534	FIRST AMER:US TRS MM Y	401,666.72	401,666.72	Buy	---	---	04/30/2024	401,666.72	-	(401,666.72)
31846V534	FIRST AMER:US TRS MM Y	(543,639.58)	(543,639.58)	Sell	---	---	04/30/2024	(543,639.58)	-	543,639.58
31846V534	FIRST AMER:US TRS MM Y	98,694.68	98,694.68	Buy	---	---	04/30/2024	98,694.68	-	(98,694.68)
31846V534	FIRST AMER:US TRS MM Y	(117,649.33)	(117,649.33)	Sell	---	---	04/30/2024	(117,649.33)	-	117,649.33
89236TJN6	TOYOTA MOTOR CREDIT CORP	(830,000.00)	(830,000.00)	Sell	04/26/2024	04/30/2024	09/13/2024	(814,728.00)	(677.26)	815,405.26
912828ZF0	UNITED STATES TREASURY	(700,000.00)	(700,000.00)	Sell	04/04/2024	04/05/2024	03/31/2025	(669,839.84)	(47.81)	669,887.65
912828ZW3	UNITED STATES TREASURY	(2,250,000.00)	(2,250,000.00)	Sell	04/04/2024	04/05/2024	06/30/2025	(2,125,019.53)	(1,483.52)	2,126,503.05
91282CAB7	UNITED STATES TREASURY	(2,455,000.00)	(2,455,000.00)	Sell	04/04/2024	04/05/2024	07/31/2025	(2,310,193.36)	(1,095.98)	2,311,289.34
91282CDW8	UNITED STATES TREASURY	2,375,000.00	2,375,000.00	Buy	04/04/2024	04/05/2024	01/31/2029	2,108,647.47	7,421.88	(2,116,069.34)
91282CDW8	UNITED STATES TREASURY	750,000.00	750,000.00	Buy	04/04/2024	04/05/2024	01/31/2029	665,888.67	2,343.75	(668,232.42)
91282CEE7	UNITED STATES TREASURY	2,000,000.00	2,000,000.00	Buy	04/26/2024	04/30/2024	03/31/2029	1,796,640.63	3,893.44	(1,800,534.07)
91282CEE7	UNITED STATES TREASURY	675,000.00	675,000.00	Buy	04/26/2024	04/30/2024	03/31/2029	606,366.21	1,314.04	(607,680.25)
91282CHY0	UNITED STATES TREASURY	1,875,000.00	1,875,000.00	Buy	04/26/2024	04/30/2024	09/15/2026	1,862,182.62	10,839.84	(1,873,022.46)
91282CHY0	UNITED STATES TREASURY	350,000.00	350,000.00	Buy	04/26/2024	04/30/2024	09/15/2026	347,607.42	2,023.44	(349,630.86)
91282CJP7	UNITED STATES TREASURY	525,000.00	525,000.00	Buy	04/04/2024	04/05/2024	12/15/2026	522,826.17	7,028.69	(529,854.86)
91282CKD2	UNITED STATES TREASURY	1,800,000.00	1,800,000.00	Buy	04/04/2024	04/05/2024	02/28/2029	1,793,742.19	7,483.70	(1,801,225.89)
San Mateo County TA		754,072.49	752,337.04					572,769.69		(608,636.11)

* Showing transactions with Trade Date within selected date range.

* Weighted by: Absolute Value of Principal

* MMF transactions are collapsed

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

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

SMCTA – Glossary of Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

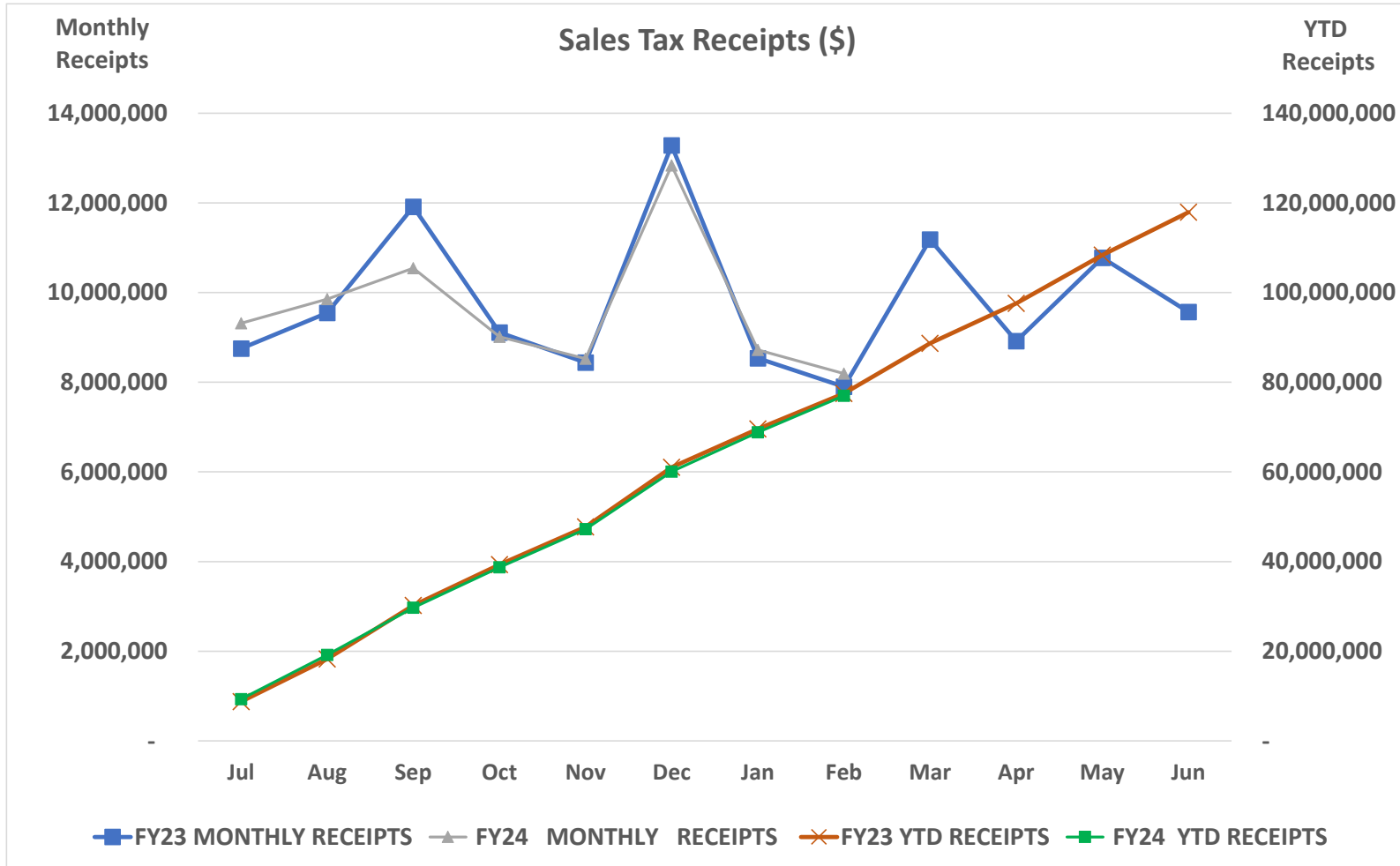
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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

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

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

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2024
Measure A Sales Tax
Apr-24**



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

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
MONTHLY PAYMENTS
April 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000350	22ND CENTURY TECHNOLOGIES, INC.	\$ 5,838.40	ACH	Operating Expenses
SMCTA	000356	PUBLIC TRUST ADVISORS	26,368.41	ACH	Operating Expenses
SMCTA	000248	HANSON BRIDGETT LLP	17,238.00	WIR	Operating Expenses
SMCTA	000965	GOVERNMENT FINANCE OFFICERS ASSN	300.00	CHK	Operating Expenses
SMCTA	000345	SHI INTERNATIONAL CORP.	346.50	ACH	Operating Expenses
SMCTA	000971	BERGDAVIS PUBLIC AFFAIRS	2,325.00	CHK	Operating Expenses
SMCTA	000353	PEN MEDIA	600.00	ACH	Operating Expenses
SMCTA	000348	KHOURI CONSULTING LLC	5,750.00	ACH	Operating Expenses
SMCTA	000970	BANK OF NEW YORK MELLON, THE	1,845.00	CHK	Operating Expenses
SMCTA	000351	DAILY JOURNAL CORPORATION	635.29	ACH	Operating Expenses
SMCTA	000246	DEPARTMENT OF TRANSPORTATION	12,054.37	WIR	Capital Programs (1)
SMCTA	000246	DEPARTMENT OF TRANSPORTATION	10,001.41	WIR	Capital Programs (1)
SMCTA	000247	PENINSULA CORRIDOR JOINT POWERS BOARD	12,854.52	WIR	Capital Programs (2)
SMCTA	000250	HANSON BRIDGETT LLP	3,774.00	WIR	Capital Programs (3)
SMCTA	000354	KIMLEY-HORN AND ASSOCIATES, INC.	234,699.80	ACH	Capital Programs (4)
SMCTA	000354	KIMLEY-HORN AND ASSOCIATES, INC.	33,986.15	ACH	Capital Programs (4)
SMCTA	000249	DEPARTMENT OF TRANSPORTATION	2,728.06	WIR	Capital Programs (5)
SMCTA	000249	DEPARTMENT OF TRANSPORTATION	2,960.01	WIR	Capital Programs (5)
SMCTA	000248	HANSON BRIDGETT LLP	4,896.00	WIR	Capital Programs (6)
SMCTA	000967	SAN MATEO COUNTY TAX COLLECTOR	2,736.51	CHK	Capital Programs (7)
SMCTA	000966	HALF MOON BAY, CITY OF	-	CHK	Capital Programs (8)
SMCTA	000346	AECOM TECHNICAL SERVICES, INC.	14,235.31	ACH	Capital Programs (9)
SMCTA	000355	WSP USA INC.	29,862.59	ACH	Capital Programs (10)
SMCTA	000355	WSP USA INC.	25,007.51	ACH	Capital Programs (10)
SMCTA	000968	EAST PALO ALTO, CITY OF	300,000.00	CHK	Capital Programs (11)
SMCTA	000347	PENINSULA TRAFFIC CONGESTION RELIEF	289,200.00	ACH	Capital Programs (12)
SMCTA	000969	SAN MATEO, COUNTY OF	73,957.04	CHK	Capital Programs (13)
SMCTA	000352	STANTEC CONSULTING SERVICES, INC.	4,198.70	ACH	Capital Programs (14)
SMCTA	000349	MENLO PARK, CITY OF	27,411.50	ACH	Capital Programs (15)

\$ 1,145,810.08

(1)	\$ 12,054.37	101 HOV Ln Whipple - San Bruno	(7)	101 Interchange to Broadway
	\$ 10,001.41	US101/SR92 Interchang Area Imp		
	<u>\$ 22,055.78</u>		(8)	Hwy 1 Main-Kehoe HMB
			(9)	101 Interchange to Broadway
(2)	25th Ave Grade Separation		(10)	\$ 29,862.59 ACR/TDM FY23 & FY24 Cycle
(3)	Highway Oversight			\$ 25,007.51 Regional Transit Connections
				<u>\$ 54,870.10</u>
(4)	\$ 234,699.80	US 101/SR 92 Direct Connector	(11)	2017 Bike/Ped Call for project
	\$ 33,986.15	Ped/Bike Cycle 6 - FY 23/24	(12)	ACR Countywide TDM Prgm
	<u>\$ 268,685.95</u>		(13)	ACR/TDM FY23 & FY24 Cycle
(5)	\$ 2,728.06	Moss Beach-SR1 Cong& Safe Impr	(14)	Safe Routes to School
	\$ 2,960.01	US101/SR92 Interchang Area Imp	(15)	Shuttles FY24-25 Funding
	<u>\$ 5,688.07</u>			
(6)	Pedestrian & Bicycle Oversight			

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of April 30, 2024

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$21,761,949
San Mateo County/SFO BART Extension	1,934,395
Accessible Services	3,868,791
Total	\$27,565,135

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$2,863,595
<i>Local Shuttle</i>	1,977,775
<i>Ferry Service</i>	55,810
<i>Dumbarton</i>	18,436
Highways	2,248,352
Grade Separations	6,986,041
Pedestrian and Bicycle	3,120,580
Alternative Congestion Relief	541,889
Administrative Overhead	1,462,873
Total	\$19,275,348

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$9,671,057
Total	\$9,671,057

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$1,024,739
Transportation Demand Management	415,832
Grade Separation	0
Pedestrian and Bicycle	1,275,589
Regional Transit Connections	238,086
Administrative Overhead	152,212
Total	\$3,106,458

Other Uses	Expenses
US 101 Express Lanes 2020 Ltd Tax Bonds Proceeds	\$2,308,434
Total	\$2,308,434

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 3rd Quarter Fiscal Year 2024**

Action

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

Significance

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

Budget Impact

There is no impact on the budget.

Background

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

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



CAPITAL PROJECTS Quarterly Status Report

FY2024 Q3: January 1, 2024 - March 31, 2024

Report prepared for the June 6, 2024 Board Meeting



Top-Left: US 101/SR 92 Interchange
Top-Right: SR 84/US 101 Reimagined Project Vicinity
Bottom-Left: New SamTrans Bus Route EPX via US 101 Express Lanes
Bottom-Right: Broadway Burlingame Bike/Ped Overcrossing



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HIGHWAY PROGRAM SUMMARY TABLE

FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

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	14	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	17	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	19	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	21	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	23	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	25	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	28	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	30	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	32	●	●	●	●	●	●
100662	Dumbarton Roadway Improvements	34	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	36	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	38	●	●	●	●	●	●



**HIGHWAY PROJECTS -
PERFORMANCE STATUS DEFINITIONS**

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

Notes:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: US 101/BROADWAY INTERCHANGE

Project ID: 000621

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

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

STATUS OVERVIEW:

Percent Complete:		48%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

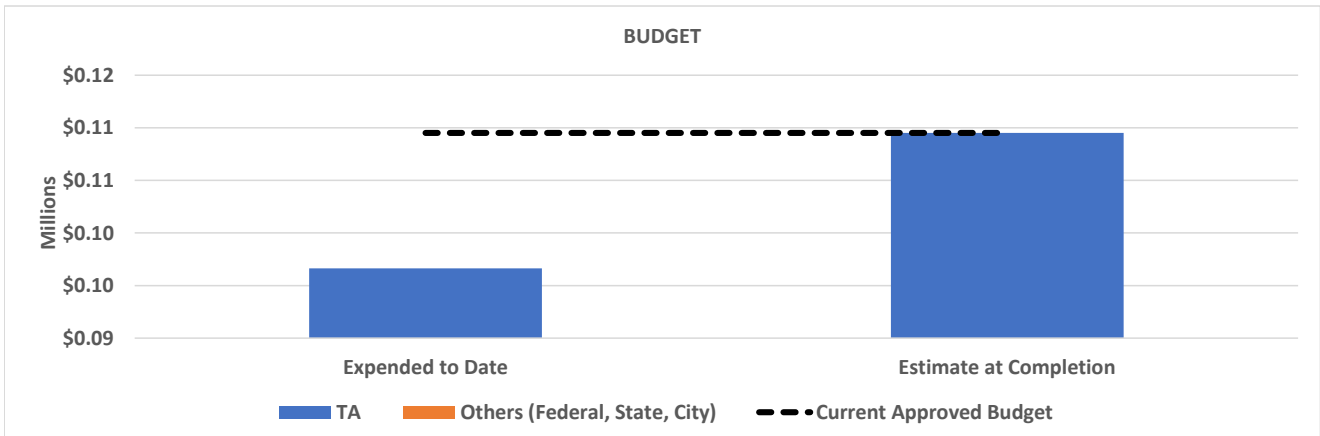
PROJECT DESCRIPTION:

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

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

STATUS SUMMARY:

While construction of the US 101/Broadway interchange project was officially complete in October 2018, the landscaping and ROW Close-Out were put on hold until the completion of the US 101 Express Lanes project. With the Express Lanes project complete, TA staff re-started work for the completion of the ROW close-out and the PS&E of the landscaping. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. Encroachment permit with Caltrans for the construction phase is 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	\$109,513	\$96,633	\$12,880	88%	\$109,513	\$0
Others (Federal, State, City)	\$0	\$0	\$0	0%	\$0	\$0
Total Project	\$109,513	\$96,633	\$12,880	88%	\$109,513	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Plant Establishment (City ROW)	10/20/17	10/30/18	10/20/17	10/30/18	10/20/17	10/30/28
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	10/30/24

PROGRESS THIS QUARTER:

1. Coordinated on the PG&E procedure for a water supply line crossing Rollins Road.
2. Developed the Work Directive Proposal Request (WDPR) for the Design Support During Construction.
3. Revised plans and specifications to include PG&E procedures.
4. Responded to Caltrans' comments and sent them the 100% PS&E package.
5. Developed Caltrans encroachment permit application package.
6. Updated the Right of Way (ROW), Plat and Legal for Joint Use Agreement.
7. Drafted MOU for the landscaping construction phase.

FUTURE ACTIVITIES:

1. Complete the encroachment permit associated documents and submit to Caltrans for approval.
2. Provide input and prepare for DSDC services.
3. Work on the WDPR for the Resident Engineer during construction phase.
4. Finalize the Right-of-Way Record Maps and Record of Survey and submit for approval.
5. Execute MOU with the City of Burlingame.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: US 101/WILLOW INTERCHANGE

Project ID: 000622

Sponsor: City of Menlo Park
Implementing Agency: City of Menlo Park
SMCTA Role: Funding Agency
Current Phase: Landscaping PS&E (Activity 16)
Future Funded Phases: Landscaping CON (Activity 16)

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

STATUS OVERVIEW:

Percent Complete:		10%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

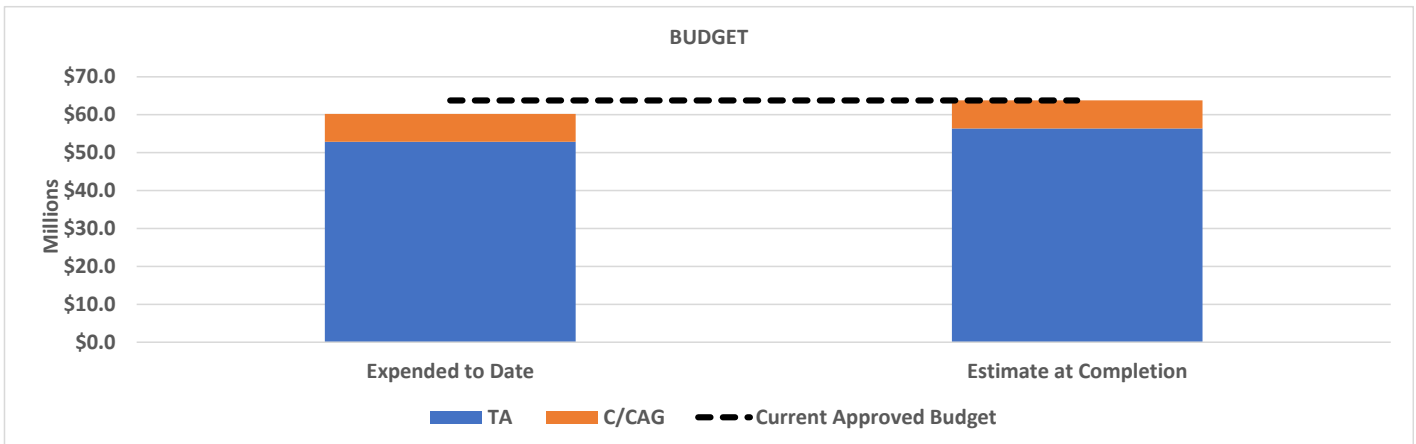
PROJECT DESCRIPTION:

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 put on hold due to the construction of the US 101 Express Lanes. Through summer 2023, the City led conceptual design efforts for project landscaping including gathering community and stakeholder feedback. The City is currently leading development of the landscaping plans, specifications, and estimates. The City, TA, and Caltrans are now under agreement to finalize the design and construct the project landscaping. The TA will serve as the implementing agency for landscaping construction. Landscaping construction cooperative agreement with Caltrans signed in September 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	\$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
PS&E (Landscaping)	10/01/23	03/30/25	10/01/23	03/30/25	10/01/23	03/30/25
Construction (Landscaping)	06/24/25	06/30/29	06/24/25	06/30/29	06/24/25	06/30/29

PROGRESS THIS QUARTER:

1. Prepared 60% plans, specifications and estimates.
2. Coordinated design details, encroachment permit, and utility information with Caltrans.

FUTURE ACTIVITIES:

1. Continue development of construction documents.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU - City/TA	10/10/23	04/06/29	10/08/28	Establishes City as the implementing agency for landscaping PS&E; and TA as the implementing agency for landscaping construction
Cooperative Agreement 04-2938 - Caltrans/City/TA	09/25/23	N/A	N/A	Establishes Caltrans as the oversight agency for landscaping activities



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

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

Project ID: 000768

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

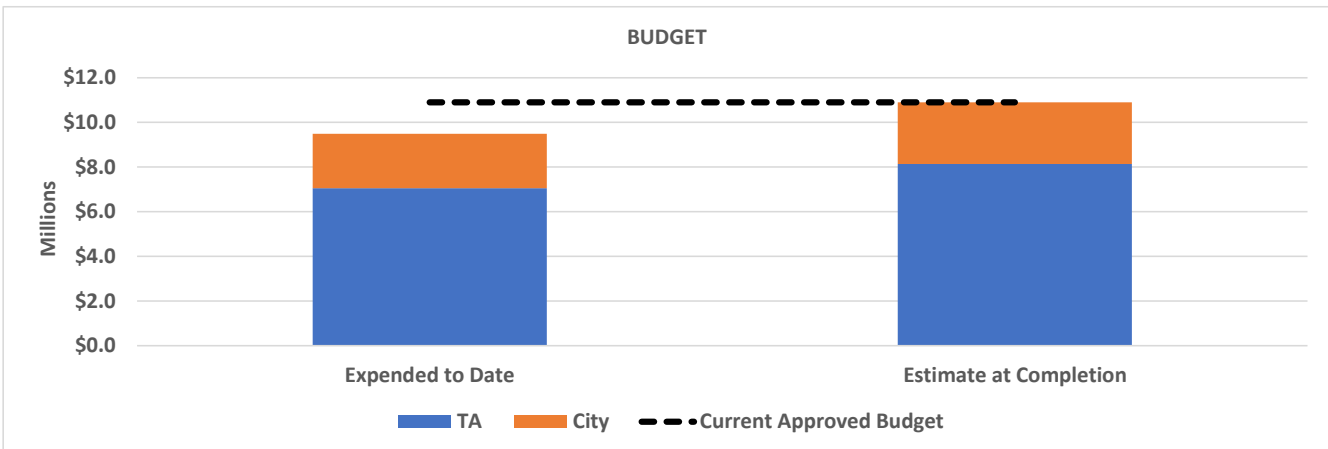
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road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

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

STATUS SUMMARY:

Caltrans approved the Project Approval and Environmental Document (PAED) in December 2016. The project is currently in the PS&E and Right-of-Way support phase. The City paused design activities at the completion of the 95% design task while securing funding for the construction phase. The City completed its review of ROW acquisition requirements in February 2023, and the City Council accepted and approved the process and commencement of the ROW acquisition and has restarted final design.

The focus of this quarter was continued stakeholder engagement, finalizing the Charter with Caltrans to establish an Executive Steering Committee, completion of additional grant applications, continued development of the baseline project schedule, and oversight of PS&E and R/W support work performed by project consultants.



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	08/01/17	12/31/20	08/01/17	12/31/21
PS&E (Final)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Appraisals (Draft)	08/01/17	05/01/20	08/01/17	12/31/23	04/01/23	03/31/24
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	12/31/25

PROGRESS THIS QUARTER:

1. Finalized draft Charter and circulated for signatures to establish the Executive Steering Committee.
2. Developed new slide deck to illustrate new data on the regional significance of the Port, equity accommodations, bicycle and pedestrian facilities, jobs, and housing.
3. Prepared slide decks for presentations to different stakeholders: CTC executive leadership, Kaiser Permanente and Stanford University.
4. Coordinated additional PS&E services, including updating the scope of services and budget to support Caltrans advertisement, awarding, and administering of the capital construction contract.
5. Continued meetings with AECOM on design status, utility relocations progress, and UPRR progress.
6. Prepared RAISE grant application; preparing for SS4A application and INFRA 2024 application.
7. Updated Project website to ensure grant evaluators have access to the most accurate and up-to-date information.
8. Worked with AR/WS to address various issues with parcels, confirm mapping, and prepare materials for funding agreement supporting documentation to the TA.

FUTURE ACTIVITIES:

1. Approval of additional PS&E scope and budget.
2. Meet with utility providers as needed.
3. Conduct stakeholder outreach (e.g., school, medical care facilities, the Port).
4. Execute and implement the Project Charter.
5. Respond to UPRR inquiries and comments.
6. Initiate the process to secure the SMCTA's funding agreement for R/W capital.
7. Ongoing coordination and reporting with TA regarding fulfilling Funding Agreement commitments.
8. Make offers on required parcels.
9. Amend AECOM design contract, and GBS contract to acquire and implement eBuilder.

KEY ISSUES:

Because UPRR approval of the Project is on the critical path, it is essential to come to an agreement with UPRR on the design of the at-grade crossings and 101 ramp structures. The City has made the submittal to UPRR and is in the process of scheduling the site visit for mandatory consultation.

AGREEMENT HISTORY:

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

Amendment 2	02/11/21	06/30/22	12/31/21	Schedule extension requested for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds addition by Sponsor



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: US 101 EXPRESS LANES

Project ID: 000791

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

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

STATUS OVERVIEW:

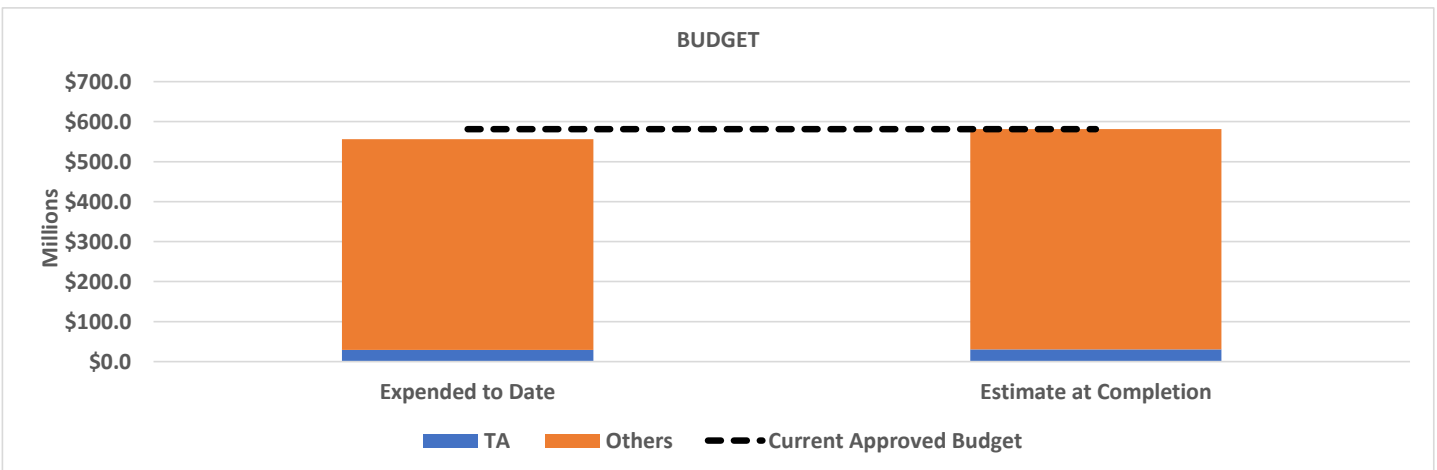
Percent Complete:		98%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

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

STATUS SUMMARY:

The design and construction of the project were broken down into northern and southern segments. Construction of the southern segment began in March 2019 and in March 2020 for the northern segment. Both the southern and northern segments are now complete and operational. Closeout of the construction contract and early activities for the project landscaping are underway.



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	\$28,935,662	\$1,564,338	\$30,500,000	\$0	95%
Regional	\$95,000,000	\$82,150,571	\$12,849,429	\$95,000,000	\$0	86%
Loan/Future Toll	\$86,500,000	\$85,039,337	\$1,460,663	\$86,500,000	\$0	98%
Federal	\$9,500,000	\$9,500,000	\$0	\$9,500,000	\$0	100%
State	\$306,670,000	\$297,364,813	\$9,305,187	\$306,670,000	\$0	97%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$555,990,384	\$25,179,616	\$581,170,000	\$0	96%

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Continued closeout of punch list items including transfer of filing records and development of as-builts for the construction of the northern and southern segments.

Project Landscaping:

1. Completion of fiber roll installation for erosion control, irrigation check and test, demolition of existing irrigation, and irrigation layout & installation.
2. Caltrans completed the pre-construction survey.
3. Caltrans commenced construction activities.

FUTURE ACTIVITIES:

1. Complete closeout activities.

Landscape Phase

2. Continue construction activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

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:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

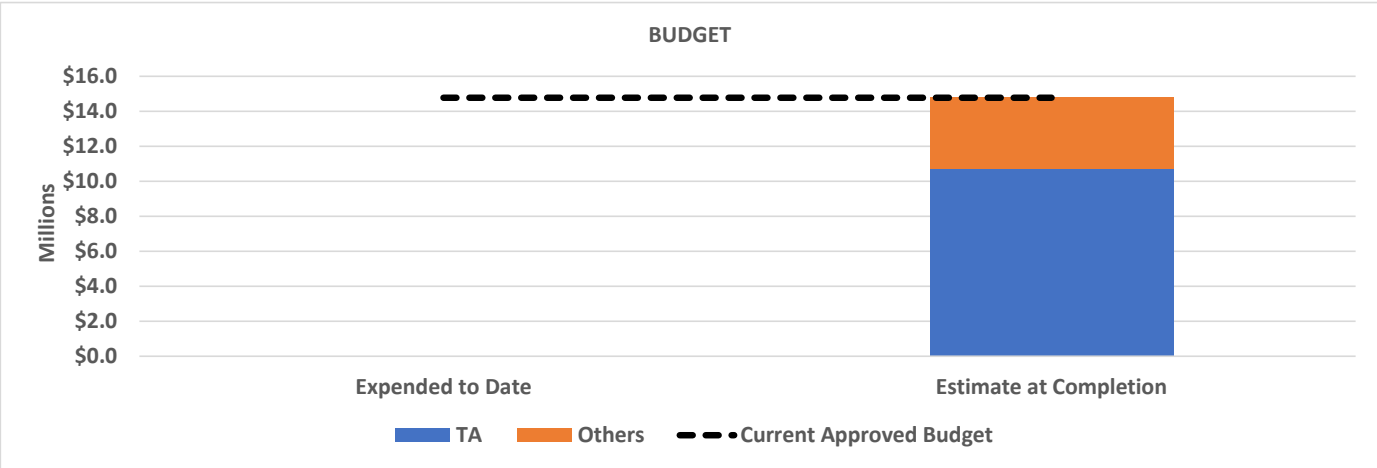
The project includes a new Class I pedestrian and bicycle overcrossing along the north side of the US 101/University Avenue overcrossing that will also continue east and west of the freeway. The overall project would also widen the existing southbound US 101 to University Avenue loop off-ramp from three 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.

