



BOARD OF DIRECTORS 2024

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

APRIL CHAN
EXECUTIVE DIRECTOR

Agenda

Board of Directors Meeting

September 5, 2024, 5:00 pm

San Mateo County Transportation Authority

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

Members of the public also may attend the meeting via teleconference at the following location:

San Bruno City Hall, Conference Room 138, 570 Linden Avenue, San Bruno, CA 94066

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.

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

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

Thursday, September 5, 2024

5:00 pm

-
1. Call to Order
 2. Roll Call/Pledge of Allegiance
 3. Public Comment for Items Not on the Agenda
Public comment by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
 4. Report of the Community Advisory Committee Informational
 5. Consent Calendar
Members of the Board may request that an item under the Consent Calendar be considered separately
 - 5.a. Approval of Minutes of the Board of Directors Meeting of August 1, 2024 Motion
 - 5.b. Acceptance of Statement of Revenues and Expenditures for the Period Ending July 31, 2024 Motion
 - 5.c. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2024 Motion
 - 5.d. Programming and Allocating \$250,000 in New Measure A Funds for the City/County Association of Governments of San Mateo County (C/CAG) for the Countywide Transportation Plan Resolution
 6. Report of the Chair
 7. San Mateo County Transit District Liaison Report
 - 7.a. Meeting of August 7, 2024 Informational

- | | |
|---|---------------|
| 7.b. Meeting of September 4, 2024 | Informational |
| 8. Joint Powers Board Liaison Report | Informational |
| 9. Report of the Executive Director | Informational |
| 10. Program | Informational |
| 10.a. Regional Transit Connections Plan Public Review Draft | Informational |
| 11. Finance | |
| 11.a. US 101 Express Lanes: Semiannual Update on Variable Rate Bonds and Express Lanes Performance | Informational |
| 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, October 10, 2024, at 5:00 pm
<i>The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.</i> | |
| 16. Report of Legal Counsel | |
| 16.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 | |
| 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 650-551-6108. 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 Community Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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

Accessible Public Meetings/Translation

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

August 1, 2024

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

Members Present: N. Corzo
(Via Teleconference)

Members Absent: R. Mueller

Staff Present: A. Chan, D. Santoro, S. van Hoften, P. Skinner, P. Gilster, J. Manzi,
A. Linehan, K. Jordan Steiner, K. Beltz, J. Epstein, J. Brook, D. Seamans

1. Call to Order

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

2. Swearing-In:

2.a. Anders Fung for an unexpired term ending 12-31-2025 (Cities-at-Large Representative)

Dora Seamans, Authority Secretary, administered the Oath of Office to new Director Anders Fung for a term expiring December 31, 2025.

3. Roll Call/Pledge of Allegiance

Ms. Seamans called the roll and confirmed that a quorum was present.

Chair Romero requested that Vice Chair Julia Mates lead the Pledge of Allegiance.

4. Public Comment for Items Not on the Agenda

Giuliano Carlini remarked that many projects increase congestion by increasing road capacity.

5. Report of the Community Advisory Committee

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

6. Consent Calendar

6.a. Approval of Minutes of the Board of Directors Meeting of July 11, 2024

6.b. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook

6.c. Information on Statement of Revenues and Expenditures for the Period Ended June 30, 2024

Chair Romero asked if the Board minutes could be changed to action minutes since the meetings are video-recorded. Peter Skinner, Executive Officer, Transportation Authority, concurred that there is no legal reason to provide detailed minutes.

Motion/Second: Medina/Mates

Ayes: Corzo, Fung, Mates, Medina, Nagales, Romero

Noes: None

Absent: Mueller

7. Report of the Chair

7.a. 101 Corridor Connect Ad Hoc Committee Report-out

Chair Romero provided a summary of the ad hoc meeting discussion, including:

- An update on the North County Multimodal Strategy
- Results of the community engagement process
- Outreach to underserved populations
- Proposed methodology and weighting of how to prioritize projects

He said staff will be incorporating the ad hoc committee's feedback and working on finalizing the prioritized project list for the draft North County Multimodal Strategy, which will be presented to the Board later this year.

7.b. Proclamation Expressing Appreciation to Dora Seamans

Chair Romero summarized the proclamation commemorating Ms. Seamans on her years of service to the TA. The Directors expressed their appreciation of her work with the Board and wished her well in her future endeavors.

Motion/Second: Mates/Medina

Ayes: Corzo, Fung, Mates, Medina, Nagales, Romero

Noes: None

Absent: Mueller

8. Joint Powers Board Liaison Report

Director Rico Medina briefly summarized the discussion and actions from that morning's JPB meeting, including:

- A closed session regarding a performance review for the Executive Director and a closed session regarding a location for Caltrain headquarters
- Adoption of a new naming policy
- Acknowledgment and recognition of the contributions to Caltrain and its three-county jurisdictions by Representatives Anna Eshoo, Nancy Pelosi, and Jackie Speier

9. Report of the Executive Director

April Chan, Executive Director, welcomed Director Fung to the TA. She commended Ms. Seamans for her dedication and expressed gratitude for her service.

She said the report was in the packet and noted the following:

- A Select Committee of nine MTC (Metropolitan Transportation Commission) commissioners, including David Canepa representing San Mateo County, and community stakeholders are working with Senators Wiener and Wahab on future regional transportation legislation.
- Ms. Chan is part of an Advisory Committee consisting of general managers of Bay Area transit agencies that will advise the Select Committee on issues such as revenue sources.
- SamTrans was selected as one of four public transportation agencies in the country to receive an Outstanding Public Transportation System award

10. Program

10.a. Peninsula Corridor Electrification Project Update

Michelle Bouchard, Executive Director, gave a background on the project.

Casey Fromson, Chief of Staff, Rail Administration, provided the presentation.

Vice Chair Mates asked when the wrap-up would be for electrification. Ms. Bouchard said they anticipate financial closeout by the end of the year, with some elements of the project going into 2025.

Director Corzo asked what the rollout of electrified service would mean for students in terms of safety. Ms. Fromson said they are providing education about train safety and that there will still be train horns at at-grade crossings.

Ms. Fromson said the new higher-frequency Caltrain schedule would go into effect on September 21 and that diesel trains would also be removed from service between San Jose and San Francisco at that time.

Director Corzo asked for data about air quality improvement. Ms. Fromson said they expected to have data in the future and currently had data points that she could share.

Chair Romero asked about how the shared risk pool with Balfour Beatty works. Ms. Bouchard explained the financial incentives they used. Chair Romero asked about safety issues that may occur with the overhead wires. Ms. Bouchard said that because the trains will be quieter, people need to be more vigilant. She said that first responders need to learn how to deal with downed powerlines. Ms. Bouchard discussed how they reduced the large number of change orders on the project. She said before signing the contract, they held a risk workshop with their teams to determine every risk that might materialized on the project and setting aside money to address changes that arise.

Chair Romero asked about protecting the copper wires. Ms. Bouchard said they are working with rail service providers around the county on how to mitigate copper wire theft.

Director Medina and Vice Chair Mates commended the coordinated efforts of staff and the Caltrain Board to bring the project to fruition. Ms. Bouchard said they planned to do an extensive lessons-learned exercise.

Public Comment:

Chris Florkowski said she was happy about the Caltrain team transferring the knowledge from electrification. She said she is looking forward to being able to determine the bike car capacity before the train arrives and is also looking forward to an improved alert system.

10.b. Input on Policy Governing Use of Land-banked Properties for Transportation Authority-supported Projects and Update on Broadway Grade Separation Project

Jessica Manzi, Director, Project Delivery, provided the portion of the presentation about valuing the property.

Chair Romero said there was a financial advantage to moving up construction starts.

Director Fung asked about the necessity of purchasing the parcels. Ms. Manzi said they are trying to develop a policy for how to value the properties that were purchased in the past.

Vice Chair Mates said she appreciated how staff had captured past Board input in the presentation.

Director Corzo asked if any city would be eligible. Ms. Manzi said at present that the policy would just apply to Burlingame and Redwood City.

Shayna van Hoften, Legal Counsel, explained that the TA can set restrictions and limitations in funding agreements.

Director Fung asked about the remaining properties. Mr. Skinner said some of the properties used in past projects may not have been land-banked.

Ms. Chan said if they need to purchase land for any reason, a policy helps protect the TA into the future.

Ms. Manzi introduced Jianmin Fong, Deputy Director, Capital Program Delivery, Caltrain, who presented the portion of the presentation about the Broadway Project.

Ms. Manzi reviewed the property acquisitions map and discussed issues such as relocating tenants. She provided the recommendations from staff. She introduced Andrew Wong, Senior Engineer, City of Burlingame.

Director Fung had questions about cost and high-speed rail.

Chair Romero asked about the SFPUC's (San Francisco Public Utilities Commission) involvement with the properties and Ms. Manzi said it was likely the conveyance of water.

11. Finance

11.a. Program and Allocate \$826,000 in Measure A Alternative Congestion Relief Funds to the Peninsula Traffic Congestion Relief Alliance (Commute.org) to Support General Operations, Shuttle Administration, and the Countywide TDM Monitoring Program for Fiscal Year 2025— Approved by Resolution No. 2024-17

Patrick Gilster, Director, Planning and Fund Management, introduced John Ford, Executive Director, Commute.org, who provided the initial part of the presentation. He introduced Carmen Chen, TDM Program Manager, Commute.org, who provided the final portion of the

presentation on C/CAG (City/County Association of Governments of San Mateo County) TDM (Traffic Demand Management) policy and the monitoring program.

Chair Romero said that the City of East Palo Alto has a high TDM number.

Director Nagales asked about remote work's impact on commuting. Mr. Ford said on days when commuters are coming into the office, there is a greater percentage driving alone rather than using carpooling or transit.

Public Comment:

Chris Florkowski urged education for engineers as well as cyclists and requested the Board's support of improved bicycle infrastructure.

Director Medina said he sits on the Commute.org Board as well and they would take infrastructure engineering into consideration when they vote on bike projects.

Motion/Second: Mates/Fung

Ayes: Corzo, Fung, Mates, Medina, Nagales, Romero

Noes: None

Absent: Mueller

12. State and Federal Legislative Update

Amy Linehan, Government and Community Affairs Officer, provided a summary of federal legislation. She said there is a shakeup due to the President dropping out of the election race. She discussed the THUD (Transportation, Housing, and Urban Development) bill. She said the House was aiming to pass all 12 appropriations bills, but is on recess until the beginning of September. She said it is likely that a continuing resolution is likely to keep the government running.

Jessica Epstein, Director, Government and Community Affairs, provided an update on MTC regional transit legislation. She introduced the TA's state lobbyist, Chris Lee, Principal, Politico Group, who provided a summary of state legislation, highlighting the Governor's policy on infill housing.

Kiana Valentine, Principal, Politico Group, noted that the majority of their work on behalf of the TA thus far has been around specific projects and grant-funding opportunities. She said they are also engaged in the rollout of Senate Bill (SB) 1 competitive grant programs.

13. Requests from the Authority

There were no requests.

14. Written Communications to the Authority

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

15. Date/Time of Next Regular Meeting

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

16. Report of Legal Counsel

Ms. van Hoften expressed gratitude for working with Ms. Seamans.

17. Adjourn

The meeting adjourned at 7:25 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 650.551.6108 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 July 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenditures for the period ending July 31, 2024, and supplemental information.

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

Total Revenues:

As of July 31, 2024, Total Revenues were \$18 million as compared to \$15.3 million of the adopted budget, resulting in a favorable variance of \$2.7 million (18%).

The favorable revenues were primarily driven by the following:

- TA Managed Measure W Sales Tax was \$5.8 million as compared to \$4.4 million of the adopted budget, resulting in a favorable variance of \$1.4 million (32%).
- New Measure A Sales Tax was \$9.4 million as compared to \$8.8 million of the adopted budget, resulting in a favorable variance of \$0.6 million (8%).
- New Measure A Interest Income and Measure W Interest Income were increased as a result of new investments.

Total Expenditures:

As of July 31, 2024, Total Expenditures were \$5 million compared to \$15.7 million of the adopted budget, resulting in a favorable variance of \$11 million (70%).

The favorable expenditures were primarily driven by the following:

- Competitive & Discretionary Programs Authorization of the New Measure A (Sales Tax) was \$0.1 million as compared to \$6.9 million of the adopted budget, resulting in a favorable variance of \$6.8 million (99%).
- Competitive & Discretionary Programs Authorization of the Measure W (TA's Managed Sales Tax) was \$0.1 million as compared to \$3.9 million of the adopted budget, resulting in a favorable variance of \$3.9 million (99%).

Other Information: The Transportation Authority accounts for revenues and expenditures on a modified cash basis (only material revenues and expenditures are accrued) on the monthly financial statement. As such, the variance between the current year's actual and the budget may show noticeable variances due to the timing of expenditures.

Budget Impact

There is no budget impact for the month of July 2024.

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



SAN MATEO COUNTY
Transportation
Authority

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
STATEMENT OF REVENUES AND EXPENDITURES
FISCAL YEAR 2025
AS OF JULY 31, 2024

(In thousands)

	YEAR-TO-DATE JULY				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
REVENUES					
New Measure A Sales Tax	\$ 8,757	\$ 9,420	\$ 663	7.6%	\$ 118,000
New Measure A Interest Income	1,316	1,548	232	17.6%	15,795
Measure W Sales Tax*	8,757	11,577	2,820	32.2%	118,000
TA Managed Measure W Sales Tax (50%)	4,379	5,788	1,410	32.2%	59,000
SamTrans Managed Measure W Sales Tax (50%)*	4,379	5,788	1,410	32.2%	59,000
Measure W Interest Income	517	922	405	78.3%	6,205
Original Measure A Interest Income	193	182	(12)	(6.0%)	2,322
Rental Income	79	103	24	29.8%	951
External Funding	-	-	-	0.0%	-
US 101 Express Lanes	104	82	(22)	(20.9%)	4,744
Due from SMCEL-JPA - Credit Enhancement Fee	33	33	-	0.0%	400
Due from SMCEL-JPA - Bond Interest	-	-	-	0.0%	3,500
Due from SMCEL-JPA - Bond Related Debt Fees	56	37	(19)	(33.3%)	670
Due from SMCEL-JPA - Operating Advances Interest	15	11	(3)	(21.0%)	174
TOTAL REVENUES	\$ 15,345	\$ 18,046	\$ 2,701	17.6%	\$ 207,017
EXPENDITURES					
New Measure A (Sales Tax)	10,250	3,582	6,668	65.1%	118,000
Pass-Through Annual Program Allocations	2,496	2,685	(189)	(7.6%)	33,630
Competitive & Discretionary Programs Authorization	6,933	89	6,843	98.7%	83,190
Administrative **	822	808	14	1.7%	1,180
New Measure A (Interest Income)	372	155	218	58.5%	5,291
Oversight	208	102	106	51.0%	2,500
Administrative **	122	53	70	57.0%	2,291
C/CAG Support	42	-	42	100.0%	500
Measure W (TA Managed Sales Tax)	4,809	984	3,825	79.5%	59,000
Pass-Through Annual Program Allocations	876	941	(66)	(7.5%)	11,800
Competitive & Discretionary Programs Authorization	3,933	43	3,890	98.9%	47,200
Measure W (Interest Income)	21	9	12	57.0%	253
Oversight	21	9	12	57.0%	250
Administrative **	-	-	-	0.0%	3
Original Measure A (Interest Income)	193	-	193	100.0%	2,322
Competitive & Discretionary Programs Authorization	193	-	193	100.0%	2,322
US 101 Express Lanes	56	37	19	33.3%	4,170
SMCEL-JPA Bond Interest	-	-	-	0.0%	3,500
SMCEL-JPA Bond Related Debt Fees	56	37	19	33.3%	670
Other (Equity Program/Other Contract)	-	-	-	0.0%	-
External Funding Expenditures	-	-	-	0.0%	-
TOTAL EXPENDITURES	\$ 15,702	\$ 4,767	\$ 10,935	69.6%	\$ 189,035
SURPLUS / (DEFICIT)	\$ (356)	\$ 13,279	\$ 13,635	3825.4%	\$ 17,981

* Excluded from the TA Revenue Budget Total

** See Attachment B for details

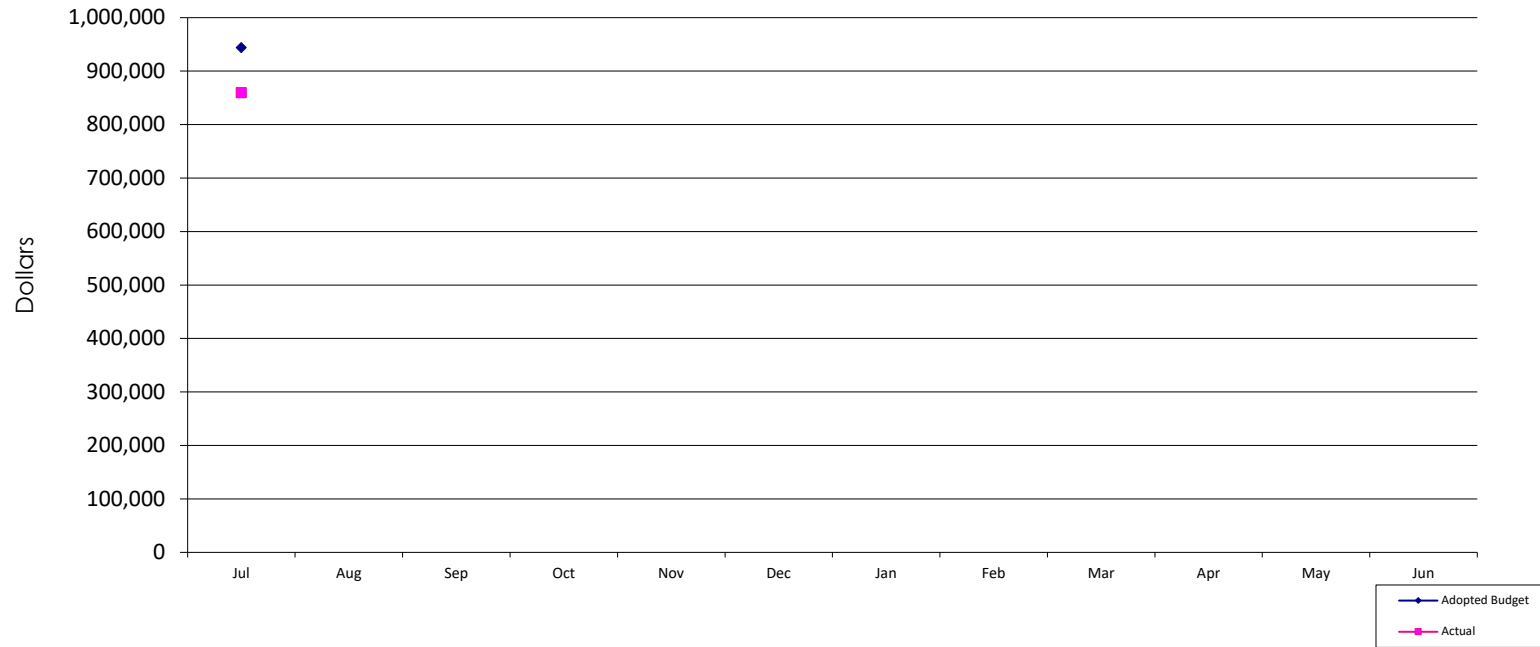


**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2025
AS OF JULY 31, 2024**

(In thousands)

	YEAR-TO-DATE JULY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Administrative Expenditure Breakdown					
Staff Support	\$ 822	\$ 808	\$ 14	1.7%	\$ 2,017
Staff Support (Measure A-Operating)	817	804	13	1.7%	1,118
Staff Support (Measure A-Ineligible)	5	4	1	11.3%	62
Staff Support (Measure A Interest)	-	-	-	0.0%	837
Staff Support (Measure W-Operating)	-	-	-	0.0%	-
Staff Support (Measure W-Ineligible)	-	-	-	0.0%	-
Professional Services	51	-	51	100.0%	611
Professional Services (Measure A-Operating)	36	-	36	100.0%	437
Professional Services (Measure A-Ineligible)	15	-	15	100.0%	174
Professional Services (Measure W-Operating)	-	-	-	0.0%	-
Professional Services (Measure W-Ineligible)	-	-	-	0.0%	-
Insurance	24	24	0	0.7%	279
Bank and Investment Fees	12	1	12	100.0%	147
Bank/Investment Fees- Measure A	12	1	11	93.9%	144
Bank/Investment Fees- Measure W	-	-	-	0.0%	3
Other	36	28	7	21.0%	420
Total Administrative Expenditure	\$ 944	\$ 860	\$ 85	8.9%	\$ 3,474

SAN MATEO COUNTY TRANSPORTATION AUTHORITY ADMINISTRATIVE EXPENSES



Current Year Data

	Jul '24	Aug '24	Sep '24	Oct '24	Nov '24	Dec '24	Jan '25	Feb '25	Mar '25	Apr '25	May '25	Jun '25
MONTHLY EXPENSES												
Adopted Budget	944,259											
Actual	859,748											
CUMULATIVE EXPENSES												
Staff Projections	944,259											
Actual	859,748											
Variance-F(U)	84,511											
Variance %	8.95%											

Note:

*The favorable variance is primarily due to lower actual administrative expenses incurred than budgeted in YTD July 24 including Other Misc. Staff Support \$14k, Professional Services \$51k, Insurance Premium \$0, Bank, and Investment Fees \$12k, and Admin Expenses \$7k.

**SAN MATEO COUNTY TRANSPORTATION AUTHORITY
CASH AND INVESTMENTS AS OF JULY 31, 2024**

7/31/2024

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	\$	2,008,728.71
CAMP Pool		265,661,714.51
JP Morgan Bank Checking		98,750,394.67
LAIF		5,470,707.97

INVESTMENT FUNDS

Investment Portfolio (Market Values)*		276,498,849.24
MMF - US Bank Custodian Account		4,127,678.41
Cash		91,577.97
County Pool**		137,928,134.07

Total	\$	790,537,785.55
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* Fund Managed by Public Trust Advisors



Report: GAAP Balance Sheet by Lot
Account: PTA-San Mateo Co. Trans. Agg (257430)
As of: 7/31/2024

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	6,175.00	3,630,786.00	3,636,961.00
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	3,800,000.00	09/23/2025	3,786,662.00	5,066.67	3,620,146.00	3,625,212.67
		7,600,000.00		7,574,084.00	11,241.67	7,250,932.00	7,262,173.67
CASH	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
CCYUSD	Receivable	1,974.40	07/31/2024	1,974.40	0.00	1,974.40	1,974.40
CCYUSD	Receivable	89,603.57	07/31/2024	89,603.57	0.00	89,603.57	89,603.57
		91,577.97		91,577.97	0.00	91,577.97	91,577.97
CORP	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
037833AZ3	APPLE INC	750,000.00	02/09/2025	794,340.00	8,958.33	739,395.00	748,353.33
037833DT4	APPLE INC	1,600,000.00	05/11/2025	1,603,216.00	4,000.00	1,552,992.00	1,556,992.00
05531FBH5	TRUIST FINANCIAL CORP	1,550,000.00	08/01/2024	1,552,573.00	19,375.00	1,550,000.00	1,569,375.00
06406RAL1	BANK OF NEW YORK MELLON CORP	650,000.00	10/24/2024	652,860.00	3,677.92	644,943.00	648,620.92
14913UAF7	CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	45,149.81	2,103,083.40	2,148,233.21
14913UAL4	CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	3,850.00	365,022.00	368,872.00
194162AM5	COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	9,362.86	643,347.55	652,710.41
194162AM5	COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	2,787.42	191,530.95	194,318.37
437076CM2	HOME DEPOT INC	885,000.00	04/15/2025	883,451.25	7,035.75	870,751.50	877,787.25
437076CM2	HOME DEPOT INC	265,000.00	04/15/2025	264,536.25	2,106.75	260,733.50	262,840.25
437076CV2	HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	13,809.13	836,548.70	850,357.83
437076CV2	HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	4,159.38	251,972.50	256,131.88
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	56,975.00	2,656,413.00	2,713,388.00
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	17,092.50	796,923.90	814,016.40
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	2,395.83	691,345.50	693,741.33
592179KD6	METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	729.17	210,409.50	211,138.67
637639AL9	NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	9,287.88	1,870,136.80	1,879,424.68
637639AL9	NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	2,778.85	559,528.80	562,307.65
69371RR57	PACCAR FINANCIAL CORP	455,000.00	11/08/2024	454,972.70	944.13	459,508.15	450,452.28
69371RR99	PACCAR FINANCIAL CORP	3,800,000.00	08/11/2025	3,797,302.00	63,702.78	3,748,510.00	3,812,212.78
69371RR99	PACCAR FINANCIAL CORP	885,000.00	08/11/2025	884,371.65	14,836.04	873,008.25	887,844.29
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	11,300.63	993,455.40	1,004,756.03
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	3,401.72	299,050.35	302,452.07
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	228,132.00	1,890.00	220,936.50	222,826.50
89236TGT6	TOYOTA MOTOR CREDIT CORP	750,000.00	02/13/2025	757,327.50	6,300.00	736,455.00	742,755.00
89236TGT6	TOYOTA MOTOR CREDIT CORP	225,000.00	02/13/2025	227,198.25	1,890.00	220,936.50	222,826.50
89236TMD4	TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	5,416.67	504,640.00	510,056.67
91159HHZ6	US BANCORP	500,000.00	05/12/2025	512,005.00	1,590.97	485,630.00	487,220.97
931142EW9	WALMART INC	460,000.00	09/09/2025	459,678.00	7,076.33	456,053.20	463,129.53
		25,910,000.00		25,975,300.00	331,880.83	25,783,260.95	26,115,141.78

FHLMC	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
3137BGK24	FHMS K-043 A2	1,055,000.00	12/25/2024	1,078,155.33	2,621.26	1,017,144.29	1,019,765.55
		1,055,000.00		1,078,155.33	2,621.26	1,017,144.29	1,019,765.55

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	34,628.71	1,730,194.90	1,764,823.61
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	10,398.71	519,562.90	529,961.61
157411TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	375,000.00	08/01/2024	375,000.00	3,939.38	375,000.00	378,939.38
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	9,221.86	876,694.80	885,916.66
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	2,771.89	263,515.20	266,287.09
419792L87	HAWAII ST	235,000.00	10/01/2025	235,000.00	3,760.78	235,063.45	238,824.23
419792L87	HAWAII ST	70,000.00	10/01/2025	70,000.00	1,120.23	70,018.90	71,139.13
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	3,058.67	200,746.00	203,804.67
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	917.60	60,223.80	61,141.40
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	2,250.00	137,911.95	140,161.95
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	666.67	40,862.80	41,529.47
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	6,583.33	406,996.15	413,579.48
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	2,000.00	123,644.40	125,644.40
93974ETG1	WASHINGTON ST	500,000.00	08/01/2025	500,000.00	1,675.00	480,490.00	482,165.00
		5,485,000.00		5,520,056.40	82,992.82	5,520,925.25	5,603,918.07

MMFUND	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
31846V534	FIRST AMER:US TRS MM Y	535,151.22	07/31/2024	535,151.22	0.00	535,151.22	535,151.22
31846V534	FIRST AMER:US TRS MM Y	3,592,527.19	07/31/2024	3,592,527.19	0.00	3,592,527.19	3,592,527.19
SM-CAMP	CAMP Pool	265,661,714.51	07/31/2024	265,661,714.51	0.00	265,661,714.51	265,661,714.51
SM - CP N/M A	County Pool New Measure A	131,175,818.45	07/31/2024	131,175,818.45	0.00	131,175,818.45	131,175,818.45
SM - CP O/M A	County Pool Old Measure A	6,752,315.62	07/31/2024	6,752,315.62	0.00	6,752,315.62	6,752,315.62
SM - LAIF	Local Agency Investment Fund	5,470,707.97	07/31/2024	5,470,707.97	0.00	5,470,707.97	5,470,707.97
		413,188,234.96		413,188,234.96	0.00	413,188,234.96	413,188,234.96

SUPRANAT'L	Description	PAR	Maturity	Original Cost	Accrued Interest	Market Value	Market Value + Accrued
459058JB0	INTERNAT'L BANK FOR RECON & DVLPMNT	750,000.00	04/22/2025	750,900.00	1,291.13	727,095.00	728,386.13
		750,000.00		750,900.00	1,291.13	727,095.00	728,386.13

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	30,879.42	2,920,049.25	2,950,928.67
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	15,022.42	1,420,564.50	1,435,586.92
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	63,086.54	5,761,287.00	5,824,373.54
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	17,653.85	1,612,212.00	1,629,865.85
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	41,250.00	3,113,662.50	3,154,912.50
912828V98	UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	12,461.54	1,145,952.00	1,158,413.54
912828Y95	UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	22.93	429,520.50	429,543.43
912828YX2	UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	2,609.78	1,621,018.00	1,623,627.78
912828YX2	UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	1,095.65	680,544.00	681,639.65
91282CAB7	UNITED STATES TREASURY	1,010,000.00	07/31/2025	983,211.32	6.86	966,378.10	966,384.96
91282CAJ0	UNITED STATES TREASURY	1,550,000.00	08/31/2025	1,524,570.31	1,621.60	1,477,708.00	1,479,329.60
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	7,561.48	5,351,460.00	5,359,021.48
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	2,331.45	1,650,033.50	1,652,364.95

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91282CAT8	UNITED STATES TREASURY	1,700,000.00	10/31/2025	1,687,183.60	1,074.05	1,611,277.00	4,612,351.05
91282CAT8	UNITED STATES TREASURY	550,000.00	10/31/2025	538,570.31	347.49	521,295.50	521,642.99
91282CAZ4	UNITED STATES TREASURY	2,000,000.00	11/30/2025	1,993,906.26	1,270.49	1,892,900.00	1,894,170.49
91282CAZ4	UNITED STATES TREASURY	1,050,000.00	11/30/2025	1,037,285.16	667.01	993,772.50	994,439.51
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	2,703.80	4,440,187.50	4,442,891.30
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	809.78	1,329,825.00	1,330,634.78
91282CBC4	UNITED STATES TREASURY	3,725,000.00	12/31/2025	3,686,440.44	1,214.67	3,515,617.75	3,516,832.42
91282CBC4	UNITED STATES TREASURY	1,550,000.00	12/31/2025	1,526,931.64	505.43	1,462,874.50	1,463,379.93
91282CBH3	UNITED STATES TREASURY	2,925,000.00	01/31/2026	2,860,330.09	29.81	2,752,483.50	2,752,513.31
91282CBH3	UNITED STATES TREASURY	375,000.00	01/31/2026	367,617.19	3.82	352,882.50	352,886.32
91282CBQ3	UNITED STATES TREASURY	4,850,000.00	02/28/2026	4,805,099.62	10,148.10	4,560,891.50	4,571,039.60
91282CBQ3	UNITED STATES TREASURY	1,620,000.00	02/28/2026	1,602,154.70	3,389.67	1,523,431.80	1,526,821.47
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	14,282.79	3,082,712.00	3,096,994.79
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	4,200.82	906,680.00	910,880.82
91282CBT7	UNITED STATES TREASURY	1,775,000.00	03/31/2026	1,747,057.62	4,473.87	1,671,695.00	1,676,168.87
91282CBT7	UNITED STATES TREASURY	500,000.00	03/31/2026	492,128.91	1,260.25	470,900.00	472,160.25
91282CBW0	UNITED STATES TREASURY	2,350,000.00	04/30/2026	2,343,482.42	4,454.14	2,208,271.50	2,212,725.64
91282CBW0	UNITED STATES TREASURY	1,625,000.00	04/30/2026	1,629,760.75	3,079.99	1,526,996.25	1,530,076.24
91282CBW0	UNITED STATES TREASURY	1,350,000.00	04/30/2026	1,345,464.85	2,558.76	1,268,581.50	1,271,140.26
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	2,286.89	975,628.80	977,915.69
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	7,517.08	3,206,928.00	3,214,445.08
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	719.95	307,142.40	307,862.35
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	2,170.42	925,944.00	928,114.42
91282CCF6	UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	4,033.81	2,976,308.50	2,980,342.31
91282CCF6	UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	2,064.55	1,523,307.50	1,525,372.05
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	3,913.04	3,245,616.00	3,249,529.04
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	1,250.00	1,036,794.00	1,038,044.00
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	43.31	2,373,693.00	2,373,736.31
91282CCP4	UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	43.31	2,373,693.00	2,373,736.31
91282CCP4	UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	19.11	1,047,217.50	1,047,236.61
91282CCP4	UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	14.44	791,231.00	791,245.44
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	13,182.07	2,501,632.00	2,514,814.07
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	5,178.67	982,784.00	987,962.67
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	3,766.30	714,752.00	718,518.30
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	2,118.55	402,048.00	404,166.55
91282CCY5	UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	11,657.27	2,487,426.75	2,499,084.02
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	3,465.68	739,505.25	742,970.93
91282CCZ2	UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	15,629.15	4,952,517.00	4,968,146.15
91282CCZ2	UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	5,293.03	1,677,240.00	1,682,533.03
91282CDP3	UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	2,869.57	2,150,544.00	2,153,413.57
91282CDP3	UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	926.63	694,446.50	695,373.13
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	68.95	1,319,166.50	1,319,235.45
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	112.94	2,160,703.75	2,160,816.69
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	19.02	363,908.00	363,927.02
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	35.67	682,327.50	682,363.17
91282CEC1	UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	32,955.16	3,969,840.00	4,002,795.16
91282CEC1	UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	11,573.54	1,394,170.00	1,405,743.54
91282CEE7	UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	15,963.11	1,865,940.00	1,881,903.11
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	5,387.55	629,754.75	635,142.30
91282CEF4	UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	13,148.57	1,502,822.55	1,515,971.12
91282CEF4	UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	2,520.49	288,081.00	290,601.49
91282CEN7	UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	20,675.44	2,871,113.00	2,891,788.44
91282CEN7	UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	1,216.20	168,889.00	170,105.20
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	7,453.55	1,516,000.00	1,523,453.55
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	3,959.70	805,375.00	809,334.70
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	2,096.31	426,375.00	428,471.31