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

STATUS SUMMARY:

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

The City and TA entered into a Funding Agreement in February 2023 to initiate the construction phase. The City awarded a contract to MCM Construction, with Ghirardelli Associates to handle construction management. Construction activities began in July 2023. The project foundations have since been completed and stormwater pollution control is 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	\$10,700,000	\$0	\$10,700,000	0%	\$10,700,000	\$0
Federal (earmark)	\$771,000	\$0	\$771,000	0%	\$771,000	\$0
State (Local Partnership Program)	\$2,302,200	\$0	\$2,302,200	0%	\$2,302,200	\$0
Local (Stanford Recreation Mitigation Grant)	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$14,773,200	\$0	\$14,773,200	0%	\$11,700,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Completed large diameter foundations.
2. Continued construction on bridge columns and bridge abutment foundations.
3. Provided traffic management through the active construction site.
4. Continued storm water pollution control.

FUTURE ACTIVITIES:

1. Intersection improvements at University Ave/Donohoe St and University Ave/Woodland Ave.
2. Begin construction of bike path near University Ave/Donohoe St.
3. Begin falsework construction over US 101.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: US 101/PENINSULA AVE INTERCHANGE

Project ID: 000801

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

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

STATUS OVERVIEW:

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

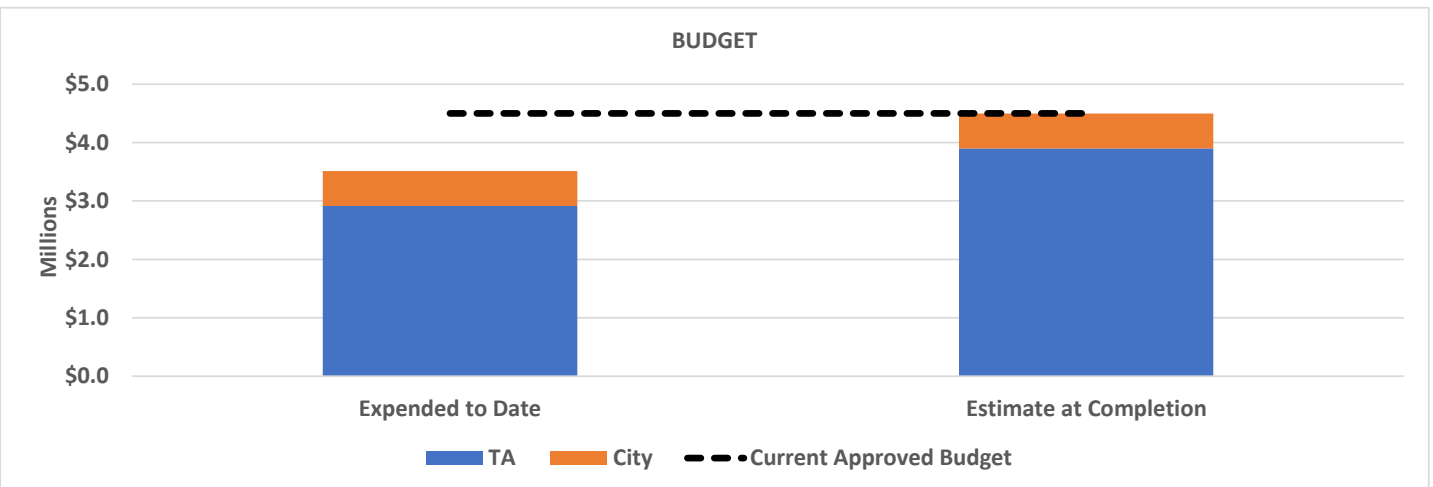
PROJECT DESCRIPTION:

Project Approval and Environmental Document (PAED) 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 provide enhanced bicycle and pedestrian improvements on Peninsula Avenue from Humboldt Street to Bayshore Boulevard.

STATUS SUMMARY:

While two alternatives are being studied through the current Project Approval and Environmental Document (PAED) phase, significant right-of-way impacts have been identified. One design alternative requires acquiring over 26 small business properties and a 76-unit affordable multi-family housing development. The second option has slightly less property impacts and requires acquiring 21 small business properties. While the second alternative could preserve the 76-unit housing development, it would severely impact the housing’s parking, lobby, and common areas. Under either alternative, there are also partial impacts to seven other multifamily housing units in the immediate area. Depending on the design option selected, the right-of-way acquisition costs for the project are estimated to be between \$96 million and \$150 million with the total project costs estimated to be between \$168 million and \$226 million.

Given these significant impacts, the City of San Mateo conducted an alternatives development workshop on March 25th to see if there are any other feasible designs that could reduce the right-of-way needs while achieving the project goals. The workshop did not identify any new alternatives to limit the property impacts. The City also considered relocation options for the affected affordable housing units but determined it would not be feasible. The City plans to present these findings to their city council in July 2024. If the project doesn’t advance, the City may investigate the potential for complete streets improvements in the project area.



CURRENT PHASE BUDGET:

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

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The City conducted an alternatives development workshop on March 25th to see if there are any other feasible designs that could reduce the right-of-way needs while achieving the project goals.
2. The City is working with the project consultant to summarize the alternatives explored so far.

FUTURE ACTIVITIES:

1. The City plans to present the findings from the workshop to their city council in July 2024, a potential recommendation is to consider cancelling the project.

KEY ISSUES:

1. The updated ROW costs are excessive and there is no viable funding plan for the project.

AGREEMENT HISTORY:

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



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

Project ID: 000805

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

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

STATUS OVERVIEW:

Percent Complete:		48%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

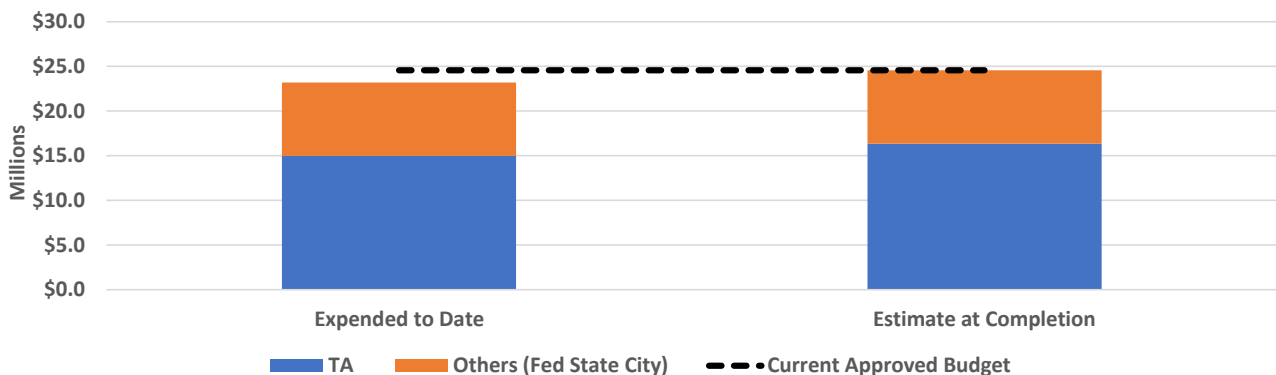
PROJECT DESCRIPTION:

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 the Construction phase of the project. Bids were opened on December 6, 2016. The Construction contract was awarded in January 2017 and Caltrans accepted the construction contract work on August 2, 2018. In December 2020, Caltrans and the City of San Mateo entered into a Cooperative Agreement to complete the highway landscaping, whose scope includes clearing and grubbing, light grading, installation of ground cover and tree planting, and irrigation improvements within the Caltrans Right-of-Way. City of San Mateo has completed the design for highway landscaping and irrigation improvements and is expected to advertise for construction in spring 2024 with estimated construction starting in summer 2024.

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	\$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 (landscaping)	07/01/17	02/01/22	07/01/17	02/01/22	07/01/17	12/31/23
Construction (Landscaping)	09/01/22	12/01/27	09/01/22	12/01/27	08/01/24	08/31/28

PROGRESS THIS QUARTER:

1. Caltrans issued encroachment permit in February 2024.

FUTURE ACTIVITIES:

1. City to advertise highway landscaping for construction in spring 2024.
2. Start construction of highway landscaping in summer 2024.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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

Project ID: 000823

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

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

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

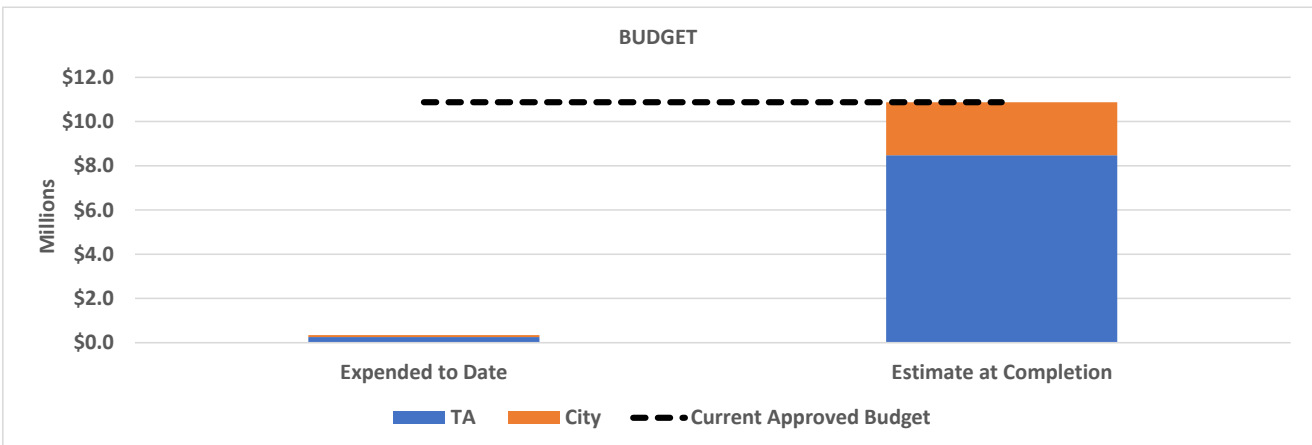
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide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

STATUS SUMMARY:

The City is completing the final utility relocations in order to be ready for construction bidding. Approved plans were modified for the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence for aerial easement at Beachwood property. The City has applied to Caltrans for design exception (Design Standard Decision Document) to move the Class I path closer to the Highway 1 to avoid relocation of 4 out of 7 utility poles which carry electric power lines and communication lines. All other utilities including the main gas lines, the water lines and hydrants have been relocated. The temporary construction easement has been executed for a period of 3 years. Riparian plans as mitigation for the biological impacts have been completed. Wastewater Discharge Report and fees was submitted to the Water Quality Control Board for the extension of a drainage inlet need for the Class I path alignment.

The City has prepared a new landscape plan incorporating ultra-low water need plants and increased decomposed granite areas as hardscape. The City presented the project update to the Planning Commission per the Coast Development Permit as required by the conditions of the CDP and received positive feedback to proceed. Once all utility relocations are completed, Caltrans will issue the final encroachment permit and the City will be able to advertise the project for construction.

The City is coordinating this project with the Caltrans State Highway Operation and Protection Program (SHOPP) project for Highway 1 which includes paving, re-stripping and Class II bike lanes on the existing shoulders. The Caltrans SHOPP project is planned during the same construction period as this project and requires extensive coordination so work conflicts are avoided.



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	\$258,519	\$8,216,481	3%	\$8,475,000	\$0
City	\$2,400,000	\$82,826	\$2,317,174	3%	\$2,400,000	\$0
Total Project	\$10,875,000	\$341,345	\$10,533,655	3%	\$10,875,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Approved plans were modified for the Class I path to avoid relocation of 4 PG&E poles due to PG&E insistence for aerial easement at Beachwood property.
2. The City has applied to Caltrans for design exception to move the Class I path closer to the Highway 1 to avoid relocation of 4 out of 7 utility poles which carry electric power lines and communication lines. PG&E has completed the redesign of the electric lines to accommodate the change.
3. The City continues coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to coordinate improvements and avoid duplicate efforts.
4. The City submitted the Wastewater Discharge Report application and associated fees to the California Water Quality Control Board for a Water Discharge permit at Kehoe ditch for the extension of the inlet structure.

FUTURE ACTIVITIES:

1. PG&E to obtain construction date from its vendor for pole relocations.
2. City to submit Notice to Owners (NTO) for utility clearances.
3. City to obtain approved WDR from CA Water Quality Control Board.
4. City to coordinate construction dates with Caltrans SHOPP project.
5. City to coordinate approval of DSDD with Caltrans.
6. City to amend design consultant agreement to include additional tasks for coordination with Caltrans SHOPP project, DSDD coordination and SamTrans bus stop upgrades.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: US 101 MANAGED LANES NORTH I-380

Project ID: 100302

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

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

STATUS OVERVIEW:

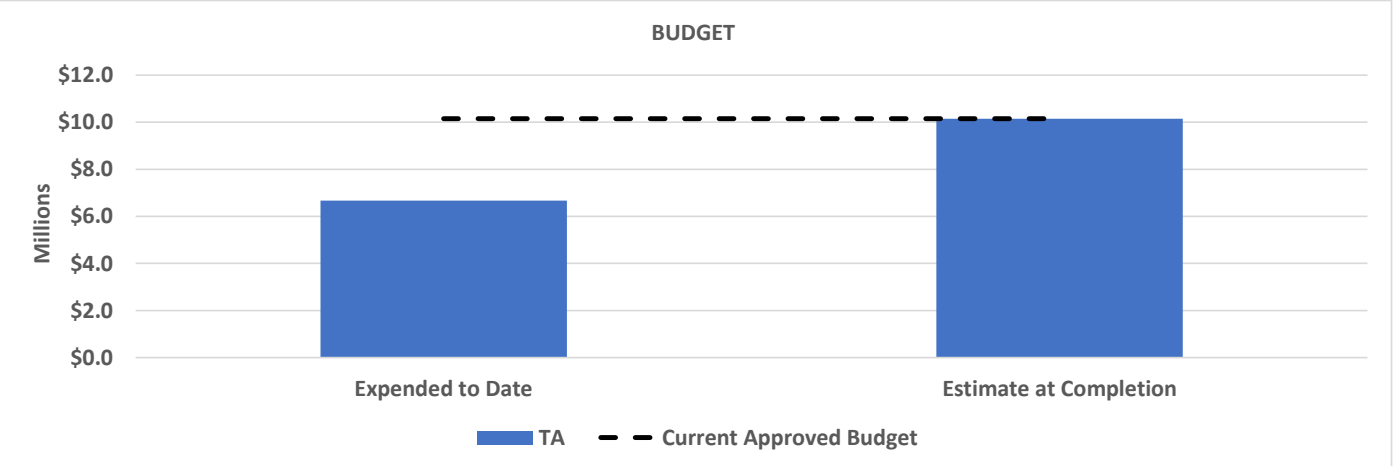
Percent Complete:		55%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

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

STATUS SUMMARY:
 The Project Study Report-Project Development Support (PSR-PDS) was approved by Caltrans on October 18, 2019. Various environmental studies have already been approved with final approvals pending for two technical studies. Tasks such as traffic engineering analysis, environmental studies, and geometrical approval drawings are being prepared. Caltrans also recently required further traffic analysis and a safety assessment of the corridor. The traffic forecasting data for future year scenarios has incurred delays in review and approval by Caltrans. So, the traffic operations analysis report is behind schedule by 6 months. The schedule in the traffic light summary above been updated to Yellow (from Green).

The project team completed the value engineering analysis with subject matter experts and submitted it for Caltrans review and approval. The team is currently evaluating traffic data for each of the on-ramps along the study corridor to document any nonstandard design features. The team is continuing coordination with the City of South San Francisco regarding proposed project improvements within the City limits as well as any potential modifications to development projects along Dubuque Ave. The project team had several focused meetings with Union Pacific Railroad and Caltrain for potential modifications to overhead crossings at two locations. The ROW and trackage rights are owned by Caltrain and hence the approval of potential modifications is with Caltrain.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$6,670,996	\$3,479,004	66%	\$10,150,000	\$0
Total Project	\$10,150,000	\$6,670,996	\$3,479,004	66%	\$10,150,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	12/16/19	01/31/22	11/02/20	10/31/24	11/02/20	05/16/25

PROGRESS THIS QUARTER:

1. Received 2030 and 2050 forecast comments from Caltrans and provided responses.
2. Worked with the team to prepare the VMT memorandum and submit to Caltrans. Presented the VMT analysis results to Caltrans HQ Sustainability team to facilitate the review of the VMT memo.
3. Summarized HOV 2+ and HOV 3+ data for opening year 2030 and 2050 conditions, completed qualitative assessment of HOV lane operations.
4. Summarized ramp and local segment data and analysis to assist the design team on Bayshore connector ramp and improve bike/ped circulation. The project team had coordination meetings with local agencies and Caltrans.
5. Received Caltrans comments on existing ramp intersection analysis results and submitted revisions for approval.
6. Updated the Advance Planning Study (APS) structure plans for the SSF OH and Sierra Point OH as part of ongoing coordination with UPRR and Caltrain.
7. Continued coordination with City of South San Francisco (SSF) regarding proposed project improvements within the City limits and in particular potential impacts to adjacent frontage streets including Dubuque Avenue and Airport Boulevard. Continued to evaluate right of way needs from private properties along Dubuque Avenue for Alt 1 – Lane Add.
8. Finalized the draft Highway Safety Manual (HSM) qualitative analysis for Alt 1 – Lane Add and Alt 2 – Lane Convert and submitted to Caltrans for review.
9. Finalized the draft VA Study Report and submitted to Caltrans for review.
10. Resubmitted the final Air Quality Study report and Energy report and received approval.
11. Summarized HOV data for opening year 2030 and 2050 conditions.
12. Completed local intersections analysis for existing conditions and 2030.
13. Continued to update the visual simulations that will be part of the Visual Impact Assessment (VIA) Report.

FUTURE ACTIVITIES:

1. Prepare the Design Exception Matrix for Caltrans approval to include in the Draft Project Report.
2. Final Caltrans approval of the Noise Report and Visual Impact Analysis reports.
3. Revise the VMT memo and resubmit to Caltrans for approval.
4. Continue evaluating a potential soundwall on Airport Boulevard.
5. Refine the Traffic Operational Analysis Report.
6. Continue working on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA)

KEY ISSUES:

1. The schedule has been impacted by 6 months due to delays in approval of traffic forecasting data by Caltrans.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PAED)	10/01/15	N/A	N/A	Board Resolution No. 2015-19 - funding for PAED
RESO Funding (PAED)	11/07/19	N/A	N/A	Board Resolution No. 2019-29 - additional funding for PAED
MOU - C/CAG	03/06/20	07/31/22	01/31/22	Established TA and C/CAG as sponsoring, funding and implementing agencies for PA&ED phase
MOU Amendment #1 - C/CAG	04/11/24	12/31/25	07/31/25	Extended the term of the MOU
Cooperative Agreement No. 04-2781 -TA, CCAG, Caltrans	12/18/20	N/A	N/A	Established TA and C/CAG as co-sponsors, TA as implementing agency, Caltrans as environmental lead
RESO Funding (PS&E)	12/02/21	N/A	N/A	Board Resolution No. 2021-33 - allocated \$11.323M for PS&E
RESO Funding (PAED, PS&E)		N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023



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PROJECT: US 101/SR 92 INTERCHANGE AREA IMPROVEMENTS

Project ID: 100318

Sponsor: C/CAG, SMCTA
Implementing Agency: Caltrans
SMCTA Role: Funding Agency
Current Phase: PS&E, ROW & Construction (Activities 13, 14 and 16)
Future Funded Phases: None

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

STATUS OVERVIEW:

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

PROJECT DESCRIPTION:

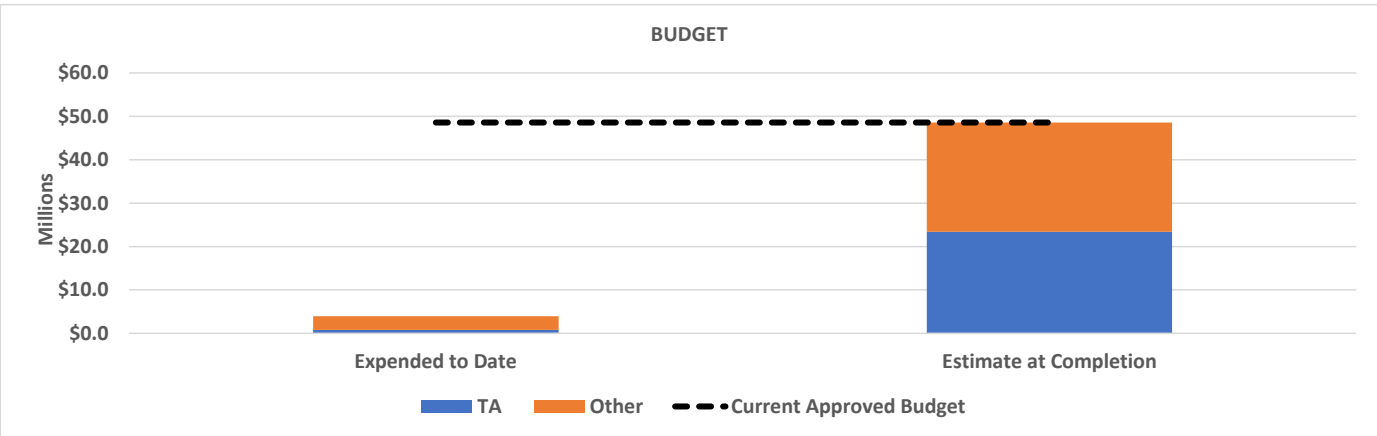
The project will identify the short-term improvements to improve traffic safety and increase mobility at the vicinity of the US 101/SR 92 interchange. The improvements include constructing an additional lane from westbound SR 92 to southbound US 101 connector ramp, modifying lane merge from US 101 connector 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 reducing backups on US 101.

STATUS SUMMARY:

The Project Study Report - Project Development Support was approved by Caltrans on October 29, 2019. Caltrans completed the Project Approval-Environmental Document (PAED) phase in September 2021; the Plans, Specifications & Estimates phase in December 2023.

In January 2024, the TA and the City/County Association of Governments (C/CAG) entered into agreement with Caltrans to establish Caltrans as implementing agency for the construction phase. Caltrans has since been preparing to advertise the construction contract for bids in summer 2024. As project co-sponsors, the TA and C/CAG jointly submitted an allocation request to the Metropolitan Transportation Commission for Regional Measure 3 funds to provide matching funds for the TA's Measure A contribution on this 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	\$23,413,000	\$786,427	\$22,626,573	3%	\$23,413,000	\$0
C/CAG (State Transportation Improvement Program)	\$4,885,000	\$3,144,253	\$1,740,747	64%	\$4,885,000	\$0
MTC (Regional Measure 3)	\$19,277,000	\$0	\$19,277,000	0%	\$19,277,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$48,575,000	\$3,930,680	\$44,644,320	8%	\$48,575,000	\$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
CON	06/30/24	07/31/26	06/30/24	07/31/26	06/30/24	07/31/26

PROGRESS THIS QUARTER:

1. Executed the cooperative agreement for the construction phase.
2. Submitted a funding allocation request to the MTC for over \$19 million in Regional Measure 3 funding for construction.
3. Obtained Right of Way and Ready to List Certifications.
4. Initiated an amendment to the MOU with C/CAG to reflect the latest construction funding details.

FUTURE ACTIVITIES:

1. Prepare for advertising and bid opening.
2. Finalize the PS&E for Advanced Warning Signage
3. Set up mandatory Pre-Bid Small Business Meeting

KEY ISSUES:

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

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
RESO Funding (PS&E, ROW, CON)	12/02/21	N/A	N/A	Board Resolution No. 2021-33
Cooperative Agreement 04-2836 - Caltrans/CCAG/TA	03/22/22	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the PS&E and ROW phase
MOU - CCAG/TA	04/01/22	06/30/27	12/31/26	Implementation of the PS&E, R/W, and Construction Phases using Measure A and Regional Measure 3 funds
RESO Funding (CON)	12/07/23	N/A	N/A	Board Resolution No. 2023-26
Cooperative Agreement 04-2944 - Caltrans/CCAG/TA	01/22/24	N/A	N/A	Establishes Caltrans as the implementing agency with C/CAG as co-sponsor and TA as funding agency for the Construction phase



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PROJECT: US 101/SR 92 DIRECT CONNECTOR

Project ID: 100319

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

PHASE OVERVIEW:
 Project Approval and Environmental Document (PAED) for high-managed lane direct connectors between US 101 & SR 92

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

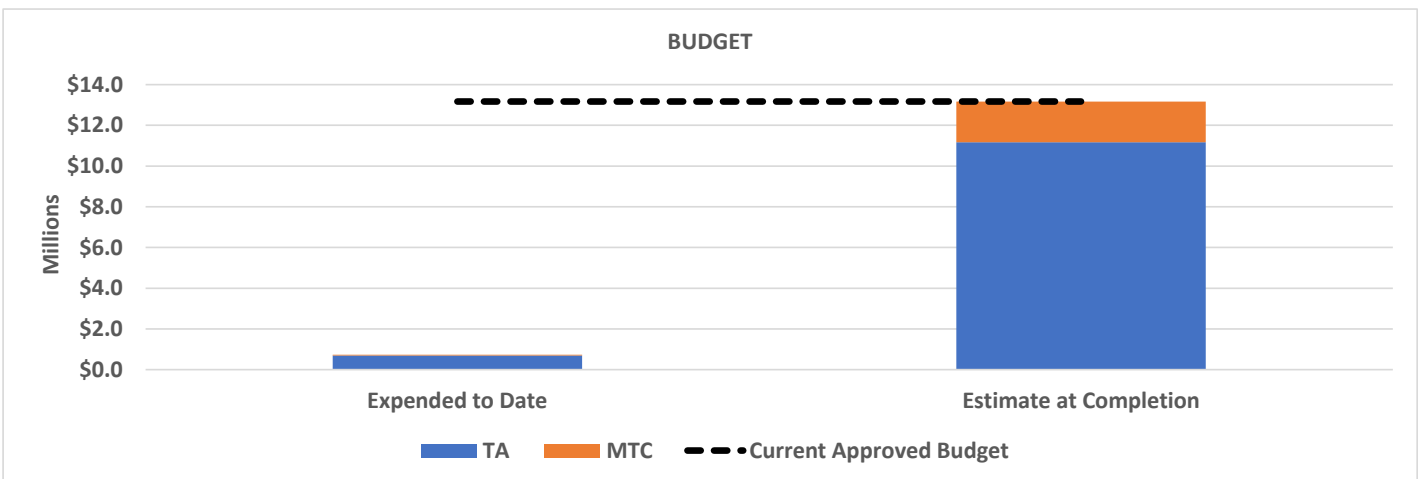
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

The proposed managed lane direct connectors will allow high-occupancy vehicles (HOV) and other express lane users to bypass congestion in general purpose lanes, encouraging carpooling and promoting transit. The proposed improvements may also benefit cut through traffic on local streets.

STATUS SUMMARY:

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) document in November 2020. The approved PSR-PDS serves as the Project Initiation Document and enabled the project to be advanced to the Project Approval and Environmental Document (PAED) phase. The TA Board approved the transfer of \$1,000,000 in remaining funds from the PSR-PDS phase to the PAED phase for critical path technical studies including traffic engineering studies and topographic survey work. These advanced PAED studies were completed in 2021.

In August 2023, the PAED phase re-commenced with the execution of a work directive with Kimley-Horn & Associates to provide professional services for development of the Project Report and environmental document. The project team has since completed initial traffic data collection, initiated preliminary engineering; and are focusing on preparing for the environmental scoping period.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$11,170,776	\$699,710	\$10,471,066	6%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$32,295	\$1,967,705	2%	\$2,000,000	\$0
Total Project	\$13,170,776	\$732,005	\$12,438,771	6%	\$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	11/30/26

PROGRESS THIS QUARTER:

1. Refined the project alternatives to identify potential impacts and nonstandard features.
2. Finalized the scoping meeting public participation plan.
3. Continued traffic data collection.
4. Prepared Notice of Preparation (NOP) and scoping materials.

FUTURE ACTIVITIES:

1. Issue NOP and initiate scoping period.
2. Begin environmental studies.
3. Refine traffic forecast model.
4. Develop outline for concept of operations.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: SR 1/MANOR DRIVE OVERCROSSING IMPROVEMENTS

Project ID: 100321

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

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

STATUS OVERVIEW:

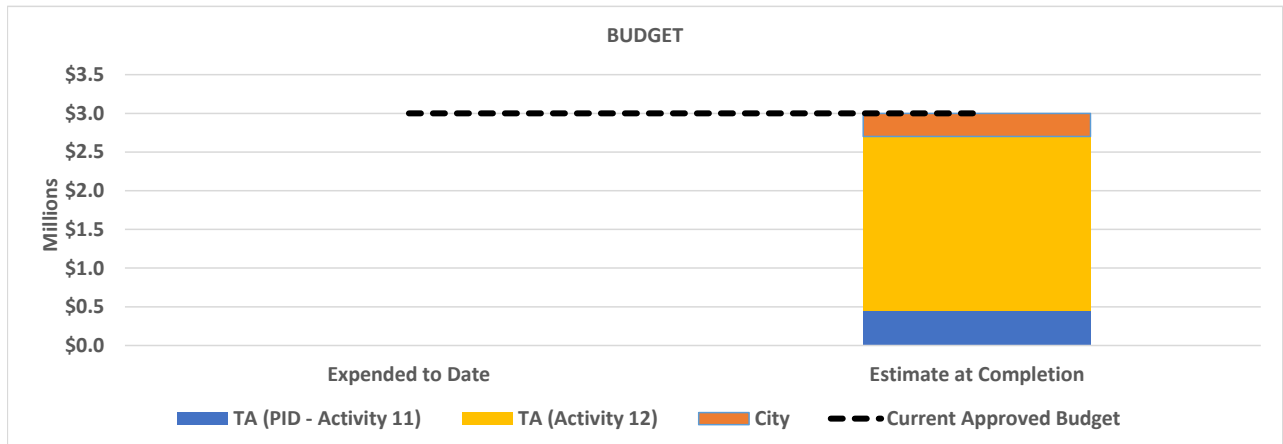
Percent Complete:		57%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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, the project will construct an on-ramp to northbound SR 1 at Milagra Drive and Oceana Boulevard. This is to allow local traffic to access northbound SR 1 without traveling through the Manor Drive/Oceana Boulevard intersection. Aesthetic treatments of the Manor Drive overcrossing railing, barriers, retaining walls, landscaping, hardscaping and upgraded lighting will be developed in coordination with Caltrans.

STATUS SUMMARY:

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



CURRENT PHASE BUDGET:

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PID	05/01/22	11/30/22	05/06/22	03/15/23	05/06/22	04/15/23
PAED	12/31/22	06/30/24	04/01/23	08/30/24	08/21/23	07/30/25

PROGRESS THIS QUARTER:

1. Continue developing the Design Alternatives.
2. Finalized the draft existing conditions report and submitted to Caltrans.
3. Scheduled and attended a design focus meeting with Caltrans Ped and Bike, Traffic Safety and Design.
4. Scheduled and attended a meeting with North County Fire and City.

FUTURE ACTIVITIES:

1. Continue to Develop and Evaluate Design Alternatives.
2. Continue working on the Environmental studies.
3. Schedule PDT meeting with Caltrans.
4. Begin the engineering studies.
5. Schedule traffic focused meeting.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Funding Agreement (FA)	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	03/09/22	12/31/24	06/24/24	Board Resolution 2021-33 dated 12/2/2021, funding for PID and PAED
Amendment #1	TBD	06/30/27	12/31/26	Will update funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extend the time of performance to 12/31/26



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PROJECT: DUMBARTON ROADWAY IMPROVEMENTS

Project ID: 100662

Sponsors: C/CAG & County of San Mateo
Implementing Agency: C/CAG
SMCTA Role: Funding Agency
Current Phase: Pre-PID (Activity 11)
Future Funded Phases: None

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

STATUS OVERVIEW:

Percent Complete:		5%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
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.

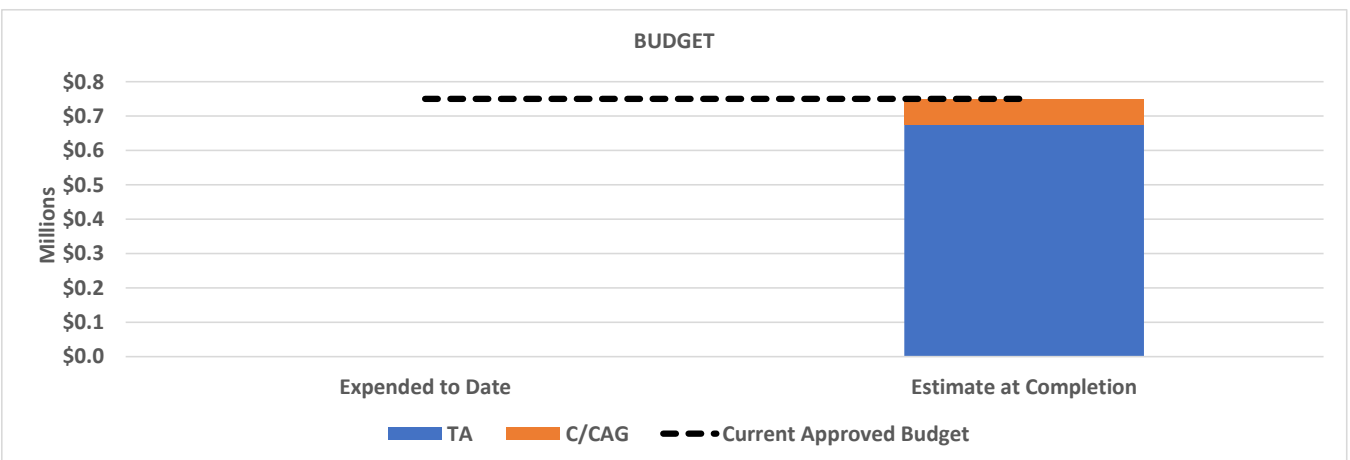
The Project will assess congestion relief based on various proposed designs that will be studied as part of this effort which promote high occupancy vehicle and express transit improvements. The goal is to reduce congestion delay and queuing, encourage more commuters to switch modes from driving alone 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, intended to begin work towards the pre-Project Initiation Document (PID) phase. This phase would involve convening a project stakeholder group and using existing studies and focused data to identify potential alternatives and challenges to be analyzed in the PID phase. This work would also entail public outreach as needed/appropriate.

Delays in progress towards the pre-PID phase has pushed the anticipated schedule for PID phase work beyond the timely use of funds guidelines. As such, the TA Board deprogrammed and deallocated \$3.825 million of funding in December 2023 that was relinquished by C/CAG for the PID phase.

No further progress has since been made with the pre-PID phase, rendering the remainder of funds at risk. TA staff will issue final communication with C/CAG indicating that these funds will be deprogrammed and deallocated. TA staff will also coordinate with the San Mateo County Economic Development Association (SAMCEDA) to ensure local match funds will be reappropriated to other work in the City. This will be the final status report for this 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	\$675,000	\$306	\$674,694	0%	\$675,000	\$0
C/CAG	\$75,000	\$0	\$75,000	0%	\$75,000	0%
Total Project	\$750,000	\$306	\$749,694	0%	\$750,000	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. None.

FUTURE ACTIVITIES:

1. Issue final communication to C/CAG regarding deallocation of the remainder of funds.
2. Seek TA Board action to deallocate the remainder of funds.

KEY ISSUES:

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

AGREEMENT HISTORY:

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



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PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

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

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

STATUS OVERVIEW:

Percent Complete:		100%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

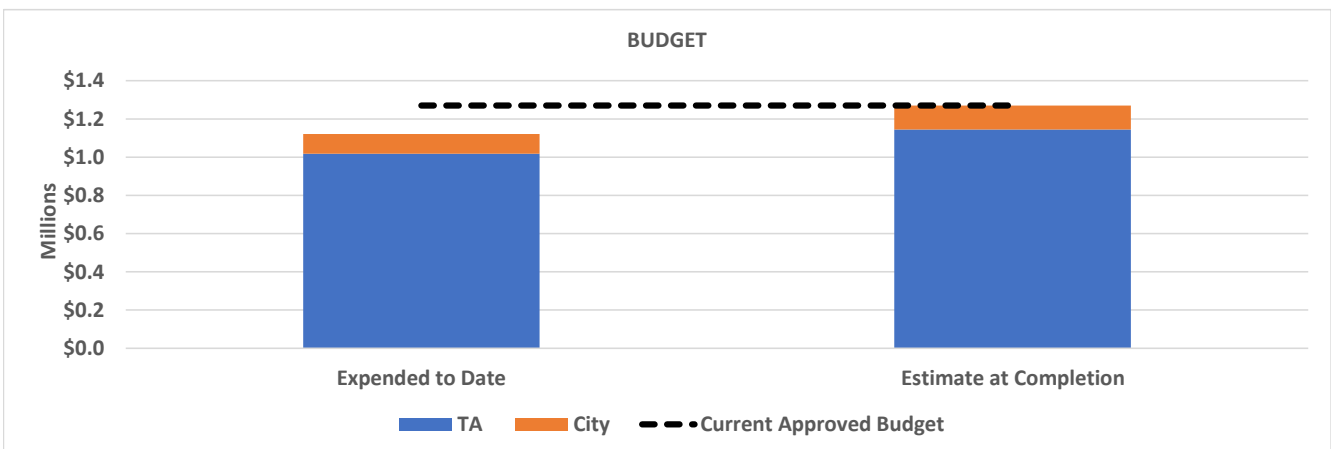
PROJECT DESCRIPTION:

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 project is being coordinated with the County of San Mateo and Caltrans with the TA serving as the implementing agency. The final Preliminary Project Study (PPS) report was completed. The PID phase of the project was initiated in August 2022 and is anticipated to complete by the end of March 2024. Three build alternatives were identified and the PSR-PDS identifies the types of environmental documents needed to advance the project to the environmental study phase. Caltrans approved the PID in February 2024.

The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PA&ED) phase. This phase will include more detailed studies to determine design exceptions, more detailed cost estimating, advanced planning studies for structures, traffic studies and drainage report and include additional outreach with the community and Caltrans to identify a preferred alternative. This stage of the process typically takes 18 to 24 months. In March 2024, the TA published the Request for Proposal and awarded a contract to consultant AECOM, and issued the Notice to Proceed on May 2024.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,145,000	\$1,018,530	\$126,470	89%	\$1,144,999	\$0
City	\$125,000	\$102,458	\$22,542	82%	\$124,999	\$0
Total Project	\$1,270,000	\$1,120,988	\$149,012	88%	\$1,269,998	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. Caltrans PID comments were addressed and approved in February 2024.

FUTURE ACTIVITIES:

1. Execute MOU for the PA&ED phase.
2. Award consultant contract to start the PA&ED phase.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



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PROJECT: COLMA - EL CAMINO REAL BICYCLE & PEDESTRIAN IMPROVEMENTS

Project ID: 100664

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

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

STATUS OVERVIEW:

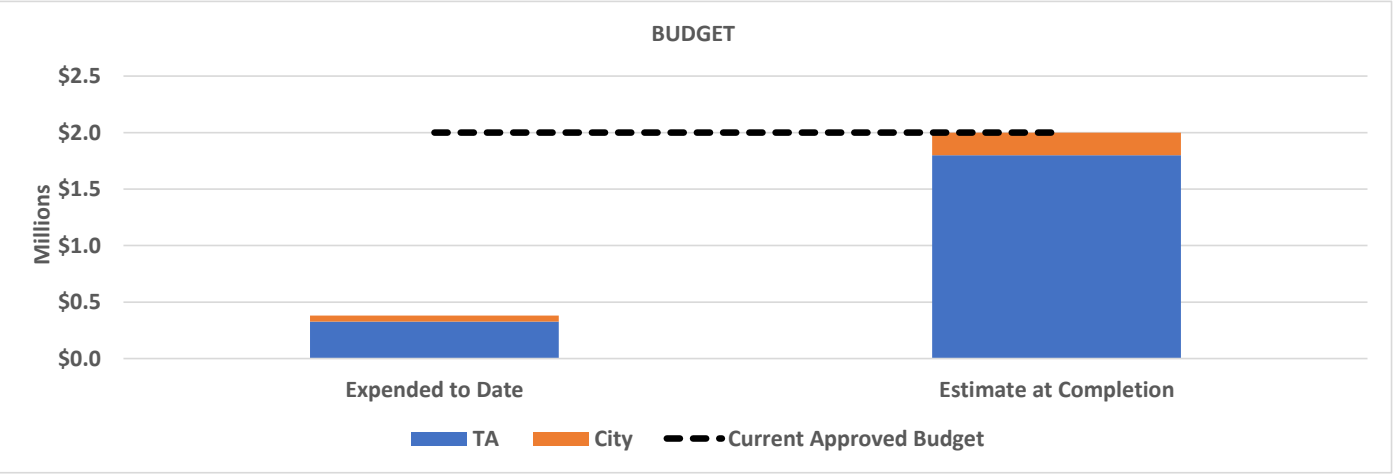
Percent Complete:		25%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

STATUS SUMMARY:
 On February 1, 2023, the Town of Colma released a Request for Proposal (RFP) and procured a consultant to start the project work. The professional services agreement was executed between the Town and the consultant on March 30, 2023. The project area has been extended southward from the original limits at Arlington Drive to Hickey Boulevard in the City of South San Francisco (Segment C) to expand pedestrian and cyclist connections along the corridor. The TA approved extension of the project limits in the PSR-PDS phase. The addition of Segment C increased the project costs by 15% which will be covered by the already approved Measure W funds awarded to the Town of Colma. Due to the inclusion of Segment "C", the project schedule has been adjusted, setting the new completion date for the PSR-PDS phase in September 2023.

The project team developed an Alternative 2 to explore the feasibility of keeping the existing three travel lanes in Segment A by narrowing the existing 28'-wide median. Both alternatives were submitted to project stakeholders for input.

The project remains on schedule to be completed by September 2024 in order to align with Caltrans' SHOPP project schedule.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$1,800,000	\$326,579	\$1,473,421	18%	\$1,800,000	\$0
City	\$200,000	\$53,029	\$146,971	27%	\$200,000	\$0
Total Project	\$2,000,000	\$379,608	\$1,620,392	19%	\$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	04/03/23	09/13/24	04/03/23	09/20/24

PROGRESS THIS QUARTER:

1. Completed utility mapping and identification of right-of-way needs.
2. Completed funding analysis memo.
3. Continued working on technical studies – Initial Engineering Analysis.
4. Continued working on PSR-PDS Admin Draft.

FUTURE ACTIVITIES:

1. Complete technical study updates.
2. Complete PSR-PDS Admin Draft.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	12/15/22	10/31/24	05/31/24	Board Resolution 2021-33 dated December 2, 2021
Funding Agreement	04/29/24	06/30/26	12/31/25	Board Resolution 2023-26 dated December 7, 2023



CALTRAIN & GRADE SEPARATIONS SUMMARY TABLE

FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
CALTRAIN - GRADE SEPERATION AND SPECIAL PROJECTS								
000812	San Mateo Replacement Parking Track (25th Ave Grade Separation)	42	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	44	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	46	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	48	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	50	●	●	●	●	●	●



CALTRAIN GRADE SEPERATION PROJECTS - PERFORMANCE STATUS DEFINITIONS

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

Notes:

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



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PROJECT: SAN MATEO REPLACEMENT PARKING TRACK (25TH AVE GS)

Project ID: 000812

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

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

STATUS OVERVIEW:

Percent Complete:		15%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

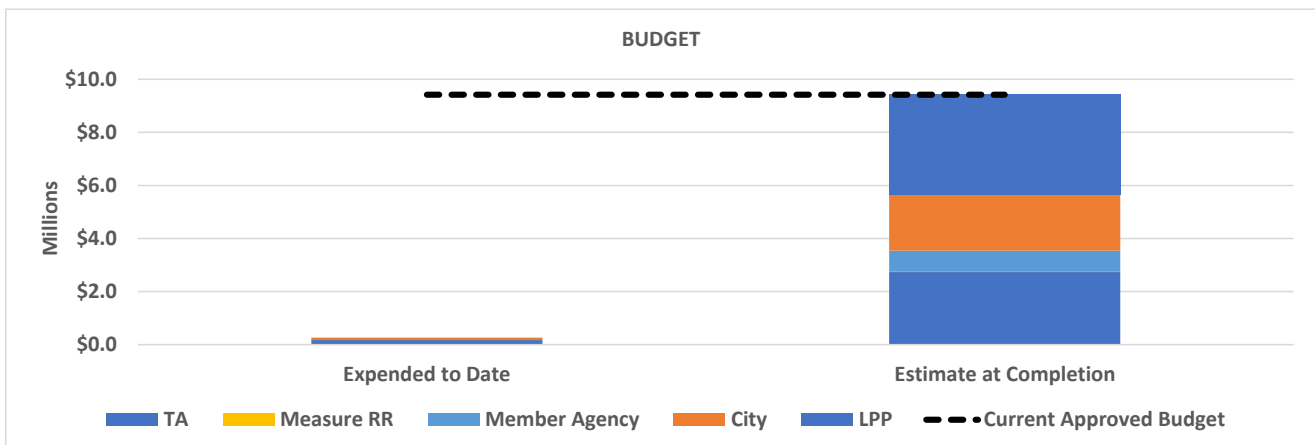
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located between 10th and 14th Avenues, accessed from 9th Ave., approximately 1,000 feet in length and have a single switch.

The project will also involve the construction of an access road from 9th Ave. to 14th Ave., a 12-foot tall concrete screen wall with creeping fig vegetation along Railroad Ave. and associated landscaping, irrigation and new electrical and water service. Electrification and Rail Signal scope are not part of the base funding plan. Supplemental funding will be needed to implement these systems on the replacement parking track.

STATUS SUMMARY:

The construction contract was awarded by the JPB Board to Stacy and Witbeck, Inc. and full Notice to Proceed (NTP) was issued in March 2024. Construction is scheduled to be substantially complete by March 2025. Community outreach coordination is ongoing to provide Hayward Park residents updated information on the planned construction activities and schedule.

The 4th amendment to the Agreement between San Mateo County Transit Authority (SMCTA), City of San Mateo and JPB has been executed. The amendment authorized the transfer of \$1.5 M in remaining 25th Ave project funds to this project and provide an extension of the programmed funds previously authorized for this project. The formal agreement for the \$3.77 M in California Transportation Commission (CTC) Local Partnership Program (LPP) funding required for the remaining balance of funds needed on this project is in process between JPB and 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	\$2,736,000	\$172,043	\$2,563,957	6%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$30,708	\$769,292	4%	\$800,000	\$0
City	\$2,100,000	\$64,275	\$2,035,725	3%	\$2,100,000	\$0
LPP	\$3,773,000	\$0	\$3,773,000	0%	\$3,773,000	\$0
Total	\$9,419,411	\$271,053	\$9,148,358	3%	\$9,419,411	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	09/01/23	09/30/25	03/01/24	08/31/25	03/01/24	08/31/25

PROGRESS THIS QUARTER:

1. TA executed Amendment 4 to the MOU extending the term and approving the use of \$1.5 M Measure funds. The MOU between the City of San Mateo, JPB and the TA was extended to complete construction by August 2025 and closeout the project by Feb 2026.
2. The construction contract was awarded to Stacy and Witbeck, Inc (SWI) and an NTP was issued to start construction activities.
3. The project team is working with budgets/grants and Caltrans on executing a Program Supplement Agreement (PSA) for \$3.77M in LPP funds. The team also requested a pre-approval spending authority while the formal PSA is in process.
4. The project team reviewed Construction Management Service proposals and negotiated an agreement with the selected firm.
5. Ongoing coordination with Community Outreach and Govt Affairs to update on anticipated start of construction activities.
6. The project team submitted and received the tree removal permit from the City of San Mateo.
7. The work directive proposal submitted by TASI was accepted to provide construction support services.

FUTURE ACTIVITIES:

1. Execute a program supplement agreement with Caltrans for use of \$3.77M in LPP funds.
2. SWI will mobilize and begin heritage tree removals, site clearing, and grading activities.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original MOU	10/06/16	N/A	N/A	Board Resolution 2021-33 dated December 2, 2021
Amendment #4	04/11/24	2/28/2026	08/31/25	Amendment to extend date and allocate funding



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PROJECT: BROADWAY BURLINGAME GRADE SEPARATION

Project ID: 000813

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

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

STATUS OVERVIEW:

Percent Complete:		60%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

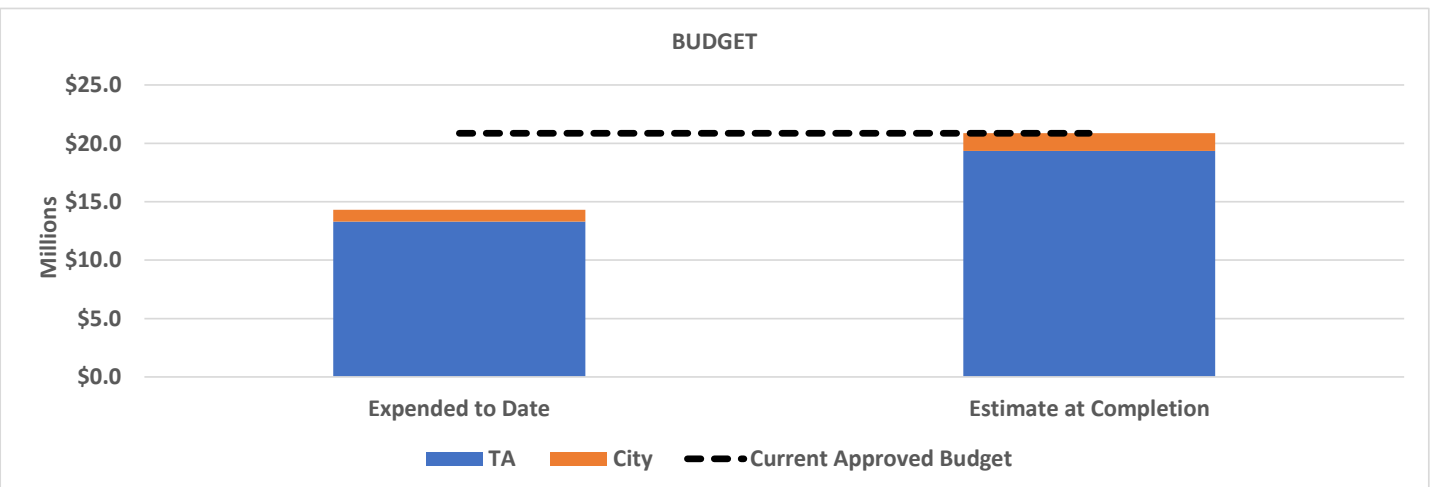
The project will replace the at-grade railroad crossing with a new configuration that will grade separate the railroad crossing from the street by elevating the railroad, and include construction of a new elevated train station. The project will include multiple pedestrian and bicycle access improvements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

The project produces tangible impacts that improve safety, improve emergency response, reduce emissions and increase resiliency, and increase connectivity and mobility for all.

STATUS SUMMARY:

The project has completed 65% design and has initiated 95% design. The Project is being implemented using a Construction Manager/General Contractor (CMGC) delivery method. The project awarded a contract for a CMGC contractor to support the advancement of the design through 95% and development of final construction documents. In addition, the project also procured an Independent Cost Estimator to support the CMGC process and to develop cost estimates.

Funding for right-of-way acquisition is on the critical path. City is working with the TA to fund the ROW 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*	\$19,363,000	\$13,302,708	\$6,060,292	69%	\$19,363,000	\$0
City	\$1,500,000	\$1,004,472	\$495,528	67%	\$1,500,000	\$0
Total	\$20,863,000	\$14,307,180	\$6,555,820	69%	\$20,863,000	\$0

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

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Final Design	N/A	N/A	01/31/20	09/30/24	01/31/20	03/05/25

PROGRESS THIS QUARTER:

1. JPB Board approved the award of the CMGC pre-construction services contract to Flatiron-Herzog Joint Venture (FHJV) and began preparing the contract documents for execution.
2. JPB staff prepared and issued a Work Directive Proposal Request to Independent Cost Estimator, Kelly McNutt Consulting, to support construction cost validation and reconciliation.
3. The project team continued work on property acquisitions.

FUTURE ACTIVITIES:

1. Execute the CMGC pre-construction services contract with FHJV and a Work Directive with Kelly McNutt Consulting.
2. Engage these new project team members in a Design Kickoff, a Risk Kickoff Workshop, and other early tasks to provide input on the project design and schedule.

KEY ISSUES:

1. ROW funding is needed to maintain the project delivery schedule.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	06/23/14	05/07/17	N/A	TA and City of Burlingame for Project Study Phase
MOU (PAED)	01/12/18	07/12/21	01/12/21	MOU between TA, City of Burlingame and PCJPB for PE/Environmental Phase
MOU Amendment 1 (PAED)	10/23/19	07/12/21	01/12/21	Amendment to include redesign cost of traction power paralleling station in PE/Environmental Phase
MOU (PS&E)	12/22/20	12/22/24	06/22/24	MOU between TA, City of Burlingame and PCJPB for PS&E
MOU (PS&E, PS3)	04/15/22	04/15/26	10/15/25	MOU between TA, City of Burlingame and PCJPB for Paralleling Station Modification



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: SOUTH LINDEN AVE AND SCOTT ST GRADE SEPARATION

Project ID: 000814

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

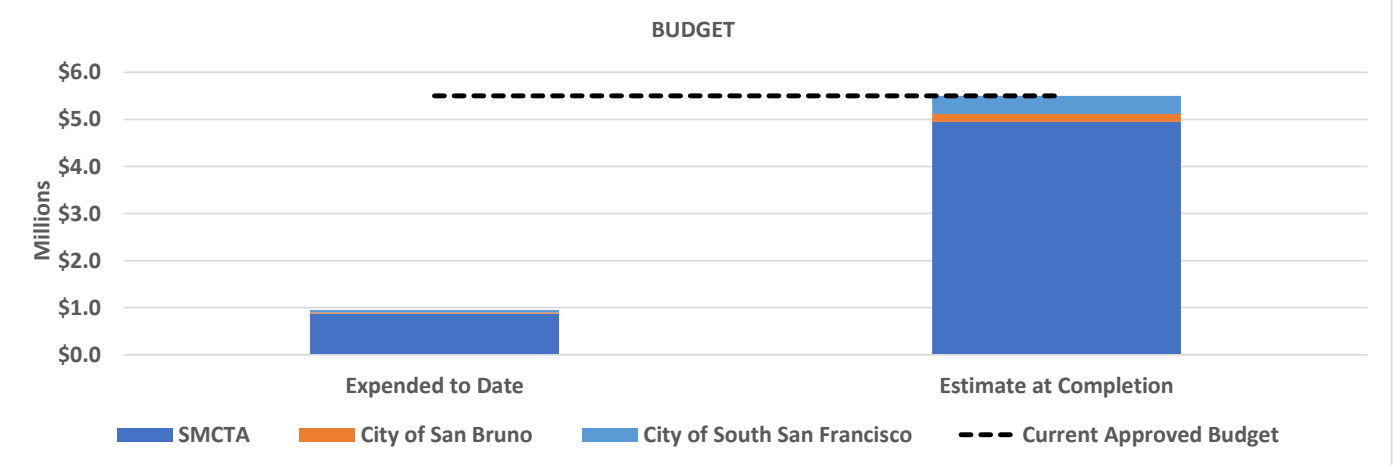
PHASE OVERVIEW:
 The project is currently in the Project Approval & Environmental Document phase (Activity 12)

STATUS OVERVIEW:

Percent Complete:		1%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

STATUS SUMMARY:
 The project finished the value engineering (VE) study to optimize both design and construction with the locally approved alternative (LPA). New proposed construction means and methods suggest using a box jacking tunnel method which would change the LPA from a hybrid crossing (partial raising of tracks and partial lowering of roadway) at Linden, to leaving the railroad tracks at grade with the roadway being fully depressed to pass under the tracks. Caltrain agrees with the engineering team and is in the process of presenting this option to cities. Staff is expecting it will take until July at earliest to obtain a final consensus recommendation from both Caltrain and City staff on the LPA and to proceed to 35% design phase with the approved LPA.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
SMCTA	\$4,950,000	\$875,717	\$4,074,283	18%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$22,869	\$140,131	14%	\$163,000	\$0
City of South San Francisco	\$387,000	\$54,213	\$332,787	14%	\$387,000	\$0
Total	\$5,500,000	\$952,799	\$4,547,201	17%	\$5,500,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Prelim Engineering/Environmental (PAED)	05/04/23	05/31/25	05/04/23	05/31/25	05/04/23	07/16/25

PROGRESS THIS QUARTER:

- Continued discussion of the preferred PSR design alternative, referred to as the "Jacked Box, No Shoofly (JBNS)" option.
- Prepared summary VE (Value Engineering) method with pros and cons and presented to project stakeholders.
- Prepared the presentation materials for meetings with City managers.
- Updated project schedule and cost estimate; facilitated Cities' and TA funding strategy discussion.

FUTURE ACTIVITIES:

- Activities to support Cities to make decision on the VE option.
- Discuss Alternative Delivery Method with the Cities.
- Come up with overall project streamline schedule.
- Close coordination with Southline Development.
- Close coordination with UPRR/Granite Rock Project required.

KEY ISSUES:

- Delay in completion of Preliminary Studies until the LPA selection is finalized by project stakeholders.
- Alternative Delivery Method activity not captured in the current MOU with the Cities.
- Change in project management due to Caltrain staff departures.

AGREEMENT HISTORY:

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



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: SOUTH SAN FRANCISCO STATION IMPROVEMENT PROJECT

Project ID: 000824

Sponsor: City of South San Francisco
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phase: Closeout (Activity 18)
Future Funded Phases: None

PHASE OVERVIEW:
 The project is currently in the Closeout (Activity 18) phase

STATUS OVERVIEW:

Percent Complete:		99%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

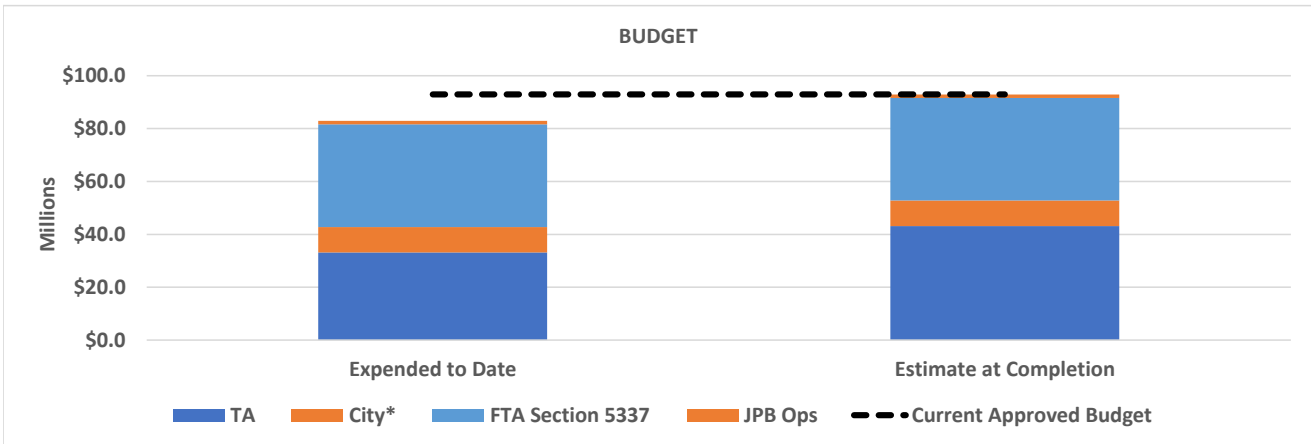
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project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

Key elements of the project include:

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

STATUS SUMMARY:

UPRR track lost due to construction: The project is still addressing an obligation to Union Pacific Railroad (UPRR) to fund rebuilding of 4,200 feet of yard track that UPRR lost due to construction of this project. Due to the lack of a viable location for the replacement track, Caltrain is negotiating a cash settlement with UPRR. Preliminary cost estimates of \$5.17M is within the available budget. TA prefers to closeout the project by the end of FY24. The draft agreement was sent to UPRR for review. Follow up on meeting to be held with UPRR to continue negotiations on two open items (cost and short line language). This has resulted in schedule delays for 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	\$43,120,451	\$33,118,077	\$10,002,373	77%	\$43,120,451	\$0
City*	\$9,674,180	\$9,652,015	\$22,165	100%	\$9,674,180	\$0
FTA Section 5337	\$38,827,600	\$38,826,724	\$876	100%	\$38,827,600	\$0
JPB Ops	\$1,300,000	\$1,300,000	\$0	100%	\$1,300,000	\$0
Total	\$92,922,230	\$82,896,816	\$10,025,414	89%	\$92,922,230	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

- Continued discussion with UPRR on replacement tracks.

FUTURE ACTIVITIES:

- The project team will revise ADA slopes at ramps and landing design criteria to industry recommended standards.
- The project team is continuing coordination with UPRR to reach an agreement on a cash settlement instead of building the replacement track.

KEY ISSUES:

- The coordination and negotiations with UPRR on a viable solution have resulted in extensive delays on the schedule for the project.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/09/15	NA	NA	Funding Cooperative Agreement between City of SSF and PCJPB



FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

PROJECT: WATKINS AVE GRADE CROSSING SAFETY IMPROVEMENTS

Project ID: 100579

Sponsor: Town of Atherton
Implementing Agency: Caltrain
SMCTA Role: Funding Agency
Current Phases: Close-out (Activity 18)
Future Funded Phases: None

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

STATUS OVERVIEW:

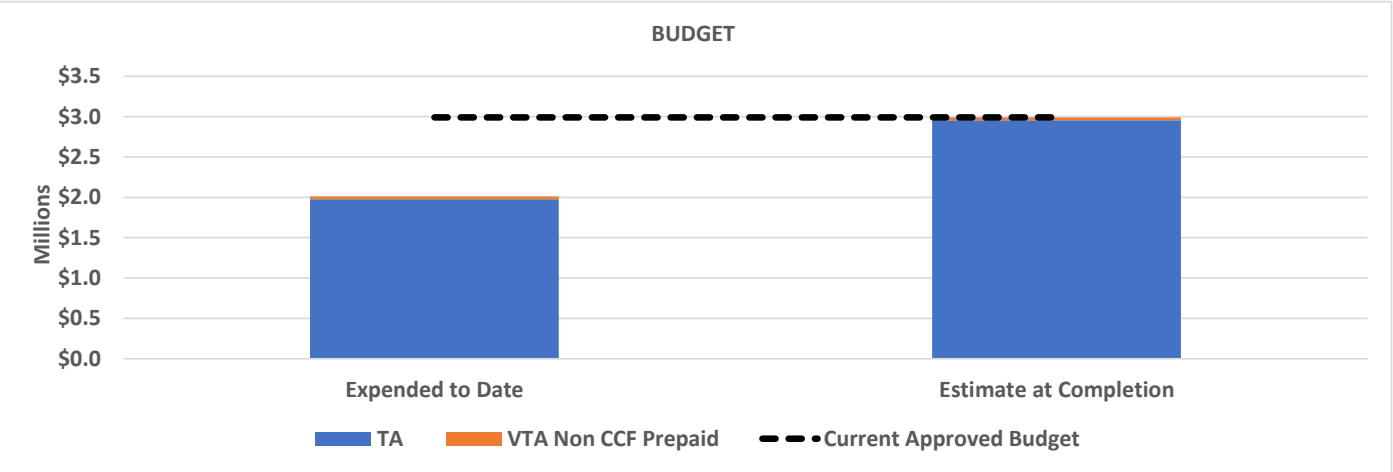
Percent Complete:		90%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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

The scope intended for this Project would include safety improvements at Watkins Ave and 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

STATUS SUMMARY:
 The exit gates were tested and installed, and were cut over and turned over to Rail Operations. The project team continued the project close-out.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,955,000	\$1,976,966	\$978,034	67%	\$2,954,999	\$0
VTA Non CCF Prepaid	\$35,613	\$35,613	\$0	100%	\$35,612	\$0
Total	\$2,990,613	\$2,012,579	\$978,034	67%	\$2,990,611	\$0

SCHEDULE:

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

PROGRESS THIS QUARTER:

1. The contractor TransitAmerica Services, Inc. (TASI) installed the new radar deted and tested the whole system.
2. The exit gates were cut over and turned over to Rail Operations.
3. This task completion results in the substantial completion of the project.
4. The project team began the close out the project.