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91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	1,327.66	270,037.50	271,365.16
91282CET4	UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	17,564.55	3,796,463.50	3,814,028.05
91282CET4	UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	5,336.07	1,153,356.00	1,158,692.07
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	1,723.91	591,077.80	592,801.71
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	3,038.04	1,051,231.75	1,054,269.79
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	1,130.43	391,156.00	392,286.43
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	36,043.03	2,606,812.00	2,642,855.03
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	15,872.80	1,147,999.90	1,163,872.70
91282CFP1	UNITED STATES TREASURY	2,575,000.00	10/15/2025	2,530,138.67	32,293.03	2,564,236.50	2,596,529.53
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	28,226.09	4,279,016.00	4,307,242.09
91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	12,931.49	1,960,386.40	1,973,317.89
91282CGA3	UNITED STATES TREASURY	3,275,000.00	12/15/2025	3,244,808.59	16,822.40	3,252,107.75	3,268,930.15
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	54,402.17	3,248,862.50	3,303,264.67
91282CGR6	UNITED STATES TREASURY	300,000.00	03/15/2026	298,230.47	5,240.83	300,960.00	306,200.83
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	31,674.18	2,567,006.00	2,598,680.18
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	5,177.51	419,606.75	424,784.26
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	15,257.81	1,695,347.25	1,710,605.06
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	4,864.81	540,545.50	545,410.31
91282CHB0	UNITED STATES TREASURY	1,725,000.00	05/15/2026	1,680,662.11	13,253.91	1,703,575.50	1,716,829.41
91282CHB0	UNITED STATES TREASURY	2,800,000.00	05/15/2026	2,705,828.12	21,513.59	2,765,224.00	2,786,737.59
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	35,616.12	5,725,702.00	5,761,318.12
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	6,232.82	1,001,997.85	1,008,230.67
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	66,184.95	3,668,935.80	3,735,120.75
91282CHY0	UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	32,755.18	1,889,287.50	1,922,042.68
91282CHY0	UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	3,493.89	201,524.00	205,017.89
91282CHY0	UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	6,114.30	352,667.00	358,781.30
91282CJC6	UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	12,965.16	957,942.00	970,907.16
91282CJE2	UNITED STATES TREASURY	3,275,000.00	10/31/2025	3,284,850.59	41,382.47	3,289,704.75	3,331,087.22
91282CJF9	UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	44,536.70	3,741,958.80	3,786,495.50
91282CJK8	UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	38,966.88	4,011,490.50	4,050,457.38
91282CJL6	UNITED STATES TREASURY	3,275,000.00	11/30/2025	3,281,780.27	27,045.59	3,287,805.25	3,314,850.84
91282CJP7	UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	2,949.54	527,257.50	530,207.04
91282CJP7	UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	22,332.22	3,992,092.50	4,014,424.72
91282CJS1	UNITED STATES TREASURY	1,875,000.00	12/31/2025	1,875,952.14	6,929.35	1,868,043.75	1,874,973.10
91282CJS1	UNITED STATES TREASURY	275,000.00	12/31/2025	275,139.65	1,016.30	273,979.75	274,996.05
91282CKA8	UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	75,677.88	3,972,535.50	4,048,213.38
91282CKB6	UNITED STATES TREASURY	775,000.00	02/28/2026	776,089.84	14,999.83	776,999.50	791,999.33
91282CKB6	UNITED STATES TREASURY	1,025,000.00	02/28/2026	1,026,441.41	19,838.49	1,027,644.50	1,047,482.99
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	45,797.21	2,608,706.75	2,654,503.96
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	32,013.59	1,823,562.00	1,855,575.59
91282CKD2	UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	14,228.26	810,472.00	824,700.26
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	37,082.74	2,695,276.50	2,732,359.24
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	29,388.93	2,136,069.60	2,165,458.53
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	15,248.98	1,108,338.00	1,123,586.98
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	9,703.89	705,306.00	715,009.89
91282CKH3	UNITED STATES TREASURY	4,025,000.00	03/31/2026	4,020,754.88	60,869.88	4,030,836.25	4,091,706.13
91282CKP5	UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	51,427.99	4,529,272.00	4,580,699.99
91282CKS9	UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	33,239.24	4,062,110.50	4,095,349.74
91282CKT7	UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	33,540.98	4,509,296.00	4,542,836.98
91282CKV2	UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	23,519.26	4,019,400.00	4,042,919.26
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	8,003.40	3,993,739.20	4,001,742.60

245,025,000.00

236,927,987.11

1,634,223.66

236,199,491.75

237,833,715.41

Base Risk Summary - Fixed Income

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

07/01/2024 - 07/31/2024

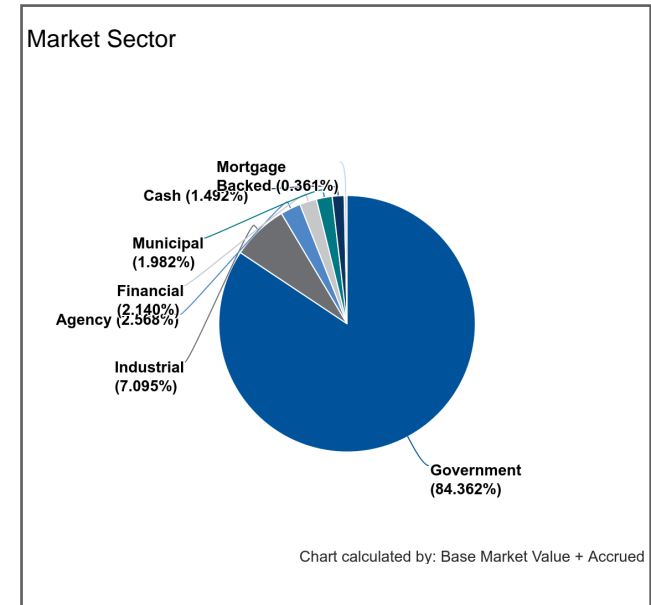
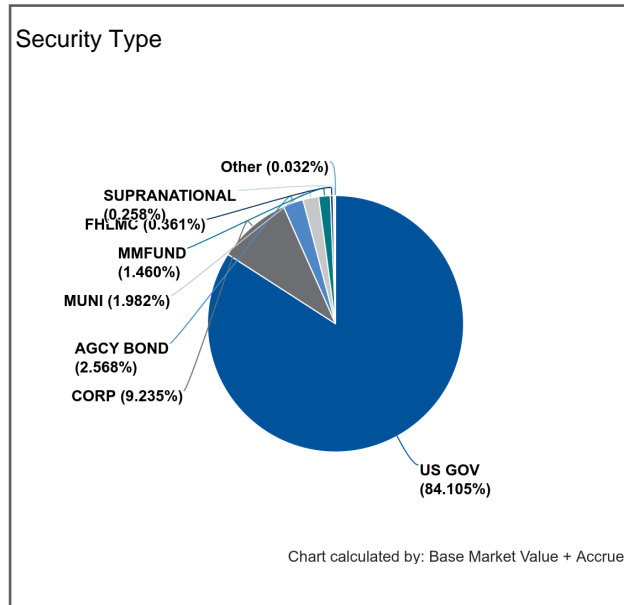
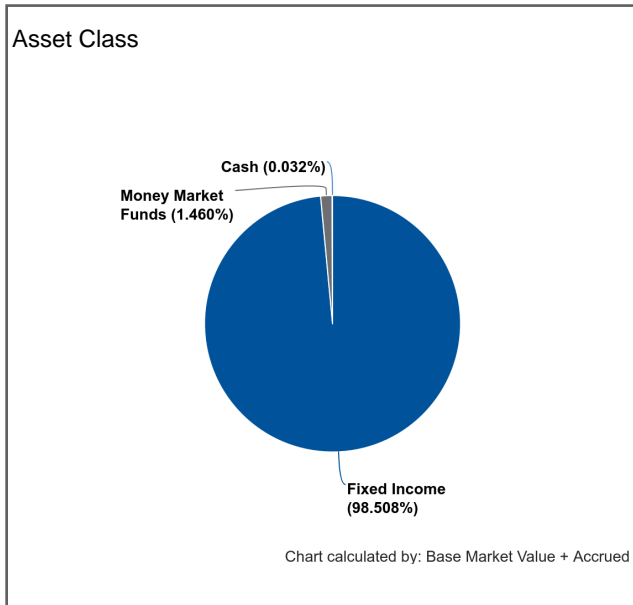
Dated: 08/14/2024

Balance Sheet	
Book Value + Accrued	286,120,924.18
Net Unrealized Gain/Loss	-3,338,567.19
Market Value + Accrued	282,782,356.99

Cash and Fixed Income Summary	
Risk Metric	Value
Cash	91,577.97
MMFund	4,127,678.41
Fixed Income	278,563,100.61
Duration	2.508
Convexity	0.090
WAL	2.689
Years to Final Maturity	2.690
Years to Effective Maturity	2.688
Yield	4.220
Book Yield	3.370
Avg Credit Rating	AA+/Aa1/AA+

Issuer Concentration	
Issuer Concentration	% of Base Market Value + Accrued
United States	84.105%
Other	7.376%
PACCAR Inc	1.821%
Federal Home Loan Mortgage Corporation	1.643%
U.S. Bancorp	1.632%
Federal National Mortgage Association	1.286%
Eli Lilly and Company	1.247%
Caterpillar Inc.	0.890%
---	100.000%

Footnotes: 1,2

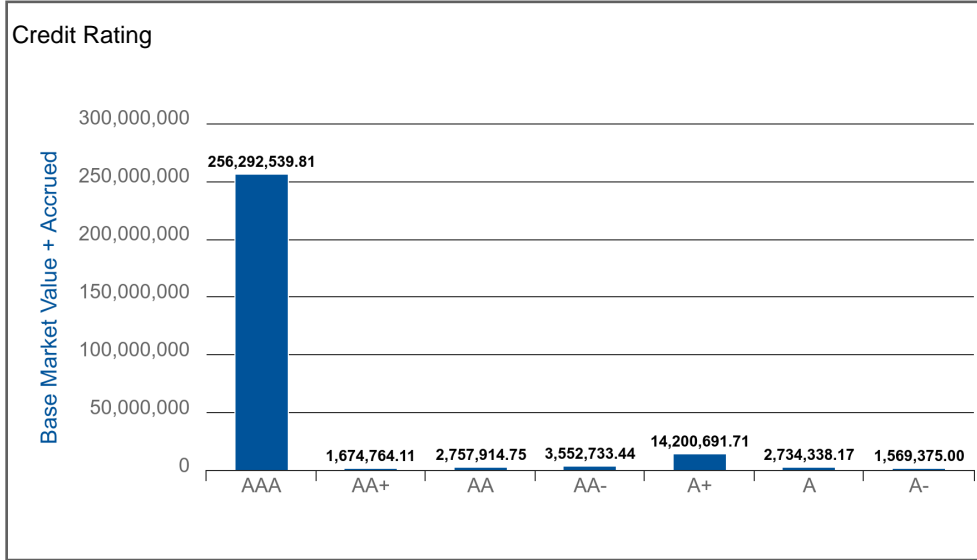


Base Risk Summary - Fixed Income

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

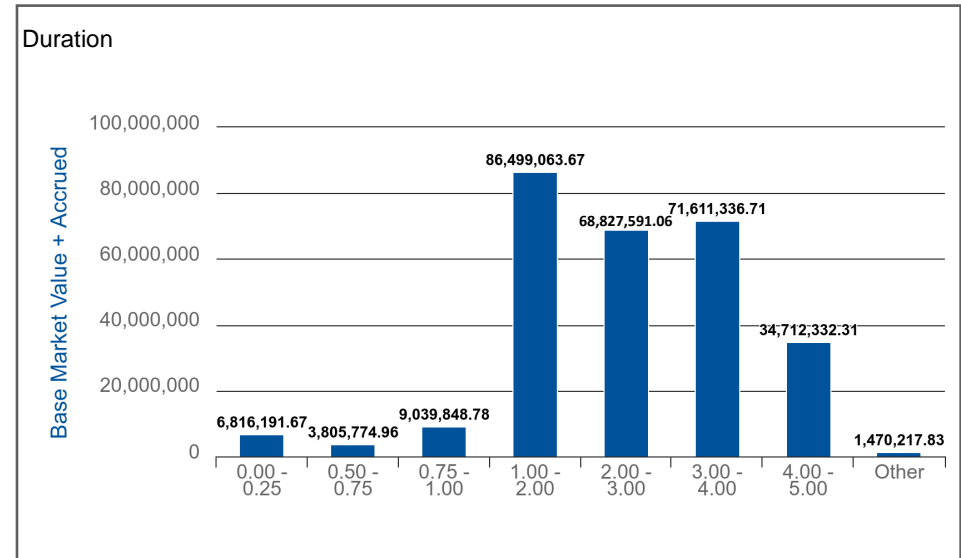
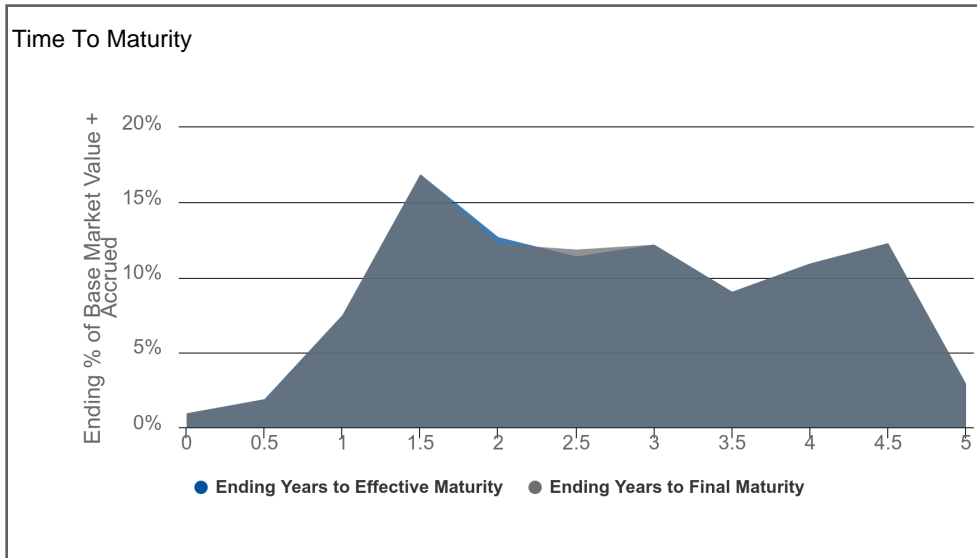
07/01/2024 - 07/31/2024

Dated: 08/14/2024



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	3.438%	28.664%	21.122%	25.133%	12.275%	0.000%	0.000%	0.000%	0.000%
AA	0.663%	0.593%	1.377%	0.191%	0.000%	0.000%	0.000%	0.000%	0.000%
A	3.372%	1.331%	1.840%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

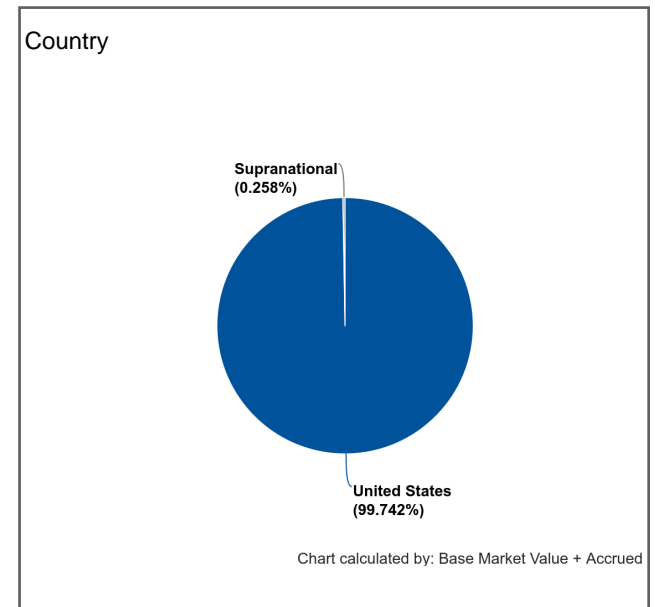
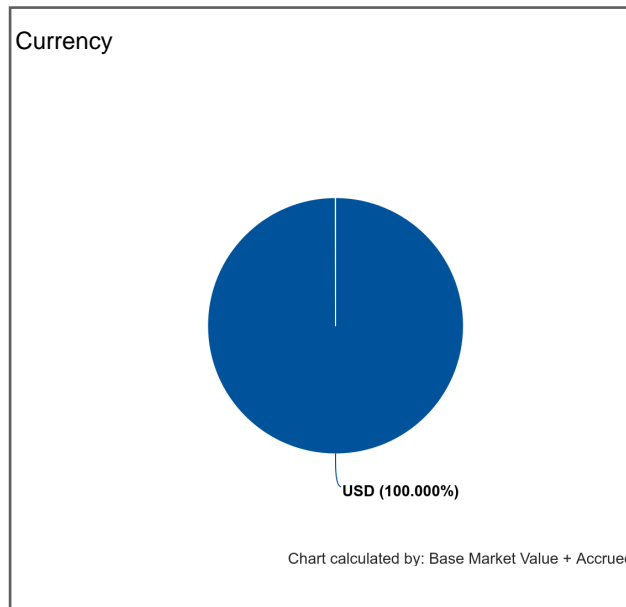
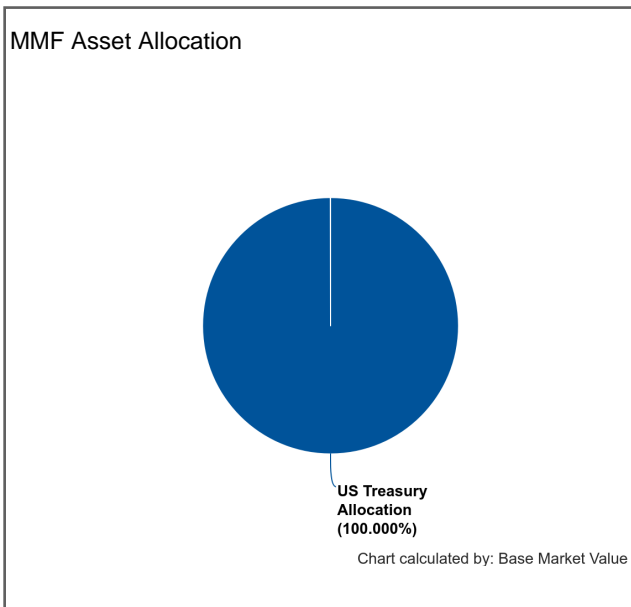
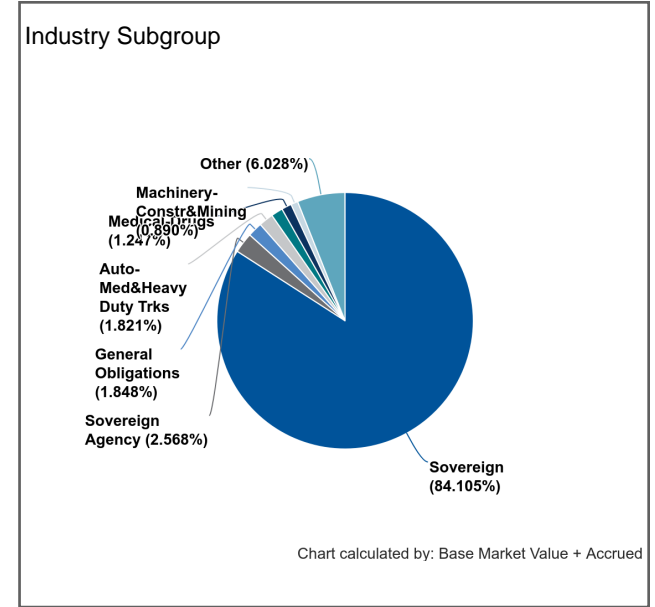
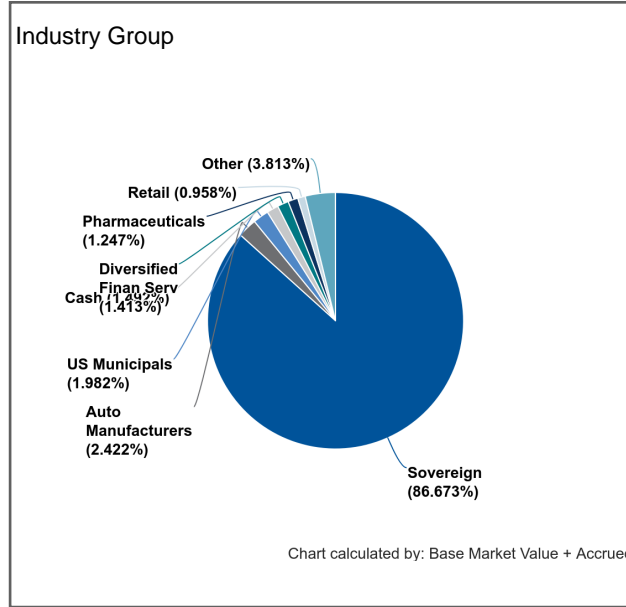
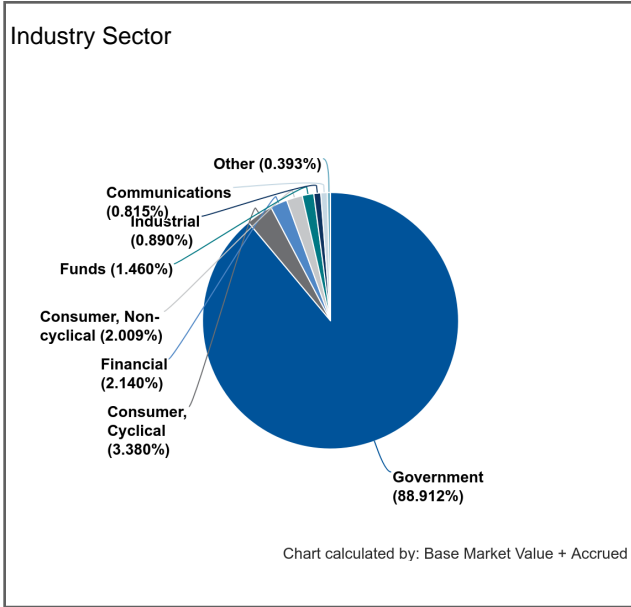


Base Risk Summary - Fixed Income

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

07/01/2024 - 07/31/2024

Dated: 08/14/2024



Base Risk Summary - Fixed Income

07/01/2024 - 07/31/2024

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

Dated: 08/14/2024

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

Additional Disclosure:

Item #5.b.
9/5/2024

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.

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

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

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

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

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



Report: GAAP Trading Activity
Account: PTA-San Mateo Co. Trans. Agg (257430)
Date: 07/01/2024 - 07/31/2024

Identifier	Description	Base Original Units	Base Current Units	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Accrued Interest	Market Value
3137BGK24	FHMS K-043 A2	-	(1,853.73)	Principal Paydown	07/01/2024	07/01/2024	12/25/2024	(1,853.73)	-	1,853.73
31846V534	FIRST AMER:US TRS MM Y	226,782.42	226,782.42	Buy	---	---	07/31/2024	226,782.42	-	(226,782.42)
31846V534	FIRST AMER:US TRS MM Y	65,067,353.91	65,067,353.91	Buy	---	---	07/31/2024	65,067,353.91	-	(65,067,353.91)
31846V534	FIRST AMER:US TRS MM Y	(61,577,661.80)	(61,577,661.80)	Sell	---	---	07/31/2024	(61,577,661.80)	-	61,577,661.80
89236TJT3	TOYOTA MOTOR CREDIT CORP	(2,960,000.00)	(2,960,000.00)	Sell	07/02/2024	07/03/2024	01/13/2025	(2,898,461.60)	(20,267.78)	2,918,729.38
9128283W8	UNITED STATES TREASURY	3,250,000.00	3,250,000.00	Buy	07/18/2024	07/19/2024	02/15/2028	3,094,609.38	38,058.04	(3,132,667.42)
91282CAB7	UNITED STATES TREASURY	(1,015,000.00)	(1,015,000.00)	Sell	07/03/2024	07/05/2024	07/31/2025	(965,003.32)	(1,087.50)	966,090.82
91282CES6	UNITED STATES TREASURY	850,000.00	850,000.00	Buy	07/02/2024	07/03/2024	05/31/2029	787,777.34	2,107.58	(789,884.92)
91282CES6	UNITED STATES TREASURY	285,000.00	285,000.00	Buy	07/03/2024	07/05/2024	05/31/2029	265,306.06	749.49	(266,055.55)
91282CEV9	UNITED STATES TREASURY	610,000.00	610,000.00	Buy	07/18/2024	07/19/2024	06/30/2029	586,005.08	1,023.57	(587,028.65)
91282CGA3	UNITED STATES TREASURY	3,275,000.00	3,275,000.00	Buy	07/18/2024	07/19/2024	12/15/2025	3,244,808.59	12,169.40	(3,256,977.99)
91282CGP0	UNITED STATES TREASURY	3,250,000.00	3,250,000.00	Buy	07/23/2024	07/24/2024	02/29/2028	3,226,767.58	51,576.09	(3,278,343.67)
91282CHX2	UNITED STATES TREASURY	3,615,000.00	3,615,000.00	Buy	07/23/2024	07/24/2024	08/31/2028	3,640,559.18	62,746.77	(3,703,305.95)
91282CJE2	UNITED STATES TREASURY	3,275,000.00	3,275,000.00	Buy	07/18/2024	07/19/2024	10/31/2025	3,284,850.59	35,597.83	(3,320,448.42)
91282CJF9	UNITED STATES TREASURY	3,615,000.00	3,615,000.00	Buy	07/18/2024	07/19/2024	10/31/2028	3,717,942.77	38,311.14	(3,756,253.91)
91282CJK8	UNITED STATES TREASURY	3,975,000.00	3,975,000.00	Buy	07/18/2024	07/19/2024	11/15/2026	3,997,669.92	32,472.40	(4,030,142.32)
91282CJL6	UNITED STATES TREASURY	3,275,000.00	3,275,000.00	Buy	07/18/2024	07/19/2024	11/30/2025	3,281,780.27	21,374.74	(3,303,155.01)
91282CJP7	UNITED STATES TREASURY	3,975,000.00	3,975,000.00	Buy	07/23/2024	07/24/2024	12/15/2026	3,975,621.09	18,530.99	(3,994,152.08)
91282CKA8	UNITED STATES TREASURY	3,975,000.00	3,975,000.00	Buy	07/18/2024	07/19/2024	02/15/2027	3,956,988.28	69,821.86	(4,026,810.14)
91282CKG5	UNITED STATES TREASURY	2,120,000.00	2,120,000.00	Buy	07/02/2024	07/03/2024	03/31/2029	2,093,831.25	22,459.84	(2,116,291.09)
91282CKG5	UNITED STATES TREASURY	700,000.00	700,000.00	Buy	07/03/2024	07/05/2024	03/31/2029	694,011.72	7,573.77	(701,585.49)
91282CKH3	UNITED STATES TREASURY	4,025,000.00	4,025,000.00	Buy	07/18/2024	07/19/2024	03/31/2026	4,020,754.88	54,436.48	(4,075,191.36)
91282CKP5	UNITED STATES TREASURY	4,400,000.00	4,400,000.00	Buy	07/23/2024	07/24/2024	04/30/2029	4,488,859.38	47,004.08	(4,535,863.46)
91282CKS9	UNITED STATES TREASURY	4,025,000.00	4,025,000.00	Buy	07/18/2024	07/19/2024	05/31/2026	4,051,256.84	26,269.72	(4,077,526.56)
91282CKT7	UNITED STATES TREASURY	4,400,000.00	4,400,000.00	Buy	07/18/2024	07/19/2024	05/31/2029	4,475,796.88	26,508.20	(4,502,305.08)
91282CKV2	UNITED STATES TREASURY	3,960,000.00	3,960,000.00	Buy	07/23/2024	07/24/2024	06/15/2027	3,998,517.19	19,515.98	(4,018,033.17)
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	3,960,000.00	Buy	07/18/2024	07/19/2024	07/15/2027	3,975,778.13	1,883.15	(3,977,661.28)
San Mateo County TA		64,556,474.53	64,554,620.80					64,710,648.28	568,835.84	(65,279,484.12)

* 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.

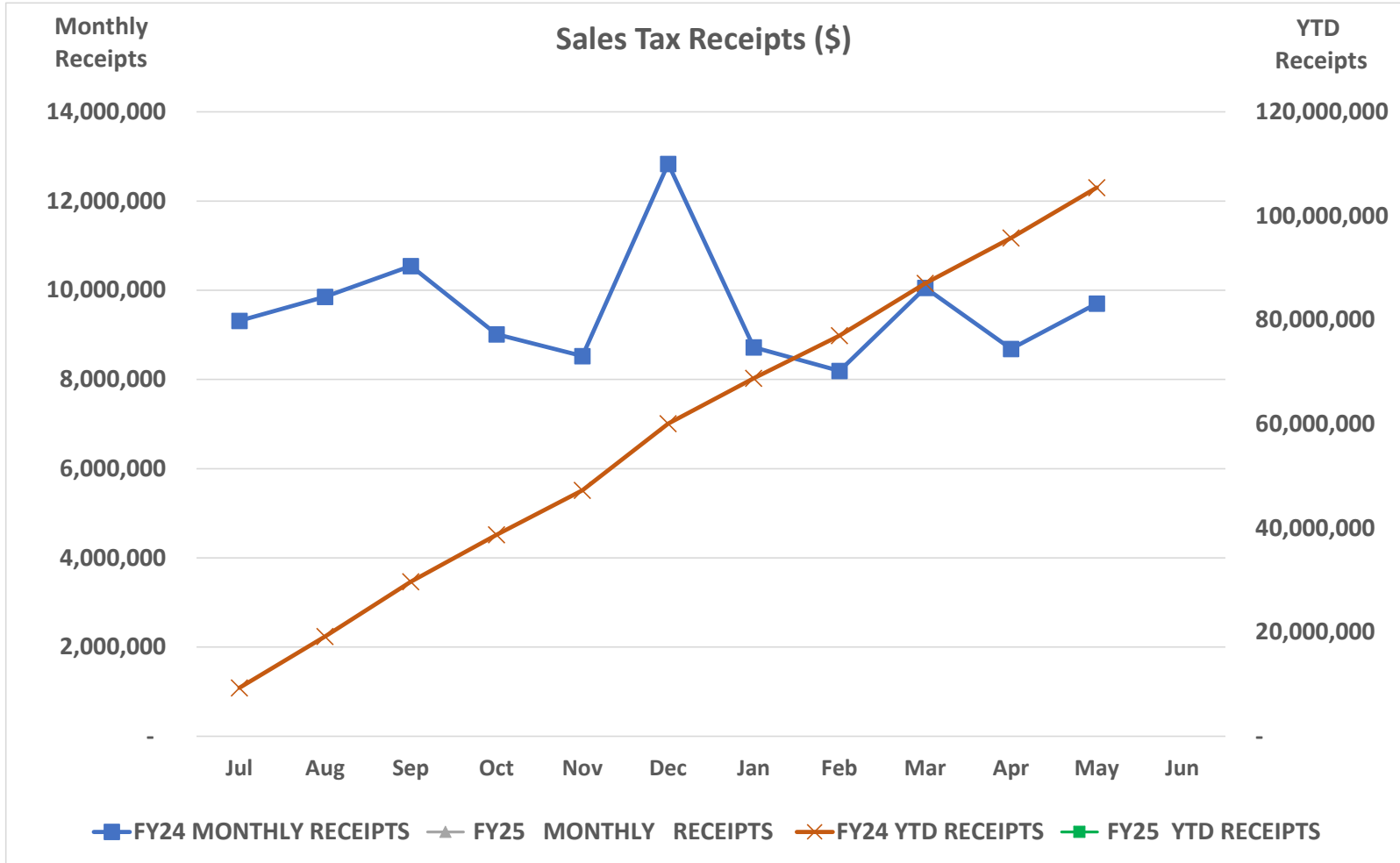
Yield to Maturity at Cost (YTM @ Cost) The internal rate of return of a security given the amortized price as of the report date and future expected cash flows.

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
FY2025
Measure A Sales Tax
Jul-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
July 2024

Unit	Ref	Name	Amount	Method	Description
SMCTA	000996	SELF-HELP COUNTIES COALITION	8,400.00	CHK	Operating Expenses
SMCTA	000998	HINDERLITER, DE LLAMAS AND ASSOCIATES	2,922.54	CHK	Operating Expenses
SMCTA	000999	PROGRESS PUBLIC AFFAIRS,LLC	1,446.25	CHK	Operating Expenses
SMCTA	001001	BERGDAVIS PUBLIC AFFAIRS	4,237.50	CHK	Operating Expenses
SMCTA	001004	FOSTER CITY CHAMBER OF COMMERCE	450.00	CHK	Operating Expenses
SMCTA	000263	USI INSURANCE SERVICES LLC	234,734.50	WIR	Operating Expenses
SMCTA	000264	HANSON BRIDGETT LLP	82,212.00	WIR	Operating Expenses
SMCTA	000266	USI INSURANCE SERVICES LLC	50,154.30	WIR	Operating Expenses
SMCTA	000389	PUBLIC TRUST ADVISORS	8,992.71	ACH	Operating Expenses
SMCTA	000395	PETER J. ROSS	1,312.50	ACH	Operating Expenses
SMCTA	000390	AECOM TECHNICAL SERVICES, INC.	62,786.29	ACH	Capital Programs (1)
SMCTA	000391	INTERNATIONAL CONTACT, INC.	410.00	ACH	Capital Programs (2)
SMCTA	000392	KIMLEY-HORN AND ASSOCIATES, INC.	56,362.81	ACH	Capital Programs (3)
SMCTA	000393	WSP USA INC.	43,423.27	ACH	Capital Programs (4)
SMCTA	000394	MENLO PARK, CITY OF	27,496.86	ACH	Capital Programs (5)
SMCTA	000396	WSP USA INC.	14,855.88	ACH	Capital Programs (6)
SMCTA	000997	HALF MOON BAY, CITY OF	37,785.53	CHK	Capital Programs (7)
SMCTA	001002	BURLINGAME, CITY OF	7,167.63	CHK	Capital Programs (8)
SMCTA	001003	DALY CITY, CITY OF	122,600.76	CHK	Capital Programs (9)
SMCTA	001005	UNION PACIFIC RAILROAD CORP.	1,727.30	CHK	Capital Programs (10)
SMCTA	001006	SAN MATEO, COUNTY OF	24,098.86	CHK	Capital Programs (11)
SMCTA	001007	SAN MATEO, COUNTY OF	410,946.97	CHK	Capital Programs (12)
SMCTA	000261	DEPARTMENT OF TRANSPORTATION	84.38	WIR	Capital Programs (13)
SMCTA	000262	PENINSULA CORRIDOR JOINT POWERS BOARD	53,944.09	WIR	Capital Programs (14)
SMCTA	000264	HANSON BRIDGETT LLP	30,039.00	WIR	Capital Programs (15)
SMCTA	000265	HANSON BRIDGETT LLP	16,881.00	WIR	Capital Programs (16)

\$ 1,305,472.93

(1)	101 Managed Lanes (Nof I-380)	(11)	ACR/TDM FY23 & FY24 Cycle
(2)	ACR Oversight	(12)	2020 Bike Ped Call for Project
(3)	Ped/Bike Cycle 6 - FY 23/24	(13)	US101/SR92 Interchang Area Imp
(4)	ACR/TDM FY23 & FY24 Cycle	(14)	Atherton Station Closure
(5)	Shuttles FY24-25 Funding	(15)	\$ 15,861.00 Highway Oversight
(6)	Highway Oversight		\$ 9,639.00 Pedestrian & Bicycle Oversight
			\$ 9,639.00 ACR Oversight
(7)	ACR/TDM FY23 & FY24 Cycle		\$ 9,639.00 TA-Caltrain Project Oversight
			\$ 9,639.00 Local Shuttle Oversight
			<u>\$ 54,417.00</u>
(8)	101 Interchange to Broadway	(16)	Railroad Grade Sep Oversight
(9)	Shuttles FY24-25 Funding		
(10)	101 Managed Lanes (Nof I-380)		

SAN MATEO COUNTY TRANSPORTATION AUTHORITY
Project Expenses by Category
As of July 31, 2024

Measure A Annual Category Allocations (Pass-through)	Expenses
Local Streets/ Transportation	\$2,119,612
San Mateo County/SFO BART Extension	188,410
Accessible Services	376,820
Total	\$2,684,842

Measure A Categories	Expenses
Transit	
<i>Caltrain</i>	\$3,652
<i>Local Shuttle</i>	2,163
<i>Ferry Service</i>	320
<i>Dumbarton</i>	0
Highways	69,766
Grade Separations	21,453
Pedestrian and Bicycle	17,929
Alternative Congestion Relief	6,960
Administrative Overhead	69,163
Total	\$191,406

Measure W Annual Category Allocations (Pass-through)	Expenses
Local Safety Pothole and Congestion Relief Improvements	\$941,235
Total	\$941,235

Measure W Categories	Expenses
Countywide Highway Congestion Improvements	\$1,426
Transportation Demand Management	
Grade Separation	
Pedestrian and Bicycle	2,198
Regional Transit Connections	
Administrative Overhead	48,391
Total	\$52,016

Other Uses	Expenses
US 101 Express Lanes - Other (Equity Program/Other Contract)	\$0
Total	\$0

Note:

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

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Acceptance of Capital Projects Quarterly Status Report for 4th Quarter 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 Q4: April 1, 2024 - June 30, 2024



Top-Left: US 101/SR 92 Interchange

Top-Right: Commute.org shuttle and SamTrans bus stop at SSF Ferry Terminal

Bottom-Left: 101/92 Mobility Hub and Smart Corridor Concept Plan Public Outreach meeting on May 15, 2024

Bottom-Right: Caltrain's first electric train arrival celebration on September 24, 2022



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FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

Program Category	Page #
Highway Program	3
Caltrain - Grade Separation and Special Projects	36
Bicycle & Pedestrian	48
Ferry	51
Alternative Congestion Relief/Transportation Demand Management	52






HIGHWAY PROGRAM SUMMARY TABLE

FY 2024 Q4 - Quarterly Status Report - April 1, 2024 - June 30, 2024

Project #	Project Name	Page #	SCHEDULE		BUDGET		FUNDING	
			Previous	Current	Previous	Current	Previous	Current
HIGHWAY PROJECTS								
000621	US 101/Broadway Interchange	5	●	●	●	●	●	●
000622	US 101/Willow Interchange	7	●	●	●	●	●	●
000768	US 101/Woodside Road (SR 84) Interchange	9	●	●	●	●	●	●
000791	US 101/Express Lanes	11	●	●	●	●	●	●
000800	US 101/University Ave Interchange and Pedestrian Overcrossing	14	●	●	●	●	●	●
000801	US 101/Peninsula Ave Interchange	16	●	●	●	●	●	●
000803	Utah Avenue Overcrossing	18	●	●	●	●	●	●
000805	Highway 92/El Camino Real Interchange	20	●	●	●	●	●	●
000823	Highway 1 (SR 1) Safety & Operational Improvements (Main to Kehoe)	22	●	●	●	●	●	●
100302	US 101 Managed Lanes (North of I-380)	24	●	●	●	●	●	●
100318	US 101/SR 92 Interchange Area Improvements	26	●	●	●	●	●	●
100319	US 101/SR 92 Direct Connector	28	●	●	●	●	●	●
100321	Highway 1/Manor Avenue Overcrossing	30	●	●	●	●	●	●
100663	Moss Beach – SR1 Congestion & Safety Improvements	32	●	●	●	●	●	●
100664	Colma – El Camino Real Bicycle and Pedestrian Improvements	34	●	●	●	●	●	●



**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 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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 Construction and ROW Close-Out (Activity 16)
Future Funded Phases: None

PHASE OVERVIEW:
 Right of Way (ROW) close-out for 101/Broadway Interchange and Construction phase for the interchange landscaping.