FUTURE ACTIVITIES:

1. Complete the close out of the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreements/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Original FA	7/28/2021	1/28/2027	7/28/2026	Funding Agreement between TA, PCJPB and the Town of Atherton



Pedestrian & Bicycle Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Atherton	El Camino Real Complete Streets Gap Closure Project	PLAN	A project kickoff meeting was held on January 30, 2024. Utilities information, Right of Way maps, and relevant project conceptual designs were compiled.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$6,540	\$443,460
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Currently in progress for 90% PS&E to include the expanded scope.	Dec 2022	Apr 2025	Jul 2027	\$300,000	\$0	\$3,922	\$296,078
Brisbane	Central Brisbane Stairway Additions	PS&E, CON	Design of Tulare/Santa Clara Street walkway remains at 65% design completion. Completion of the project has been delayed to December 2025 due to a large number of other planned projects.	Dec 2022	Dec 2025	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Bicycle Facility	CON	The project has been completed on March 1, 2024. Final invoice was submitted on February 28, 2024.	Dec 2020	March 2024	Original: 9/2023 Extension: 6/2024	\$800,000	\$0	\$800,000	\$0
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The City has selected a consultant and the project planning will kick off in April 2024. The concept design will be used to coordinate with SFPUC to resolve potential ROW issues.	Dec 2022	Dec 2025	Dec 2028	\$1,620,000	\$0	\$0	\$1,620,000
Burlingame	Occidental Avenue Bicycle and Pedestrian Improvement Project	PS&E, CON	The City conducted a second community meeting in March 2024 and received good feedback, and the concept design is being updated. Completion of the project has been changed from December 2024 to May 2025.	Dec 2022	May 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	The project has selected a consultant to start design in the summer of 2024. The concept design and initial study will start in the next quarter. Completion of the project has been changed from December 2024 to October 2025.	Dec 2022	Oct 2025	Dec 2028	\$0	\$440,000	\$0	\$440,000
Colma	Design of El Camino Real Complete Street Project from Mission Road to Arlington Dr, City of South San Francisco (Segment B)	PS&E	The design phase has been pushed to start mid-2025 due to the delay in the completion of the PSR-PDS and PA&ED phases. The Town will submit a request for a time extension for the funding agreement by November 10, 2024.	Dec 2022	Jun 2026	Nov 2025	\$0	\$603,000	\$0	\$603,000
Colma	Serramonte Boulevard West Bicycle and Pedestrian Improvement Project (Phase I)	PS&E, CON	The Town has submitted 75% of the design documents for SMCTA review and is currently finalizing a response to the comments to be incorporated into the PS&E. The final bid submittal is expected by the end of June 2024.	Dec 2022	Jun 2025	Nov 2028	\$1,831,500	\$0	\$272,587	\$1,558,913
Daly City	John Daly Blvd./Skyline Blvd. Pedestrian Connection Project	PS&E, CON	Continued work on the design of the project and prepared the final construction bid documents.	Dec 2020	Feb 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Coordinated the completion of final punchlist items and projecting to be completed by the next quarter. Completion of the project has been postponed from February 2024 to July 2024.	Mar 2018	Jul 2024	Jan 2024	\$810,000	\$0	\$810,000	\$0
Daly City	Lake Merced Boulevard Lane Reconfiguration and Bicycle Lane Protection Project	PLAN, PS&E, CON	No progress has been made this quarter. Next quarter's activities include preparation of RFP for consultant to conduct engineering study, develop potential cross sections and prepare plans, specifications and cost estimates.	Dec 2022	Dec 2025	May 2029	\$0	\$498,750	\$0	\$498,750
Daly City	Daly City Vision Zero Design Standards	PLAN	No progress has been made this quarter. Next quarter's activities include preparation of RFP to retain consultant to develop design standards.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	The project was awarded to a designer at the April 2, 2024 City Council meeting and PS&E design work is underway.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$0	\$400,000



Pedestrian & Bicycle Program
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Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Received final approval for the Bridge Type Selection from Caltrans, and final plans/details for the bridge package are being prepared to be submitted to Caltrans. The City awarded an amendment to the design consultant agreement for the required additional bridge work as well as an amendment to the biological/permitting consultant. Currently coordinating a time extension to the funding agreement with SMCTA.	Mar 2018	Oct 2024	Mar 2024	\$315,000	\$0	\$281,887	\$33,113
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Currently finalizing design plans for the bridge. New bridge plans have been submitted due to Caltrans' requirements, but this has pushed the schedule by four months. Construction work is projected to start by December 2024.	Dec 2022	Mar 2026	Feb 2027	\$980,000	\$0	\$0	\$980,000
Menlo Park	Haven Avenue Streetscape Project	PAED, PS&E, CON	Have constructed 80% of all sidewalk gaps and began construction preparation. Pedestrian and bicycle bridge will be available after June 2024. Northwest corner improvements will be delayed until late spring/early summer 2024 due to other ongoing underground utility work at that corner.	Apr 2014	Dec 2024	Original: 4/2021 Extension: 6/2025	\$170,000	\$0	\$32,294	\$137,706
Menlo Park	Middle Avenue Pedestrian/Bicycle Rail Crossing Project	PS&E	Executed a Funding Agreement with SMCTA.	Dec 2020	Dec 2025	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Continued design and analyses. Activities include adding more no stopping signs and pavement legends for buffered bike lane pilot and conducting community outreaches.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	95% Plans were submitted and reviewed by SMCTA/Stantec and the City. A parking exhibit was prepared to quantify the impact to parking for the coastal permit process.	Dec 2022	Jan 2025	Jun 2028	\$0	\$568,504	\$40,506	\$527,998
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Alpine Rd. at Golden Oaks Drive Project	ROW, CON	Progressing in PS&E phase. An amendment to extend the Funding Agreement with SMCTA is underway.	Dec 2020	Jul 2024	Nov 2024	\$0	\$58,226	\$0	\$58,226
Town of Portola Valley	Rectangular Rapid Flashing Beacon (RRFB) on Portola Rd. at Corte Madera Rd. Project	CON	Progressing in PS&E phase. Scope has also been refined to approximate location of existing crosswalk. Expected completion has been pushed from July 2024 to November 2024 due to COVID pandemic related items. An amendment to extend the Funding Agreement with SMCTA is underway.	Dec 2020	Nov 2024	Sep 2024	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	Continuing the completion of outstanding punch list items.	Dec 2020	Jun 2024	Jan 2025	\$0	\$360,000	\$360,000	\$0
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	Continuing work in the parking study phase and commenced initial design phase.	Dec 2020	Jun 2024	Mar 2026	\$300,000	\$0	\$21,395	\$278,605
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	Continuing work in the design phase. The selected consultant, Kimley-Horn, is developing design concepts for both corridors and completed survey.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$0	\$615,000
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	The bikeway installation and pavement overlay of the project is currently under design.	Dec 2022	Dec 2024	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Currently working on creating new traffic safety educational materials and also working with the City's Parks, Recreation, and Neighborhood Services Department on driver re-education courses for seniors.	Dec 2022	Jun 2025	Dec 2025	\$0	\$100,000	\$3,716	\$96,284
San Bruno	Huntington Bikeway and Pedestrian Safety Project	PS&E, ROW, CON	Project was readvertised on February 28, 2024 and bids opened on March 20, 2024. Currently evaluating bids.	Dec 2020	Dec 2024	Apr 2027	\$1,401,000	\$0	\$105,563	\$1,295,437



**Pedestrian & Bicycle Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	The County is currently reviewing the final 100% PS&E and aims to advertise in late Spring of 2024. The County has also received the approval notification of the Active Transportation Program (ATP) grant allocation on March 22, 2024. An amendment to extend the Funding Agreement with SMCTA has been executed on April 1, 2024.	Dec 2020	Mar 2024	Original: 12/2023 Extension: 9/2024	\$0	\$700,000	\$289,053	\$410,947
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Awarded a contract to consultant Kimley-Horn. Executed a cooperative agreement with Caltrans. Held kick-off meeting and initiated project work.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$33,986	\$856,014
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	Following the November 2023 community meeting, staff presented the project to the Sustainability and Infrastructure Commission in January 2024. Based on feedback from the community and the commission, staff identified a preferred alternative and the consultant team moved into the initial design phase. An amendment to extend the Funding Agreement with SMCTA has been executed on March 8, 2024.	Dec 2020	Sep 2024	Original: 12/2023 Extension: 12/2025	\$153,000	\$0	\$0	\$153,000
South San Francisco	Junipero Serra Blvd/Westborough Blvd Pedestrian and Bicycles Connectivity and Safety Project	PLAN	Started analysis of preferred alternative concepts for the Transportation Development and started Alternatives Evaluation Technical Memorandum.	Dec 2022	Jun 2024	Dec 2025	\$450,000	\$0	\$0	\$450,000

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.
 2. The Burlingame Station Pedestrian Improvements Project, Eucalyptus Pedestrian Pathway Project, and Menlo Park Bike/Ped Enhancement Project was completed and has been removed.



Ferry Program
FY 2024 Q1 - Quarterly Status Report

Sponsor	Project Name	Funded Phase(s)	Project Scope	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Allocated	Expended Funds	Remaining Funds
Redwood City	Redwood City Ferry Terminal Project	Preliminary Engineering & Environmental	This phase will prepare preliminary engineering, environmental review (PE/ENV) and permitting for both the waterside and land-side components. The waterside components consist of pile-supported barge or floating dock, with ADA-compliant boarding ramps and gangway to a pile-supported shelter platform, electric utilities for boarding ramps, shore power, lighting and utilities for potable water and fire protection. The land-side components, include a 250-space parking lot with transit stops for shuttles/ride share, bike/pedestrian network connections, secure bike parking, electrical, communication and water utilities serving the ferry terminal. The Port will lead the PE/ENV phase with collaboration from Redwood City and WETA.	The Port and CDM Smith had regular meetings to discuss the draft site plan, draft project description, draft Initial Study, draft Notice of Preparation, and draft Notice of Completion. Have also executed an agreement with JMA Civil to prepare concept drawings, conducted additional topographic survey, and executed a reimbursement agreement with UPRR.	Jun 2022	Jun 2026	Dec 2025	\$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.	Continued work on the Environmental Clearance Documents. Currently coordinating a time extension to the funding agreement with SMCTA.	Jul 2020	Jun 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Burlingame	California Drive Congestion Management Video Detection Project	CON	Continued preparing project scope for advertisement. Bid estimates have increased from original estimates due to inflation. Requested additional funding for operating budget shortfall.	Aug 2022	Aug 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Burlingame and Millbrae continued to implement free rides with \$1 unlock fees to increase ridership during winter months. Promoted e-bikes usage on social media and through City newsletters.	Aug 2022	Apr 2024	Feb 2025	\$0	\$400,000	\$78,977	\$321,023
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Continuing work in the design phase.	Aug 2022	Jul 2025	Aug 2025	\$0	\$168,000	\$0	\$168,000
City of Menlo Park	El Camino Real and Ravenswood Avenue Crossing Improvements	CON	Continuing to work with the consultant to respond to Caltrans comments on design.	Aug 2022	Dec 2024	Sep 2025	\$0	\$200,000	\$0	\$200,000
City of Redwood City	“Essential Wheels” E-Bike Loaner Program for Redwood City Essential & Service Sector Workers	Non-Infra	Funding agreement with SMCTA is in process.	Aug 2022	Jul 2023	Agreement in Process	\$0	\$200,000	\$0	\$200,000
City of Brisbane	City of Brisbane Commuter Shuttle Stop Improvement Project	CON	The plans and specifications are currently at 90% complete. Construction has been pushed to July 2024.	Aug 2022	Sep 2024	Aug 2025	\$0	\$200,000	\$0	\$200,000
Town of Colma	El Camino Real/Mission Road Access to Transit Multimodal Crossing Improvements	PS&E	No new updates. Design phase is still expected to start mid-2025.	Aug 2022	Feb 2026	Aug 2025	\$0	\$162,000	\$0	\$162,000
Town of Colma	Town of Colma Rideshare Voucher Program	PLAN	Continued marketing for the Rideshare Voucher Program in the Town’s Livewire.	Aug 2022	May 2025	Aug 2025	\$0	\$67,500	\$5,269	\$62,231
Commute.org	Jefferson Union High School District (JUHS) Workforce Housing TDM	PLAN	A virtual bicycle safety workshop was held on March 24, 2024. One new bicycle rebate was processed during the quarter, with another currently in the reimbursement process. No vanpools were initiated with residents demonstrating disinterest in initiating or joining vanpools. Will continue to promote the vanpool opportunity and extend support to sustain the formed carpools from this outreach initiative.	Aug 2022	Dec 2024	Jun 2025	\$0	\$83,000	\$9,444	\$73,556
City of Half Moon Bay	Pedal For A Purpose E-Bicycle Pilot Program	Non-Infra	No new updates. The project rollout was placed on hold due to weather and tragic events that transpired throughout Half Moon Bay in late December 2022 and January 2023.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$23,437	\$176,563
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	Conceptual design alternatives were completed for the mobility hub and smart corridors. Coordination for a community workshop began and is slated to occur in May 2024.	Aug 2022	Jul 2024	Jun 2025	\$200,000	\$0	\$153,208	\$46,792
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have drafted the Final Strategic Plan for the TA and C/CAG’s review.	Aug 2022	Jun 2024	Sep 2025	\$200,000	\$0	\$141,603	\$58,397
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Staff issued an RFP to obtain a consultant on February 1, 2024. Interviews are tentatively scheduled in April 2024. The project is expected to commence by June 2024.	Aug 2022	May 2025	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	Currently finalizing the final draft of the guidelines.	Aug 2022	Mar 2024	Dec 2025	\$0	\$72,000	\$45,567	\$26,433



**ACR/TDM Program
FY 2024 Q3 - Quarterly Status Report - January 1, 2024 - March 31, 2024**

Sponsor	Project Name	Funded Phase(s)	Project Status	Award Date	Expected Completion	Scope of Work Agreement Expiration Date	Measure A Funds Awarded	Measure W Funds Awarded	Expended Funds ¹	Remaining Funds
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	The consultant contract has been executed and the project has kicked off on February 16, 2024. The consultant developed an outreach plan and started outreach efforts.	Aug 2022	Aug 2024	Nov 2025	\$0	\$100,000	\$0	\$100,000
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed the gap analysis and prepared a draft of initial strategies for public review. Have also held second round of Agency and Implementation Partner meetings and conducted community engagement to gather feedback on draft strategies.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$101,083	\$98,917

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Establishing the Appropriations Limit Applicable to the San Mateo County Transportation Authority During Fiscal Year 2024-25**

Action

Staff proposes the Board approve the appropriations limit applicable to the San Mateo County Transportation Authority (TA) during Fiscal Year 2024-25 (FY25) in the amount of \$922,366,890.

Significance

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

Budget Impact

There is no budget impact.

Background

Last year, the TA established its appropriations limit in the amount of \$894,615,905 based on data regarding inflation and population changes released by the California Department of Finance. Staff has calculated the limit for FY25 to be \$922,366,890, which is an increase of \$27,750,985 or 3.10 percent. The increase is due to a 3.62 percent increase in the California per capita personal income offset by a 0.50 percent decrease in the population of San Mateo County. The TA funds subject to the limit are \$177.0 million (the projected Measure A and Measure W tax receipts for the year) or 19.79 percent of the appropriations limit.

Attachment A is a Notice of Determination showing the calculations and stating the limit applicable during FY25. State law requires this notice be posted in a conspicuous place at the TA's office at least 15 days before the TA takes final action to approve the new limit at its June 6, 2024 meeting. This notice was posted on May 22, 2024, at 1250 San Carlos Avenue, San Carlos, CA 94070.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Melanie Hartanto	Senior Budget Analyst	650-508-6478

Resolution No. 2024-

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

* * *

**Establishing the Appropriations Limit Applicable to the San Mateo County
Transportation Authority During Fiscal Year 2024-25**

Whereas, by Resolution No. 2023-8 enacted on June 1, 2023, the San Mateo County Transportation Authority (TA) established an appropriation limit applicable to the TA during the Fiscal Year (FY) 2023-24 in the amount of \$894,615,905; and

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

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

Whereas, the applicable factors are as follows:

- (1) The California per capita personal income increased by 3.62 percent; and
- (2) The San Mateo County population from January 2023 to January 2024 decreased by 0.50 percent.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transportation Authority that the appropriations limit for Fiscal Year 2024-25 is hereby established as \$922,366,890.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

Attachment "A"

San Mateo County Transportation Authority
Notice of Determination of Appropriations Limit
for Fiscal Year 2024–25

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

Set out below is the methodology proposed to calculate the Fiscal Year 2024–25 appropriations limit for the San Mateo County Transportation Authority. The limit as set forth below will be considered and adopted at the meeting of the Board of Directors on June 6, 2024:

Appropriations limit for FY 2023–24:	\$894,615,905
Population Change: (January 1, 2023 to January 1, 2024)	-0.50%
Change in California Per Capita Personal Income: (January 1, 2023 to January 1, 2024)	3.62%
FY 2024–25 Adjustment Factor: (0.9950 x 1.0362)	1.03102
FY 2024–25 Appropriations Limit: (\$894,615,905 x 1.03102)	\$922,366,890

Dated: May 22, 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: **Authorizing the Submittal of an Allocation Request for Regional Measure 3 Funding in the Amount of \$2.685 Million for the US 101/State Route 92 Area Improvements Project**

Action

Staff recommends the Board of Directors (Board) adopt a resolution to authorize the San Mateo County Transportation Authority (TA) Executive Director, or designee, to:

1. Execute and submit an allocation request as required by the Metropolitan Transportation Commission (MTC) for \$2.685 million in Regional Measure 3 (RM3) funds for the US 101/State Route 92 Area Improvements Project (Project), which is jointly sponsored by the TA and City/County Association of Governments of San Mateo County (C/CAG); and
2. Take any other actions necessary to apply for and receive the subject funds.

Significance

Bay Area voters approved RM3 on June 5, 2018, including an Expenditure Plan for funding a range of transportation projects in the San Francisco Bay Area. As part of the RM3 Expenditure Plan, \$50 million is dedicated to improvements to the US 101/State Route 92 Interchange. In April 2024, at the request of the TA, MTC allocated \$19.277 million of RM3 funds to the Project for the right-of-way and construction phases. Funding for approximately 95% of the Project's \$51.586 million total cost has been allocated through a mix of Measure A funds, the State Transportation Improvement Program (STIP), a congressional earmark, and RM3 bridge toll revenues.

The STIP funds, which are managed by C/CAG, are not likely to be available for allocation until Fiscal Year 2026 due to limited capacity in the current California Transportation Commission (CTC) programming cycle. Rather than wait for STIP funding to become available, which would delay the start of Project construction, and risk escalating Project costs, C/CAG and TA staff recommend using an additional \$2.685 million in RM3 funds to replace the STIP funding, fully fund construction and cover additional support costs for Caltrans to implement the Project. Table 1 provides the overall Project Funding Plan. The requested RM3 funds will cover the \$1.685 million of construction support costs that were previously committed through the STIP, Caltrans' indirect costs to administer non-State funds, and additional contingency. The additional indirect costs are required by Caltrans to recover the full cost of providing goods and services to other entities as per California State Administrative policy when using non-State funding sources.

Table 1: Project Funding Plan

Funding Source	Allocated Funding (in 1,000s)	Requested Funding (in 1,000s)	% of Total Funding	Change
Measure A	\$23,013	-	45%	-
STIP	\$5,611	-	11%	-\$1,685 (3%)
Congressional Earmark	\$1,000	-	2%	
RM 3	\$19,277	\$2,685	43%	+\$2,685 (5%)
<i>Total</i>	<i>\$48,901</i>	<i>\$2,685</i>	<i>\$51,586</i>	<i>+\$1,000</i>

In order to receive the \$2.685 million in RM3 funds required to fully fund the Project construction, the TA Board must authorize the Executive Director to submit an allocation request to the MTC. The C/CAG Board of Directors will consider a similar action at their June 13, 2024 Board meeting.

As the STIP funding currently represents C/CAG’s contribution to the project, staff from both agencies are exploring options for reprogramming this contribution to offset costs for another TA-funded project, such as the SR 84/US 101 Interchange Project.

Budget Impact

There is no budget impact associated with the requested action.

Background

The US 101/State Route 92 Interchange is a major facility serving substantial regional traffic as well as local street connections. The Project will construct improvements at four key ramp locations to increase safety and operations of those ramps and the interchange as a whole. Specific improvements include the following:

- Westbound SR 92 to southbound US 101: add traffic meters and a general-purpose lane to the loop connector to accommodate truck turns.
- Northbound and southbound US 101 to eastbound SR 92: extend the outside lane to increase the distance between the two merge points.
- Southbound US 101 Fashion Island Boulevard off-ramp: relocate the Fashion Island Boulevard off-ramp exit from the eastbound 92 connector ramp to the westbound 92 connector ramp.
- Northbound US 101 Hillsdale Boulevard off-ramp: widen the Hillsdale off-ramp to increase vehicle storage off the mainline freeway, modify the eastbound lane configuration of the Hillsdale overcrossing, modify the northbound on-ramp to meet current standards and add pedestrian crossing enhancements.

Prepared by: Carolyn Mamaradlo Senior Project Manager (650) 622-7897

Resolution No. 2024-

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

Authorizing the Submittal of an Allocation Request for Regional Measure 3 Funding in the Amount of \$2.685 Million for the US 101/State Route 92 Area Improvements Project

Whereas, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3 or RM3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

Whereas, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404); and

Whereas, the San Mateo County Transportation Authority (TA) is an eligible sponsor of transportation projects in the Regional Measure 3 Expenditure Plan; and

Whereas, the US 101/State Route 92 Area Improvements Project is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

Whereas, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the TA is requesting that MTC allocate Regional Measure 3 funds.

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

1. The TA and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures;
2. The US 101/State Route 92 Area Improvements Project (Project) is consistent with the Regional Transportation Plan (RTP);
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the Project;
4. The Regional Measure 3-funded phase or segment is fully funded, and results in an operable and useable segment;
5. The TA approves the Allocation Request and updated Initial Project Report, incorporated herein as though set forth at length;
6. The TA approves the Project cash flow plan set forth in the Initial Project Report;
7. The TA has reviewed the Project needs and has adequate staffing resources to deliver and complete the Project within the schedule set forth in the allocation request and updated Initial Project Report, incorporated herein;
8. The TA is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a);
9. The TA is authorized to submit an application for Regional Measure 3 funds for the Project in accordance with California Streets and Highways Code 30914.7(a);

10. The Project and purpose for which RM3 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and the applicable regulations thereunder;
11. There is no legal impediments to the TA making allocation requests for Regional Measure 3 funds;
12. There is no pending or threatened litigation which might in any way adversely affect the proposed Project, or the ability of the TA to deliver such Project;
13. The TA indemnifies and holds harmless MTC, the Bay Area Toll Authority (BATA), and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the TA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. The TA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, as much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. The TA shall, if it receives any revenues or profits from any non-governmental use of the Project, use those revenues or profits exclusively for the public transportation services for which the Project was initially approved, either for capital improvements or maintenance and operational costs; otherwise the Metropolitan Transportation Commission is entitled to a proportionate share of such revenues or profits equal to MTC's percentage participation in the Project;
15. That assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, and that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and
16. The TA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues.

Be It Further Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby authorizes its Executive Director, or designee, to execute and submit an allocation request for the construction phase of the US 101/State Route 92 Area Improvements Project with MTC for Regional Measure 3 funds in the amount of \$2,685,000, for the Project, purposes and amounts included in the project application incorporated herein.

Be It Further Resolved that the Executive Director, or designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or Initial Project Report as she deems appropriate.

Be It Further Resolved that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the TA application referenced herein.

Be It Further Resolved that the Executive Director, or designee, is hereby authorized to take any other actions necessary to give effect to this Resolution.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

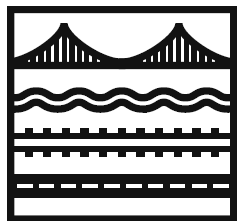
Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary



Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	18
Project Title	Highway 101/State Route 92 Interchange
RM3 Funding Amount	\$50,000,000

Subproject Information

Subproject Number	18.1
Subproject Title	Highway 101/State Route 92 Interchange Area Improvements
RM3 Funding Amount	\$21,962,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Project Co-sponsors: San Mateo County Transportation Authority (SMCTA) & City/County Association of Governments of San Mateo County (C/CAG)

Implementing Agency: California Department of Transportation (Caltrans)

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

A Preliminary Planning Study (PPS) was prepared in June 2016 that identified a number of short-term and long-term alternatives to address the congestion and safety concerns within the US 101 / SR 92 Interchange and in its vicinity. The short-term alternatives comprise the US 101 / SR 92 Area Improvements Project (Project) which focus on addressing existing deficiencies through non-complex improvements, with relatively low implementation costs. The Project scope includes four build improvements as follows:

1. Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements - Adding a lane on the loop ramp.
2. Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvements – Eliminate the merge between the Southbound 101 connector ramp and



- eastbound SR 92 and extend the merge point between the northbound and southbound 101 connector ramps to eastbound SR 92.
3. Southbound US 101 Fashion Island Boulevard off-ramp improvements – Shift the Fashion Island Boulevard off ramp exit location from the southbound US 101 connector ramp to the westbound SR 92 ramp.
 4. Northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification and widening improvements - Widen and restripe the off-ramp at the northbound US 101 Hillsdale Blvd. exit to increase storage; extend the outside eastbound Hillsdale Boulevard through lane past the Hillsdale Boulevard / Northbound US 101 off-ramp intersection.

The Project Initiation Document (PID) was completed on October 29, 2019 and the PA/ED phase was completed on September 8, 2021. The PS&E phase was completed in November 2023. The request for Regional Measure 3 funds will fund the Construction phase.

c. Impediments to Project Completion

- Community concerns

d. Risk Management (*describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used*)

As part of the PS&E phase, a baseline project risk register was developed in collaboration with the Project Development Team (PDT). The PDT includes all Project key stakeholders, in addition to coordination with local jurisdictions and utility providers such as PG&E and AT&T. The risk register identifies community concerns as a risk during the construction phase. The Project may experience public concerns or complaints during construction, leading to delays or additional work to mitigate concerns or complaints resulting in additional cost and schedule delays. The Project is located along a busy corridor where local businesses and nearby residential properties may be affected. Local communities may raise concerns and complaints regarding the construction activities. There may be concerns from local businesses and residents regarding noise, traffic control, and limited access. This risk will be mitigated by the PDT by working with the public outreach branch to address public or local agency concerns or complaints during construction.

e. Operability (*describe entities responsible for operating and maintaining project once completed/implemented*)

The Project is located entirely within Caltrans Right of Way and will be maintained by Caltrans.

f. Project Graphic(s) (*include below or attach*)



II. Project Phase Description and Status

a. Environmental/Planning

Does NEPA apply? Yes No

Completed - Environmental review of the US101/SR92 Interchange Area Improvement elements has been completed and approved. Caltrans is the lead agency for the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documentation and assessment of the US 101/SR 92 Area Improvement elements of the Project. The Project was determined to be a Categorical Exemption/Exclusion (CE/CE) under both CEQA and NEPA. The final environmental document was signed by Caltrans in August 2021. The subsequent Project Report was approved in September 2021 and provided authorization for the Project to proceed to the Plans, Specifications, and Estimates (PS&E) phase.

b. Design

The PS&E phase was completed in November 2023.

c. Right-of-Way Activities / Acquisition

Utility relocation is anticipated in all four improvement locations. Right of Way activities commenced in May 2022 and are scheduled for completion by May 2025.

d. Construction / Vehicle Acquisition / Operating

- Improvement 1: Westbound SR 92 to southbound US 101 loop connector and structure widening improvements. The existing loop connector has a single 13- foot general purpose lane



with a 9.25-foot right shoulder and a 5-foot left shoulder. This improvement proposes to widen the loop connector by adding another general purpose lane to the outside of the existing lane. The width for these two general purpose lanes will be 13 feet and 18 feet respectively. The 18-foot lane will accommodate the truck turn on this loop ramp. The widened loop ramp will have a 10-foot right shoulder and a 5-foot left shoulder. Both lanes will be metered.

- Improvement 2: Northbound and southbound US 101 to eastbound SR 92 merging and restriping improvements. This improvement will eliminate the inside merge between the southbound US 101 connector and eastbound SR 92 to improve safety by providing standard outside merges between the southbound and northbound US 101 connectors. Currently, the convergence of the two-lane southbound and single-lane northbound US 101 connectors and the two-lane eastbound SR 92 through lanes results in a merge of five 12-foot lanes to three 12-foot lanes over a distance of approximately 1,000 feet. Improvement 2 will modify the lane merge such that an initial outside merge from five lanes to four lanes occurs on the Seal Slough Bridge. The improvement will then shift the location of the second merge point farther east. The fourth lane will be extended beyond the Mariners Island Boulevard off-ramp and then will merge from four lanes to three lanes using a standard outside lane drop. The improvements at Seal Slough Bridge are proposed within the existing structure and do not propose to widen the bridge. Therefore, adding a fourth lane without widening the bridge will result in a lane width change from 12 feet to 11 feet; also, the shoulder widths will change from 5- plus feet to 2 feet for the left shoulder and 10-plus feet to 4 to 5 feet for the right shoulder. The roadway between Seal Slough Bridge and the Mariners Island Boulevard on-ramp will be widened to accommodate the 12-foot lanes and 10-foot right shoulder.
- Improvement 3: Southbound US 101 Fashion Island Boulevard off-ramp improvements. The existing single-lane off-ramp traffic exits Fashion Island Boulevard through the eastbound SR 92 connector ramp. This improvement proposes to relocate the Fashion Island Boulevard off-ramp exit from the eastbound SR 92 connector ramp to the westbound SR 92 connector ramp. Meanwhile, due to the westbound SR 92 to southbound US 101 loop ramp widening, the Fashion Island Boulevard off-ramp will be re-aligned from southbound US 101 to the westbound SR 92 connector to have appropriate horizontal clearance from the loop ramp. The re-aligned off-ramp will maintain the single 12-foot lane, 8-foot left shoulder, and 4-foot right shoulder to the ramp terminus, where the single lane splits to three lanes.
- Improvement 4: Northbound US 101 Hillsdale Boulevard off-ramp and intersection modification and widening improvements. The northbound US 101 off-ramp to E. Hillsdale Boulevard is a two-lane off-ramp, with the left lane turning left onto E. Hillsdale Boulevard and the right lane splitting to one left turn lane and two shorter right-turn lanes. This improvement will widen the off-ramp to provide more storage for the two right-turn lanes and also restripe the lanes to split the left lane into two left-turn lanes and split the right lane into two right-turn lanes. The widened off ramp will maintain the 12-foot lanes, the 4-foot left shoulder, and the 8-foot right shoulder. At the US 101 overcrossing, the outside eastbound lane will turn into a shared through/right turn lane at the northbound US 101 loop on-ramp from the existing designated right-turn lane. The through lane will be extended through Hillsdale Boulevard and the US 101 northbound off-ramp intersection. The northbound US 101 loop on-ramp will be widened to meet the current standard lane widths.



III. Project Schedule

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	4/2020	9/2021
Final Design - Plans, Specs. & Estimates (PS&E)	3/2022	11/2023
Right-of-Way Activities /Acquisition (R/W)	5/2022	5/2025
Construction (Begin – Open for Use) / Acquisition (CON)	10/2024	12/2026

IV. Project Budget

Capital

Project Budget	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$2,411
Design - Plans, Specifications and Estimates (PS&E)	\$3,950
Right-of-Way Activities /Acquisition (R/W)	\$225
Construction / Rolling Stock Acquisition (CON)	\$45,000
Total Project Budget (in thousands)	\$51,586

Deliverable Segment Budget (if different from Project budget)	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	



Operating	Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)
Annual Operating Budget	

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Peter Skinner
Title: Executive Officer
Phone: (650) 622-7818
Email: skinnerp@samtrans.com
Mailing Address: 1250 San Carlos Avenue, San Carlos, CA 94070

Person Preparing Initial Project Report (if different from above)

Name: Carolyn Mamaradlo
Title: Senior Project Manager
Phone: (650) 394-9633
Email: mamaradloc@samtrans.com
Mailing Address: 1250 San Carlos Avenue, San Carlos, CA 94070

**Regional Measure 3
Initial Project Report - Subproject Report
Funding Plan**

Project Title:	Highway 101 / State Route 92 Interchange
Subproject Title	Highway 101 / State Route 92 Interchange Area Improvements
Project/Subproject Number:	18/18.1
Total RM3 Funding:	\$ 21,962

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
ENV				
STIP	Yes	\$ 2,411	\$ 2,411	\$ -
				\$ -
				\$ -
				\$ -
				\$ -
ENV Subtotal		\$ 2,411	\$ 2,411	\$ -
PSE				
STIP	Yes	\$ 3,200	\$ 3,200	\$ -
TA Measure A/W	Yes	\$ 750	\$ 750	\$ -
				\$ -
				\$ -
				\$ -
PSE Subtotal		\$ 3,950	\$ 3,950	\$ -
ROW				
RM3	Yes	\$ 25	\$ -	\$ 25
TA Measure A/W	Yes	\$ 200	\$ 30	\$ 170
				\$ -
				\$ -
				\$ -
ROW Subtotal		\$ 225	\$ 30	\$ 195
CON				
RM3	Yes	\$ 19,252		\$ 19,252
TA Measure A/W	Yes	\$ 22,063		\$ 22,063
Congressional Earmark	Yes	\$ 1,000		\$ 1,000
RM3	No	\$ 2,685		\$ 2,685
				\$ -
				\$ -
				\$ -
				\$ -
CON Subtotal		\$ 45,000	\$ -	\$ 45,000
Capital Funding Total		\$ 51,586	\$ 6,391	\$ 45,195

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount (\$ thousands)
	Operating		\$ -
Operating Funding Total			\$ -

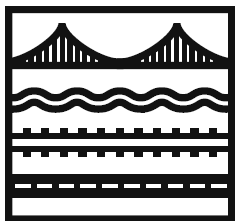
**Regional Measure 3
Initial Project Report - Subproject Report
Cash Flow Plan**

Project Title:	Highway 101 / State Route 92 Interchange
Subproject Title:	Highway 101 / State Route 92 Interchange Area Improvements
Project/Subproject Number:	18/18.1
Total RM3 Funding:	\$ 21,962

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Prior	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	Future committed	Total Amount (\$ thousands)
ENV												
RM 3												\$ -
STIP				\$ 2,411								\$ 2,411
												\$ -
												\$ -
												\$ -
ENV Subtotal	\$ -	\$ -	\$ -	\$ 2,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,411
PSE												
RM3												\$ -
STIP				\$ 640	\$ 2,560							\$ 3,200
TA Measure A/W				\$ 375	\$ 375							\$ 750
												\$ -
												\$ -
												\$ -
PSE Subtotal	\$ -	\$ -	\$ -	\$ 1,015	\$ 2,935	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,950
ROW												
RM 3							\$ 25	14%				\$ 25
TA Measure A/W						\$ 50	\$ 150					\$ 200
												\$ -
												\$ -
												\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	\$ 175	\$ 0	\$ -	\$ -	\$ -	\$ 225
CON												
RM 3							\$ 10,969	\$ 9,872	\$ 1,097			\$ 21,937
Congressional Earmark							\$ 1,000					\$ 1,000
TA Measure A/W							\$ 7,722	\$ 9,928	\$ 4,413			\$ 22,063
												\$ -
												\$ -
												\$ -
												\$ -
												\$ -
CON Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,691	\$ 19,800	\$ 5,509	\$ -	\$ -	\$ 45,000
RM 3 Funding Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,994	\$ 9,872	\$ 1,097	\$ 21,962	\$ -	\$ 21,962
Capital Funding Total	\$ -	\$ -	\$ -	\$ 2,411	\$ 1,015	\$ 2,985	\$ 19,866	\$ 19,800	\$ 5,509	\$ -	\$ -	\$ 51,586



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	18
Project Title	US Highway 101/State Route 92 Interchange
Project Funding Amount	\$50,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	18.1
Subproject Title	US Highway 101/State Route 92 Area Improvements
Subproject Funding Amount	\$21,962,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1: LONP	5/6/2022	\$25,000	R/W
#2: Formal Allocation	3/27/2024	\$19,277,000 (includes LONP amount above)	R/W & CON
#3			

Total: \$19,277,000

Current Allocation Request:

Request submittal date	Amount	Phase
5/8/2024	\$2,685,000	CON

I. RM3 Allocation Request Information

- a. Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

The Project Initiation Document (PID) was completed on October 29, 2019 and the PA/ED phase was completed on September 8, 2021. Since the LONP was issued, the PS&E phase was completed in December 2023 and the project is now ready for Construction. The project Ready to List certificate was executed January 25, 2024. Caltrans anticipates bid issuance in Summer 2024, and contract award by Fall 2024.

- b. Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The request for Regional Measure 3 funds will fund a portion of the Construction phase for the Project. The Project scope is to construct short-term alternatives that emerged from the US 101/SR 92 Preliminary Planning Study completed in June 2016 that focus on addressing existing deficiencies through non-complex improvements, with relatively low implementation costs. The Project scope includes four improvements as follows:

1. Westbound SR 92 to southbound US 101 loop ramp and structure widening improvements - Add a lane on the loop ramp.
2. Northbound and southbound US 101 to eastbound SR 92 merging and re-striping improvements – Eliminate the merge between the Southbound 101 connector ramp and Eastbound SR 92 and extend the merge point between the Northbound and Southbound 101 connector ramps to Eastbound SR 92.
3. Southbound US 101 Fashion Island Boulevard off-ramp improvements – Shift the Fashion Island Blvd off ramp exit location from the southbound US 101 connector ramp to the westbound SR 92 ramp.
4. Northbound US 101 at Hillsdale Boulevard off-ramp and intersection modification and widening improvements - Widen and restripe the off-ramp at the Northbound US 101 Hillsdale Blvd. Exit to increase storage; extend the outside Eastbound Hillsdale Blvd through lane past the Hillsdale Blvd/Northbound US 101 off-ramp intersection.

- c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

Due to limited capacity in the STIP, RM3 funds will be used to fully fund the project. The use of RM3 funds requires a change to the construction support budget to reflect the Indirect Cost Rate Proposal rate used for Caltrans' construction support labor costs. The construction support costs increased by approximately \$1 million.

- d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

The construction phase is scheduled to begin by Summer 2024. Right of way activities are anticipated to be complete by Summer 2025. Construction of the project is estimated to be complete by the end of 2026.

- e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

No funds have been spent against the RM3 LONP.

f. Request Details

Amount being requested	\$2,685,000
Project phase being requested	R/W & Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	June 2024
Month/year being requested for MTC commission approval of allocation	June 2024

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g. List any other planned bridge toll allocation requests in the next 12 months**

None.

**Regional Measure 3
Allocation Request
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project**

Project Title:	Highway 101 / State Route 92 Interchange
Subproject Title:	Highway 101 / State Route 92 Interchange Area Improvements
Project/Subproject Number:	18.1
Total RM3 Funding:	\$ 21,962

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)	Amount Expended (\$ thousands)	Amount Remaining (\$ thousands)
RM3	ENV			\$ -									\$ -		\$ -
STIP	ENV		\$ 2,411										\$ 2,411	\$ 2,411	\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
ENV Subtotal		\$ -	\$ 2,411	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,411	\$ 2,411	\$ -
RM 3	PSE				\$ -								\$ -		\$ -
STIP	PSE			\$ 3,200									\$ 3,200	\$ 3,200	\$ -
TA Measure A/W	PSE			\$ 750									\$ 750	\$ 750	\$ -
													\$ -		\$ -
													\$ -		\$ -
PSE Subtotal		\$ -	\$ -	\$ 3,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,950	\$ 3,950	\$ -
RM 3	ROW					\$ 25							\$ 25		\$ 25
TA Measure A/W	ROW			\$ 200									\$ 200		\$ 200
													\$ -		\$ -
													\$ -		\$ -
ROW Subtotal		\$ -	\$ -	\$ 200	\$ -	\$ 25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 225	\$ -	\$ 225
RM 3	CON					\$ 21,937							\$ 21,937		\$ 21,937
TA Measure A/W	CON			\$ 4,125		\$ 17,938							\$ 22,063		\$ 22,063
Federal Earmark	CON					\$ 1,000							\$ 1,000		\$ 1,000
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
													\$ -		\$ -
CON Subtotal		\$ -	\$ -	\$ 4,125	\$ -	\$ 40,875	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,000	\$ -	\$ 45,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ 21,962	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,962	\$ -	\$ 21,962
Capital Funding Total		\$ -	\$ 2,411	\$ 8,275	\$ -	\$ 40,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51,586	\$ 6,361	\$ 45,225

**Regional Measure 3
Allocation Request
Cash Flow Plan**

Project Title:	Highway 101 / State Route 92 Interchange
Subproject Title:	Highway 101 / State Route 92 Interchange Area Improvements
Project/Subproject Number:	18.1
Total RM3 Funding:	\$ 21,962

*(Please include all planned funding, add rows as necessary)
Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures*

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period		Prior		2024 Q1 (Jan - March 2024)		2024 Q2 (April - June 2024)		2024 Q3 (July - Sept 2024)		2024 Q4 (Oct - Dec 2024)		2025 Q1 (Jan - March 2025)		2025 Q2 (April - June 2025)		2025 Q3 (July - Sept 2025)		2025 Q4 (Oct - Dec 2025)		2026 Q1 (Jan - March 2026)		2026 Q2 (April - June 2026)		2026 Q3 (July - Sept 2026)		2026 Q4 (Oct - Dec 2026)		Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)
Funding Source(s)	Phase		Sep-23	Oct-23	Nov-23	Dec-23																									
RM 3	ENV	\$ -																													
Other		\$ -																													
ENV Subtotal		\$ -																													
RM 3	PSE																														
PSE Subtotal		\$ -																													
RM 3	ROW							\$ 0.025																							
TA Measure A/W	ROW	\$ 0.030	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.038	\$ 0.038	\$ 0.038	\$ 0.038																		
ROW Subtotal		\$ 0.030	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.003	\$ 0.062	\$ 0.038	\$ 0.038	\$ 0.038																		
RM 3	CON									\$ 2.742	\$ 2.742	\$ 2.742	\$ 2.742																		
TA Measure A/W	CON									\$ 1.931	\$ 1.931	\$ 1.931	\$ 1.931	\$ 2.482	\$ 2.482	\$ 2.482	\$ 2.482	\$ 2.482	\$ 2.482	\$ 2.206	\$ 2.206	\$ 0.548	\$ 0.548	\$ 0.548	\$ 0.548						
Congressional Earmark	CON									\$ 0.250	\$ 0.250	\$ 0.250	\$ 0.250																		
CON Subtotal		\$ -								\$ 4.92	\$ 4.92	\$ 4.92	\$ 4.92	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75							
RM 3 Funding Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.77	\$ 2.74	\$ 2.74	\$ 2.74	\$ 2.47	\$ 2.47	\$ 2.47	\$ 2.47	\$ 2.47	\$ 2.47	\$ 2.47	\$ 2.47	\$ 0.55	\$ 0.55	\$ 0.55	\$ 0.55						
Capital Funding Total		\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 4.99	\$ 4.96	\$ 4.96	\$ 4.96	\$ 4.96	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 4.95	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75							

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Proclamation

Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month and Reaffirming a Commitment to Diversity, Equity, Inclusion, and Belonging

Whereas, the San Mateo County Transportation Authority (TA) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

Whereas, the TA denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

Whereas, the TA recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

Whereas, the first Pride march for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities was held on June 28, 1970, on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

Whereas, Pride celebrations have grown and diversified in the decades that followed, including with designation of June as LGBTQ Pride Month in the mid-1990s; and

Whereas, earlier this year, the agency formed its first Rainbow Employee Resource Group (ERG) to provide a supportive network for LGBTQ+ employees, allies, and advocates. The ERG was created to provide a safe space for sharing experiences, discussing challenges, and celebrating the diversity that each member brings to the TA. Through educational sessions, networking events, and community outreach, the Rainbow ERG will play a crucial role in promoting understanding, respect, and equality within our workplaces and the communities we serve; and

Whereas, the TA believes that working to ensure the public sector serves the public good, and advances diversity, equity, inclusion, and belonging in its policies, programs and practices, is critical to the success of our transportation services, and benefits our communities and our society; and

Whereas, in honor of Pride Month, the TA Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically.

Now, Therefore, Be It Resolved that the San Mateo County Transportation Authority Board of Directors celebrates LGBTQ Pride Month for LGBTQ+ people and communities, and reaffirms its commitment to diversity, equity, inclusion, and belonging.

Regularly passed and adopted this 6th day of June, 2024.



Chair, San Mateo County Transportation Authority



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: May 30, 2024
To: TA Board of Directors
From: April Chan, Executive Director

US 101/SR 92 Direct Connector Project

The US 101/SR 92 Direct Connector Project is currently in the environmental review phase and includes one No Build and three Build Alternatives that will provide a direct connection between US 101 and SR 92. The initial stage of environmental review includes a Public Scoping Period to provide the public and stakeholders an opportunity for early input on the project scope, proposed alternatives, potential environmental impacts and what the Draft Environmental Document will study.

Two scoping meetings were held on April 23 and May 1 to provide opportunities for the community to hear general information about the project and ask questions about the environmental process. As required by the California Environmental Quality Act (CEQA), official scoping comments can only be collected via mail, e-mail, and a dedicated online form. The first scoping meeting was held virtually on Zoom with over 50 attendees. The second meeting was held in person at the Foster City Community Center with 36 attendees. The Scoping Period lasted 30 days, from April 15 through May 15, and the project team is currently compiling the comments submitted to be considered as part of the environmental review. Staff will provide a presentation to the TA Board at the July 2024 meeting with a summary of the feedback received during the Scoping Period.

Joint ACR/TDM & Ped/Bike CFP Release

The TA is releasing the 2024 Cycle 7 Pedestrian and Bicycle Program and the 2024 Cycle 2 Alternative Congestion Relief/Transportation Demand Management Program (ACR/TDM) Calls for Projects (CFPs) on 6/10/2024. The goal is to reduce the number of CFPs per year that local jurisdiction staff need to prepare for and develop applications while simultaneously reducing the administrative time for the TA to conduct the CFPs. However, additional time will be given to local agencies to complete applications as compared to previous years to account for this change.

With approximately \$19 million in Ped/Bike funds available, the Measure A and Measure W Pedestrian and Bicycle Program can help to fund specific projects to encourage and improve bicycling and walking conditions. Funding can be used for non-infrastructure programs or infrastructure project development and construction of pedestrian and bicycle facilities within San Mateo County.

Similarly, with approximately \$6 million in ACR/TDM funds available, the program can fund strategies to encourage the use of sustainable transportation options and enhance mobility across San Mateo County.

A virtual workshop with stakeholders and potential applicants will be held on June 10, 2024 to communicate the guidelines and schedule. Applications for both programs will be due on August 30, 2024. Staff anticipates a draft program of projects will be presented to the TA Board of Directors in November 2024 with the programming and allocation of funds to be considered in December 2024.

All materials and a recording of the workshop be available on the TA's website here:

<https://www.smcta.com/whats-happening/call-projects>

Draft Countywide Automated Vehicle Strategic Plan Release

The Countywide Automated Vehicle (AV) Strategic Plan (Plan) represents a joint effort of the TA and the City/County Association of Governments of San Mateo County (C/CAG) to prepare for the advent of AV in San Mateo County. The plan will include strategies and recommendations for the prioritization of AV pilots, projects, and activities that align with the federal, state, and local visions for AV deployment to improve connectivity and mobility. Staff previously presented at the December 7, 2023, TA Board meeting to provide an overview of the Plan's vision and goals, findings from the existing conditions report and a summary of feedback from outreach events, including the November 2023 public workshop.

The Board, public and stakeholder feedback was incorporated into the Draft Countywide AV Strategic Plan report, which was released for public comment on May 16, 2024. The draft Plan contains the following: purpose and background, vision and goals, state of AVs in San Mateo County, a roadmap for the future, and funding opportunities. The draft Plan will be available for public comment on the project website until June 21, 2024. The project team is also soliciting feedback at the C/CAG TAC and C/CAG Board meetings, San Mateo County Department of Emergency Services and Board of Supervisors meetings. The project team expects to take the final plan for adoption by the C/CAG Board at their July meeting and will make a presentation to the TA Board at the August meeting with adoption by the TA Board planned in September.

The Draft AV Strategic Plan and additional information on the project is available at:

<https://www.smcta.com/planning-projects/SMCAVPlan>

RTC Update

As part of the development of the TA's Regional Transit Connections (RTC) Plan effort, staff has been actively engaging with the community and stakeholders to get their input on potential transit projects and programs that could be eligible for the RTC competitive call for projects. In total, staff held eight small group meeting with community-based organizations, large employers, and labor groups from all four of the counties included in the Plan (San Mateo, San

Francisco, Santa Clara, and Alameda counties). A virtual, multilingual community meeting was also held on Wednesday, April 3rd. Additionally, 10 pop-up events across San Mateo, Santa Clara, and Alameda counties were held, and for those that could not make the schedule meetings or in-person events, a corresponding online survey was provided which was promoted across all four counties. The project team will be presenting the community engagement findings to the TA Board Strategic Plan Ad-hoc Committee in mid-June.

Caltrain Electrification

The Caltrain Electrification project has completed all major construction on the line between San Francisco and San Jose. The Project is currently on schedule and recently reached a major milestone with the signing of Substantial Completion with Balfour Beatty. This signifies the final stages prior to revenue service beginning in September 2024. A soft launch of service is planned for mid-August and full electric service between San Francisco and San Jose for September 2024. Caltrain staff plans to present to the SMCTA Board and CAC in August prior to project completion.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Kate Jordan Steiner, Chief Financial Officer Peter Skinner, Executive Officer,
Transportation Authority
Subject: **Adopting a Budget in the Amount of \$189,035,418 for Fiscal Year 2025**

Action

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

1. Adopt the Proposed Fiscal Year 2025 (FY25) budget in the amount of \$189,035,418 following the public hearing set for this meeting; and
2. Authorize the Executive Director to approve adjustments to the current year's adopted budget to reflect audited sales tax revenues from previous fiscal year's Measure A and W and "true up" competitive program amounts accordingly effective July 1, 2024; and
3. Authorize the Executive Director, or designee, to act in the capacity of Treasurer for purposes of fund investments during the period of July 1, 2024 through June 30, 2025, for compliance with section 53607 of the California Government Code.

Significance

At the May 2, 2024 Board meeting, staff presented a Preliminary FY25 Budget. The Proposed FY25 Budget reflects the following changes made since that time:

Total Sources (Attachment A, line 15): An increase of \$4.7M from the Preliminary Budget of \$202.3M to the Proposed Budget of \$207.0M as a result of an in-depth review of the investment fund balances. These balances are shifting from Old Measure A to New Measure A. Additionally, correcting the omission of an investment fund balance that affects both New Measure A and Measure W.

- New Measure A Interest Income (line 2) – an increase of \$7.2M
- Measure W Interest Income (line 6) – an increase of \$3.8M
- Original Measure A Interest Income (line 7) – a decrease of \$6.3M

Total Expenditure Authorization (Attachment A, line 39): A decrease of \$5.8M from the Preliminary Budget of \$194.8M to the Proposed Budget of \$189.0M as a result of an in-depth review of investment fund balances that impacts the Original Measure A Interest offset by the addition of a new item for City/County Association of Governments of San Mateo County (C/CAG) Support. The interest expenditures for New Measure A and Measure W are based on

projected use of interest funds in FY25. The unspent balances are available to be spent in future years.

- C/CAG Support (line 23) – a new allocation of \$0.5M to establish a dedicated budget to support C/CAG’s financial needs from the TA for their upcoming transportation plans
- Original Measure A Interest Competitive Programs Authorization (line 32) – a decrease of \$6.3M offsetting line item above in Original Measure A Interest Income

Authorization to Approve “True-Up” Budget Revisions to Reflect Prior Year’s Audited Sales Tax Receipts

Historically, staff has presented to the Board and sought annual approval of mid-year budget amendments to reconcile (“true-up”) (a) funds budgeted to be available for allocation under certain expenditure categories¹ with (b) the prior year’s audited Measure A and Measure W Sales Tax revenues.

This yearly process has involved staff preparing and the Board approving percentage-based budget adjustments under the following categories in the 2004 Measure A Transportation Plan and Measure W Congestion Relief Plan, though the Board has no discretion to alter the direction of such funds:

¹ Budget adjustments are not required for formula funds that flow directly to project sponsors, e.g., 22.5% of Measure A funds and 10% of Measure W funds allocated by formula to the 20 Cities and the County for Local Streets/Transportation.

Measure A Competitive Programs:

- Alternative Congestion Relief (1%)
- Grade Separations (15%)
- Highways (27.5%)
- Pedestrian and Bicycle Program (3%)
- Caltrain (16%)
- Dumbarton (2%)
- San Mateo County Ferry Service (2%)
- Local Shuttle Service (4%)

Measure W Competitive Programs:

- Bicycle and Pedestrian Improvements (5%)
- Countywide Highway Congestion Improvements (22.5%)
- Grade Separations (2.5%)
- Regional Transit Connections (10%)

To streamline and optimize the post-audit budget adjustment process, staff recommends the Board delegate authority to the Executive Director to approve these annual "true-up" budget amendments. This approach would enhance efficiency, reduce administrative workload, and ensure timely and accurate adjustments to the budget.

Investment Authority Delegation

The authority to invest and manage the holdings of the TA rests with the Board. California Government Code section 53607 permits the Board to delegate that authority for one-year periods. Historically, the Board has delegated authority to the Executive Director as part of annual actions to "approve" or "reaffirm" the TA's Investment Policy. While investment policy changes do occur from time to time, they do not need to occur annually or on any set schedule.

Moving forward, staff recommends aligning annual designation of a Treasurer with adoption of the TA's annual budget instead. This change will ensure compliance with Government Code section 53607 without influencing the timing of Board consideration of periodic, as-needed revisions to the TA Investment Policy.

Background

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

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

The TA's role is to administer the proceeds from the Measure A and Measure W taxes to fund a broad spectrum of transportation-related projects and programs. The TA also helps partner agencies plan for and implement projects funded by Measures A and W, when needed.

Prepared By: Cleo Liao

Patrick Gilster

Manager, Budgets

Director, Planning and Fund
Management

650-508-7756

650-622-7853

**San Mateo County Transportation Authority
Fiscal Year 2025 Proposed Budget
Detail on Sources and Expenditure**

Staff is presenting a new budget statement format to enhance clarity, improve transparency, and align with peer transportation authorities. The new format serves both as the budget statement and also replaces the San Mateo County Transportation Authority (TA)'s separate Semi-Annual Report. The attachments to the annual budget now include the total amount of funding that is available to program and allocate to projects (Attachment C-E). Below is the breakdown of the new budget statement format:

- Attachment A – present the FY25 TA Sources and Expenditure Authorization by funding source
- Attachment B – present the detail of FY25 Administrative Expenditure
- Attachment C – present the Original Measure A Allocation and Authorization for the remaining active categories
- Attachment D – present the New Measure A Allocation and Authorization based on the Transportation Expenditure Plan
- Attachment E – present the Measure W Allocation and Authorization based on the Congestion Relief Plan

Following Board adoption of the budget in June, there will be future Board actions to program and allocate budgeted funds for specific purposes including the Cycle 7 Pedestrian and Bicycle Program and Cycle 2 Alternative Congestion Relief/Transportation Demand Management award recommendations planned for December 2024. Additionally, the FY26 and FY27 Shuttle Program Call for Projects will kick-off in early calendar year 2025 with allocations planned for late spring 2025. Furthermore, the TA Strategic Plan 2025-2029 is planned for adoption in December 2024 which will provide the updated policy framework, proposed staff actions, and guidance on implementing the New Measure A and Measure W Sales Tax funding programs.

The FY25 Proposed Budget reflects staff's current forecast of sales tax revenues based on the most up-to-date information for the Bay Area's economic and market trends. The narrative set forth below describes the TA's Proposed Budget for FY25, by line item. Each section has a reference to the attachment and line item that correspond to the Budget Statement as shown on Attachments A and B.

SOURCES (Attachment A)

Total projected revenue for FY25 is \$207.0 million (M), an increase of \$16.8M or 8.9% from the FY24 Revised Budget. The revenue is comprised of the components discussed below:

NEW MEASURE A SALES TAX (Attachment A, line 1)

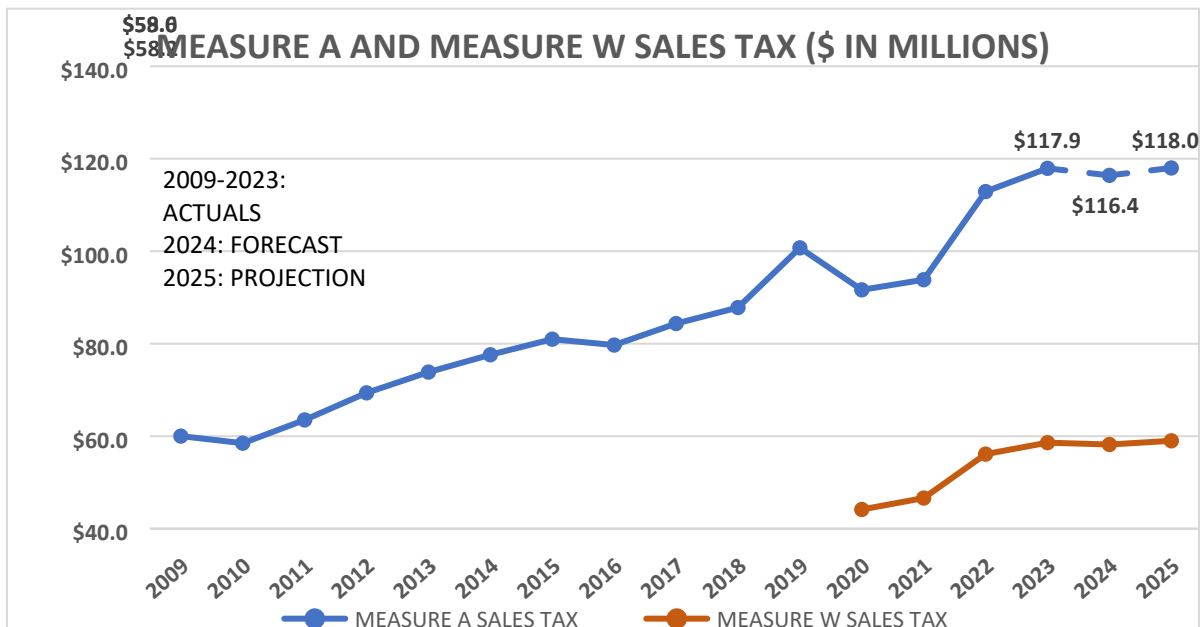
San Mateo County Ordinance No. 04223 authorized the TA to extend its Measure A half-cent Retail Transactions and Use Tax for an additional 25 years beginning January 1, 2009, and ending December 31, 2033, which was approved by the voters in November 2004 as a new Measure A.

The FY24 Forecast Sales Tax of \$116.4M for New Measure A aligns closely with the Revised Budget of \$116.3M. The FY25 Proposed Budget reflects a slight increase from FY24 Revised Budget assuming the Federal Reserve will start cutting interest rates in 2024 which would boost the economy. FY25 Measure A Sales Tax is projected to be \$118.0M.

From a year-over-year budget comparison, FY25 represents an increase of \$1.7M or 1.5% higher than the FY24 Revised Budget.

Below is a table that shows projected Sales Tax revenue for the FY24 Revised, FY24 Forecast, and FY25 Proposed Budget. Following is a graph that shows historical Sales Tax receipts not adjusted for inflation.

	FY24 Revised	FY24 Forecast	FY25 Proposed
New Measure A Sales Tax	\$116,264,000	\$116,399,000	\$118,000,000



NEW MEASURE A INTEREST INCOME (Attachment A, line 2)

Interest Income is income generated from the New Measure A fund balances. Measure A fund balances are bringing much higher returns than budget due to the Federal Reserve raising interest rates higher than expected to combat inflation. Interest Income for FY25 is estimated at \$15.8M, an increase of \$7.6M or 92.9% compared to the FY24 Revised Budget.

MEASURE W SALES TAX (Attachment A, line 3, 4, and 5)

San Mateo County Transit District Ordinance No. 105, approved by the voters as Measure W in November 2018, created an additional half-cent Retail Transactions and Use Tax for 30 years beginning July 1, 2019, and ending June 30, 2049, and authorized the TA to administer 50 percent of the Measure W tax revenues.

The projected sales tax for Measure W in FY24 and FY25 are aligned with the New Measure A mentioned above. FY25 Proposed Budget for the **TA Managed 50% of Measure W** is projected at \$59.0M, an increase of \$0.9M or 1.5% higher than FY24 Revised Budget (Attachment A, line 4). Below is a table that shows projected Sales Tax revenue for the FY24 Revised, FY24 Forecast, and FY25 Proposed Budget.

	FY24 Revised	FY24 Forecast	FY25 Proposed
Measure W Sales Tax	\$116,264,000	\$116,399,000	\$118,000,000
TA Managed 50% Measure W	\$58,132,000	\$58,199,500	\$59,000,000

MEASURE W INTEREST INCOME (Attachment A, line 6)

This income revenue is generated from Measure W accounts fund. Interest Income for FY25 is estimated at \$6.2M, an increase of \$3.0M or 92.9% compared to the FY24 Revised Budget. Measure W fund balances are yielding better-than-budget returns due to the Federal Reserve raising interest rates.

ORIGINAL MEASURE A INTEREST INCOME (Attachment A, line 7)

This Interest Income is income revenue generated from the Original Measure A accounts fund balances. Interest Income for FY25 is estimated at \$2.3M, an increase of \$1.1M or 92.9% compared to the FY24 Revised Budget. Original Measure A fund balances are also yielding better-than-budget returns due to the Federal Reserve raising interest rates.

RENTAL INCOME (Attachment A, line 8)

This income is generated from properties the TA owns and leases. Rental Income for FY25 is projected at \$1.0M, a decrease of \$0.3M or 24.6% from the FY24 Revised Budget, due to the anticipated ending of leases offset by the Consumer Price Index (CPI) increases.