STATUS OVERVIEW:

Percent Complete:		51%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

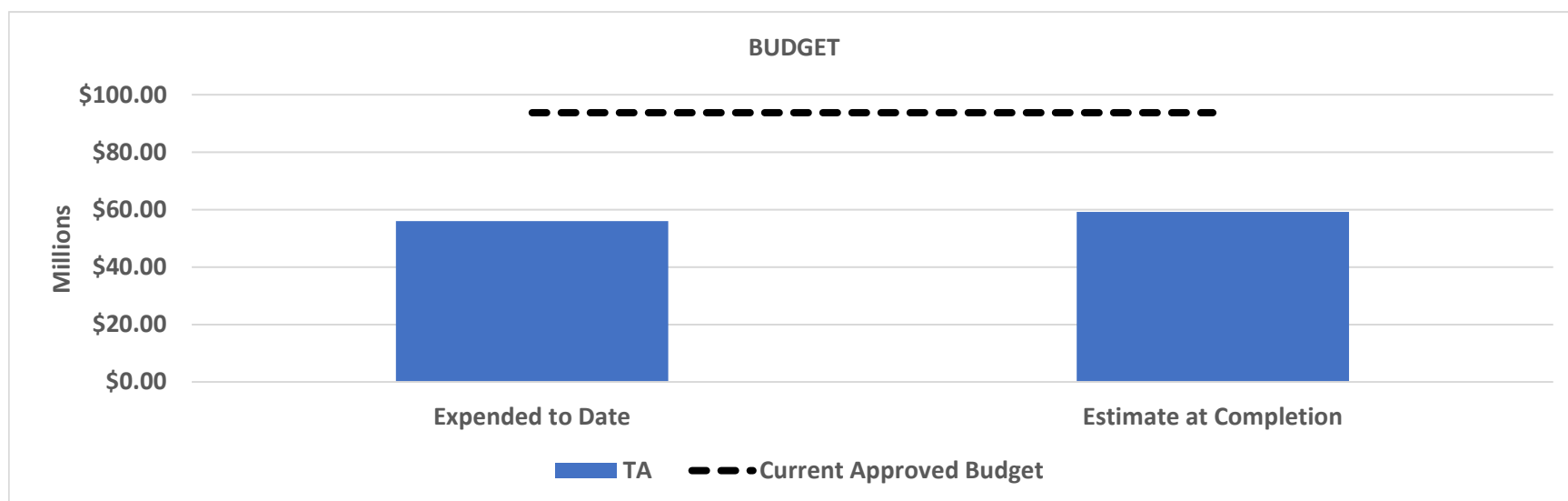
PROJECT DESCRIPTION:

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 final design of the landscaping. The cooperative agreement for construction of the landscaping with Caltrans was executed in October 2023. The final design (PS&E) was completed in January 2024. Caltrans approved the PS&E in March 2024. The encroachment permit with Caltrans for the construction phase was obtained on May 29, 2024. Construction is expected to begin in spring 2025 and be completed by fall 2025. A three-year plant establishment period is required after that.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$59,187,000	55,996,806.04	\$3,190,194	95%	\$59,187,000	\$0
Others (Federal, State, City)	\$34,551,000	\$34,551,000	\$0	100%	\$34,551,000	\$0
Total Project	\$93,738,000	\$90,547,806	\$3,190,194	97%	\$93,738,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Construction	05/06/19	06/30/20	05/01/25	10/30/28	03/04/25	10/30/28

PROGRESS THIS QUARTER:

1. Completed the Work Directive Proposal Request (WDPR) for Design Support During Construction.
2. Prepared Encroachment Permit (EP) documentation, submitted to Caltrans, and received approved EP.
3. Revised, signed, and submitted Storm Water Data Report.
4. Worked on a WDPR for a resident engineer.
5. Updated construction schedule.
6. Updated landscape cost estimate.
7. Received comments on the Right of Way Record Maps and Record of Survey, submitted for final review.

FUTURE ACTIVITIES:

1. Issue Work Directive for DSDC.
2. Complete the WDPR for the resident engineer during construction phase.
3. PG&E and Caltrans to sign the updated Joint Use Agreement (JUA) and record the document.
4. Incorporate JUA recordation info and submit the Right of Way Map to Caltrans and the Record of Survey to the County.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Cooperative Agreement	12/31/10	N/A	12/31/13	Establishes TA as sponsor and implementing agency for PA&ED. Board Resolution No. 2010
MOU (TA, Burlingame)	06/16/20	06/30/21	12/31/20	Preparation/completion of the PS&E of the Project landscaping
RESO Funding (LND CON)	6/1/2023	N/A	N/A	Board Resolution No. 2023-9
Cooperative Agreement No. 04-	10/18/2023	N/A	N/A	Establishes TA as the sponsor and implementing agency for
MOU (TA/Burlingame)	05/30/24	04/30/29	10/31/28	Construction for Project landscaping



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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:		40%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

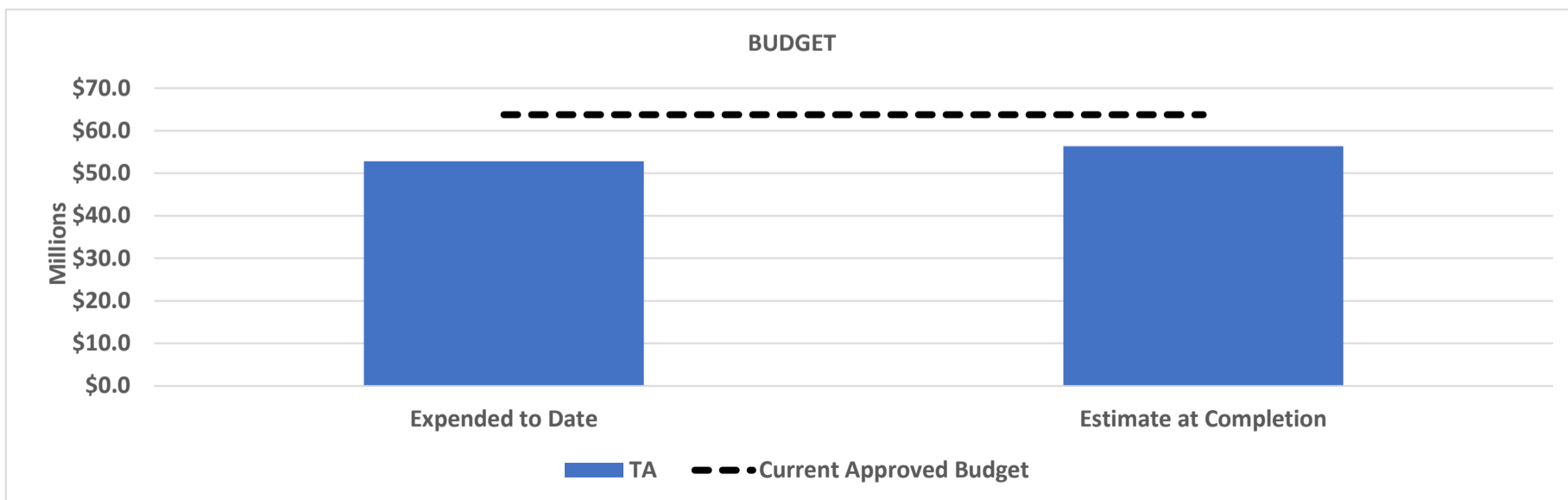
PROJECT DESCRIPTION:

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, 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. The project is in final design of the interchange landscaping.



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. Revised 90% PS&E was submitted for Caltrans review and comments.

FUTURE ACTIVITIES:

1. City to complete the final PS&E and obtain Caltrans encroachment permit.
2. Caltrans to review and issue encroachment permit.

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 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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:

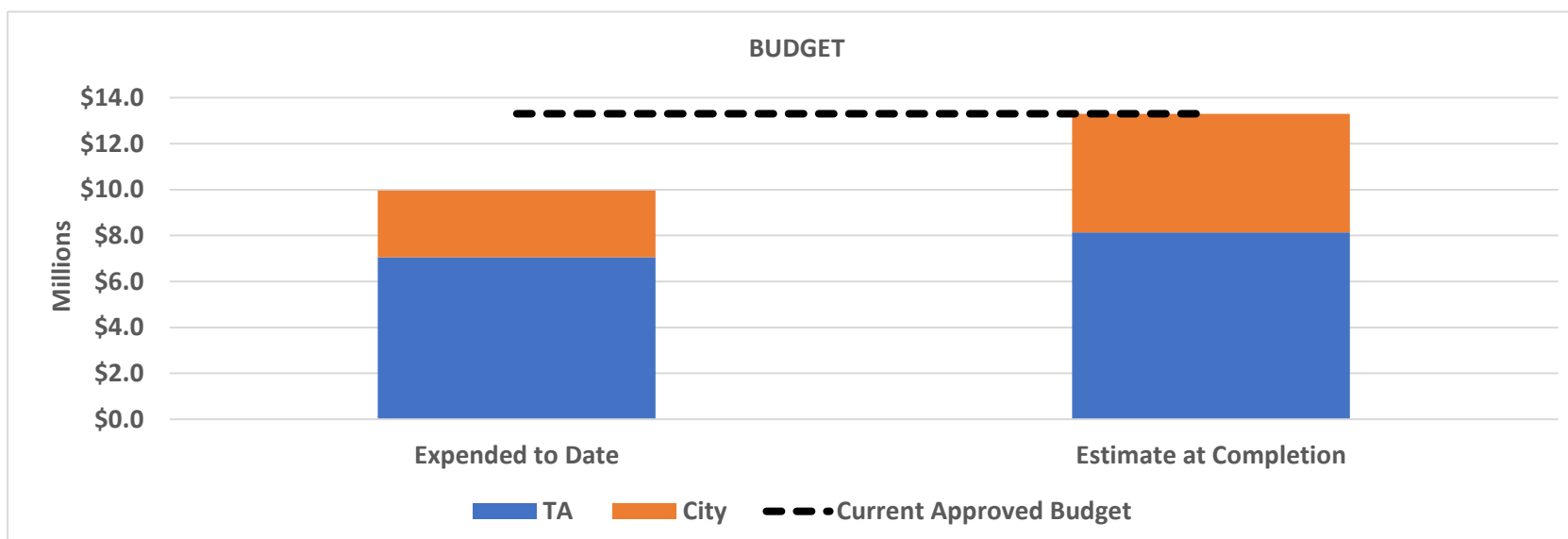
The project is for the Plans, Estimates and Specifications (PS&E) and ROW Support phase for the reconstruction of the US 101 Woodside Interchange. Modifications include replacing all existing ramps, widening Woodside Road to six lanes (three in each direction plus turn lanes), lowering Woodside Road 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.

In this period, the project team focused on engaging federal delegation advocacy to support federal grant applications and continued stakeholder engagement (including advocacy for project support and funds from MTC). The Project Charter between the City, TA and Caltrans was executed and the team scheduled the first Executive Steering Committee meeting. MTC demonstrated its support to the project by apportioning \$48M of RM3 funds to the Project and the funding plan was updated accordingly.



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	\$5,160,000	\$2,910,472	\$2,249,528	56%	\$5,160,000	\$0
Total Project	\$13,300,000	\$9,960,102	\$3,339,898	75%	\$13,300,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PS&E (95%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	03/31/25
PS&E (100%)	08/01/17	05/01/20	04/01/23	12/31/25	04/01/23	12/31/25
ROW Support	08/01/17	05/01/20	08/01/17	12/31/25	04/01/23	12/31/25

PROGRESS THIS QUARTER:

1. The City finalized the contract amendment with design consultant AECOM to progress the final designs.
2. The project team conducted a Risk Assessment workshop and continued the development of summary project schedule.
3. The project team submitted grant applications for the Safe Streets and Roads for All (SS4A) with a funding request of \$25 million and INFRA 2024 for \$105 million.
4. The project team updated the funding plan to reflect the new allocation of \$48 million from RM3 program.
5. The project team completed and submitted right of way documents to the TA in support of allocation request for ROW capital.
6. Addressed initial feedback from UPRR and submitted a revised package. Participated in UPRR diagnostic plan review and site visit.
7. Updated Project website to ensure grant evaluators have access to the most accurate and up-to-date information.
8. Worked with the ROW agent, AR/WS, to address various issues with parcels, confirm mapping, and prepare materials for funding agreement to the TA.

FUTURE ACTIVITIES:

1. Review and revise current cost estimates prior to submittal of state funding applications.
2. Meet with utility providers as needed.
3. Conduct stakeholder outreach (e.g., school, medical care facilities, the Port).
4. Finalize minutes from UPRR diagnostic site visit.
5. Respond to UPRR inquiries and comments.
6. Amend MOU with SMCTA to include the ROW Capital allocation.
7. Determine which technical studies require updates to meet current standards.
8. Make offers on parcels.

KEY ISSUES:

1. Because UPRR approval 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 is actively engaging UPRR to advance their review and approval.

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 for ROW Support
Amendment 3	02/14/23	12/31/23	09/30/23	Schedule extension and funds added by Sponsor
Amendment 4	05/17/24	06/30/26	12/31/25	Schedule extension and funds added by Sponsor



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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:

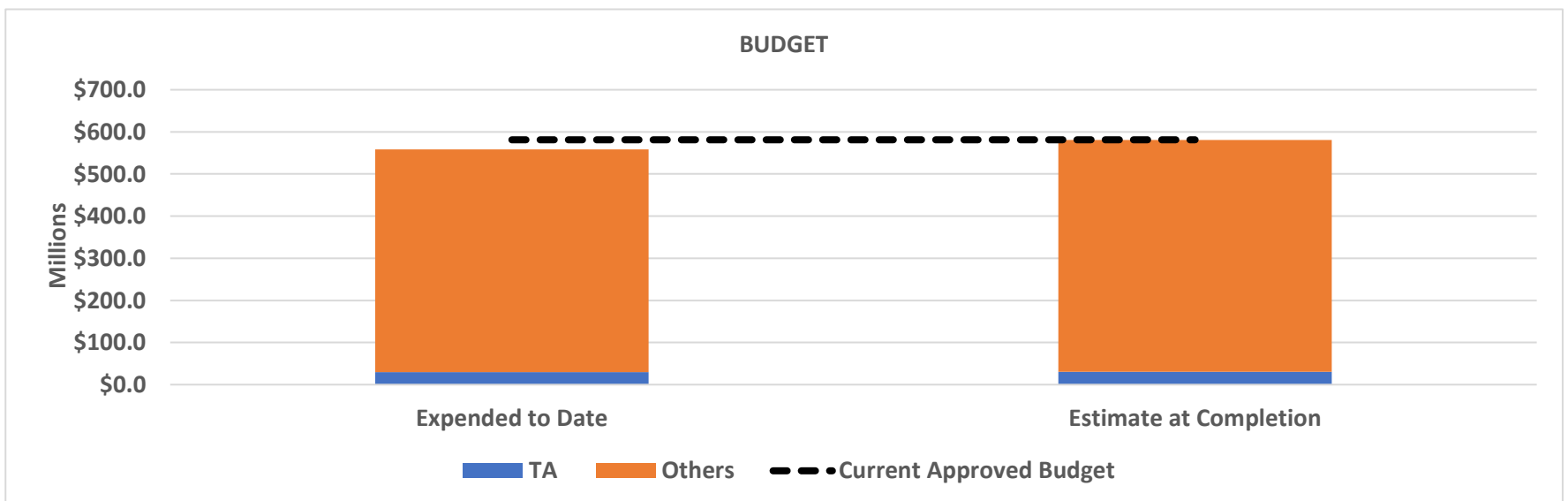
Percent Complete:			99%
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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, including completion of the as-built drawings, continues and project landscaping is 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	\$29,942,435	\$557,565	\$30,500,000	\$0	98%
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	\$298,410,626	\$8,259,374	\$306,670,000	\$0	97%
Private	\$53,000,000	\$53,000,000	\$0	\$53,000,000	\$0	100%
Total Project	\$581,170,000	\$558,042,969	\$23,127,031	\$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 finalization of as-builts for the construction of the northern and southern segments.

Project Landscaping:

1. Roadside clearing and installation of irrigation supply lines, valves, sprinkler assemblies, and irrigation controllers at Embarcadero, Oregon Expressway, Whipple, University, Marsh, and Ralston/2nd Street and are ready for their water meter connections.

FUTURE ACTIVITIES:

1. Complete closeout activities.

Landscape Phase

1. Roadside clearing and irrigation installation at Ralston Ave, Oxford Court, Pebblewood Way, and Hillsdale Blvd.

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 15777303.4 - SMCELJPA/CCAG/TA/BAIFA	06/26/19	N/A	N/A	Establishes BAIFA as responsible for the toll system design
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 15777303.4 Amendment 2	01/31/23	N/A	N/A	Adjustment of funding commitments for the toll system
Cooperative Agreement 04-2876	03/03/23	N/A	N/A	Establishes Caltrans as the implementing agency for landscaping



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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:		42%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

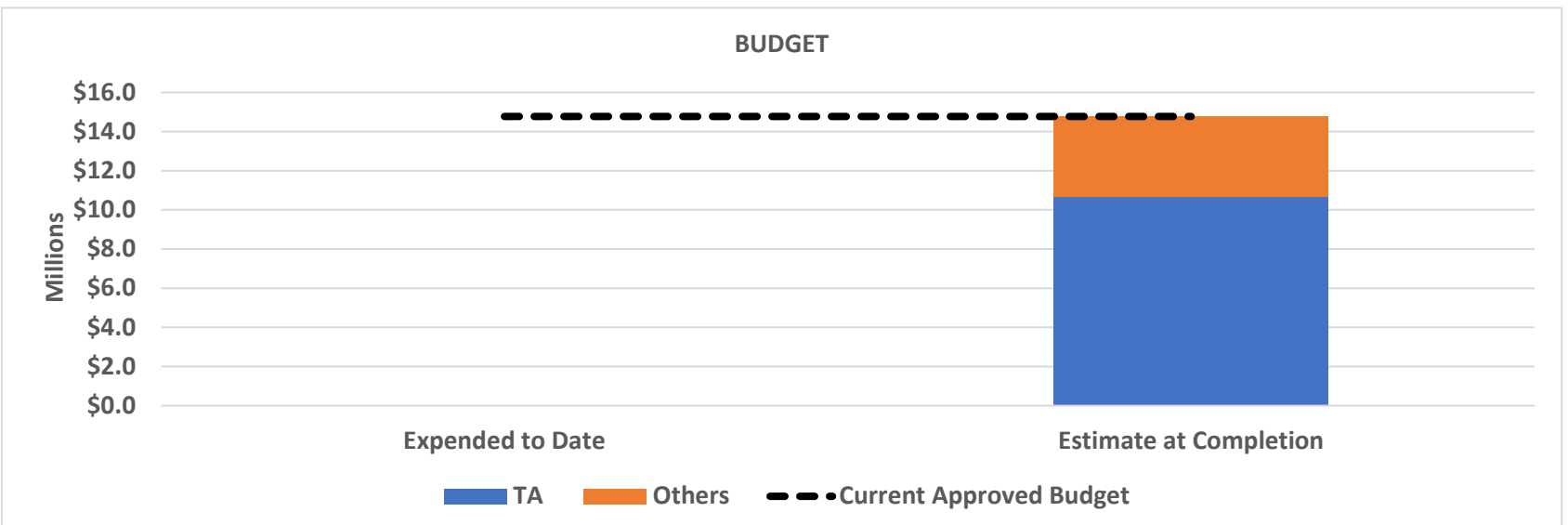
PROJECT DESCRIPTION:

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:

Construction activities began in July 2023. The construction contractor installed the temporary supports for the concrete bridge deck and is currently working on the bridge abutment foundations and bridge columns, as well as intersection improvements for: University Avenue & Donohoe Street and University Avenue & Woodland Avenue. These improvements will include rapid flashing beacons at enhanced crosswalks, and a landscape-buffered Class I bikeway to ensure seamless connectivity to the new overcrossing.



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 falsework construction over US 101.
2. Continued construction on bridge columns and bridge abutment foundations.
3. Began intersection improvements at University Ave/Donohoe St and University Ave/Woodland Ave.

FUTURE ACTIVITIES:

1. Begin construction of bikeway near University Ave/Donohoe St.
2. Begin bridge fine grading, concrete placement of soffit and stem walls.

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 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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

STATUS OVERVIEW:

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

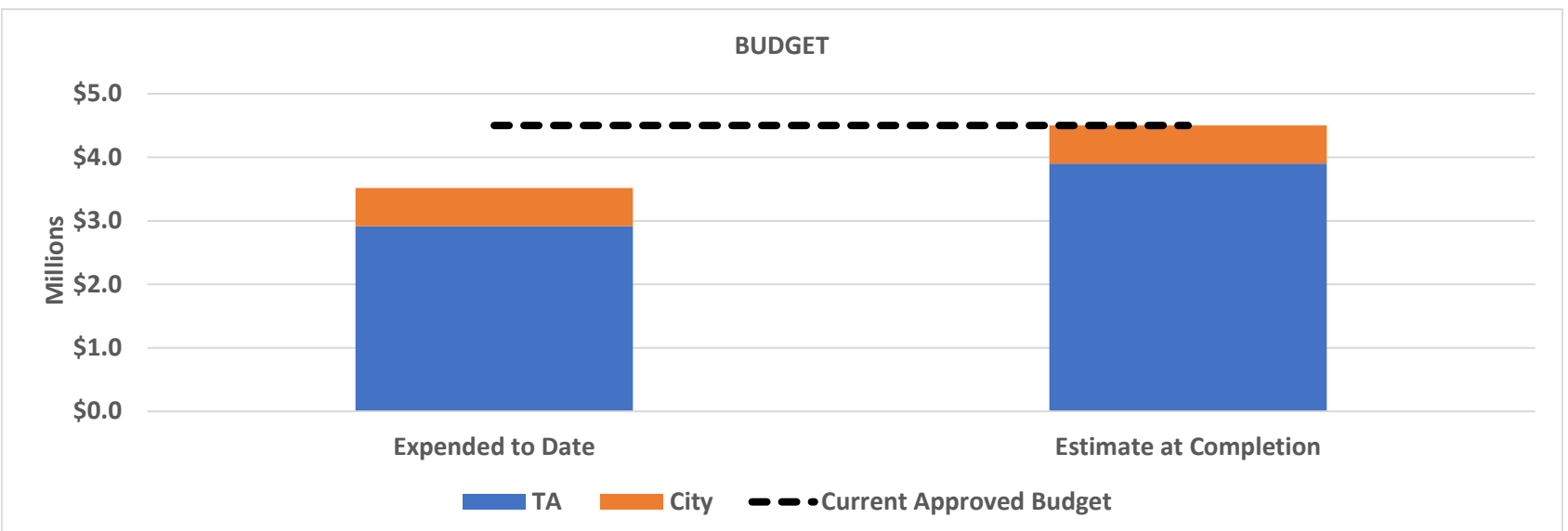
PROJECT DESCRIPTION:

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 in March 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 and seek direction in August 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	\$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	12/31/24

PROGRESS THIS QUARTER:

1. The City is preparing an update for the City Council and developing recommendations to consider.

FUTURE ACTIVITIES:

1. The City plans to present the findings from the workshop to their city council on August 19, 2024 and to seek direction for the project.

KEY ISSUES:

1. The 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



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

PROJECT: Utah Avenue Overcrossing

Project ID: 000803

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

PHASE OVERVIEW:
 Plans, Estimates and Specifications (PS&E) and Right-of-Way (ROW) of the Utah Avenue Extension.

STATUS OVERVIEW:

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

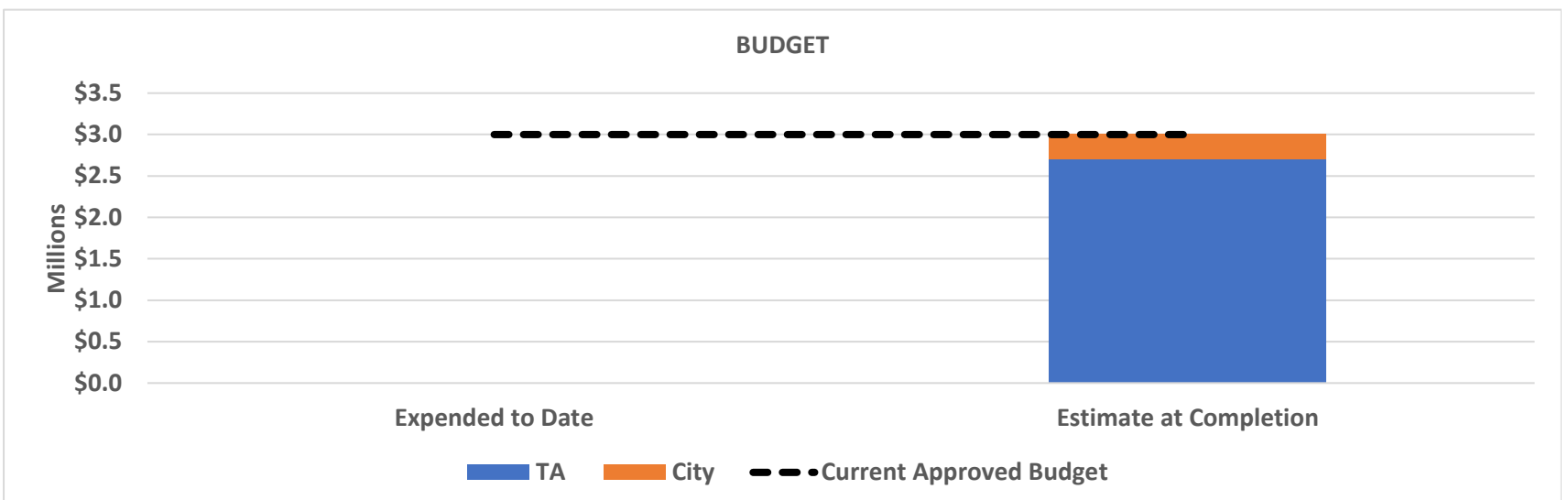
PROJECT DESCRIPTION:

The scope of the project is to provide the design for the construction of a new US 101 overcrossing that will extend from the Utah Avenue/South Airport Boulevard intersection to San Mateo Avenue. The intersections at South Airport Boulevard/Utah Avenue and San Mateo Avenue/Utah Avenue would also be reconstructed to include turn lanes and connect to the new overcrossing. The Airport Boulevard/Produce Avenue/San Mateo Avenue intersection would be modified or reconstructed.

The purpose of the project is to provide an additional local east-west connection across US 101 that benefits all modes of transportation in the project area; and accommodate future planned growth in the City of South San Francisco and in the project vicinity.

STATUS SUMMARY:

The PA&ED phase was completed in February 2023. Since then, the project has received federal, state, and TA funding. The city council awarded the contract for the PS&E phase to AECOM consultants. The project team is coordinating with adjacent developers to develop the conceptual plan that will allow the 35% PS&E to begin.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,700,000	\$0	\$2,700,000	0%	\$2,700,000	\$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
PS&E	5/27/2024	5/27/2026	5/27/2024	5/27/2026	5/27/2024	5/27/2026

PROGRESS THIS QUARTER:

1. Working on final concept designs.
2. Working on the draft Prioritization Memorandum based on the final conceptual design.

FUTURE ACTIVITIES:

1. Finalize concept designs.
2. Finalize Prioritization Memo.
3. Work on the engineer's cost estimate.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
Funding Agreement	5/30/2024	6/30/2026	12/31/2025	Board Resolution 2023-26 dated 12/7/2023



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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

Project ID: 000805

Sponsor: City of San Mateo
Implementing Agency: City of San Mateo
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:

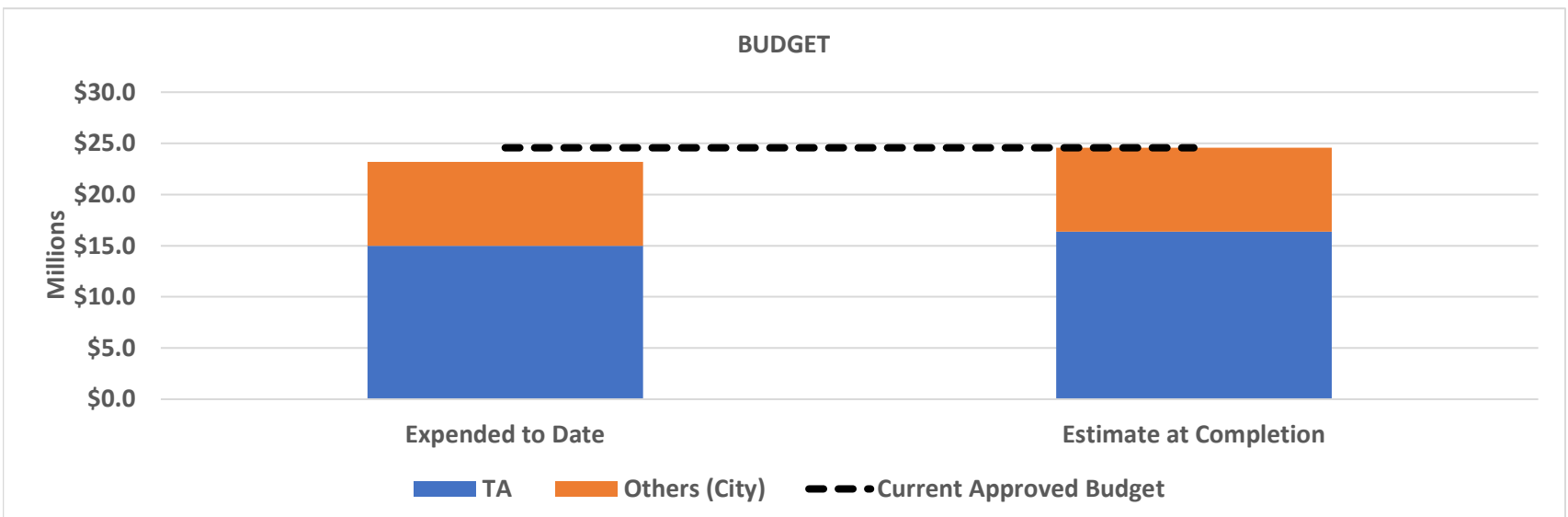
Percent Complete:		51%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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 adding 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 advertised for construction. Bid opening was in June 2024 and the construction contract award is anticipated for August 2024 with an estimated start of construction in fall 2024. The current forecast construction schedule was affected because the City did not process the Delegated Maintenance Agreement (DMA) with Caltrans. The development/approval of the agreement took quite some time (the color of the current schedule changed to red).



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	\$5,042,826	\$7,174	100%	\$5,050,000	\$0
City	\$1,181,535	\$1,181,535	\$0	100%	\$1,181,535	\$0
Total Project	\$24,568,185	\$23,177,464	\$1,390,721	94%	\$24,568,185	\$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. City advertised highway landscaping and irrigation improvements for construction.
2. Opened bids in June 2024.

FUTURE ACTIVITIES:

1. City to award construction contract in August 2024.
2. Start highway landscaping construction in Fall 2024.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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:		21%	
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.

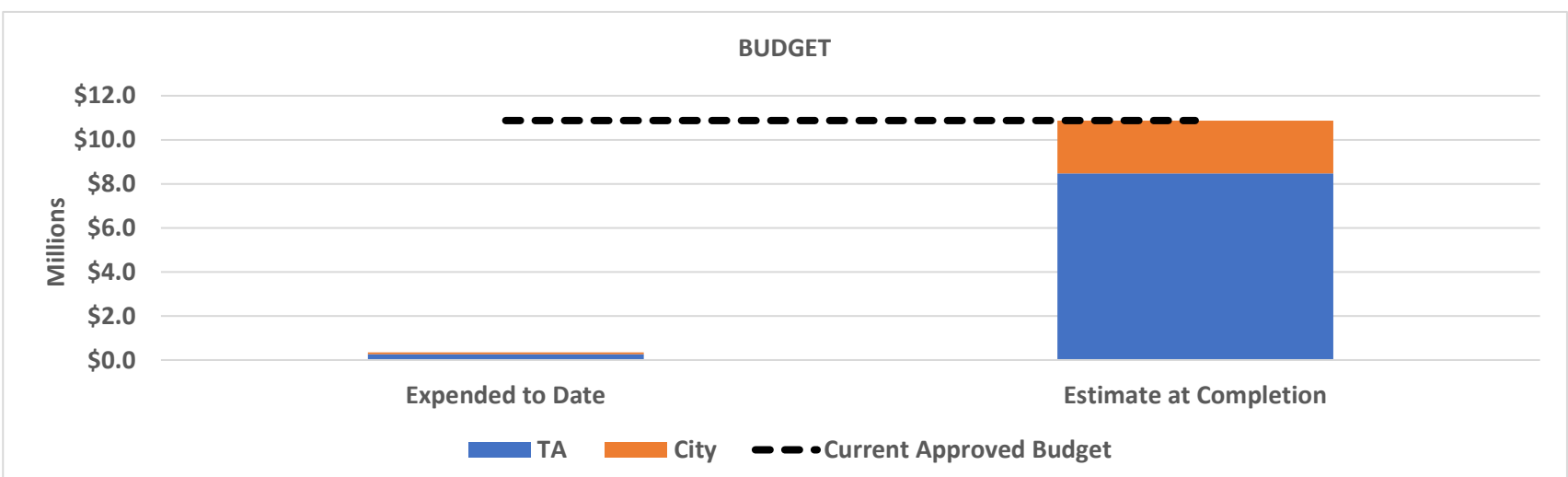
The Project will reduce delays and address a bottleneck on Highway 1 by increasing intersection capacity, improving merge areas, and consolidating cross-street turning movements. Improved intersection designs will reduce queuing, provide dedicated turn lanes to access local neighborhoods, and provide 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. 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 has prepared a new landscape plan incorporating ultra-low water need plants and increased decomposed granite areas as hardscape. Per SamTrans request, the City has reviewed SamTrans' plans and specifications for possible upgrade of bus stops within the project boundaries.