EXTERNAL FUNDING (Attachment A, line 9)

This line item will capture any grant funding or local agency contributions to TA projects. It is subject to budget amendment from call-for-projects and/or grant applications. There is no projection in the FY25 Budget.

US 101 EXPRESS LANES

Due from SMCEL-JPA – Credit Enhancement Fee (Attachment A, line 11)

The Credit Enhancement Fee is budgeted at \$0.4M in the FY25 Proposed Budget. This is an annual fee that the TA charges the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) for the TA's \$100.0M bond issuance in 2020 for capital, finance and support costs associated with the US 101 Express Lanes Project. This fee is to compensate the TA for risk and efforts associated with the issuance and maintenance of the bond. The Credit Enhancement Fee is charged on the outstanding balance of the loan at an annual rate of 0.4%. However, in any fiscal year in which the Capital Loan balance is reduced by at least \$5.0M, the TA will use 0.15% of the Credit Enhancement Fee to reduce the outstanding principal on the Capital Loan.

Due From SMCEL-JPA – Bond Interest (Attachment A, line 12)

The FY25 Proposed Budget for Bond Interest is \$3.5M. When the TA issued debt in 2020 on behalf of the SMCEL-JPA to finance the construction of the US101 Express Lanes Project, the TA identified and qualified for \$6.0M as capitalized interest for the first three years of the term of the loan. This capitalized interest allows the interest to be paid from the loan; however, after March 2, 2024, this set-aside of capitalized interest will be exhausted. The projected \$3.5M represents the full year interest expense in FY25 compared to \$1.0M for 4 months in FY24. It is expected that the SMCEL-JPA would reimburse the TA for such expenses. There is a corresponding expense on Attachment A, line 35.

Due From SMCEL-JPA – Bond Related Debt Fees (Attachment A, line 13)

Bond Related Debt Fees are budgeted at \$0.7M. This line comprises of trustee and remarketing fees, Letter of Credit (LOC) fees, and bond counsel costs not covered from the bond proceeds after March 2, 2024. It is expected that the SMCEL-JPA would reimburse the TA for these expenses. There is a corresponding expense on Attachment A, line 36.

Due from SMCEL-JPA – Operating Advances Interest (Attachment A, line 14)

Operating Advances Interest is a new line item for the interest receivable from SMECL-JPA on prior years' operating advances. Interest for FY25 is projected to be \$0.2M. Although this item is not budgeted in prior years' statements, the TA is collecting the money that is due from SMCEL-JPA.

EXPENDITURE AUTHORIZATION (Attachment A)

The total Proposed Expenditure Budget for FY25 is projected at \$189.0M, a decrease of \$2.0M or 1.1% compared to the FY24 Revised Budget. The budget includes funds that the TA is authorized to make available for pass-through categories or competitive and discretionary program categories. The expenditure is comprised of the components discussed below:

NEW MEASURE A EXPENDITURE (Attachment A, line 16)

This expenditure is budgeted primarily based upon the Transportation Expenditure Plan as follows:

<u>Category</u>	<u>% of Tax</u>	<u>FY25 Budget</u>
Local Streets/Transportation	22.5%	\$26.5M
Transit - Paratransit	4.0%	\$4.7M
Transit – SFO BART Extension	2.0%	\$2.4M
Pass-Through Annual Program Allocations (line 17)	28.5%	\$33.6M
Alternative Congestion Relief	1.0%	\$1.2M
Grade Separations	15.0%	\$17.7M
Highways	27.5%	\$32.4M
Pedestrian and Bicycle	3.0%	\$3.5M
Transit - Caltrain	16.0%	\$18.9M
Transit - Dumbarton	2.0%	\$2.4M
Transit - Ferry	2.0%	\$2.4M
Transit – Local Shuttle Service	4.0%	\$4.7M
Competitive & Discretionary Programs Authorization (line 18)	70.5%	\$83.2M
Administration-Staff Support (line 19)	1.0%	\$1.2M
Total Measure A Transportation Expenditure Plan	100.0%	\$118.0M

Pass-Through Annual Program Allocations (Attachment A, line 17)

Annual Program Allocations are allocated directly to the recipients without a separate fund programming process. Total Annual Allocations for FY25 are projected at \$33.6M, an increase of \$0.5M or 1.5% from the FY24 Revised Budget.

- **Local Streets/Transportation** is for the direct allocations for improvement and maintenance of local transportation, including streets and roads to the twenty cities and the unincorporated portions of the San Mateo County. The FY25 Proposed Budget is \$26.5M.
- **Paratransit** is to meet the paratransit needs of the San Mateo County. The FY25 Proposed Budget is \$4.7M.

- **SFO Bart Extension** is a direct allocation to the San Francisco Bay Area Rapid Transit District (BART). This represents the San Mateo County Transit District’s share of financial assistance associated with the existing San Mateo County / SFO Bart extension. The FY25 Proposed Budget is \$2.4M.

Competitive & Discretionary Programs Authorization (Attachment A, line 18)

Competitive and Discretionary Programs Authorization are held in reserves and subject to Board approval in future programming actions. Total Measure A Categories for FY25 are projected at \$83.2M, a decrease of \$5.6M or 6.3% compared to the FY24 Revised Budget. The FY24 Revised Budget included \$6.8M in sales tax “true-up” to reflect sales tax receipts that exceeded the FY23 projection, which allow for future allocations.

- **Alternative Congestion Relief** aims to reduce single occupancy vehicle (SOV) trips on congested freeways and busy city streets. These customized programs target both infrastructure problems and personal driving habits. The FY25 Proposed Budget is \$1.2M.
- **Grade Separations** are dedicated toward improving safety at railroad crossings and relieving local traffic congestion. The FY25 Proposed Budget is \$17.7M.
- **Highways** aims to reduce traffic congestion and improve safety on highways and roadways in the San Mateo County. The FY25 Proposed Budget is \$32.4M.
- **Pedestrian and Bicycle** funds specific projects that encourage and improve walking and bicycling conditions. The FY25 Proposed Budget is \$3.5M.
- **Caltrain** category is to help subsidize San Mateo County’s share of contributions to the Peninsula Corridor Joint Powers Board (PCJPB/Caltrain) annual operating and capital funding needs. The allocation is held in reserves until the three Caltrain member agencies have negotiated the annual contributions to Caltrain. The funds can also be requested by the PCJPB for San Mateo County-specific projects. The FY25 Proposed Budget is \$18.9M.
- **Dumbarton** is for station facilities and enhancement for the Dumbarton rail corridor through East Palo Alto, Menlo Park, and Redwood City. The FY25 Proposed Budget is \$2.4M.
- **Ferry** funding is dedicated to capital projects to support ferry services in either South San Francisco or Redwood City. The FY25 Proposed Budget is \$2.4M.
- **Local Shuttle Services** supports commuter and community shuttle programs in San Mateo County. The FY25 Proposed Budget is \$4.7M.

Administrative (Attachment A, line 19)

The TA is authorized to set aside 1% of New Measure A revenues to cover staff wages and benefits. The FY25 Proposed Budget is \$1.2M.

NEW MEASURE A (INTEREST INCOME)

Oversight (Attachment A, line 21)

This line includes staff and consultant costs specific to Measure A to support project management, monitoring of projects, calls for projects, and administration of TA policies and procedures. These expenditures will be funded from interest earned from the investment of Measure A fund balances. The FY25 Proposed Budget is consistent with the FY24 Revised Budget at \$2.5M.

Administrative (Attachment A, line 22)

This line reflects the interest earned on the investment of Measure A fund balances, which can be used to cover Operating Non-labor costs and Labor costs that exceed the 1% Measure A Sales Tax Allocation. A detailed breakdown is in Attachment B. The FY25 Proposed Budget is \$2.3M, an increase of \$0.1M or 4.6% compared to the FY24 Revised Budget.

City/County Association of Governments (C/CAG) Support (Attachment A, line 23)

The City/County Association of Governments of San Mateo County (C/CAG) has indicated their need for financial assistance through the TA for the forthcoming Countywide Transportation Plan and Countywide Bicycle & Pedestrian Plan. To aid in supporting the C/CAG's upcoming plans, TA proposes to establish a dedicated C/CAG Support budget from available Measure A Interest earnings, totaling \$0.5M over the next two years. C/CAG will be required to formally request funding from the TA Board for the programming and allocation of individual project funding, pending the availability of detailed information on scope, schedule, budgets, and cost sharing.

MEASURE W (TA Managed Sales Tax)

Measure W Expenditure (Attachment A, line 24) is budgeted from the TA Managed 50% share of the Congestion Relief Plan.

<u>Category</u>	<u>% of Tax</u>	<u>FY25 Budget</u>
Local Streets/Transportation	10.0%	\$11.8M
Pass-Through Annual Program Allocations (line 25)	10.0%	\$11.8M
Bicycle and Pedestrian Improvements	5.0%	\$5.9M
Countywide Highway Congestion Improvements	22.5%	\$26.5M
Grade Separations	2.5%	\$3.0M
Regional Transit Connections	10.0%	\$11.8M
Competitive & Discretionary Programs Authorization (line 26)	40.0%	\$47.2M
Total TA Managed Measure W Congestion Relief Plan	50.0%	\$59.0M

Pass-Through Annual Program Allocations (Attachment A, line 25)

Annual Program Allocations are allocated directly to recipients without a separate fund programming process. Total Annual Allocations for FY25 are projected at \$11.8M, an increase of \$0.2M or 1.5% from the FY24 Revised Budget.

- **Local Streets/Transportation** is for the major arterial and local roadway improvements in key congested areas throughout San Mateo County. The FY25 Proposed Budget is \$11.8M.

Competitive & Discretionary Programs Authorization (Attachment A, line 26)

Competitive and Discretionary Programs Authorization are held in reserves and subject to Board approval in future programming cycles. The total Measure W Categories for FY25 are projected at \$47.2M, a decrease of \$2.2M or 4.5% compared to the FY24 Revised Budget. The FY24 Revised Budget included \$3.6M of sales tax “true-up” to reflect sales tax receipts that exceeded the FY23 projection and that allow for future budget allocations.

- **Bicycle and Pedestrian Improvements** is to connect communities and neighborhoods with schools, transit and employment centers countywide through safer, expanded bike/pedestrian access. The FY25 Proposed Budget is \$5.9M.
- **Countywide Highway Congestion Improvements** is to improve congestion throughout and travel times on highway facilities in San Mateo County. The FY25 Proposed Budget is \$26.5M.
- **Grade Separations** is to improve safety by separating existing at-grade crossings of the Caltrain rail line. The FY25 Proposed Budget is \$3.0M.
- **Regional Transit Connections** will invest in infrastructure and services that are designed to improve transit connectivity between the San Mateo County and the nine county Bay Area region. The FY25 Proposed Budget is \$11.8M.

Administrative and Oversight (Attachment A, line 27 and 28)

This line comprises of Oversight and Staff Support for administering the Measure W categories and Measure W related operating costs. Starting in FY25, these expenses will be funded from interest earned on the investment of Measure W fund balances, as the TA accumulates sufficient interest income to cover Measure W-specific administration and oversight costs (under Attachment A, line 30 and 31).

MEASURE W (INTEREST INCOME)

Oversight (Attachment A, line 30)

Oversight includes staff and consultant costs specific to Measure W to support project management, monitoring of projects, calls for projects, and administration of the TA’s policies and procedures. These expenditures will be funded from interest earned on the investment of Measure W fund balances. The FY25 Proposed Budget is \$0.2M based on program management needs, instead of allocating 1.5% from Measure W Categories as in FY24 Revised Budget.

Administrative (Attachment A, line 31)

Administrative costs are funded by using the interest earned on the investment of Measure W fund balances. These funds cover Measure W-related operating costs, as detailed in Attachment B. The FY25 Proposed Budget is \$3,000.

ORIGINAL MEASURE A (INTEREST INCOME)

Competitive & Discretionary Programs Authorizations (Attachment A, line 33)

There are two remaining Original Measure A categories (Highways and Caltrain) with active projects. Available interest earnings on the unspent funds will be distributed to these two categories until all eligible projects are completed and closed out. The FY25 Proposed Budget is projected to be \$2.3M. The FY24 Revised Budget of \$1.2M was included in interest revenue, but not in the expenditure budget in the old budget statement format.

US 101 EXPRESS LANES

SMCEL-JPA Bond Interest (Attachment A, line 35)

This line is connected to the “Due from SMCEL-JPA Bond Interest” in line item 12. This expense reflects the costs incurred by the TA on the TA issued debt in 2020 on behalf of the SMCEL-JPA to finance construction of the US101 Express Lanes Project. The FY25 Proposed Budget of \$3.5M represents a full year of interest expenses compared to \$1.0M over four months in FY24 that were not covered by bond proceeds after March 2, 2024. Staff expects the SMCEL-JPA to reimburse the TA for such expenses.

SMCEL-JPA Bond-Related Debt Fees (Attachment A, line 36)

This line is connected to the “Due From SMCEL-JPA Bond Related Debt Fees” in line item 13. The FY25 Proposed Budget is budgeted at \$0.7M, and comprises of trustee and remarketing fees, Letter of Credit (LOC) fees, and bond counsel costs not covered from the bond proceeds after March 2, 2024. Staff expects the SMCEL-JPA to reimburse the TA for such expenses.

EXTERNAL FUNDING EXPENDITURES (Attachment A, line 38)

This line is connected to the External Funding in line item 9. It will capture expenditures from any grant funding or local agencies’ contributions to TA projects. These amounts are subject to budget amendment from calls-for-projects and/or grant applications. There is nothing projected in FY25 Proposed Budget.

ADMINISTRATIVE EXPENDITURE (Attachment B)

Total administrative expenditures for FY25 is projected at \$3.5M, an increase of \$0.1M or 3.6% from the FY24 Revised Budget. The expenditure is comprised of the components discussed below:

STAFF SUPPORT (Attachment B, line 1)

Staff Support includes wages and benefits for District staff that administers the TA as well as funding of the Retiree Medical and CalPERS liabilities. The FY25 Proposed Budget is \$2.0M, an increase of \$0.3M or 18.1% from the FY24 Revised Budget, due to Retiree Medical and CalPERS increases based on the June 2023 CalPERS and Other Post-Employment Benefit (OPEB) actuarial valuation. The FY25 Proposed Budget assumes no universal wages and benefits increases as

the District's current collective bargaining agreements expire in June and September 2024. \$1.2M of the FY25 Staff Support line item is funded by 1.0% of the Measure A Sales Tax Allocation, with the remainder funded by Measure A interest income.

PROFESSIONAL SERVICES (Attachment B, line 2)

The FY25 Proposed Budget for this line is \$0.6M. This line item is comprised of \$0.2M in legal services, \$0.2M in legislative advocacy services, and \$0.2M in consultants, annual audit services, and other contracted services. There is an increase of \$44,903 or 7.9% compared to the FY24 Revised Budget. This increase is due to the hourly rate increase in legal services and anticipated cost increases under the new legislative advocacy contract. FY25 Professional Services are funded by Measure A interest income.

INSURANCE PREMIUMS (Attachment B, line 3)

The FY25 Proposed Budget for this line is \$0.3M to cover general liability and public officials' liability coverages for the TA. The FY25 Proposed Budget is lower than the FY24 Revised Budget by \$0.1M or 27.4% due to a re-baselining of the insurance budget to align with spending trends. FY25 Insurance Premiums are funded by Measure A interest income.

BANK AND INVESTMENT FEES (Attachment B, line 4)

The FY25 Proposed Budget for this line is \$0.1M. This line item is comprised of bank and investment fees. There is a \$0.1M or 40.7% decrease in the FY25 Proposed Budget as TA/SMCEL-JPA bond-related expenses are now covered under SMCEL-JPA Bond Related Debt Fees in line 36 of Attachment A. FY25 Bank and Investment Fees are funded by Measure A and W interest incomes.

OTHER (Attachment B, line 5)

Other Expenses are budgeted at \$0.4M for FY25. This line is comprised of Board of Directors compensation, dues and subscriptions, seminars and training, business travel, office supplies, printing and information services, software maintenance and licensing, administrative overhead, and other miscellaneous employee-related costs. There's a slight decrease in the FY25 Proposed Budget compared to the FY24 Revised Budget. FY25 Other Expenses are funded by Measure A interest income.

ORIGINAL MEASURE A ALLOCATION AND AUTHORIZATION (Attachment C)

Attachment C reflects the Original Measure A combined sales tax and interest earnings up to June 2023, along with the projected adjusted interest earnings for FY24 and proposed interest projections for FY25. The attachment shows the combined funds available for distribution by the TA to project sponsors in accordance with the Original Measure A Transportation Expenditure Plan and as determined by the TA Board. Original Measure A ceased to collect sales tax in 2008 ("sunset") and program categories have been closed out as available funding

has been fully programmed. The only two remaining categories with active projects and available interest earnings to be programmed are the Caltrain and Highway programs. All interest revenues and adjustments are distributed to those two categories until the Original Measure A is closed out with all projects being completed.

Original Measure A Programming and Adjustments by Category for July 2023 to December 2023 consist of:

- Caltrain
 - No programming or adjustments.
- Highway
 - \$6.8M in funds made available for programming from closed projects/phases.
 - \$7.5M reclassification adjustment for previous TA oversight allocations covered by interest earnings.
 - \$0.9M programmed based on the 2023 Highway Program Call for Projects (Reso. No. 2023-26). Following the Call for Projects, \$5.4M was fund-swapped to Measure W for the US 101/SR 92 Area Improvements Project.

NEW MEASURE A ALLOCATION AND AUTHORIZATION (Attachment D)

Attachment D reflects the New Measure A sales tax earnings up to June 2023 along with the projected adjusted earnings for FY24 and proposed sales tax projections for FY25. The attachment shows the funds available for distribution by the TA to project sponsors in accordance with the 2004 New Measure A Expenditure Plan and as determined by the TA Board. Pass-through annual program allocations for Local Streets/Transportation, Paratransit, and the SFO BART Extension are directly administered to the applicable agencies. New Measure A dedicates one percent for TA Administrative costs. Competitive and discretionary programs managed by the TA through Board approval or competitive project selection include Alternative Congestion Relief, Grade Separations, Streets and Highways, Pedestrian and Bicycle, Caltrain, Dumbarton, Ferry, and Local Shuttle Service.

New Measure A Programming and Adjustments by Competitive and Discretionary Category for July 2023 to December 2023 include:

- Alternative Congestion Relief
 - \$3,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Grade Separations
 - \$2.3M programmed to Broadway Grade Separation (Reso. No. 2023-24)
 - \$48,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Streets and Highways
 - \$33.0M in funds made available for programming from closed projects/phases.

- \$112.2M programmed for 2023 Highway Program Call for Projects (Reso. No. 2023-26). Following the Call for Projects, \$0.3M was fund swapped to Measure W for the US 101/SR 92 Area Improvements Project.
- \$87,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Pedestrian and Bicycle
 - \$4.0M in funds made available for programming from closed projects/phases
 - \$1.0M in funds made available for programming from closed project (Reso. No. 2023-18)
 - \$9,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Caltrain
 - \$5.0M programmed for Caltrain FY24 Capital Budget (Reso. No. 2023-19)
 - \$51,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Dumbarton
 - \$6,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Ferry
 - \$6,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Local Shuttle Service
 - \$13,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)

MEASURE W ALLOCATION AND AUTHORIZATION (Attachment E)

Attachment E reflects the Measure W sales tax earnings up to June 2023 along with the project adjusted earnings for FY24 and proposed sales tax projects for FY25. The attachment shows the funds available for distribution by the TA to project sponsors in accordance with the 2018 Measure W Congestion Relief Plan and as determined by the TA Board. Pass-through annual program allocations for Local Streets/Transportation are directly administered to the applicable agencies. Competitive and discretionary programs managed by the TA through Board approval or competitive project selection include Bicycle and Pedestrian Improvements, Countywide Highway Congestion Improvements, Grade Separations, and Regional Transit Connections.

Measure W Programming and Adjustments by Competitive and Discretionary Category for July 2023 to December 2023 consist of:

- Bicycle and Pedestrian
 - \$4.0M in funds made available for programming from closed projects (Reso. No. 2023-18)
 - \$16,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)

- Highway
 - \$3.9M in funds made available for programming from closed projects/phases.
 - \$22.9M programmed for 2023 Highway Program Call for Projects (Reso. No. 2023-26). Following the Call for Projects, \$5.4M from Original Measure A and \$0.3M from New Measure A was fund-swapped to Measure W for the US 101/SR 92 Area Improvements Project.
 - \$68,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Transportation Demand Management
 - \$3,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Grade Separations
 - \$8,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)
- Regional Transit Connections
 - \$32,000 programmed to the TA Strategic Plan Update (Reso. No. 2023-25)

Resolution No. 2024-

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

* * *

Adopting a Budget in the Amount of \$189,035,418 for Fiscal Year 2025

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

Whereas, in accordance with Section 131266 of the California Public Utilities Code, the Authority conducted a public hearing concerning the annual budget at its meeting on June 6th, 2024; and

Whereas, the Executive Director has prepared and presented to the Board the Proposed Budget for Fiscal Year 2025 (FY25), which includes: Measure A Annual Allocations in the amount of \$33,630,000; Measure A Competitive Programs Authorization in the amount of \$83,190,000; Measure W Annual Allocations in the amount of \$11,800,000; Measure W Competitive Programs Authorization in the amount of \$47,200,000; Original Measure Competitive Programs Authorization in the amount of \$2,321,724; Measure A Oversight in the amount of \$2,500,000; Measure A City/County of Association of Governments of San Mateo County (C/CAG) Support in the amount of \$500,000; Measure W Oversight in the amount of \$250,000; San Mateo County Express Lanes Joint Authority (SMCEL-JPA) Bond Interest and Related Debt Fees in the amount of \$4,170,000; and Total Administrative Expenses in the amount of \$3,473,694; and

Whereas, the Board desires to authorize the Executive Director to approve adjustments to the current year's adopted budget to reflect the previous fiscal year's audited Measure A and Measure W sales tax revenues and associated "true-up" of funds available for programming and allocation in accordance with the percentages set forth for competitive programs as defined in the Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plan; and

Whereas, the Board also desires to designate the Executive Director, or designee, to act in the capacity of Treasurer for investments during the period of July 1, 2024 through June 30, 2025, in accordance with California Government Code section 53607.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority adopts the budget for Fiscal Year 2025 in the amount of \$189,035,418, a copy of which is attached and incorporated herein as Attachments A and B; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to approve adjustments to the current year's budget to reflect the previous fiscal year's audited Measure A and Measure W sales tax revenues and associated "true-up" of funds available for programming and allocation in accordance with the percentages set forth for competitive programs as defined in the Measure A Transportation Expenditure Plan and Measure W Congestion Relief Plan; and

Be It Further Resolved that the Board designates the Executive Director, or designee, to act in the capacity of Treasurer for investments during the period of July 1, 2024 through June 30, 2025, in accordance with California Government Code section 53607.

Regularly passed and adopted this 6th day of June, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2025 PROPOSED BUDGET

	FY23 Actual A	FY24 Adopted Budget B	FY24 Revised Budget C	FY25 Proposed Budget D	\$ Change FY25 Proposed vs FY24 Revised E = D - C	% Change FY25 Proposed vs FY24 Revised F = E / C	
Sources							
1	New Measure A Sales Tax	117,920,164	116,264,000	116,264,000	118,000,000	1,736,000	1.5%
2	New Measure A Interest Income	5,393,137	8,187,648	8,187,648	15,795,494	7,607,846	92.9%
3	Measure W Sales Tax*	117,412,918	116,264,000	116,264,000	118,000,000	1,736,000	1.5%
4	TA Managed Measure W Sales Tax (50%)	58,706,459	58,132,000	58,132,000	59,000,000	868,000	1.5%
5	SamTrans Managed Measure W Sales Tax (50%)*	58,706,459	58,132,000	58,132,000	59,000,000	868,000	1.5%
6	Measure W Interest Income	2,337,230	3,216,293	3,216,293	6,204,827	2,988,534	92.9%
7	Original Measure A Interest Income	4,690,450	1,203,474	1,203,474	2,321,724	1,118,250	92.9%
8	Rental Income	1,189,035	1,261,242	1,261,242	950,650	(310,592)	-24.6%
9	External Funding		-	-	-	-	
10	US 101 Express Lanes	400,000	1,920,000	1,920,000	4,744,000	2,824,000	147.1%
11	Due from SMCEL-JPA - Credit Enhancement Fee	400,000	400,000	400,000	400,000	-	0.0%
12	Due from SMCEL-JPA - Bond Interest		1,000,000	1,000,000	3,500,000	2,500,000	250.0%
13	Due from SMCEL-JPA - Bond Related Debt Fees		520,000	520,000	670,000	150,000	28.8%
14	Due from SMCEL-JPA - Operating Advances Interest		-	-	174,000	174,000	100.0%
15	Total Sources	\$190,636,475	\$190,184,657	\$190,184,657	\$207,016,695	\$16,832,038	8.9%
Expenditure Authorization							
16	New Measure A (Sales Tax)	56,291,463	116,264,000	123,065,956	118,000,000	(5,065,956)	-4.1%
17	Pass-Through Annual Program Allocations	33,579,686	33,135,240	33,135,240	33,630,000	494,760	1.5%
18	Competitive & Discretionary Programs Authorization	21,732,246	81,966,120	88,768,076	83,190,000	(5,578,076)	-6.3%
19	Administrative **	979,531	1,162,640	1,162,640	1,180,000	17,360	1.5%
20	New Measure A (Interest Income)	2,487,340	4,689,688	4,689,688	5,290,694	601,006	12.8%
21	Oversight	1,536,737	2,500,000	2,500,000	2,500,000	-	0.0%
22	Administrative **	950,603	2,189,688	2,189,688	2,290,694	101,006	4.6%
23	C/CAG Support	-	-	-	500,000	500,000	100.0%
24	Measure W (TA Managed Sales Tax)	14,570,633	58,132,000	61,788,368	59,000,000	(2,788,368)	-4.5%
25	Pass-Through Annual Program Allocations	11,741,292	11,626,400	11,626,400	11,800,000	173,600	1.5%
26	Competitive & Discretionary Programs Authorization	2,794,480	45,808,016	49,409,538	47,200,000	(2,209,538)	-4.5%
27	Administrative	3,471	465,056	501,620	-	(501,620)	-100.0%
28	Oversight	31,390	232,528	250,810	-	(250,810)	-100.0%
29	Measure W (Interest Income)	-	-	-	253,000	253,000	100.0%
30	Oversight	-	-	-	250,000	250,000	100.0%
31	Administrative **	-	-	-	3,000	3,000	100.0%
32	Original Measure A (Interest Income)	1,500,244	-	-	2,321,724	2,321,724	100.0%
33	Competitive & Discretionary Programs Authorization	1,500,244	-	-	2,321,724	2,321,724	100.0%
34	US 101 Express Lanes	3,337,815	1,520,000	1,520,000	4,170,000	2,650,000	174.3%
35	SMCEL-JPA Bond Interest	1,710,032	1,000,000	1,000,000	3,500,000	2,500,000	250.0%
36	SMCEL-JPA Bond Related Debt Fees	477,261	520,000	520,000	670,000	150,000	28.8%
37	Other (Equity Program/Other Contract)	1,150,522	-	-	-	-	
38	External Funding Expenditures		-	-	-	-	
39	Total Expenditure Authorization	78,187,495	180,605,688	191,064,012	189,035,418	(\$2,028,594)	-1.1%
40	Surplus/ (Deficit)	\$112,448,980	\$9,578,969	(\$879,355)	\$17,981,277		

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FY2025 PROPOSED BUDGET

	FY23 Actual A	FY24 Adopted Budget B	FY24 Revised Budget C	FY25 Proposed Budget D	\$ Change FY25 Proposed vs FY24 Revised E = D - C	% Change FY25 Proposed vs FY24 Revised F = E / C
<u>Administrative Expenditure Breakdown</u>						
1 Staff Support	979,531	1,707,683	1,707,683	2,016,976	309,293	18.1%
2 Professional Services	397,579	566,297	566,297	611,200	44,903	7.9%
3 Insurance	244,519	384,321	384,321	279,000	(105,321)	-27.4%
4 Bank and Investment Fees	(72,273)	247,700	247,700	147,000	(100,700)	-40.7%
5 Other	384,249	446,327	446,327	419,518	(26,809)	-6.0%
Total Administrative Expenditure	\$1,933,605	\$3,352,328	\$3,352,328	\$3,473,694	\$121,366	3.6%

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Original Measure A Expenditure Allocations & Authorizations

	% of Measure 1	% of Remaining Active Competitive Programs	Total Sales Tax Receipts up to June 2023²	FY24 Estimated Interest Income	Cumulative Closed and Programmed Project Budgets	Unprogrammed Available Budget from all Prior Years	FY25 Proposed Budget	Cumulative Total Available to be Programmed	
			A	B	C	D = A + B - C	E	F = D + E	
Competitive and Discretionary Programs Authorizations									
1	Caltrain Improvements	21.6%	42.4%	\$325,077,235	\$510,307	\$323,476,792	\$2,110,750	\$984,477	\$3,095,227
2	Paratransit	3.1%		\$56,112,993	\$0	\$56,112,993	\$0	\$0	\$0
3	Dumbarton Rail	1.7%		\$18,316,709	\$0	\$18,316,709	\$0	\$0	\$0
4	Streets and Highways	29.3%	57.6%	\$361,941,658	\$693,167	\$361,941,658	\$693,167	\$1,337,247	\$2,030,414
5	Local Streets and Roads	20%		\$203,264,468	\$0	\$203,264,468	\$0	\$0	\$0
6	Caltrain Grade Separation	22.8%		\$238,723,749	\$0	\$238,723,749	\$0	\$0	\$0
7	Bicycle Program	0.01%		\$120,542	\$0	\$120,542	\$0	\$0	\$0
8	Transportation System Management	0.7%		\$7,121,256	\$0	\$7,121,256	\$0	\$0	\$0
9	Administrative	0.75%		\$7,622,418	\$0	\$7,622,418	\$0	\$0	\$0
10	Total	100%	100%	\$1,218,301,028	\$1,203,474	\$1,216,700,585	\$2,803,917	\$2,321,724	\$5,125,641

1 Allocation % is based on Original Measure A Expenditure Plan

2 Inception to date receipts may not align with allocation % due to interest income being only allocated to the remaining active categories

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
New Measure A Expenditure Allocations & Authorizations