The City is coordinating this project with Caltrans SHOPP project for Highway 1 which includes paving, re-striping and Class II bike lanes on the existing shoulders. The Caltrans SHOPP project is scheduled for Coastal Commission review of its CDP appeals in November 2024. The SHOPP project is currently planned for the same construction period as this project and requires extensive plan/construction 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	\$259,846	\$8,215,154	3%	\$8,475,000	\$0
City	\$2,400,000	\$82,826	\$2,317,174	3%	\$2,400,000	\$0
Total Project	\$10,875,000	\$342,672	\$10,532,328	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	11/01/24
ROW Certification	12/01/22	05/30/23	12/01/22	05/30/23	12/01/22	11/30/24
Encroachment/Regulatory Permits	05/01/20	07/30/22	05/01/20	07/30/23	12/01/22	11/30/24
Advertise/Award Construction	07/01/23	07/30/23	09/01/23	09/30/23	12/01/24	01/31/25
Construction	09/01/23	09/30/25	11/01/23	11/30/25	03/01/25	12/31/26

PROGRESS THIS QUARTER:

1. The utility relocations for PG&E electric poles and CCCWD hydrants have been completed. The City is pursuing the final sign-off on a design exception associated with realigning the bike/ped path to avoid relocation of several poles which would necessitate a new easement.
2. The City is pursuing relocation of AT&T underground connection box which is in the area of the proposed retaining wall at the Frontage Rd intersection (west side of Highway 1) in addition to relocation of AT&T lines to the six new poles on the east side of Highway 1.
3. The City is also pursuing the relocation of Comcast lines to the new poles on the east side of the highway. City obtained as-built plans for CCWD hydrant relocations and PG&E gas and electric relocations and submitted NTOs to both utilities.
4. The City continues coordinating with the upcoming Caltrans SHOPP project for Highway 1 improvements to coordinate improvements and avoid duplicate efforts. The City has modified its consultant agreement to include optional tasks in case of changes needed to accommodate the Caltrans SHOPP project.
5. The City continues coordination and responses 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. City to submit Notice to Owners (NTO) to AT&T and Comcast following completion of their utility relocations.
2. AT&T to obtain Caltrans encroachment permit and relocation lines from the old poles to new poles, remove old poles and relocate their cabinet at the Frontage Road.
3. Comcast to obtain Caltrans encroachment permit and relocate its lines from old poles to the new poles.
4. City to obtain approved WDR from CA Water Quality Control Board.
5. City to coordinate construction dates with Caltrans SHOPP project following Coastal Commission hearing.
6. City to obtain final approval of design exception from Caltrans.

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



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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:

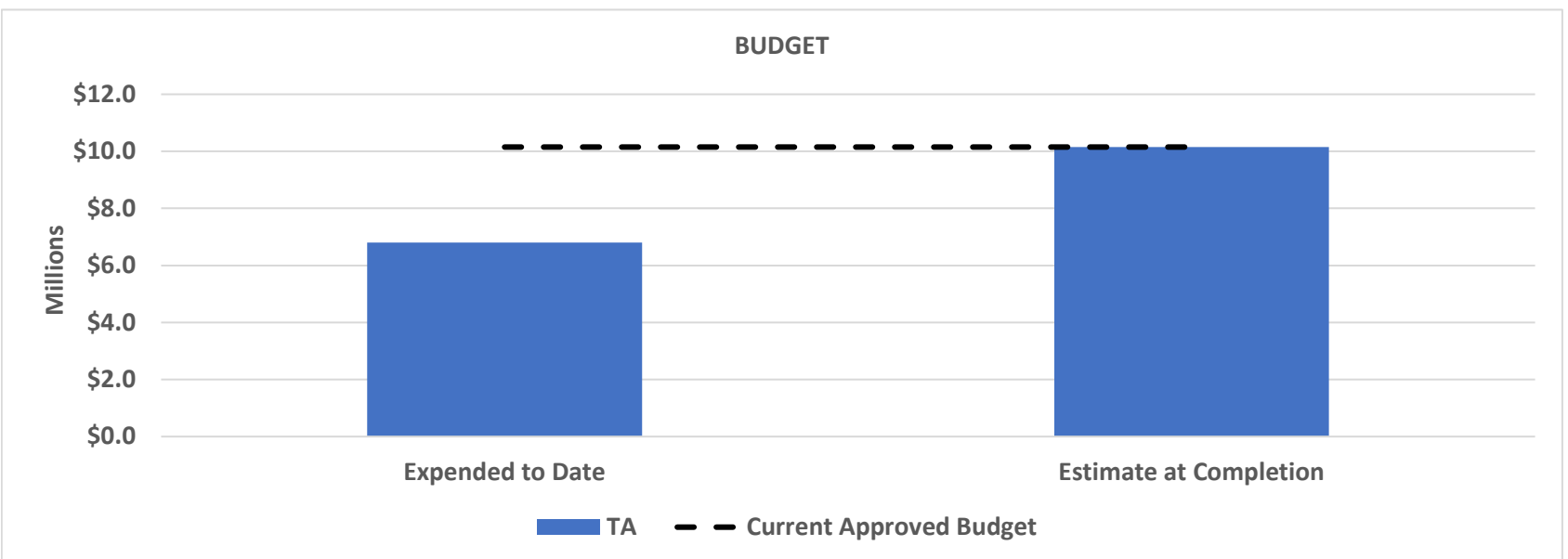
The Project Approval and Environmental Document phase for approximately 7-miles of managed lane (ML) facilities, defined as high-occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, on northbound and southbound US 101 from one mile south of the of the US 101/Interstate 380 (I-380) Interchange 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 one technical study. Tasks such as traffic engineering analysis, draft environmental environmental document, and draft project report are being prepared. Delays on the traffic forecasting continue to drive project schedule delays. Additional coordination with Caltrans management has improved collaboration on traffic-related work.

The team is continuing to evaluate traffic data for each of the on-ramps along the study corridor to document any nonstandard design features. The Project team has been meeting with Caltrans headquarters and environmental staff to finalize remaining work.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$10,150,000	\$6,797,787	\$3,352,213	67%	\$10,150,000	\$0
Total Project	\$10,150,000	\$6,797,787	\$3,352,213	67%	\$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	04/15/25

PROGRESS THIS QUARTER:

1. Vehicle Miles Traveled: Continued to provide support and respond to comments and questions on the VMT memorandum from Caltrans District 4 and Caltrans Headquarters.
2. Visual Impact Assessment Report: Received approval from Caltrans.
3. Noise Study Report: Received approval from Caltrans.
4. Revised the VA Study Report to address comments from Caltrans and resubmitted for approval.
5. Continued to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA)
6. 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.
7. Continued coordination with Caltrans on their fiber project along US 101.
8. Continued to develop traffic data and work with Caltrans Operations on the 2030 and 2050 operational analysis.
9. Evaluated available traffic data received for each of the on-ramps along the US 101 study corridor to document any nonstandard design features associated with the on-ramps not meeting the Caltrans Ramp Metering Design Manual (RMDM) policies. A Ramp Metering Fact Sheet will be prepared for Caltrans review.

FUTURE ACTIVITIES:

1. Continue preparing the Design Exception Matrix for Caltrans approval to include in the Draft Project Report.
2. Develop Noise Abatement Decision Report.
3. Develop VMT mitigation strategies.
4. Continue to work towards the approval of the Traffic Operational Analysis Report.
5. Continue to work on the Administrative Draft Environmental Impact Report/Environmental Assessment (ADEIR/EA).
6. Continue to work on the Administrative Draft Project Report.

KEY ISSUES:

1. The project is at a risk of losing \$5.477 M of previously approved (and extended) STIP funds for the PS&E phase. The project team is working with Caltrans on an accelerated schedule with the goal of completing the PAED by January 2025.
2. 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
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)	TBD	N/A	N/A	Board Resolution No. 2023-26 dated December 7, 2023



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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:		16%	
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.

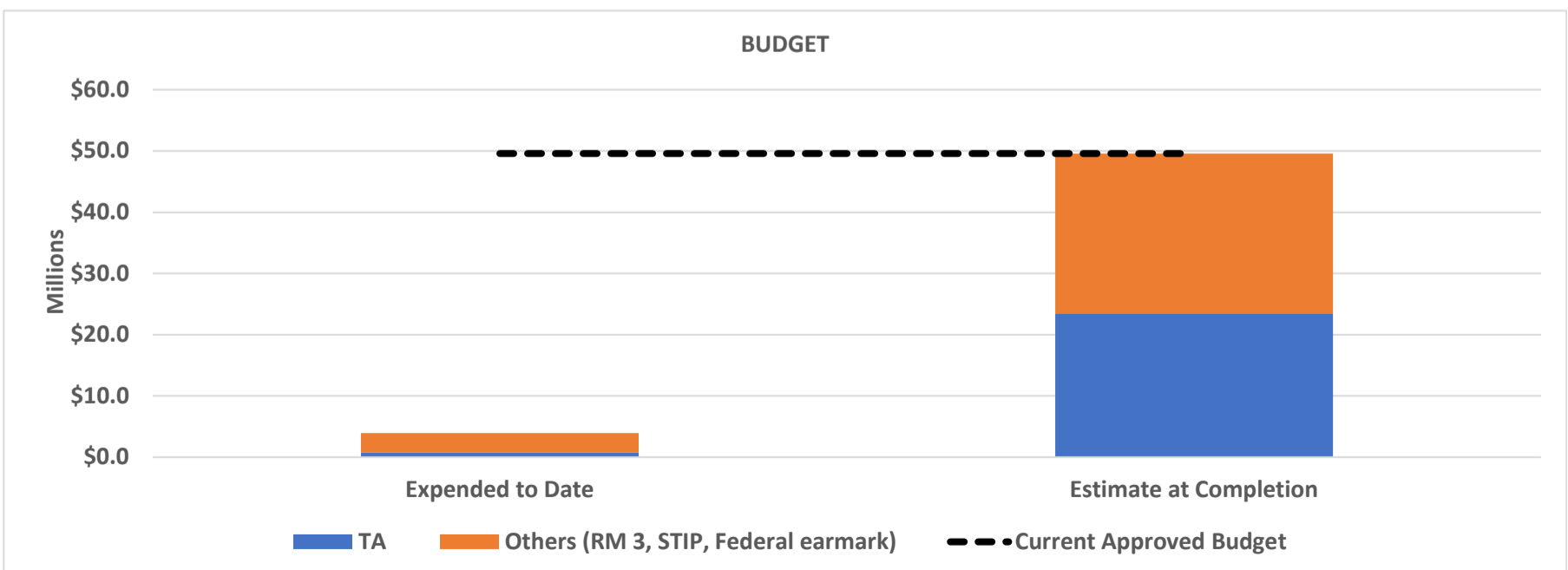
The proposed improvements will improve traffic flow and safety and alleviate congestion at existing bottlenecks within the interchange, reducing spillover onto local streets. The northbound US 101 off ramp at Hillsdale will increase storage capacity of the ramp and improve traffic flow by reducing backups 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 is preparing to advertise the construction contract in August 2024.

Metropolitan Transportation Commission approved an allocation request for Regional Measure 3 funds to provide matching funds for the TA's Measure A contribution on this project to replace STIP money that is not yet available.



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	\$786,511	\$22,626,489	3%	\$23,413,000	\$0
C/CAG (State Transportation Improvement Program)	\$3,200,000	\$3,144,253	\$55,747	98%	\$3,200,000	\$0
MTC (Regional Measure 3)	\$21,962,000	\$0	\$21,962,000	0%	\$21,962,000	\$0
Federal Earmark	\$1,000,000	\$0	\$1,000,000	0%	\$1,000,000	\$0
Total Project	\$49,575,000	\$3,930,764	\$45,644,236	8%	\$49,575,000	\$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. Received approval from MTC for additional Regional Measure 3 funding.
2. Circulated the amended Cooperative Agreement to reflect the latest construction funding details.
3. Prepared construction package for advertising.

FUTURE ACTIVITIES:

1. Execute the amended Cooperative Agreement.
2. Advertise the construction contract for bidding.

KEY ISSUES:

1. There were potential cost and schedule impacts due to design needed for new advanced signage related to the proposed ramp metering that were not captured in the original 100% design plans. The PS&E package for this component has since been completed in time to be included with the project advertisement in August 2024. This issue will be resolved in next quarter's report.

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



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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:		13%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

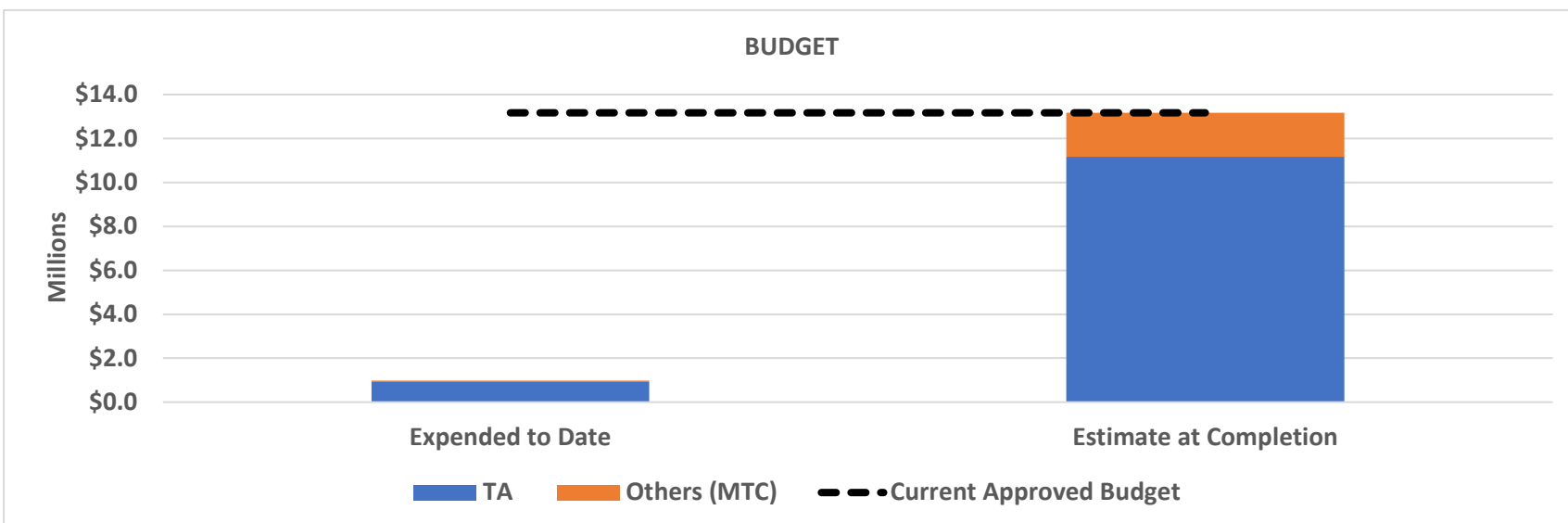
The project will identify and build the long-term improvements to address traffic congestion and increase mobility at the US 101/SR 92 interchange. The project will study managed lane direct connectors from SR 92 to northbound and southbound US 101.

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 completed the environmental scoping period on April 15, 2024 and has started the technical and environmental studies.



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	\$919,743	\$10,251,033	8%	\$11,170,776	\$0
MTC (Regional Measure 3)	\$2,000,000	\$69,847	\$1,930,153	3%	\$2,000,000	\$0
Total Project	\$13,170,776	\$989,590	\$12,181,186	8%	\$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. Issued the Notice of Preparation, held public meetings (online and in person) and completed the scoping period.
2. Refined the traffic forecast model.
3. Compiled scoping comments and developed a summary memo.
4. Conducted two Project Development Team meetings.

FUTURE ACTIVITIES:

1. Finalize Public Participation Plan.
2. Advance environmental and engineering studies.
3. Amend the MOU to extend the scope completion date.

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 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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 Funded Phases: None

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

STATUS OVERVIEW:

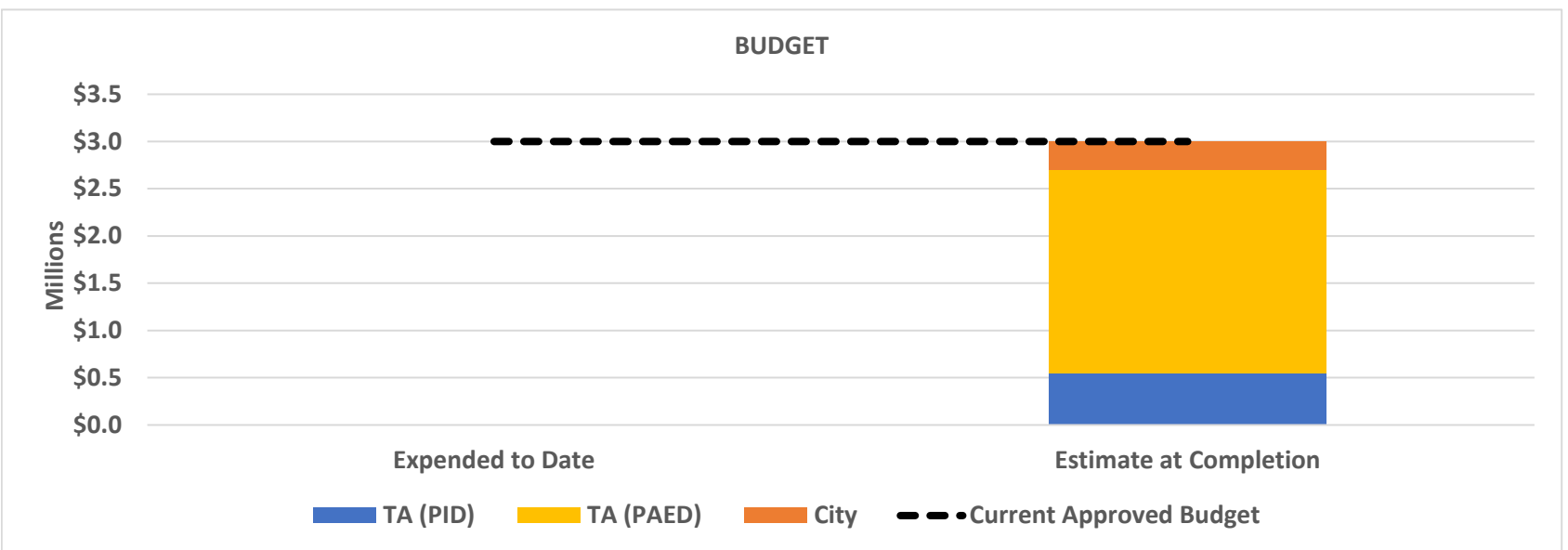
Percent Complete:		58%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

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. Two build alternatives have been identified and the team is working to obtain traffic data from Caltrans and available information from the City to generally evaluate existing conditions and potential future traffic congestion. With the information obtained, the consultant will develop a list of potential improvements. Additional public meetings will be scheduled to obtain input from the local residential and business communities.



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)	\$547,337	\$0	\$547,337	0%	\$547,337	\$0
TA (PAED)	\$2,152,663	\$0	\$2,152,663	0%	\$2,152,663	\$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	11/01/23	05/06/22	04/15/23
PAED	12/31/22	06/30/24	12/31/23	12/01/26	08/21/23	08/30/25

PROGRESS THIS QUARTER:

1. Continued developing the design alternatives.
2. Ongoing coordination with Caltrans on the Validation Forecast Memorandum (traffic forecast for 2030 and 2050).
3. Continued bridge layout work.
4. Worked on the environmental studies.
5. Updated the critical path method (CMP) schedule.
6. Continued working on the proposed parking layout.

FUTURE ACTIVITIES:

1. Continue to develop and evaluate design alternatives.
2. Continue working on the environmental studies.
3. Continue working on the bridge layout.
4. Continue working on the engineering studies.
5. Continue working on the traffic studies.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	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
Funding Agreement, Amendment 1	07/01/24	06/30/27	12/31/26	Updates funding breakdown between PID (\$547,336.80) and PAED (\$2,152,663.20) and extends the time of performance to 12/31/26



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

PROJECT: MOSS BEACH - SR 1 CONGESTION & SAFETY IMPROVEMENTS

Project ID: 100663

Sponsor: County of San Mateo
Implementing Agency: SMCTA
SMCTA Role: Funding and Implementing Agency
Current Phase: PAED (Activity 12)
Future Funded Phases: None

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

STATUS OVERVIEW:

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

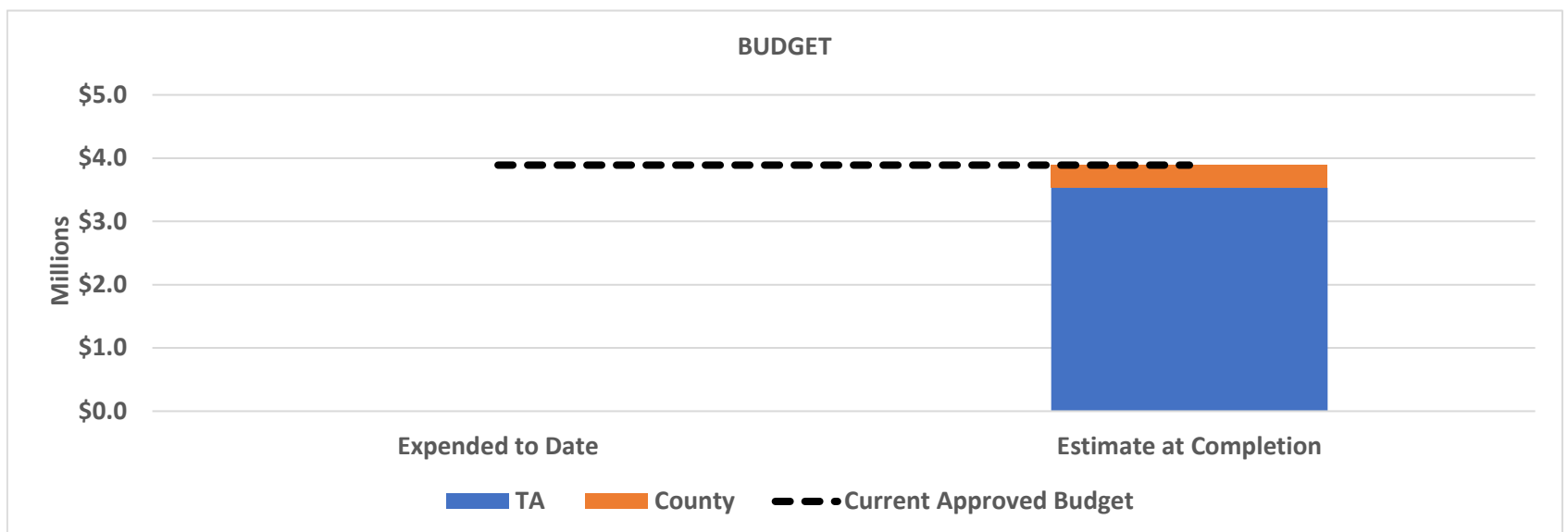
PROJECT DESCRIPTION:

The Moss Beach State Route 1 Congestion and Safety Improvements Project (Project) is in the unincorporated community of Moss Beach in San Mateo County. The Project entails modifying approximately 1.1 miles of State Route (SR) 1, from 0.2 mile south of Cypress Avenue at post mile (PM) 34.8 to 0.1 mile north of 16th Street (PM 35.9). The project will improve multi-modal traffic operations and safety along the project segment of SR 1, including at the key intersections of SR 1/16th Street, SR 1/California Avenue, and SR 1/Cypress Avenue. The project will include improvements to pedestrian and bike safety and strategies to reduce transportation impacts on the local community.

STATUS SUMMARY:

The project is being coordinated with the County of San Mateo and Caltrans with the TA serving as the implementing agency. The project initiation document phase of the project started in August 2022 and was completed in February 2024 with Caltrans' approval of the Project Study Report (PSR-PDS). Three build alternatives were identified in the PSR-PDS. The Project was awarded funding in December 2023 for the Project Approval and Environmental Document (PAED) phase. The PAED 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 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 in May 2024. The project had its kickoff meeting on June 20, 2024 and had participation from many Caltrans functional units. This meeting set expectations and fostered strong morale, established common goals, project deliverables, and a project timeline.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$3,531,000	\$3,621	\$3,527,379	0%	\$3,531,000	\$0
County	\$359,000	\$0	\$359,000	0%	\$359,000	\$0
Total Project	\$3,890,000	\$3,621	\$3,886,379	0%	\$3,890,000	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
PAED	05/01/24	11/01/26	05/01/24	11/01/24	06/10/24	08/30/26

PROGRESS THIS QUARTER:

1. Held kickoff meeting.

FUTURE ACTIVITIES:

1. Data gathering/traffic counts.
2. Evaluation of design alternatives.

KEY ISSUES:

None.

AGREEMENT HISTORY:

Agreement/MOU	Executed Date	Expiration Date	Scope Completion Date	Description
MOU Amendment	08/17/22	12/30/24	08/31/24	Schedule extension
RESO (PAED)	12/07/23	N/A	N/A	Board Resolution 2023-33



FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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:		75%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

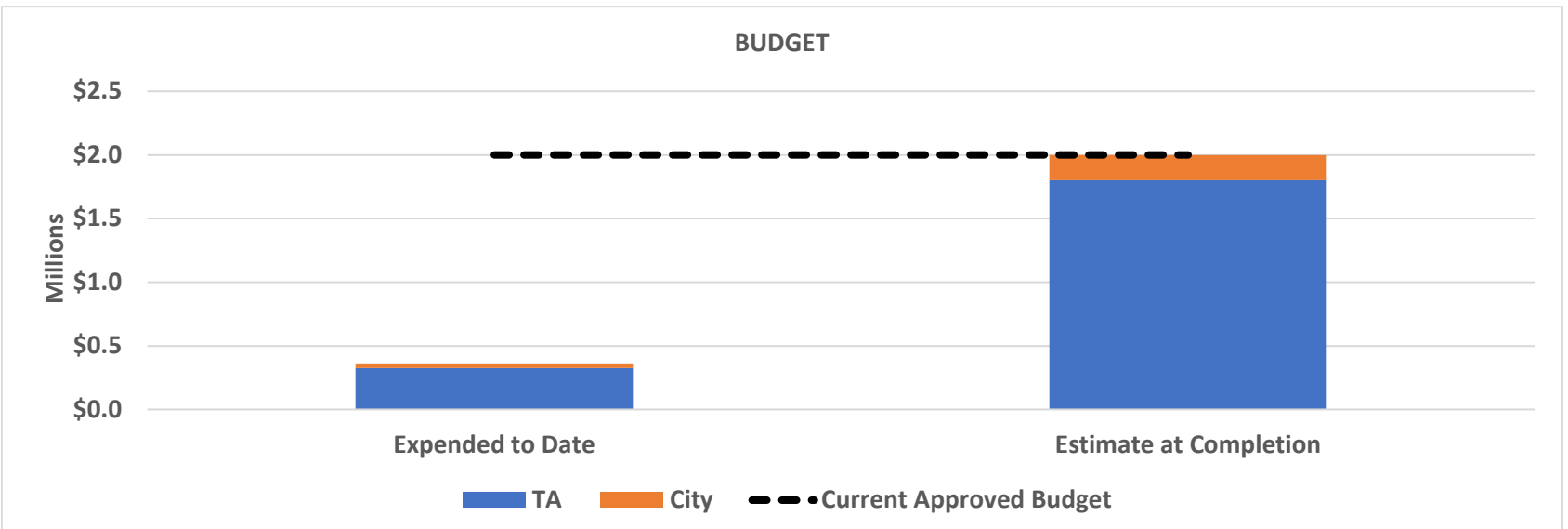
PROJECT DESCRIPTION:

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 remains on schedule to be completed by September 2024 in order to align with Caltrans' SHOPP project schedule. The Town requested an extension of the Funding Agreement with the TA to March 31, 2025 to accomodate the new 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 (Activity 11)	\$1,800,000	\$326,579	\$1,473,421	18%	\$1,800,000	\$0
City	\$200,000	\$35,080	\$164,920	18%	\$200,000	\$0
Total Project	\$2,000,000	\$361,659	\$1,638,341	18%	\$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	09/13/24

PROGRESS THIS QUARTER:

1. The project team revised technical studies.
2. Completed an admin draft of the PSR-PDS for review by project sponsors.
3. Addressed comments from the Town and TA on admin draft and submitted the Draft PSR-PDS to Caltrans.

FUTURE ACTIVITIES:

1. Revise and resubmit Draft PSR-PDS.
2. Execute a new Funding Agreement with the TA for the newly allocated funds for the PS&E phase of the project.

KEY ISSUES:

None.

AGREEMENT HISTORY:

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



**CALTRAIN & GRADE SEPARATIONS
SUMMARY TABLE**

FY 2024 Q4 - Quarterly Status Report - April 1, 2024 - June 30, 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)	38	●	●	●	●	●	●
000813	Grade Separation - Broadway (Burlingame)	40	●	●	●	●	●	●
000814	Grade Separation - South Linden Avenue/Scott Street (South San Francisco, San Bruno)	42	●	●	●	●	●	●
000824	Caltrain Special Project - South San Francisco Station Improvement Project	44	●	●	●	●	●	●
100579	Caltrain Special Project - Watkins Ave Grade Crossing Safety Improvement (Formerly Atherton Closure)	46	●	●	●	●	●	●



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.



FY 2024 Q4 - Quarterly Status Report: April 1 - June 30, 2024

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:		29%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

PROJECT DESCRIPTION:

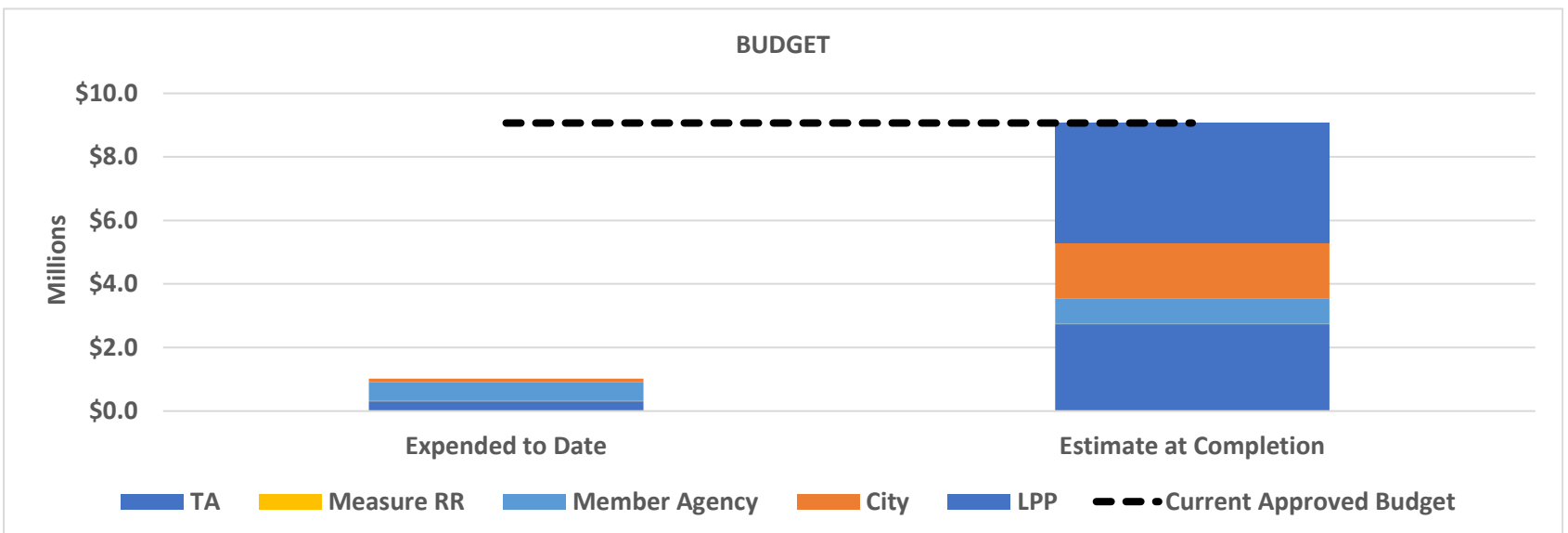
The project involves the preparation of an amendment to the previously-obtained environmental clearance report and final design of a "set out track" to replace the one that was removed in the Bay Meadows area to facilitate the construction of the 25th Ave Grade Separation Project. The track will be located 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:

Stacy and Witbeck, Inc. has proceeded with the construction activities on schedule. 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 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	\$312,746	\$2,423,254	11%	\$2,736,000	\$0
Measure RR Capital	\$10,411	\$4,027	\$6,384	39%	\$10,411	\$0
Member Agency Funds	\$800,000	\$596,012	\$203,988	75%	\$800,000	\$0
City	\$1,746,929	\$110,447	\$1,636,482	6%	\$1,746,929	\$0
LPP	\$3,773,000	\$0	\$3,773,000	0%	\$3,773,000	\$0
Total	\$9,066,340	\$1,023,231	\$8,043,108	11%	\$9,066,340	\$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:

- Contractor performed grading and wall construction activities according to schedule.
- Budgets/Grants continued to work with Caltrans on Program Supplement Agreement (PSA) for \$3.77M in LPP funds, will proceed with requesting pre-approval spending authority (PASA) until PSA is executed and funds are activated.

FUTURE ACTIVITIES:

- Grants team will execute program supplement agreement for LPP funds.
- SWI will perform setout track installation in August 2024 under a weekend long single tracking outage.

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



FY 2024 Q4 - Quarterly Status Report: April 1 - June 30, 2024

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:		65%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

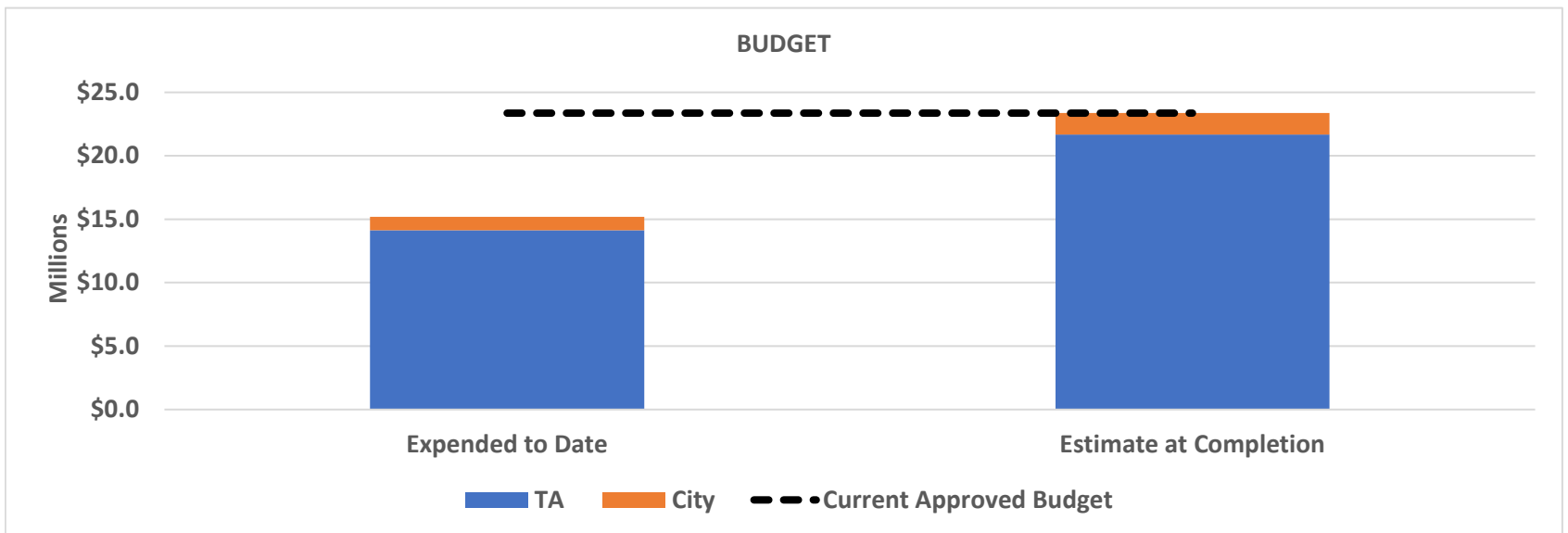
PROJECT DESCRIPTION:

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 is ongoing with the 95% design and the design for utility relocations. Reimbursement agreements are ongoing for utility owner design reviews. The Construction Manager-General Contractor (CMGC) has completed a 65% constructability review and has established a log of risks and innovations, which are under review by the Designer and Caltrain. The CMGC and the Independent Cost Estimator (ICE) are finalizing their independent 65% estimates. The CMGC is also developing a 65% baseline schedule. Funding for right-of-way acquisition remains on the critical path. The appraisal maps and title reports are now approved. City is working with the TA to fund the ROW phase. Since the project lost the previously awarded \$70 million TIRCP funds, the funding for the project is on critical path.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA*	\$21,663,000	\$14,126,368	\$7,536,632	65%	\$21,663,000	\$0
City	\$1,700,000	\$1,071,736	\$628,264	63%	\$1,700,000	\$0
Total	\$23,363,000	\$15,198,104	\$8,164,896	65%	\$23,363,000	\$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
PS&E (Final Design)	N/A	N/A	01/31/20	01/31/25	01/31/20	08/08/25

PROGRESS THIS QUARTER:

1. JPB executed a CMGC pre-construction services contract with Flatiron-Herzog Joint Venture (FHJV) and executed a Work Directive for independent cost estimating (ICE) services with Kelly McNutt Consulting, LLC (KMC).
2. The project team met with the City of Burlingame to coordinate environmental mitigation areas.
3. The JPB coordinated with the City and TA to initiate the allocation of funding for right-of-way acquisitions and utility relocations.
4. CMGC contractor provided a Construction Recommendations Report to validate and optimize the project design for constructability and cost efficiency.
5. City of Burlingame and TA established focused, discipline-specific task force meetings to accelerate technical design decisions and to incorporate elements of a Construction Recommendations Report from the CMGC contractor.
6. The project team held a Technical Working Group meeting with the City of Burlingame and TA, met with the City to coordinate the project design with the City's sedimentation management program, and coordinated to advance concurrent construction cost estimating efforts by the project's CMGC contractor and independent cost estimator.
7. The project team also worked through multiple iterations of construction schedules to minimize the impact of right-of-way acquisitions on the overall project completion date.
8. Re-baselining project schedule is in progress.

FUTURE ACTIVITIES:

1. Continue with design, construction scheduling, constructability reviews, value engineering, construction cost estimating, technical issue resolution, funding allocation, HMMP development and permitting, and an overall project budget refresh.

KEY ISSUES:

1. The project lost \$70 million in TIRCP funds creating a wide funding gap. The project team is exploring other grants and revising the funding plan.

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 (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 Q4 - Quarterly Status Report: April 1 - June 30, 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:		29%	
Quarter	Schedule	Budget	Funding
Current	●	●	●
Previous	●	●	●

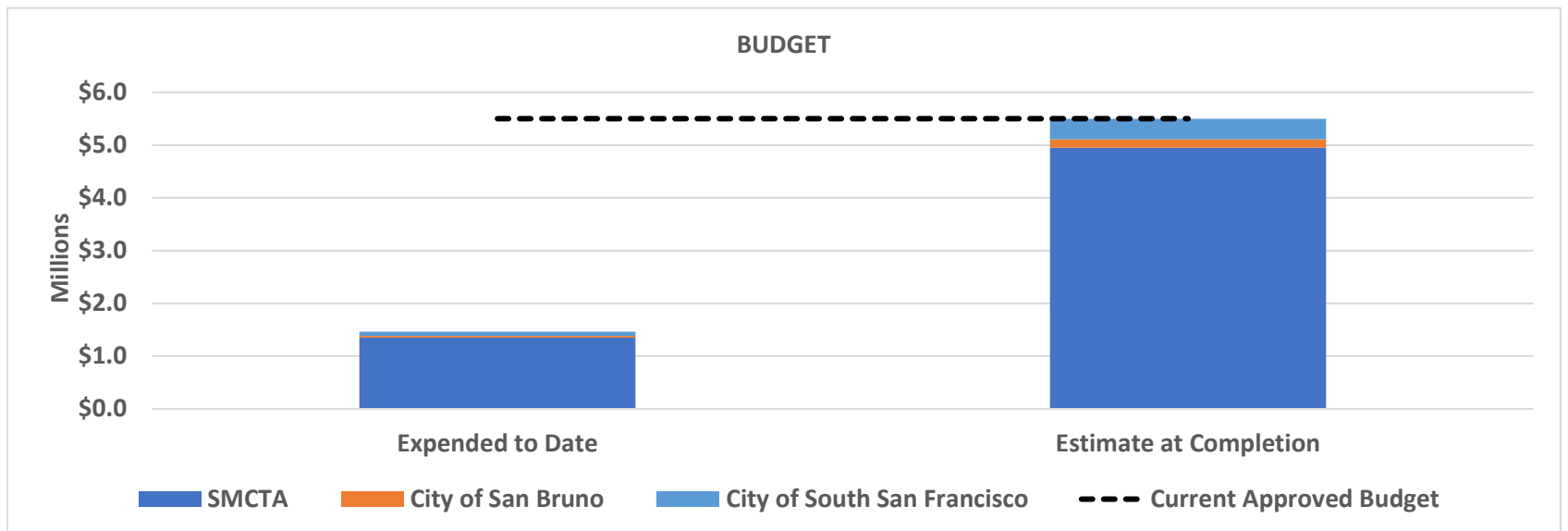
PROJECT DESCRIPTION:

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 preferred 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 plans to present the information to the cities in late August 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	\$1,347,791	\$3,602,209	27%	\$4,950,000	\$0
City of San Bruno	\$163,000	\$35,197	\$127,803	22%	\$163,000	\$0
City of South San Francisco	\$387,000	\$83,438	\$303,562	22%	\$387,000	\$0
Total	\$5,500,000	\$1,466,426	\$4,033,574	27%	\$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	05/31/25

PROGRESS THIS QUARTER:

1. Prepared summary Value Engineering (VE) method with pros and cons and presented to cities' staff.
2. Prepared the presentation material to cities' managers.
3. Conducted meeting with both the cities.
4. Prepared next step to support cities to reach decision, expect to have meeting with cities key departments to present VE approach.

FUTURE ACTIVITIES:

1. Support the cities in deciding on a locally preferred alternative.
2. Discuss Alternative Delivery Method with the cities.
3. Come up with overall project streamline schedule.
4. Continue close coordination with Southline Development.
5. Close coordination with UPRR/Granite Rock Project.

KEY ISSUES:

None.

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 Q4 - Quarterly Status Report: April 1 - June 30, 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:

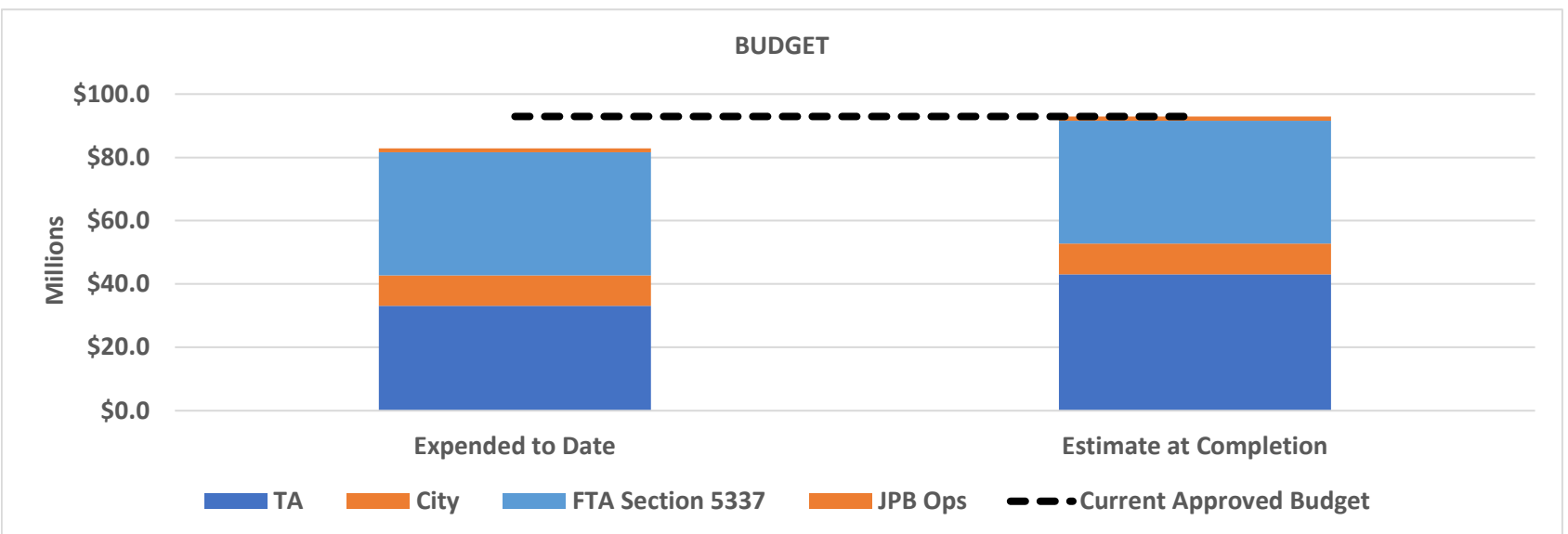
This project will replace the existing South San Francisco Station. The scope includes track work, signal work, a new 700-foot center board platform with new amenities, new shuttle drop-off, and connectivity to a new pedestrian underpass from the platform to Grand Avenue/Executive Drive. This project will improve safety and provides connectivity along Grand Avenue in South San Francisco.

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 removed during 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 negotiated a cash settlement with UPRR committing Caltrain to pay UPRR \$5,166,953 to retire the obligation.



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	\$33,118,150	\$10,002,301	77%	\$43,120,451	\$0
City	\$9,674,180	\$9,657,039	\$17,141	100%	\$9,674,180	\$0
FTA Section 5337	\$38,827,600	\$38,826,529	\$1,071	100%	\$38,827,600	\$0
JPB Ops	\$1,300,000	\$1,300,000	\$0	100%	\$1,300,000	\$0
Total	\$92,922,230	\$82,901,717	\$10,020,513	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	06/30/25

PROGRESS THIS QUARTER:

1. Reached a cash settlement with UPRR on replacement tracks.
2. The project team has started the close out phase of the project.

FUTURE ACTIVITIES:

1. Execute an agreement with UPRR for the cash settlement instead of building the replacement track.
2. Continue with the closeout phase activities of the project.

KEY ISSUES:

None.

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 Q4 - Quarterly Status Report: April 1 - June 30, 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 completed the Construction close out (Activity 16) phase.

STATUS OVERVIEW:

Percent Complete:		99%	
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.

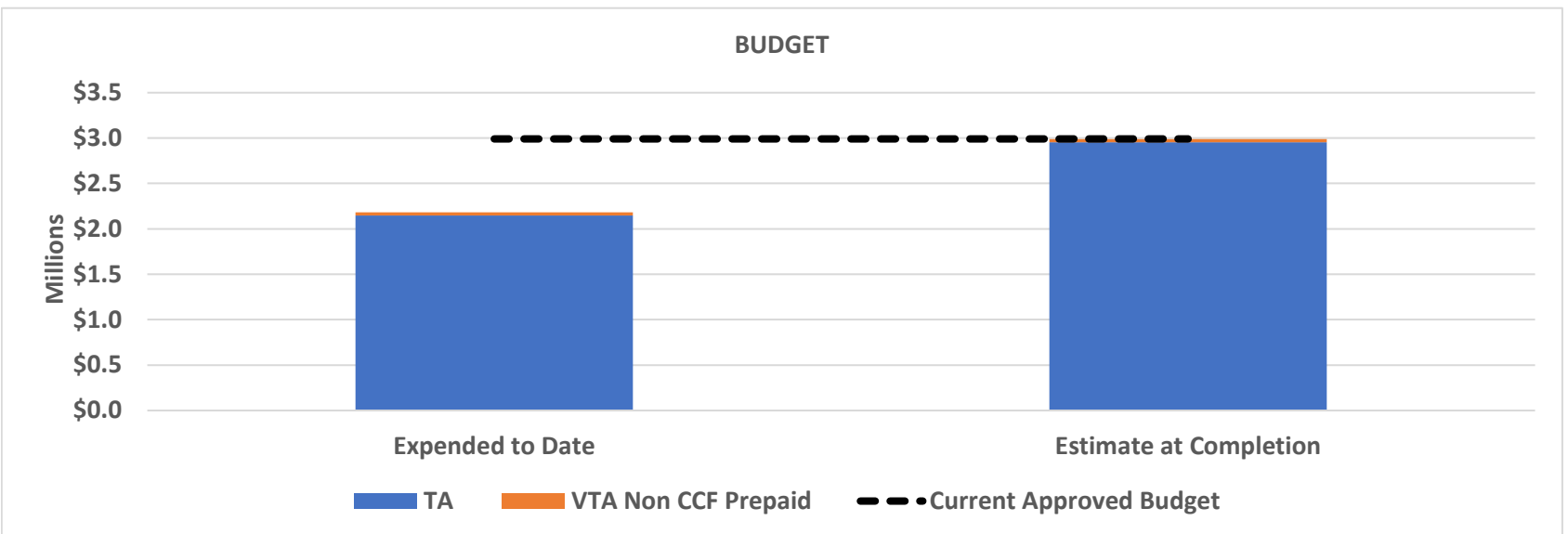
The scope intended for this Project would include safety improvements at Watkins Ave and include the following:

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, installed and turned over to Rail Operations.

The project team is awaiting the final invoices from the Town of Atherton and TASI to complete the close-out of the project.



CURRENT PHASE BUDGET:

Funding Agency	Current Approved Budget	Expended to Date	Remaining Budget	% Expended of Budget	Estimate at Completion (EAC)	Variance at Completion
TA	\$2,955,000	\$2,147,769	\$807,231	73%	\$2,954,999	\$0
VTA Non CCF Prepaid	\$35,613	\$35,613	\$0	100%	\$35,612	\$0
Total	\$2,990,613	\$2,183,382	\$807,231	73%	\$2,990,611	\$0

SCHEDULE:

Activity	Original Baseline		Current Baseline		Current Forecast	
	Start	End	Start	End	Start	End
Preliminary (35%) Design Complete	7/1/2021	9/30/2021	7/1/2021	9/30/2021	7/1/2021	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	1/3/2023	3/1/2024	1/3/2023	5/23/2024

PROGRESS THIS QUARTER:

1. Project was approved for Gate 8 - Closeout at the Caltrain's Management Committee meeting in May.
2. The project team started the the close out phase of the project and is awaiting final invoices.

FUTURE ACTIVITIES:

1. Complete the final closeout 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 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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	The MOU was amended and restated to reflect new funding contributions from City of Menlo Park and SamTrans. The consultant team compiled existing conditions data, and Phase 1 of community engagement was completed with a series of events, online survey and map, and promotional activities.	Dec 2022	Mar 2025	Oct 2025	\$450,000	\$0	\$40,932	\$409,068
Belmont	Belmont Village Ped/Bike Improvement Project	PS&E, CON	Continuing progress for 90% PS&E. Due to the delay from the additional scope and contract amendments, the expected completion has been pushed to August 2025.	Dec 2022	Aug 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. Staff conducted a field visit with a consultant at the location of the proposed stairways, and provided a property line image and prior potholing location to aid with the design.	Dec 2022	Dec 2025	Feb 2029	\$475,000	\$0	\$0	\$475,000
Burlingame	California Drive Class I Bicycle and Pedestrian Improvement Project	PS&E, CON	The pre-project planning phase is underway and the consultant has started with a site survey and field data collection. The concept design is currently being developed to be used to coordinate with SFPUC to resolve any 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 concept design has been completed and will be submitted to the Traffic Safety and Parking Commission for review in the next quarter.	Dec 2022	May 2025	Dec 2028	\$0	\$420,000	\$0	\$420,000
Burlingame	South Rollins Traffic Calming Project	PS&E, CON	No progress has been made this quarter. Project to kick off in the next quarter.	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	No new updates. Design phase is still expected to start mid-2025.	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	Currently finalizing the design to submit to SMCTA by July 2024. Aiming for construction bidding to occur in September 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	Final construction bid documents have been finalized and are under review. Have also secured Caltrans encroachment permit and submitted a PG&E application for plan review. Expected completion has been pushed to September 2025.	Dec 2020	Sep 2025	Nov 2026	\$0	\$620,800	\$0	\$620,800
Daly City	Mission Street Streetscape Project	PS&E, CON	Continuing to complete final punchlist items including coordinating connection to a pedestrian streetlight. Expected completion has been pushed to October 2024.	Mar 2018	Oct 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. Anticipate to prepare RFP for a consultant to conduct an engineering study and prepare plans, specifications, and cost estimates in the next quarter.	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. Anticipate to prepare RFP for a consultant to develop design standards in the next quarter.	Dec 2022	Nov 2025	Apr 2026	\$0	\$65,000	\$0	\$65,000



**Pedestrian & Bicycle Program
FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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
East Palo Alto	East Bayshore Road Pedestrian Improvements Project	PLAN, PAED, PS&E	Conceptual plans were completed and discussed with the public at a community meeting on May 29, 2024. Public feedback was used to guide the 50% design, which is currently underway.	Dec 2022	Dec 2024	Jun 2025	\$0	\$400,000	\$0	\$400,000
Half Moon Bay	Pacific Coast Bikeway Connectivity Project North	PAED, PS&E, ROW	Executed a final agreement for the bridge crossing. Working with Caltrans on finalizing the prefabricated bridge design plan with hopes to obtain Caltrans approval by August 2024.	Mar 2018	Oct 2024	Original: 3/2024 Extension: 4/2025	\$315,000	\$0	\$281,887	\$33,113
Half Moon Bay	Pacific Coast Bikeway Connection - North	CON	Currently working on obtaining the final Caltrans encroachment permit to advertise for construction 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	Continued sidewalk construction and utility relocations. Construction schedule has been impacted due to conflicting construction activities with another agency. Expected to install bridge and start signal construction in the next quarter.	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	Have completed 30% design drawings. In May 2024, the MOU with Caltrain was finalized to advance the preliminary design effort, obtain environmental clearance, and issue a request for proposal.	Dec 2020	Dec 2025	Jun 2026	\$1,130,000	\$0	\$0	\$1,130,000
Menlo Park	Middle Avenue Complete Streets Project	PS&E, CON	Have finalized the bike lane pilot decision and continued traffic calming measures design.	Dec 2022	Dec 2025	Nov 2028	\$0	\$1,200,000	\$0	\$1,200,000
Pacifica	Esplanade & Palmetto Bicycle & Pedestrian Improvement Project	PS&E, CON	Design is at 100% completion. The Project has obtained a Local Coastal Development Permit from the City of Pacifica Planning Commission and an encroachment permit from Caltrans. Scheduled to advertise for bids in July 2024.	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	The PS&E and contract/bid documents were completed and ready to advertise to prospective contractors. The Town has had a complete turnover of the entire Public Works division, so staff resources have been limited and the project was accordingly on pause. An amendment to extend the Funding Agreement with SMCTA is currently underway.	Dec 2020	Dec 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	The PS&E and contract/bid documents were completed and ready to advertise to prospective contractors. The Town has had a complete turnover of the entire Public Works division, so staff resources have been limited and the project was accordingly on pause.	Dec 2020	Dec 2024	Original: 9/2024 Extension: 5/2025	\$0	\$102,703	\$0	\$102,703
Redwood City	Hopkins Avenue Traffic Safety Implementation Project	CON	The Project has been completed and City Council accepted the project on July 22, 2024. Final invoice was submitted February 2023.	Dec 2020	Jul 2024	Jan 2025	\$0	\$360,000	\$360,000	\$0
Redwood City	El Camino Real Corridor Safety Project	PAED, PS&E	The parking study has been completed and the design is at 75% level. After completion of design, the City will apply for an encroachment permit from Caltrans.	Dec 2020	Nov 2024	Mar 2026	\$300,000	\$0	\$21,395	\$278,605
Redwood City	Access to Downtown Bikeway Corridors	PAED, PS&E	Continuing in the design phase. Concepts for Broadway corridor are being reviewed by the City and the Vera Avenue bike boulevard design is at 65% level.	Dec 2022	Mar 2025	Dec 2025	\$0	\$615,000	\$0	\$615,000



**Pedestrian & Bicycle Program
FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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
Redwood City	Redwood Avenue Pedestrian Improvements Project	CON	Design for the bikeway installation and pavement overlay of the project has been completed. Construction is expected to start in September 2024.	Dec 2022	Dec 2024	Jun 2026	\$0	\$2,000,000	\$367,994	\$1,632,006
Redwood City	Vision Zero Programmatic Initiatives	Non-Infra	Currently focusing on school speed zones to reduce speed around two pilot schools to 15 mph. Have created educational brochures and materials addressing safe driving and to inform the community of the new school speed zones.	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	Have completed the bid review and awarded a construction contract. Construction will begin in the next quarter.	Dec 2020	Dec 2024	Apr 2027	\$1,401,000	\$0	\$105,563	\$1,295,437
County of San Mateo	Santa Cruz Avenue and Alameda de las Pulgas Improvement Project	PAED, PS&E	The project has been completed on March 31, 2024. Final invoice was submitted June 2024.	Dec 2020	Mar 2024	Original: 12/2023 Extension: 9/2024	\$0	\$700,000	\$700,000	\$0
County of San Mateo	Alpine Road Corridor Improvement Project	PLAN	Have started coordination with the County and Caltrans for data collection and an Encroachment Permit. Also worked on the Quality Management Plan and presentation for Outreach meeting.	Dec 2022	Jun 2025	Feb 2026	\$0	\$890,000	\$125,705	\$764,295
San Mateo	Hillsdale Caltrain Station Bicycle Access Gap Closure Project	PLAN, PAED, PS&E	25% design has been completed. 35% design is currently being developed and will be utilized to inform the community about the preferred alternative design.	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	Have completed the data collection, project definition and goals. Continued analysis of preferred alternative concepts and public outreach events.	Dec 2022	Aug 2024	Dec 2025	\$450,000	\$0	\$0	\$450,000
South San Francisco	El Camino Real Corridor Study	PLAN	A funding agreement with SMCTA was executed in March 2024. Will start ECR Corridor Analysis in the next quarter.	Dec 2022	Dec 2024	Jun 2025	\$0	\$100,000	\$0	\$100,000

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 California Drive Bicycle Facility project was completed and has been removed.



Ferry Program
FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 2024

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.	Conducted regular meetings to finalize the Initial Study, Notice of Preparation, Notice of Completion, and mailing/distribution lists. A public Scoping Meeting was conducted on May 15, 2024 and the comments that were received are being reviewed. Continued preparation of the draft EIR.	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.	Have completed the draft Initial Study and draft Notice of Preparation for EIR. Continued work on the Environmental Clearance documents. Currently coordinating a time extension to the funding agreement with SMCTA.	Jul 2020	Dec 2025	Nov 2023	\$350,000	\$155,117	\$194,883



**ACR/TDM Program
FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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	No progress has been made this quarter. Completion date has been pushed to October 2024.	Aug 2022	Oct 2024	Oct 2025	\$0	\$144,200	\$0	\$144,200
City of Burlingame/ City of Millbrae	Burlingame and Millbrae Bicycle Sharing Program	Non-Infra	Working with a marketing consultant to create outreach content to encourage ridership.	Aug 2022	Aug 2024	Feb 2025	\$0	\$400,000	\$82,903	\$317,097
City of Daly City	Westmoor Ave and Westridge Ave Intersections Quick Build	PS&E, CON	Prepared final construction bid documents.	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 through design questions with Caltrans. Plans have been submitted for a Caltrans encroachment permit.	Aug 2022	May 2025	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 95% completion. Construction is expected in Fall 2024.	Aug 2022	Nov 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	No new updates. 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 (JUHSD) Workforce Housing TDM	PLAN	Commute.org partnered with the District and the property manager to promote participation in the 2024 Commuter Challenge and Bike to Wherever Days.	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	Continued bike distributions to qualified recipients.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$61,222	\$138,778
City of San Mateo	101/92 Mobility Hub and Smart Corridor Concept Plan	PLAN	The project team held a community alternatives workshop and posted an online survey. The community engagement results were reviewed by SamTrans, TA, City staff, and Caltrans. The preferred alternatives were selected and the consultants began work on the updated designs and cost estimates.	Aug 2022	Oct 2024	Jun 2025	\$200,000	\$0	\$153,208	\$46,792
C/CAG	Countywide Shared, Connected, and Autonomous Vehicles Strategic Plan	PLAN	Have finalized the draft AV Strategic Plan using previous stakeholder and staff input, and presented it to the Technical Advisory Committee (TAC) and C/CAG Board of Directors. Have also made the draft plan available for public comment.	Aug 2022	Oct 2024	Sep 2025	\$200,000	\$0	\$181,079	\$18,921
City of Burlingame	City of Burlingame Transportation Demand Management (TDM) Plan	PLAN	Have selected Fehr & Peers as a consultant in May 2024. Currently negotiating the Professional Services Agreement to be executed in August 2024.	Aug 2022	Aug 2025	Sep 2025	\$0	\$100,000	\$0	\$100,000
City of Redwood City	Redwood City Bicycle Parking Guidelines	PLAN	The guidelines have been finalized and ready for distribution. Next quarter will be close-out of the project.	Aug 2022	Jun 2024	Dec 2025	\$0	\$72,000	\$45,567	\$26,433
City of Redwood City	Redwood City TMA Feasibility and Implementation Study	PLAN	The consultant has completed outreach efforts. Have provided presentations to Chamber of Commerce, Redwood City Improvement Association, and Redwood City’s Transportation Advisory Committee. Currently developing a report of best practices.	Aug 2022	Oct 2024	Nov 2025	\$0	\$100,000	\$0	\$100,000



**ACR/TDM Program
FY 2024 Q4 - Quarterly Status Report: April 1, 2024 - June 30, 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
San Mateo County/Half Moon Bay	Midcoastside Transportation Demand Management Plan	PLAN	Have completed a second round of community engagement to gather feedback on draft strategies. Have also begun work on the administrative draft plan.	Aug 2022	Feb 2025	Aug 2025	\$0	\$200,000	\$125,182	\$74,818

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: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Programming and Allocating \$250,000 in New Measure A Funds for the City/County Association of Governments of San Mateo County (C/CAG) for the Countywide Transportation Plan**

Action

Staff proposes the Board of Directors (Board):

1. Program and allocate \$250,000 in New Measure A Interest Income funds for the development of the City/County Association of Governments of San Mateo County's (C/CAG) Countywide Transportation Plan; and
2. Authorize the Executive Director, or designee, to execute any necessary agreements or other documents and take other actions necessary to encumber the subject funding.

Significance

A Countywide Transportation Plan (CTP) outlines a long-term vision and goals for a county's transportation system. It also recommends priorities and strategies for transportation projects to achieve these goals over time. The CTP is a key input for the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as "Plan Bay Area," which is prepared by the Metropolitan Transportation Commission (MTC). Additionally, the CTP supports and guides the implementation of the San Mateo County Transportation Authority's (TA) Measure A programs.

As the County Transportation Agency (CTA), C/CAG is responsible for preparing the CTP for San Mateo County. The latest version, San Mateo Countywide Transportation Plan 2040 (SMCTP 2040), was adopted by the C/CAG Board on February 9, 2017. Plan Bay Area 2050, the current RTP/SCS, was adopted in 2021 and incorporated SMCTP 2040 to address transportation needs specific to San Mateo County within the regional plan.

The next comprehensive update of Plan Bay Area is expected to start in 2026. According to MTC's guidelines, the new CTP for San Mateo County should be completed by 2026 to contribute to this major regional update. C/CAG has requested the TA join in this effort, with both parties sharing the project costs equally and participating as partners in the plan development. C/CAG has estimated the total cost of the CTP to be \$400,000.

Budget Impact

The TA's share of the CTP cost is currently estimated to be \$200,000. Staff recommends establishing a \$50,000 contingency reserve, for a total programming and allocation request of

\$250,000. The use of the TA's contingency will be dependent on C/CAG providing an equal share of funds. There is sufficient budget authority in the Fiscal Year 2025 budget from New Measure A Interest Income funds identified for C/CAG Support.

Background

The development and preparation of SMCTP 2040 was previously funded through a cost-sharing partnership between C/CAG and the TA. The total cost for the development of the CTP in 2016 was \$185,000, with the TA providing approximately 40% of the project cost.

Prepared By: Sue-Ellen Atkinson Manager, Planning and Fund 650-508-6211
Management

Resolution No. 2024-

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

* * *

**Programming and Allocating \$250,000 in New Measure A Funds for the City/County
Association of Governments of San Mateo County (C/CAG) for the
Countywide Transportation Plan**

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

Whereas, C/CAG is the County Transportation Agency (CTA) for San Mateo County and is responsible for preparing the County Transportation Plan (CTP) to outline a long-term vision and goals for a county's transportation system; and

Whereas, the current CTP was adopted in 2017 and a new CTP is required to be completed prior to the next update of Plan Bay Area, the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and

Whereas, C/CAG and the TA shared costs for the preparation of the most recent version of the CTP in 2016; and

Whereas, C/CAG has requested that the TA contribute \$200,000 to help fund the upcoming update of the CTP; and

Whereas, TA staff recommend programming and allocating \$200,000 plus an additional \$50,000 as a contingency reserve should additional funds be needed to complete the CTP; and

Whereas, there is sufficient funding in the Fiscal Year 2025 budget set-aside from the New Measure A Interest Income.

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

1. Programs and allocates \$250,000 in New Measure A Interest Income funds to C/CAG for the Countywide Transportation Plan; and
2. Authorizes the Executive Director, or designee, to execute any necessary agreements or other documents and take any other actions necessary to encumber the subject funding.

Regularly passed and adopted this 5th day of September, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transportation Authority

Attest:

Authority Secretary



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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

August 19, 2024

Patrick Gilster
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

RE: Countywide Transportation Plan Update

Dear Mr. Gilster:

C/CAG requests to enter into a cooperative funding agreement with SMCTA to develop the next update of the San Mateo Countywide Transportation Plan.

A Countywide Transportation Plan (CTP) establishes a long-range vision and goals for the transportation system, as well as recommends transportation project priorities and strategies that will achieve the vision and goals over time. The CTP is a primary input into the preparation of the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also referred to as "Plan Bay Area") prepared by the Metropolitan Transportation Commission (MTC).

As one of responsibilities as the County Transportation Agency (CTA), C/CAG prepares the CTP for San Mateo County. The last iteration of the CTP, the San Mateo Countywide Transportation 2040 (SMCTP 2040), was adopted by the C/CAG Board on February 9, 2017. Since that time, the county's population and employment have increased substantially, several major transportation projects and planning efforts have been completed, a rapid change in commute patterns brought about by the COVID-19 pandemic, updated CTP guidelines from MTC have been adopted, and many policies regarding equity and climate have changed at the local, regional, state, and federal levels.

CTP Process

In 2021, MTC adopted the third iteration of Plan Bay Area, Plan Bay Area 2050, which connects the elements of housing, the economy, transportation, and the environment through 35 strategies that aim to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges. In the short-term, the Plan's implementation plan identifies more than 80 specific actions for MTC, ABAG, and partner organizations to take over the next five years to make headway on each of the 35 strategies and achieving Plan Bay Area goals and objectives.

Currently, MTC is developing Plan Bay Area 2050+, a limited and focused update to Plan Bay Area 2050. It is an opportunity to refine select plan strategies to integrate the lessons of the last three years since the adoption of Plan Bay Area. Additionally, the limited and focused update



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approach will enable continued progress implementing the strategies of Plan Bay Area 2050.

MTC has developed a set of guidelines to provide context for coordinated transportation and land use planning in the San Francisco Bay Area by developing a common planning framework between CTPs and the RTP/SCS, reflective of state and regional climate and equity goals.

The next major update of Plan Bay Area is expected to begin in 2026 and be adopted in 2029. As stated in the CTP guidelines from MTC, MTC recommends that CTPs should be completed by 2026 to inform the next major update to Plan Bay Area.

Schedule

Following approval on the funding agreement in September by both C/CAG and SMCTA, C/CAG will issue an RFP to select a consultant to be under agreement by the beginning of 2025. C/CAG expects the work to last through 2025 in order to be completed by MTC's requirement of having completed CTPs by 2026.

Budget & Partnership

The development and preparation of the previous CTP update was funded through a cost-sharing partnership between C/CAG and the San Mateo County Transportation Authority (SMCTA). Both agencies desire to work together and collectively participate in funding the cost to complete the upcoming update of the CTP in San Mateo County. Total cost of the development effort is \$400,000, to be split 50/50 between C/CAG and SMCTA. C/CAG would be designated as the contract manager and lead the Request for Proposals (RFP) process. SMCTA will have an opportunity to designate a Co-Project Manager to work with C/CAG's Lead Project Manager who will be involved in the RFP process and consultant management process. All documents distributed pertaining to the RFP and project deliverables will have both agency logos to reflect the partnership.

Sincerely,

A handwritten signature in black ink that reads 'Sean Charpentier'.

Sean Charpentier
C/CAG Executive Director

SamTrans Board Liaison Report

Meeting of August 7, 2024

Board Received/Actions

- Approved Minutes of the Board of Directors Meeting of July 10, 2024
- Accepted the Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2024
- Accepted the Quarterly Investment Report and Fixed Income Market Review and Outlook
- Adopted an Organizational Conflict of Interest Policy for Design-build Projects
- Received Information on Statement of Revenues and Expenses for the Period Ended June 30, 2024
- Received a Report from Attendance at the APTA Board Member Seminar in San Jose, CA from July 14 through July 16, 2024
- Approved a Proclamation in Honor of Sammi Riley
- Approved a Proclamation Expressing Appreciation to Dora Seamans
- Awarded a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term
- Approved Expansion of Same-day Paratransit Service Pilot Program

Board Highlights

April Chan, General Manager/CEO, provided the following highlights under her General Manager's report:

- She and Vice Chair Jeff Gee were on a panel with CEOs and Board members from three other transit agencies at the APTA Board Member Seminar. They discussed how to establish effective relationship between CEOs and their Boards.
- SamTrans received an outstanding agency award from APTA as a medium-sized transit agency with 3 to 15 million in annual ridership. In celebrating the honors, we will be offering a free transit day to express appreciation to riders. As of June 30, 2024, SamTrans achieved 10 million in annual ridership.
- Update on the regional transportation measure and MTC's formation of a Select Committee, the membership of which includes Supervisor David Canepa representing San Mateo County. The goal of the MTC Select Committee is to agree on a funding framework by year's end in time for legislative cycle starting in 2025.
- Merchandise is now available at the SamTrans online store, which is taking pre-orders for holiday sweaters, among others.