	% of Measure 1	Total Sales Tax Receipts up to June 2023 A	FY24 Adopted Budget B	Cumulative Closed and Programmed Project Budgets C	Unprogrammed Available Budget from all Prior Years D = A + B - C	FY25 Proposed Budget E	Cumulative ICAP ² F	Cumulative Total Available to be Programmed G = D + E - F
1 Pass-Through Annual Program Allocations								
2 Local Streets/Transportation	22.5%	\$274,413,356	\$26,159,400			\$26,550,000		
3 Transit - Paratransit	4%	\$48,784,596	\$4,650,560			\$4,720,000		
4 Transit - SFO BART Extension	2%	\$24,392,298	\$2,325,280			\$2,360,000		
5 Sub-total Pass-Through Annual Program Allocations		\$347,590,251	\$33,135,240			\$33,630,000		
6 Administration Allocations								
7 TA Administration	1%	\$12,196,149	\$1,162,640			\$1,180,000		
8 Sub-total Administration Allocations		\$12,196,149	\$1,162,640			\$1,180,000		
9 Competitive and Discretionary Programs Authorizations								
10 Alternative Congestion Relief	1%	\$12,196,149	\$1,162,640	\$9,052,948	\$4,305,841	\$1,180,000	\$54,106	\$5,431,735
11 Intelligent Transportation Systems ³	20%	\$2,439,230	\$232,528	\$510,000	\$2,161,758	\$236,000	\$0	\$2,397,758
12 Commute.org Operations	60%	\$7,327,148	\$0	\$7,327,148	\$0	\$708,000	\$0	\$708,000
13 Commute.org TDM Monitoring Program ³	10%	\$692,800	\$0	\$692,800	\$0	\$118,000	\$0	\$118,000
14 TDM Competitive Projects	10%	\$1,736,971	\$930,112	\$523,000	\$2,144,083	\$118,000	\$54,106	\$2,207,977
15 Grade Separations	15%	\$182,942,237	\$17,439,600	\$133,255,781	\$67,126,056	\$17,700,000	\$811,585	\$84,014,471
16 Highways	27.5%	\$335,394,102	\$31,972,600	\$314,653,307	\$52,713,395	\$32,450,000	\$2,302,065	\$82,861,330
17 Key Congested Corridors	63%	\$210,993,381	\$20,113,672	\$229,618,606	\$1,488,447	\$20,414,000	\$1,448,208	\$20,454,239
18 Supplemental Roadways	37%	\$124,400,721	\$11,858,928	\$85,034,701	\$51,224,948	\$12,036,000	\$853,857	\$62,407,091
19 Pedestrian and Bicycle	3%	\$36,588,447	\$3,487,920	\$31,129,421	\$8,946,946	\$3,540,000	\$162,317	\$12,324,629
20 Transit - Caltrain	16%	\$195,138,387	\$18,602,240	\$160,621,432	\$53,119,195	\$18,880,000	\$729,492	\$71,269,703
21 Transit - Dumbarton	2%	\$24,392,298	\$2,325,280	\$6,000	\$26,711,578	\$2,360,000	\$108,211	\$28,963,367
22 Transit - Ferry	2%	\$24,392,298	\$2,325,280	\$12,552,322	\$14,165,256	\$2,360,000	\$108,211	\$16,417,045
23 Transit - Local Shuttle Service	4%	\$48,784,597	\$4,650,560	\$41,257,739	\$12,177,418	\$4,720,000	\$216,423	\$16,680,995
24 Sub-total Competitive and Discretionary Program Authorization		\$859,828,516	\$81,966,120	\$702,528,950	\$239,265,686	\$83,190,000	\$4,492,410	\$317,963,276
25 Total	100%	\$1,219,614,916	\$116,264,000	\$702,528,950	\$239,265,686	\$118,000,000	\$4,492,410	\$317,963,276

1 Allocation % is based on New Measure A Transportation Expenditure Plan (TEP)

2 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects

3 New subcategories created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Measure W Expenditure Allocations & Authorizations

	% of Measure ¹	Total Sales Tax Receipts up to June 2023 A	FY24 Adopted Budget B	Cumulative Closed and Programmed Project Budgets C	Unprogrammed Available Budget from all Prior Years D = A + B - C	FY25 Proposed Budget E	Cumulative ICAP ³ F	Cumulative Total Available to be Programmed G = D + E - F
1 Total Measure W Revenue	100%	\$411,203,734	\$116,264,000			\$118,000,000		
2 SamTrans Managed 50%	50%	\$205,601,867	\$58,132,000			\$59,000,000		
3 TA Managed 50%	50%	\$205,601,867	\$58,132,000			\$59,000,000		
4 Pass-Through Annual Program Allocations								
5 Local Streets/Transportation	10%	\$41,120,372	\$11,626,400			\$11,800,000		
6 Sub-total Pass-Through Annual Program Allocations		\$41,120,372	\$11,626,400			\$11,800,000		
7 Administration Allocations								
8 TA Administration and Oversight ²	N/A	\$936,924	\$697,584			\$0		
9 Sub-total Administration Allocations		\$936,924	\$697,584			\$0		
10 Competitive and Discretionary Program Authorization ³								
11 Bicycle and Pedestrian Improvements	5%	\$20,443,071	\$5,726,002	\$12,567,605	\$13,601,468	\$5,900,000	\$185,404	\$19,316,064
12 Countywide Highway Congestion Improvements	22.5%	\$91,993,821	\$25,767,009	\$42,867,735	\$74,893,095	\$26,550,000	\$834,319	\$100,608,776
13 Highway Projects 96%		\$88,480,384	\$24,736,329	\$40,368,035	\$72,848,678	\$25,488,000	\$685,996	\$97,650,682
14 Transportation Demand Management (TDM) 4%		\$3,513,437	\$1,030,680	\$2,499,700	\$2,044,417	\$1,062,000	\$148,323	\$2,958,094
15 TDM Planning & Policy ⁴ 10%		\$693,004	\$103,068	\$472,000	\$324,072	\$106,200	\$0	\$430,272
16 TDM Competitive Projects 90%		\$2,820,433	\$927,612	\$2,027,700	\$1,720,345	\$955,800	\$148,323	\$2,527,822
17 Grade Separations	2.5%	\$10,221,536	\$2,863,001	\$8,000	\$13,076,537	\$2,950,000	\$92,702	\$15,933,835
18 Regional Transit Connections	10%	\$40,886,143	\$11,452,004	\$492,000	\$51,846,147	\$11,800,000	\$370,808	\$63,275,339
19 Sub-total Competitive and Discretionary Program Authorization	40%	\$163,544,571	\$45,808,016	\$55,935,340	\$153,417,247	\$47,200,000	\$1,483,233	\$199,134,014
20 Total	50%	\$205,601,867	\$58,132,000	\$55,935,340	\$153,417,247	\$59,000,000	\$1,483,233	\$199,134,014

1 Allocation % is based on Measure W Congestion Relief Plan (CRP)

2 Measure W Administrative and Oversight were allocated 1-1.5% from the Categories in FY24 and prior years. Starting FY25 and beyond these areas are funded by Measure W interest income only.

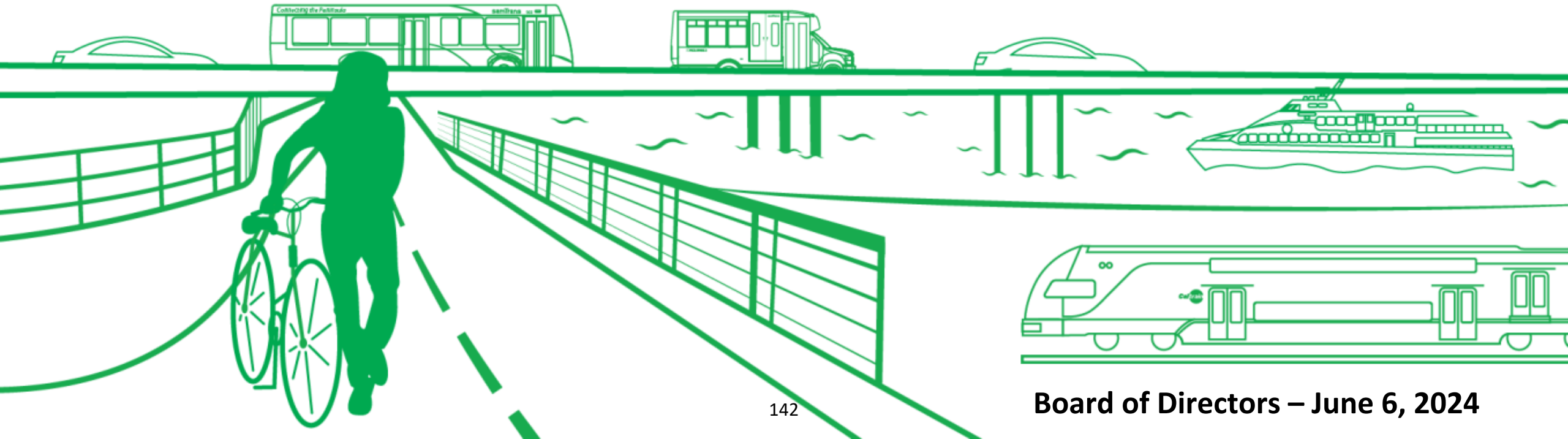
3 Indirect Cost Allocation Plan (ICAP) calculates the indirect cost rate used to recover overhead costs related to agency indirect administrative overhead and capital projects.

4 New subcategory created from the Alternative Congestion Relief/Transportation Demand Management Plan adopted January 2022



SAN MATEO COUNTY
**Transportation
Authority**

FY2025 Proposed Budget



Agenda

- Changes from May Board
- Proposed FY25 Budgets
- Budget Amendment Delegation
- Investment Authority Delegation
- Action Items



Changes from May Board

(\$ in Millions)

	FY25 May Prelim	FY25 June Proposed	\$ Change
Total Sources	\$ 202.3	\$ 207.0	\$ 4.7
Total Expenditures	194.8	189.0	(5.8)
Projected Surplus / (Deficit)	\$ 7.5	\$ 18.0	\$ 10.5



Changes from May Board

(\$ in Millions)

	FY25 May Prelim	FY25 June Proposed	\$ Change	Comments
Sources				
New Measure A Interest Income	\$ 8.6	\$ 15.8	\$ 7.2	Reconcile investment fund balances
Measure W Interest Income	2.4	6.2	3.8	
Original Measure A Interest Income	8.6	2.3	(6.3)	
Expenditures				
C/CAG Support	-	0.5	0.5	New allocation, funded by New Measure A Interest
Original Measure A Allocations	8.6	2.3	(6.3)	Offset from source above



FY2025 Proposed Sources Budget

(\$ in millions)

	FY24 Revised Budget	FY25 June Proposed	% Change *
New Measure A Sales Tax	\$ 116.3	\$ 118.0	1.5%
New Measure A Interest Income	8.2	15.8	92.9%
TA Managed Measure W Sales Tax (50%)	58.1	59.0	1.5%
Measure W Interest Income	3.2	6.2	92.9%
Original Measure A Interest Income	1.2	2.3	92.9%
Rental Income	1.3	1.0	(24.6%)
US 101 Express Lanes	1.9	4.7	147.1%
Total Sources	\$ 190.2	\$ 207.0	8.9%

* Budget numbers are presented in a high-level rounding to the millions, % change is based on the detailed numbers in dollars.



FY2025 Proposed Expenditures Budget

(\$ in millions)

	FY24 Revised Budget	FY25 June Proposed	% Change *
Measure A Allocations	\$ 123.1	\$ 118.0	(4.1%)
Measure A Interest - Oversight/Admin	4.7	5.3	12.8%
Measure W Allocations	61.8	59.0	(4.5%)
Measure W Interest - Oversight/Admin	-	0.2	100%
Original Measure A Allocations	-	2.3	100%
SMCEL-JPA Bond Interest/Related Fees	1.5	4.2	174.3%
Total Expenditures	\$ 191.1	\$ 189.0	(1.1%)

* Budget numbers are presented in a high-level rounding to the millions, % change is based on the detailed numbers in dollars.



Delegate Authority to Executive Director to Approve Sales Tax Budget Amendment

Current Process

- Annually budget amendment is prepared and presented to the Board
- Budget amendment reflects the prior year's audited sales tax receipts
- Adjustment is based on percentages outlined in Measures A & W expenditure plans

Proposed Process

- Delegate budget amendment authority to Executive Director to reflect prior year's sales tax receipts only
- Aim to enhance efficiency and reduce administrative workload



Authorize Investment Delegation

- The Board has the authority for investment and management of TA holdings
- California Government Code section 53607 permits the Board to delegate that authority for one-year periods
- Investment authority delegation is presented and approved by the Board as a separate action item annually
- Propose to include the annual delegation in the budget adoption request going forward



Action Items

- Adopt the FY25 Budget in the amount of \$189,035,418
- Authorize Executive Director to approve budget amendment to reflect prior year's audited sales tax receipts
- Authorize annual investment delegation



150

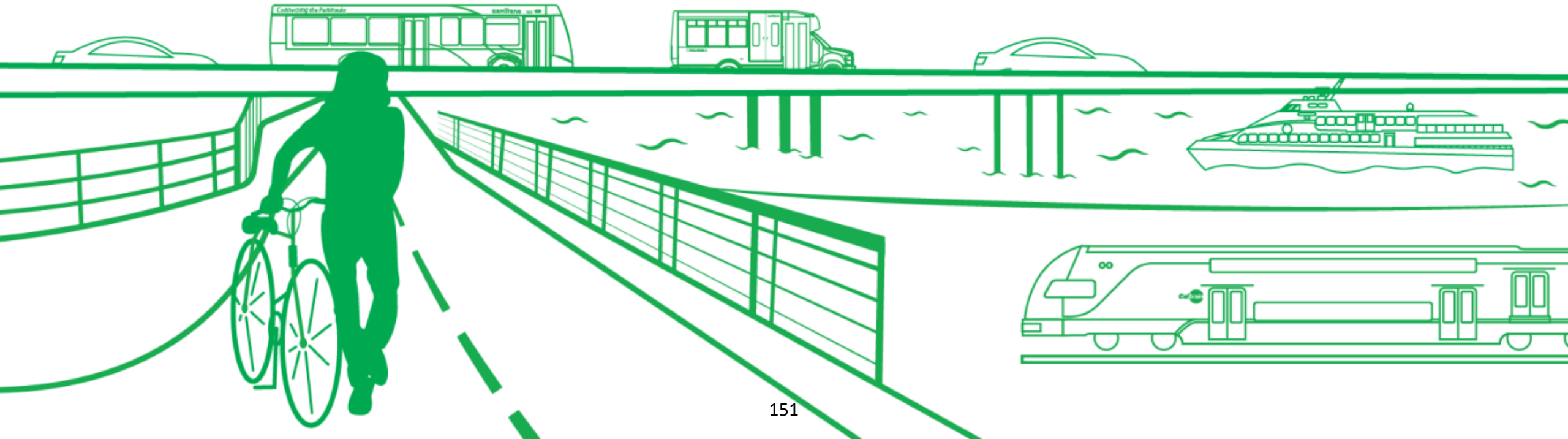




SAN MATEO COUNTY
**Transportation
Authority**

Item #11.a.
6/6/2024

Thank You



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: David Covarrubias, Deputy Chief Peter Skinner, Executive Officer,
Financial Officer Transportation Authority
Subject: **Awarding a Contract to Kadesh & Associates LLC for a Total Not-to-exceed
Amount of \$572,755 for Federal Legislative Advocacy Services for Five Years**

Action

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

1. Award a contract to Kadesh & Associates LLC of Washington, D.C. (K&A) for a not-to-exceed amount of \$572,755 (\$522,755 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services) to provide Federal Legislative Advocacy Services (Services) for a five-year term; and
2. Authorize the Executive Director or designee to execute a contract with K&A in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Significance

The award of this contract will provide the TA with qualified and experienced Federal Legislative Advocacy Services (Services) for the effective pursuit of the TA's federal legislative priorities. These Services provide the TA with a vital link to the White House, U.S. Congress, and pertinent federal agencies. The awarded consultant will represent and advocate on behalf of the TA in its dealings with all relevant federal agencies, legislative bodies, and related interest groups.

Budget Impact

Funds for this contract are included in the TA's Fiscal Year 2025 Proposed Operating Budget and will be included in future years' operating budgets.

Background

On January 12, 2024, the TA, the San Mateo County Transit District, and the Peninsula Corridor Joint Powers Board (collectively referred to as "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide the Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies' eProcurement website, and eighteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms as follows:

PROPOSER	AGENCY		
	SAM	JPB	TA
Holland & Knight LLP	✓	✓	
Kadesh & Associates LLC			✓
Smith Dawson & Andrews, Inc.	✓		✓

The TA received two proposals, from K&A and Smith Dawson & Andrews, Inc. of Washington, DC. Staff found both proposals to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the Government & Community Affairs Department and the TA Administration reviewed, evaluated, and ranked these proposals in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20

After review, evaluation, and ranking the proposals, the Committee determined that K&A is the highest-ranked proposer. K&A possesses the requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the TA’s federal legislative interests, goals, and priorities.

Staff conducted a price analysis and determined the proposed prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract to be awarded is for a not-to-exceed amount of \$572,755, of which \$522,755 is for monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the TA during the five-year term.

K&A is a top-ranked, bipartisan federal advocacy firm, recognized for its track record of success and accomplishments. K&A is unique, specializing in advocating for California interests and has been very successful in representing California public and private entities before Congress and the Administration. K&A’s bipartisan team has been acknowledged consistently by Members of Congress and key Congressional aides and lobbyists as one of Washington’s most effective lobbying firms.

K&A is the current provider for these Services for the TA and has provided excellent service. The TA’s current five-year contract with K&A expires on June 30, 2024.

Prepared By:	Maria Flores	Procurement Administrator II	650-622-7892
	Jessica Epstein	Director, Government and Community Affairs	650-400-6451

Resolution No. 2024-

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

* * *

**Awarding a Contract to Kadesh & Associates LLC for a Total Not-to-exceed
Amount of \$572,755 for Federal Legislative Advocacy Services for Five Years**

Whereas, on January 12, 2024, the San Mateo County Transportation Authority (TA), the San Mateo County Transit District, and the Peninsula Corridor Joint Powers Board (together, the "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-035 to provide Federal Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including proposals from Kadesh & Associates LLC of Washington, D.C. (K&A) and Smith Dawson & Andrews, Inc. of Washington, D.C. (SDA) to provide the Services to the TA; and

Whereas, a Selection Committee (Committee) composed of qualified staff from the Government & Community Affairs Department and TA Administration reviewed, evaluated, and ranked these proposals in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after thoroughly evaluating and then ranking the proposals from K&A and SDA, the Committee determined that K&A is the highest-ranked firm and possesses the

requisite depth of knowledge and experience in federal legislative advocacy services for the effective advocacy of the TA's federal legislative interests, goals, and priorities; and

Whereas, staff and legal counsel reviewed K&A's proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that K&A's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to K&A for a not-to-exceed amount of \$572,755 (\$522,755 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services) to provide the Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract to Kadesh & Associates LLC of Washington, D.C., for a not-to-exceed amount of \$572,755 to provide Federal Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract on behalf of the TA with K&A in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of June, 2024 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: David Covarrubias, Deputy Chief Peter Skinner, Executive Officer,
Financial Officer Transportation Authority

Subject: **Awarding a Contract to Politico Group, Inc. for a Total Not-to-exceed Amount of \$470,000 for State Legislative Advocacy Services for Five Years**

Action

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

1. Award a contract to Politico Group, Inc. of Sacramento, California (Politico Group), for a not-to-exceed amount of \$470,000 (\$420,000 for monthly fixed fees, plus \$50,000 for ad-hoc, as-needed services) to provide State Legislative Advocacy Services for a five-year term.
2. Authorize the Executive Director or designee to execute a contract with Politico Group in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Significance

The award of this contract will provide the TA with qualified and experienced State Legislative Advocacy Services (Services) for the effective pursuit of the TA's state legislative priorities. These Services provide a vital link to the Governor's Office, state legislature and pertinent state agencies. The awarded consultant will represent and advocate on behalf of the TA in its dealings with all relevant state agencies, legislative bodies, and related interest groups.

Budget Impact

Funds for this contract are included in the TA's Fiscal Year 2025 Proposed Operating Budget and will be included in future years' operating budgets.

Background

On January 12, 2024, the TA, the San Mateo County Transit District (District), and the Peninsula Corridor Joint Powers Board (JPB) (collectively referred to as "Agencies") issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide the Services. Proposers had the option to submit proposals to one, two, or all three of the Agencies.

The RFP was posted to the Agencies’ eProcurement website, and fourteen potential proposers downloaded the RFP. On February 15, 2024, the proposals were due and the Agencies received proposals from three firms as follows:

PROPOSER	AGENCY		
	SAM	JPB	TA
Khoury Consulting LLC			✓
Politico Group, Inc.			✓
Show Yoder Antwih Schmelzer & Lange	✓	✓	

The TA received proposals from Politico Group and Khoury Consulting LLC of Sacramento, California (Khoury). Staff found both proposals to be responsive to the requirements of the RFP.

A Selection Committee (Committee) composed of qualified staff from the Government and Community Affairs Department and the TA Administration, reviewed, evaluated, and ranked the proposals in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAX POINTS
Qualifications and Experience of Firm	35
Qualifications and Experience of Primary Lobbyist and Key Personnel	30
Approach to Scope of Services	15
Cost Proposal	20

After the Committee completed its initial review, evaluation, and scoring of the written proposals from Politico Group and Khoury, the Committee invited both firms for interviews. Based on the contents of its proposal and additional information/insights provided during its interview, and in accordance with the rubric above, Politico Group received the highest score. The Committee determined that Politico Group evidenced through its proposal and interview that it possesses the requisite depth of knowledge, resources, and experience in state legislative advocacy services for the effective advocacy of the TA’s state legislative interests, goals, and priorities.

Staff conducted a price analysis and determined Politico Group’s prices to be fair, reasonable, and consistent with those paid by other public agencies for similar services.

The proposed contract is for a not-to-exceed amount of \$470,000, of which \$420,000 is for the monthly fixed fees and \$50,000 is for any additional ad-hoc services needed by the TA during the five-year term.

Politico Group has a diverse team of advocates with a unique ability to address the varied and expanding needs of the TA. Politico Group is a non-partisan public affairs, legislative advocacy, and consulting firm established in 1974. The firm currently has four partners and registered

lobbyists who can be engaged on behalf of the TA. This depth provides diversity of perspectives and connections and is particularly important in circumstances when multiple clients present divergent or conflicting interests, and access to a separate representation will best serve the TA's needs.

Khouri is the current provider for the Services for the TA. The TA's current five-year contract with Khouri will expire on June 30, 2024.

Prepared By: Maria Flores Procurement Administrator II 650-622-7892

Resolution No. 2024-

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

* * *

**Awarding a Contract to Politico Group, Inc. for a Total Not-to-exceed
Amount of \$470,000 for State Legislative Advocacy Services for Five Years**

Whereas, on January 12, 2024, the San Mateo County Transportation Authority (TA), the San Mateo County Transit District and the Peninsula Corridor Joint Powers Board (together, the “Agencies”) issued a joint request for proposals (RFP) 24-S-J-T-P-036 to provide State Legislative Advocacy Services (Services); and

Whereas, Proposers had the option to submit proposals to one, two, or all three of the Agencies; and

Whereas, in response to the RFP, the Agencies received proposals from three firms by the due date of February 15, 2024, including proposals from Politico Group, Inc. of Sacramento, California (Politico Group) and Khouri Consulting LLC of Sacramento, California (Khouri) to provide the Services to the TA; and

Whereas, a Selection Committee (Committee) composed of qualified staff from the Government & Community Affairs Department and the TA Administration, reviewed, evaluated, and ranked these proposals in accordance with the weighted criteria set forth in the RFP documents; and

Whereas, after a thorough initial evaluation, scoring and ranking of the proposals and interviews with both firms, the Committee determined that Politico Group was the highest-ranked proposer; and

Whereas, staff has determined that Politico Group has the requisite depth of knowledge, resources, and experience in state legislative advocacy services for the effective advocacy of the TA's state legislative interests, goals, and priorities; and

Whereas, staff and legal counsel reviewed Politico Group's proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that Politico Group's prices are fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Politico Group for a not-to-exceed amount of \$470,000 (\$420,000 for the fixed monthly fees, plus \$50,000 for ad-hoc, as-needed services), to provide the Services for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transportation Authority hereby awards a contract to Politico Group, Inc. of Sacramento, California, for a not-to-exceed amount of \$470,000 to provide State Legislative Advocacy Services for a five-year term; and

Be It Further Resolved that the Board authorizes the Executive Director or designee to execute a contract on behalf of the TA with Politico Group in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 6th day of June, 2024 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: Jessica Epstein, Director, Government and Community Affairs
Subject: **State and Federal Legislative Update**

Action

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

Significance

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

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

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
May 20, 2024

This month, Congress started work on the Fiscal Year (FY) 2025 budget cycle in earnest. Members from both the House and Senate have submitted their earmark requests to the various committees and will have to post those requests publicly in the coming weeks. Rep. Mullin's office has submitted a \$5 million earmark request for the Broadway Grade Separation Project.

Recall, despite this early activity, Congress does not have a meaningful spending deal for FY 2025. Last week, House Appropriations Chairman Tom Cole announced the House will be marking up FY 2025 bills to a level lower than the FY 2024 levels.

Topline FY 2025 House Allocation

Defense: \$895,212,000,000 (FY24: \$886b)

Non-Defense: \$710,688,000,000 (FY24: \$778b)

Total: \$1,605,900,000,000 (FY24: \$1.658t)

Within these numbers:

- Defense will receive an increase of nearly \$9 billion.
- Homeland Security will be funded above the President's request.
- Veterans Affairs – including veterans' medical care and benefits – will be fully funded.
- Non-defense programs will be cut effectively by 6 percent, and those cuts are not evenly distributed.
 - Some subcommittees, such as Labor-Health and Human Services-Education, Financial Services-General Government, and State-Foreign Operations, will receive significant cuts of 10-11 percent.
 - Other subcommittees will have smaller non-defense cuts, reflecting republican priorities across the bills.

Subcommittee markups on the House side begin this week and - if the schedule holds - will be completed by July 10th. There are already lots of rumors/reports, however, that these bills will have a rough time once they get to the House floor. Recall, last year, the House was able to pass about half of its bills on the floor with the balance either not coming up or being defeated due to lack of funding or the inclusion of "culture war" legislative riders. Unless something changes, we are looking at the exact same scenario for this year.

The Senate has not put forward a schedule and has already indicated it will not be using the House topline spending numbers. More on the Senate plan as it becomes available.

Lastly – and this is intended as a "lay of the land" more than anything else – the House defeated a Motion to Vacate filed by Rep. Greene against Speaker Johnson. Several House democrats crossed the aisle to support the Speaker.

DOT is still on track to release the Rail Crossing Elimination NOFO in June. Once released, it will have a 75-day turnaround time to submit applications.

Kadesh & Associates, LLC 230 Second Street, SE Washington, DC 20003
Ph 202.547.8800



May 17, 2024

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

RE: STATE LEGISLATIVE UPDATE – JUNE

General Outlook

The legislature completed assessing the fiscal impact of legislation in the Appropriations Committee in each house on May 16. Bills must be out of the house of origin by May 24. The 2024 Calendar states that August 31 will be the final day of the 2023-24 Legislative Session. The legislature is currently going through its budget subcommittee process to take public comment on the Governor's proposed FY 24-25 State Budget and the May Revision, which includes proposals for FY 25-26. The State Budget must be enacted by the legislature on June 15 and signed by the Governor by June 30. Governor Newsom will have until September 30 to sign or veto legislation.

Bills of Interest

AB 1837 (Papan), as amended on March 21, would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, provide leadership and critical input on regional transit policies, and provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements regarding the customer experience of San Francisco Bay area transit systems. The bill would require the Metropolitan Transportation Commission to facilitate the Council's creation. **Status:** Senate Floor – Consent Calendar

State Budget

On April 11, the legislature sent SB 106 (Wiener) and AB 106 (Gabriel) to the Governor's desk to address \$17.3 billion of a \$38 billion state budget deficit, which the Governor projected in January. Governor Newsom signed the package on April 18. Adjustments to the remainder of the FY 22-23 and FY 24-25 budget included \$3.6 billion in reductions, \$5.2 billion in borrowing, \$5.2 billion in deferrals, and \$3.3 billion in fund shifts.

On May 10, Governor Newsom released his May Revision to the proposed FY 2024-25 State Budget, citing a \$27.6 billion General Fund deficit. Governor Newsom identified a \$37.9 billion deficit in January. The legislature took corrective action by passing AB 106 and SB 106 to find \$17.3 billion in solutions (borrowing, delays, reductions, and shifts), but lackluster receipts increased the deficit by \$7 billion. A

\$28.4 billion structural deficit is also identified for FY 2025-26. Governor Newsom proposes a total of \$44.7 billion in solutions for FY 2024-25 (\$4.2 billion in reserves, \$3 billion in efficiencies, \$15.2 billion in reductions, \$14.8 billion in expansion pauses and shifts, and an additional \$7.5 billion in borrowing) to close the gap. For FY 2025-26, \$8.4 billion in Rainy Funds are used to balance the budget, leaving \$22.8 billion in reserves.

How Did We Get Here?

The May Revision cites \$201 billion in General fund spending, down from \$208.7 billion in January and \$288.1 billion overall when factoring in special funds (\$291.5 billion in January).

This is a sharp turn from the past few years, following surpluses in the FY 22-23 State Budget (\$101.4 billion) and the FY 21-22 State Budget (\$74.3 billion) surplus, predominantly used for one-time expenditures rather than long-term obligations. This was attributable to a 55% increase in revenue from personal income tax, corporate tax, and capital gains revenue during the pandemic.

A portion of the deficit is attributable to the 33% reduction in capital gains, which contributed to the collection of only \$18 billion of the \$42.9 billion expected in tax receipts. Due to severe storms in 2022, the Internal Revenue Service delayed tax collection to November 16 in 55 of 58 counties, impacting 99% of all state taxpayers and the late estimates. Had the tax collection delay not been in place, most of the \$31.7 billion deficit for FY 23-24 would have been more significant due to lower tax receipts reflected in the May Revision and a smaller shortfall for FY 24-25. While the stock market rebounded and received nearly all its losses by the end of 2023, cash receipts for the year remained weak due partly to increased capital loss carryovers from 2022. New data for 2022 shows those losses grew by 62 percent, exceeding the 58 percent realized during the Great Recession in 2008.

Poor Forecasting

There is a disparity between forecasted and realized revenues. The “Big Three” revenues—personal income tax, corporate tax, and capital gains—were projected at \$210 billion in FY 2022-23 and \$220.9 billion in FY 2023-24 but are not estimated at \$170.1 billion and \$177.7 billion, respectively. This represents a whopping \$83.1 billion difference (\$39.9B + \$43.2B) in revenue projection over actual.

Impact on Transportation

The 2022-23 Budget Act included \$13.8 billion for transportation programs and projects aligned with the state’s climate goals. The Budget maintains \$13.6 billion of these investments but includes \$200 million in reductions, \$791 million in fund shifts, and \$3.1 billion in delays across various programs.

Significant Budget Adjustments

- **Transit Intercity Rail Capital Formulaic Program**—A delay, from FY 24-25 to 25-26, of \$1.3 billion of formulaic Transit and Intercity Rail Capital Program funds provided in SB 125, leaving \$1 billion for this program in FY 24-25. Additionally, the Budget proposes to shift \$261.4 million of the remaining \$1 billion in FY 24-25 from the General Fund to the GGRF. This fund shift will have no programmatic impact.
- **Transit Capital and Intercity Rail Capital Program** – A reduction of \$148 million in unused funds from Cycle 6, which is from the \$1.8315 billion balance dedicated to projects in Southern California, including the counties of Orange, Imperial, Los Angeles, Riverside, San Bernardino, San Diego, and Ventura.

- **Active Transportation Program**—A reduction of \$399 million (\$300 million scored in FY 24-25 and \$99 million scored in FY 26-27), in addition to the \$200 million proposed in January, leaves \$451 million of General Fund, which is a 57 percent cut of the original contribution (\$1.05B). This likely impacts the California Transportation Commission’s ability to fund all projects awarded in Cycle 6, which covers FY 23-24 to FY 26-27. Applications for Cycle 7, due on June 17 and covering programming capacity between FY 2025-26 and FY 2028-29, could be impacted. The ATP program generates \$275 million annually in funding, with Cycles 6 and 7 being exceptions. CalSTA Secretary Toks Omishakin noted that 980 million dollars over the next four years is programmed for biking and walking infrastructure improvements using SHOPP despite the cuts.
- **Grade Separation Funding**—\$350 million in one-time General Fund revenues will be eliminated to fund seven projects statewide (\$251 million) and six port infrastructure projects (\$98.5 million). Secretary Omishakin stated that these high-priority investments would be a priority to backfill with federal funds from the Federal Rail Administration or the Federal Transit Administration, if possible. This impacts funding for Broadway (\$70 million), Mountain View (\$20 million), and Palo Alto (\$27.8 million), with the latter two along the Caltrain corridor.
- **Highways To Boulevards**—The program will receive a \$75 million reduction (a 50 percent cut). Secretary Omishakin stated that federal funds could be used to backfill the program. This will impact the Connect 4 South San Francisco Program.