Community Relations Committee

Monthly Performance Report | June 2024 – Ana Rivas, Director, Bus Transportation, provided the latest performance statistics and employees of the month. She said the average weekday ridership across all four modes increased by 7.3 percent over the past year. She said the average weekday ridership for Ride Plus was 98 trips and the total ridership 2,703 trips, and 70 percent of ridership continues to be in East Palo Alto and 30 percent in Half Moon Bay.

Ms. Rivas said that monthly usage of the Youth Unlimited pass continues to increase and that they had made their goal of one service call per 25,000 miles.

Strategic Planning, Development, and Sustainability Committee

Expansion of Same-day Paratransit Service Pilot Program – Ms. Rivas provided the presentation on the proposed expansion of the same-day service pilot program. Chair Marina Fraser thanked staff for their work on the program. Director Josh Powell asked what the alternative would be if riders didn't use the same-day transit service and asked about service impact if we combine the two zones (north and south of Highway 92). David Olmeda, Chief Operating Officer, Bus, said the participation is manageable at this time, so the opening of the adjacent zones is not projected to cause SamTrans to run out of capacity. He said we would continue to assess and evaluate and bring any changes back to the Board. Director Powell asked what type of ridership is the District attempting to achieve over the next year. Ms. Rivas said the current goal is to provide at least 50 percent of the requested trips, and we have provided 97 percent to date. She said we did not want to discourage riders from using the regular service. Mr. Olmeda said this service is considered a service enhancement when using regular Redi-Wheels service is not feasible. Director Peter Ratto commended the program for improving quality of life. Vice Chair Gee said we are providing a service for those that want to take advantage of things such as a last-minute medical appointment cancellation, where the same-day service bridges the gap left by Redi-Wheels, which requires advance notice. He asked if there is a heatmap showing the time usage. Ms. Rivas said we are extending service from 3:00 to 6:00 pm to accommodate return trips from afternoon appointments. She noted the inquiries and comments from Board and will return in the future with the information during the next update to the Board.

Legislative Committee

State and Federal Legislative Update – Jessica Epstein, Director, Government and Community Affairs, provided a summary of federal and state legislation, which included the following:

- On the federal side, she said the Senate Appropriations Committee approved the Fiscal Year 2025 Transportation, Housing, and Urban Development spending bill which included an earmark for SamTrans She said that while the bill did include requested funding for an earmark for the SamTrans Bus Stop Improvement Plan project on the House side, we are hoping the legislators can get the funding on the House side when the Senate and House meet during conference.
- At the state level, Ms. Epstein noted that the decade-old PEPRA (Public Employees' Pension Reform Act) lawsuit was ordered to be dismissed by the 9th Circuit because the State did not have standing as plaintiff due to lack of actual harm.
- At the regional level, she said work continues on a new regional ballot measure after the demise of Senate Bill 1031. She said the MTC (Metropolitan Transportation Commission) Select Committee held its first meeting to discuss next steps towards building consensus on a 2026 regional measure. She said the advisory committee consisting of transit CEOs will be meeting August 26 to lay out a financial framework for what a bill would look like and that the District has been working closely with C/CAG (City and County Association of

Governments of San Mateo County) to come up with the guidelines to put forward to MTC. She shared those guiding principles with the Board.

Closed Sessions - There were five closed sessions, including three cases of existing litigation, a conference with labor negotiators, and a conference regarding real property negotiations. Shayna van Hoften, Legal Counsel, noted there were no expected reportable actions and said report-outs from the closed sessions would be provided at the beginning of the next regular Board meeting.



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

APRIL CHAN
EXECUTIVE DIRECTOR

Memorandum

Date: August 29, 2024
To: TA Board of Directors
From: April Chan, Executive Director

US 101 Pavement and Median Barrier Rehabilitation

As previously reported to the Board, Caltrans is undertaking a major pavement and median barrier replacement project on US 101 between the Santa Clara County line and Whipple Avenue. Project construction started in late May and since that time, Caltrans has removed three inches of pavement and has applied the first 1.8-inch layer of new pavement in the majority of the project area. Median barrier replacement work commenced in August and includes demolition of the existing median barrier and construction of new concrete barriers meeting current Caltrans standards. To facilitate the on-going construction, nine 55-hours single lane closure from Friday 10 pm to Monday 5 am are planned through November 2024 (weather dependent). Express lanes toll operations will not be impacted by the closures. Once the median barrier work is complete, the second and final layer of 1.2 inches of new pavement will be installed, with all project work expected to be complete by Summer 2025. This \$50.7 million project is funded entirely through the State Highway Operation and Protection Program (SHOPP). Work to rehabilitate the pavement on US 101 north of Whipple Avenue to I380 is anticipated to commence in Summer 2025 after completion of the existing work.

Broadway Grade Separation Cost Estimate

As TA staff indicated in an email to the Board on August 20, 2024, Caltrain's revised cost estimate for the Broadway grade separation exceeds \$600M, far more than the \$316M estimated in late 2022. While the city of Burlingame and the Transportation Authority are working with collaboratively with Caltrain to examine all options, TA staff expects elements of the project will need to be redesigned to reduce costs. Additional information will be provided to the TA Board as it becomes available.

US 101 San Mateo County Crossings Improvement Implementation Plan (Active 101)

As part of the 101 Corridor Connect program, the TA is developing the US 101 San Mateo County Crossing Improvement Plan (Active 101) which is funded by a \$400,156 Caltrans Sustainable Transportation Planning grant. This plan supports the related 101 Corridor Connect program goals of safety, connectivity, sustainability, and inclusivity by identifying and prioritizing potential bike and pedestrian crossings of US 101. Currently the project team is focusing on identifying previously identified crossings and improvement projects within a

quarter mile of US 101 and creating a draft prioritized list. In early October, the team will begin the first phase of community and stakeholder engagement through an online mapping tool, pop-up events, and a recorded multilingual informational video to raise awareness of the planning process. This outreach will gather community feedback to refine the prioritized project list, leading to up to 10 projects advancing to conceptual design for future funding.

TA Welcomes a New Manager of Planning & Funding Management

In August, the TA welcomed a new Manager, Planning & Funding Management, Sue-Ellen Atkinson who will report to Patrick Gilster. Sue-Ellen will be leading planning efforts including Active 101 and the upcoming Mid-County Multimodal Strategy, along with assisting with calls for projects and monitoring of funding awards. Sue-Ellen earned her undergraduate degree from Duke University in Civil and Environmental Engineering, later earning a master's degree from San Jose State University in Urban and Regional Planning. She's worked in the Bay Area in the transportation realm for 20 years and joins us from the City of San Mateo, where she led their transportation planning team.

**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors
Through: April Chan, Executive Director
From: Peter Skinner, Executive Officer, Transportation Authority
Subject: **Regional Transit Connections Plan Public Review Draft**

Action

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

Significance

In accordance with the recommendations set forth in San Mateo County Transportation Authority's (TA) Strategic Plan 2020-2024, staff, with consultant assistance, has prepared the Regional Transit Connections (RTC) Plan to guide the investment decisions and allocation of funds for the Measure W RTC program. At the March 2023 TA Board of Directors, the Board programmed and allocated \$450,000 for the development of the RTC Plan. The Measure W Congestion Relief Plan identifies that the RTC program should use sales tax proceeds to invest in infrastructure and services that are designed to improve transit connectivity between San Mateo County and the neighboring counties.

The Public Review Draft RTC Plan has been developed to provide policy direction for the use of RTC program funding and develop a Capital Improvement Program as a guide to determine project eligibility and funding needs. A robust community and stakeholder process was undertaken to better understand the needs people traveling from San Mateo County to either San Francisco, Santa Clara, and/or Alameda counties. The project team held 10 pop-up events across, 8 stakeholder small group meetings, one virtual community meeting, and created an online survey that received over 900 responses. Additionally, a transit agency working group was established to guide the development of the RTC Plan including representatives from SamTrans, Caltrain, BART, SF Bay Ferry, SFMTA, AC Transit, and VTA. The RTC and Strategic Plan TA Board Ad-Hoc Committee was also formed including Directors Romero, Maters, and Beach.

The Public Review Draft RTC Plan will be available for public review until September 20th, 2024 using the link below. The Final RTC Plan is planned for adoption the TA Board at the October 2024 meeting. Key program and policy recommendations featured in the Public Review Draft RTC Plan will be provided to the Board via PowerPoint.

<https://smcta.konveio.com/regional-transit-connections-plan-public>

Budget Impact

There is no budget impact associated with this item.

Background

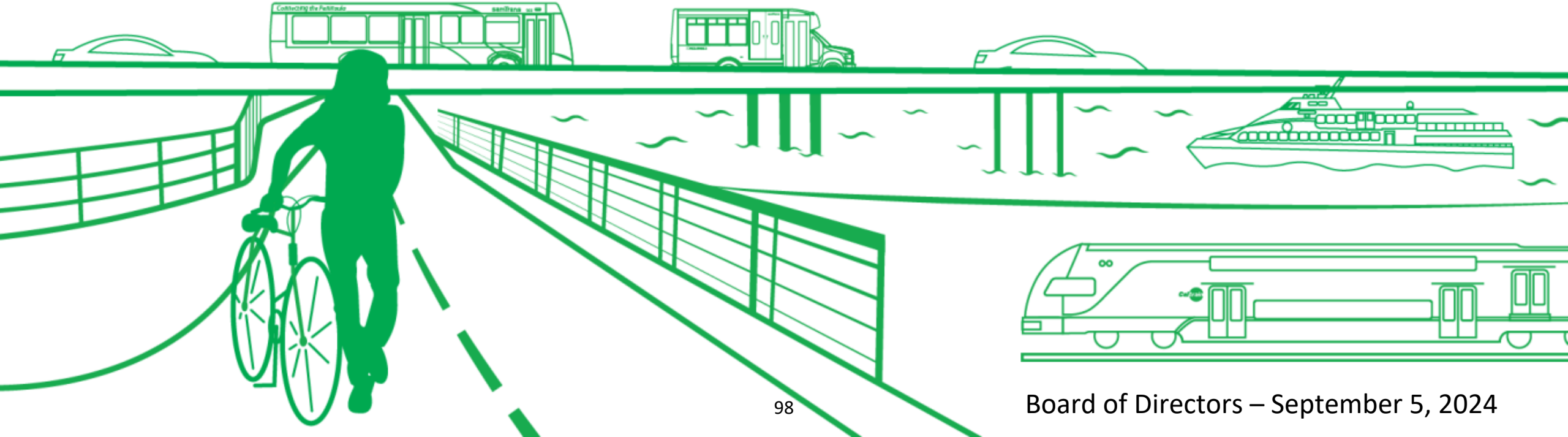
On November 6, 2018, the voters of San Mateo County approved Measure W, a new 30-year half-cent sales tax for transportation programs and projects that took effect July 1, 2019 and expires on June 30, 2049. Measure W commits ten percent of the sales tax revenue for capital or operating funding that helps to reduce congestion and improve transit connectivity between San Mateo County and the rest of the region. The funding may be used to support a variety of transit modes such as rail, ferry, and bus. According to the TA Strategic Plan 2020-2024, the RTC program is estimated to accrue approximately \$9,100,000 annually.

Prepared By: Patrick Gilster Director, Planning & Fund Management 650-622-7850



SAN MATEO COUNTY
**Transportation
Authority**

Regional Transit Connections Plan



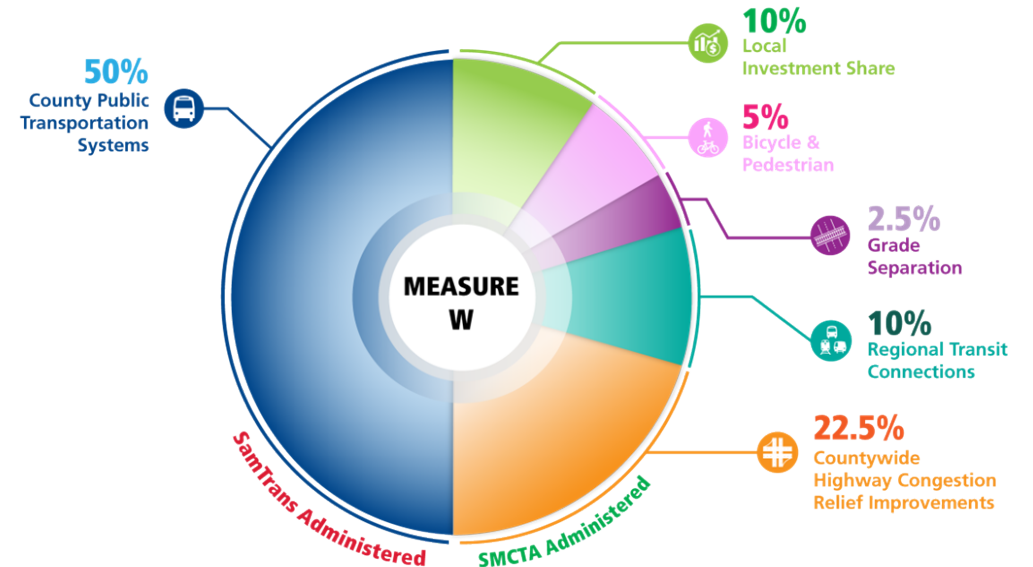
AGENDA

1. RTC Overview and Project Schedule
2. Existing Conditions
3. Engagement
4. Capital Improvement Program (CIP)
5. Program Framework
6. Next Steps and Action Items



MEASURE W AND RTC

- Measure W created a new TA Program Category:
 - 10% of total Measure W revenue goes toward the new RTC program category (approximately \$9.0 to \$12.0 million annually)
 - TA Strategic Plan 2020-2024 called for an RTC Plan and CIP to guide funding decisions
 - Board approved allocation of \$450k for preparation of RTC Plan in March 2023
 - As of adoption of TA Fiscal Year 2025 budget, \$63.2 million is available to be programmed



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RTC PROGRAM OVERVIEW

- Program will fund regional transit improvements such as rail, ferry, or express bus projects
- Capital and operations projects are eligible

Examples of Eligible Projects



Rider Experience and Station Access Improvements



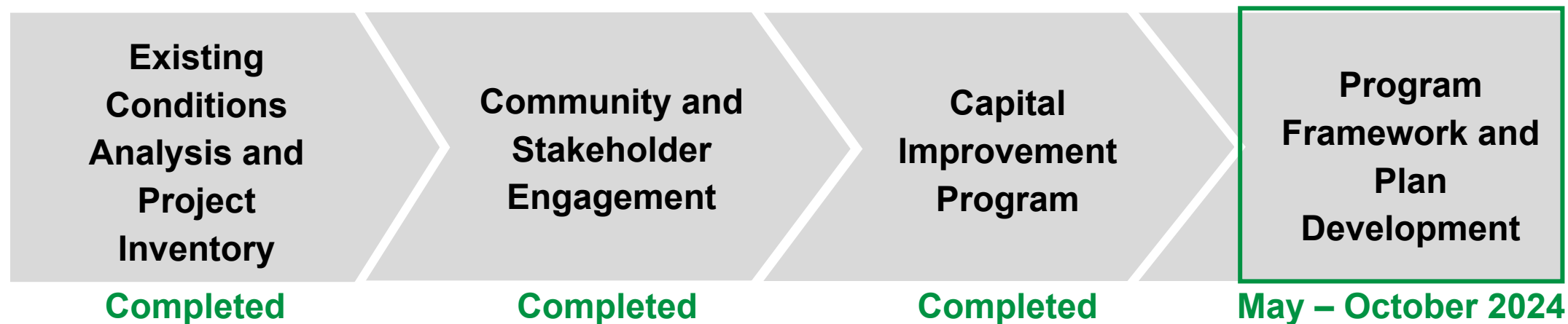
New Ferry Terminals and Vessels



Enhanced Express Bus Service



RTC PLAN SCHEDULE



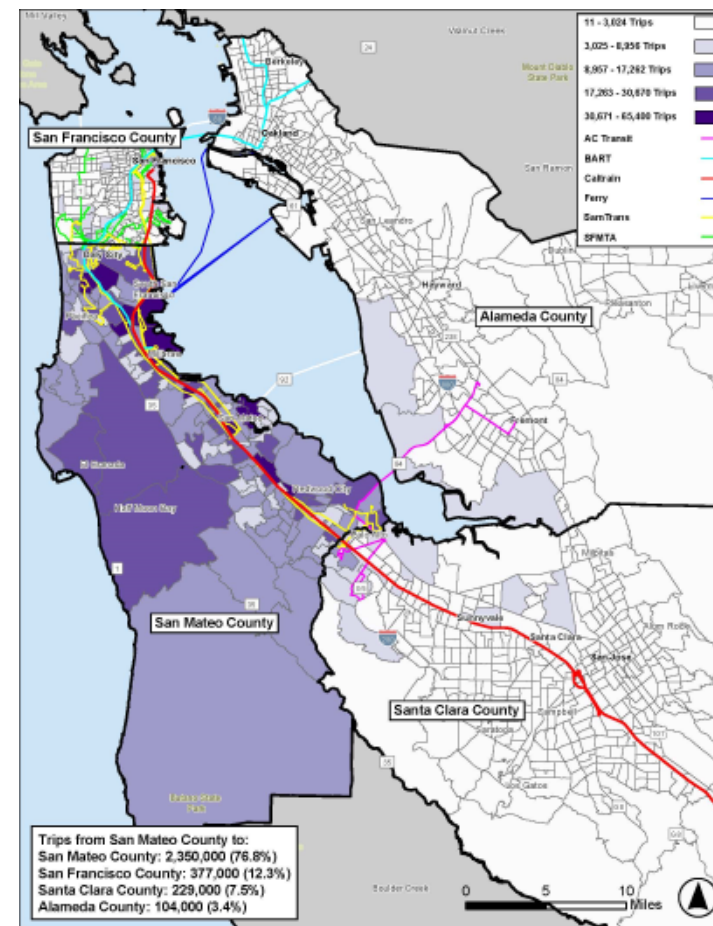
STUDY AREA AND TRANSIT NETWORK

- Study area includes Alameda County, San Francisco County, San Mateo County, and Santa Clara County
- Served by AC Transit, BART, Caltrain, SamTrans, SFMTA, and WETA
- Ridership has decreased across all agencies post-pandemic
 - Recovery has been stronger for AC Transit, SamTrans, and SFMTA



DEMOGRAPHICS AND TRAVEL PATTERNS

- Most San Mateo County commuters drive alone, followed by working from home, carpooling, transit, walking, and biking
- Most trips from San Mateo County end in the county, followed by San Francisco County, Santa Clara County, and Alameda County
- San Mateo County is the least populated and least dense county in the study area



ENGAGEMENT OVERVIEW

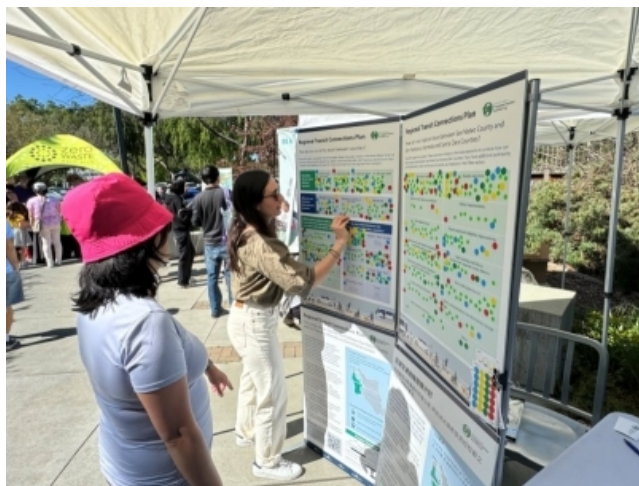
Who did we engage with?

- Eight small group meetings with paid participation for 30 individuals including community-based organizations, large employers, and labor groups
- One virtual community meeting

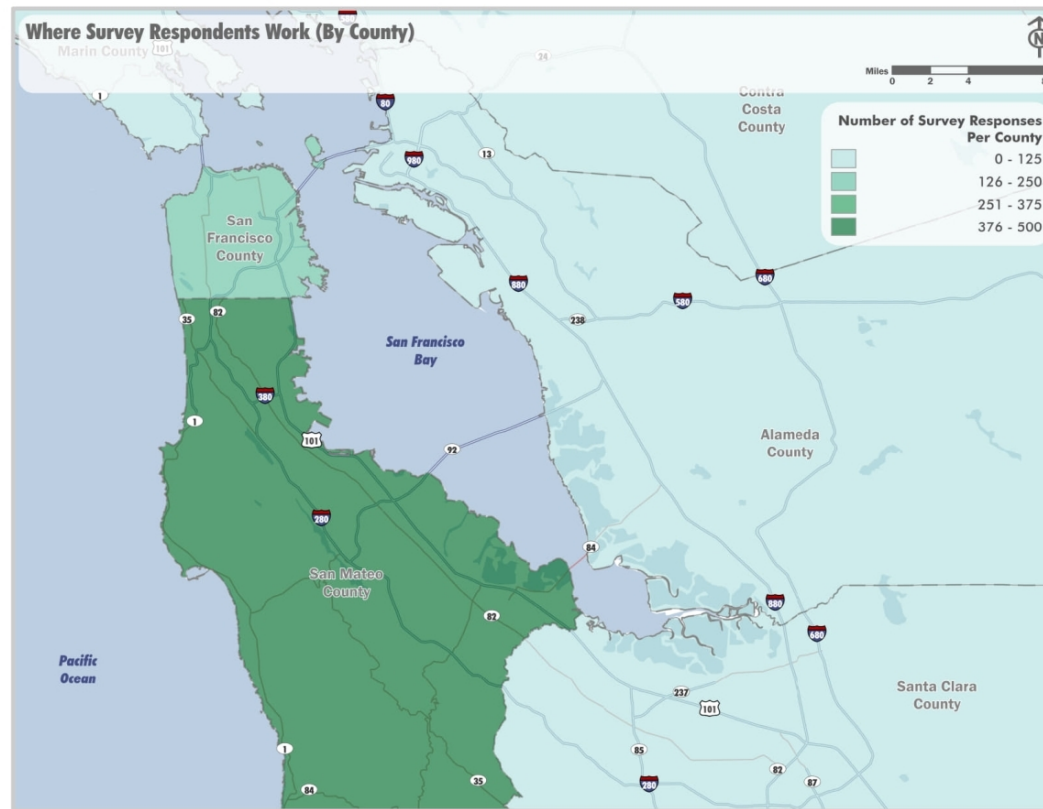
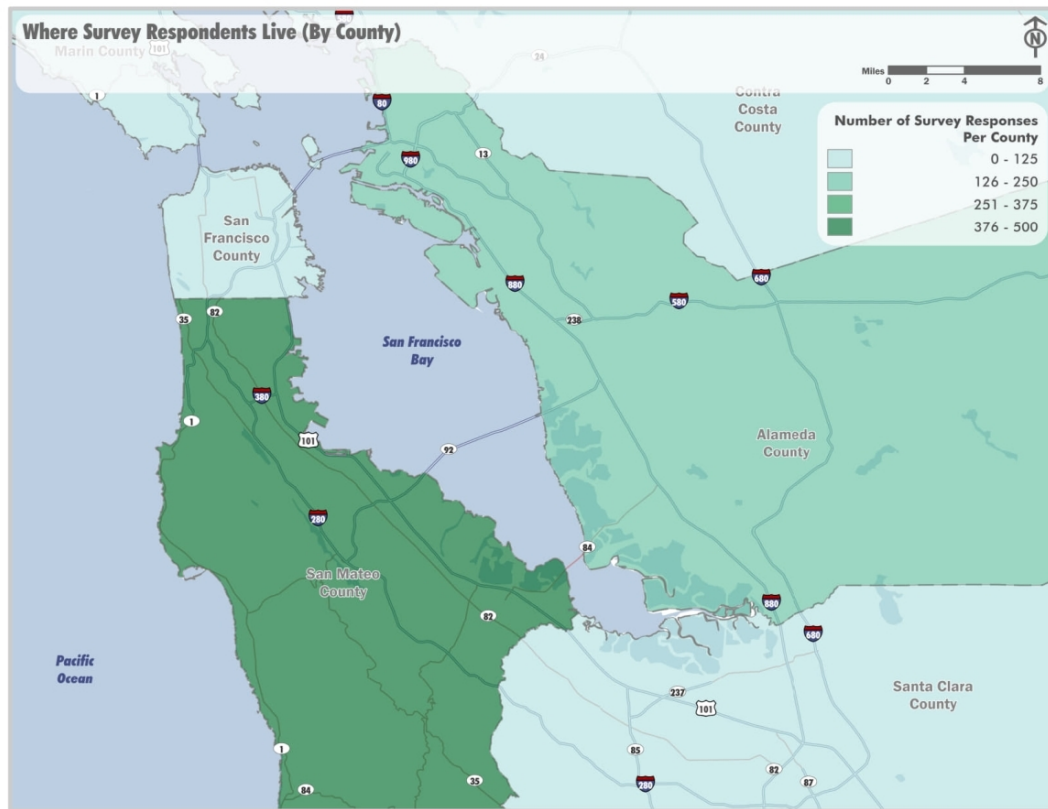


ENGAGEMENT OVERVIEW

- Ten pop-up events across Alameda County, San Mateo County, and Santa Clara County and at regional transit stations
- Multilingual online survey with 933 responses

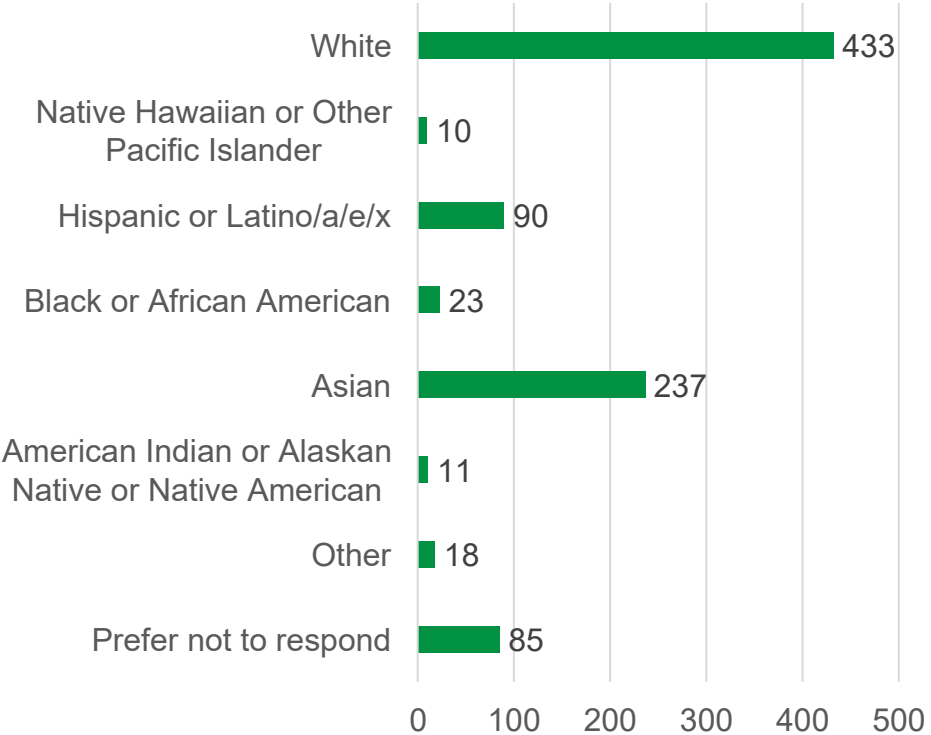


WHO WE HEARD FROM

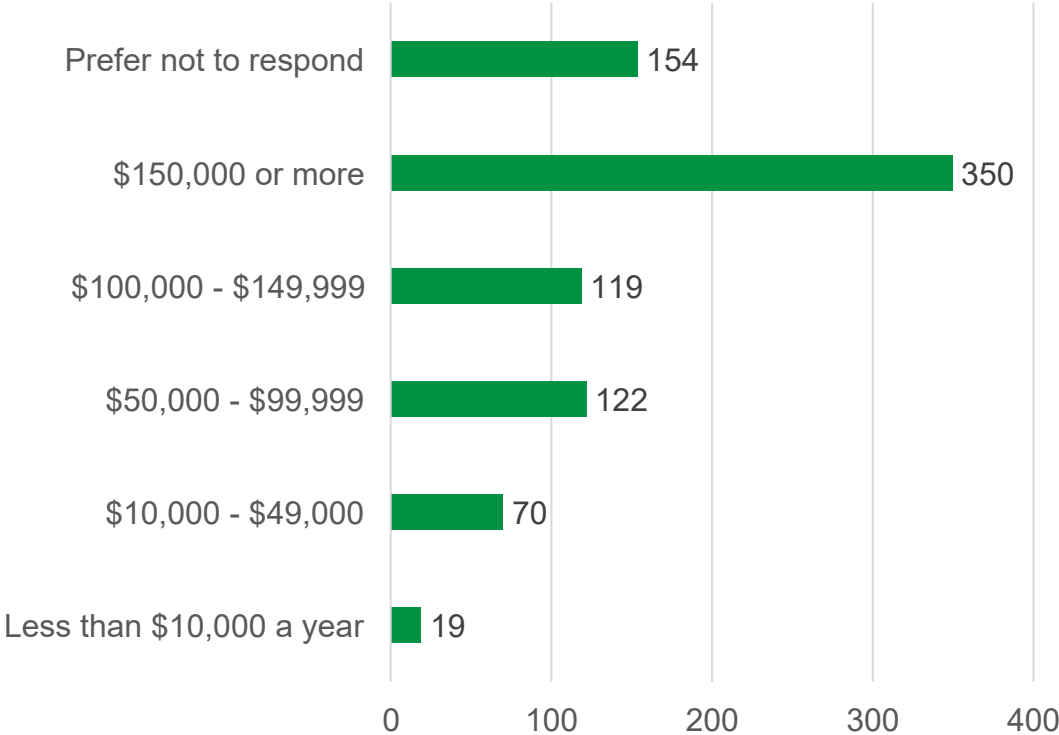


WHO WE HEARD FROM

Ethnicity



Annual Household Income



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WHAT WE HEARD

- Affordability
- Increased frequency of service
- Improvements to Dumbarton Express
- More direct routes
- Efficient and reliable routes
- Improving connectivity between modes of transportation
- Safety

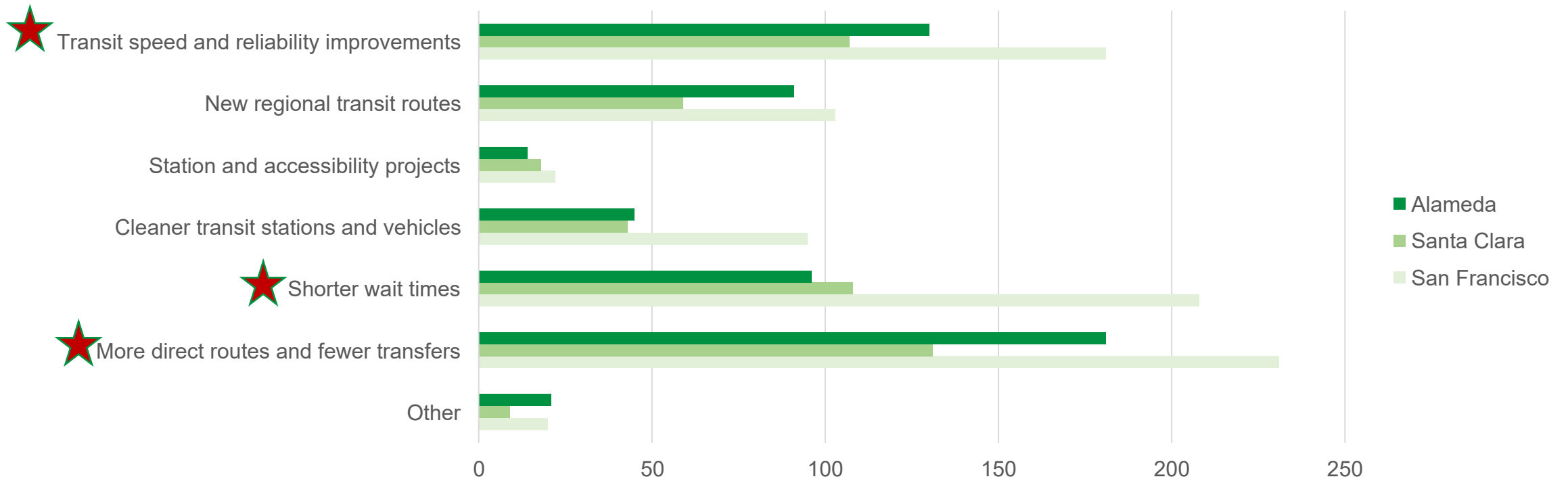


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WHAT WE HEARD

What would motivate you to use public transit to between San Mateo County and other counties?



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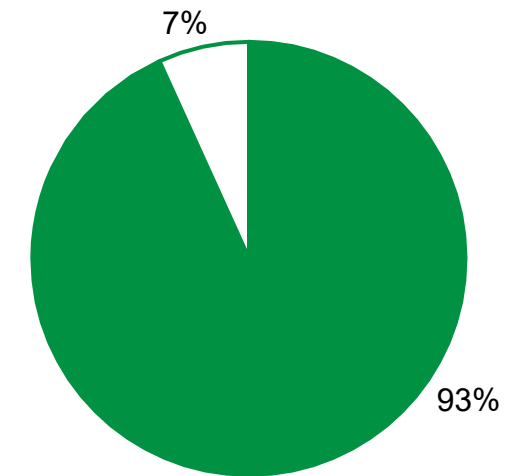


CAPITAL IMPROVEMENT PROGRAM

Capital Projects Breakdown

Subcategory	Number of Projects	Total Cost
First/Last-Mile Infrastructure	1	\$9.0 million
New Transit Infrastructure – Bus	3	\$257.0 million
New Transit Infrastructure – Ferry	4	\$125.7 million
New Transit Infrastructure – Multiple	1	\$423.0 million
New Transit Infrastructure – Rail	10	\$4.7 billion
Total	19	\$5.5 billion

Total Cost Breakdown



■ Capital □ Operations

Operations Projects Breakdown

Subcategory	Number of Projects	Total Cost
Improve Existing Operations – Bus	3	\$38.7 million
Improve Rider Experience – Rail	2	\$235.6 million
Improved or Expanded Service – Bus	1	\$10.0 million
New Service – Bus	7	\$17.3 million
New Service – Ferry	1	\$110.7 million
Total	14	\$0.4 billion



PROGRAM GOALS

1. Increase regional transit services and enhance infrastructure to improve transit speed and reliability
2. Establish more direct regional transit routes and supportive infrastructure to facilitate transit trips with fewer or cheaper transfers to increase transit use and reduce congestion in major highway corridors
3. Promote equitable regional transit programs, operations, and supportive infrastructure that improve connectivity between transit operators, enhance customer experience, help provide off-peak travel options, and increase safety for all riders
4. Develop a first/last-mile system that creates access for all ages and abilities to regional transit stations and supports connected micromobility



PROGRAM SUB-CATEGORIES

Category	Definition	Funding Split Targets
Capital	Projects that will construct new infrastructure or alter the built environment	60%
Operations ¹	Projects that will improve existing transit service	30%
First/Last-Mile	Projects that will provide safe active transportation connections to regional transit nodes	10%

1. New or expanded operations only. Existing service level operating funds are not eligible.



PROGRAM GUIDELINES

Program Guideline Category	Guideline Requirement
Eligible Sponsors	Limit to public transit agencies.
Matching Funds: Standard	Ten percent
Matching Funds: Equity Priority Locations	Reduce the minimum match to five percent for program applications located primarily in or that would reasonably serve people in MTC and/or SamTrans equity priority locations.
Minimum Funding Request	Require a minimum request of \$500,000 per allocation except for planning or feasibility study phases in support of a capital project.
Maximum Project Award	Capital projects: requests capped at \$25 million, operations projects capped at \$5 million, and first/last-mile projects capped at \$5 million.
Number of Applications	Eligible sponsors may submit up to three applications per RTC Call for Projects cycle. One additional application may be submitted for projects where the sponsor is acting solely as the lead agency to support a separate implementing agency.



PROGRAM POLICIES

Type of Project	Policies
General	<ul style="list-style-type: none"> • Alignment with relevant regional plans such as Plan Bay Area 2050+ • Compliance with Measure W Congestion Relief Plan (non-supplantation requirements) • Project also eligible in highway program should apply to that program first • Peninsula Shuttle Program eligible if Measure A is not renewed
Capital	<ul style="list-style-type: none"> • Located within San Mateo County • All phases of work are eligible • Not eligible for general state of good repair or maintenance projects • Maximum project contributions: over \$25 million – up to 50%, under \$25 million – up to 75%
Operations	<ul style="list-style-type: none"> • Applicable to projects beyond San Mateo County if costs are proportional • Only for new or expanded services and includes customer experience programs
First/Last-Mile	<ul style="list-style-type: none"> • Must be identified as priority project in an agency’s station access improvement or equivalent plan • If an agency does not have a station access plan, TA will provide the seed funding to create plans for SMC only • Must improve connections within three miles of regional transit connections • Micromobility and bikeshare capital and operations are eligible if they support the regional transit network



PROJECT EVALUATION

- Call for Projects will occur on a four-year cycle
- Evaluation committee will assess project applications using the criteria on the subsequent slide
- Evaluation criteria updated to match program goals



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PROJECT EVALUATION

Criteria	Definition	Criteria Weight
Connectivity	Project's ability to provide transit connectivity, speed, and/or reliability improvements between San Mateo County and Alameda County, San Francisco County and/or Santa Clara County	30%
Sustainability	Project's ability to sustain ridership and growth, implement green infrastructure, and/or reduce congestion (vehicle miles travelled) on the region's highways and roadways	20%
Equity and Community Support	Project's support from local communities and/or the RTC engagement process while also promote equity through the proximity to and/or serving of MTC Equity Priority Communities and/or SamTrans EPAs	25%
Safety and Customer Experience	Project's ability to reduce collisions, increase security, improve first/last-mile connections to and from transit services for non-single occupant vehicle users	20%
Readiness	Project's ability to proceed as quickly as possible following award of funding	5%



NEXT STEPS AND ACTION ITEMS

- The project team will address feedback from today's meeting for the Final Plan
- The Public Review Draft will be open until September 20, 2024
- The Final Plan will be presented for adoption at the October TA Board meeting

<https://smcta.konveio.com/regional-transit-connections-plan-public>



THANK YOU!

Contact

Patrick Gilster

Director, Planning and Fund Management

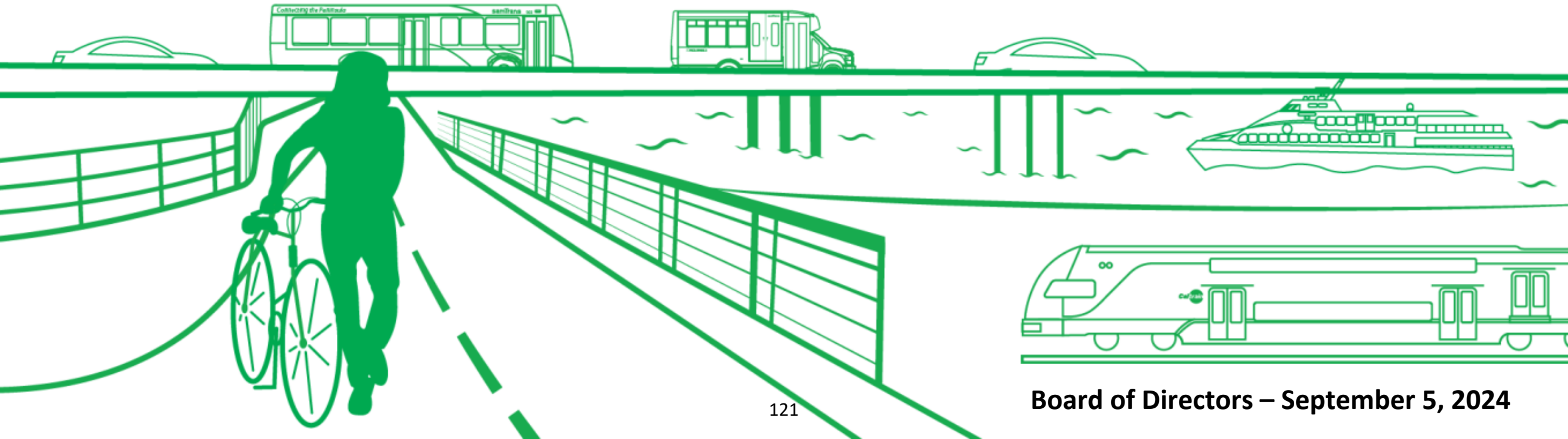
gilsterp@samtrans.com





SAN MATEO COUNTY
**Transportation
Authority**

US 101 Express Lanes: Update on Variable Rate Bonds



OVERVIEW

- **Background**
- **Interest Rates**
- **Debt Service**
- **Outlook**



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BACKGROUND

In 2020 TA issued \$100M variable rate bonds:

- Support JPA's \$581M cost for US 101 Express Lanes (EL)
- Secured by Measures A & W sales tax

Why variable rate bonds?

- Lowest cost
- 20-year average historical interest rate: 1.1%
- Estimated Fixed Rate issuance in Sep 2020 = 3.50%
- Initial rates: 0.07%
- Prepayment flexibility



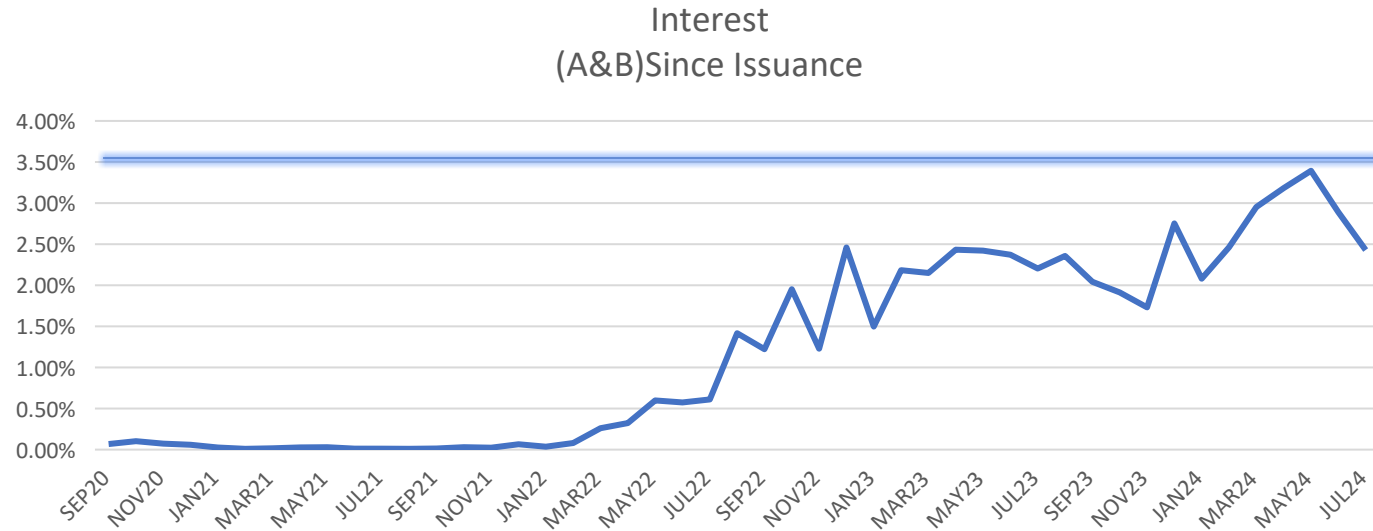
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INTEREST RATES

Interest Rate Overview Six Months- Feb to July 2024	
Average Rate A&B combined	2.63%
Highest Rate weekly reset (4/18/2024)	3.68%
Highest Rate daily reset (6/28/24)	4.45%
Lowest Rate weekly reset (7/11/2024)	1.89%
Lowest Rate daily reset (Feb 5&6, 2024)	1.00%

Interest Rate Overview Since Issuance	
Average Rate A&B combined	1.21%
Highest Rate weekly reset (4/18/2024)	3.68%
Highest Rate daily reset (6/28/24)	4.45%
Lowest Rate weekly reset (7/11/2024)	0.01%
Lowest Rate daily reset (Feb 5&6, 2024)	0.01%

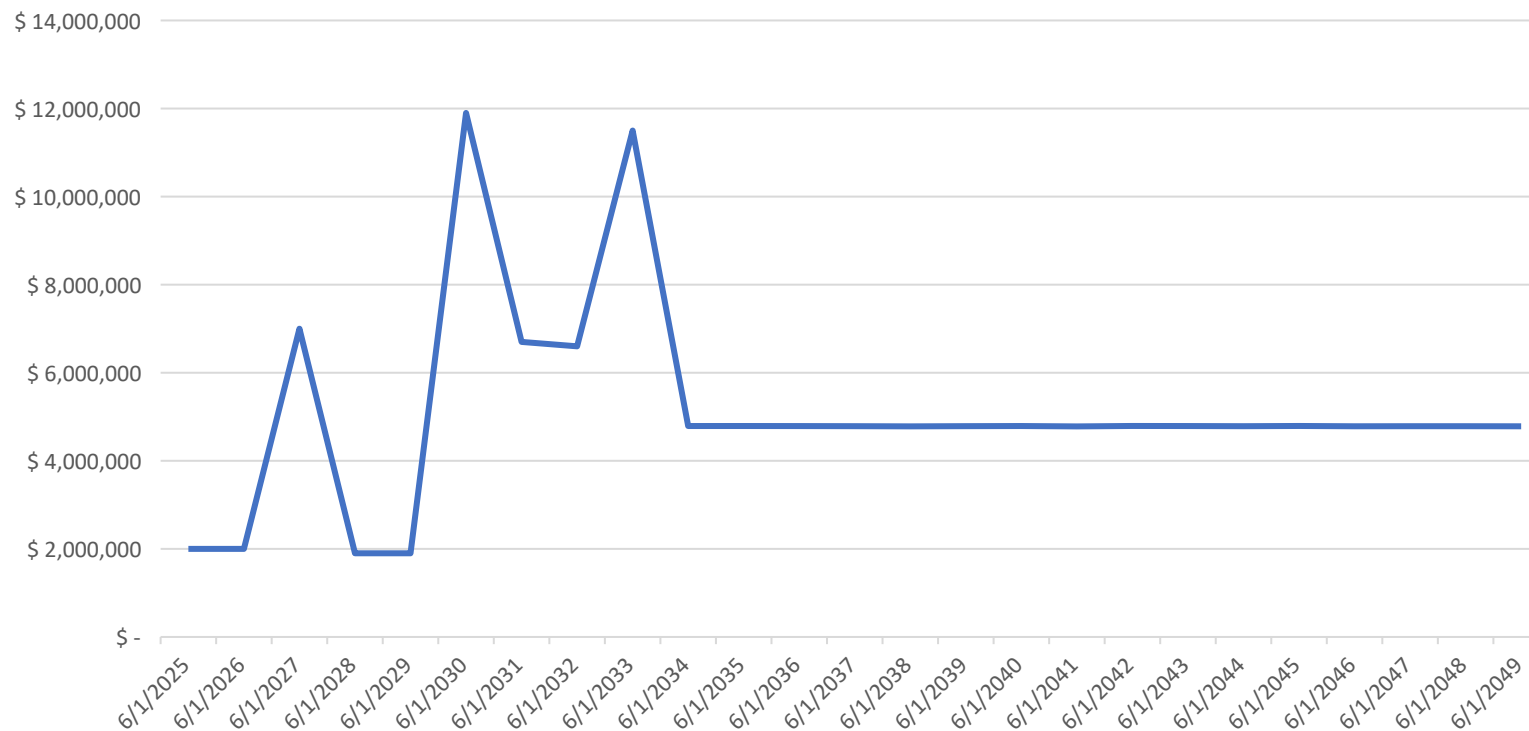


Fixed Rate Issuance in
Sep 2020 = 3.50%



Debt Service

Total Estimated Annual Debt Service*



* Based on estimated Interest Rate of 2.00%



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Outlook

- The Federal Reserve at their July meeting continued hints they might begin to lower the Fed Funds rate later this year.
- Market expectations have rates lowering by 1.00% between now and the end of calendar year 2025.
- Any reduction in the Fed Funds rates is expected to reduce rates on the VRDOs below current levels and keep them below the 3.50% budgeted this FY.





San Mateo 101 Express Lanes Performance Q3 and Q4 of FY2024 (January – June 2024)

Rules of the Road

- Hours: 5 a.m. to 8 p.m. Monday – Friday
- FasTrak® required
- Carpools (HOV 3+), buses, and motorcycles travel toll-free with FasTrak® Flex toll tags
- Carpools (HOV 2) pay half-price tolls with FasTrak® Flex toll tags
- Solo drivers in eligible clean-air vehicles pay half-price toll with FasTrak® CAV toll tags

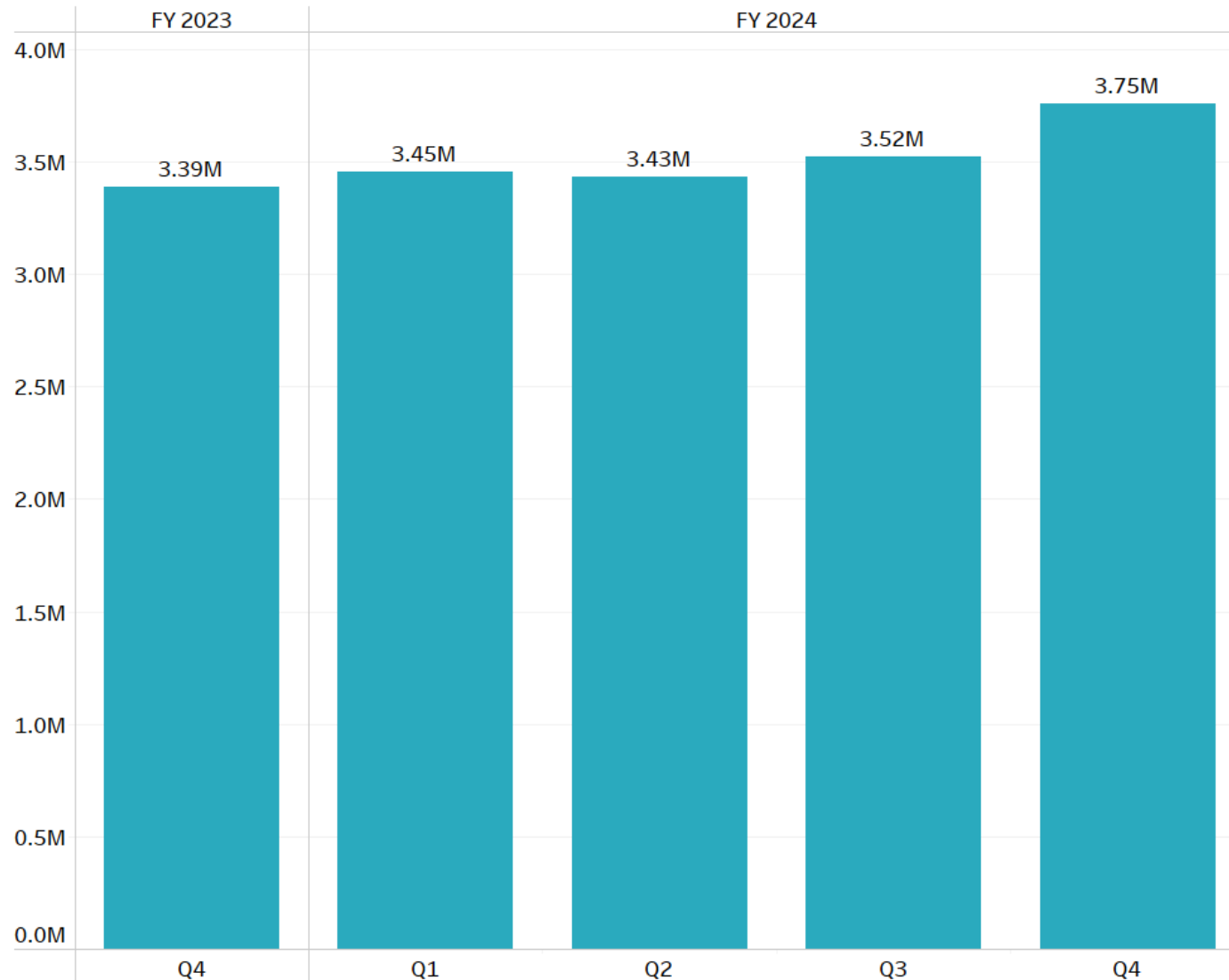


Key Performance Highlights

- **Consistent Trends:** Over the course of the full year of operations, observed performance has been fairly consistent.
- **Increase in Average Assessed Tolls:** Q3 and Q4 of FY24 saw a slight uptick in overall average assessed tolls for both directions compared to the Q1 and Q2 of FY24.
- **Express Lane Performance:** Both trip volume and revenue for the express lanes increased when compared to the Q1 and Q2 of FY24.
- **Express Lane Volume:** With 3 additional operating days for the Q3 and Q4 of FY24, the average daily express lane volume experienced a slight increase compared to Q1 and Q2 of FY24.



Express Lane Trips



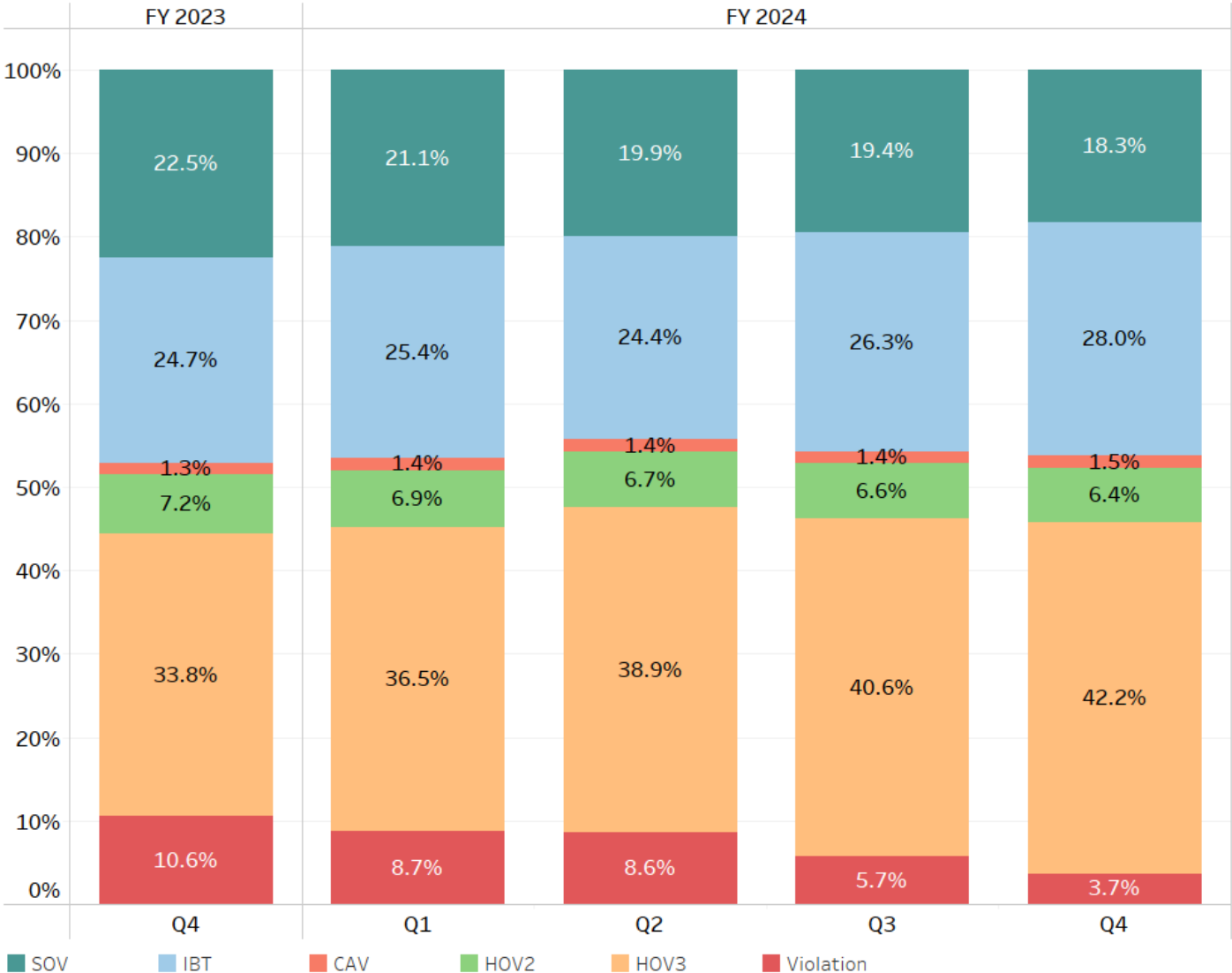
- FY24 Q3 and Q4 consisted of 128 tolling days.
- In the 6-month period of FY24 Q3 and Q4, an average of 56,863 express lane trips have been made daily, which is a 3.2% increase over the 6-month period between FY24 Q1 and Q2.
- A total of 7,278,479 trips for FY24 Q3 and Q4.



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Express Lane Trip Types



Toll-free trips: 41.4%

- HOV 3+ and Non-Revenue

Tolled trips: 54%

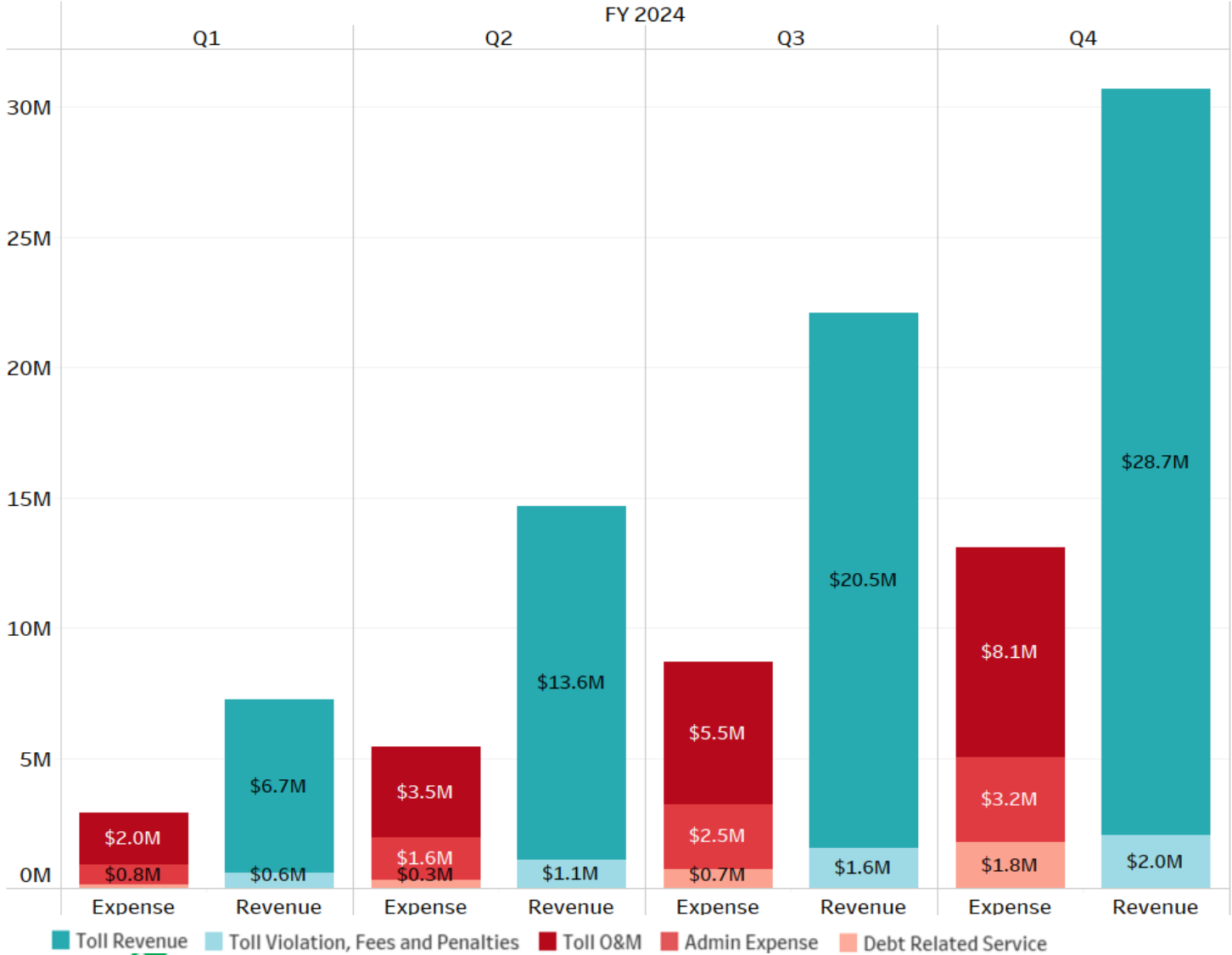
- 46% full toll (SOV + IBT)
- 6.5% half toll (HOV 2)
- 1.5% half toll (CAV)

Violation trips: 4.7%

- Image-based Toll (IBT) trips with No FasTrak account at the time of the trip



Express Lanes Actual Cumulative Collected Toll Revenue



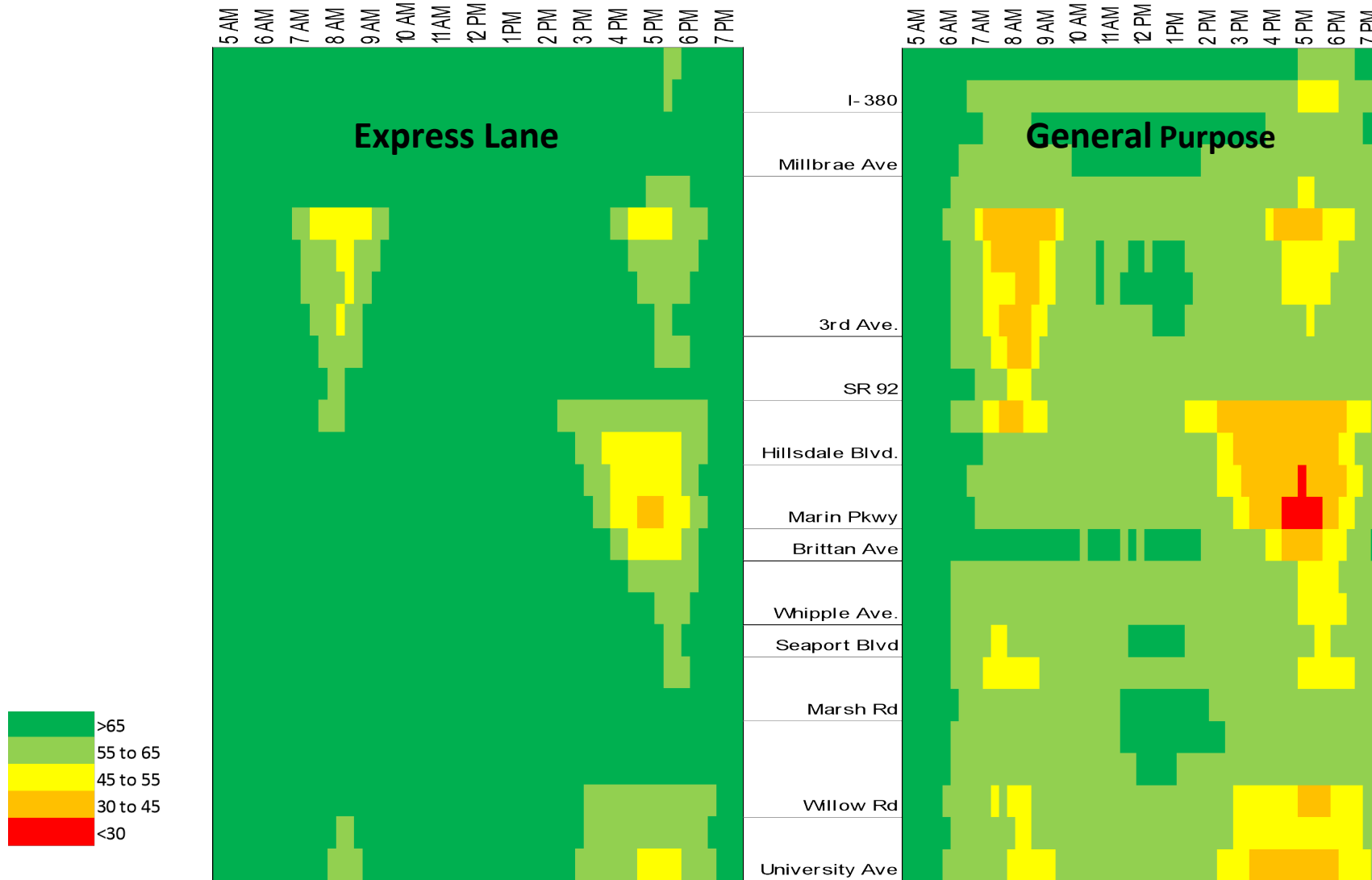
- In FY24, SMCEL-JPA has received \$30.7 million in toll revenue.
- In FY24, SMCEL-JPA has expended \$8.1 million in toll operations and maintenance (O&M) costs.
- SMCEL-JPA has disbursed approximately \$1.8 million in debt related payments during this fiscal year.

Note: Financial figures are preliminary. These figures are subject to audit and may change.



Northbound Speeds by Location & Time – FY24 Q3

Item #11 a.
9/5/2024

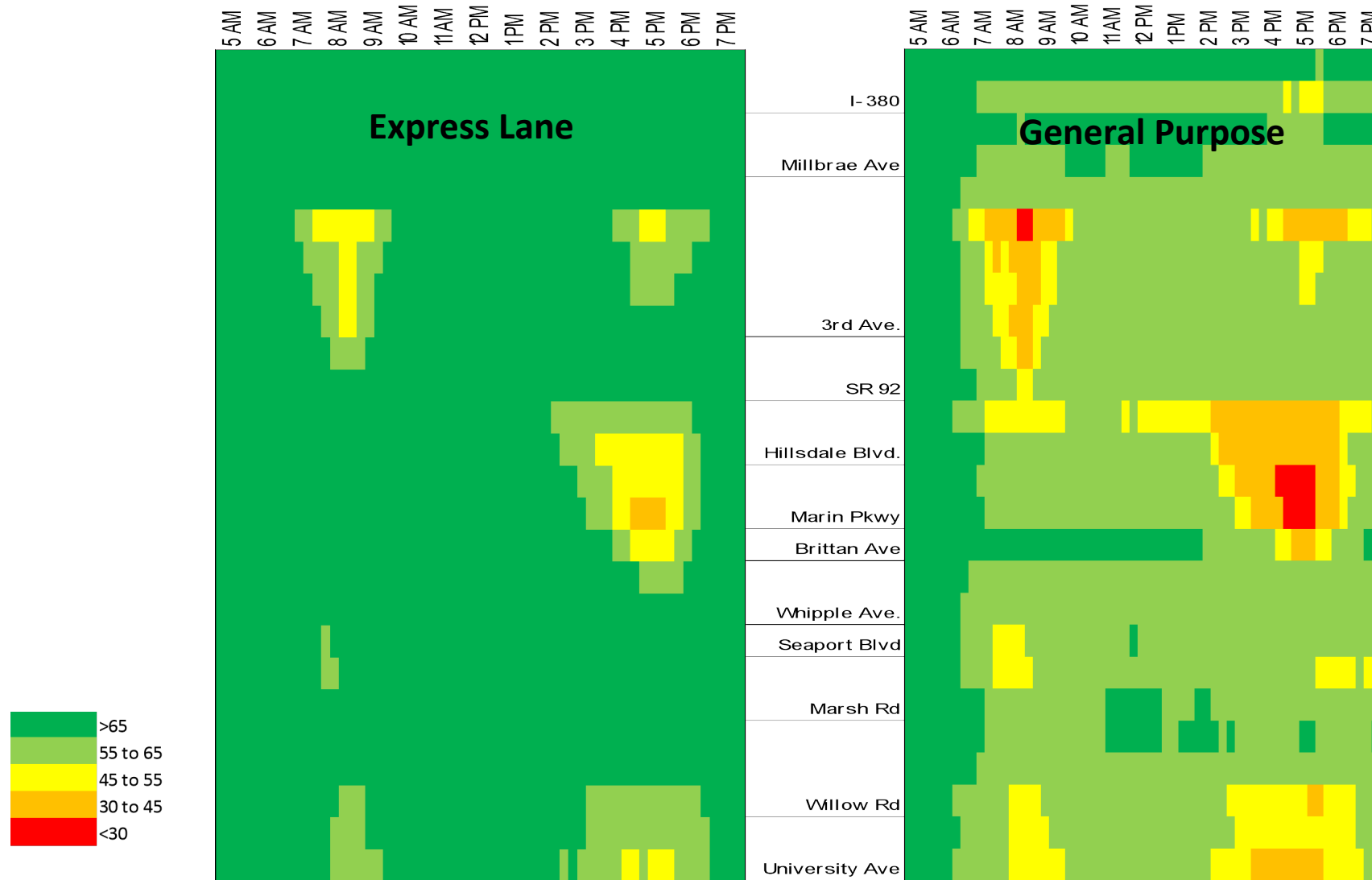


- Average northbound Express Lane speeds were 11 mph or greater during tolling hours.
- Average northbound general purpose lane speeds were lowest in the approach to SR 92 in the PM.
- Most congested during PM peak period (3-6pm) approaching SR-92.