Statewide Competitive Grant Programs

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

Active Transportation Program (ATP)

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

Solutions for Congested Corridors Program (SCCP)

The SCCP provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program makes \$250 million available annually (programmed in 2-year increments) for projects implementing specific transportation performance improvements. 2018, SMCTA received \$233.2 million for the US 101 managed Lanes project. The CTC will hold a virtual workshop to discuss guideline development on May 24.

Local Partnership Program (LPP)

The LPP is intended to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance

and rehabilitation, sound walls, and other transportation improvement projects. The Competitive program is funded at \$80 million annually. The CTC adopted the program on June 22, 2023, for Cycle 3, which included \$20 million for the SamTrans Emission Zero Project. 2018, the US Managed Lanes project received \$20 million in Cycle 1. The CTC will host a virtual workshop to discuss guideline development on May 23.

Trade Corridor Enhancement Program (TCEP)

The TCEP provides funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in the California Freight Mobility Plan, and along other corridors with a high volume of freight movement. The competitive program typically provides approximately \$300 million per year (programmed in 2-year increments). The CTC will host a virtual workshop to discuss guideline development on May 22.

State Formulaic Programs

State Transportation Improvement Program (STIP)

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

Grade Separation Funding

Funding sources for grade separations are managed across various state agencies and departments, including the Public Utilities Commission (PUC), the California State Transportation Agency (CalSTA), the California Transportation Commission (CTC), and Caltrans.

The PUC Section 190 Grade Separation Program is the state program for grade separate crossings between roadways and railroad tracks and provides approximately \$15 million annually, transferred from Caltrans. Agencies apply to the PUC for project funding. Assembly Bill 180, Chapter 44, Statutes of 2022, provided a one-time, \$350 million augmentation through CalSTA. In 2023, SMCTA applied for and received \$70 million from CalSTA through the High-Priority and Grade Crossing and Separation Projects Program for the Broadway Grade separation project, listed as the highest priority project on the PUC Section 190 list. That funding is proposed to be eliminated in the Governor's FY 24-25 State Budget.

SMCTA Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 6 Friedman (D) Transportation Planning: local sales tax measures	6/14/23 Senate Transportation Two-year bill	This bill would require the State Air Resources Board (ARB) to establish additional greenhouse gas emission targets for automobiles and light trucks. The bill adds a 60-day timeline before the public participation process for an MPO to submit its technical methodology to ARB to determine greenhouse gas emissions reductions. An MPO must submit its sustainable communities strategy to ARB within 120 days of adoption and ARB would be provided with 180 days, rather than 60, to review a sustainable communities strategy. This bill would require each Solutions for Congested Corridors project nomination to demonstrate how the project would contribute to achieving the state’s greenhouse gas emission reduction targets.	Watch
AB 7 Friedman (D) Transportation: funding: capacity projects	9/11/23 Senate Floor Two-year bill	As amended on June 28, this bill would codify Presidential and Gubernatorial Executive Orders pertaining to the Infrastructure Investment and Jobs Act and Climate Action Plan for Transportation Infrastructure to address equity, and climate-friendly investments.	Watch
AB 817 Pacheco (D) Local government: open meetings	1/25/24 Senate Rules Two-year bill	As amended on March 16, this bill would authorize a subsidiary body to use alternative teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	Supported April 2023
AB 1837 Papan (D) San Francisco Bay area: public transportation	5/20/2024 Assembly Floor Consent	As amended on March 21, this bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the Metropolitan Transportation Commission to facilitate the creation of the council.	Watch

SMCTA Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
AB 2535 Bonta (D) Trade Corridor Enhancement Program	5/16/24 Assembly Appropriations Failed Passage	As amended on April 24, proposes to alter the Trade Corridor Enhancement Program (TCEP) to allow investment targets into zero-emission freight infrastructure. The minimum investment target is 15%, increasing by 5% each cycle until it reaches 50%. Additionally, starting on January 1, 2025, the Department of Housing and Community Development (HCD) and State Air Resources Board (ARB) would create guidance for programming projects that expand a highway's physical footprint to address the impact on the highest 10 percent of CalEnviroScreen communities. This guidance must be incorporated into the January 1, 2028 programming cycle, which is Cycle 5. Lastly, the bill would require the applicant agency to complete the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) within six months of the California Transportation Commission (CTC) adopting the TCEP program of projects as a condition of CTC funding for design, right-of-way, and capital construction costs.	Watch
AB 3005 Wallis (R) Motor Vehicle Fuel Tax Law: adjustment suspension	4/26/24 Assembly Transportation Failed Passage	This bill would suspend the inflationary adjustment to the gas tax, resulting in diminished revenue for the State Transportation Improvement Program (flexible funding for county priorities), State Highway Operations and Protection Program (highway maintenance), and local streets and roads.	Watch
SB 532 Wiener (D) San Francisco Bay area toll bridges: tolls: transit operating expenses	8/23/23 Assembly Appropriations Two-year bill	This bill would, until December 31, 2028, require BATA to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation. The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to MTC for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.	Watch
SB 537 Becker (D) Open meetings: local agencies: teleconferences	9/14/23 Assembly Floor Two-year bill	As amended on April 24, this bill would authorize certain legislative bodies to use alternate teleconferencing provisions like the emergency provisions indefinitely and without regard to a state of emergency. The bill would require a legislative body to provide a record of attendance on its internet website within 7 days after a teleconference meeting. The bill would define "legislative body" for this purpose to mean a board, commission, or advisory body of a multijurisdictional cross county agency, the membership of which board, commission, or advisory body is appointed, and which board, commission, or advisory body is otherwise subject to the Brown Act. The bill would define "multijurisdictional" to mean a legislative body that includes representatives from more than one county, city, city and county, special district, or a joint powers entity. The bill would prohibit a member from participating remotely pursuant to these provisions unless the remote location is the member's office or another location in a publicly accessible building and is more than 40 miles from the location of the inperson meeting.	Watch

SMCTA Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
SB 768 Caballero (D) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study	4/29/24 Assembly Natural Resources	This bill would require the State Air Resources Board to study how vehicle miles traveled (VMT) is used to measure impact on transportation projects.	Watch
SB 915 Cortese (D) Local government: autonomous vehicles	5/20/2024 Assembly Floor	As amended omn April 11, The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate by the Department of Motor Vehicles, the Public Utilities Commission, or any other applicable state agency, to protect the public health, safety, and welfare by enacting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction.	Watch
SB 947 Seyarto (R) Caltrans: state highway projects: agreements with public entities: project design changes.	4/26/24 Senate Transportation Failed Passage	This bill would require Caltrans in an agreement with a local entity for the contribution of funds for the acquisition, construction, or improvement of any portion of the state highway system to include a provision that makes Caltrans responsible for any additional costs associated with a new project design adopted by Caltrans after the project is included in the state transportation improvement program or the state highway operation and protection program.	Watch

SMCTA Bill Matrix – May 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 1031 Wiener</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>5/20/24</p> <p>Senate Floor</p>	<p>As amended on May 13, this bill would authorize the Metropolitan Transportation Commission (MTC) to raise and allocate new revenue and incur and issue bonds, until January 1, 2041, and other indebtedness by imposing a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge through a regional measure in all or a subset of the nine counties of the San Francisco Bay area. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years.</p> <p>The bill would also require the California State Transportation Agency to select the University of California Institute of Transportation Studies or the Mineta Transportation Institute at San José State University to conduct an assessment, by January 1, 2026, of the associated advantages and disadvantages of consolidating and enhanced coordination between transit agencies that are located <i>in</i> the 9-county San Francisco Bay area.</p> <p>The bill states that MTC is responsible for implementing a seamless transit rider experience across the San Francisco Bay area and requiring those rules and regulations to also promote the coordination of mapping and wayfinding, real-time transit information, and other customer-facing operating policies. A transit operator would be ineligible to receive an allocation of the revenues generated by the new regional measure from MTC if the operator is not in compliance with those rules and regulations.</p> <p>Lastly, this bill would authorize MTC, as part of a regional measure to propose a ballot measure that would require a covered employer that is located in proximity to transit to purchase a regional transit pass for each of its employees and to require a covered employer that is not located in proximity to transit to provide a subsidy to each of its employees corresponding in financial value to the regional transit pass.</p>	<p style="text-align: center;">Watch</p>
<p>SB 960 Wiener</p> <p>Transportation: planning: transit priority projects: multimodal</p>	<p>5/20/24</p> <p>Senate Floor</p>	<p>As amended on April 16, this bill would require Caltrans to use State Highway Operations and Protection program funds to address complete streets assets and develop transit priority projects, which are defined as a roadway design, operations, and enforcement action, treatment, or project that help transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, on state and local highways. Caltrans must establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.</p>	<p style="text-align: center;">Watch</p>

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Joan Cassman, General Counsel
Subject: **Proposed Updated Rules of Procedure for the San Mateo County
Transportation Authority Board of Directors**

Action

Staff is bringing back from last month for the Board's further consideration the attached draft amended Rules of Procedure (Rules) for the San Mateo County Transportation Authority (TA) Board of Directors (Board) seeking comments and suggestions to enable staff to present a final updated version of the Rules for adoption at the July Board meeting.

Significance

The TA Board's Rules were first adopted in 1988 and currently address typical provisions found in rules of public boards, including those addressing the roles of the Board and elected officers of the Board (Chair and Vice-Chair), the time and place of regular meetings, compliance with California's open meeting laws, the definition of a quorum and voting requirements, the process to commence and run meetings, the Board meeting agenda order and the taking of minutes, rules of order pursuant to Robert's Rules, and the process to amend the Rules.

These Rules have served the Board well, but since they were last updated in 1994, there have been significant changes in technology as well as best practices for rules of public boards. As a result, the Board directed the General Counsel to evaluate the Rules through a modern lens, to compare the TA's 30-year-old Rules to those of other public agencies, and to propose revisions to update them in line with the expectations and protocols now more commonplace in the public sector.

The current Rules of Procedure is a four-page document that largely addresses the topics set forth in the updated draft Rules under Section I, now entitled, "Board of Directors and Committees." In the revised version, the original Rules have been largely left intact. The handful of substantive changes to the old Rules contained in Section I, are as follows:

- Revising the order of business on Board meeting agendas to reflect the TA's current practice;
- Updating the provision on "Committees" to clarify that the TA does not use a system of standing committees, but rather establishes ad hoc committees when warranted from time to time,

- Proposing a change in the name of the Citizens Advisory Committee to “Community Advisory Committee” and describing the role, requirements and expectations applicable to Advisory Committees; and
- Switching from Robert's Rules of Order to Rosenberg's Rules of Order, as the latter has become the preferred resource for the procedural framework of public meetings.

The material proposed for addition to the TA’s current Rules of Procedure are found in four new sections. The headings of these new sections are self-explanatory, and include:

- Section II addresses “Board/Public Communications,”
- Section III describes requirements and expectations regarding the use of “Electronic Communications,”
- Section IV establishes provisions on “Code of Ethics and Good Governance,”
- Section V specifies “Conduct Protocols.”

The new rules in the four sections referenced above draw upon those found in similar documents used by peer agencies throughout the Bay Area.

The final Section VI of the proposed draft Rules maintains the old provision on “Amendments” requiring that changes to the Rules require the presentation of a proposed amendment to the Board at one meeting with the action to adopt the amendment to take place at a subsequent meeting.

Budget Impact

There is no budget impact associated with the requested action.

Background

On November 9, 1988, pursuant to Resolution No. 1988-5, the TA adopted Rules of Procedure to govern its proceedings. Since that time, the Rules of Procedure have been updated twice, on April 7, 1994, pursuant to Resolution No. 1994-6, and on September 1, 1994, pursuant to Resolution 1994-30, to conform the Rules to various amendments to the Brown Act (Government Code Sections 54950, et seq.). The current rules of the Board contain a provision that requires proposed amendments to the Rules to be presented to the Board at one meeting and then brought back to the Board for action at a subsequent meeting.

Prepared By: Joan Cassman

General Counsel

(415) 995-5021

**RULES OF PROCEDURE
OF THE
SAN MATEO COUNTY TRANSPORTATION AUTHORITY**

The San Mateo County Transportation Authority hereby promulgates the Rules of Procedure set forth below to govern its proceedings, and the protocols and conduct of those representing the Authority.

I. Board and Committees

1.1 Board of Directors. The Board is the legislative body that governs the Authority and is accountable to the public through the following actions:

- Establish policies, procedures, and regulations for Authority business.
- Establish and oversee the Authority's finances and its budgets, programs, and performance.
- Provide the resources needed by management and staff to carry out Authority policy.
- Approve and ensure the implementation of the Authority's strategic plan and vision.
- Provide input to the San Mateo County Transit District on the appointment and annual performance evaluation of the Executive Director and General Counsel.

The Board retains power to accept, reject, amend, influence, or otherwise guide and direct staff actions, through its policies and actions taken by affirmative votes of at least a majority of the members of the Board (i.e., four Board Members, Public Utilities Code Section 131262). No individual Board members can act for or on behalf of the Board without authorization to do so.

The Board's connection to the operational aspects of the Authority is through the Executive Director. Decisions or instructions of individual Board Members or committees (unless the Board delegates authority to a committee) are not binding on the Executive Director, who can only take direction from the Board. The Board can only give direction to the Executive Director and not to other Authority staff (including, but not limited to, the Authority Secretary).

1.2 Chair. The Chair will be elected each calendar year at the first Board meeting in January. It is the duty of the Chair to preside at all meetings of the Authority, maintain the orderly conduct of business, and serve as the spokesperson for the Board.

1.3 Vice-Chair. The Vice-Chair will be elected each calendar year at the first Board meeting in January. The Vice Chair will perform the duties of the Chair in their absence or incapacity and, in case of a vacancy of the office of Chair will succeed to that office. In the absence of the Chair and the Vice-Chair, the Authority will appoint a presiding officer pro tempore from among the members present. If the office of the Vice-Chair becomes vacant, the Authority will elect a successor to such office from its membership at the next regular meeting.

1.4 Regular Meetings. Except as otherwise determined by the Authority, regular meetings of the Authority will normally be held on the first Thursday of every month at 5:00 p.m. in the Board Room of the San Mateo County Transit District's administrative building located at 1250 San Carlos Avenue, San Carlos, California. In 2025, the District plans to relocate its administrative building to 166 N. Rollins Road in Millbrae, California and when that occurs, the Authority's meetings will be held in the Board Room at that location.

1.5 Special Meetings. The Chair of the Authority may, within their discretion or upon the request of any two members with concurrence of the Chair, call a special meeting for the purpose of transacting any business so specified in the notice therefor. Such notice may be given to each member of the Authority by personal delivery, U.S. mail or electronic mail at least twenty-four (24) hours before the time of such special meetings. Said notice will specify the time and place of such special meeting together with the business to be transacted. No other business will be conducted by the Authority except that so specified in the notice calling the special meeting.

1.6 Meetings Open to the Public. All regular and special meetings will be open and public as required by law (the Ralph M. Brown Act, codified at Government Code Sections 54950 et seq. and commonly referred to as the “Brown Act”). At all regular meetings, the Authority will recognize persons wishing to address the Authority concerning items of interest to the public that are within the subject matter jurisdiction of the Authority. At all regular and special meetings, the Authority will recognize persons wishing to address the legislative body concerning any item that has been described in the notice for the meeting before or during consideration of that item. The Authority may adopt reasonable regulations during each meeting pertaining to the permitted scope and duration of public testimony to be received including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Any regular or special meeting may be adjourned to a date and place certain as specified by the Authority, and any such adjourned meeting will be deemed to be a part of the regular or special meeting so adjourned. The Authority will take such action as may be required by law to notify the public of all Authority meetings including meetings of standing and ad hoc committees. The Authority will also take such action as may be required by law to eliminate willful disruption in the conduct of its meetings (Government Code Section 54957.9).

1.7 Meeting Falling on Legal Holiday. In the event any regular or special meeting falls upon a legal holiday, the meeting will be held on the next succeeding day thereafter that does not fall on a holiday unless otherwise determined by the Authority.

1.8 Quorum. A majority of the membership of the Authority constitutes a quorum for the purpose of conducting the business of the Authority; however, if there is not a quorum, a lesser number or the Authority Secretary may adjourn the meeting from time to time until there is a quorum.

1.9 Call to Order and Roll Call. The Chair of the Authority will preside at all meetings, and will call each regular, adjourned, recessed or special meeting to order at the appointed hour. Immediately after the call to order, the Authority Secretary will call the roll of the members of the Authority and record those present and those absent. If present, members of the Authority will be recorded present regardless of their answer or failure to answer to the roll call. Immediately after the roll call, or the appointment of a Chair pro tempore in the event that the Chair and Vice-Chair are absent, the presiding officer will proceed with the order of business.

1.10 Order of Business. The order of business, which will not be changed except by consent of a majority of the Authority members present, is as follows:

- (a) Call to Order
- (b) Roll Call/Pledge of Allegiance
- (c) Report Out from Closed Session(s) at Previous Meeting
- (d) Public Comment for Items Not on the Agenda
- (e) Report of the Citizens Advisory Committee

- (f) Consent Calendar
- (g) Report of the Chair
- (h) San Mateo County Transit District Liaison Report
- (i) Peninsula Corridor Joint Powers Board Liaison Report
- (j) Public Hearing (to be designated on the Agenda at a time certain)
- (k) Report of Executive Director
- (l) Committee Reports
- (m) Program
- (n) Finance
- (o) Legislative Matters
- (p) Requests from the Authority
- (q) Written Communications to Authority
- (r) Date/Time of Next Regular Meeting
- (s) Report of Legal Counsel/Closed Sessions
- (t) Adjournment

1.11 Agenda. Prior to every meeting of the Authority, the Executive Director, in consultation with the Chair, will prepare an agenda which sets forth a brief general description of each item of business to be transacted or discussed by the Authority, including matters to be discussed in closed session and matters specifically requested for consideration by any Authority member. A complete copy of each agenda, together with supporting material, is provided by personal delivery, U.S. mail, or electronic mail to each Authority member so as to reach the recipient on the fifth day preceding the scheduled meeting. The agenda and supporting documents will be available and open to the public. A copy of the agenda will be posted in a location freely accessible to the public, such as the front door of the San Mateo County Transit District's administrative building or the receptionist bulletin board in the same building and will be posted on the Authority's website, at least seventy-two (72) hours before each regular meeting of the Authority and at least twenty-four (24) hours before each special meeting of the Authority. Except as permitted by law, no matters other than those on the agenda will be acted upon by the Authority.

1.12 Manner of Voting. The actions of the Authority are expressed by ordinances, resolutions or motions. Voting on ordinances and resolutions, or any other matters which may be requested by the majority of the Authority members, is conducted by roll call. Voting by motion is conducted by voice vote.

1.13 Voting Requirements. All official acts of the Authority require the affirmative vote of a majority of the members of the Authority. For every such act, Authority members present will vote for or against it, unless a member has abstained for cause.

1.14 Minutes of Meeting. The minutes of the meetings of the Authority will be kept and maintained as permanent records by the Authority Secretary. The minutes will describe each particular type of business transacted set off in paragraphs with proper descriptive headings. A copy of the minutes of the Authority will be provided to each member of the Authority. The Authority Secretary will be required to make a record of such business as was actually passed upon by vote of the Authority, together with a summary of matters discussed. The Authority Secretary will not be required to make a verbatim transcript of the proceedings, providing that such proceedings are recorded (such recording to be retained for a period of one year) but they will, as to all proposed ordinances and resolutions voted upon by the Authority, record in the minutes the names of those members who voted for and those who voted against the proposal. To the extent the information is made available, the record will reflect the names of the persons

addressing the Authority, the title of the subject matter to which their remarks are directed and an indication as to whether they spoke in support of or in opposition to such item.

1.15 Remarks of Authority Members When Entered in Minutes. An Authority member may request, through the presiding officer, the privilege of having an abstract of their statement on any subject matter under consideration by the Authority entered into the minutes.

1.16 Committees of the Board. The Chair of the Board will appoint all committees and determine their membership. Unless otherwise prescribed, a committee will consist of not less than three (3) members. A majority of those present constitutes a quorum, and a vote of such majority is required for action.

When issues requiring special focus or attention arise, the Chair may appoint an ad hoc committee to address them. These committees will be appointed and function in full compliance with applicable law.

1.17 Community Advisory Committee & Other Advisory Bodies

The name of the Citizens Advisory Committee called out in Measures A and W will be changed to the "Community Advisory Committee." The Community Advisory Committee and other advisory bodies (Advisory Committees) are appointed by the Board. Advisory Committees are those subsidiary legislative bodies of the Board whose membership does not include one or more members of the Board. Advisory Committees advise and assist the Board and staff in the development, implementation, and promotion of the Authority's goals and policies. Advisory Committees enhance local government when they promote effective and efficient Authority decision-making.

Appointment to Advisory Committees is based on such criteria as the Board may specify, including such criteria as expertise, ability to work well with staff and the public, effectiveness as a representative of the entire community, and adherence to Authority values, policies, priorities, procedural rules and expectations as expressed by the Board.

Advisory Committees play an important public-facing role in local government, acting as channels of communication and information between the Board. Advisory Committees help shape the public perception of local government and members should expect that their statements and conduct may be perceived by the public as a reflection of the Board and the Authority as a whole. As the public face of the Board, members of Advisory Committees are expected to conduct themselves in a manner consistent with Board policy and the expectations of the Board as their appointing body.

Appointees are at will and serve at the pleasure of the Board. Appointees have no vested rights in serving on an Advisory Committee or to remain as a member of an Advisory Committee for any period of time. The Board may declare an appointed position vacant at any time without cause. Any such action by the Board is not intended to reflect or imply any defect in the integrity or character of the appointee.

The following guidelines apply to the Board's relationship to Advisory Committee:

(a) *If attending an Advisory Committee meeting, be careful to only express personal opinions.* Board members may attend any Advisory Committee meeting, which are always open to any member of the public. However, they should be sensitive to the way their participation – especially if it is on behalf of an individual, business or developer – could be viewed as unfairly

affecting the process. Any public comments by a Board member at an Advisory Committee meeting should be clearly made as individual opinion and not a representation of the feelings of the entire Board.

(b) *Respect that Advisory Committees serve at the pleasure of the Board as a whole, not individual Board members.* The Board appoints individuals to serve on Advisory Committee, and it is the responsibility of Advisory Committee to follow policy established by the Board. But Advisory Committee members do not report to individual Board members, nor should individual Board members feel they have authority to direct Advisory Committee members to recommend or decide an issue in a particular way.

(c) *Be respectful of diverse opinions.* A primary role of Advisory Committees is to represent many points of view in the community and to provide the Board with advice based on a full spectrum of concerns and perspectives. Individual Board members may have a closer working relationship with some individuals serving on Advisory Committees, but must be fair and respectful of all individuals serving on an Advisory Committee.

1.18 Reports of Committees. Committees will report on any subject referred to them by the Authority, or by the Chair of the Authority and will give their recommendations to the Board on the particular subject.

1.19 Rosenberg's Rules of Order. All rules of order not herein provided for will be determined in accordance with the latest revised edition of Rosenberg's Rules of Order.

II. Board/Public Communications

2.1 General. Individual Board Members have no individual authority and should not make any promises on behalf of the Board or the Authority. Only the Board can commit the Authority to an action or a policy.

2.2 Form of Communication. Board Members should be aware of how various forms of communication affect how messages are received: formal versus informal, written versus verbal, in-person versus over the phone versus electronic. Board members should use each form of communication in an effective manner at the appropriate time.

2.3 Communicating with the Public. A Board Member can always communicate with Authority constituents. Board Members should inform the Executive Director about concerns from constituents as often the concern can be handled administratively or is already a work in progress.

2.4 Assistance from Executive Director/Staff. Board Members should confer with the Executive Director if in doubt about an Authority policy or other facts, or wherever guidance or assistance is desired in these matters.

2.5 Communication as a Representative of the Board. Board Members will represent the official policies or positions of the Board to the best of their ability when designated as delegates for this purpose. When representing the Board, the Board Member may use Authority letterhead, the Authority logo or seal or any functional electronic equivalent thereof.

2.6 Communication with the Media. Board and Advisory Committee Members should forward media inquiries to the Executive Director, or Board Members should confer with the Executive Director prior to speaking with the media to ensure that they are fully briefed on the

facts associated with the topic. For the purpose of assuring consistency in conveying messages regarding Authority business to the public through the media, as a general rule the Chair will serve as the spokesperson for the Board and committees. Board Members should respect adopted Board policies and decisions even when in the minority and clarify when their view is a personal opinion. In the event a Board Member communicates with the media, they should inform the Executive Director as soon as possible.

2.7 Communication in Private Capacity. When presenting their individual opinions and positions, Board members will explicitly state they do not represent the Authority, nor will they allow the inference that they do. Board Members should keep in mind that even when they are speaking as a private individual, the audience could nevertheless hear and attribute their comments as a position of the Authority. If Board Members send correspondence stating their personal views related to Authority business and use their title as a Board Member, such correspondence should clearly state that the statements are the view of the sending Board Member and not the official position of the Authority. The sending Board Member should convey a copy of such correspondence to the Executive Director and/or Authority Secretary, who will circulate it to the other Board Members for their information. When corresponding as an individual, the Board Member may not use Authority letterhead, the Authority logo or seal or any functional electronic equivalent thereof.

2.8 No Political Endorsements. No endorsements of candidates or measures on an election ballot will be discussed or displayed at meetings of the Authority Board or any related committee.

III. Electronic Communications

3.1 General. Board Members may use personal electronic devices during a public meeting to review agenda materials and any notes or related information assembled prior to the meeting. Board Members may not send or receive any communication regarding agenda items during the meeting, and if any such communication is received despite this requirement, it must be disclosed on the record. Any information that is not already part of the public record that is accessed during the meeting that is relevant to the agenda item should similarly be disclosed and entered into the record for the item in question.

3.2 Public Records. Board Members understand and agree that by using their personal electronic devices during a public meeting, the information on those devices may become subject to discovery, Public Records Act, or other requests, and they agree to cooperate with the Authority in responding to such requests including through direct access to their devices as necessary in order to allow the Authority to comply with law or court orders or to defend itself in any action.

IV. Code of Ethics and Good Governance

The ethics and good governance standards below will govern Members of the Board and of all advisory bodies (collectively referred to as "Member" or "Members").

4.1 Governance

4.1.1 Governance. All Members represent and serve the whole of San Mateo County.

4.1.2 Conduct of Members. The professional and personal conduct of Members while serving the Authority must be above reproach and avoid even the appearance of impropriety.

4.1.3 Policy Role of Members. The Board determines the policies of the Authority with the advice, information and analysis provided by staff, advisory bodies, and the public. Members will not interfere with the administrative functions of the Authority or the professional duties of staff; nor will they impair the ability of staff to implement Board policy decisions.

4.1.4 Positive Workplace Environment. Members will support the maintenance of a positive and constructive workplace environment for Authority staff and for community members and businesses dealing with the Authority. Members will recognize their special role in dealings with Authority staff so as not to create the perception of inappropriate direction to staff.

4.1.5 Staff Performance. The Executive Director is responsible for addressing all staff performance issues, including hiring, disciplining, and terminating employees. Any concerns with staff performance should be discussed with the Executive Director only.

4.2 Ethics

4.2.1 Conflict of Interest. In order to assure their independence and impartiality on behalf of the common good and compliance with conflict-of-interest laws, Members will use their best efforts to refrain from creating an appearance of impropriety in their actions and decisions. Members will not use their official positions to influence government decisions in which they have (a) a material financial interest, (b) an organizational responsibility or personal relationship which may give the appearance of a conflict of interest, or (c) a strong personal bias.

A Member who has a potential conflict of interest regarding a particular decision will disclose the matter to the General Counsel and reasonably cooperate with the General Counsel to analyze the potential conflict. If advised by the General Counsel to seek advice from the Fair Political Practices Commission (FPPC) or other appropriate state agency, a member should not participate in a decision unless and until he or she has requested and received advice allowing the member to participate. A member will diligently pursue obtaining such advice. The member will provide the Chair and the General Counsel a copy of any written request or advice, and conform their participation to the advice given. In providing assistance to members, the General Counsel represents the Authority and not individual members.

In accordance with the law, members will disclose investments, interests in real property, sources of income, and gifts; and if they have a conflict of interest regarding a particular decision, will not, once the conflict is ascertained, participate in the decision and will not discuss or comment on the matter in any way to any person including other members unless otherwise permitted by law.

4.2.2 Gifts and Favors. Members will not take any special advantage of services or opportunities for personal gain, by virtue of their public office that is not available to the public in general. They will refrain from accepting any gifts, favors or promises of future benefits which might compromise their independence of judgment or action or give the appearance of being compromised.

4.2.3 Use of Public Resources. Members will not use public resources which are not available to the public in general (e.g., Authority staff time, equipment, supplies or facilities) for private gain or for personal purposes not otherwise authorized by law.

4.2.4 Confidential Information. Members must maintain the confidentiality of all written materials and verbal information provided to members which is confidential or privileged.

Members will neither disclose confidential information without proper legal authorization, nor use such information to advance their personal, financial or other private interests.

V. Conduct Protocols

The conduct protocols below govern Members of the Board and of all advisory bodies (collectively referred to as "Member" or "Members").

5.1 Members' Conduct with Each Other in Public Meetings. Members are individuals with a wide variety of backgrounds, personalities, values, opinions, and goals who have chosen to serve the Authority to preserve and protect the present and the future of the community. In all cases, this common goal should be acknowledged even though individuals may not agree on every issue.

5.1.1 Honor the Role of the Chair. It is the responsibility of the Chair to keep the comments of members on track during public meetings. Members should honor efforts by the Chair to focus discussion on current agenda items. If there is disagreement about the agenda or the Chair's actions, those objections should be voiced politely and with reason, following procedures outlined in parliamentary procedure.

5.1.2 Practice Civility and Decorum. Difficult questions, tough challenges to a particular point of view, and criticism of ideas and information are legitimate elements of debate by a free democracy in action. Belligerent, personal, impertinent, slanderous, threatening, abusive, or disparaging comments are never appropriate.

5.2 Interaction with Public in Authority Meetings. Making the public feel welcome is an important part of the democratic process. It is inappropriate to show signs of partiality, prejudice or disrespect toward an individual participating in a public forum. Every effort should be made to be fair and impartial in listening to public testimony.

5.2.1 Public Hearing Time for Individual Speakers. As a general rule, public speakers will be afforded two minutes to offer comments on a particular matter. When necessary or required due to time constraints or other unique circumstances, the Chair will determine and announce limits on speakers at the start of the public comment process.

5.2.2 No Response to Public Comment. To ensure compliance with the Brown Act, only the Chair should interact with a speaker during public comment. No discussion or debate should ensue regarding the comments offered. However, a Member can ask the Chair for a point of order if the speaker is off the topic or exhibiting behavior or language the Member finds inappropriate.

VI. Amendments

The Rules of Procedure of this Authority may be amended by majority vote of the Authority at a regular or special meeting, but only after the proposed changes have been introduced for adoption at a previous regular or special meeting. Any provision in these Rules of Procedure may be suspended during any regular or special meeting by a majority vote of the Authority.

ADOPTED: November 9, 1988

REVISED: April 7, 1994; September 1, 1994; _____