Northbound Speeds by Location & Time – FY24 Q4

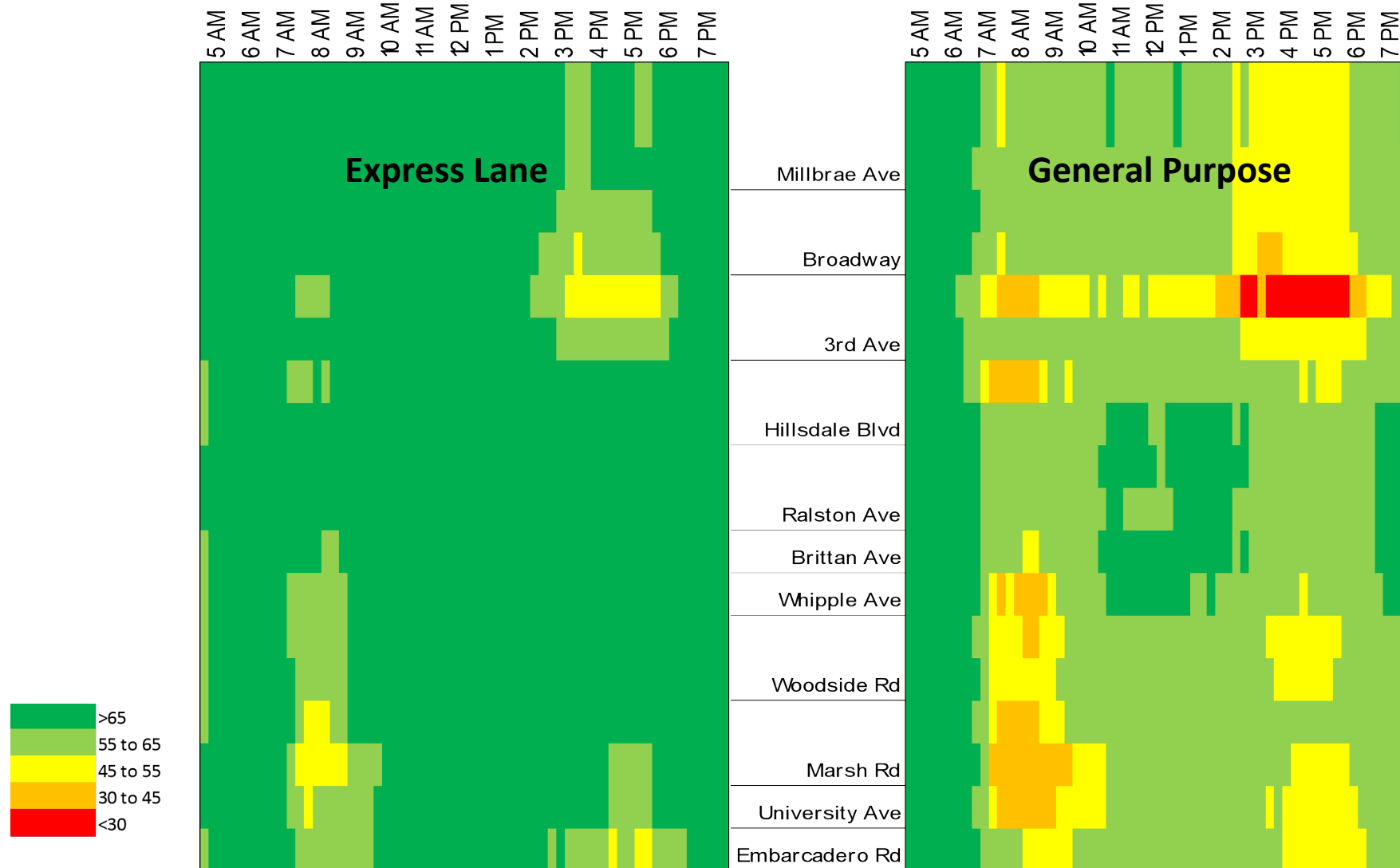
Item #11.a.
9/5/2024



- Average northbound Express Lane speeds were 11 mph or greater during tolling hours.
- Average northbound general purpose lane speeds were lowest in the approach to SR 92 in the PM.
- Most congested during PM peak period (3-6pm) approaching SR-92.



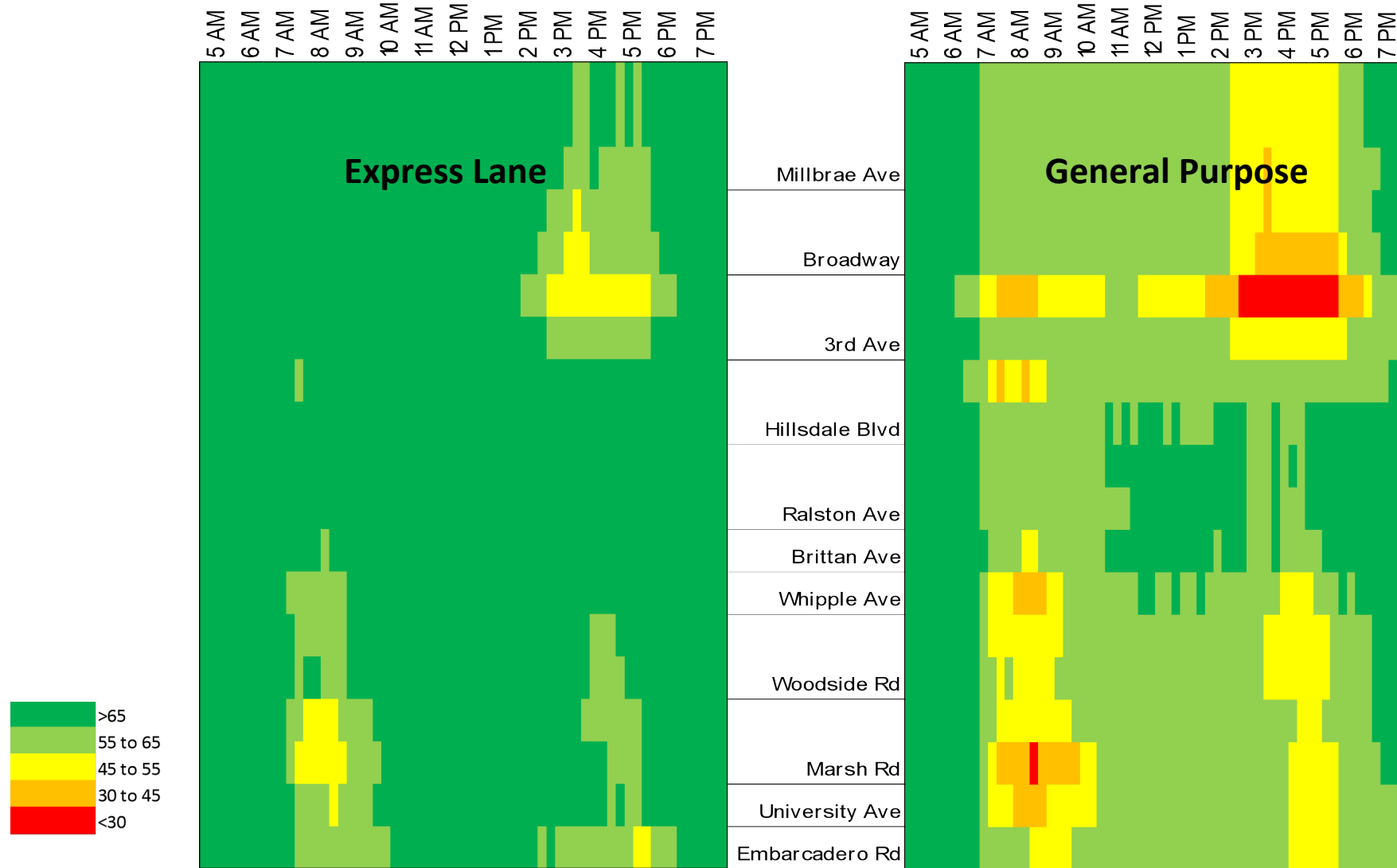
Southbound Speeds by Location & Time – FY24 Q3



- Average southbound Express Lane speeds were 12 mph or greater during tolling hours.
- Average southbound general purpose lane speeds were lowest between 3rd Ave and Broadway.
- Most congested during PM peak period (3-6pm) north of SR-92.



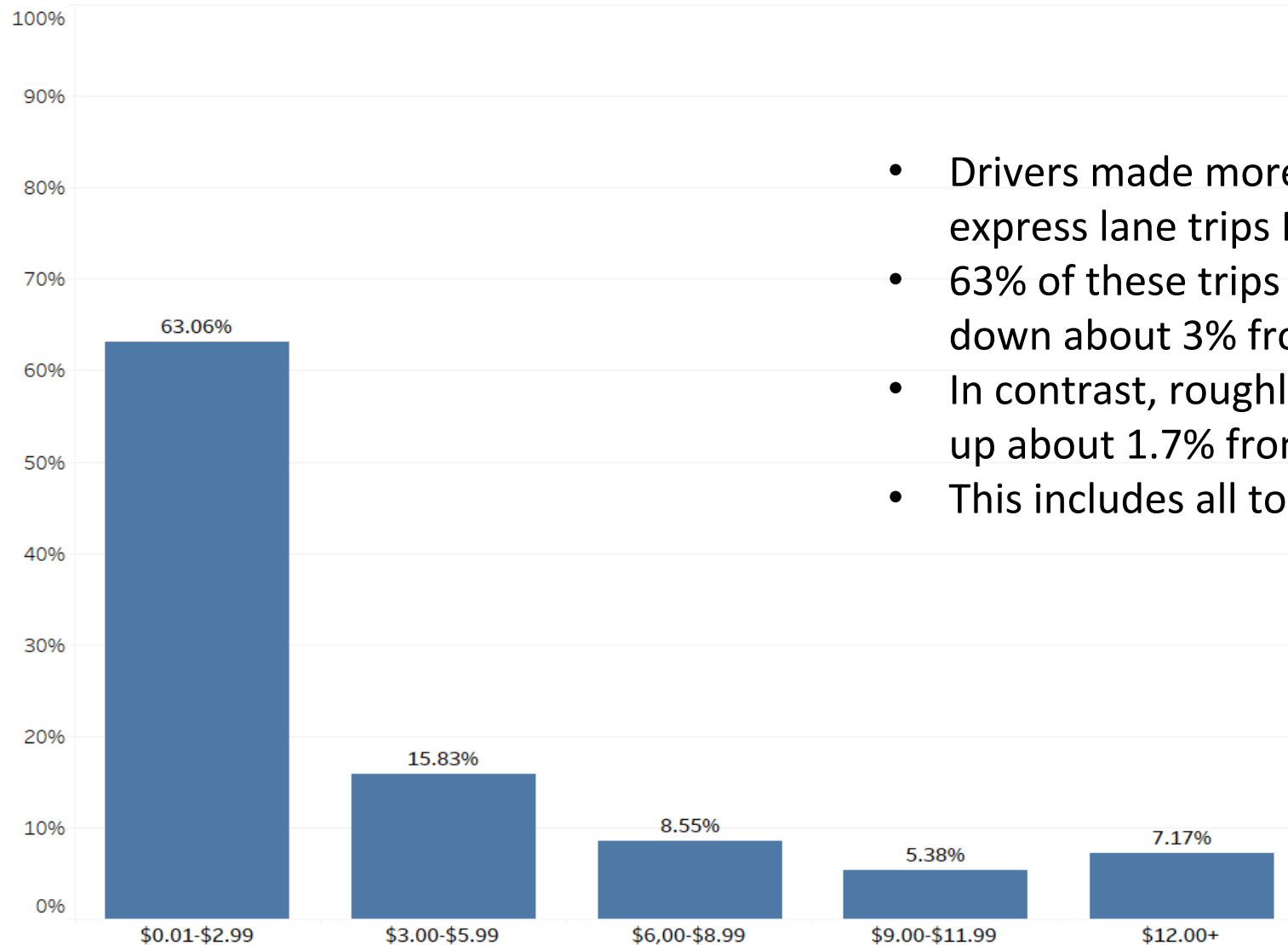
Southbound Speeds by Location & Time – FY 24 Q4



- Average southbound Express Lane speeds were 12 mph or greater during tolling hours.
- Average southbound general purpose lane speeds were lowest between 3rd Ave and Broadway.
- Most congested during PM peak period (3-6pm) north of SR-92.



Distribution of Assessed Tolls – FY24 Q3 and Q4



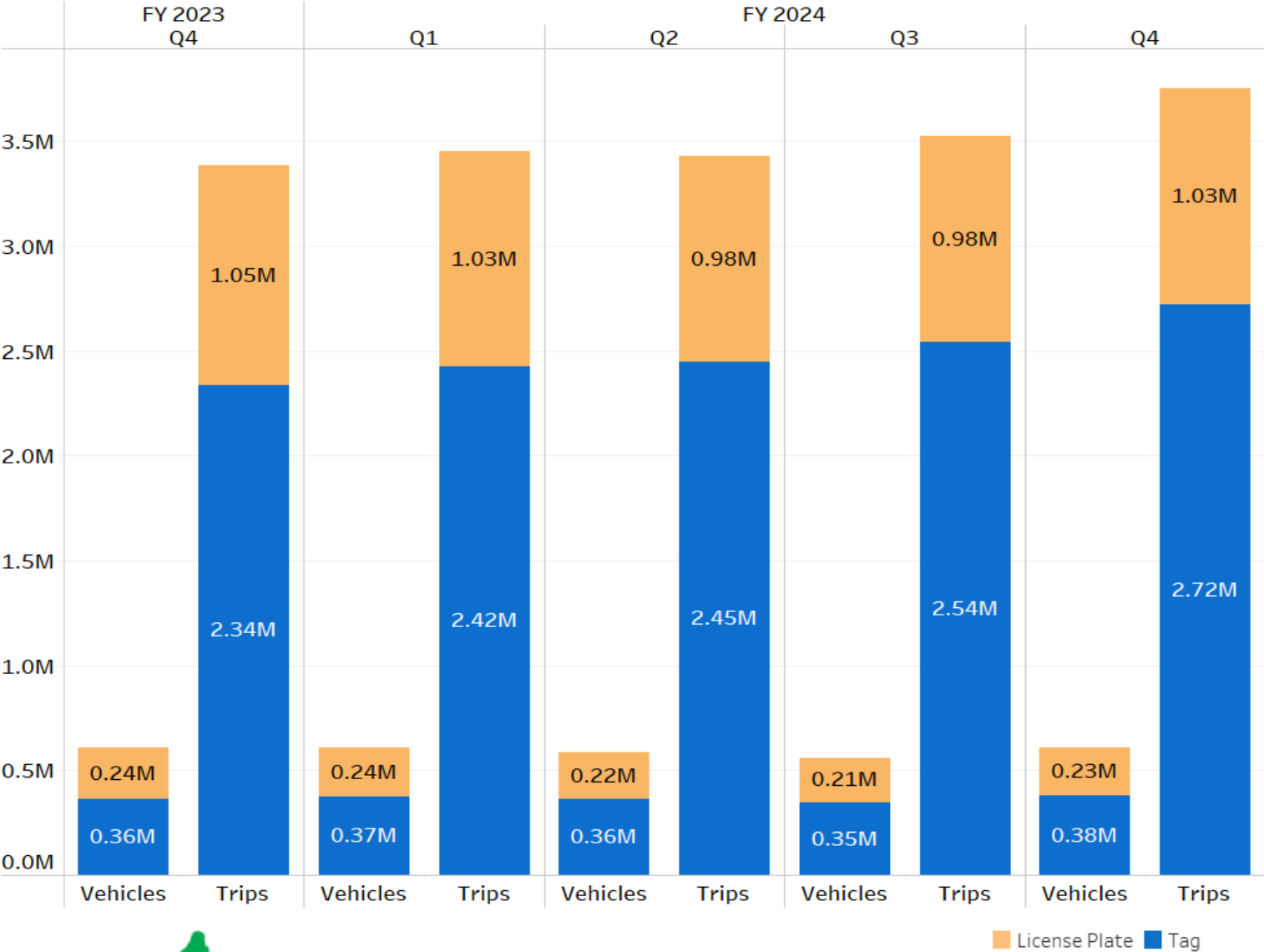
- Drivers made more than 4 million tolled express lane trips FY 24 Q3 & Q4.
- 63% of these trips incurred a toll less than \$3, down about 3% from Q1 and Q2 of FY24.
- In contrast, roughly 7.2% were \$12 and over, up about 1.7% from Q1 and Q2 of FY24.
- This includes all tolled trip types and lengths.



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How Drivers Use the Lanes



- In 2nd half of FY24, about 889,000 unique vehicles made about 7.28 million express lane trips.
- 61% of these vehicles utilized FasTrak® toll tags and made 72% of the total trips.
- The other 39% of these vehicles did not carry toll tags and instead were captured as image-based trips for the remaining 28% of the total trips.

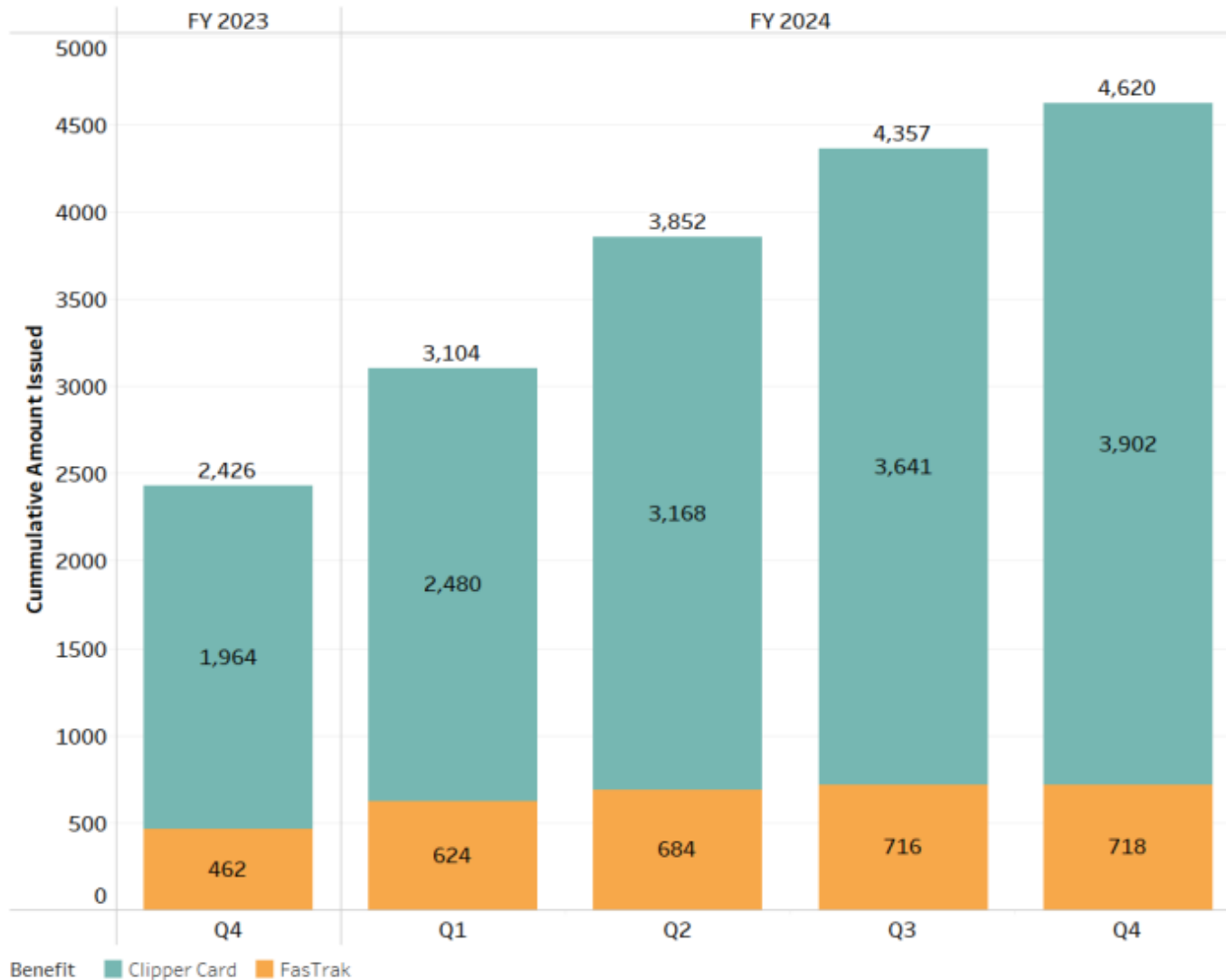


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Community Transportation Benefits Program – Cumulative Benefits Issued



Item #11.a.
9/5/2024



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Program Evolution

Element	Where we started <i>Initial CTB Program (April 2022-June 2024)</i>	Where we're going <i>Next Gen CTB Program (Launching Spring 2025)</i>
Amount	\$100	\$200
Benefit type	Preloaded Clipper Card credit, or FasTrak credit 	Mobility debit card 
Renewal	Clipper: Annual FasTrak: One-time	Annual
Enrollment process	In-person at Core Agencies	<ul style="list-style-type: none"> • In-person at Core Agencies • Online



Doubled Benefits During Transition Period

Benefit	New participants	Existing participants
Clipper Card	New pre-loaded \$200 card	Participants may return for a second \$100 card
FasTrak	New pre-loaded \$200 toll tag	Participants may return for an additional \$100



For additional information, please visit: <https://101expresslanes.org>



**San Mateo County Transportation Authority
Staff Report**

To: Board of Directors

Through: April Chan, Executive Director

From: Emily Beach, Chief Communications Officer 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
August 23, 2024

Traditionally, August is a very slow month on Capitol Hill and this year is no exception. The House and Senate are scheduled to return from the August recess on September 9. Upon returning, Congress will have three weeks to pass a Continuing Resolution (CR) to keep the government funded past the September 30 deadline.

CRs are always political exercises focusing on duration, spending levels, and extraneous legislation to be attached. While nothing has been negotiated, the most likely outcome is a clean CR that extends to Thanksgiving at current spending levels. The House Freedom Caucus has already drawn a line in the sand demanding its immigration bill (HR2) and reduced spending; these things will not happen but, they will add drama to the process and give House democrats additional leverage in the negotiations. Additionally, we are also expecting several “define the differences” (position) votes in both the House and Senate between now and the end of the fiscal year.

Once the CR passes, we expect Congress to recess until after the election. The outcome of the election – and if there any majority/minority flips or if the White House changes parties – will largely define how the FY 2025 budget process resolves. We will keep the Board posted.

Recall, the TA worked with the City of Burlingame to help secure a \$3 million earmark in the House Transportation, Housing, and Urban Development appropriations bill for the Broadway grade separation project. We will continue to monitor that funding as the process move forward.

Lastly, we are expecting several DOT discretionary grant award announcements between now and the elections. Most notably this includes the MEGA/INFRA program, Safe Streets for All, and – possibly – the bridge program. The TA has been working with the City of Burlingame on a rail crossing elimination (RCE) grant application; those applications are due September 23.



August 22, 2024

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: **STATE LEGISLATIVE UPDATE – September 2024**

General Update

The Legislature returned to Sacramento on August 5 after a month-long summer recess. With policy committee deadlines in the rear view, their focus immediately turned to fiscal committee hearings. Approximately 1,300 bills were still moving through the legislature at the beginning of August. Hundreds of these bills were considered through the “suspense file” process in each appropriations committee prior to the August 16 deadline for bills with a fiscal impact to advance in the legislative session.

The suspense file allows the houses’ appropriations committees to reduce the total number of bills and associated state costs without requiring rollcall votes on individual measures that are held in the committees. On August 15, the Senate Appropriations Committee considered 515 Assembly bills and held 174 of those in committee. The Assembly Appropriations Committee took up 313 Senate bills and held 100 in committee. The percentage of bills held on suspense—approximately 33%— is higher than typical, likely due to both the precarious nature of the state’s budget and election year politics for some of the more controversial measures.

Additional details on key bills Politico Group monitored for the Transportation Authority during the appropriations process are included in the report below. The Legislature must wrap up all legislative business for the two-year session by August 31.

In addition to the flurry of legislative activity in advance of the appropriations deadline, there was significant activity over the last month in the executive branch, including SB 1 competitive grant funding programs, and an executive order to encourage infill housing.

SB 1 Competitive Grant Programs Slated for Action at August CTC Meeting

The CTC approved fund estimates and guidelines for the next round of SB 1 competitive grant programs during their August 15-16 meeting in San Diego. Specifically, CTC staff presented a fund estimate and proposed guidelines for the Trade Corridor Enhancement Program (TCEP), a revised fund estimate and revised guidelines for the Active Transportation Program (ATP), and guidelines for the Solutions for Congested Corridors Program (SCCP) and the Local Partnership Program (LPP) – Formulaic and Competitive. Calls for projects for the TCEP, SCCP, and LPP will occur immediately following the August meeting. In addition to the details on the TCEP and ATP below, here is a timeline for important SB 1 competitive grant program milestones:

Program	Call for Projects	Project Nominations Due	Staff Recommendations	Program Adoption
TCEP	August 16, 2024	November 22, 2024	June 6, 2025	June 26-27, 2025
SCCP	August 16, 2024	November 19, 2024	June 2025	June 2025
LPP – Competitive	August 16, 2024	November 20, 2024	June 6, 2025	June 26-27, 2025
ATP	March 22, 2024	June 17, 2024	November 1, 2024	December 5-6, 2024

Trade Corridors Enhancement Program Budget Impacts

The 2024-25 State Budget may have implications for the TCEP program, although the specific impacts are not clear at the time of this writing. Specifically, the transportation budget trailer bill ([AB 173](#)) requires the California State Transportation Agency (CalSTA) to coordinate with Caltrans and the CTC to identify available funding to backfill a \$200 million reduction for grade separation projects which had already received grant awards. Potential sources of funding include TCEP and other state transportation funding programs for which grade separation projects may be eligible.

A TCEP fund estimate adopted by the CTC today provides for \$1.07 billion in available funding and \$171 million in prior funding commitments, for an estimated funding round of \$900 million. Should TCEP funding be tapped to backfill previously awarded grade separation projects, the overall funding available for Cycle 4 will likely be reduced. The trailer bill language gave the state a year to develop the plan, but CalSTA and its partners appear to be moving much more quickly to resolve the outstanding grade separation funding issue.

State Budget Impacts to Cycle 7 Active Transportation Program

The CTC adopted a revised fund estimate based on the final 2024-25 state budget and amended guidelines for Cycle 7 of the Active Transportation Program (ATP) at its August 15-16 meeting. In preparation for those actions, CTC staff held a “funding reduction” workshop on July 17 to inform agencies and stakeholders about the budget’s impacts to Cycle 7 and solicit feedback on guideline amendments related to additional “tiebreaker” criteria.

While a majority of the 2022 Budget Act’s \$1.05 billion General Fund infusion into the ATP remains intact based on future funding commitments to the program, the 2024 Budget Act reduced funding immediately available for Cycle 7 by \$400 million. As a result, the Cycle 7 fund estimate, which was adopted by the CTC in March 2024, was reduced from \$568.7 million to \$168.7 million. The ATP program is further broken down into three categories: 50 percent (\$84.4 million) for statewide competition, 10 percent (\$16.9 million) for small urban and rural areas, and 40 percent (\$67.5 million) divided between the largest 10 MPOs in the state.

Compounding the difficult budget news, Cycle 7 applications were due in June and are currently being reviewed and scored. CTC staff reporting during the July workshop that 277 applications were received requesting \$2.5 billion worth of funding. Staff also reported that while fewer applications were received in Cycle 7 than in Cycle 6, projects, or at least grant application funding requests, are growing in cost. For instance, the largest ATP request is for \$60.4 million, which is nearly two-thirds of the entire amount available for statewide competition and nearly 100 percent of the MPO pot.

The following San Mateo County jurisdictions have submitted Cycle 7 ATP applications:

Implementing Agency	Project Name	Total Project Cost	ATP Funding Request	Project Type
City of Belmont	The Alameda de Las Pulgas (ADLP) Corridor Enhancement Project	\$ 16,800	\$ 17,996	Infrastructure - Large
City of Half Moon Bay	Kelly Avenue Complete Streets Project	\$ 11,365	\$ 11,365	Infrastructure - Large
City of San Bruno	Huntington Avenue Bicycle and Pedestrian Improvements Project Segment 2	\$ 5,650	\$ 5,000	Infrastructure - Medium
Totals		\$ 33,815	\$ 34,361	

Given the limited funding and huge number of requests, the revised Cycle 7 guidelines provide additional criteria to serve as “tiebreakers” should several projects receive the same score. The guidelines currently include three criteria for tiebreaker consideration: 1) project readiness, 2) highest score on the highest point value question, 3) highest score on the second highest point value questions. During the workshops, CTC staff solicited feedback on three additional criteria: 1) whether the applicant has applied for ATP funding for the same project two or more cycles and has not been successful, 2) application was submitted by a tribal government, and 3) highest score on the third highest point value question.

CTC staff also discussed plans for a contingency list of projects should additional funding become available. The 2024 Budget Act included a commitment for an additional \$400 million for ATP in future years, but this will require future budget action before the CTC can program new projects.

Governor Issues Executive Order to Promote Infill Housing

On July 31, Governor Newsom issued [Executive Order N-2-24](#), which directs several state agencies to address barriers to infill housing. These efforts will include changes to building standards, permitting processes, and environmental review for infill projects.

Caltrans is directed to work with CalSTA and the Governor’s Office of Land Use and Climate Innovation (GO-LUCI) to analyze opportunities to support affordable infill housing as a mitigation measure for vehicle miles travelled (VMT) impacts under CEQA. This would include identifying opportunities to leverage transportation funding, where eligible, to support affordable infill housing as a mitigation

measure for transportation projects. GO-LUCI is also directed to convene an interagency Task Force on Mitigation Banks, to “develop a framework for a Statewide Mitigation Bank to provide flexibility in the use of infill housing as a mitigation strategy.” The executive order could enable state transportation funding programs, and potentially local transportation agencies or other funding partners, to invest in housing and related infrastructure for VMT mitigation for transportation projects.

Bills of Interest to SMCTA

SB 768 (Caballero) CEQA: Vehicle Miles Traveled Study – WATCH

The Assembly Appropriations Committee approved SB 768 at its August 15 hearing with clarifying amendments from the author. This bill would require the State Transportation Agency, in consultation with regional transportation agencies, local governments, and other state agencies, to complete a study by 2028 examining how vehicle miles traveled (VMT) is used to measure transportation impacts pursuant to CEQA. The study would include costs of mitigation measures, an inventory of exempt project types, an inventory of regional VMT mitigation program reports, and an analysis of the differences and feasibility of mitigation measures in rural and urban areas. Finally, the study would include a discussion of the relationship between VMT reduction and greenhouse gas emissions, housing, transportation, economic development, and equity.

SB 960 (Wiener) Complete Streets and Transit Priority Projects on State Highways – WATCH

The Assembly Appropriations Committee approved SB 960 at its August 15 hearing with amendments that Senator Wiener negotiated with Caltrans and other stakeholders. Broadly speaking, the amended bill represents a more assertive approach to ensuring that Caltrans incorporates complete streets elements—including bicycle, pedestrian, and transit facilities—on state highway projects where appropriate. Unlike earlier versions of the bill, however, the amendments provide Caltrans with more flexibility and are better aligned with various state planning documents.

Specifically, the amended bill requires Caltrans to include goals and performance measures for complete streets features and transit priority facilities in the Strategic Highway System Management Plan; commit to specific four-year targets for incorporating complete streets features into projects funded by the State Highway Operations and Protection Program (SHOPP); adopt by July 2027 a transit policy and implementation guidance for facilities such as bus-only lanes and transit stops on the state highway system; and create an encroachment permit review process for complete streets projects, including designating an encroachment permit manager in each district. The bill also requires Caltrans to consult with local agencies and others in the development of SHOPP-funded complete streets projects, and on the transit priority policy and related guidance.

SMCTA Bill Matrix – September 2024

Measure	Status	Bill Summary	Recommended Position
<p>AB 7 Friedman (D)</p> <p>Transportation: funding: capacity projects</p>	<p>9/11/23</p> <p>Senate Floor</p> <p>Two-year bill</p>	<p>As amended on September 1, this bill would require the California State Transportation Agency, the California Transportation Commission, and Caltrans to incorporate executive orders related to the Infrastructure Investment and Jobs Act (IIJA) and the Governor’s Climate Action Plan for Transportation Infrastructure (CAPTI) into program guidelines and processes, to the extent applicable and feasible. The bill would also require the California Transportation Plan to include a financial element based on available revenues and analyze outcomes related to IIJA, CAPTI, and federal Justice40 priorities.</p>	<p style="text-align: center;">Watch</p>
<p>AB 107 Committee on Budget</p> <p>Budget Act of 2024</p>	<p>6/26/24</p> <p>Signed by Governor</p>	<p>As chaptered on June 26, this bill makes appropriations for the fiscal year 2024-25 state budget.</p>	<p style="text-align: center;">Watch</p>
<p>AB 173 Committee on Budget</p> <p>Transportation budget trailer bill</p>	<p>7/2/24</p> <p>Signed by Governor</p>	<p>As chaptered on July 2, this bill makes statutory changes necessary to implement the Budget Act of 2024, including directing the California State Transportation Agency to coordinate with Caltrans and the California Transportation Commission to identify available funding to backfill previously awarded grade separation grants. The bill also includes a \$100 million appropriation to the Active Transportation Program from the General Fund.</p>	<p style="text-align: center;">Watch</p>
<p>ACA 10 Aguiar-Curry (D)</p> <p>Local government financing: affordable housing & public infrastructure: voter approval</p>	<p>6/27/24</p> <p>Chaptered</p>	<p>As chaptered on June 27, this constitutional amendment makes changes to ACA 1 (Aguiar-Curry) to impose new limitations on local government revenue measures that would benefit from a reduced voter approval threshold. Specifically, the amended measure, upon approval by the statewide electorate, would exclude sales tax measures from the reduced 55% voter approval threshold and instead authorize the reduced threshold for bond measures the fund affordable housing and related infrastructure. ACA 1, as amended by ACA 10, will appear on the November 2024 statewide ballot as Proposition 5.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2024

Measure	Status	Bill Summary	Recommended Position
<p>ACA 13 Ward (D)</p> <p>Voting thresholds</p>	<p>11/2/23</p> <p>Chaptered</p>	<p>As chaptered on November 2, this constitutional measure, upon approval by the statewide electorate, would require initiative measures that amend the constitution to increase the voter approval requirement to adopt any state or local measure to also pass by the highest voter approval requirement that the initiative measure would impose. This requirement would apply to statewide initiative measures that appear on the ballot after January 1, 2024. AB 440 (Chapter 82, Statutes of 2024) moved ACA 13 to the November 2026 statewide ballot.</p>	<p style="text-align: center;">Watch</p>
<p>SB 108 Committee on Budget and Fiscal Review</p> <p>Budget Act of 2024 – “Budget Bill Junior #1”</p>	<p>6/29/24</p> <p>Signed by Governor</p>	<p>As chaptered on June 29, this bill amends the Budget Act of 2024 (AB 107) to include the appropriations mutually agreed upon by the Governor and Legislature.</p>	<p style="text-align: center;">Watch</p>
<p>SB 768 Caballero (D)</p> <p>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study</p>	<p>8/19/24</p> <p>Assembly Floor</p>	<p>As amended on August 19, this bill would require the State Transportation Agency, in consultation with regional transportation agencies, local governments, and other state agencies, to complete a study by 2028 examining how vehicle miles traveled (VMT) is used to measure transportation impacts pursuant to CEQA. The study would include costs of mitigation measures, an inventory of exempt project types, an inventory of regional VMT mitigation program studies, and an analysis of the differences and feasibility of mitigation measures in rural and urban areas. Finally, the study would include a discussion of the relationship between VMT reduction and greenhouse gas emissions, housing, transportation, economic development, and equity.</p>	<p style="text-align: center;">Watch</p>

SMCTA Bill Matrix – September 2024

Measure	Status	Bill Summary	Recommended Position
<p>SB 960 Wiener (D)</p> <p>Transportation: planning: complete streets facilities: transit priority facilities</p>	<p>8/19/24</p> <p>Assembly Floor</p>	<p>As amended on August 19, this bill would require Caltrans to include goals and performance measures for complete streets features and transit priority facilities on state highways in the Strategic Highway System Management Plan; commit to specific four-year targets for incorporating complete streets features into projects funded by the State Highway Operations and Protection Program (SHOPP); adopt by July 2027 a transit policy and implementation guidance for facilities such as bus-only lanes and transit stops on the state highway system; and create an encroachment permit review process for complete streets projects, including designating an encroachment permit manager in each district. The bill also requires Caltrans to consult with local agencies and others in the development of SHOPP-funded complete streets projects, and on the transit priority policy and related guidance.</p>	<p style="text-align: center;">Watch</p>
Inactive Bills			
<p>AB 817 Pacheco (D)</p> <p>Local government: open meetings</p>	<p>6/5/24</p> <p>Senate Local Government</p> <p>Failed to pass by policy committee deadline</p>	<p>As amended on May 29, this bill would authorize a subsidiary body to use alternative teleconferencing provisions indefinitely and without regard to a state of emergency. To use teleconferencing, the bill would require the legislative body that established the subsidiary to make specified findings by majority vote before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting and post agendas at that location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform. Finally, the bill would require the subsidiary body to list in the meeting minutes the members who participated from a remote location.</p>	<p style="text-align: center;">Supported April 2023</p>